



MIKE McCALLISTER
PLANNING AND ZONING DIRECTOR

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DEVELOPMENT SERVICES BUILDING
150 BEAVERCREEK ROAD OREGON CITY, OR 97045

CLACKAMAS COUNTY BOARD OF COMMISSIONERS
2051 Kaen Road, Oregon City
BCC Hearing Room - 4th Floor

LAND USE HEARING
October 28, 2015
9:30 AM

The item will not begin before time noted. Interested parties may appear and be heard during the testimony phase of any hearing at the above address. If a hearing is set for decision only, the evidence phase has been completed, so interested parties may no longer be heard. Applications or comments may be inspected, and calls or correspondence directed to: Planning & Zoning Division, 150 Beaver Creek Road, Oregon City, OR 97045, (503) 742-4500.

HEARING

File No.: Z0294-15-CP / Z0295-15-ZAP

Applicants: John Brosy for Goby Walnut & Western Hardwoods

Proposal: The proposal is a Comprehensive Plan Amendment from Agricultural to Rural Industrial, and a corresponding Zone Change from Exclusive Farm Use (EFU) to Rural Industrial (RI) for approximately 5.25 acres of a 20-acre tract. The proposal requires an exception to Statewide Planning Goal 3, under ORS 197.732 and OAR 660, Division 4, to allow for the processing of salvaged wood and trees into products that would be sold for uses such as furniture making, musical instruments, flooring, gun stocks, and other custom woodworking projects.

Staff Contact: Martha Fritzie, Sr. Planner, 503-742-4529,
MFritzie@clackamas.us



MIKE MCCALLISTER
PLANNING AND ZONING DIRECTOR

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DEVELOPMENT SERVICES BUILDING
150 BEAVERCREEK ROAD OREGON CITY, OR 97045

Land Use Hearing Item Staff Report to the Board of County Commissioners

File Number: Z0294-15-CP and Z0295-15-ZAP

Staff Contact: Martha Fritzie – Sr. Planner

Board of County Commissioners Hearing Date: October 28, 2015

PROPOSAL

The applicant is seeking a Comprehensive Plan Amendment from Agriculture to Rural Industrial with a corresponding Zone Change from Exclusive Farm Use (EFU) to Rural Industrial (RI) for approximately 5.25 acres of the 20-acre tract. The proposal requires an exception to Statewide Planning Goal 3, under ORS 197.732 and OAR 660, Division 4, to allow for the processing of salvaged wood and trees into products that would be sold for uses such as furniture making, musical instruments, flooring, gunstocks, and other custom woodworking projects.

If the Plan and zoning designations on the property are changed, the “Reasons” exception necessitates the uses allowed be limited to only those approved in this application. Other uses listed in the Rural Industrial zone, as described in Section 604 of the county’s Zoning and Development Ordinance (ZDO) would not be allowed to locate on the property. The subject property would be required to comply with all of the other standards and regulations found in the ZDO.

RELATED PRIOR BCC ACTION

None

PLANNING COMMISSION ACTION

The Planning Commission (PC) held a public hearing on September 28, 2015 and voted unanimously to recommend approval to the BCC for the Reasons Exception,

Comprehensive Plan amendment and zone change; subject to the applicants' providing additional information, including:

- An analysis of the Economic, Social, Environmental, and Energy (ESEE) consequences, as required by state law for the Reasons exception; and
- Noise level data and, if needed, a noise mitigation plan for the two sawmills proposed to be located on the site.

To date, this additional information has not been provided.

CPO, HAMLET AND VILLAGE RECOMMENDATIONS

The subject property is located in the South Canby CPO, which is inactive.

SIGNIFICANT ISSUES

1. The most significant issue in this case is whether or not the criteria for a Reasons exception have been satisfied. This issue has been the subject of much discussion both in the record and at the PC hearing. A brief summary of the pertinent issues relating to the Reasons exception criteria is found below; details can be found in the *Planning Commission Staff Report*, the *Application Narrative*, and *Exhibits 3 and 5* (additional information from the applicants).

Reasons exceptions are the most difficult and require the highest level of analysis and evidence of the three options for Goal exceptions. State law prescribes the criteria and the four-step process an applicant must engage in to demonstrate the proposal qualifies for a Reasons exception:

- 1) **Need:** the applicant must identify a sufficient “reason” to authorize uses not allowed under Goal 3. The “need” argument is very difficult. The applicant must provide evidence that can demonstrate there is something so unique about both the business and the location that the business is dependent on this particular location to be (or remain) viable. In this case, the applicant argues the proposal meets the “need” criteria because this site is in the central Willamette Valley, which is closer to the majority of its wood suppliers and employees, so it will create a transportation advantage and benefit the county’s economy (both considerations under this criterion) and because the site is of sufficient size to allow the business to consolidate operations from several different sites. Staff asserts that, while the location and site size arguments may be the reason the business *wants* to locate on the subject site, the applicants have failed to demonstrate there is something unique about both the business and the location that the business must locate on this particular location.
- 2) **Alternatives:** the applicant must demonstrate that “areas” that do not require a new exception cannot reasonably accommodate the use (alternative analysis). It is important to keep in mind that the standard here is “reasonably accommodate.”

The Land Use Board of Appeals (LUBA) very clearly stated that the relevant question under this criteria *is not which site is better suited, but whether an alternative site that does not require a new exception can “reasonably accommodate” the proposed use. If so, an exception is not warranted for the preferred site, even if the preferred site is better suited for the proposed use than the alternative site*” (p. 32, *Columbia Riverkeeper v. Columbia County*).

This section of the rule sets out three areas that must be addressed in an alternative areas analysis:

- a. Areas inside an urban growth boundary (UGB)
- b. Areas outside a UGB that would not require a Goal exception
- c. Natural resource areas, already committed, including in unincorporated communities

The applicants provided arguments related to (a) and (b) above, but have provided no analysis related to the areas identified in (c).

(a) Inside a UGB: The business is currently located within a UGB, making it rather difficult to argue that it cannot locate in a different location within a UGB. However, as noted by the business owner at the PC hearing, the site they are currently located on is not a typical industrial site – it was purchased as a distressed property and has a sizeable constrained, unusable area. The nature of their business is very land intensive, has low job density and does not need urban utilities, all of which make it difficult to find an affordable site within a UGB.

(b) Outside a UGB: There are other areas within a mile or two of subject site that are zoned Rural Industrial (RI), including a sizeable area just west of Canby along Highway 99E. The applicant states that there are no available sites in those other RI zoned area and therefore those areas cannot accommodate the proposed uses.

Staff finds the applicants’ arguments relating to alternative areas both inside and outside a UGB do not meet the test of “reasonably accommodate.” Staff understands that there are reasons the business would prefer to locate outside a UGB but there is not sufficient evidence to demonstrate that the business could not locate on another site within a UGB. And no analysis was provided related to area identified in (c).

- 3) **Consequences:** the proposed use will have minimal adverse “consequences” compared to other locations. State law requires a demonstration that adverse ESEE impacts of the proposed uses are no greater than if the uses were to locate on another site requiring the Goal exception

To date, the applicants have not provided such an analysis, so Staff has been unable to make a finding regarding this criterion.

- 4) **Compatibility:** the proposed use must be compatible with other adjacent uses, or be so rendered through measures designed to reduce adverse impacts. Staff found no reason to believe it would not: the proposed business less intensive than previous businesses that existed on the site which did not preclude agricultural production on the adjacent parcels, and there are natural buffers from much of the neighboring agricultural lands.

However, several Planning Commission members voiced concern about potential noise impacts from the sawmills on nearby residences. This issue is discussed in #2 below and is expected to be resolved.

In summary, Staff asserts that, despite additional information and testimony provided by the applicants at the PC hearing, the proposal does not meet the required criteria to justify a Reasons exception.

2. The issue of whether the sawmills that would be moved to the subject site would generate an unacceptable amount of noise at neighboring or nearby homes was the subject of some discussion at the PC hearing. The applicants noted that they sawmills are relatively small, are electric, and would be located inside of a building and they therefore believed there would be no noise issues. While the Planning Commission did not necessarily disagree with those assertions, they requested the applicants provide some proof – measurements of the noise the sawmills produce – and a noise mitigation plan for nearby homes, if needed. While the applicants have stated via email that they have measured the noise level of the sawmills; to date, no information regarding noise has been provided to Staff.
3. Another issue that arose at the PC hearing was a request to provide a clarification of uses subject to, and potentially authorized by, the Reasons exception. Based on the application, hearing testimony, and discussions with the applicants, Staff concludes that the proposed uses on the property subject to the Reasons exception include:
 - Processing/milling of salvaged wood, including:
 - The installation of two (2) electric saw mills
 - The installation of, or conversion of an existing building into, a kiln (for drying wood)
 - Drying and storage of wood in large outdoor, fenced areas.
 - A small administrative office

STAFF RECOMMENDATION

The Planning Staff recommends denial of the Reasons Exception, Comprehensive Plan amendment and zone change as proposed in Z0294-15-CP & Z0295-15-ZAP because Staff finds that the application cannot satisfy all the applicable criteria for a Reasons exception.

Z0294-15-CP & Z0295-15-ZAP COMPREHENSIVE PLAN AMENDMENT AND ZONE CHANGE

BROSY / Goby Walnut & Western
Hardwoods

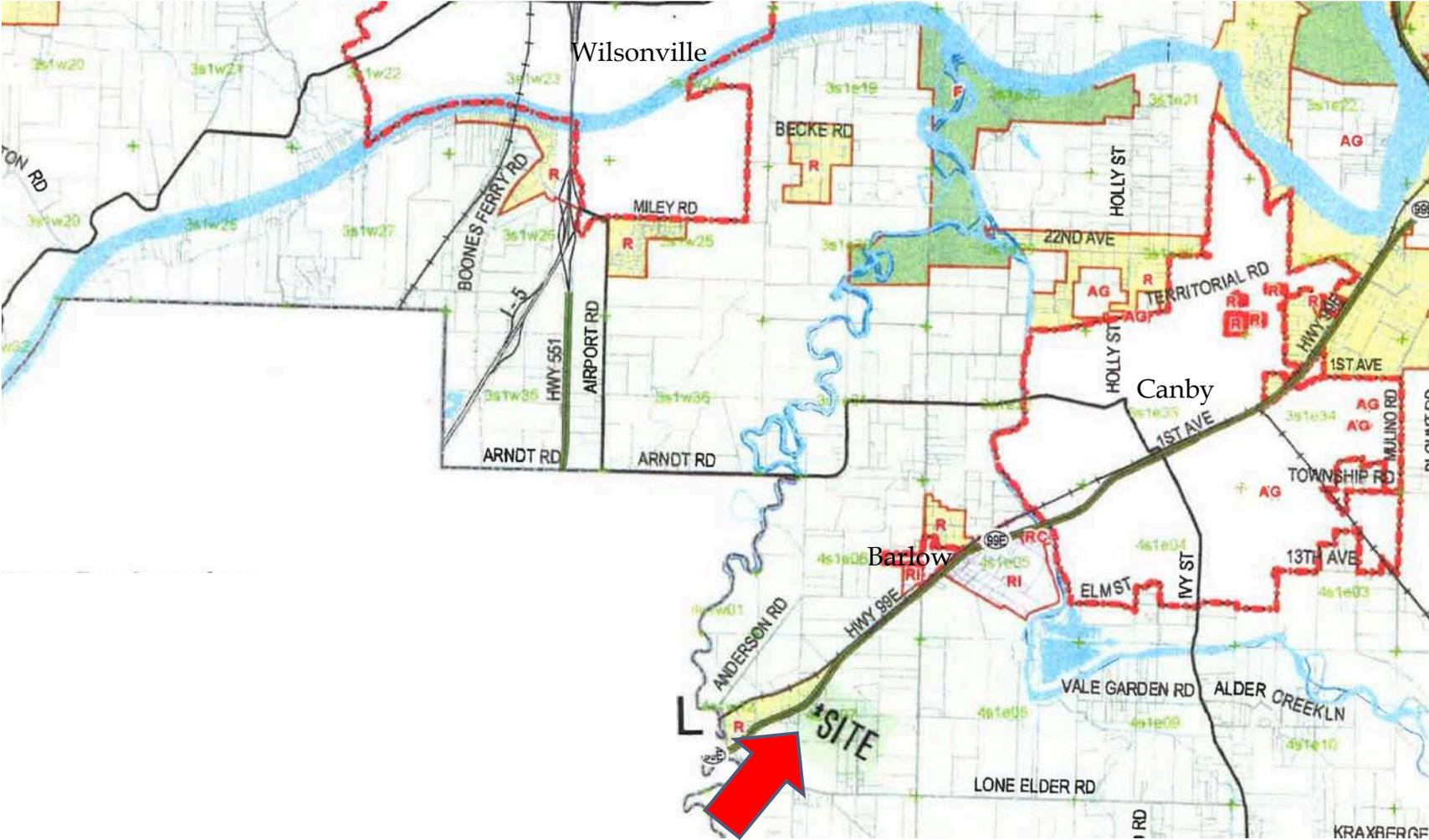


Board of County Commissioners Public Hearing
October 28, 2015

PROPOSAL

- Comprehensive Plan designation amendment from Agriculture to Rural Industrial
- Zone Change from EFU (Exclusive Farm Use) to RI (Rural Industrial)
- “Reasons” Exception, under ORS 197.732 and OAR 660-004, to allow for:
 - The processing of salvaged wood and trees into products that would be sold for uses such as furniture making, musical instruments, flooring, gunstocks, and other custom woodworking projects.

LOCATION



SUBJECT PROPERTY



Source: Google Earth

AREA PROPOSED FOR CHANGE

- Approx. 5.25 acres
- Contains over 9,500 square feet of building space, a large fenced area and extensive gravel and asphalt surfaces



NEW EXHIBIT(S)

- Exhibit 7. Maps of proposed property line adjustment



GOAL EXCEPTIONS (ORS 197.732)

- Goal exceptions
 - Applicable to specific properties and does not establish a planning or zoning policy of general applicability;
 - Does not comply with some or all of the Statewide Planning Goal requirements applicable to the specific property; and
 - Complies with specific approval criteria and standards (ORS and OAR's).

- Three types of exceptions
 - (1) "Physically Developed" exception
 - (2) "Irrevocably Committed" exception
 - (3) "Reasons" exception

BREIF HISTORY OF APPLICATION

- Physically developed/irrevocably committed
- *Ooten v. Clackamas County* decision (Hal's Construction zone change)
- Interpretation of ORS 197.732
- Options
 - Wait for appeal resolution; rulemaking (Fall-Winter 2015)
 - "Reasons" exception

RELEVANT POLICIES & CRITERIA

- Statewide Planning Goals
 - Goal 2 (Land Use)
 - Goal 3 (Agriculture)
 - Goal 12 (Transportation)
- ORS 197.732(c): Goal Exception
- OAR 660-004-0018; 0020 and 0022: Reasons Exception
- Comprehensive Plan Policies
 - Chapter 4 (Land use); Agricultural vs. Rural Industrial Designation
 - Chapter 5 (Transportation)
- Zoning & Development Ordinance (ZDO)
 - Section 1202 (Zone Change)

“REASONS” EXCEPTION PROCESS (OAR 660-004)

1. **Need:** the applicant must identify a sufficient “reason” to authorize uses not allowed under Goal 3.
2. **Alternatives:** the applicant must demonstrate that “areas” that do not require a new exception cannot reasonably accommodate the use (alternative analysis).
3. **Consequences:** the proposed use will have minimal adverse “consequences” compared to other locations.
4. **Compatibility:** the proposed use must be compatible with other adjacent uses, or be so rendered through measures designed to reduce adverse impacts.

REASONS EXCEPTION – (1) NEED

- OAR 660-004-0022 provides direction for assessing the “need”, or appropriate reasons, for several specific uses including rural industrial uses
- Proposal falls under (c): *The use would have a significant comparative advantage due to its location (e.g., near existing industrial activity, an energy facility, or products available from other rural activities), which would benefit the county economy and cause only minimal loss of productive resource lands....*
- Special features or qualities that necessitate its location on or near the proposed site

REASONS EXCEPTION – (1) NEED

- Relies on “comparative advantage” and “specific transportation advantage” of location central in Willamette Valley
- Central Willamette Valley is closer to wood suppliers, employees
- Space needs in order to consolidate operations to one site
- Staff finds applicant has not demonstrated a compelling “reason” that there is something unique about both the business and the location that the business must locate on this particular location

REASONS EXCEPTION – (2) ALTERNATIVES

- Do not need to address specific sites, rather “areas in the vicinity”
- Cannot “reasonably accommodate” the use(s)
- Rule sets out three areas to address:
 1. Inside an urban growth boundary (UGB)
 2. Outside a UGB that would not require a Goal exception
 3. Natural resource areas, already committed, including in unincorporated communities (no information was provided related to this area)

REASONS EXCEPTION – (2) ALTERNATIVES

- Inside UGB
 - Aurora
 - No sites available
 - Wilsonville/Canby
 - Land values
 - Labor-intensive vs. not
- Outside UGB
 - Rural Industrial areas – Barlow/west of Canby
 - No sites available
- Additional information helpful, particularly with respect to Wilsonville, but applicants fail to demonstrate why a business that is currently located inside a UGB, could not “reasonably” locate in a different location within a UGB

REASONS EXCEPTION – (3) CONSEQUENCES

- Adverse EESE impacts of the proposed uses are no greater than if the uses were to locate on another site requiring the Goal exception
- No such EESE analysis provided by applicants
- Criterion not met

REASONS EXCEPTION – (4) COMPATIBILITY

- Proposed uses must be compatible with other adjacent uses or will be so rendered through measures designed to reduce adverse impacts
- No reason to believe it would not:
 - Proposed business less intensive than previous businesses that existed on the site that did not preclude ag production on adjacent parcels (incl. Weyerhaeuser operation)
 - Natural buffers from much of the neighboring agricultural lands
- Criterion met

STATEWIDE PLANNING GOALS

- Goal exception requirements not met, therefore application inconsistent with Statewide Planning Goals 2 & 3
- Goal 12 (Transportation Planning Rule)
 - No significant impact
 - Consistent with Goal 12

COMPREHENSIVE PLAN POLICIES

- Chapter 4 (Land Use)
 - ▣ Rural Industrial policies
- Chapter 5 (Transportation)
 - ▣ Transportation (ODOT)

COMP PLAN – RURAL INDUSTRIAL POLICIES

- 1) May be applied in non-urban areas to provide for industrial uses that are not labor-intensive and are consistent with rural character, rural development, and rural facilities and services
- 2) Rural Industrial (RI) zoning district implements the Rural Industrial plan designation
- 3) Areas may be designated RI only if one of three circumstances exists
 - ▣ Unincorporated community
 - ▣ Abandoned mill site
 - ▣ Sites with an “historical commitment to industrial uses”

HISTORICAL COMMITMENT

- Portion of the property has a clear commitment to industrial use:
 - 1947
 - Nonconforming use verification and alteration/modifications
 - Welding;
 - Metal fabrication;
 - Light and heavy mechanic operations; and
 - Some sales (incidental to primary uses)
- Criterion met

ZDO AND OTHER CRITERIA

- ZDO Section 1202 (Zone Change)
 - Transportation-related criteria Section 1201.01 requires consistency with the Comp Plan
- Sections 401 (EFU) and 604 (RI) contain no approval criteria but the development standards in 604 and all other applicable regulations in the ZDO would need to be met by the subject if the zone change is approved

PC HEARING (9/28/2015)

- Major issues discussed
 - ▣ Noise
 - ▣ Economic, Social, Environmental, and Energy (ESEE) analysis
 - ▣ Exception type
- No testimony (public or agency)

PC RECOMMENDATION

- Approval of Z0294-15-CP & Z0295-15-ZAP
- Subject to additional analysis
 - ▣ ESEE
 - ▣ Noise study, mitigation for neighboring homes
- To date, none of this additional analysis has been provided

STAFF RECOMMENDATIONS

- Denial of Z0294-15-CP & Z0295-15-ZAP
- Based on evidence and findings provided by the applicants, does not meet the criteria for a “Reasons” exception to Goal 3
 - Need
 - Alternatives analysis
 - Consequences (ESEE)



THANK YOU



CLACKAMAS COUNTY DEPARTMENT OF TRANSPORTATION AND
DEVELOPMENT
PLANNING & ZONING DIVISION
150 Beaver Creek Rd, Oregon City, OR 97045
Phone: (503) 742-4500

NAME: John Brosy/ Goby Walnut & Western Hardwoods
FILE NO: Z0294-14-CP/ Z0295-14-ZAP
REPORT AUTHOR: Martha Fritzie, Senior Planner
HEARING DATES: Planning Commission – September 28, 2015
Board of County Commissioners – October 28, 2015
REPORT DATE: September 21, 2015

**PLANNING STAFF REPORT AND RECOMMENDATION
TO THE PLANNING COMMISSION**

GENERAL INFORMATION:

Applicant: John L Brosy, Land Planning & Development Services Consultant, 161 High St. SE, Suite 224, Salem, OR 97301

Owner: Celtic Bank Corporation, 368 S State St, Ste 300, Salt Lake City, UT 84111

Proposal: Comprehensive Plan Amendment from Agriculture to Rural Industrial with a corresponding Zone Change from Exclusive Farm Use (EFU) to Rural Industrial (RI) for 5.25 acres of the 20-acre tract. The proposal requires an exception to Statewide Planning Goal 3, under ORS 197.732 and OAR 660, Division 4, to allow for the processing of salvaged wood and trees into products that would be sold for uses such as furniture making, musical instruments, flooring, gunstocks, and other custom woodworking projects.

If the Plan and zoning designations on the property are changed, the “Reasons” exception necessitates the uses allowed be limited to only those approved in this application. Other uses listed in the Rural Industrial zone, as described in Section 604 of the county’s Zoning and Development Ordinance (ZDO) would not be allowed to locate on the property. The subject property would be required to comply with all of the other standards and regulations found in the ZDO.

Location: The former Top O’Hill RV Sales and Service business location on the south side of S Highway 99E, approximately 1/2 mile northeast of Aurora and two miles west of Canby.

Site Address: 25408 S. Highway 99E, Aurora, OR 97002

Legal Description: T4S, R1E, Section 07, Tax Lot 00800, W.M.

Total Area Involved: 20.0 total acres/ 5.25 acres proposed for change

Current Comprehensive Plan Designation/ Zoning: Agriculture (Ag)/ Exclusive Farm Use (EFU)

RECOMMENDATION: Denial of the Comprehensive Plan Map Amendment (File No. Z0294-15-CP) from Agriculture to Rural Industrial and zone change (File No. Z0295-15-ZAP) from EFU to RI. Staff recommends denial because the proposal does not meet the relevant criteria for a “Reasons” exception to Statewide Planning Goal 3.

BACKGROUND INFORMATION, SITE AND AREA DESCRIPTION, AND SERVICE PROVIDERS

Background Information:

1. The portion of parcel subject to this application (5.25 acres) contains approximately 9,530 square feet of industrial, commercial, and residential buildings surrounded by large areas of gravel and some asphalt. The remaining 14.25 acres of the parcel are physically separated from the developed portion by a steep, treed slope and are proposed to remain under agricultural zoning. That “lower” portion of the property contains approximately 1,440 square feet of shed/barn space and what appears to be unused agricultural land.
2. The property is currently bank-owned; all the buildings are vacant and in various states of disrepair. Prior uses of the property included welding; metal fabrication; light and heavy mechanic operations; and (incidental) resale of recreational vehicles, utility trailers, light trucks and utility vehicles. The property was most-recently occupied by the Top O’Hill RV Sales and Service business that was operating legally under a nonconforming use status that was verified and altered/expanded in 1990 (Planning file #Z0432-90-E) and in 1996 (Planning file #Z1148-96-E).
3. The property’s nonconforming use status was lost, sometime during or prior to 2011; however, when the RV business closed and the property was vacated. Pursuant to ZDO Section 1206.03(A), if a nonconforming use *is discontinued for a period of more than 12 consecutive months, the use shall not be resumed unless the resumed use conforms with the requirements of the zoning district regulation applicable at the time of the*

proposed resumption. A nonconforming use does not change the underlying zoning of a property and the subject's current Exclusive Farm Use (EFU) zoning would not permit the prior approved nonconforming use nor would it permit the uses proposed by the applicants.

4. The subject property is currently under contract for purchase; the purchaser, Goby Walnut & Western Hardwoods, would like to use the site for a portion of its operations including locating two (electric) sawmills and a large wood storage/drying area on the parcel.

Goby Walnut and Western Hardwoods is currently headquartered in northwest Portland and is a specialty wood products business that sources unique hardwood tree trunk slabs from trees in urban areas that are salvage or hazard tree situations. The salvaged trees yield slabs that are sold for custom wood uses such as a wide range of furniture uses, musical instruments, flooring, gunstocks and other custom woodworking projects and applications.

Wood is initially cut into slabs of different thicknesses depending upon the tree species, and then dried, cured and sometimes kiln-dried for a period of years depending upon the species. The Goby inventory is sold to wood users across the country and internationally. The Goby business is described in more detail on pages 7-8 of the application narrative (attached to this Staff Report).

5. The uses proposed by Goby Walnut & Western Hardwoods are not allowed under the current EFU zoning because the business utilizes wood/trees from throughout Oregon and Washington. The EFU zoning allows for the "primary processing of forest products" but only if the "forest products" are *timber grown upon a tract where the primary processing facility is located* (ZDO Section 401.05(B)(2)). The uses proposed by Goby Walnut & Western Hardwoods would be allowed under a Rural Industrial (RI) zoning; thus necessitating an application for a Comprehensive Plan designation and zone change and associated Exception to Statewide Planning Goal 3 (see pgs. 9-10 of this Staff Report for a more detailed explanation of Goal Exceptions).
6. The applicants first submitted the Comp Plan/zone change application on October 1, 2014 in which they requested a Goal Exception using the "physically developed" and "irrevocable committed" criteria. Subsequent to that application, the Land Use Board of Appeals (LUBA) issued a decision relating to Goal Exceptions in *Ooten v. Clackamas County, et.al.*. During the process of writing the staff report for the Goby "physically developed" application, Staff in consultation with County Counsel determined that *Ooten v Clackamas County* compelled Staff to change the way a key part of the Goal Exception process is interpreted and that it would prevent Staff from being able to approve the Goby application (as submitted at that time).
7. As a courtesy to the applicants, before the first public hearing, Staff informed the applicants that due to the *Ooten v Clackamas County* decision, the Goby application (as submitted at that time) could not be approved. At this meeting, Staff also noted there were two possible options if the applicants sought to move forward, both of which would take a fair amount of time:

A) Wait for the outcome of the *Ooten v Clackamas County* LUBA decision, which had been appealed to the State Court of Appeals (and was affirmed in April, 2015) and any changes in the 2015 legislative session, which was underway and included at least one Bill under consideration that would potentially address issues raised in *Ooten*. What ended up coming out of that session was a direction to initiate rulemaking in which the relevant provision will be discussed. The applicants were advised that there was no certain timeframe for these actions, nor a certain outcome, but that County Staff would remain engaged in that process to try to get the issues resolved.

B) Apply for a goal exception under the “Reasons” criteria. The applicants were advised that this is a very difficult route, also without certainty, and one which requires a very high level of analysis and proof that the proposed location and uses contain unique circumstances that provide the special “reason” for making an exception, and that the proposed uses cannot reasonably locate anywhere else.

8. The applicants chose to apply for the zone change under the “Reasons” exception to Statewide Planning Goal 3 and submitted a complete application in July 2015, which is the subject of this Staff Report.

Site Description:

9. The subject property contains 20.00 acres and consists of one taxlot, which is a single “legal lot of record.” The entire site is zoned exclusive farm use (EFU). Approximately 14.25 acres of the property appear to be unused farmland that may have been used in the past for grazing. The developed portion of the site contains approximately 500 linear feet of frontage on S Highway 99E and is physically separated from the farmland portion by a steep, treed slope, creating a natural boundary.

The subject property subject contains multiple buildings, constructed between 1969 and the 1980s, with a total of approximately 10,973 square feet as follows (based on a 2011 property appraisal, *Application Attachment 6*):

- RV service/shop building : 3,000 SF
- Two modular office buildings : 1,296 SF
- One single-family residence: 1,518 SF
- Multiple sheds/barns (two are located on the lower portion of the site not subject to the zone change): 5,159 SF total

An approximately 200-foot wide B.P.A. easement runs roughly north and south through part of the lower agricultural portion of the subject property.

10. The subject tract contains both high- and low- valued farmland, based on the mapped soils, as follows (from west to east on the subject property) : 12B – Canderly sandy loam, 0-3% slope (class 2); 92F: Xerochrepts (class 6e) along the steep slope; 42: Humaquepts, ponded (class 3); and 25:Cove (class 4w). Interestingly the area mapped with the highest-capability soils (12B) is entirely included in the developed area on the subject property; these soils sit under buildings, gravel and paved surfaces that have existed on the site for several decades.

11. Aerial photos from 2009 and 2014 (below) both show the existing improvements and, in the 2009 photo, the extent of the previous industrial/commercial usage (RV business). The development evident on the 2014 photo reflects only the vacant structures that have remained on the property.



Source: Clackamas County GIS (*Application Attachment 3*); Google Earth

Surrounding Conditions:

12. The subject property fronts and derives access from S Highway 99E, which is under the jurisdiction of the Oregon Department of Transportation (ODOT) and classified as a Regional Highway.

13. Properties across S Highway 99E have a rural residential zoning: FF10, Farm Forest, 10-acres. This area consists of parcels ranging from approximately 1 to 5 acres in size. Several of the parcels contain residences; there is one known business (Canby Excavating) and one property appears to be actively being farmed (based on aerial photography).
14. Immediately north of the subject, on the same side of S Hwy. 99E, is a small parcel, which contains three (3) legal dwellings – two stick-built and one manufactured/mobile home. This parcel is zoned Exclusive Farm Use (EFU), but the homes have been determined to be legal, nonconforming uses. This parcel shares access to the highway with the subject property, although through multiple entry points.
15. Properties immediately south, southwest and southeast of the subject are also zoned EFU. This area consists of parcels ranging from approximately 8 to 49 acres in size. Most of these are actively being farmed, including several parcels to the south/southeast which are owned by Weyerhouser and operated as a nursery.
16. Southwest along the highway are several smaller parcels, also zoned EFU. These parcels contain nonconforming uses including a grange hall and a restaurant. Less than a mile further southwest along the highway and just over the Marion County line is the City of Aurora and the Aurora Airport.
17. Northeast along the highway is the City of Barlow (approx. 1 mile); a sizeable Rural Industrial zoned area (approx. 1.25 miles) and then the City of Canby (approx. 2 -4 miles).

Service Providers:

- a. Sewer: The subject property is not located in a public or private sewer district. Sewage disposal is accommodated by an on-site sewage disposal system.
- b. Water: The subject property is not located in a public or private water district.
- c. Surface Water: The subject property is not located in surface water district. Surface and storm water is regulated pursuant to Section 1008 of the ZDO.
- d. Fire Protection: Aurora RFPD #63.

Responses Requested:

- a. Aurora Rural Fire Protection District (RFPD) #63
- b. Oregon Department of Transportation (ODOT)
- c. DTD, Traffic Engineering
- d. Water Environment Services, Soils Division
- e. Dept. of Land Conservation and Development
- f. Aurora Airport
- g. Oregon Department of Aviation
- h. Property Owners within 750'

CPO Recommendation:

The subject property is located within the boundaries of the South Canby CPO, which is currently inactive.

Exhibits:

Exhibits included in the record by Staff are attached to this report and are numbered, as follows:

Exhibit 1. (8/27/2015) Oregon Department of Aviation response; no concerns

Exhibit 2. (9/10/2015) Clackamas County Engineering Division response; no concerns

Exhibit 3. (9/15/2015) Applicants; Supplement to Reasons Exception

Exhibit 4. (9/18/2015) ODOT response; no concerns

Other Attachments:

Planning Commissioners will receive the complete Land Use Application and attachments submitted by the applicants on July 8, 2015 with this Staff Report. All other parties receiving this Staff Report can access the Land Use application and attachments at <http://www.clackamas.us/planning/brosy.html>.

These documents are cited as *Application Attachment (#)* or *Application Narrative* in this Staff Report.

TABLE OF CONTENTS

Section 1. Applicable Standards and Criteria. Under Oregon’s land use statutes and goals, this application must be found to comply with a multitude of standards and criteria, identified in this section.....Page 8

Section 2. Goal Exception. This application is requesting a “Reasons” exception to Statewide Planning Goal 3 (Agriculture).

Part 2-1: Evaluation of “Reasons” Exception Criteria.....Page 9
Part 2-2: Summary of Findings for the “Reasons” Exception.....Page 23

Section 3. Comprehensive Plan Map Amendment. This application is subject to compliance with the Statewide Planning Goals, County Comprehensive Plan (CP) policies and Oregon Administrative Rules (OARs).

Part 3-1: Compliance with Statewide Planning Goals and Other Applicable State Statutes.....Page 23
Part 3-2: Compliance with General County Comprehensive Plan Policies.....Page 30
Part 3-3: Evaluation of Rural Industrial Plan Designation Policies.....Page 35
Part 3-4: Summary of Findings for the Comprehensive Plan Map Amendment.....Page 38

Section 4. Zone Change Application. The zone change application is subject to the criteria in Section 1202 of the Clackamas County Zoning and Development Ordinance.

Part 4-1: Compliance with Criteria in Section 1202.....Page 38
Part 4-2: Summary of Zone Change Criteria.....Page 39

SECTION 1: APPLICABLE STANDARDS AND CRITERIA

This application involves amendments to an acknowledged county Comprehensive Plan provisions and land use regulations, as well as a “Reasons” exception to Statewide Planning Goal 3. Under Oregon’s land use statutes and goals, this application must be found to comply with a multitude of standards and criteria, including the following:

State Statues (ORSs) and Administrative Rules (OARs)

OAR Chapter 660, Division 4- Interpretation of Goal 2 Exception Process:

- OAR 660-004-000 Purpose
- OAR 660-004-005 Definitions
- OAR 660-004-0010 Application of the Goal 2 Exception Process to Certain Goals
- OAR 660-004-0015 Inclusion as Part of the Plan
- OAR 660-004-0018 Planning and Zoning Exception Areas
- OAR 660-004-0020 Goal 2 Exception Requirements
- OAR 660-004-0022 Reasons Necessary to Justify and Exception

OAR 660-004-0030 Notice and Adoption of an Exception

ORS 197.610 and 197.615 – Post-acknowledgment Amendments

ORS 197.732 - Goal Exception standards

ORS 197.763 – Notice procedures for quasi-judicial hearings

Statewide Planning Goals 1 through 19

OAR Chapter 660, Division 12 – Transportation Planning

OAR 660-012-0060 Plan and Land Use Regulation Amendments

County Comprehensive Plan Provisions

The following Clackamas County Comprehensive Plan provisions are implicated by this application:

Chapter 2. Citizen Involvement

Citizen involvement policies

Chapter 3. Natural Resources and Energy

Agriculture policies

Chapter 4. Land Use

Rural Industrial policies

Chapter 5. Transportation System Plan

Chapter 11. The Planning Process

County Zoning & Development Ordinance Provisions

Section 1202. Zone Change

SECTION 2- “REASONS” EXCEPTION TO STATEWIDE PLANNING GOAL 3: AGRICULTURE

PART 2-1: EVALUATION OF “REASONS” EXCEPTION CRITERIA

The subject property is designated as natural resource land (Agriculture) on the Comprehensive Plan Map. In order to change the Comprehensive Plan Map designation to any plan designation other than Agriculture, it is necessary to take an exception to Statewide Planning Goal 3, under the procedure described in the Oregon Administrative Rules (OAR) 660, Division 4.

These departures from the requirements of Goals 3 and from acknowledged comprehensive plan provisions implementing that goal require the approval of "exceptions" to the goals. Exceptions are amendments to comprehensive plan provisions that set forth facts and reasons authorizing and justifying the necessary departures from the goals. In this instance, the applicants have requested a "Reasons" exception to Goal 3. The county's approval of this goal exception under the applicable state statutes and rules authorize the proposed amendments despite the fact that the amendments would otherwise conflict with the goals.

Goal Exceptions

Goal exceptions are authorized under statewide planning statutes, goals and administrative rules in order to provide flexibility for situations in which a departure from the strict application of the goals is justified based on site-specific and project specific conditions. Approval of a goal exception does not establish precedent for allowing future goal exceptions. Goal 2 defines the term "exception" as follows:

"Exception means a comprehensive plan provision, including an amendment to an acknowledged comprehensive plan, that:

"(a) Is applicable to specific properties or situations and does not establish a planning or zoning policy of general applicability;

"(b) Does not comply with some or all goal requirements applicable to the subject properties or situations; and

"(c) Complies with standards for an exception."

There are three types of exceptions: (1) "physically developed" exceptions are justified where the property is physically developed to the point where resource use is no longer practicable; (2) "irrevocably committed" exceptions are justified where the nature of nearby physical development makes resource use impracticable; and (3) "reasons" exceptions are justified where there is a need for development at the site in question and where the applicant establishes that reasons justify why the policy embodied in the applicable goals should not apply, the proposed development cannot reasonable locate elsewhere, and the proposed use is compatible with other adjacent uses or can be made compatible through measures designed to reduce impacts.

Application of ORS 197.732 and OAR Chapter 660 Exception Criteria

The application requests a "Reasons" exception to Goal 3. The general criteria for reasons exceptions are set forth in the state statutes at ORS 197.732 and LCDC's administrative rules at OAR 660-004-0020. The rules then provide additional "reasons" that can justify an exception at OAR 660-004-0022, including criteria that must be applied to more specific types of uses.

ORS 197.732 - Goal Exceptions. ORS 197.732 sets for the following criteria for a goal exception based on a "reasons" argument, as follows:

(c) The following standards are met:

a) Reasons justify why the state policy embodied in the applicable goals should not apply;

b) Areas that do not require a new exception cannot reasonably accommodate the use;

c) The long term environmental, economic, social and energy consequences resulting from the use at the proposed site with measures designed to reduce adverse impacts are not significantly more adverse than would typically result from the same proposal being located in areas requiring a goal exception other than the proposed site; and

(d) The proposed uses are compatible with other adjacent uses or will be so rendered through measures designed to reduce adverse impacts.

These four standards outline the four-step process an applicant must engage in to demonstrate the proposal (1) is “needed”, (2) cannot reasonably be located on an “alternative” site, (3) will have minimal adverse “consequences”, and (4) is “compatible” with neighboring uses.

The rules under which to assess the above criteria are presented in OAR 660-004-0000 through 0040 in more detail. The requirements established by ORS 197.732 for goal exceptions, as well as the identical requirements of Goal 2, Part II and OAR 660 Divisions 4 are addressed below.

OAR 660-004-0000 through 0010. Purpose, Definitions, and Application of Goal 2 Exceptions Process to Certain Goals

These sections contain the background information and definitions for the goal exception and are information in nature.

OAR 660-004-0015. Inclusion as Part of the Plan

(1) A local government approving a proposed exception shall adopt, as part of its comprehensive plan, findings of fact and a statement of reasons that demonstrate that the standards for an exception have been met. The reasons and facts shall be supported by substantial evidence that the standard has been met.

(2) A local government denying a proposed exception shall adopt findings of fact and a statement of reasons that demonstrate that the standards for an exception have not been met. However, the findings need not be incorporated into the local comprehensive plan.

Both these criterion are informational in nature and, depending on the outcome of the decision, each will be adhered to as is necessary in the body of the Staff Report, the findings and recommendations provided in Sections 2, 3 and 4 of this report, and as referenced in the land use application narrative.

660-004-0018: Planning and Zoning for Exception Areas. Subsection 660-004-0018(4): “Reasons” Exceptions, applies to this application.

- a. 660-004-0018(4)(a): *When a local government takes an exception under the “Reasons” section of ORS 197.732(1)(c) and OAR 660-004-0020 through 660-004-0022, plan and zone designations must limit the uses, density, public facilities and services, and activities to only those that are justified in the exception.*

If the proposed goal exception is adopted, use of the property would be limited to only those uses approved through the exception, and as noted in any conditions of approval.

This criterion can be satisfied.

- b. 660-004-0018(4)(b): *When a local government changes the types or intensities of uses or public facilities and services within an area approved as a “Reasons” exception, a new “Reasons” exception is required.*

This site has not previously been approved as a “Reasons” exception.

This criterion is not applicable.

- c. 660-004-0018(4)(c): *When a local government includes land within an unincorporated community for which an exception under the “Reasons” section of ORS 197.732(1)(c) and OAR 660-004-0020 through 660-004-0022 was previously adopted, plan and zone designations must limit the uses, density, public facilities and services, and activities to only those that were justified in the exception or OAR 660-022-0030, whichever is more stringent.*

The subject property is not located in an unincorporated community.

This criterion is not applicable.

660-004-0020: Goal 2, Part II(c), Exception Requirements

- (1) If a jurisdiction determines there are reasons consistent with OAR 660-004-0022 to use resource lands for uses not allowed by the applicable Goal or to allow public facilities or services not allowed by the applicable Goal, the justification shall be set forth in the comprehensive plan as an exception. As provided in OAR 660-004-0000(1), rules in other divisions may also apply.*

If adopted, the proposed goal exception would be identified in the county’s Comprehensive Plan and would be limited to only those uses approved, as noted in any conditions of approval.

This criterion can be satisfied.

To evaluate goal exception there must be a review of OAR 660-004-0022. The findings are as follows:

OAR 660-004-0022: Reasons Necessary to Justify an Exception Under Goal 2, Part II(c)

An exception Under Goal 2, Part II(c) can be taken for any use not allowed by the applicable goal(s)... The types of reasons that may or may not be used to justify certain types of uses not allowed on resource lands are set forth in the following sections of this rule...

This rule provides direction for assessing the “need”, or appropriate “reasons” for several specific uses, one of which is rural industrial development. Given the applicants’ proposal, the following is applicable to the subject property.

(3) Rural Industrial Development: For the siting of industrial development on resource land outside an urban growth boundary, appropriate reasons and facts may include, but are not limited to, the following:

(a) The use is significantly dependent upon a unique resource located on agricultural or forest land. Examples of such resources and resource sites include geothermal wells, mineral or aggregate deposits, water reservoirs, natural features, or river or ocean ports;

(b) The use cannot be located inside an urban growth boundary due to impacts that are hazardous or incompatible in densely populated areas; or

(c) The use would have a significant comparative advantage due to its location (e.g., near existing industrial activity, an energy facility, or products available from other rural activities), which would benefit the county economy and cause only minimal loss of productive resource lands. Reasons for such a decision should include a discussion of the lost resource productivity and values in relation to the county's gain from the industrial use, and the specific transportation and resource advantages that support the decision.

The applicants provide findings related to (c) above.

1. Significant comparative advantage and significant transportation and resource advantage. The applicants' findings related to the "significant comparative advantage due to its location" as well as the "specific transportation and resource advantage" rely heavily on the argument that the current business location in Portland is not large enough and forces Goby to maintain multiple sites for the business. Allowing them to locate at the subject property would "enable Goby to sell that nearby property in northwest Portland and will also enable Goby to cease leasing the industrial parcel from the Port of St Helens". In other words, it will allow them to move from two sites to one site. The third "headquarters" site in Portland would remain open and contain the retail operations and presumably a portion of the industrial uses (kilns, etc) that are not planned for the new site. The applicants refer to having to transport some of the wood to the "site some distance away" in the Port of St Helens in Scappoose and that this location would allow for "transport the wood the least average number of miles." The applicants also assert that the location more central in the Willamette Valley will also save miles travelled from those wood and tree suppliers that are located in the Salem/Albany/Eugene area.

Given the distance between Portland and the subject site, Staff finds insufficient evidence to determine whether the "least average number of miles" is really a reasonable conclusion. Since the kilns, retail operations and headquarters will remain in northwest Portland, it follows that some of the materials from the subject site will need to be transported the approximately 25 miles to that site. Whereas, the current configuration of sites means that some of the product needs to be transported from northwest Portland to Scappoose, approximately 20 miles.

Furthermore, according to Goby's website (gobywalnut.com), Goby purchases logs from Oregon and Washington; so while the proposed location would indeed be closer to suppliers in the Salem, Albany and Eugene areas, as noted by the applicants, the proposed location would be farther from suppliers in Washington.

The applicants further argue that the proposed uses are "unique in that after the initial cutting into slabs, a great amount of time and space is needed to store the wood while drying." Staff finds that is hardly unique and is, generally, a good definition of an industrial business and a primary reason why industrial land is made available in larger parcels, for businesses with larger space needs.

Certainly the "need" arguments is a difficult one in the context of a goal exception, and probably even more difficult for a business that has successfully operated for four decades in a different location in the region. While Staff does not doubt the assertion that Goby's current configuration is less than ideal, Staff finds that the applicants did not provide sufficient evidence in the record that there was anything so unique about this business or the proposed site - which is larger and contains a large building they would like to use - to demonstrate that the proposed uses "need" to be located on the subject site. In fact the applicants admit that the proposed "location provides a financial advantage for the business in this increasingly competitive niche market." (pg.4. *Application Attachment 7*)

The "comparative advantage" argument is not intended to be a market advantage argument; rather it is intended for uses that can demonstrate that there is something so unique about both the business and the location that the business is dependent on this particular location to be (or remain) viable. Indeed, LUBA has held that for purposes of different exceptions under OAR 660-004-0022(1) that mere market demand for a use that is not allowed by a resource goal is an insufficient "reason" (*Columbia Riverkeeper, et. al. v. Columbia County et.al., LUBA*). Staff would further assert that determination would not only apply to market demand for a use but also that creating a market advantage is an insufficient "reason" for the purposes of a goal exception.

"Comparative advantage" generally refers to the ability of a firm or individual to produce goods/and or service at a lower opportunity cost than other firms or individuals. In this case that comparative advantage due to its location should indicate how and why this particular location provides that advantage. While moving the Goby business on one, consolidated site, may indeed provide an advantage and lower opportunity costs, the applicants fail to demonstrate what is unique about this location that would cause only it - as opposed to, say, an existing industrial-zoned site one to four miles up the road in or near Canby - to provide that comparative advantage.

2. Benefit the county economy. The applicants argue that the proposed use will be a benefit to the county's economy for several reasons:

- a. As noted in *Exhibit 3*, the Goby business will bring new jobs to the county (albeit only two or three initially) and would afford this business the opportunity and space to expand in the future. In addition, there are a number of businesses in Clackamas County (listed in *Exhibit 3*) that have purchased products from Goby in the past and would not have to drive as far to get these products in the future.
- b. The applicants also address the County’s Comprehensive Plan policies relating to economics (Chapter 8) to address this – namely Policy 1.5 to “*encourage industrial resource-oriented industries by (b) identifying and recruiting firms doing secondary wood processing using wood products now underutilized or considered waste, i.e. hardwoods, slash materials, etc.*” And the applicants correctly note that the wood products/secondary wood processing industry has been identified as one of the top industry clusters in Clackamas County (*Clackamas County Economic Landscape*). It is clear for the business descriptions provided, that the Goby business would fall into this category and indeed appears to already be a contributor to this sector in the county in that it helps support other business in this cluster with its products.
- c. And finally the applicants assert that there is economic advantage to removing this property’s “vacant, blighted appearance” and bringing a viable business onto this property that has been vacant since 2011.

Staff finds it reasonable to conclude that bringing jobs to the county and providing jobs in this important industry cluster is certainly to the county’s advantage economically. But where the argument may fall short is that it fails to demonstrate why this economic benefit is specific to locating the Goby business on this particular site. The only argument that may lead there is the fact that they would be locating on a site that has been sitting vacant and has fallen into a state of disrepair, although, generally, that argument could be used on any vacant site on which the business could locate.

3. Minimal loss of productive resource land. The applicants argue that the buildings the applicants are proposing to use for the proposed Goby Walnut business activities already exist and therefore there would be no land taken out of crop production. Indeed, the property contained several industrial/commercial uses in the past, all of which operated in the portion proposed for the zone change and caused the area to be taken out of production (if it ever even was in production) long before this proposal; the first record of an industrial-type business on this site being in 1947.

The existing buildings could theoretically be used under the current EFU zoning designation for other agricultural-related uses such as processing of agricultural products grown on the lower portion of the site or commercial activities related to farm uses (requiring a conditional use permit), but it is highly unlikely the land would be converted back to productive agriculture land by any potential user. Therefore, Staff finds that approval of this application would indeed result in minimal or no loss of productive resource land because it would be limited to the

5.25 acres that are developed and are physically separated from the farmland portion of the site by a steep, treed slope.

4. Lost resource productivity and values. Similar to the previous argument, it is unlikely that there is any loss of productivity and value should the subject 5.25 acres be approved for the rural industrial use.

In summary, OAR 660-004-0022 does not require compliance with all three of the reasons listed in this section; rather it is a list of acceptable reasons. Subsections (a) and (b) clearly would not apply to this proposal. Staff finds that the arguments and evidence put forth by the applicants relating to subsection (c) are not sufficient to justify the need for this business, as proposed, to locate at this site in terms of providing a sufficient “reason” for justifying the goal exception.

These criteria are not satisfied.

Continuing with: **660-004-0020: Goal 2, Part II(c), Exception Requirements**

(2) The four standards in Goal 2 Part II(c) required to be addressed when taking an exception to a goal are described in subsections (a) through (d) of this section, including general requirements applicable to each of the factors:

- a. *“Reasons justify why the state policy embodied in the applicable goals should not apply.” The exception shall set forth the facts and assumptions used as the basis for determining that a state policy embodied in a goal should not apply to specific properties or situations, including the amount of land for the use being planned and why the use requires a location on resource land.*

As discussed previously, the applicants have not provided sufficient findings and evidence in the record, as discussed above, that demonstrate the proposal meets the “reason” or “need” requirements under OAR 660-004-0022.

This criterion is not satisfied.

- b. *“Areas that do not require a new exception cannot reasonably accommodate the use.”*

This portion of the rule requires consideration of possible alternative locations for the use that would not require a new exception; in other words, existing exception areas or other locations inside an existing UGB. Regarding the scope of the alternatives analysis; OAR 660-004-0030(2)(b)(C) provides that *“Initially, a local government adopting an exception need assess only whether those similar types of areas in the vicinity could not reasonably accommodate the proposed use. Site specific comparisons are not required of a local government taking an exception unless another party to the local proceeding describes specific sites that can more reasonably accommodate the proposed use. A detailed evaluation of specific alternative sites is thus not required unless such sites are specifically described,*

with facts to support the assertion that the sites are more reasonable, by another party during the local exceptions proceeding

To address this criterion, the applicants first identify the following locational requirements for the proposed uses:

1. Generally the location needs to be centrally located within the Willamette Valley and “near” an I-5 interchange. The applicants did not provide evidence behind these assertions other than the location would be closer to suppliers and buyers in the southern Willamette Valley. The applicants also did not provide an indication of what “near” an interchange is for their purposes. Given the fact that the business has been running successfully from locations from approximately three miles to more than 25 miles from an interchange (in Scappoose), Staff would assume that “near” could be taken to easily mean three or more miles but probably not nearly as many as 25 miles.
2. Safe ingress and egress for large vehicles and should not require driving through neighborhood streets for deliveries.
3. Large paved or graveled fenced area, approximately 4-5 acres; at least two buildings large enough to house the two sawmill rigs (no actual size specified) and other buildings/areas for drying and storing wood. Again, this is a good description of the subject property but the applicants fail to demonstrate why the business could not purchase/lease an appropriately zoned parcel and build the needed industrial buildings and/or build a fence. The largest building in the subject property is 3,000 SF, which, as an industrial building, does not represent a particularly sizeable investment. Given the state of disrepair of a number of the building on the proposed site, it is assumed some level of investment would need to occur on the proposed site, particularly if the business needs *two* large buildings, because the subject site appears to have only one.

Furthermore, it is important to keep in mind that the standard here is “reasonably accommodate.” As determined by LUBA in *Columbia Riverkeeper v. Columbia County*, “[t]he reasonably accommodate standard is more difficult to satisfy than the ESEE standard. The relevant question under OAR 660-004-0020(2)(b) is not which site is better suited, but whether an alternative site that does not require a new exception can “reasonably accommodate” the proposed use. If so, an exception is not warranted for the preferred site, even if the preferred site is better suited for the proposed use than the alternative site” (p. 32, *Columbia Riverkeeper v. Columbia County*).

To meet the standard in OAR 660-004-0020 (2)(b), the exception must meet the following requirements:

- (A) The exception shall indicate on a map or otherwise describe the location of possible alternative areas considered for the use that do not require a new exception. The area for which the exception is taken shall be identified.***

Maps were provided for the areas that were discussed in the applicants' alternative analysis.

(B) *To show why the particular site is justified, it is necessary to discuss why other areas that do not require a new exception cannot reasonably accommodate the proposed use. Economic factors may be considered along with other relevant factors in determining that the use cannot reasonably be accommodated in other areas. Under this test the following questions shall be addressed:*

(i) *Can the proposed use be reasonably accommodated on nonresource land that would not require an exception, including increasing the density of uses on nonresource land? If not, why not?*

The bulk of the applicants' arguments relating to the alternatives analysis fit within this criterion. Because this criterion specifies "nonresource land that would not require an exception" and the current ruling in the *Ooten* decision is that a goal exception is required to change the Plan designation from any (resource or nonresource) land to a Rural Industrial designation, this analysis is necessarily limited to limited only to those areas that currently have a Rural Industrial designation.

As noted by the applicants, Staff and the applicants discussed a general area appropriate for this portion of the analysis, as described in *Application Attachment 7*, which includes land generally from the western border of Canby and west to Aurora along the S Hwy. 99E corridor. Although, given the locational criteria listed above (which was not available at the time) this area now seems unnecessarily limited, a quick look at the County's zoning map shows that only one area of Rural Industrial land exists along the I-5 corridor within the county but outside this "study area." That Rural Industrial area is currently owned by Metro (the regional governing body) in conjunction with some neighboring open space. This area is assumed to no longer be available for industrial development and is therefore appropriate to eliminate from consideration.

Within the "study area" along the Hwy 99E corridor, there are two areas of Rural Industrial land:

- Approximately 14 acres on the north side of Hwy 99E, adjacent to the southwest corner of Barlow and approximately 1 mile east of the subject site. The applicants report that this area is fully occupied, including the recent occupancy of a site physically very similar to the (5.25-acre portion) of the subject, by a medical marijuana business.
- Approximately 180 acres of Rural Industrial land approximately 1.25 miles to the east of the subject property, both north and south of S Hwy

99E and adjacent to the western border of Canby. Nearly three-quarters of this area (≈130 acres) appears to be associated with a large surface mining operation. The applicants assert that, based on a windshield survey, none of the remaining parcels appear to be available for sale and provided an extensive list of businesses that are located within this area (pg. 6, *Application Narrative*).

The applicants eliminate all the land within these Rural Industrial areas along S Hwy. 99E from consideration as a reasonable alternative because none are available for sale.

However, the applicants fail to identify a single reason why the proposed business is so unique or unsuited that it cannot locate on a nearby Rural Industrial property or why it cannot lease a property. Indeed, the logical conclusion, without any additional evidence to the contrary, is that if a site became available for sale (or lease), it could “reasonably accommodate” the proposed business/uses if it was of an appropriate size. Therefore, this analysis does not meet the “reasonable alternative” standard.

This criterion is not satisfied.

- (ii) *Can the proposed use be reasonably accommodated on resource land that is already irrevocably committed to nonresource uses not allowed by the applicable Goal, including resource land in existing unincorporated communities, or by increasing the density of uses on committed lands? If not, why not?*

The applicants provided no assessment related to this criterion.

This criterion is not satisfied.

- (iii) *Can the proposed use be reasonably accommodated inside an urban growth boundary? If not, why not?*

The only area assessed by the applicants that was inside an urban growth boundary (UGB) was the industrial area in the city of Aurora. The applicants state that while the city does have several parcels zoned for industrial use (see map, *Application Attachment 8*), none were available, including the Smetco site with “a large paved yard/maneuvering area and large buildings,” and the applicants therefore eliminate this as an alternative area for the proposed uses.

Again, the applicants fail to address “reasonable accommodation;” the question at hand is whether it *can* be accommodated within a UGB. Given the fact that the business is currently located within the Portland Metropolitan UGB and the applicants have stated that the business has

simply out-grown its existing site(s), Staff does see any reason that the proposed uses cannot be reasonably accommodated inside an urban growth boundary. And again the implication with the description of the Smetco site in Aurora is that it would be able to accommodate the subject business, if it were available.

In fact there are two close-by areas that immediately come to mind that may be able to “reasonably accommodate” this business, based on the above-identified needed site and locational characteristics:

1. The City of Canby’s industrial area, approximately 3.5 miles northeast of the subject property along Hwy 99E. All properties in this industrial area are easily accessible from S Hwy 99E and would not require trips through neighborhood streets. A quick internet search found this area contains at least 14 available sites ranging from 1.99 to 60 acres.
2. The industrial area just off I-5 between Wilsonville and Tualatin, including both existing industrial area or within the 216 acres recently planned in the Coffee Creek Industrial Area. Based on a buildable lands inventory completed for Wilsonville in 2012, there are nearly 200 acres of vacant industrial land available for use in the short-term (1-4 years), with over 100 acres more expected to be available in the longer-term (> 5 years).

Now, the rule does state that “*economic factors can be considered along with other relevant factors*” in this alternative areas analysis and the applicants did state (pg.5, *Application Attachment 7*) that one of the reasons for selecting the subject site is the low cost of the site. The applicants further assert that “*because the business is not labor-intensive, it cannot outbid other businesses for industrial site.*” While this is perhaps true in some cases – certainly not every site within a UGB would be priced appropriately for the Goby business - Staff finds this assertion suspect when used as a generalization. The Goby business has been operating successfully since 1975 according to the applicants and currently not only leases industrial space in Scappoose, presumably at market rents, but owns at least one industrial site in Portland that would be sold for the move to the proposed Clackamas County site.

This criterion is not satisfied.

- (iv) ***Can the proposed use be reasonably accommodated without the provision of a proposed public facility or service? If not, why not?***

No additional public facility or service is proposed.

This criterion is not applicable.

- c. *“The long-term environmental, economic, social and energy consequences resulting from the use at the proposed site with measures designed to reduce adverse impacts are not significantly more adverse than would typically result from the same proposal being located in areas requiring a goal exception other than the proposed site.”*

The exception shall describe: the characteristics of each alternative area considered by the jurisdiction in which an exception might be taken, the typical advantages and disadvantages of using the area for a use not allowed by the Goal, and the typical positive and negative consequences resulting from the use at the proposed site with measures designed to reduce adverse impacts. A detailed evaluation of specific alternative sites is not required unless such sites are specifically described with facts to support the assertion that the sites have significantly fewer adverse impacts during the local exceptions proceeding. The exception shall include the reasons why the consequences of the use at the chosen site are not significantly more adverse than would typically result from the same proposal being located in areas requiring a goal exception other than the proposed site. Such reasons shall include but are not limited to a description of: the facts used to determine which resource land is least productive, the ability to sustain resource uses near the proposed use, and the long-term economic impact on the general area caused by irreversible removal of the land from the resource base. Other possible impacts to be addressed include the effects of the proposed use on the water table, on the costs of improving roads and on the costs to special service districts.

As with the alternative areas analysis, the analysis under this rule need only be a “broad review” of similar types of areas. This rule provides that there is not a requirement of needing an alternative sites analysis for the long-term environmental, economic, social and energy consequences for a use at the proposed site unless an alternative site is specifically described with facts to support the assertion that it has fewer adverse impacts through the review process.

Related to this criterion, the applicants provide some meager findings on page 10 of Attachment 7, but clearly do not provide an EESE (environmental, economic, social and energy consequences) analysis, as required by this criterion. Rather, the applicants’ findings endeavor to explain why locating on the subject site would have less of an impact than if the Goby business were to locate on another Rural Industrial site. The rule clearly states that the analysis needs to address whether adverse impacts are not significantly more adverse than would typically result from the same proposal being located in other areas requiring a goal exception. In an EESE analysis, each of the four consequences needs to be addressed separately.

Furthermore, this deficiency was identified in the draft findings provided to Staff in April, 2015 and in an April 20, 2015 email from Staff, it was clearly expressed to the applicants that OAR 660-040-0020(c) would need to be addressed when the full application was submitted to the county.

Given that this criterion was not adequately addressed by applicants, Staff cannot make an affirmative determination relating to this criterion.

This criterion is not satisfied.

- d. *“The proposed uses are compatible with other adjacent uses or will be so rendered through measures designed to reduce adverse impacts.” The exception shall describe how the proposed use will be rendered compatible with adjacent land uses. The exception shall demonstrate that the proposed use is situated in such a manner as to be compatible with surrounding natural resources and resource management or production practices. “Compatible” is not intended as an absolute term meaning no interference or adverse impacts of any type with adjacent uses.*

The applicants provide a description of neighboring uses and the area surround the subject property (pg. 5, *Application Narrative*) and provides an explanation on page 11 of *Application Attachment 7* of why compatibility, in this case, is easy to analyze. Staff agrees with that analysis.

This portion of the site subject to this application had been occupied with industrial-related uses for over six decades and most recently contained a business with a welding and maintenance shop, retail sales and consignments and flow of large vehicles and trailers coming and going from the site.

As described, the business proposed for the site would be much less intensive than the previous industrial uses, with only two to three employees initially, milling work to be conducted indoors, and wood stored for drying/curing both indoors and outdoors. The proposed business can certainly be expected to have considerably less impact on surrounding uses. Furthermore, the natural buffers on the site provide screening for the industrial areas from neighboring farm operations.

No measures would likely be necessary to reduce adverse impacts.

This criterion is satisfied.

3. *If the exception involves more than one area for which the reasons and circumstances are the same, the areas may be considered as a group. Each of the areas shall be identified on a map, or their location otherwise described, and keyed to the appropriate findings.*

The exception does not involve more than one area for which the reasons and circumstances are the same.

This criterion is not applicable.

4. *For the expansion of an unincorporated community described under OAR 660-022-0010, including an urban unincorporated community pursuant to OAR 660-022-0040(2), the reasons exception requirements necessary to address standards 2 through 4 of Goal 2, Part II(c), as described in subsections (2)(b), (c), and (d) or this rule, are modified to also include 660-004-0020(4)(a) through (b).*

This “Reasons” Exception is not within an unincorporated or urban unincorporated community.

This criterion is not applicable.

PART 2-2: SUMMARY OF FINDINGS FOR THE “REASONS” EXCEPTION

Staff finds that the applicable criteria for a “Reasons” exception to Goal 3 have been not been satisfied by the applicants and the evidence in the record, including evidence found both in the original application materials and supplemental materials submitted by the applicants (*Exhibit 3*).

SECTION 3- COMPREHENSIVE PLAN MAP AMENDMENT FROM AGRICULTURE TO RURAL INDUSTRIAL

PART 3-1. COMPLIANCE WITH STATEWIDE PLANNING GOALS AND OTHER APPLICABLE STATE STATUTES

- A. **Goal 1: Citizen Involvement:** *To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.*

This is a quasi-judicial land use application. The Clackamas County Comprehensive Plan and Section 1300 of the Zoning and Development Ordinance (ZDO) contain adopted and acknowledged procedures for citizen involvement and public notice. This application has been processed consistent with the requirements in Section 1300 including notice to individual property owners within 750 feet of the subject property, notice in the local newspaper, and notice to affected agencies, dual interest parties. The subject property is with the boundaries of the South Canby CPO, which is currently inactive. Public hearings will be held before the Clackamas County Planning Commission and Board of County Commissioners, which provides an opportunity for additional citizen involvement and input.

This application is consistent with Goal 1.

- B. **Goal 2; Land Use Planning:** *To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.*

Goal 2 requires coordination with affected governments and agencies. Notice of this application has been provided to the following agencies and governments for comments: Aurora Rural Fire District #63, Department of Aviation, Aurora Airport, Oregon Department of Transportation (ODOT), and the Department of Land Conservation and Development (DLCD).

The subject property is not located within any Urban Growth Management Area (UGMA) of any city. Therefore, this application will not affect the Comprehensive Plan of any city.

Goal 2 requires that all land use actions be consistent with the acknowledged Comprehensive Plan. The background information and findings provided by the applicants and within this report, and comments received from agencies and interested parties provide an adequate factual base for rendering an appropriate decision.

However, his proposal requires an exception under Goal 2. As discussed in Section 2 of the Staff Report, the current proposal does not meet all the relevant criteria for the goal exception and therefore the proposal is not in compliance with this goal.

This application is not consistent with Goal 2.

C. **Goal 3; Agricultural Land:** *To preserve and maintain agricultural lands.*

The subject property is considered Agricultural land as defined in the Statewide Planning Goals or County Comprehensive Plan. The proposal does not comply with Goal 3 and therefore an exception has been sought. As discussed previously, the current proposal does not meet the criteria for the goal exception.

This application is not consistent with Goal 3.

D. **Goal 4; Forest Land:** *To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water and fish and wildlife resources and to provide for recreational opportunities and agriculture.*

The subject property is not considered Forest land as defined in the Statewide Planning Goals or County Comprehensive Plan.

Goal 4 is not applicable.

E. **Goal 5; Open Spaces, Scenic and Historic Areas, and Natural Resources:** *To conserve open space and protect natural and scenic resources.*

Goal 5 resources include open space areas, scenic and historic resources and other

natural features. Chapter 3 (Natural Resources and Energy) and Chapter 9 (Open Space, Parks and Historic Sites) of the Clackamas County Comprehensive Plan identifies significant Goal 5 resources within the County.

There are no Goal 5 resources identified in the Comprehensive Plan located on the subject property.

Goal 5 is not applicable.

- F. **Goal 6; Air, Water and Land Resources Quality:** *To maintain and improve the quality of the air, water and land resources of the state.*

The County Comprehensive Plan and ZDO include adopted implementing regulations to protect the air, water and land resources. The County also has implementing regulations to accommodate all waste and process discharges in order to protect watersheds, airsheds and land resources. These regulations will be applied to any future development proposals on the property and to ensure the protection of the affected air, water and land resources.

This application is consistent with Goal 6.

- G. **Goal 7; Areas Subject to Natural Disasters and Hazards:** *To protect life and property from natural disasters.*

The subject property is not located within any designated floodplain area. According to the Department of Geology and Mineral Industries (DOGAMI) maps the property does not contain any steep slopes or natural hazards (landslide topography, local slump, earth flow, mudflow or debris flow areas).

Goal 7 is not applicable.

- H. **Goal 8; Recreational Needs:** *To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate to provide for the siting of necessary recreational facilities including destination resorts.*

This proposal does not involve any designated recreational or open space lands, affect access to any significant recreational uses in the area, or involve the siting of a destination resort. This proposal will have no impact on the recreational needs of the County or State.

Goal 8 is not applicable.

- I. **Goal 9; Economic Development:** *“To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare and prosperity of Oregon’s citizens.”*

This Goal is intended to ensure Comprehensive Plans contribute to a stable and healthy economy in all regions of the state. Goal 9 also requires the County to provide for an adequate supply of sites of suitable sizes, types, locations, and services for a variety of industrial and commercial uses consistent with plan policies.

OAR 660-009 (Industrial and Commercial Development) implements Goal 9. Pursuant to OAR 660-009-0010(1) the requirements and standards in OAR 660-009 are only applicable to areas within urban growth boundaries. Therefore OAR 660-009 is not applicable.

Goal 9 is not applicable.

J. **Goal 10; Housing:** *"To provide for the housing needs of citizens of the state."*

This proposal does not include any housing; therefore Goal 10 is not applicable.

Goal 10 is not applicable.

K. **Goal 11; Public Facilities and Services:** *"To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development."*

This proposal will not require the extension of any new public facilities to support rural industrial uses; therefore Goal 11 is not applicable.

Goal 11 is not applicable.

L. **Goal 12; Transportation:** *"To provide and encourage a safe, convenient and economic transportation system."*

1. Oregon Administrative Rule (OAR) 660-012 (Transportation Planning Rule) implements Statewide Planning Goal 12.
2. OAR 660-012-0060 applies to plan and land use regulations. OAR 660-012-0060(1) requires any amendments to a functional plan, acknowledged comprehensive plan or a land use regulation (including a zoning map) which would significantly affect an existing or planned transportation facility to put in place measures as provided in OAR 660-012-0060(2) unless the amendment is allowed under OAR 660-012-0060(3), (9) or (10).
3. Pursuant to OAR 660-012-0060(1) 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;*

- b. *Change standards implementing a functional classification; or*
 - c. *Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.*
 - 1. *Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
 - 2. *Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan or;*
 - 3. *Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.*
4. Compliance with OAR 660-012-0060(1) can be achieved by one or a combination of the following;
- a. *Adopting measures that demonstrate the 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. *Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.*
 - d. *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.

- e. *Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, of the provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all performance standards.*

The applicants submitted a Traffic Impact Study (TIS) addressing the impacts from this proposal (see *Application Attachment 2*). This study found that although the intersection of S Hwy 99E and S Barlow Road (approximately 1 mile east of the subject property) is currently operating above the 0.75 v/c ratio performance standard set by ODOT, the proposed Plan/zone change and proposed use of the property would cause negligible impact to the transportation system and no significant impact to further degradation or performance of the intersection.

Both ODOT and the county's Engineering Division reviewed the Traffic Impact Study. ODOT submitted a response (*Exhibit 4*), which stated that ODOT had determined that there will be no significant impacts to the state highway facilities and no additional state review is required. The county's Engineering Division had no additional comments (*Exhibit 2*).

Based on the analysis, as reviewed by ODOT and county Staff, this application is in compliance with these criteria.

This application is consistent with Goal 12.

M. Goal 13; Energy Conservation: *To conserve energy.*

This proposal will have no impact on any known or inventoried energy sites or resources. There are no planning or implementation measures under this Goal applicable to this application.

Goal 13 is not applicable.

N. Goal 14; Urbanization: *To provide for an orderly and efficient transition from rural to urban land uses.*

The subject property is located outside of the Metropolitan urban growth boundary (UGB), including the Oregon City UGB. This proposal does not involve a change in the location of the UGB, a conversion of rural land to urban land, or urbanizable land to urban land.

Goal 14 is not applicable.

- O. **Goal 15: Willamette River Greenway:** *To protect, conserve, enhance and maintain the natural scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.*

The subject property is not located within the Willamette River Greenway.

Goal 15 is not applicable.

- P. **Goal 16 (Estuarine Resources), Goal 17 (Coastal Shorelands), Goal 18 (Beaches and Dunes) and Goal 19 (Ocean Resources).**

Goals 16, 17, 18 and 19 are not applicable in Clackamas County.

Q. Other Applicable State Statutes

ORS 197.610 and 197.615 - Postacknowledgment Amendments

ORS 197.610(1) and OAR 660-018-0020 require the county to forward a proposal to amend its acknowledged comprehensive plan or land use regulations to the DLCD director at least 35 days prior to the initial hearing. The county sent the requisite notice of the proposed amendments to DLCD on August 17, 2015. DLCD has provided no comments in response to this notice. After final approval and adoption of amendments to a comprehensive plan or land use regulation, ORS 197.615(1) and OAR 660-018-0040 require the county to submit a copy of the text of the amendment and supporting findings to DLCD within five business days after the final decision is adopted. The county must also provide notice of the adopted amendment to persons who participated in the local proceedings and requested in writing that they be provided such notice. The county will comply with these requirements upon final adoption of these findings.

ORS 197.763 - Quasi-Judicial Land Use Hearing Procedures

The county provided mailed notice of the application to all owners of record within 750 feet of the subject property more than ten days prior to the first evidentiary hearing on the application, as required by ORS 197.763(2)-(3). More than ten days prior to the hearing before the Board of Commissioners, the county provided notice to all owners of record within 750 feet of the subject property and to all interested parties identified during the initial evidentiary hearing. The county will hold a minimum of two evidentiary hearings on the application - one before the Planning Commission on September 28, 2015 and another before the Board of Commissioners on October 28, 2015. All other applicable procedural standard will be followed in the public hearings process.

ORS 197.710, ORS 197.716, & ORS 197.763 are all satisfied.

PART 3-2. COMPLIANCE WITH CLACKAMAS COUNTY COMPREHENSIVE PLAN POLICIES:

- A. **Chapter 1; Introduction:** This Chapter describes the purpose of the Comprehensive Plan and how to use the Plan.

This Chapter does not include any Goals or Policies applicable to a quasi-judicial land use application.

Chapter 1 is not applicable.

- B. **Chapter 2; Citizen Involvement:** The purpose of this Chapter is to promote citizen involvement in the governmental process and in all phases of the planning process.

There is one policy in this Chapter applicable to this application.

Policy 1.0; Require provisions for opportunities for citizen participation in preparing and revising local land use plans and ordinances. Insure opportunities for broad representation, not only of property owners and County wide special interests, but also of those within the neighborhood or areas in question.

The Clackamas County Comprehensive Plan and ZDO have adopted and acknowledged procedures for citizen involvement. This application has been processed consistent with those procedures. Specifically, the County has provided notice to property owners within 750 feet of the subject property, and published public notices in the newspaper consistent with State law and Section 1302 of the ZDO. The Planning Commission and Board of County Commissioners will also conduct one or more public hearings to provide opportunities for citizen participation. The notification to property owners, public notices and hearings will ensure an opportunity for citizens to participate in the land use process.

This application is consistent with Chapter 2.

- C. **Chapter 3; Natural Resources and Energy:** The purpose of this Chapter is to provide for the planning, protection and appropriate use of the County's natural resources and energy.

This Chapter contains eight (8) Sections addressing; 1) Water Resources; 2) Agriculture; 3) Forests; 4) Mineral and Aggregate Resources; 5) Wildlife Habitats and Distinctive Resource Areas; 6) Natural Hazards; 7) Energy Sources and Conservation and; 8) Noise and Air Quality.

The subject property is not located in any of the above-mentioned protected areas and does not contain any land planned or zoned for forest uses. Therefore, the only applicable subsection in this Chapter are in subsection 2) Agriculture.

Agriculture: This section of Chapter 3 contains the following goals for agricultural lands in the county:

- *Preserve agricultural lands.*
- *Maintain the agricultural economic base in Clackamas County and the State of Oregon.*
- *Increase agricultural markets, income and employment by creating conditions that further the growth and expansion of agriculture and attract agriculturally related industries.*
- *Maintain and improve the quality of air, water, and land resources.*
- *Conserve scenic areas, open space and wildlife habitats.*

By changing only the upper 5.25 acres of the subject property to the Rural Industrial Plan and zone designation, the impact will be limited to the portion of the property that was long ago taken out of agriculture production (if it was ever even in production). The rest of the property (14.25 acres) will remain in EFU, effectively preserving the only farmland on the site that may have been in recent past or has the potential for future use as active production and/or grazing land.

This application is consistent with Chapter 3.

- D. **Chapter 4; Land Use:** *This Section of the Comprehensive Plan includes the definitions for urban and rural land use categories, and outlines policies for determining the appropriate Comprehensive Plan land use designation for all lands within the County.*

This Chapter contains three Sections addressing; 1) Urbanization; 2) Urban Growth Concepts; and 3) Land Use Policies for the each Land Use Plan designation. Each Section is addressed below.

1. Urbanization Section. This Section of the Plan outlines policies guiding land use in Immediate Urban Areas, Future Urban Areas, Future Urban Study Areas, Urban Reserve Areas, Rural Reserve Areas and Population Coordination.

The subject property is not within an urban growth boundary, immediate urban area, future urban area, future urban study area, (approved) urban reserve area, or (approved) rural reserve area.

The Urbanization policies are not applicable.

2. Urban Growth Concept Policies. The Urban Growth Concept policies in this Section of the Plan are intended to implement the Region 2040 Growth Concept Plan. The subject property is not located within the boundaries of the Region 2040 Concept Plan identified on Map IV-8 of the Comprehensive Plan.

The Urban Growth Concept policies are not applicable.

3. Land Use Plan Designations. The subject property is currently designated Agriculture on the Comprehensive Plan map. The proposed amendment is to

change the land use plan designation to Rural Industrial on 5.25 acres of the subject property. Since the proposal involves a Goal 3 exception, the policies relating to Agriculture on the 5.25 acre portion of the subject property would no longer be applicable. The Rural Industrial plan policies are applicable to this application.

The remaining policies pertaining to the Residential, Commercial, Industrial, Open Space and Floodplains, Unincorporated Communities, Rural Commercial, Rural, and Forest plan designations in this Section of the plan are not applicable.

The Rural Industrial plan policies are evaluated in Part 3-3 of this report.

Based on the findings in Part 3-3 of this report the subject meets the criteria for a Rural Industrial plan designation. This application is consistent with Chapter 4.

- E. **Chapter 5; Transportation:** *This Chapter outlines policies addressing all modes of transportation.*

This Chapter contains eight sections including 1) Foundation and Framework; 2) Land Use and Transportation; 3) Active Transportation; 4) Roadways; 5) Transit; 6) Freight, Rail, Air, Pipelines and Water Transportation; 7) Finance and Funding; and 8) Transportation Projects and Plans. The policies found in this chapter that are relevant to this application are found in the Roadways section.

As discussed previously, the applicants submitted a Traffic Impact Study (TIS) which found the proposed Plan/zone change and proposed use of the property will cause negligible impact to the transportation system and no significant impact to further degradation or performance of the intersection and is in compliance with the Transportation Planning Rule (OAR 660-12).

Based on the TIS, as reviewed by ODOT and county Staff, this application is consistent with Chapter 5.

This proposal is consistent with Chapter 5.

- F. **Chapter 6; Housing:** *The purpose of the Housing element of the Plan is to, “Provide opportunities for a variety of housing choices, including low and moderate income housing, to meet the needs, desires, and financial capabilities of all Clackamas County residents to the year 2010.”*

This Chapter includes a variety of policies regarding housing choices, affordable housing, neighborhood quality, urban infill, multifamily residential housing, common wall units, mobile homes and density bonuses for low cost housing and park dedication.

There are no policies applicable to this application.

Chapter 6 is not applicable.

- G. **Chapter 7; Public Facilities and Services:** *The goal of the Public Facilities and Services Chapter is to ensure an appropriate level of public facilities and services are necessary to support the land use designations in the Comprehensive Plan, and to provide those facilities and services at the proper time to serve the development in the most cost effective way.*

The Public Facilities Section of this Chapter includes policies regarding Sanitary Sewage Treatment, Water, Storm Drainage, Solid Waste and Street Lighting. The policies regarding Sanitary Sewage Treatment and Street Lighting are not applicable because the property is not located within a public sewer or street lighting district.

There are no policies applicable to this application.

Chapter 7 is not applicable.

- H. **Chapter 8; Economics:** *The goal of the Economics element of the Plan is to "Establish a broad-based, stable and growing economy to provide employment opportunities to meet the needs of the County residents."*

This Chapter contains four (4) Sections related to; 1) Existing Industry and Business; 2) New Industry and Business; 3) Coordination; and 4) Target Industries.

There are no policies applicable to this application.

Chapter 8 is not applicable.

- I. **Chapter 9; Open Space, Parks, and Historic Sites:** *The purpose of this Chapter of the Plan is to protect the open space resources of the County, to provide land, facilities and programs which meet the recreation needs of County residents and visitors, and to preserve the historical, archaeological, and cultural resources of the County.*

The subject property is not designated as open space or park land. There are no Historic Landmarks, Historic Districts or Historic Corridors on or adjacent to the subject property.

Chapter 9 is not applicable.

- J. **Chapter 10; Community Plan and Design Plans:** *This Chapter of the Comprehensive Plan includes the Mt. Hood Community Design Plan, Kruse Way Design Plan, Sunnyside Village Plan, Clackamas Industrial Area and North Bank of the Clackamas River Design Plan, Clackamas Regional Center Area Design Plan, Sunnyside Corridor Community Plan, and McLoughlin Corridor Design Plan.*

The subject property is not located within the boundary of any Community Plan or Design Plan area.

Chapter 10 is not applicable.

- K. **Chapter 11; The Planning Process:** *The purpose of this Chapter is to establish a framework for land use decisions that will meet the needs of Clackamas County residents, recognize the County's interrelationships with its cities, surrounding counties, the region, and the state, and insure that changing priorities and circumstances can be met.*

In the City, Special District and Agency Coordination Section of this Chapter, Policy 1.0, is applicable. In the Amendments and Implementation Section of this Chapter, Policy 3.0 is applicable.

1. City, Special District and Agency Coordination Section

Policy 1.0; Participate in interagency coordination efforts with federal, state, Metro, special purpose districts and cities. The County will maintain an updated list of federal, state and regional agencies, cities and special districts and will invite their participation in plan revisions, ordinance adoptions, and land use actions which affect their jurisdiction or policies.

Notice of this application has been provided to all appropriate agencies and parties and advertised public hearings before the Planning Commission and Board of County Commissioners provide an adequate opportunity for interagency coordination of this plan amendment and demonstrates compliance with this policy.

This policy is met.

2. Amendments and Implementation Section

- b. Policy 3.0; *Amend the Comprehensive Plan pursuant to the following procedures and guidelines (listed in subpolicies 3.1 through 3.6).*

This is a quasi-judicial Comprehensive Plan map amendment and is subject to subpolicies 3.1, 3.3 and 3.4.

1. Subpolicy 3.1; *A map amendment may be initiated only by the Board of County Commissioners, the Planning Commission, the Planning Director, or the owner of the property for which a change is requested.*

The property is currently owned by the Celtic Bank Corporation. The Land Use Application form has been signed by a representative of the Celtic Bank Corporation, authorizing filing of the application.

This policy is met.

2. Subpolicy 3.3; *All proposed Comprehensive Plan amendments are to be considered at advertised public hearings before the Planning Commission, in accordance with state law and County requirements.*

The Planning Commission and Board of County Commissioners will review this application through one or more public hearings. Notice of the hearings have been published in the local newspaper and advertised consistent with all ZDO notice requirements.

This policy is met.

3. Subpolicy 3.4; *If the proposed amendment is quasi-judicial, property owners will be notified as required. The Community Planning Organization in the affected area shall be notified at least 35 days prior to the first hearing.*

The property is located within the boundaries of the S Canby CPO, which is inactive. Property owners within 750 feet of the subject property were notified as required in Section 1303 of the ZDO.

This policy is met.

This application has been processed consistent with Chapter 11.

PART 3-3. EVALUATION OF THE RURAL INDUSTRIAL COMPREHENSIVE PLAN POLICIES IN THE LAND USE CHAPTER (CHAPTER 4)

The Land Use Chapter of the Comprehensive Plan contains specific policies for determining the appropriate Comprehensive Plan land use designation for a property. The applicants are requesting a change in the plan designation for 5.25 acres of the subject property from Agriculture to Rural Industrial. In order to determine whether the subject property meets the criteria for the proposed Rural Industrial plan designation, an evaluation of the policies for Rural Industrial is described below.

Rural Industrial Plan Policies: The Rural Industrial Section of the Land Use Chapter of the Plan identifies the criteria which must be satisfied in order for the Rural Industrial Plan designation to be applied to an area.

The Goals of the Rural Industrial Section of the Plan are:

- 1) *To provide for the continuation of industrial uses in non-urban areas having an historical commitment to such uses.*
- 2) *To provide for the industrial redevelopment of abandoned or diminished mill sites.*
- 3) *To implement the goals and policies of this Plan for industrial development in Unincorporated Communities.*

1. Policy 1.0: *“The Rural Industrial plan designation may be applied in non-urban areas to provide for industrial uses that are not labor-intensive and are consistent with rural character, rural development, and rural facilities and services.”*

The subject property is located outside of the Metro UGB and boundary and is considered a non-urban area. The Rural Industrial Plan designation and implementing RI zoning district limits the type and scale of uses which are appropriate for rural development. The property is not located in a public water, sewer, or surface water district. Those services are not proposed or necessary to support the proposed Rural Industrial plan designation. Services to the area include garbage service and sheriff patrol services. The public facilities and services are appropriate to maintain the rural character of the area.

The uses proposed on the subject site are not labor intensive (with only two to three employees on site initially) and are consistent with the rural character and surrounding rural development in the area. Due to the need to take a “Reasons exception” to Goal 3, the specific rural industrial uses proposed on the property would be the only ones allowed, if this application is approved.

This policy can be met.

2. Policy 2.0: *“The Rural Industrial (RI) zoning district implements the Rural Industrial plan designation.”*

If the Comprehensive Plan Amendment is approved on all or a portion of the subject property, the RI zoning district is the only zone designation that can be applied to the property to implement the Rural Industrial plan designation. In this case, the zone designation would be applied but the uses limited to only those approved under the Goal 3 “Reasons exception.” The proposed use is listed as an allowed use in the RI zoning district; no other uses listed in the Rural Industrial section of the ZDO would be allowed.

This policy can be met.

3. Policy 3.0: *“Areas may be designated Rural Industrial when the first, the second, or both of the other criteria are met:”*

- a. Policy 3.0(a): *“Areas shall have an historical commitment to industrial uses.*

The historic uses on the property have been well documented through the verification and alterations/ modifications of the prior nonconforming uses. The earliest know industrial-type use on the property was in 1947 and included light and heavy mechanical work on construction vehicles. Other uses prior to the vacation of the property in 2011 included welding; metal fabrication; light and heavy mechanic operations for various types of vehicles and equipment;

and (incidental) resale of recreational vehicles, utility trailers, light trucks and utility vehicles. The property was most-recently occupied by the Top O’Hill RV Sales and Service business that was operating legally under a nonconforming use status that was verified and altered/expanded in 1990 (file #Z0432-90-E) and in 1996 (file #Z1148-96-E).

The 5.25-acre portion of the property subject to the Plan/zone change is currently developed with over 9,000 square feet of building space, the majority of which were used for the various industrial (and some commercial) activities. This portion of the site has a well documented history of historical commitment to industrial uses.

This policy is met.

- b. Policy 3.0(b): *“The site shall be an abandoned or diminished mill site, as defined in the Zoning and Development Ordinance, provided that only the portion of the site that was improved for the processing or manufacturing of wood products may be designated Rural Industrial.”*

There is no evidence in the record of an abandoned or diminished mill site on any portion of the subject property.

This policy is not applicable.

- c. Policy 3.0(c): *“Areas shall be located within an Unincorporated Community; and”*

The subject property is not located within the boundaries of an Unincorporated Community.

This policy is not applicable.

- d. Policy 3.0(d): *“The site shall have direct access to a road of at least an arterial classification.”*

The subject property has frontage on and direct access to State Highway 99E, which is designated as a Major Arterial road in the County’s Comprehensive Plan and as a Regional Highway by ODOT.

This policy is met.

Policy 3.0 is met.

PART 3-4. SUMMARY OF FINDINGS AND CONCLUSIONS FOR THE COMPREHENSIVE PLAN AMENDMENT

This application can satisfy all the criteria in the Comprehensive Plan for a Rural Industrial Plan designation on the 5.25-acre portion of the subject property.

SECTION 4- ZONE CHANGE FROM EFU TO RI

PART 4-1: COMPLIANCE WITH SECTION 1202 OF THE ZDO

A. The zone change criteria are listed in Section 1202 of the Clackamas County Zoning and Development Ordinance (ZDO). Section 1202.01 states that the Hearings Officer shall allow a zone change, after a hearing conducted pursuant to Section 1300, if the applicants provide evidence substantiating the following criteria:

1. **Section 1202.01(A)**: *Approval of the zone change is consistent with the Comprehensive Plan.*

Based on the findings in Section 3 of this report, the Rural Industrial plan designation is consistent with the Comprehensive Plan for the 5.25-acre portion of the subject property.

This criterion is met.

2. **Section 1202.01(B)**: *If development under the new zoning district designation has a need for public sanitary sewer, surface water management, and/or water service, it can be accommodated with the implementation of service providers' existing capital improvement plans. The cumulative impact of the proposed zone change and development of other properties under existing zoning designations shall be considered.*

The subject property is not located in a public sanitary sewer, or surface water district, nor would there be there a need to extend these services to support the proposed RI zoning district. Sewage disposal would be accommodated by an on-site sewage disposal system. Surface water will be accommodated by on-site detention or other facilities approved under Section 1008 of the ZDO as administered by the DTD, Engineering Division.

This criterion is met.

3. **Section 1202.01(C)**: *The transportation system is adequate, as defined in Subsection 1007.09(D), and will remain adequate with approval of the zone change. Transportation facilities that are under the jurisdiction of the State of Oregon are exempt from Subsection 1202.01(C). For the purpose of this criterion:*

- a. Section 1202.01(C)(1): *The evaluation of transportation system adequacy shall include both the impact of the proposed zone change and growth in background traffic for a 20-year period beginning with the year that a complete land use application is submitted.*
- b. Section 1202.01(C)(2): *It shall be assumed that all improvements identified in the Clackamas County 20-Year Capital Improvement Plan, the Statewide Transportation Improvement Plan, and the capital improvement plans of other local jurisdictions are constructed*
 - iv. Section 1202.01(C)(3): *It shall be assumed that the subject property is developed with the primary use, allowed in the proposed zoning district, with the highest motor vehicle trip generation rate.*
 - v. Section 1202.01(C)(4): *Transportation facility capacity shall be calculated pursuant to Subsection 1007.09(E).*
- e. Section 1202.01(C)(5): *A determination regarding whether submittal of a transportation impact study is required shall be made based on the Clackamas County Roadway Standards, which also establish the minimum standards to which a transportation impact study shall adhere.*

The applicants hired a consultant to complete a Traffic Impact Study (TIS). That consultant worked with County Engineering staff and staff from ODOT to scope the study and completed it in September 2014. Both ODOT and the county's Engineering Division have reviewed the TIS and neither identified any issues or concerns with the study.

This criterion is met.

- 5. Section 1202.01(E): *Safety of the transportation system is adequate to serve the level of development anticipated by the zone change.*

The TIS submitted by the applicants found the proposed Plan/zone change and proposed use of the property will cause negligible impact to the transportation system and no significant impact to further degradation or performance of the intersection and is in compliance with the Transportation Planning Rule (OAR 660-12). Based on the TIS, as reviewed by ODOT and county Staff, this application is consistent with all applicable provisions in the ZDO.

This criterion is met.

PART 4-2: SUMMARY OF COMPLIANCE WITH ZONE CHANGE CRITERIA

This application satisfies all the criteria in Section 1202.01 of the ZDO because it has been found to be consistent with the Comprehensive Plan criteria for a Rural Industrial plan and zoning designation and all other relevant criteria in the ZDO have been met.

PLANNING COMMISSION MINUTES

September 28, 2015
6:30 p.m.

Commissioners present: John Drentlaw, Gail Homes, Michael Wagner, Norman Andreen, Mark Meek, Thomas Peterson, Mark Fitz. Absent: John Gray, Brian Pasko.
Staff present: Mike McCallister, Martha Fritzie, Darcy Renhard.

1. Commission Chair Meek called the meeting to order at 6:34 p.m.
2. Commission Chair Meek asked if there was any member of the audience who wished to provide comment on an item not on the agenda. There were none.
3. Martha Fritzie explained that tonight's land use hearing is to consider Z0294-15-CP and Z0295-15-ZAP, a proposal for a Comprehensive Plan amendment from Agriculture to Rural Industrial and corresponding Zone Change from EFU to RI. This is also a "reasons" exception to allow for processing of salvaged wood for use in making reclaimed wood products. The property is just East of Aurora, outside of Canby. It is roughly twenty acres. The area proposed for change is 5.25 acres with over 9,500 square feet of existing building space. There is also a large fenced area and extensive gravel and asphalt surfaces. There is an existing house on the property, but it would not be used as a residence—it would be used as part of the business. Previously the property was an RV repair and sales business. Exhibit 5 is the applicant's response to the staff report that was sent to the Planning Commission last week. It clarifies the location of salvaged trees used for the Goby Walnut and Westerns Hardwoods business and provides additional information related to alternative sites analysis, including land inside the Canby and Wilsonville UGBs. Exhibit 6 was also received after the Planning Commission packet and discusses a property line issue that staff and the applicant have a plan to resolve..

Martha described how goal exceptions require specific approval criteria as determined by the ORS. There are three types of goal exceptions: physically developed, reasons, and irrevocably committed. Citing from *Ooten vs. Clackamas County*, Martha explained that the physically developed and irrevocably committed exceptions do not help the applicant since the buildings that are already there are not going to be used for repairing RVs. The options were to either wait for the final Ooten decision or try to go for a reasons exception. The applicable Statewide Planning Goals are #s 1, 2, and 3. It should be noted that if an applicant cannot meet the criteria for a goal exception, then the County policies don't really come into play. The reasons exception process requires that the applicant must identify a need, demonstrate that alternative sites that do NOT require a new exception cannot reasonably accommodate the need, that the proposed use will have minimal adverse consequences and that it is compatible with other adjacent uses. The need arguments the applicants used were that the new use would have a significant comparative advantage and provide a benefit to the County. The headquarters for this business are in NW Portland, which would not change if this application were approved. The applicant cites that there is a transportation advantage to using this particular site, as a large portion of the salvaged wood that they buy comes from the southern Willamette Valley. The applicant also asserts that they need a large amount of space, and it would be advantageous if they were to merge their other two processing facilities onto this one property. Staff does not feel that the applicant has made a compelling argument for a need, or "reason," that there is something unique to both the business and this location. Regarding the alternatives analysis, the question is not whether or not this site is suited, but whether or not there is a suitable site that would not need a goal exception that could accommodate this business. Several questions to consider are: 1. Why can it not be inside an urban growth boundary?, 2. Is there a site(s) outside the UGB that would not require a goal exception?, and 3. Could this business be housed

on natural resource property already committed to other uses? There are no vacant sites available in Aurora, but there is a lot of available land within the City of Canby. Staff finds it difficult to say that a business that is currently located inside a UGB could not relocate to another area that is within a different UGB. It may be true that there are currently no sites available in the Barlow area (outside the UGB) where the applicant did a windshield survey of the rural industrial zoned area. The reasons exception also requires that an ESEE analysis be done to determine the consequences of taking the exception. The applicant has not performed an ESEE analysis, therefore staff is not able to make a finding either way. While it would probably not be difficult to make an argument in favor of this application, the fact that the analysis has not been done at all leaves staff in a position of being unable to make a finding. Exception rules also require that the proposed uses must be compatible with other adjacent uses, or that they will be made compatible through measures to reduce impacts. Staff has no reason to believe that this criteria could not be met.

Commissioner Wagner asked if there are residential uses around this site, and if there is any evidence to show that the use will be any less noisy than the RV repair business. Martha answered that her understanding is that there will be two sawmills moved to the site, but that they would both be enclosed within the existing buildings. By less intensive, staff means that there would be fewer employees and less traffic. There would naturally be trucks hauling logs and wood in and out. Commissioner Andreen asked if the Planning Commission can look at this as an irrevocably committed exception rather than a reasons exception. Martha answered that she does not disagree that it may be more suited to an irrevocably committed use, but what came out of the Ooten decision was that we have to apply rules that say all plan and zone designations shall limit the uses to those that exist on the property. Commissioner Drentlaw is concerned about the potential noise impact. He just toured the RSG and Interfor sites and had to wear earplugs if he went within 100 feet of the sawmills. He feels that there would definitely be major impacts on the neighboring residents. Commissioner Fitz said that this type of operation is significantly smaller and has nowhere near the impacts of a large operation like RSG. Also, if the property is bank-owned, then there could probably be some sort of soil analysis done that determines whether or not the property is suitable for food crops. Commissioner Wagner does not like the idea of spot zoning a piece of property to RI right in the middle of a bunch of EFU property.

Martha stated that since the goal exception criteria is not met, the application is inconsistent with Statewide Planning Goals 2 and 3. Goal 12 also comes into play. The intersection at 99E and Barlow Road is considered to be failing; however, ODOT is alright with the zone change because a traffic study found that there is negligible additional impact to the transportation system. The application meets the County's Comprehensive Plan criteria for Rural Industrial because clearly the property was committed to an industrial use—it was previously a non-conforming use since 1947 with welding, metal fabrication, etc. and sales of RVs incidental to the primary use. That being said, staff is recommending denial of the application based on evidence and findings provided by the applicants.

John Brosy, 161 High Street, Salem—Mr. Brosy is the consultant for Goby Walnut & Western Hardwoods. He describe that the RV sales business that had been on the property in the past was a much more intensive use than anything that Mr. Blumenkropf is proposing. One of the issues that they found when looking at other sites is that this is a very land intensive business which requires a lot of space to lay the wood out to dry. Most of the land is used just for drying the wood. There would only be 5 or 6 employees working over a 5 acre space, which is not intensive at all. One of the buildings would be used for a fairly low temperature kiln, also for drying the wood. The sawmills that are used are electric and not diesel, so the noise is significantly less and there are no diesel fumes. The location of the property is very accommodating to this business, given its' proximity to I-5 and other major roadways. Much of the wood that Goby uses comes from the southern Willamette Valley and some comes from the north. He stated that since there is no opposition to the application, it should be fairly easy for the Commission to be creative with regard to the reasons exception.

Art Blumekropf, Owner, Goby Walnut & Western Hardwoods—Mr. Blumenkropf described how his company is very focused on being a sustainable business and doing as little damage to the environment as possible. In fact, the way that Goby is managed, they actually help mitigate potential damage to the tree industry by disposing of diseased and otherwise unusable wood products. Their current property is very crowded, difficult to access, and potentially unsafe to enter. They would also like to start walnut seedlings on the remaining property (which would remain EFU).

Commissioner Andreen would like to recommend that the BCC find a way to make this work. He agrees that this is a favorable use of the property, the only difficulty he has is that the ESEE analysis was not done, which is part of the requirements. Possibly the seedling growth on the remainder of the property could be used as part of the ESEE analysis.

Commissioner Holmes agrees with Commissioner Andreen’s statements, as do Commissioners Wagner and Fitz.

Commissioner Peterson is of the same mindset as Commissioner Andreen, but he feels that there should be expressed limitations on what is proposed in the application.

Commissioner Drentlaw would like to make sure that there is good communication between the applicant and the County on what the uses of the buildings are going to be. He is concerned about the safety and compliance issues.

Chair Meek is also in favor of recommending approval for this application if we can structure a recommendation that is acceptable.

Commissioner Wagner made a motion that the Planning Commission recommend to the BCC approval of Z0294-15-CP and Z0295-15-ZAP, Goby Walnut and Western Hardwoods, with the recommendation that the applicant complete an ESEE analysis and mitigate any noise to an acceptable level at the property line. Commissioner Andreen seconded the motion. *Ayes=7, Nays=0. Motion passes.*

5. Mike McCallister reviewed plans for the marijuana production facility tour this week. Commissioners Wagner, Drentlaw, Andreen, and Fitz will be participating in the tour.

6. There being no further business, the meeting was adjourned at 9:00 p.m.

**Comprehensive Plan/Zone Change Application
25408 S. Highway 99E, Aurora/Canby
List of Attachments**

(Application Form)

(Application Fee)

(Application Narrative & Proposed Findings of Fact)

- 1. Description of Specific Soil Types – Report from NRCS**
- 2. Traffic Impact Study – Lancaster Engineering**
- 3. Aerial Photograph/Map**
- 4. County Comprehensive Plan Map – Non-Urban Area**
- 5. Statewide Planning Goals – Proposed Findings**
- 6. 2011 Land Appraisal (RSP & Associates LLC)**
- 7. Reasons Exception**
- 8. City of Aurora Zoning Map**

APPLICATION NARRATIVE AND PROPOSED FINDINGS OF FACT

Clackamas County Planning and Zoning Division
150 Beaver Creek Road
Oregon City, Oregon 97045

**Re: Comprehensive Plan and Zone Change Application
25408 S. Highway 99E, Aurora/Canby**

Introduction

The following narrative and proposed findings of fact are submitted for Statewide Goal 3 Exception, plus County Comprehensive Plan change and zone change for approximately 5.25 acres of a 20 acre parcel at 25408 S. Highway 99E, in unincorporated Clackamas County between the cities of Canby and Aurora. We propose a change from EFU, Exclusive Farm Use to RI, Rural Industrial for those 5.25 acres. This is the site of the former, large Top O' Hill RV Sales and Service business.

Goby Walnut and Western Hardwoods, headquartered in northwest Portland, is the contract purchaser of this site. Goby is a specialty wood products business that sources unique, mostly salvaged hardwood trees throughout the greater Willamette Valley. Goby cuts the lower end and "butts" of these hardwoods into various thicknesses, dries/cures the wood and sometime kiln dries the large slabs. After that lengthy process, the wood is cut into custom sizes for sale around the world for various specialty uses ranging from guitar bodies to shotgun stocks to specialty furniture and table tops. This is a very eco-friendly business throughout its industrial processes.

If this application is approved, Goby intends to "re-purpose" the extensive collection of existing buildings and paved and graveled yard surfaces on this site for its business. All of its walnut wood inventory is salvage or hazard wood. This site would be used for milling (inside an existing building), plus drying and curing sheds and yards. Over time, more of their business functions may be relocated to this site. The site is conveniently located near major freeway and highway routes and is relatively midway between the urban areas ranging from Eugene to Portland where the salvaged trees are located. Goby intends to use the 5.25 acres of buildings and yard area for these purposes, and will be planting walnut and other hardwood seedlings in the agricultural area of the balance of the site to the east. *That*

is an allowed EFU zone activity and no changes or partitions are proposed for that portion of the site.

We propose to use the “Reasons” Statewide Exception criteria of Goal 3 (Agriculture Lands) for this Plan and zone change for the upper 5.25 acres.

The site includes numerous commercial buildings surrounded by large areas of asphalt and gravel surfacing. County Assessor records show commercial buildings dating back to at least 1969. This is the site of the former Top O’ Hill RV Sales and Service business, which operated for over 22 years at this site, based on ownership records. This property had nonconforming use status in the past, and the County authorized an alteration of that use in 1996. The latest available (summer 2014) aerial photography available from Clackamas County Geographic Information Systems (GIS) was from 2009 flights. Please see the aerial photo/map submitted with this application. That map shows an active, large RV Sales and Service business. By the time inspections performed as part of a fee appraisal occurred in 2011, the business was gone, leaving the numerous buildings and nearly all of the balance of the approximately 5.25 acres of site covered by asphalt or well-established and compacted gravel.

The use had aspects of both commercial and industrial usage, with a fairly large-scale RV repair business including a building built specifically for welding, plus the storage of large RV vehicles and RV trailers and specialty recreational trailers throughout the site.

This property’s non-conforming use (NCU) status was lost sometime after the 2011 closing of the RV business because there was a discontinuation of activity on the site as required to maintain the NCU status, per County Code (County Code Section 1206.02). However these 5.25 acres continue to have extensive commercial/industrial type improvements in serviceable shape. The site still has an evaluation and property tax levy as if it were still a viable commercial site, according to the latest County property tax statement. This appraised value (while possibly in error due to the loss of the NCU status) is another indication of the “physically developed” nature of the site and improvements.

Property Description – Soils

According to the Soil Survey of Clackamas County performed in 1982 and issued in 1985 by the USDA Soil Conservation Service, Four soil types are mapped on these 20 acres. The upper area that includes mostly the area proposed for RI zoning is classified as 12B – Canderly sandy loam, 3-8 percent slopes. The wooded, sloping transition area clearly shown on the enclosed aerial photograph is mapped as soil 92F – Xerochrepts and Haplozerolls, very steep. This easily identifiable slope will make an excellent border between land uses types and zones. The lower agriculture area of the site (not proposed for plan or zone change) is mapped as soil 42 – Humaquepts, ponded and soil 25 – Cove silty

clay loam. That lower area will be used to grow walnut and possibly other hardwood seedlings for sale to nurseries, which is an allowable EFU use.

For the purpose of Statewide Goal 3 Agriculture, these four soils occurring on the 20 acre site have the following land capability classes:

<i>12B Canderly sandy loam, 3-8 percent slope:</i>	<i>2e</i>
<i>92F Xerochrepts & Haplozerolls, very steep:</i>	<i>6e</i>
<i>42 Humaqueupts, ponded:</i>	<i>3w</i>
<i>25 Cove silty clay loam:</i>	<i>4w</i>

Descriptions of the characteristics of each of the four soils occurring on the entire 20 acre parcel are included in the attached report prepared for this site by Jericho Maegan Winter, Resource Soils Scientist, USDA-NRCS, Clackamas County office (September 2014).

Recall that the 12B, class 2 soils on the upper, approximately 5/25 acres proposed for the RI zone are generally beneath the numerous buildings, beneath large asphalt yards and beneath well established and compacted gravel yards.

Recall also that the balance of the 20 acre site is not proposed for any Plan or zone change and is intended to be used for the allowed EFU zone use of nursery area for tree seedlings. There is an existing barn and small outbuildings to support that agricultural use. The narrow forested slope separating the two parts of the total parcel will serve as an excellent buffer between the two kinds of uses.

According to Flood Insurance Rate Map 415588 0505 D, effective June 17, 2008, the subject site is located in Zone X, an area of minimal flood risk, and the entire site is outside the mapped 100-year and 500-year flood plains.

The upper area proposed for the RI zoning is mainly on-grade with the highway frontage, with a gradual slope down to the east. That part of the site appears very stable and drains well.

Property Description – Improvements

There remains one access/egress point for the upper, “committed” area, centrally located on the highway frontage and a location with excellent vision clearance/distance (please refer to the attached Traffic Impact Study). After a large new highway section was built in this vicinity and adjacent to the property, a portion of the previous highway improvement exists on what is now the subject property, mostly to the northeast of the site’s access point.

There is a house and guest house on the adjacent tax lot 900 to the northeast that has its own access north of that house to Hwy 99E.

The commercial/industrial use of these 5.25 acres dates back at least to the 1960's. The main, 3,000 sq. ft. building (that will be used for at least one of the two electric sawmills) was constructed in 1969, according to the County Assessors data base. That building has large garage doors and a concrete floor, both of which suit the re-purposing by the Goby business very well.

Among the existing commercial/industrial buildings is a small single family dwelling that dates to 1930, according to County Assessor records.

The last user of this upper commercial/industrial area was in business for 22 years, and the business ceased sometime after the death of the owner in 2011.

As of the 2011 date of a (fee) appraisal of this property by RSP & Associates LLC, the entire site was vacant of business use. However the site still contains numerous buildings of varying sizes of types plus a large asphalt area and other gravel surfaces. The building conditions in total were rated as modest/average in the 2011 appraisal, with no necessary repairs or building deficiencies requiring immediate attention being reported.

Some of the existing buildings are "shell" improvements that were apparently used for storage by the previous business. This type of storage building also suits the re-purposing intentions of the Goby business very well, as does the ample area for maneuvering large vehicles. Some of the existing fencing that formerly contained RV's will probably be recycled and used differently by the Goby business.

The buildings have a wide variety of construction types, ranging from traditional foundation with concrete slab floor to pre-engineered steel, modular and wood (pole and frame).

The 2011 appraisal by RSP & Associates counted the 3,000 sq. ft. pre-engineered steel building with 16 to 18 ft. clear height and two grade level loading doors with concrete floor. The large building has two grade level loading doors. The existing building originally used as a house is 1,518 sq. ft., and an office building dating to 1969 totals 1,176 sq. ft. A detached office building totals 120 sq. ft. In the south part of this complex, five additional outbuildings totaling 5,159 sq. ft. are modest shell space used primarily for storage. The buildings are functional for intended uses with no significant signs of deferred maintenance, again according to the 2011 fee appraisal. This makes a total of 10,973 sq. ft. of serviceable buildings. Within these buildings, the appraiser counted 1,296 sq. ft. of finished office space.

The 2011 appraisal concluded that there are no necessary repairs or building deficiencies requiring immediately attention. This appears to be due to the relatively recent active use. The large number of buildings, vast area of asphalt and compacted gravel surfacing and generally average, serviceable condition of those buildings makes is important from the

standpoint of the “Irrevocably Committed “ Goal 3 Exception criteria, as well as from the Goby business and intention to re-purpose the site.

Services/Taxing Districts

This property is not served by any utilities from nearby cities (Aurora, Canby or Barlow). Taxing districts include the Canby School District, Aurora Rural Fire Protection District, Canby Area Parks District, Clackamas Community College District, County Public Safety Local Option, Clackamas ESD, Port of Portland, County Soil & Water Conservation District (county-wide), County Vector Control, and the Rural County Urban Renewal District (levied county-wide).

Vicinity Description

Highway 99E is described in detail in our attached Traffic Impact Study. This is a major regional highway, and the frontage of this site is adjacent to a relatively recent, major improvement section.

Immediately across the highway is a residence and what appears to be shops for an auto racing business (T&T Racing).

Southwest along 99E is the Maplewood Grange Hall and the Top O’ Hill Restaurant, a viable and popular restaurant, its sign of which says “since 1926.” This is one of the oldest non-conforming uses in rural Clackamas County. Further to the southwest is the Weyerhauser Forest Nursery, which includes a very large main building and several acres of tree seedlings. One of their tree nursery fields can be seen directly south of the 5.25 acre subject property on the attached aerial photograph/map.

Immediately to the northeast on tax lot 900 is a house and guest house with its own direct access to the highway.

The County line between Clackamas and Marion Counties in this vicinity is the Pudding River to the southwest. The Urban Growth Boundary of the City of Aurora begins southwest on Hwy 99E in Marion County.

A sand and gravel (Canby Excavating) business is near the bottom of the hill to the northeast on Hwy 99E. This may be a NCU or a conditional use, but is zoned EFU.

The City of Canby UGB in this vicinity is the Molalla River. A large number of businesses are located in the County’s RI (Rural Industrial) Zone outside that UGB immediately across the Molalla River from the City. Field work of September 2014 identified many existing

businesses in that area. Please see the attached County Comprehensive Plan map for the overall pattern of Agriculture zoning as well as RI zoning in this vicinity.

The nearby Canby Sand & Gravel and Weyerhaeuser Forest Nursery are identified on the attached aerial photograph/map.

Rural Industrial Zone Immediately west of Canby UGB, South of Hwy 99E:

JM Mechanical Inc.
Waite Concrete Products (small to large utility vaults)
Higley Cabinet Shop
Canby Landscape Supply (bark dust, gravel/sand)
U-Haul Rental (mostly trucks)
NAPA Auto Parts
Riverside RV Park
(Former) ViCo's Boutique
Ruan Trucking
Miller Machine Tool Sales
Trigg Bus Sales, Parts and Service
Mountain West Utility Contractor
K&L Grooming (dogs)
RV Storage

Rural Industrial Zone Immediately west of Canby UGB, North of Hwy 99E:

Northwest Self-Storage
Kauffman Woodworking
McLaren's Carpet One
MAD Pharmaceuticals
Moehnke Machinery (farm tractors, specialty agriculture equipment)
JM Body Shop
Canby Ford Sales & Service
Hotrod Dreamworks
Collision Repair
Canby Transmission
Garcia's Tires & Lube
Allegro Dance Studio
Total Body Pilates
Tru-Tec Bumpers
Specialized Pool & Spa, Inc.
Tae Kwon Do Studio

Zoning History

Previous commercial/industrial uses on this property likely date to well before the EFU zoning. This property was first zoned in 1976 when Clackamas County first adopted the EFU-20 zone designation. The County Comprehensive Plan was adopted in 1982. The Top O' Hill RV Sales and Service Use was in business ceased operations after 22 years, sometime around 2011. The single family dwelling on this property was built around 1930, according to County Assessors information, and as noted, the main (3,000 sq. ft. building) was built in 1969. It is not clear if these 5.25 acres ever had the virtue of commercial or industrial zoning, despite the historical commercial/industrial use.

The County last authorized an alteration of a nonconforming use on this site in 1996. The County determined that all non-conforming use rights have expired, and indicated that in e-mail correspondence to realtors in March 2014 (Rick McIntire, Senior Planner to Tiffany Jones, 3/19/14). County records include two NCU actions to alter/expand the RV sales and service business. File Z 0432-90-E allowed the construction of one of the larger buildings "to enclose an existing welding, metal fabrication and light and heavy mechanic operation" in 1990. File Z 1148-96-E approved the "resale of recreational vehicles, utility trailers, light trucks and utility vehicles within the existing area of the use" in 1997.

The EFU Plan and zoning designation, despite the "historic" use of the 5.25 acres for non-EFU uses, was probably based upon the soils classifications for the entire 20 acre ownership. Please see the Property Description – Soils section earlier in this narrative, as well as attachment 1. EFU lands in the Statewide system as well as Clackamas County typically have I-IV (sometimes expressed as 1-4) class soils. On this property, only the relatively steep, wooded slope area of the site that separates the upper area adjacent to the highway from the farm area below has a class VI (6) soil. The other mapped soil types are EFU-quality soils. However, it should be noted that nearly all of the soils in the 5.25 acres of this proposal have been beneath asphalt yards, well-compacted gravel yards and numerous buildings for at least 45 years.

Description of Proposed Use and Business

Goby Walnut began in 1975 near Albany, Oregon, and was founded by Dr. Gary Goby. The business has gradually expanded, and now is headquartered in industrial northwest Portland. The showroom is at the headquarters building. Goby now employees approximately 12 persons for several tasks including procuring salvage/hazard trees within the Willamette Valley, cutting, drying, kiln drying, marketing, bookkeeping and management. The millwork is now at the headquarters site. Wood drying is at that site as well as leased facilities from the Port of St. Helens and at another property owned by Goby near the headquarters property. Goby has two electric sawmill machines and four kilns.

Goby walnut slabs are cut from extremely large Claro Walnut (Oregon Black Walnut) trees. Some of these trees have unusually large trunks and yield large specialty walnut slabs which can be used for custom wood working projects. The slabs are cut in several thicknesses. The slabs are dried for two to three years depending upon thickness and then sometimes kiln dried. Other hardwoods are treated in similar manners. Some of the common uses of their

walnut lumber are walnut bed frames, dining tables and chairs, coffee tables, jewelry boxes, desks and dressers.

Other hardwoods include elm, oak and several subspecies of maple, all salvage-harvested from the Willamette Valley.

Goby Walnut has a large selection of musical instrument wood that yields highly figured colorful grain patterns, ideal music wood for high grade musical instruments including acoustic guitars, dulcimers, banjo resonators, flutes and other turned instruments.

Plans for this site include moving the two (electric) saw machines into two large buildings of this site, plus drying cut slabs in buildings and in existing yards. Two to three employees will be based here. Goby expects approximately three truck deliveries per week here. This site allows much safer access/egress for those trucks than now exists in Portland. This site will allow Goby to move operations from their two off-site storage areas previously mentioned. The headquarters and showroom will remain in northwest Portland.

This site, besides being a nearly perfect re-purposing fit for the Goby business, allows for potential expansion of its existing business, such as the possible future move of one or more of the kilns from Portland. If the application for the RI Plan/zone is approved, the business may approach the County's Economic Development division to discuss that division's programs, since the Goby business is part of an important industrial sector for Clackamas County.

As previously mentioned, the balance of the 20 acre site (to remain in EFU zoning) will be used to raise walnut and other hardwood seedlings as a nursery adjunct to the main business.

Goby strives to be a very eco-friendly business. Wood comes from local northwest trees that are either hazard or salvage trees. Existing buildings in the Portland operation are heated with offcuts from the milling process, through an efficient wood-fired boiler system. Sidecuts from flooring become butcher block countertops. Walnut planer shavings are a natural weed suppressor and Goby is developing packaging to sell the shavings as a natural alternative to chemical weed suppressants. The Goby truck runs on bio-diesel fuel, and Goby is in the process of "Smartwood" certification. At Goby, responsible environmental practices co-exist with a successful business.

Conformance to Comprehensive Plan and Plan Change Approval Criteria

This application conforms to all pertinent Goals and Policies of the County's Comprehensive Plan. Italics are added to distinguish Plan or Code language from responses.

Chapter 3, Natural Resources and Energy

This Chapter includes an Agriculture Section with Goals and Policies, but specific policies relating to land use in agricultural areas are addressed more specifically in Chapter 4, Land Use. Policy 1.0, sentence 2 of that Chapter states: *“All agricultural areas shall continue unencumbered by activities/land use unrelated to agriculture in order to insure productive farm land.”*

The historically non-agricultural activities on the upper 5.25 acres of this 20 acre tax lot 800 are separated by a significant slope with trees from the farmland below and to the east. It appears that the farmland below was not been encumbered in any way by the RV Sales and Service business, nor is it likely to be encumbered by this proposed new RI Plan and zoning designation. The physical separations are ideal for an un-conflicted, continuation of both kinds of uses. As mentioned, the lower area is not proposed for any Plan or zone change and the applicants intend to use that lower area as a hardwood tree seedling/nursery, which is an outright use in the EFU zone.

This Plan Chapter also includes Policies under the Natural Hazards Goal. Policy 6.1 relates to requiring geologic studies for developing on areas of greater than 20% slope. Some of the transition, wooded hillside separating the 5.25 acres from the lower, agricultural land may approach 20% slope, but no development here is proposed or contemplated. That slope area will likely remain only as an excellent buffer between the two uses on this tax lot.

This Chapter 3, Natural Resources and Energy section of the Comprehensive Plan also addresses noise and air quality. This proposed use will include only electric saw machines which are the least polluting of large-scale saws (to be moved from the Portland property), and they will be housed indoor in existing buildings. The ambient noise levels should be equal or less than the previous, long-running RV Sales and Service Business. Locating this function of the Goby business here in this central location within the Willamette valley is expected to reduce the vehicle miles travelled by trucks delivering tree trunk sections from Goby’s salvage/harvest market area. Goby anticipates three truck deliveries per week to this site.

The proposal complies with all pertinent Goals and Policies of this Plan section.

Chapter 4, Land Use

The Agriculture Section of the Comprehensive Plan’s Land Use Chapter includes several includes several Goals and Policies.

As mentioned earlier, all of the 20 acres of tax lot 800 except the wooded slope separating the 5.25 acres from the balance of the site have Class I through IV soils, classifying it as EFU land. However, the 5.25 acres adjacent to highway that has had the historically commercial/industrial uses (not EFU-type uses), has numerous significant and serviceable

buildings plus a large amount of asphalt and compacted gravel yards above those soils. The 5.25 acres is clearly and has been historically physically committed to non-EFU activities.

The application complies with Policy 3.0 which states “*Land uses that conflict with agricultural uses shall not be allowed.*” Besides the excellent physical separation that exists, the nature of the Goby operation will not conflict with agricultural uses because of the few number of employees, few number of truck trips to the site, and the salvage nature of the business, salvaging and re-using another important Oregon resource which is trees. The application complies with Policy 4.0 as new sewer facilities will not be requested or needed. The existing on-site subsurface septic tank/drainfield used by the previous business will be satisfactory for the Goby operation.

The application complies with Policy 5.0 as no new roads are required or will be developed. Also, only the existing access/egress point to Hwy 99E will be used.

Policy 7.0 relates to non-conforming uses. These issues were addressed earlier in this narrative.

Policy 10 relates to the need for the Statewide Goal Exception standards, which are addressed separately in this narrative.

The proposal complies with the Rural Industrial Section of the Comprehensive Plan’s Land Use Chapter. One Goal of this Section is “*To provide for the continuation of industrial uses in non-urban areas having an historical commitment to such uses.*” The previous business can be construed to be an industrial use because of the extent and scale of the RV repair functions including the welding that took place here, as well as the storage of large and varied kinds of recreational trailers.

Another Goal of this Section is “*To implement the goals of this Plan for industrial development in Unincorporated Communities.*” This proposal addresses this Goal by enabling an adaptive re-use of a significant amount of commercial/industrial buildings and associated asphalt and gravel yard improvements, by also by enabling the location of an environmentally sound wood salvage business in a key industrial sector (wood products) of Clackamas County (please also Plan Chapter 8, Economics).

The proposal complies with Rural Industrial Policies of the Comprehensive Plan’s Land Use Chapter. Policy 1.0 states “*The Rural Industrial plan designation may be applied in non-urban areas to provide for industrial uses that are not labor-intensive and are consistent with rural character, rural development and rural facilities and services.*” As noted, this proposed use is not labor-intensive (three employees), and is also consistent with the rural character and rural development and rural facilities and services by not requiring extension of a community water system, by not requiring the extension of a community sanitary sewer system, by anticipating only three truck deliveries to this site per week, and by being a wood salvaging/re-use business that is closely related to resource uses.

The proposal complies with Policy 3.0, which allows for areas to be designate Rural Industrial when: a: *“Areas shall have an historical commitment to industrial uses.”* This historical commitment has been addressed throughout this narrative.

The proposal complies with Policy 3.d, which *states “The (RI) site shall have direct access to a road of at least an arterial classification.”* The existing, direct access to Hwy 99E meets this Policy.

Chapter 5, Transportation Systems Plan

The attached Traffic Impact Study by Lancaster Engineering addresses all pertinent aspects of this Chapter of the County’s Comprehensive Plan. The scope of the TIS analysis was agreed upon by ODOT as well as County traffic engineering officials.

Chapter 7, Public Facilities and Services

The application complies with all pertinent parts of Chapter 7, Public Facilities and Services. As previously noted, only rural-level of services are required for this proposed RI site and use. No community water or sewer systems exist here or are necessary. There is an existing well, and future needs will continue to be met by well. The existing septic tank/drainfield is adequate for the proposed use. Fire protection is provided by the Aurora Rural Fire Protection District, and that agency will be asked for comments during the review process for this application.

Chapter 8, Economics

This application complies with Plan Chapter 8, Economics. The proposal supports Policy 1.1, *“Protect established industrial and commercial areas from encroachment by incompatible land uses.”* This is an historically committed commercial/industrial site, which until the recent closing of the business, was operating as a legal, non-conforming use. To not allow a re-purposing of these existing, significantly committed commercial/industrial land uses via the RI Plan and zone designation would in a sense be an encroachment by incompatible (EFU) uses onto this upper, 5.25 acre site.

Policy 1.5 is: *“Encourage industrial resource-oriented industries by:”* followed by 1.5b: *“Identifying and recruiting firms doing secondary wood processing using wood products now underutilized or considered waste, i.e., hardwoods, slash materials, etc.”* This is exactly the type of resource-oriented industry that is Goby. It salvages hardwoods including walnut and maple that would not be milled elsewhere, and prepares and markets that wood for numerous secondary wood processing uses by other firms. As noted, mill ends are used and wood shavings are also being developed into a separate product.

This Chapter includes a separate Section titled “New Industry and Business.” Policy 2.0 is: *“Encourage new industrial and commercial development which is consistent with environmental quality and community livability, and the needs of County residents.”* Policy 2.1 is: *Provide sufficient industrial land of the types identified in the Industrial section of Chapter 4, Land Use.* The proposed RI Plan/zone proposal addresses these policies by enabling a resource-oriented (wood products) business of high environmental quality that fits well with the County’s intended rural scale of RI areas. Converting this historically commercial/industrial site to the RI Plan and zone helps provide sufficient land for this wood-products business.

Chapter 11, Planning Process

The purpose of this Plan Chapter is to establish a framework for land use decisions. This proposal conforms to Chapter 11, Planning Process in the following manner.

This proposal is consistent with Policy 1.0. If it conforms to the Goals and Policies of the Clackamas County Comprehensive Plan, a Plan acknowledged by LCDC and the State, it is considered to also conform to the Goals of LCDC. The site is outside the Metro urban growth boundary, so the Urban Growth Management Functional Plan and Metro Framework Plan are not applicable.

The proposal is consistent with Subpolicy 3.1, as it is initiated by the owner of the property (please see application form).

The proposal will meet Subpolicy 3.3 and Subpolicy 3.4, as it will be advertised as required by County and State laws, and property owners will be notified as required.

Conformance to Statewide Goal 3 Exception Criteria

The process and criteria for a Goal Exception is outlined in Oregon Administrative rule 660, Division 004. This application is proposed under OAR 660-004-0020 and OAR 660-004-0022; “Reasons Exceptions.” Please refer to our Attachment 7, which addresses all pertinent aspects of that exception process.

Conformance to County Zone Change Criteria

The zone change approval criteria of the County code are at Code section 1202.01, APPROVAL CRITERIA. The applicant must provide evidence substantiating the following:

- A. *Approval of the zone change is consistent with the Comprehensive Plan;*

Response:

Please refer to the section of this narrative relating to the County Comprehensive Plan.

B. If development under the new zoning district designation has a need for public sanitary sewer, surface water management, and/or water service, it can be accommodated with the implementation of service providers' existing capital improvement plans. The cumulative impact of the proposed zone change and development of other properties under existing zone change and development of other properties under existing zoning designations shall be considered.

Response:

The 5.25 acres has its own well for potable water and its own septic tank/drain field system, all from previous business uses. Surface water issues are expected to be similar in nature to the previous uses on this site. Runoff from the storage of cut hardwoods on drying stacks compares favorably to runoff from RV's, RV trailers and utility trailers.

There will be no impact on either the Aurora or Canby city capital improvement plans as no services are required or requested.

C. The transportation system is adequate, as defined in Subsection 1007.09(D), and will remain adequate with approval of the zone change. Transportation facilities that are under the jurisdiction of the State of Oregon are exempt from Subsection 1202.01(C). For the purposes of the criterion:

Response:

There are five standards under (C), and all are addressed in the attached Traffic Impact Study by Lancaster Engineering. Their conclusion was that the system is adequate and will remain adequate with this proposed change.

D. The proposal, as it relates to transportation facilities under the jurisdiction of the State of Oregon, complies with the Oregon Highway Plan.

Response:

This criterion is addressed in the attached Traffic Impact Study by Lancaster Engineering. The application is shown to comply with the Oregon Highway Plan.

E. Safety of the transportation system is adequate to serve the level of development anticipated by the zone change.

Response:

Safety issues and accident records were specifically addressed in the Traffic Impact Study (attachment 2).

Summary

This proposal to change 5.25 acres of tax lot 800 to the Rural Industrial Plan and Rural Industrial (RI) zone designation is justified under all applicable standards of the Clackamas County Comprehensive Plan, Statewide Goal 3 Exception Process and Clackamas County Zoning Ordinance, and therefore should be approved as submitted.

Respectfully submitted,

John L. Brosy, Planning Consultant
Representing Goby Walnut and Western Hardwoods

Clackamas County Area, Oregon**12B—Canderly sandy loam, 3 to 8 percent slopes****Map Unit Setting***National map unit symbol:* 2233*Elevation:* 120 to 250 feet*Mean annual precipitation:* 40 to 50 inches*Mean annual air temperature:* 52 to 54 degrees F*Frost-free period:* 165 to 210 days*Farmland classification:* Prime farmland if irrigated**Map Unit Composition***Canderly and similar soils:* 90 percent*Estimates are based on observations, descriptions, and transects of the mapunit.***Description of Canderly****Setting***Landform:* Terraces*Landform position (three-dimensional):* Tread*Down-slope shape:* Linear*Across-slope shape:* Linear*Parent material:* Stratified glaciolacustrine deposits**Typical profile***H1 - 0 to 7 inches:* sandy loam*H2 - 7 to 46 inches:* sandy loam*H3 - 46 to 60 inches:* stratified gravelly sand to coarse sandy loam**Properties and qualities***Slope:* 3 to 8 percent*Depth to restrictive feature:* More than 80 inches*Natural drainage class:* Somewhat excessively drained*Capacity of the most limiting layer to transmit water (Ksat):* High (1.98 to 5.95 in/hr)*Depth to water table:* More than 80 inches*Frequency of flooding:* None*Frequency of ponding:* None*Available water storage in profile:* Moderate (about 6.4 inches)**Interpretive groups***Land capability classification (irrigated):* 2e*Land capability classification (nonirrigated):* 2e

Clackamas County Area, Oregon

12B—Canderly sandy loam, 3 to 8 percent slopes

Map Unit Setting

National map unit symbol: 2233
Elevation: 120 to 250 feet
Mean annual precipitation: 40 to 50 inches
Mean annual air temperature: 52 to 54 degrees F
Frost-free period: 165 to 210 days
Farmland classification: Prime farmland if irrigated

Map Unit Composition

Canderly and similar soils: 90 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Canderly

Setting

Landform: Terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Stratified glaciolacustrine deposits

Typical profile

H1 - 0 to 7 inches: sandy loam
H2 - 7 to 46 inches: sandy loam
H3 - 46 to 60 inches: stratified gravelly sand to coarse sandy loam

Properties and qualities

Slope: 3 to 8 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Somewhat excessively drained
Capacity of the most limiting layer to transmit water (Ksat): High (1.98 to 5.95 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: Moderate (about 6.4 inches)

Interpretive groups

Land capability classification (irrigated): 2e
Land capability classification (nonirrigated): 2e

Hydrologic Soil Group: A

Data Source Information

Soil Survey Area: Clackamas County Area, Oregon

Survey Area Data: Version 8, Dec 4, 2013

Soil Survey Area: Marion County Area, Oregon

Survey Area Data: Version 10, Dec 6, 2013

Clackamas County Area, Oregon

25—Cove silty clay loam

Map Unit Setting

National map unit symbol: 223y
Elevation: 100 to 1,500 feet
Mean annual precipitation: 40 to 60 inches
Mean annual air temperature: 52 to 54 degrees F
Frost-free period: 165 to 210 days
Farmland classification: Farmland of statewide importance

Map Unit Composition

Cove and similar soils: 85 percent
Minor components: 12 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Cove

Setting

Landform: Flood plains
Landform position (three-dimensional): Dip
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Clayey alluvium

Typical profile

H1 - 0 to 7 inches: silty clay loam
H2 - 7 to 60 inches: silty clay

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Poorly drained
Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately low (0.00 to 0.06 in/hr)
Depth to water table: About 0 to 24 inches
Frequency of flooding: Occasional
Frequency of ponding: None
Available water storage in profile: High (about 9.9 inches)

Interpretive groups

Land capability classification (irrigated): 4w
Land capability classification (nonirrigated): 4w
Hydrologic Soil Group: D

Minor Components

Wapato

Percent of map unit: 5 percent
Landform: Flood plains
Landform position (three-dimensional): Tread

Down-slope shape: Linear
Across-slope shape: Linear

Conser

Percent of map unit: 4 percent
Landform: Terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear

Concord

Percent of map unit: 2 percent
Landform: Terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear

Dayton

Percent of map unit: 1 percent
Landform: Terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear

Data Source Information

Soil Survey Area: Clackamas County Area, Oregon
Survey Area Data: Version 8, Dec 4, 2013

Soil Survey Area: Marion County Area, Oregon
Survey Area Data: Version 10, Dec 6, 2013

Clackamas County Area, Oregon

42—Humaquepts, ponded

Map Unit Setting

National map unit symbol: 224t
Elevation: 100 to 1,500 feet
Mean annual precipitation: 40 to 60 inches
Mean annual air temperature: 52 to 54 degrees F
Frost-free period: 165 to 210 days
Farmland classification: Farmland of unique importance

Map Unit Composition

Humaquepts, ponded, and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Humaquepts, Ponded

Setting

Landform: Lakebeds (relict), flood plains
Landform position (three-dimensional): Talf
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Lacustrine deposits over peat organic material

Typical profile

H1 - 0 to 24 inches: mucky clay
H2 - 24 to 50 inches: peat
H3 - 50 to 60 inches: silt loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Poorly drained
Capacity of the most limiting layer to transmit water (Ksat):
Moderately high (0.20 to 0.57 in/hr)
Depth to water table: About 0 to 6 inches
Frequency of flooding: Frequent
Frequency of ponding: Frequent
Available water storage in profile: Very high (about 18.5 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 3w
Hydrologic Soil Group: C/D

Minor Components

Wapato

Percent of map unit: 10 percent
Landform: Flood plains

Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear

Cove

Percent of map unit: 5 percent
Landform: Flood plains
Landform position (three-dimensional): Dip
Down-slope shape: Linear
Across-slope shape: Linear

Data Source Information

Soil Survey Area: Clackamas County Area, Oregon
Survey Area Data: Version 8, Dec 4, 2013

Soil Survey Area: Marion County Area, Oregon
Survey Area Data: Version 10, Dec 6, 2013

Clackamas County Area, Oregon

92F—Xerochrepts and Haploxerolls, very steep

Map Unit Setting

National map unit symbol: 2281
Elevation: 50 to 1,000 feet
Mean annual precipitation: 40 to 60 inches
Mean annual air temperature: 50 to 54 degrees F
Frost-free period: 165 to 210 days
Farmland classification: Not prime farmland

Map Unit Composition

Xerochrepts and similar soils: 50 percent
Haploxerolls and similar soils: 35 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Xerochrepts

Setting

Landform: Terraces
Landform position (three-dimensional): Riser
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Colluvium derived from igneous rock

Typical profile

H1 - 0 to 8 inches: silt loam
H2 - 8 to 48 inches: gravelly clay loam
H3 - 48 to 60 inches: very cobbly clay loam

Properties and qualities

Slope: 20 to 60 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat):
Moderately high (0.20 to 0.57 in/hr)
Depth to water table: About 36 to 72 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: Moderate (about 8.0 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 6e
Hydrologic Soil Group: B

Description of Haploxerolls

Setting

Landform: Terraces
Landform position (three-dimensional): Riser

Down-slope shape: Concave
Across-slope shape: Linear
Parent material: Colluvium derived from igneous rock

Typical profile

H1 - 0 to 12 inches: silt loam
H2 - 12 to 60 inches: very gravelly loam

Properties and qualities

Slope: 20 to 60 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat):
Moderately high to high (0.20 to 1.98 in/hr)
Depth to water table: About 36 to 48 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: High (about 12.0 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 6e
Hydrologic Soil Group: B

Data Source Information

Soil Survey Area: Clackamas County Area, Oregon
Survey Area Data: Version 8, Dec 4, 2013
Soil Survey Area: Marion County Area, Oregon
Survey Area Data: Version 10, Dec 6, 2013

ATTACHMENT 2

GOBY WOOD PRODUCTS TRAFFIC IMPACT STUDY

CLACKAMAS COUNTY, OREGON

DATE:
September 25, 2014

PREPARED FOR:
John Brosy

PREPARED BY:
William Farley, EI
Todd Mobley, PE, PTOE



EXPIRES: 12/31/2014



**LANCASTER
ENGINEERING**

1e

TABLE OF CONTENTS

Executive Summary	3
Project Description	
Introduction.....	4
Location Description.....	4
Traffic Counts.....	5
Trip Generation & Distribution	
Trip Generation.....	8
Trip Distribution	9
Operational Analysis	
Background Traffic.....	12
Capacity Analysis	17
Transportation Planning Rule	18
Safety Analysis	
Crash Data.....	20
Warrant Analysis	20
Conclusions.....	22
Appendix	23

EXECUTIVE SUMMARY

1. A Comprehensive Plan amendment and zone change have been proposed for five acres of the property located at 25408 Pacific Highway E in unincorporated Clackamas County, Oregon. After the zone change, Goby Wood Products is proposing using the property for sawing and storage operations using the existing buildings on the property.
2. Under the current *Exclusive Farm Use* zoning, only a single-family dwelling related to farm-use could be constructed on the property. The proposed *Rural Industrial* zoning would allow the property to serve industrial uses, such as an industrial park or manufacturing. Under the reasonable worst-case development scenarios for the existing and proposed zoning designations, there could be an increase of up to 40 trips during the morning peak hour and 42 trips during the evening peak hour.
3. The proposed use of the property by Goby Wood Products is projected to generate a conservatively high estimate of 15 trips during the morning peak hour with 12 trips entering and 3 trips exiting the site. During the evening peak hour, the property is projected to generate 15 trips with 5 trips entering the site and 10 exiting trips. The property would generate a total of 76 daily trips.
4. The intersection of Pacific Highway E at S Barlow Road is currently operating above the 0.75 v/c ratio performance standard set by the Oregon Department of Transportation. However, the Plan/zone change and proposed use of the property will cause negligible impact to the transportation system.
5. For the intersection of Pacific Highway E at S Barlow Road, Clackamas County has listed the addition of a southbound left-turn lane in the Comprehensive Plan under Regional Capital Projects and the construction of an additional left-turn lane under the 20-Year Capital Projects. With these improvements, the intersection of Pacific Highway E at S Barlow Road would operate within the performance standards set by ODOT.
6. Full development under the proposed zoning will not significantly affect existing or planned transportation facilities as defined under Oregon's Transportation Planning Rule. Accordingly, no mitigation is recommended.
7. A detailed observation of the crash history at the study intersection and the site access shows that no trends that are indicative of safety issues that need to be addressed. No safety mitigations are recommended.
8. Left-turn lane warrants were found to be met for the reasonable worst-case development scenario under the proposed zoning. While the warrant is not projected to be met under the proposed use of the property by Goby Wood Products, it is recommended that a left-turn lane be installed when left-turns into the site exceed ten vehicles during the peak hour sometime in the future.

PROJECT DESCRIPTION

INTRODUCTION

A Comprehensive Plan amendment and zone change as well as the subsequent industrial use have been proposed for five of the 20-acre property located at 25408 Pacific Highway E in unincorporated Clackamas County, Oregon. The Plan/zone change will be from *Exclusive Farm Use* (EFU) to *Rural Industrial* (RI) to allow Goby Wood Products to use the property for wood cutting and storage.

This report examines the traffic impacts resulting from the proposed Plan amendment and zone change as well as the proposed development on the surrounding street system. The purpose of this report is to provide a long-term and near-term analysis that addresses operations of the study intersections to ensure safe and efficient performance.

All supporting data and calculations are included in the appendix to this report.

LOCATION DESCRIPTION

The vacant property at 25408 Pacific Highway E in Clackamas County, Oregon, is proposed for a Comprehensive Plan/zone change and industrial use by Goby Wood Products. The subject property is 20 acres in total and is located between the cities of Canby and Aurora on the south side of Pacific Highway E. Five of the 20 acres has historically been used for the Top-O-Hill RV sales and service and is currently paved with buildings to support a business. Access to and from the property is shared with a neighboring single-family dwelling.

Based on discussions with Avi Tayar with the Oregon Department of Transportation (ODOT) and Rick Nys with Clackamas County, the nearby intersection of Pacific Highway E at S Barlow Road in addition to the property's access to Pacific Highway E were selected for the near-term and long-term analyses in this study.

Pacific Highway E, also known as Oregon Highway 99E, is under the jurisdiction of ODOT and is classified as a Regional Highway. It is generally a four-lane roadway that transitions to three lanes, including a center two-way left-turn lane, south of the subject property and then to two lanes prior to crossing Aurora city limits. The posted speed limit is 55 mph in the vicinity of the site. Curbs and sidewalks are generally not provided along either side of the facility.

S Barlow Road is under the jurisdiction of Clackamas County and is classified as a Minor Arterial. It is a two-lane facility with a posted speed limit of 35 mph north of Pacific Highway E and a statutory rural highway 55 mph speed limit to the south. No curbs, sidewalks, or bike lanes are provided on either side of the street. Insufficient space exists alongside the roadway to allow on-street parking in most areas.

The intersection of Pacific Highway E at S Barlow Road is a four-legged intersection controlled by a traffic signal. The northbound and southbound approaches on Barlow Road each have a single

2e

shared lane for all turning movements. The eastbound and westbound approaches on Pacific Highway E each have a dedicated left-turn lane served with protected phasing, two through lanes, and a right-turn slip lane under yield control.

A vicinity map showing the project site, the study area intersections, and the existing traffic control devices is shown in Figure 1 on page six.

TRAFFIC COUNTS

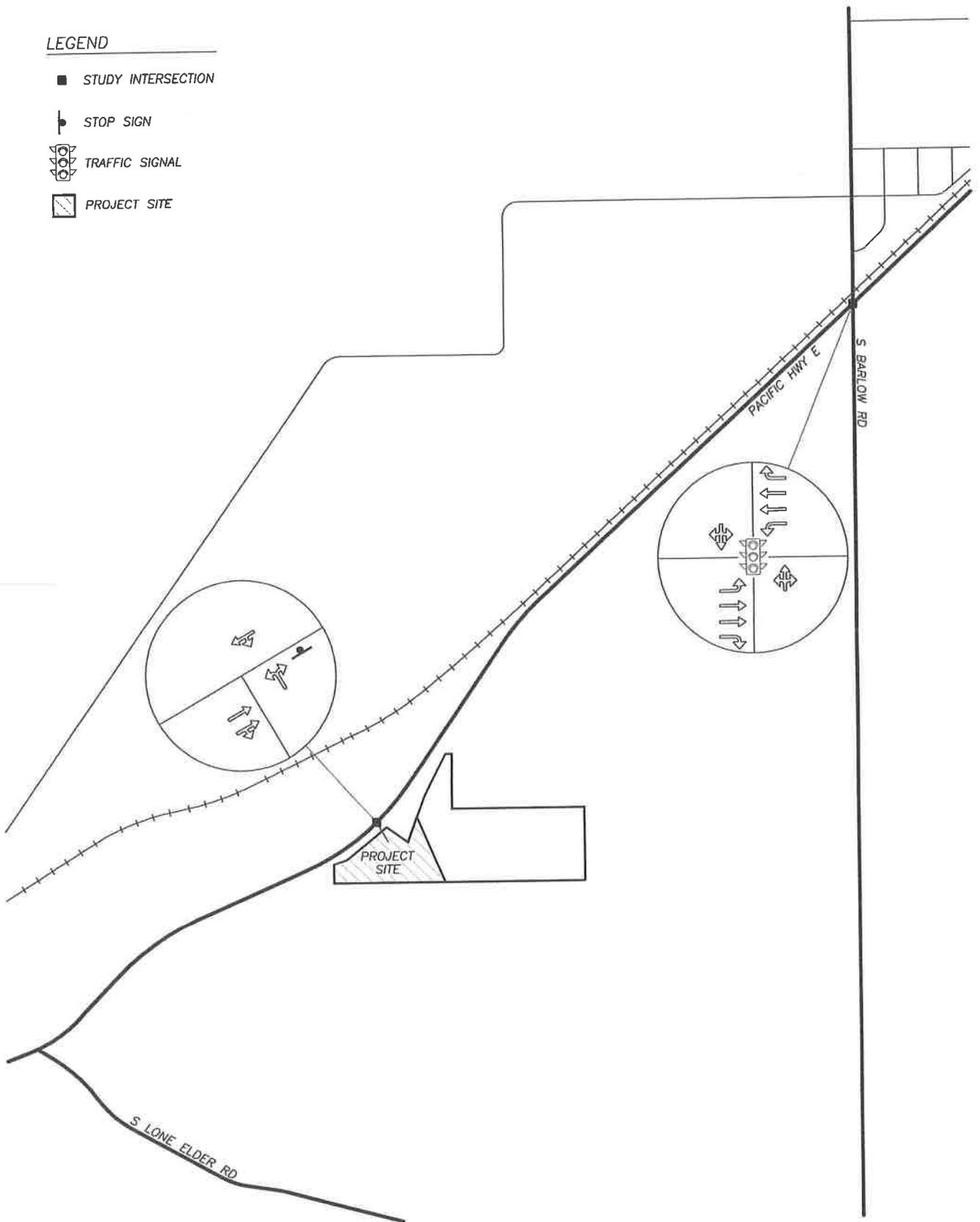
Traffic counts were conducted at the site access and at Pacific Highway E at S Barlow Road on Wednesday, September 10th, 2014, from 4:00 PM to 6:00 PM to capture the evening peak hour and on Thursday, September 11th, 2014, from 7:00 AM to 9:00 AM to capture the morning peak hour. Data was used from 7:00 AM to 8:00 AM for the morning peak hour and from 4:30 PM to 5:30 PM for the evening peak hour.

Since the turning movement counts were taken on an ODOT facility in September, the count values had to be seasonally adjusted. There is no Automatic Traffic Recorder (ATR) station near the study area and no ATR was found to be similar using ODOT's ATR characteristic table, so the Seasonal Trend Table was used to calculate a seasonal adjustment factor. Using the commuter designation for Oregon Highway 99E, the seasonal adjustment factor was calculated to be 1.018 and was applied to all traffic movements at both study intersections.

Figure 2 on page seven shows the existing traffic volumes at the study intersections.

LEGEND

- STUDY INTERSECTION
- ⊥ STOP SIGN
- ⓪ TRAFFIC SIGNAL
- ▨ PROJECT SITE



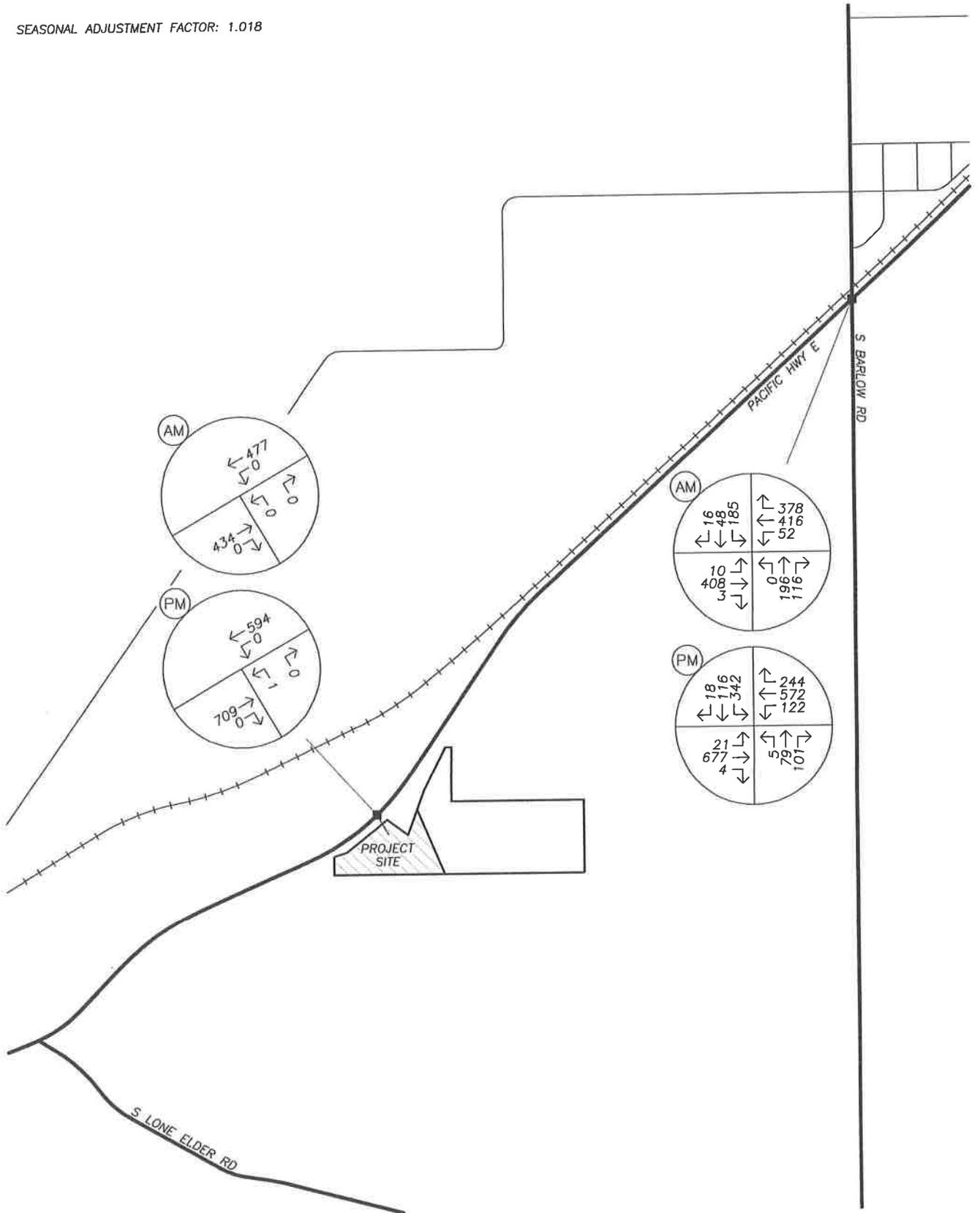
VICINITY MAP



FIGURE 1

PAGE 6

SEASONAL ADJUSTMENT FACTOR: 1.018



TRAFFIC VOLUMES
Existing Conditions – Seasonally Adjusted
AM & PM Peak Hours



TRIP GENERATION & DISTRIBUTION

TRIP GENERATION

The subject property has historically been used for RV sales and service, which was a non-conforming use until the business ceased to operate in 2011. With the proposed Comprehensive Plan amendment and zone change for five of the 20 acres, the property will have the proposed Goby Wood Products use as well as other industrial uses allowed outright.

To evaluate the effects of the proposed Plan/zone change, the reasonable worst-case development scenario for the existing and proposed zoning was examined. Under the current zoning of *Exclusive Farm Use* (EFU), the property can accommodate a single-family dwelling associated with the farm. The proposed zone change to *Rural Industrial* (RI) will allow the property to accommodate uses such as manufacturing, warehousing, and other industrial facilities (listed under Clackamas County's Zoning and Development Ordinance Table 604-1: Permitted Uses in the RI District).

To estimate the trip generation of the subject property, trip rates from the manual *TRIP GENERATION*, Ninth Editions, published by the Institute of Transportation Engineers (ITE), were used. To project the traffic for the full build-out under the current zoning, trip rates for land-use code 210, *Single-Family Detached Housing*, was used based on the one dwelling unit. To project the traffic for the build out under the proposed RI zoning, trip rates for land-use code 130, *Industrial Park*, were referenced based on the gross acreage of the site.

For the proposed development of the subject property, Goby Wood Products plans to utilize the site for the sawing and storage of hardwoods. The company expects to use the current buildings on the property that once were used for the RV sales and service. It is anticipated that three employees will be at the site to operate the machinery and deliveries of product will occur approximately three times a week. A conservatively high estimate of the trip generation of the proposed use of the property was made using trip rates for land-use code 140, *Manufacturing*, based on the approximate square footage of the existing shop on the site.

The calculations show that, under the current zoning's reasonable worst-case development scenario, the property would generate a total of one trip during the morning peak hour and one trip during the evening peak hour. With the proposed zone change, the reasonable worst-case development scenario would generate 41 trips during the morning peak hour and 43 trips during the evening peak hour.

The proposed development is projected to generate a total of 15 trips during the morning peak hour with 12 trips entering the site and three exiting the site. During the evening peak hour, the development is projected to generate a total of 15 trips with five trips entering the site and ten exiting trips. The development will generate a total of 76 daily trips.

A summary of the trip generation calculations based on the general development plan is shown in the table on the following page. Detailed trip generation calculations are included in the appendix to this report.

2e

TRIP GENERATION SUMMARY									
	Size	Land-Use Code	Morning Peak Hour			Evening Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Current Zoning (EFU)									
Single-Family Dwelling	1 unit	210	0	1	1	1	0	1	10
Proposed Zoning (RI)									
Industrial Park	5 acres	130	34	7	41	9	34	43	306
Net Possible New Trips			34	6	40	8	34	42	296
Proposed Development									
Manufacturing	20 ksf	140	12	3	15	5	10	15	76

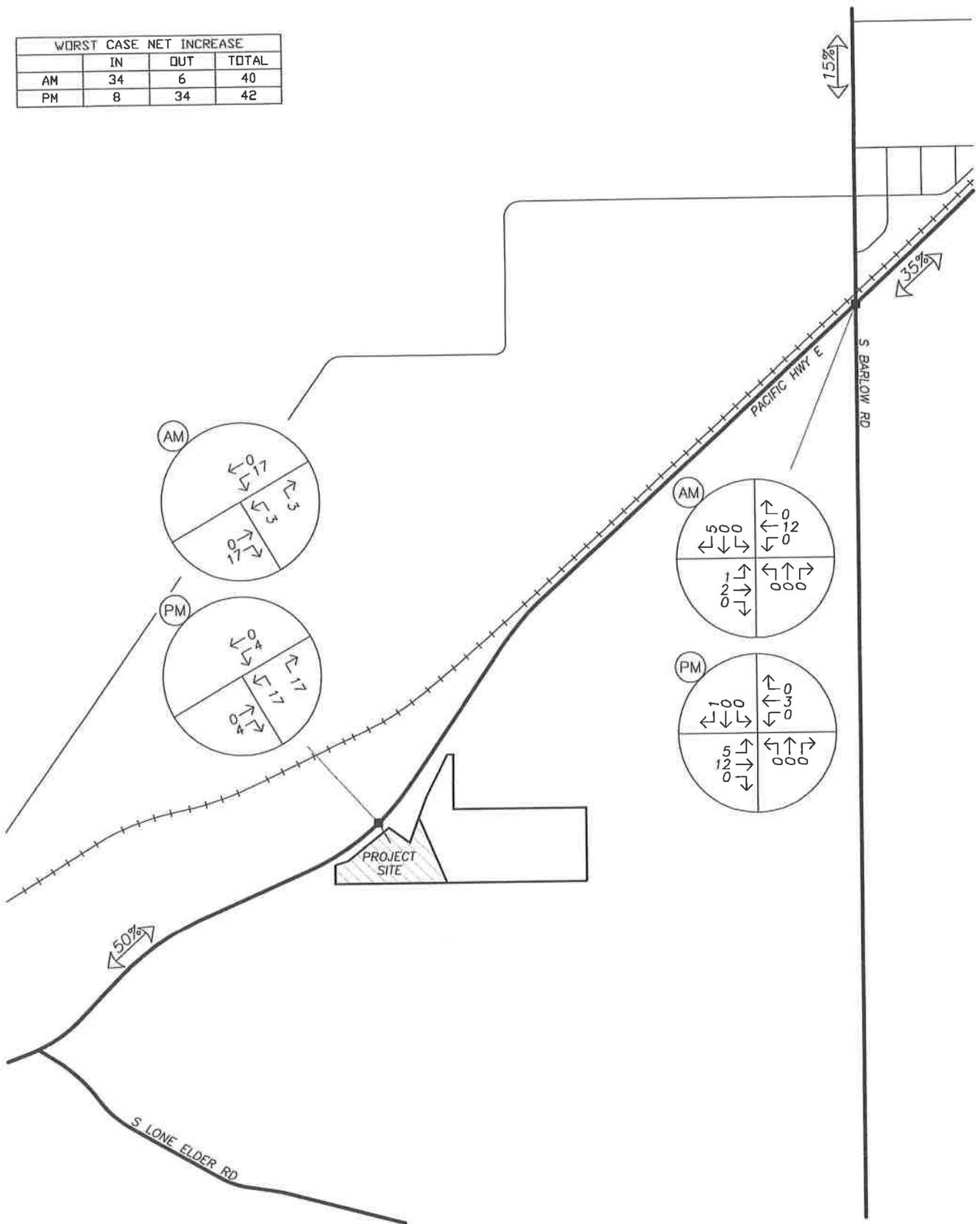
TRIP DISTRIBUTION

The subject property is located between the City of Canby and the City of Aurora along Pacific Highway E, which provides an alternative route to Interstate 5 connecting Oregon City to Salem. Connections to Interstate 5 are also available south of the site in Aurora.

It is projected that patrons of the site will be divided evenly between arriving and departing to the north and arriving and departing to the south. A minor amount of the traffic to and from the site is projected to use S Barlow Road to the north to connect to Oregon Highway 551 to the west.

The trip distribution and assignment for the reasonable worst-case development scenario is shown in Figure 3 on page 10 for both the morning and evening peak hours. Figure 4 on page 11 shows the trip distribution and assignment for the proposed development.

WORST CASE NET INCREASE			
	IN	OUT	TOTAL
AM	34	6	40
PM	8	34	42



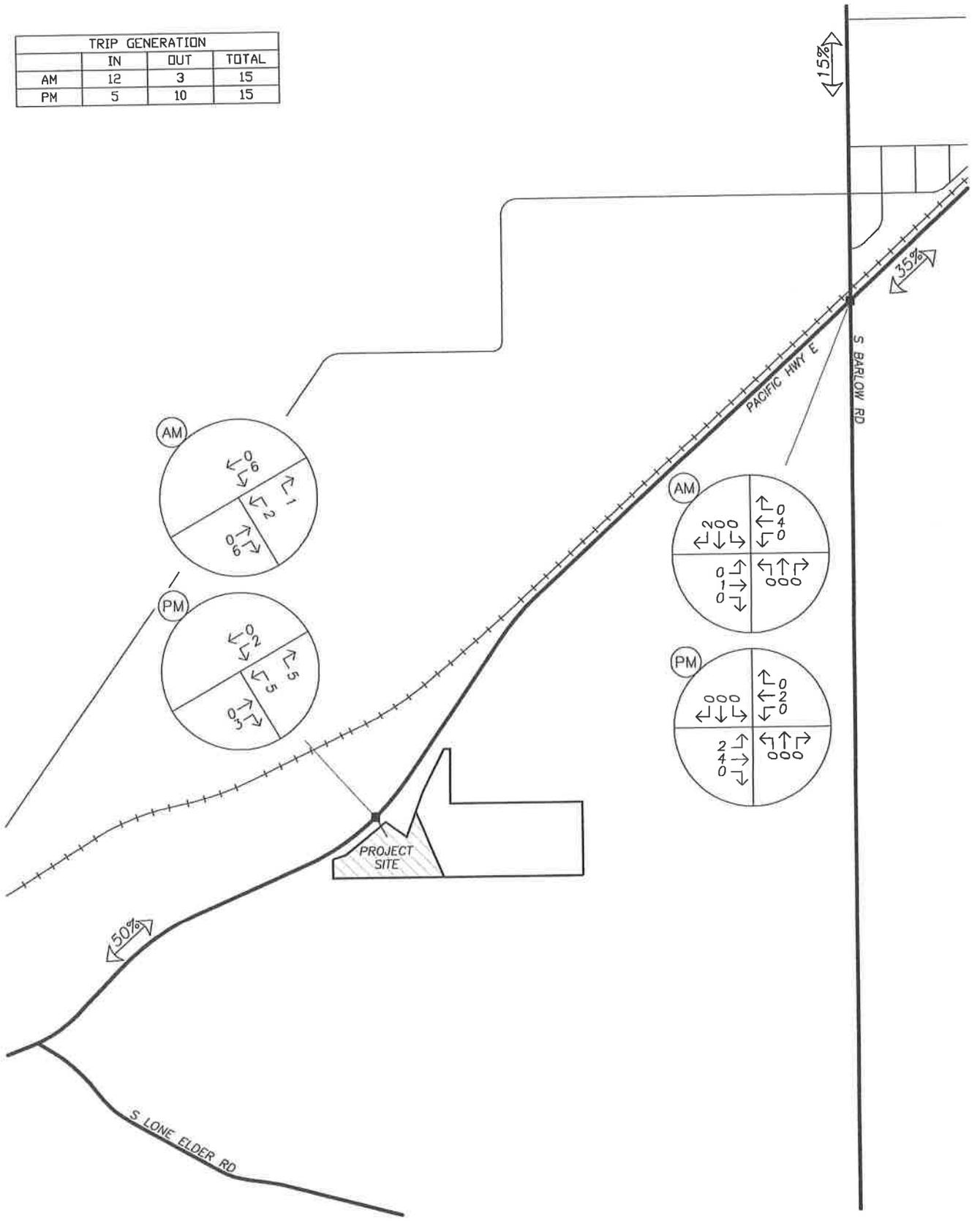
SITE TRIP DISTRIBUTION & ASSIGNMENT
Worst Case Development Scenario
AM & PM Peak Hours



FIGURE 3

PAGE 10

TRIP GENERATION			
	IN	OUT	TOTAL
AM	12	3	15
PM	5	10	15



SITE TRIP DISTRIBUTION & ASSIGNMENT
Proposed Development Plan
AM & PM Peak Hours



1e

OPERATIONAL ANALYSIS

BACKGROUND TRAFFIC

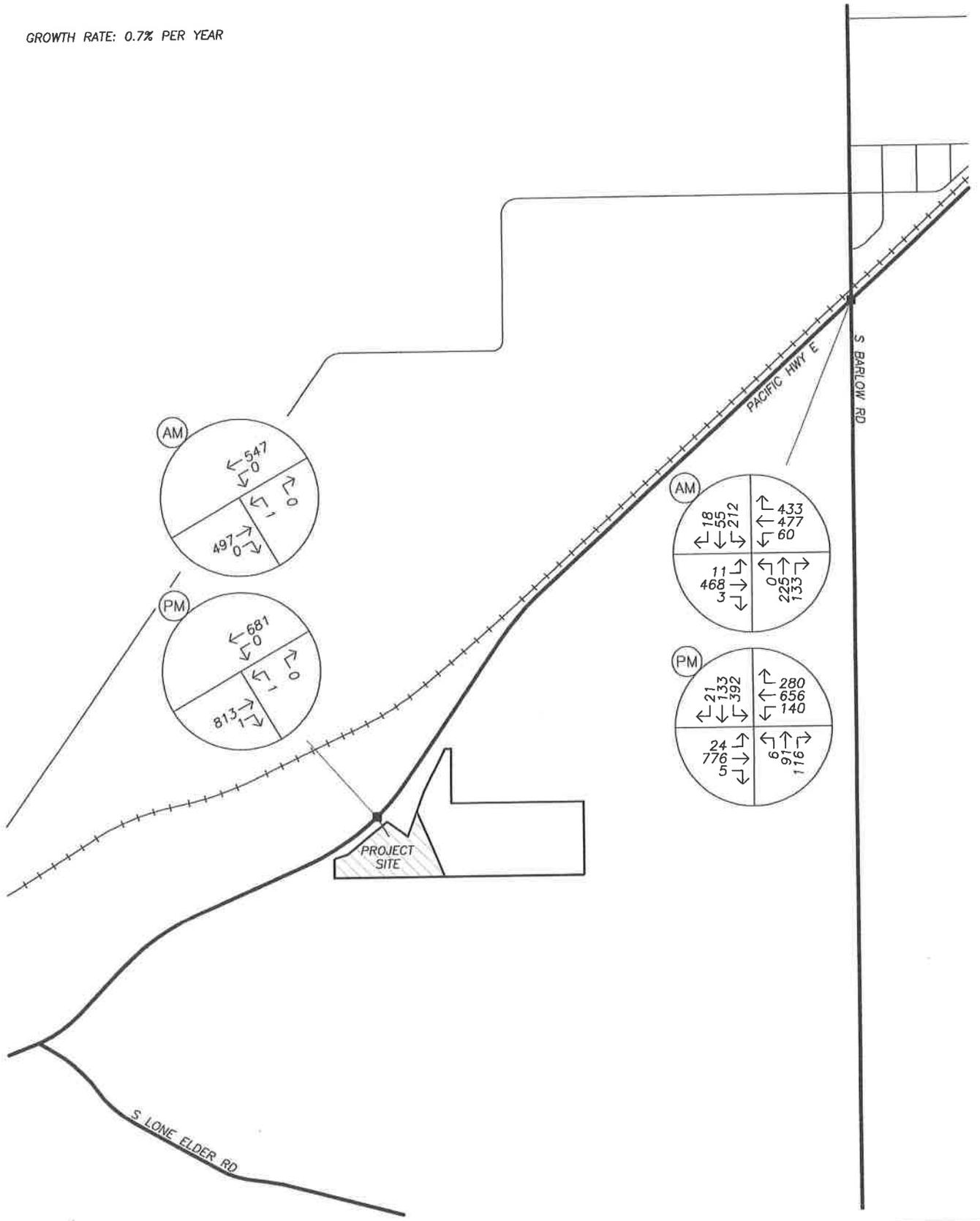
Prior to assigning the site trips to the study intersections, existing volumes were adjusted to account for the anticipated growth in the area that would occur from other developments. Traffic conditions were forecasted for the year 2017, when Goby Wood Products would be projected to occupy the property, and for year 2034, the 20-year planning horizon.

The growth rate applied to each of the study intersections was calculated in accordance with ODOT standard methodology as provided in the Analysis Procedures Manual. The Future Volumes Table was used to derive an annual growth factor of 0.7 percent per year by interpolating volumes for the years 2010 and 2032. This growth rate was applied linearly over the three-year period to the existing volumes to determine the year 2017 traffic volumes and over the 20-year period to determine the year 2034 traffic volumes.

The projected year 2034 volumes assuming the reasonable worst-case development under the current EFU zoning are shown in Figure 5 on page 13. The projected year 2034 volumes assuming the reasonable worst-case development scenario for the proposed RI zoning are shown in Figure 6 on page 14.

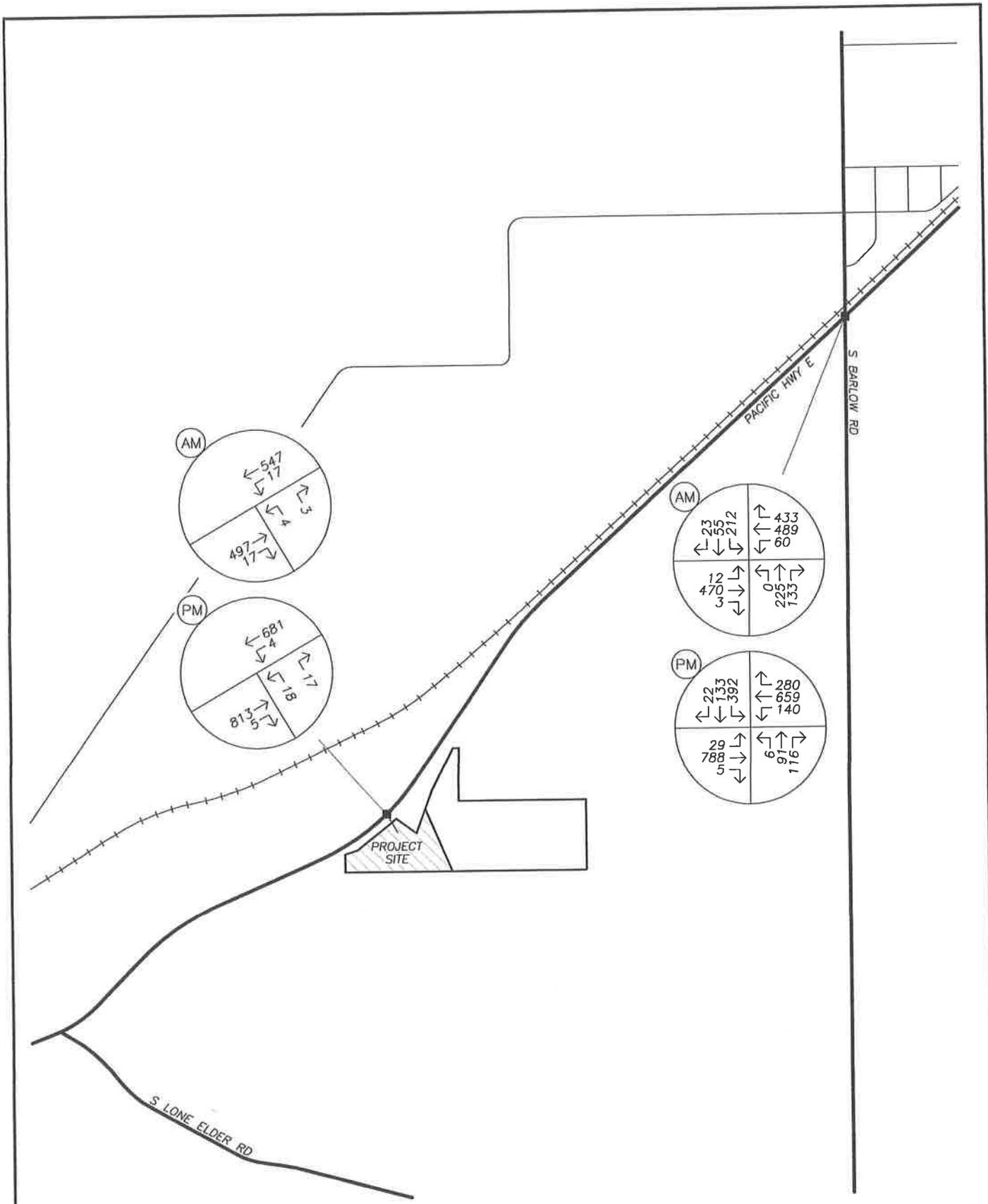
For the proposed development, projected year 2017 volumes are shown in Figure 7 on page 15 and projected year 2017 volumes plus the additional trips from Goby Wood Products are shown in Figure 8 on page 16.

GROWTH RATE: 0.7% PER YEAR



TRAFFIC VOLUMES
 Year 2034 Planning Horizon – Existing Zoning
 AM & PM Peak Hours

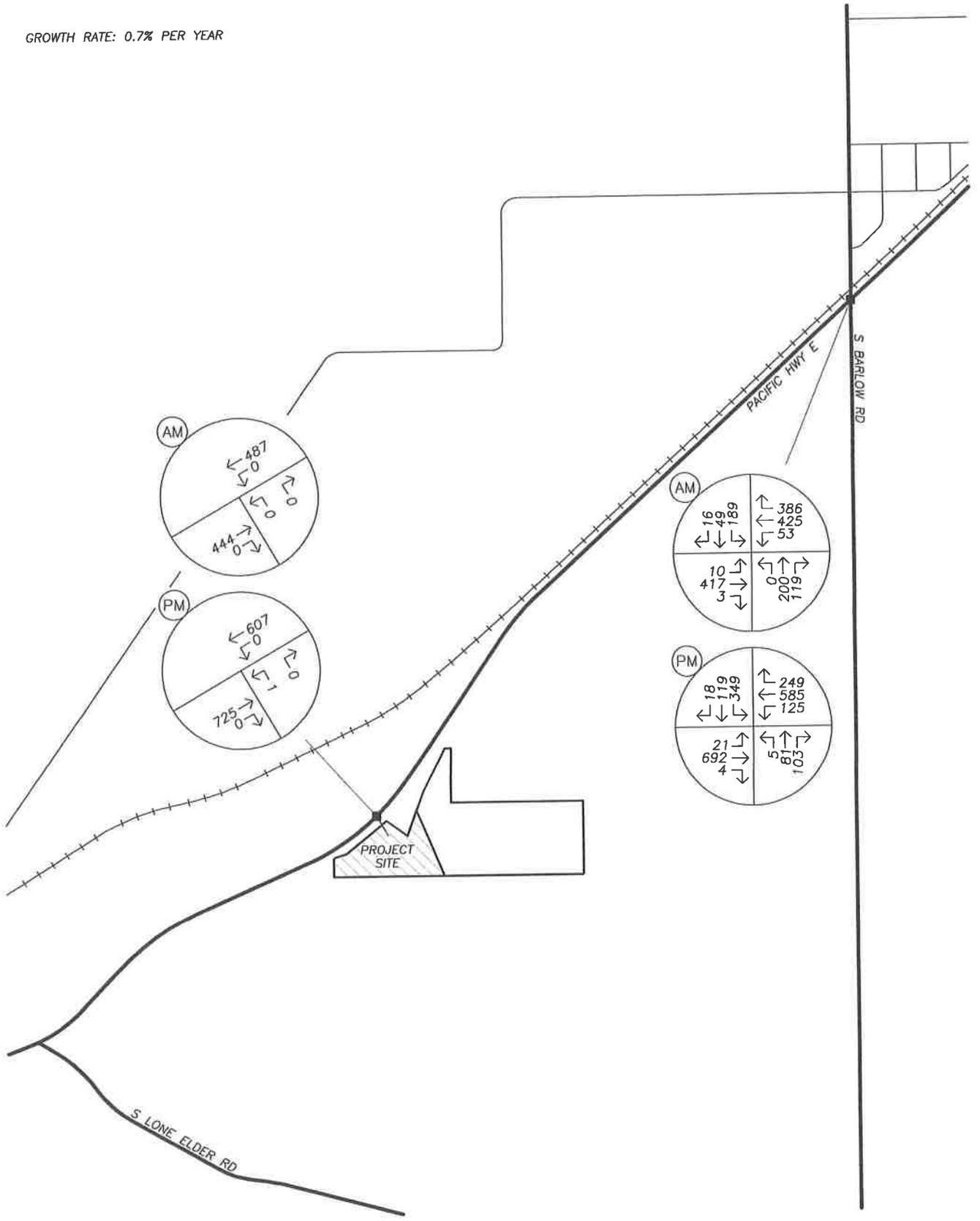




TRAFFIC VOLUMES
 Year 2034 Planning Horizon – Worst Case Scenario
 AM & PM Peak Hours

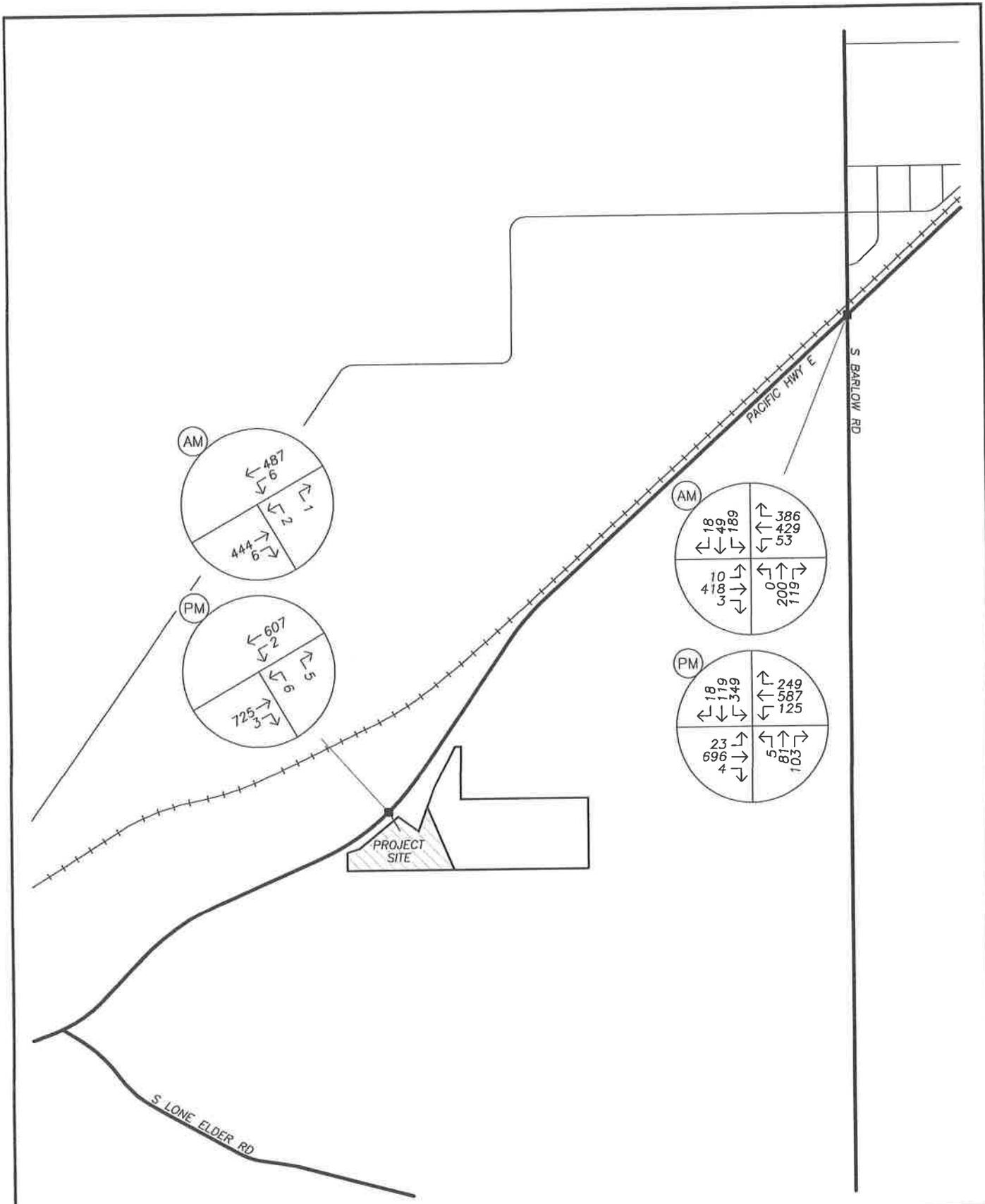


GROWTH RATE: 0.7% PER YEAR



TRAFFIC VOLUMES
 Year 2017 Background Conditions
 AM & PM Peak Hours





TRAFFIC VOLUMES
 Year 2017 Background Plus Site Trips
 AM & PM Peak Hours



1e

CAPACITY ANALYSIS

To determine the capacity and level of service at the study intersections, a capacity analysis was conducted. The intersections were analyzed using the signalized and unsignalized intersection analysis methods in the *HIGHWAY CAPACITY MANUAL*, published by the Transportation Research Board. Level of service (LOS) can range from A, which indicates little or no delay, to F, which indicates a high degree of congestion and delay. Clackamas County requires level of service E or better at intersections under their jurisdiction.

Since the study intersections are under the jurisdiction of the Oregon Department of Transportation, their performance standard based on a volume-to-capacity ratio (v/c) was used. The v/c ratio compares the actual volumes (or demand) to the potential capacity to determine the portion that is utilized by traffic. According to the Oregon Highway Plan Mobility Standard Guidelines, since Pacific Highway E is a Regional Highway in an unincorporated community, the intersections must operate with a v/c ratio of 0.75 or less.

To examine the impacts of the proposed Plan/zone change and use of the property by Goby Wood Products, the capacity analysis was conducted for the morning and evening peak hours under the following conditions:

- Existing 2014 conditions
- Year 2034 conditions assuming build-out under EFU zoning
- Year 2034 conditions assuming build-out under RI zoning
- Year 2017 background conditions
- Year 2017 conditions with additional trips from Goby Wood Products

The operational analysis shows that the intersection of Pacific Highway E at S Barlow Road is currently operating at 0.85 during the PM peak hour, above ODOT's performance standard of 0.75. The v/c ratio is projected to increase to 1.0 at the planning horizon, regardless of the additional trips that would result from the full development of the subject property under RI zoning. For the near-term analysis, the occupation of the property by Goby Wood Products is not projected to cause a significant impact to the intersection under year 2017 traffic conditions.

The intersection of Pacific Highway E at the site access is currently and is projected to continue operating within the performance standards of ODOT and Clackamas County under all analysis scenarios.

The results of the capacity analysis, along with the levels of service, delay, and v/c ratios are shown in the following table. Detailed calculations, as well as tables showing the relationships between delay and level of service are included in the appendix to this report.

2e

CAPACITY ANALYSIS SUMMARY						
	AM			PM		
	LOS	Delay (s)	v / c	LOS	Delay (s)	v / c
<i>Pacific Hwy E at S Barlow Rd</i>						
2034 Current Zoning	C	26	0.69	D	47	1.01
2034 Proposed Zoning	C	27	0.70	D	47	1.01
2014 Existing	C	24	0.57	C	33	0.85
2017 Background	C	24	0.59	C	34	0.88
2017 Background + Site	C	24	0.59	C	35	0.88
<i>Pacific Hwy E at Site Access</i>						
2034 Current Zoning	C	18	0.22	E	28	0.35
2034 Proposed Zoning	C	20	0.22	E	36	0.35
2014 Existing	A	10	0.19	C	22	0.30
2017 Background	A	10	0.20	C	23	0.31
2017 Background + Site	C	18	0.20	D	25	0.31

TRANSPORTATION PLANNING RULE

The Transportation Planning Rule (TPR) is in place to ensure that the transportation system is capable of supporting possible increases in traffic intensity that could result from changes to adopted plans and land use regulations. The applicable elements of the TPR are each quoted directly in *italics* below, with a response directly following.

660-012-0060

- (1) *If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. 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) *Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an en-*

forceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

- (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
- (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or*
- (C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.*

In the case of this report, subsections (A) and (B) are not triggered, since the Plan/zone change will not impact or alter the functional classification of any existing or planned facility and the proposal does not include a change to any functional classification standards.

Subsection (C) is also not triggered since each of the study intersections and adjacent area will meet performance standards throughout the planning horizon. A worst-case development that may result from the proposed Plan/zone change would have a de minimis impact and would not degrade the operation of the intersection of Pacific Highway E at S Barlow Road, which is projected to not meet the applicable performance standard at the planning horizon. Accordingly, the Transportation Planning Rule is satisfied.

SAFETY ANALYSIS

CRASH DATA

Using crash data obtained from the Oregon Department of Transportation's Crash Analysis and Reporting Unit, a review was performed for the most recent five years of crash data (January 2009 to December 2013). Crash rates were calculated for each intersection under the common assumption that traffic counted during the PM peak period represents 10% of the average daily traffic (ADT). Crash rates greater than 1.0 crashes per million entering vehicles (CMEV) are generally indicative of a need for further investigation and possible mitigation.

The intersection of Pacific Highway E at S Barlow Road had 26 reported crashes during the analysis period giving a crash rate of 0.63 CMEV. Eleven of these crashes were turning or angle collisions, eight were rear-end type collisions, two involved fixed objects, two were sideswipe-overtaking crashes, one was a head-on collision, one involved a car backing up, and one was a non-collision. Of these crashes, ten resulted in property damage only (*PDO*), twelve resulted in possible injuries or complaints of pain (*Injury-C*), three resulted in non-incapacitating injuries (*Injury-B*), and one resulted in an incapacitating injury (*Injury-A*).

The crash that resulted in an incapacitating injury was a non-collision. A motorcycle lost control due to traveling too fast for conditions.

The intersection of Pacific Highway E at the site access had 5 reported crashes during the analysis period giving a crash rate of 0.21 CMEV. Two crashes were rear-end type collisions, two crashes were sideswipe-overtaking crashes, and one involved a fixed object. Three crashes resulted in only property damages, one crash resulted in possible injuries, and one crash resulted in a non-incapacitating injury.

Based on the detailed review of all of the collision data, no significant crash patterns and no specific design concerns were identified at any of the study intersections. Accordingly, no safety mitigations are recommended.

WARRANT ANALYSIS

Left-turn lane warrants were examined for the intersection of Pacific Highway E at the site access. A left-turn lane is primarily a safety consideration for the major street, removing left-turning vehicles from the through traffic stream. The left-turn lane warrants were examined using methodology established by the Texas Transportation Institute as adapted by ODOT and as described in the Analysis Procedures Manual. The turn lane warrants are evaluated based on the number of advancing and opposing vehicles as well as the number of turning vehicles, the travel speed, and the number of through travel lanes.

Under the year 2034 worst-case development scenario for the *Rural Industrial* zoning, the number of left-turns projected to enter the site would warrant the construction of a left-turn refuge. However, under the proposed use is projected to only generate approximately six left-turns into the site. Ac-

2e

According to the criteria, warrants are not met when left-turning volumes are less than ten vehicles per hour, though it is stated that consideration should be considered if safety concerns exist for the through volumes. Based on the crash data reviewed for the previous five years (during which the site was in operation as an RV sales and service), no safety concerns are present for the left-turning movement into the site. Accordingly, it is recommended that a left-turn lane be installed when traffic into the subject property is projected to exceed ten vehicles during a peak hour.

1e

CONCLUSIONS

The traffic that could result from the proposed Comprehensive Plan amendment and zone change of five acres on the property located at 25408 Pacific Highway E in Clackamas County, Oregon, will cause negligible impacts to the transportation network in the surrounding area through the planning horizon. The proposed use of the property by Goby Wood Products will cause minimal impacts to the network in the near-term.

Left-turn lane warrants were found to be met under the reasonable worst-case development scenario under the proposed zoning. Since the proposed use of the property by Goby Wood Products is not projected to be nearly as traffic intensive as the worst-case development scenario, it is recommended that a left-turn lane be installed when left-turning traffic volumes exceed ten vehicles during the peak hour.

A detailed observation of the crash history at the intersections shows no trends that are indicative of safety issues that need to be addressed. No safety mitigations are recommended.

The operational analysis of Pacific Highway E at S Barlow Road shows that the intersection is currently operating above ODOT's performance standards during the PM peak hour. The proposed Plan amendment and zone change as well as the proposed use of the property is projected to have little impact the nearby transportation network.

Based on the detailed analysis, no mitigations are required or recommended for the proposed zone change from *Exclusive Farm Use* to *Rural Industrial* or the subsequent use of the property by Goby Wood Products.

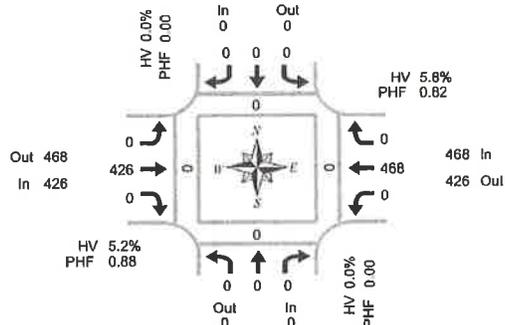
1e

APPENDIX

Total Vehicle Summary



Clay Carney
(503) 833-2740



**Peak Hour Summary
7:00 AM to 8:00 AM**

Access Driveway & Hwy 99E

Wednesday, September 10, 2014

7:00 AM to 9:00 AM

5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Access Driveway				Southbound Access Driveway				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	0	0	0	0	0	0	0	0	34	0	0	0	41	0	0	75	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	32	0	0	0	40	0	0	72	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	37	0	0	0	38	0	0	75	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	31	0	0	0	31	0	0	62	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	46	0	0	0	49	0	0	95	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	35	0	0	0	46	0	0	81	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	30	0	0	0	47	0	0	77	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	35	0	0	0	36	0	0	71	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	33	0	0	0	37	0	0	70	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	53	0	0	0	42	0	0	95	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	29	0	0	0	36	0	0	65	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	31	0	0	0	25	0	0	56	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	27	0	0	0	32	0	0	60	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	28	0	0	0	33	0	0	61	0	0	0	0
8:10 AM	0	0	0	0	1	0	0	0	0	22	0	0	0	30	0	0	53	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	30	0	0	0	28	0	0	58	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	34	0	0	0	37	0	0	71	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	36	0	0	0	35	0	0	71	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	32	0	0	0	39	0	0	72	0	0	0	0
8:35 AM	0	0	0	0	1	0	0	0	0	24	0	0	0	35	0	0	60	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	24	0	0	0	40	0	0	64	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	27	0	0	0	27	0	0	54	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	19	0	0	0	17	0	0	36	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	18	0	0	0	21	0	0	39	0	0	0	0
Total Survey	0	0	0	0	4	0	0	0	0	747	0	0	0	842	0	0	1,593	0	0	0	0

15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Access Driveway				Southbound Access Driveway				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	0	0	0	0	0	0	0	0	103	0	0	0	119	0	0	222	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	112	0	0	0	126	0	0	238	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	98	0	0	0	120	0	0	218	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	113	0	0	0	103	0	0	216	0	0	0	0
8:00 AM	0	0	0	0	2	0	0	0	0	77	0	0	0	95	0	0	174	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	200	0	0	0	0
8:30 AM	0	0	0	0	2	0	0	0	0	80	0	0	0	114	0	0	196	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	64	0	0	0	65	0	0	129	0	0	0	0
Total Survey	0	0	0	0	4	0	0	0	0	747	0	0	0	842	0	0	1,593	0	0	0	0

Peak Hour Summary

7:00 AM to 8:00 AM

By Approach	Northbound Access Driveway				Southbound Access Driveway				Eastbound Hwy 99E				Westbound Hwy 99E				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	0	0	0	0	0	0	0	426	468	894	0	468	426	894	0	894	0	0	0	0
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.2%	5.2%	5.2%	0.0%	5.8%	5.8%	5.8%	0.0%	5.5%	0	0	0	0
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.88	0.88	0.00	0.82	0.82	0.82	0.00	0.88				

By Movement	Northbound Access Driveway				Southbound Access Driveway				Eastbound Hwy 99E				Westbound Hwy 99E				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	0	0	0	0	0	426	0	426	0	468	0	468	894
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.2%	0.0%	5.2%	0.0%	5.8%	0.0%	5.8%	5.5%
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.88	0.00	0.82	0.00	0.82	0.88

Rolling Hour Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Access Driveway				Southbound Access Driveway				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	0	0	0	0	0	0	0	0	426	0	0	0	468	0	0	894	0	0	0	0
7:15 AM	0	0	0	0	2	0	0	0	0	400	0	0	0	444	0	0	846	0	0	0	0
7:30 AM	0	0	0	0	2	0	0	0	0	388	0	0	0	418	0	0	808	0	0	0	0
7:45 AM	0	0	0	0	4	0	0	0	0	370	0	0	0	412	0	0	786	0	0	0	0
8:00 AM	0	0	0	0	4	0	0	0	0	321	0	0	0	374	0	0	699	0	0	0	0

1e

*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

12

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.

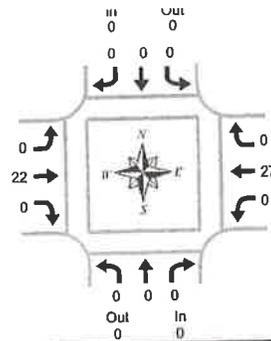
Level of service F: Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.

Heavy Vehicle Summary



Clay Carney
(503) 833-2740

Out 27
In 22



Peak Hour Summary
7:00 AM to 8:00 AM

Access Driveway & Hwy 99E

Wednesday, September 10, 2014
7:00 AM to 9:00 AM

Heavy Vehicle 5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Access Driveway				Southbound Access Driveway				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	8
7:20 AM	0	0	0	0	0	0	0	0	0	5	0	5	0	3	0	2	6
7:25 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	2	0	2	5
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	3	6
7:35 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	2	0	2	6
7:40 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3	6
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	4
7:50 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	2	0	2	5
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
8:00 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
8:10 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	4	0	4	8
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	4
8:20 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	6	0	6	10
8:25 AM	0	0	0	0	0	0	0	0	0	4	0	3	0	5	0	5	8
8:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	5	0	5	6
8:35 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	6	8
8:40 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	6	0	6	8
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	3	3
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total Survey	0	0	0	0	0	0	0	0	0	41	0	41	0	76	0	76	117

Heavy Vehicle 15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Access Driveway				Southbound Access Driveway				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	4	5
7:15 AM	0	0	0	0	0	0	0	0	0	9	0	9	0	6	0	6	15
7:30 AM	0	0	0	0	0	0	0	0	0	6	0	6	0	8	0	8	14
7:45 AM	0	0	0	0	0	0	0	0	0	6	0	6	0	9	0	9	15
8:00 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	7	0	7	10
8:15 AM	0	0	0	0	0	0	0	0	0	10	0	10	0	12	0	12	22
8:30 AM	0	0	0	0	0	0	0	0	0	6	0	6	0	16	0	16	22
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	14
Total Survey	0	0	0	0	0	0	0	0	0	41	0	41	0	76	0	76	117

Heavy Vehicle Peak Hour Summary

7:00 AM to 8:00 AM

By Approach	Northbound Access Driveway			Southbound Access Driveway			Eastbound Hwy 99E			Westbound Hwy 99E			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	0	0	22	27	49	27	22	49	49
PHF	0.00			0.00			0.50			0.68			0.64

By Movement	Northbound Access Driveway				Southbound Access Driveway				Eastbound Hwy 99E				Westbound Hwy 99E				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	0	0	0	0	0	22	0	22	0	27	0	27	49
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.68	0.00	0.68	0.64

Heavy Vehicle Rolling Hour Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Access Driveway				Southbound Access Driveway				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	22	0	22	0	27	0	27	49
7:15 AM	0	0	0	0	0	0	0	0	0	24	0	24	0	30	0	30	54
7:30 AM	0	0	0	0	0	0	0	0	0	25	0	25	0	36	0	36	61
7:45 AM	0	0	0	0	0	0	0	0	0	25	0	25	0	44	0	44	69
8:00 AM	0	0	0	0	0	0	0	0	0	19	0	19	0	49	0	49	68

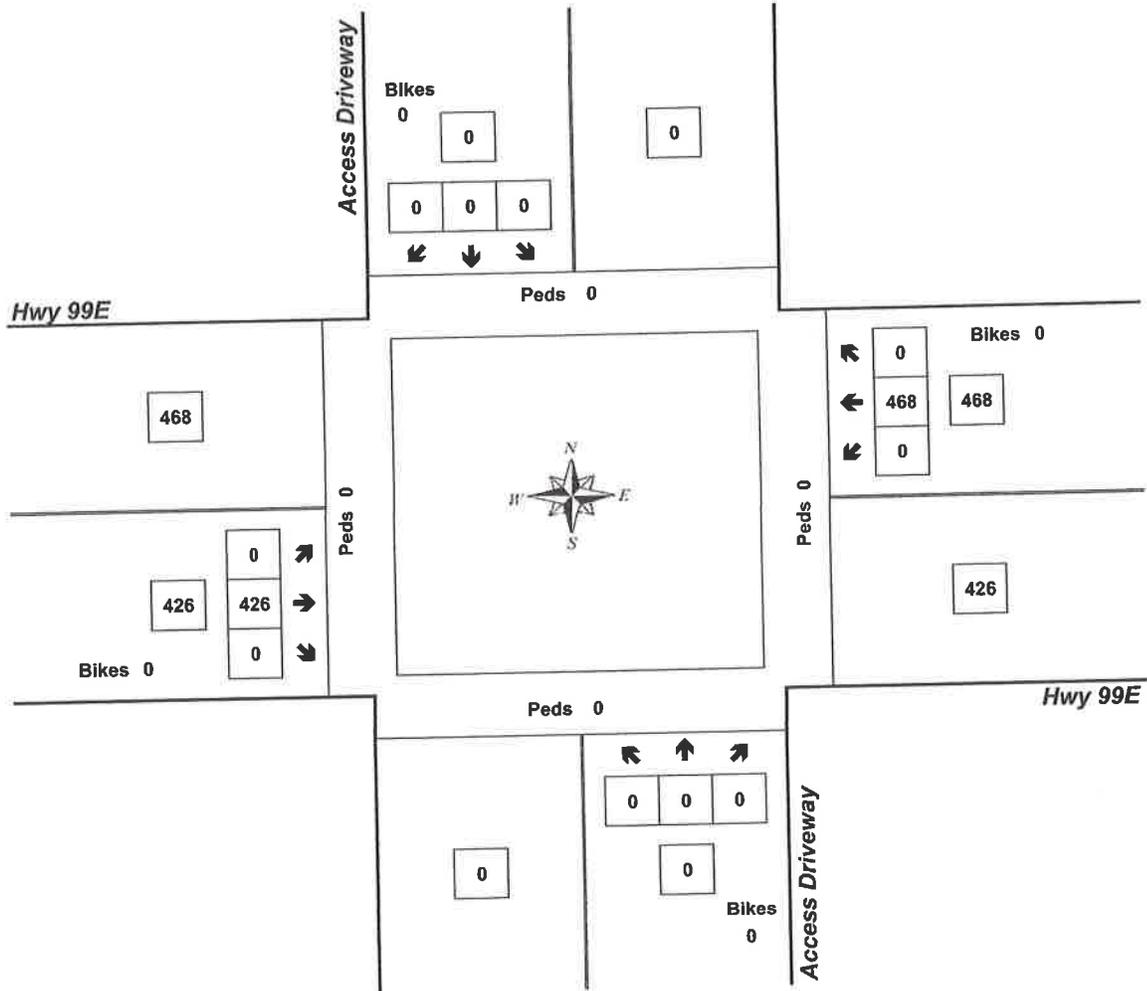
Peak Hour Summary



Clay Carney
(503) 833-2740

Access Driveway & Hwy 99E

7:00 AM to 8:00 AM
Wednesday, September 10, 2014



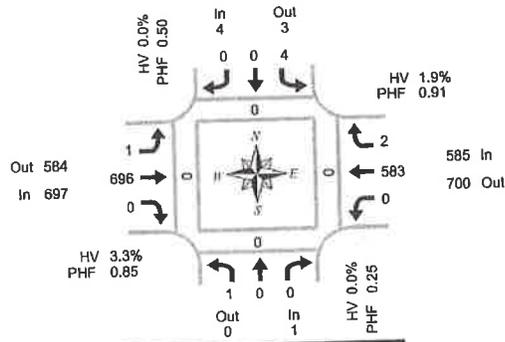
Approach	PHF	HV%	Volume
EB	0.88	5.2%	426
WB	0.82	5.8%	468
NB	0.00	0.0%	0
SB	0.00	0.0%	0
Intersection	0.88	5.5%	894

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary



Clay Carney
(503) 833-2740



Peak Hour Summary
4:40 PM to 5:40 PM

5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Access Driveway				Southbound Access Driveway				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total	Pedestrians Crosswalk				
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West	
4:00 PM	0	0	0	0	0	0	0	0	0	42	0	0	0	0	46	0	0	88	0	0	0	0
4:05 PM	0	0	1	0	0	0	0	0	0	40	0	0	0	1	52	2	0	96	0	0	0	0
4:10 PM	0	0	0	0	0	0	1	0	1	44	0	0	0	0	34	0	0	80	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	65	0	0	0	0	76	0	0	141	0	0	0	0
4:20 PM	0	0	0	0	0	0	0	0	0	51	0	0	0	0	37	0	0	88	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	0	0	48	0	0	0	0	55	0	0	103	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	67	0	0	0	0	50	0	0	117	0	0	0	0
4:35 PM	0	0	0	0	0	0	1	0	3	52	0	0	0	0	38	0	0	94	0	0	0	0
4:40 PM	0	0	0	0	1	0	0	0	0	56	0	1	0	0	65	0	0	122	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	57	0	0	0	0	37	0	0	94	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	49	0	0	0	0	42	1	0	92	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	53	0	0	0	0	59	0	0	114	0	0	0	0
5:00 PM	1	0	0	0	1	0	0	0	0	56	0	0	0	0	33	0	0	89	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	40	0	0	0	0	58	1	0	99	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	59	0	0	0	0	61	0	0	120	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	1	61	0	0	0	0	40	0	0	102	0	0	0	0
5:20 PM	0	0	0	0	2	0	0	0	0	65	0	0	0	0	48	0	0	115	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	73	0	0	0	0	48	0	0	121	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	60	0	0	0	0	47	0	0	112	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	52	0	0	0	0	60	0	0	107	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	1	55	0	0	0	0	34	0	0	112	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	39	0	0	0	0	46	0	0	90	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	52	0	0	0	0	41	0	0	85	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	52	0	0	0	1	41	0	0	93	0	0	0	0
Total Survey	1	0	1	0	4	0	2	0	6	1,303	0	1	1	1,152	4	0	2,474	0	0	0	0	

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Access Driveway				Southbound Access Driveway				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total	Pedestrians Crosswalk				
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West	
4:00 PM	0	0	1	0	0	0	1	0	1	126	0	0	1	132	2	0	264	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	164	0	0	0	0	169	0	0	332	0	0	0	0
4:30 PM	0	0	0	0	1	0	1	0	3	175	0	1	0	0	153	0	0	333	0	0	0	0
4:45 PM	1	0	0	0	1	0	0	0	0	159	0	0	0	0	138	1	0	300	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	155	0	0	0	0	152	1	0	308	0	0	0	0
5:15 PM	0	0	0	0	2	0	0	0	1	199	0	0	0	0	136	0	0	338	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	179	0	0	0	0	152	0	0	331	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	1	146	0	0	0	0	121	0	0	268	0	0	0	0
Total Survey	1	0	1	0	4	0	2	0	6	1,303	0	1	1	1,152	4	0	2,474	0	0	0	0	

Peak Hour Summary

4:40 PM to 5:40 PM

By Approach	Northbound Access Driveway				Southbound Access Driveway				Eastbound Hwy 99E				Westbound Hwy 99E				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	1	0	1	0	4	3	7	0	697	584	1,281	1	585	700	1,285	0	1,287	0	0	0	0
%HV	0.0%				0.0%				3.3%				1.9%				2.6%				
PHF	0.25				0.50				0.85				0.91				0.92				

By Movement	Northbound Access Driveway				Southbound Access Driveway				Eastbound Hwy 99E				Westbound Hwy 99E				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	1	0	0	1	4	0	0	4	1	696	0	697	0	583	2	585	1,287
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%	3.3%	0.0%	1.9%	0.0%	1.9%	2.6%
PHF	0.25	0.00	0.00	0.25	0.50	0.00	0.00	0.50	0.25	0.85	0.00	0.85	0.00	0.92	0.50	0.91	0.92

Rolling Hour Summary

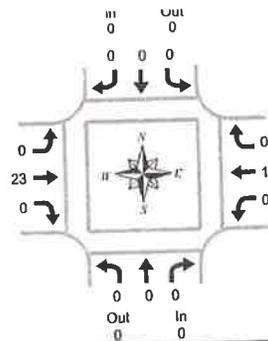
4:00 PM to 6:00 PM

Interval Start Time	Northbound Access Driveway				Southbound Access Driveway				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	1	0	1	0	2	0	2	0	4	624	0	1	1	591	3	0	1,229	0	0	0	0
4:15 PM	1	0	0	0	2	0	1	0	3	653	0	1	0	611	2	0	1,273	0	0	0	0
4:30 PM	1	0	0	0	4	0	1	0	4	688	0	1	0	579	2	0	1,279	0	0	0	0
4:45 PM	1	0	0	0	3	0	0	0	1	692	0	0	0	578	2	0	1,277	0	0	0	0
5:00 PM	0	0	0	0	2	0	0	0	2	679	0	0	0	561	1	0	1,245	0	0	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



Out 11
In 23

Peak Hour Summary
4:40 PM to 5:40 PM

Access Driveway & Hwy 99E

Wednesday, September 10, 2014
4:00 PM to 6:00 PM

Heavy Vehicle 5-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound Access Driveway				Southbound Access Driveway				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
4:05 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	4
4:10 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	5	3
4:15 PM	0	0	0	0	0	0	0	0	0	7	0	7	0	3	0	3	12
4:20 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	1	0	1	10
4:25 PM	0	0	0	0	0	0	0	0	0	13	0	13	0	0	0	0	6
4:30 PM	0	0	0	0	0	0	1	1	1	1	0	2	0	1	0	1	4
4:35 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	2	0	2	5
4:40 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	4
4:50 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	3	5
4:55 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
5:05 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
5:10 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	4
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	1
5:20 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
5:25 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
5:35 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
5:40 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
5:50 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
5:55 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Total Survey	0	0	0	0	0	0	1	1	1	65	0	66	0	28	0	28	95

Heavy Vehicle 15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound Access Driveway				Southbound Access Driveway				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	4	0	4	9
4:15 PM	0	0	0	0	0	0	0	0	0	19	0	19	0	9	0	9	28
4:30 PM	0	0	0	0	0	0	1	1	1	17	0	18	0	3	0	3	22
4:45 PM	0	0	0	0	0	0	0	0	0	7	0	7	0	5	0	5	12
5:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	1	0	1	6
5:15 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	2	0	2	6
5:30 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	2	0	2	7
5:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	2	0	2	5
Total Survey	0	0	0	0	0	0	1	1	1	65	0	66	0	28	0	28	95

Heavy Vehicle Peak Hour Summary 4:40 PM to 5:40 PM

By Approach	Northbound Access Driveway			Southbound Access Driveway			Eastbound Hwy 99E			Westbound Hwy 99E			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	0	0	23	11	34	11	23	34	34
PHF	0.00			0.00			0.72			0.55			0.71

By Movement	Northbound Access Driveway				Southbound Access Driveway				Eastbound Hwy 99E				Westbound Hwy 99E				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	0	0	0	0	0	23	0	23	0	11	0	11	34
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.72	0.00	0.72	0.00	0.55	0.00	0.55	0.71

Heavy Vehicle Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound Access Driveway				Southbound Access Driveway				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	1	1	1	48	0	49	0	21	0	21	71
4:15 PM	0	0	0	0	0	0	1	1	1	48	0	49	0	18	0	18	68
4:30 PM	0	0	0	0	0	0	1	1	1	33	0	34	0	11	0	11	46
4:45 PM	0	0	0	0	0	0	0	0	0	21	0	21	0	10	0	10	31
5:00 PM	0	0	0	0	0	0	0	0	0	17	0	17	0	7	0	7	24

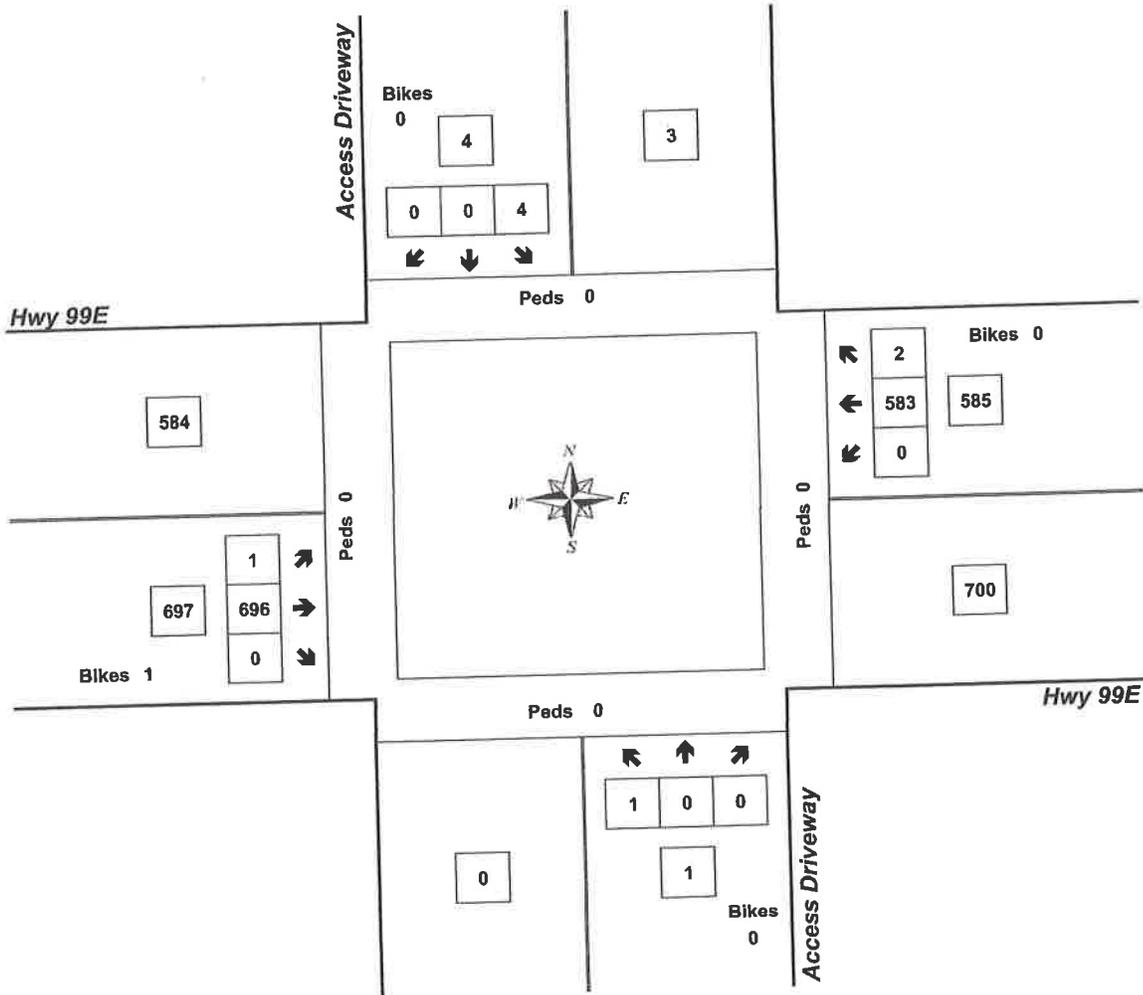
Peak Hour Summary



Clay Carney
(503) 833-2740

Access Driveway & Hwy 99E

4:40 PM to 5:40 PM
Wednesday, September 10, 2014



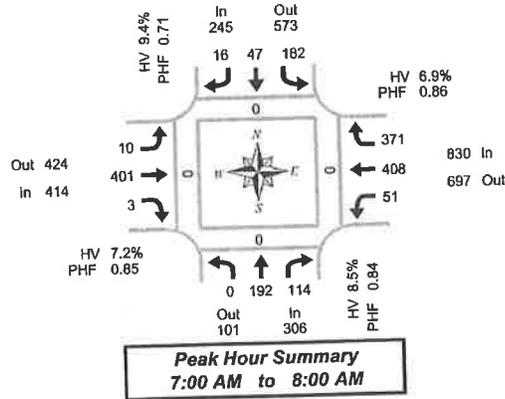
Approach	PHF	HV%	Volume
EB	0.85	3.3%	697
WB	0.91	1.9%	585
NB	0.25	0.0%	1
SB	0.50	0.0%	4
Intersection	0.92	2.6%	1,287

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



Clay Carney
(503) 833-2740



S Barlow Rd & Hwy 99E Wednesday, September 10, 2014 7:00 AM to 9:00 AM

5-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound S Barlow Rd				Southbound S Barlow Rd				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	12	9	0	5	4	1	0	3	30	0	1	3	35	41	0	143	0	0	0	0
7:05 AM	0	13	10	0	19	2	2	0	1	36	0	0	3	27	28	0	141	0	0	0	0
7:10 AM	0	22	10	0	15	3	1	0	0	34	0	0	5	39	30	0	159	0	0	0	0
7:15 AM	0	8	10	0	2	1	1	0	0	35	0	0	2	33	22	0	114	0	0	0	0
7:20 AM	0	14	6	0	5	1	0	0	2	40	0	0	4	44	48	0	164	0	0	0	0
7:25 AM	0	26	13	0	33	6	1	0	1	30	0	0	3	38	36	0	187	0	0	0	0
7:30 AM	0	16	10	0	20	7	3	0	0	32	0	0	5	40	22	0	155	0	0	0	0
7:35 AM	0	20	6	0	12	2	2	0	1	23	3	0	4	28	36	0	137	0	0	0	0
7:40 AM	0	16	12	0	14	3	1	0	0	38	0	0	6	32	37	0	159	0	0	0	0
7:45 AM	0	16	5	0	15	5	3	0	1	56	0	0	6	40	31	0	178	0	0	0	0
7:50 AM	0	12	10	0	33	4	0	0	1	15	0	0	4	23	26	0	128	0	0	0	0
7:55 AM	0	17	13	0	9	9	1	0	0	32	0	0	6	29	14	0	130	0	0	0	0
8:00 AM	0	10	7	0	16	1	3	0	1	25	0	0	4	31	22	0	120	0	0	0	0
8:05 AM	0	11	12	0	15	4	2	0	1	25	0	0	3	29	19	0	121	0	0	0	0
8:10 AM	0	6	10	0	11	3	1	0	1	19	0	0	3	30	23	0	107	0	0	0	0
8:15 AM	0	10	13	0	25	5	1	0	3	28	1	0	6	34	24	0	139	1	0	0	0
8:20 AM	0	9	22	0	15	3	1	0	2	23	0	0	4	38	20	0	136	0	0	0	0
8:25 AM	0	11	12	0	17	6	2	0	1	26	1	0	5	36	29	0	133	0	0	0	0
8:30 AM	0	5	11	0	12	4	1	0	2	28	0	0	4	29	26	0	140	0	0	0	0
8:35 AM	0	10	12	0	26	7	4	0	2	13	0	0	11	29	29	0	121	0	0	0	0
8:40 AM	0	6	8	0	19	2	0	0	0	20	1	0	6	30	29	0	103	0	0	0	0
8:45 AM	0	12	9	0	17	2	1	0	1	17	0	0	7	18	19	0	96	0	0	0	0
8:50 AM	0	2	4	0	13	5	2	0	1	20	0	0	10	21	18	0	96	0	0	0	0
8:55 AM	0	9	2	0	14	4	2	0	0	14	0	0	6	23	22	0	96	0	0	0	0
Total Survey	0	293	236	0	382	93	36	0	25	659	6	1	116	756	642	0	3,244	1	0	0	0

15-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound S Barlow Rd				Southbound S Barlow Rd				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	47	29	0	39	9	4	0	4	100	0	1	11	101	99	0	443	0	0	0	0
7:15 AM	0	48	29	0	40	8	2	0	3	105	0	0	9	115	106	0	465	0	0	0	0
7:30 AM	0	52	28	0	46	12	6	0	1	93	3	0	15	100	95	0	451	0	0	0	0
7:45 AM	0	45	28	0	57	18	4	0	2	103	0	0	16	92	71	0	436	0	0	0	0
8:00 AM	0	27	29	0	42	8	6	0	3	69	0	0	10	90	64	0	348	1	0	0	0
8:15 AM	0	30	47	0	57	14	4	0	6	77	2	0	10	101	64	0	412	0	0	0	0
8:30 AM	0	21	31	0	57	13	5	0	4	61	1	0	22	95	84	0	394	0	0	0	0
8:45 AM	0	23	15	0	44	11	5	0	2	51	0	0	23	62	59	0	295	0	0	0	0
Total Survey	0	293	236	0	382	93	36	0	25	659	6	1	116	756	642	0	3,244	1	0	0	0

Peak Hour Summary 7:00 AM to 8:00 AM

By Approach	Northbound S Barlow Rd				Southbound S Barlow Rd				Eastbound Hwy 99E				Westbound Hwy 99E				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	306	101	407	0	245	573	818	0	414	424	838	1	830	697	1,527	0	1,795	0	0	0	0
%HV			8.5%				9.4%				7.2%				6.9%		7.6%				
PHF			0.84				0.71				0.85				0.86		0.89				

By Movement	Northbound S Barlow Rd				Southbound S Barlow Rd				Eastbound Hwy 99E				Westbound Hwy 99E				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	192	114	306	182	47	16	245	10	401	3	414	51	408	371	830	1,795
%HV	0.0%	8.3%	8.8%	8.5%	7.7%	19.1%	0.0%	9.4%	0.0%	7.2%	33.3%	7.2%	21.6%	6.9%	4.9%	6.9%	7.6%
PHF	0.00	0.77	0.95	0.84	0.70	0.65	0.67	0.71	0.63	0.86	0.25	0.85	0.80	0.84	0.88	0.86	0.89

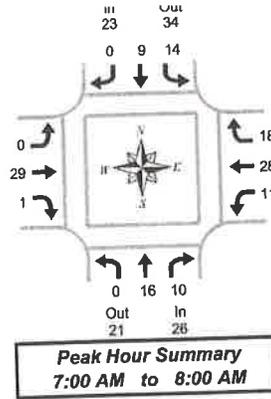
Rolling Hour Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound S Barlow Rd				Southbound S Barlow Rd				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	192	114	0	182	47	16	0	10	401	3	1	51	408	371	0	1,795	0	0	0	0
7:15 AM	0	172	114	0	185	46	18	0	9	370	3	0	50	397	336	0	1,700	0	0	0	0
7:30 AM	0	154	132	0	202	62	20	0	12	342	5	0	51	383	294	0	1,647	1	0	0	0
7:45 AM	0	123	135	0	213	53	19	0	15	310	3	0	58	378	283	0	1,590	1	0	0	0
8:00 AM	0	101	122	0	200	48	20	0	15	258	3	0	65	348	271	0	1,449	1	0	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



S Barlow Rd & Hwy 99E

Wednesday, September 10, 2014
7:00 AM to 9:00 AM

Heavy Vehicle 5-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound S Barlow Rd				Southbound S Barlow Rd				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	2	0	2	5
7:05 AM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	1	2	4
7:10 AM	0	2	0	2	1	1	0	2	0	2	0	2	1	4	1	6	12
7:15 AM	0	0	3	3	0	0	0	0	0	3	0	3	0	1	0	1	7
7:20 AM	0	2	1	3	0	0	0	0	0	5	0	5	0	4	2	6	14
7:25 AM	0	1	3	4	6	4	0	10	0	4	0	4	2	1	3	6	24
7:30 AM	0	1	0	1	0	1	0	1	0	2	0	2	0	3	2	5	9
7:35 AM	0	1	0	1	2	0	0	2	0	2	0	2	1	6	1	8	9
7:40 AM	0	2	2	4	1	1	0	2	0	1	0	1	2	2	4	8	16
7:45 AM	0	3	0	3	1	0	0	1	0	1	0	1	1	2	1	4	13
7:50 AM	0	2	1	3	2	1	0	3	0	0	0	0	1	3	2	6	10
7:55 AM	0	1	0	1	1	0	0	1	0	5	0	5	1	3	2	6	13
8:00 AM	0	0	0	0	1	0	1	2	0	1	0	1	0	1	2	3	6
8:05 AM	0	0	1	1	1	1	1	3	0	0	0	0	0	2	0	2	6
8:10 AM	0	2	0	2	2	2	1	5	0	0	0	0	0	4	1	5	9
8:15 AM	0	1	0	1	3	1	0	4	0	2	1	3	0	5	2	7	13
8:20 AM	0	0	4	4	2	1	0	3	0	3	0	3	0	5	2	7	17
8:25 AM	0	2	1	3	0	1	0	1	0	2	0	2	0	4	1	5	11
8:30 AM	0	2	1	3	2	1	0	3	0	1	0	1	1	9	1	11	18
8:35 AM	0	0	0	0	3	0	0	3	0	1	0	1	1	5	1	7	11
8:40 AM	0	0	2	2	2	1	0	3	0	0	0	0	0	9	1	10	15
8:45 AM	0	1	3	4	1	0	0	1	0	0	0	0	1	5	0	6	11
8:50 AM	0	1	0	1	3	2	0	5	0	0	0	0	3	5	4	12	18
8:55 AM	0	0	1	1	5	1	0	6	0	0	0	0	2	0	4	6	13
Total Survey	0	25	23	48	39	20	3	62	0	39	2	41	20	78	35	133	284

Heavy Vehicle 15-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound S Barlow Rd				Southbound S Barlow Rd				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	3	0	3	1	2	0	3	0	5	0	5	2	6	2	10	21
7:15 AM	0	3	7	10	6	4	0	10	0	12	0	12	2	6	5	13	45
7:30 AM	0	4	2	6	3	2	0	5	0	6	1	7	3	9	4	16	34
7:45 AM	0	6	1	7	4	1	0	5	0	6	0	6	4	7	7	18	36
8:00 AM	0	2	1	3	4	3	3	10	0	1	0	1	1	4	2	7	21
8:15 AM	0	3	5	8	5	3	0	8	0	7	1	8	0	13	4	17	41
8:30 AM	0	2	3	5	7	2	0	9	0	2	0	2	2	23	3	28	44
8:45 AM	0	2	4	6	9	3	0	12	0	0	0	0	6	10	8	24	42
Total Survey	0	25	23	48	39	20	3	62	0	39	2	41	20	78	35	133	284

Heavy Vehicle Peak Hour Summary 7:00 AM to 8:00 AM

By Approach	Northbound S Barlow Rd			Southbound S Barlow Rd			Eastbound Hwy 99E			Westbound Hwy 99E			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	26	21	47	23	34	57	30	28	58	57	53	110	136
PHF	0.65			0.44			0.63			0.71		0.72	

By Movement	Northbound S Barlow Rd				Southbound S Barlow Rd				Eastbound Hwy 99E				Westbound Hwy 99E				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	16	10	26	14	9	0	23	0	29	1	30	11	28	18	57	136
PHF	0.00	0.57	0.36	0.65	0.44	0.45	0.00	0.44	0.00	0.60	0.25	0.63	0.55	0.70	0.64	0.71	0.72

Heavy Vehicle Rolling Hour Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound S Barlow Rd				Southbound S Barlow Rd				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	16	10	26	14	9	0	23	0	29	1	30	11	28	18	57	136
7:15 AM	0	15	11	26	17	10	3	30	0	25	1	26	10	26	18	54	136
7:30 AM	0	15	9	24	16	9	3	28	0	20	2	22	8	33	17	58	132
7:45 AM	0	13	10	23	20	9	3	32	0	16	1	17	7	47	16	70	142
8:00 AM	0	9	13	22	25	11	3	39	0	10	1	11	9	50	17	76	148

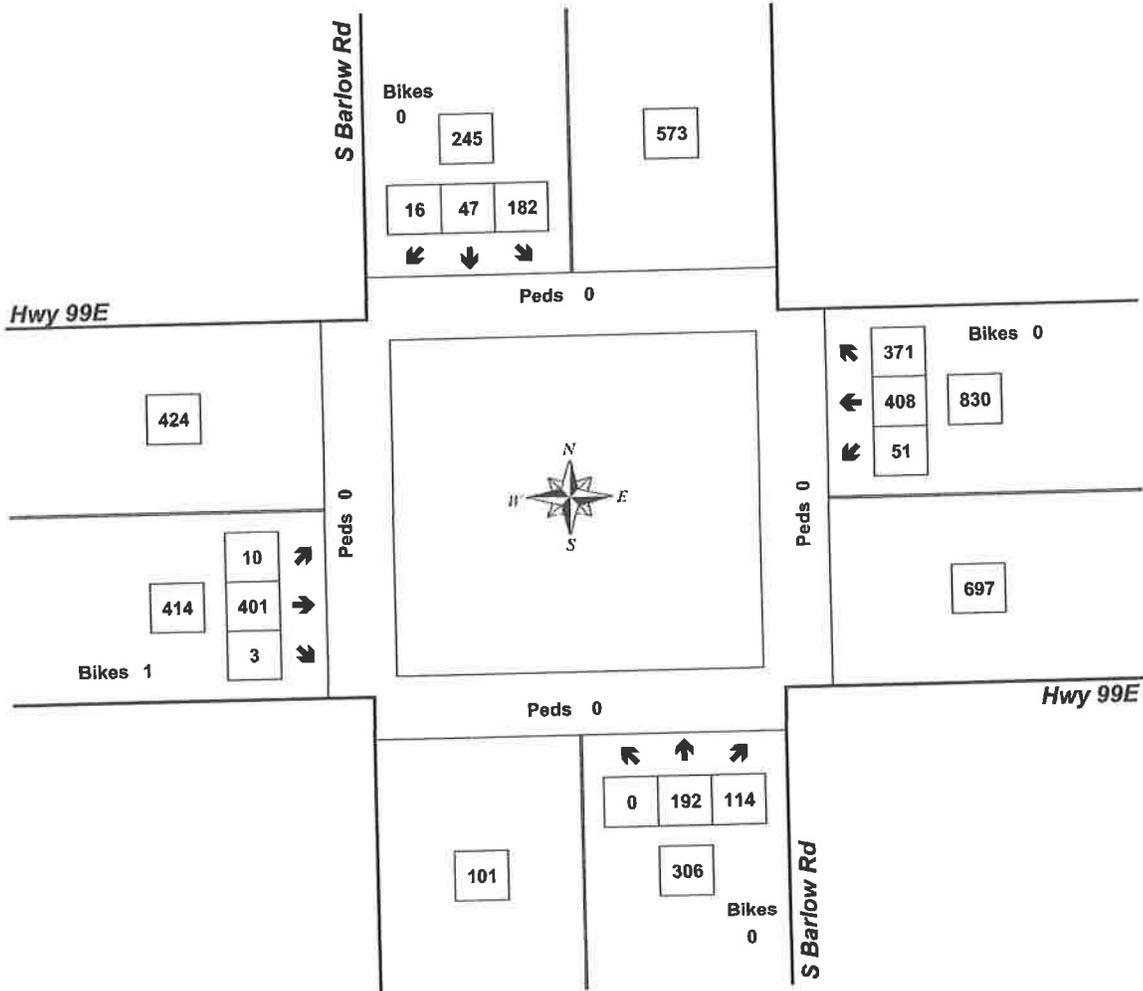
Peak Hour Summary



Clay Carney
(503) 833-2740

S Barlow Rd & Hwy 99E

7:00 AM to 8:00 AM
Wednesday, September 10, 2014



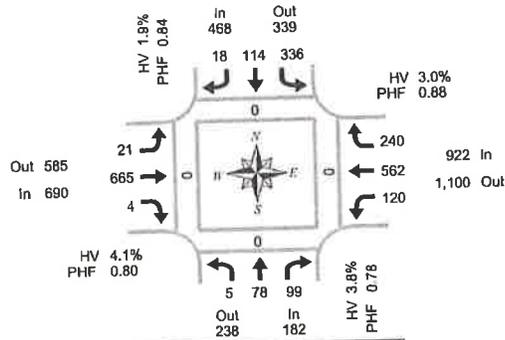
Approach	PHF	HV%	Volume
EB	0.85	7.2%	414
WB	0.86	6.9%	830
NB	0.84	8.5%	306
SB	0.71	9.4%	245
Intersection	0.89	7.6%	1,795

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary



Clay Carney
(503) 833-2740



Peak Hour Summary
4:30 PM to 5:30 PM

S Barlow Rd & Hwy 99E

Wednesday, September 10, 2014
4:00 PM to 6:00 PM

5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound S Barlow Rd				Southbound S Barlow Rd				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	0	6	8	0	31	10	2	0	0	48	0	0	6	47	15	0	173	0	0	0	0
4:05 PM	0	7	1	0	28	18	0	0	2	42	0	0	4	47	20	0	169	0	0	0	0
4:10 PM	0	2	8	0	36	6	1	0	1	40	0	0	14	51	33	0	192	0	0	0	0
4:15 PM	0	6	5	0	35	5	1	0	3	53	0	0	15	48	19	0	190	0	0	0	0
4:20 PM	0	10	9	0	33	10	2	0	0	43	0	0	7	44	22	0	180	0	0	0	0
4:25 PM	0	0	4	0	9	5	1	0	0	58	1	0	12	51	17	0	158	0	0	0	0
4:30 PM	0	10	11	0	35	8	1	0	2	59	0	0	8	45	24	0	203	0	0	0	0
4:35 PM	0	3	10	0	31	10	3	0	1	45	0	0	7	55	13	0	178	0	0	0	0
4:40 PM	1	4	4	0	40	12	0	0	1	60	0	0	9	44	18	0	193	0	0	0	0
4:45 PM	1	7	11	0	23	7	3	0	2	49	0	1	11	39	25	0	178	0	0	0	0
4:50 PM	0	10	7	0	24	9	1	0	5	52	0	0	15	52	15	0	190	0	0	0	0
4:55 PM	0	7	7	0	30	8	1	0	0	57	1	0	6	36	12	0	165	0	0	0	0
5:00 PM	0	1	9	0	9	2	1	0	2	48	0	0	7	37	18	1	134	0	0	0	0
5:05 PM	1	14	11	0	33	16	0	0	1	48	1	0	11	59	29	0	224	0	0	0	0
5:10 PM	0	7	7	0	27	16	1	0	2	38	0	0	15	34	17	0	164	0	0	0	0
5:15 PM	1	9	8	0	26	4	1	0	2	69	1	0	7	53	25	0	206	0	0	0	0
5:20 PM	0	4	12	0	26	15	2	0	2	45	0	0	14	49	21	0	190	0	0	0	0
5:25 PM	1	2	2	0	32	7	4	0	1	95	1	0	10	58	23	0	237	0	0	0	0
5:30 PM	0	5	11	0	29	18	0	0	2	51	0	0	9	39	21	0	185	0	0	0	0
5:35 PM	0	5	6	0	22	13	0	0	2	60	0	0	8	40	18	0	174	0	0	0	0
5:40 PM	0	4	5	0	33	9	0	0	1	58	0	0	10	43	12	0	178	0	0	0	0
5:45 PM	0	1	11	0	31	13	1	0	0	51	0	0	10	40	20	0	151	0	0	0	0
5:50 PM	1	5	2	0	29	7	0	0	0	44	0	0	11	32	20	0	189	0	0	0	0
5:55 PM	2	7	6	0	33	11	1	0	3	46	1	0	9	55	15	0	189	0	0	0	0
Total Survey	8	136	175	0	685	239	27	0	35	1,259	6	1	235	1,099	472	1	4,376	0	0	0	0

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound S Barlow Rd				Southbound S Barlow Rd				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	0	15	17	0	95	34	3	0	3	130	0	0	24	145	68	0	534	0	0	0	0
4:15 PM	0	16	18	0	77	20	4	0	3	154	1	0	34	143	58	0	528	0	0	0	0
4:30 PM	1	17	25	0	108	30	4	0	4	164	0	0	24	144	55	0	574	0	0	0	0
4:45 PM	1	24	25	0	77	24	5	0	7	158	1	1	32	127	52	0	533	0	0	0	0
5:00 PM	1	22	27	0	69	34	2	0	5	134	1	0	33	130	64	1	522	0	0	0	0
5:15 PM	2	15	22	0	84	26	7	0	5	209	2	0	31	161	69	0	633	0	0	0	0
5:30 PM	0	14	22	0	84	40	0	0	5	169	0	0	27	122	51	0	534	0	0	0	0
5:45 PM	3	13	19	0	93	31	2	0	3	141	1	0	30	127	55	0	518	0	0	0	0
Total Survey	8	136	175	0	685	239	27	0	35	1,259	6	1	235	1,099	472	1	4,376	0	0	0	0

Peak Hour Summary

4:30 PM to 5:30 PM

By Approach	Northbound S Barlow Rd				Southbound S Barlow Rd				Eastbound Hwy 99E				Westbound Hwy 99E				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	182	238	420	0	468	339	807	0	890	585	1,275	1	922	1,100	2,022	1	2,262	0	0	0	0
%HV	3.8%				1.9%				4.1%				3.0%				3.2%				
PHF	0.78				0.84				0.80				0.88				0.89				

By Movement	Northbound S Barlow Rd				Southbound S Barlow Rd				Eastbound Hwy 99E				Westbound Hwy 99E				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	5	78	99	182	336	114	18	468	21	665	4	690	120	562	240	922	2,262
%HV	0.0%	2.6%	5.1%	3.8%	2.1%	1.8%	0.0%	1.9%	0.0%	4.2%	0.0%	4.1%	7.5%	2.7%	1.7%	3.0%	3.2%
PHF	0.53	0.65	0.92	0.78	0.79	0.79	0.64	0.84	0.66	0.80	0.50	0.80	0.83	0.87	0.85	0.88	0.89

Rolling Hour Summary

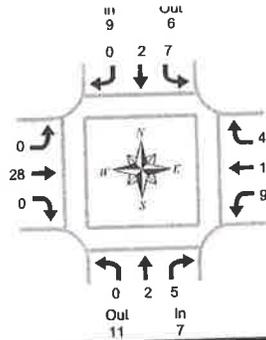
4:00 PM to 6:00 PM

Interval Start Time	Northbound S Barlow Rd				Southbound S Barlow Rd				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	2	72	85	0	355	108	16	0	17	606	2	1	114	559	233	0	2,169	0	0	0	0
4:15 PM	3	79	95	0	329	108	15	0	19	610	3	1	123	544	229	1	2,157	0	0	0	0
4:30 PM	5	78	99	0	336	114	18	0	21	665	4	1	120	562	240	1	2,262	0	0	0	0
4:45 PM	4	75	96	0	314	124	14	0	22	670	4	1	123	540	236	1	2,222	0	0	0	0
5:00 PM	6	64	90	0	330	131	11	0	18	653	4	0	121	540	239	1	2,207	0	0	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



Peak Hour Summary
4:30 PM to 5:30 PM

S Barlow Rd & Hwy 99E

Wednesday, September 10, 2014
4:00 PM to 6:00 PM

Heavy Vehicle 5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound S Barlow Rd				Southbound S Barlow Rd				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	3	1	4	6
4:05 PM	0	0	0	0	3	0	0	3	1	1	0	2	0	2	0	2	7
4:10 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	3	0	3	5
4:15 PM	0	0	0	0	2	0	0	2	1	4	0	5	2	1	0	3	10
4:20 PM	0	0	0	0	2	0	0	2	0	7	0	7	2	3	0	5	17
4:25 PM	0	2	1	3	2	0	0	2	0	5	1	6	0	0	0	0	6
4:30 PM	0	1	0	1	1	0	0	1	0	10	0	10	0	0	0	0	12
4:35 PM	0	0	0	0	3	0	0	3	0	2	0	2	0	4	0	4	9
4:40 PM	0	0	0	0	1	0	0	1	0	3	0	3	1	0	0	1	5
4:45 PM	0	0	0	0	1	0	0	1	0	2	0	2	2	2	0	4	6
4:50 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	3
4:55 PM	0	0	1	1	0	0	0	0	0	2	0	2	0	2	0	2	6
5:00 PM	0	1	1	2	0	0	0	0	0	1	0	1	0	0	3	3	5
5:05 PM	0	0	0	0	1	0	0	1	0	1	0	1	2	2	0	4	7
5:10 PM	0	0	2	2	0	0	0	0	0	2	0	2	0	0	0	0	3
5:15 PM	0	0	0	0	0	1	0	1	0	2	0	2	1	2	0	3	5
5:20 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4
5:25 PM	0	0	0	0	1	0	0	1	0	1	0	1	2	0	1	4	7
5:30 PM	0	0	1	1	0	1	0	1	0	1	0	1	1	1	0	1	1
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:40 PM	0	0	0	0	2	0	0	2	0	3	0	3	0	2	0	2	6
5:45 PM	0	0	0	0	0	1	0	1	0	3	0	3	0	2	0	1	2
5:50 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
5:55 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
Total Survey	0	5	7	12	17	3	0	20	2	56	1	59	14	34	5	53	144

Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound S Barlow Rd				Southbound S Barlow Rd				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	1	1	4	0	0	4	1	3	0	4	0	8	1	9	18
4:15 PM	0	2	1	3	4	0	0	4	1	16	1	18	4	4	0	8	33
4:30 PM	0	1	0	1	5	0	0	5	0	15	0	15	1	4	0	5	26
4:45 PM	0	1	2	3	0	0	0	0	0	5	0	5	2	5	0	7	15
5:00 PM	0	0	2	2	1	1	0	2	0	4	0	4	2	2	3	7	15
5:15 PM	0	0	1	1	1	1	0	2	0	4	0	4	4	4	1	9	16
5:30 PM	0	0	0	0	2	1	0	3	0	6	0	6	0	5	0	5	14
5:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	1	2	0	3	7
Total Survey	0	5	7	12	17	3	0	20	2	56	1	59	14	34	5	53	144

Heavy Vehicle Peak Hour Summary

4:30 PM to 5:30 PM

By Approach	Northbound S Barlow Rd			Southbound S Barlow Rd			Eastbound Hwy 99E			Westbound Hwy 99E			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	7	11	18	9	6	15	28	15	43	28	40	68	72
PHF	0.44			0.45			0.47			0.78			0.69

By Movement	Northbound S Barlow Rd				Southbound S Barlow Rd				Eastbound Hwy 99E				Westbound Hwy 99E				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	2	5	7	7	2	0	9	0	28	0	28	9	15	4	28	72
PHF	0.00	0.50	0.42	0.44	0.35	0.50	0.00	0.45	0.00	0.47	0.00	0.47	0.56	0.63	0.33	0.78	0.69

Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound S Barlow Rd				Southbound S Barlow Rd				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	4	4	8	13	0	0	13	2	39	1	42	7	21	1	29	92
4:15 PM	0	4	5	9	10	1	0	11	1	40	1	42	9	15	3	27	89
4:30 PM	0	2	5	7	7	2	0	9	0	28	0	28	9	15	4	28	72
4:45 PM	0	1	5	6	4	3	0	7	0	19	0	19	8	16	4	28	60
5:00 PM	0	1	3	4	4	3	0	7	0	17	0	17	7	13	4	24	52

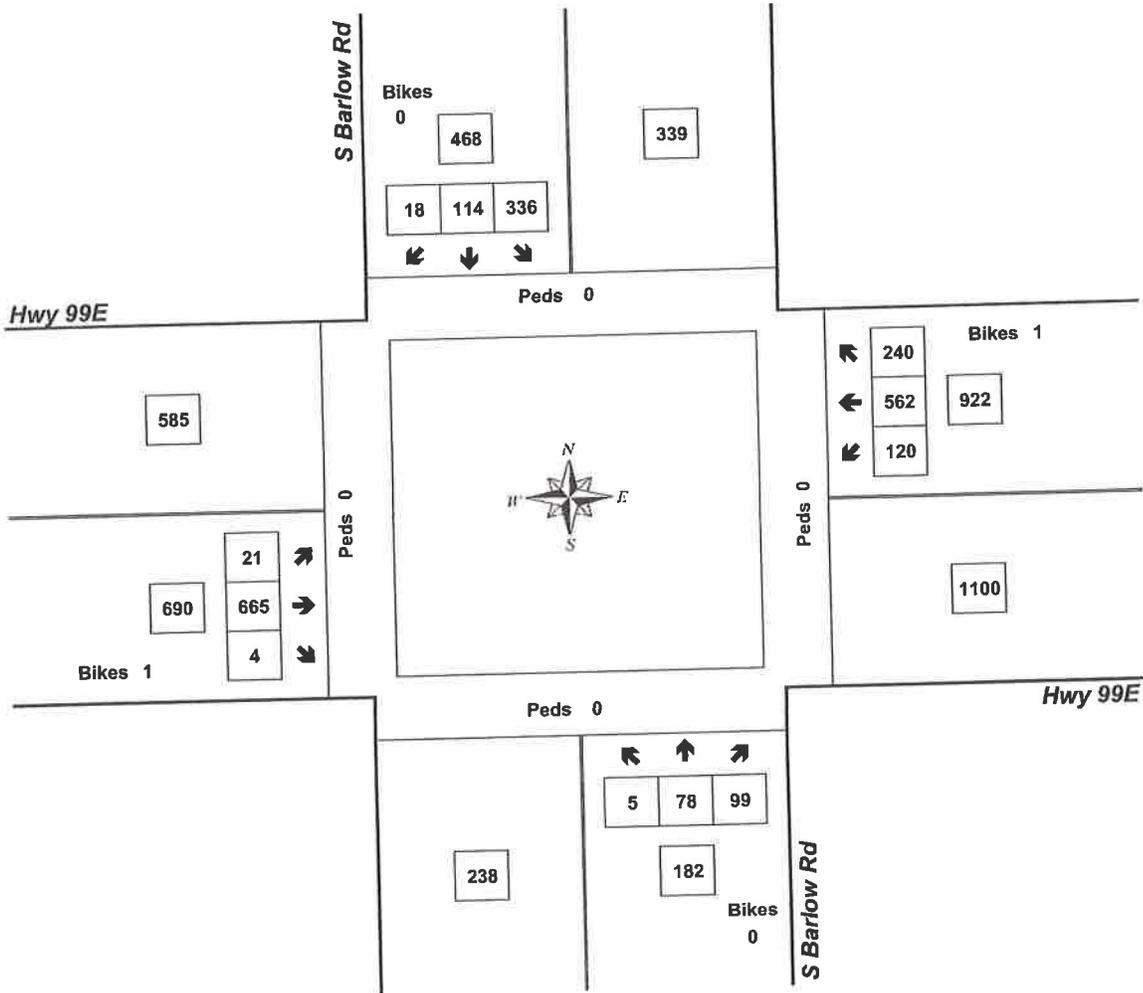
Peak Hour Summary



Clay Carney
(503) 833-2740

S Barlow Rd & Hwy 99E

4:30 PM to 5:30 PM
Wednesday, September 10, 2014



Approach	PHF	HV%	Volume
EB	0.80	4.1%	690
WB	0.88	3.0%	922
NB	0.78	3.8%	182
SB	0.84	1.9%	468
Intersection	0.89	3.2%	2,262

Count Period: 4:00 PM to 6:00 PM

1e

TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 1

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	0	1	1

PM PEAK HOUR

Trip Rate: 1.00

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	1	0	1

WEEKDAY

Trip Rate: 9.52

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	5	5	10

SATURDAY

Trip Rate: 9.91

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	5	5	10

Le

TRIP GENERATION CALCULATIONS

Land Use: Industrial Park
Land Use Code: 130
Variable: Acres
Variable Quantity: 5

AM PEAK HOUR

Trip Rate: 8.20

	Enter	Exit	Total
Directional Distribution	83%	17%	
Trip Ends	34	7	41

PM PEAK HOUR

Trip Rate: 8.53

	Enter	Exit	Total
Directional Distribution	21%	79%	
Trip Ends	9	34	43

WEEKDAY

Trip Rate: 61.17

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	153	153	306

SATURDAY

Trip Rate: 34.23

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	86	86	172

Le

TRIP GENERATION CALCULATIONS

Land Use: Manufacturing
Land Use Code: 140
Variable: 1,000 Square Feet
Variable Quantity: 20

AM PEAK HOUR

Trip Rate: 0.73

	Enter	Exit	Total
Directional Distribution	78%	22%	
Trip Ends	12	3	15

PM PEAK HOUR

Trip Rate: 0.73

	Enter	Exit	Total
Directional Distribution	36%	64%	
Trip Ends	5	10	15

WEEKDAY

Trip Rate: 3.82

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	38	38	76

SATURDAY

Trip Rate: 1.49

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	15	15	30

HCM Signalized Intersection Capacity Analysis
1: S Barlow Rd & Pacific Hwy E

Goby Wood Products
2014 Existing Conditions - AM Peak Period

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↙	↕↕	↙	↙	↕↕	↙
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00	0.98	1.00	1.00	1.00
Frbp, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.95			0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		1.00			0.96		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1656			1666		1687	3374	1477	1687	3374	1509
Flt Permitted		1.00			0.50		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1656			861		1687	3374	1477	1687	3374	1509
Volume (vph)	0	196	116	185	48	16	10	408	3	52	416	378
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	220	130	208	54	18	11	458	3	58	467	425
RTOR Reduction (vph)	0	24	0	0	3	0	0	0	2	0	0	280
Lane Group Flow (vph)	0	326	0	0	277	0	11	458	1	58	467	145
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	7%	7%	7%	7%	7%	7%
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)		47.1			47.1		1.0	26.1	26.1	6.1	31.2	31.2
Effective Green, g (s)		47.1			47.1		1.0	26.1	26.1	6.1	31.2	31.2
Actuated g/C Ratio		0.52			0.52		0.01	0.29	0.29	0.07	0.34	0.34
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		854			444		18	965	422	113	1153	516
v/s Ratio Prot		0.20					0.01	c0.14		c0.03	0.14	
v/s Ratio Perm					c0.32				0.00			0.10
v/c Ratio		0.38			0.62		0.61	0.47	0.00	0.51	0.41	0.28
Uniform Delay, d1		13.3			15.8		45.0	26.9	23.3	41.2	23.0	21.9
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		1.3			6.5		48.7	1.7	0.0	3.9	1.1	1.4
Delay (s)		14.6			22.3		93.6	28.6	23.3	45.1	24.0	23.2
Level of Service		B			C		F	C	C	D	C	C
Approach Delay (s)		14.6			22.3			30.1			25.0	
Approach LOS		B			C			C			C	

Intersection Summary

HCM Average Control Delay	24.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	91.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 2: Site Access & Pacific Hwy E

Goby Wood Products
 2014 Existing Conditions - AM Peak Period



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	T		↑↑		↖	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	0	1	434	0	0	477
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	1	493	0	0	542
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1035	247			493	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1035	247			493	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			100	
cM capacity (veh/h)	227	754			1039	

Direction, Lane #	NW 1	NE 1	NE 2	SW 1
Volume Total	1	329	164	542
Volume Left	0	0	0	0
Volume Right	1	0	0	0
cSH	754	1700	1700	1039
Volume to Capacity	0.00	0.19	0.10	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	9.8	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	9.8	0.0		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	35.1%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
1: S Barlow Rd & Pacific Hwy E

Goby Wood Products
2014 Existing Conditions - PM Peak Period

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		1.00	0.95	1.00	1.00	0.95	1.00
Lane Util. Factor		1.00			1.00		1.00	1.00	0.98	1.00	1.00	0.98
Frbp, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.93			0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		1.00			0.97		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1690			1789		1736	3471	1520	1752	3505	1535
Flt Permitted		0.99			0.65		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1672			1197		1736	3471	1520	1752	3505	1535
Volume (vph)	5	79	101	342	116	18	21	677	4	122	572	244
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	6	89	113	384	130	20	24	761	4	137	643	274
RTOR Reduction (vph)	0	49	0	0	2	0	0	0	3	0	0	175
Lane Group Flow (vph)	0	159	0	0	532	0	24	761	1	137	643	99
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	3%	3%	3%
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)		45.0			45.0		2.0	26.4	26.4	8.9	33.3	33.3
Effective Green, g (s)		45.0			45.0		2.0	26.4	26.4	8.9	33.3	33.3
Actuated g/C Ratio		0.49			0.49		0.02	0.29	0.29	0.10	0.36	0.36
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		815			584		38	993	435	169	1265	554
v/s Ratio Prot							0.01	c0.22		c0.08	0.18	
v/s Ratio Perm		0.10			c0.44				0.00			0.06
v/c Ratio		0.20			0.91		0.63	0.77	0.00	0.81	0.51	0.18
Uniform Delay, d1		13.4			21.8		44.8	30.1	23.5	40.9	23.1	20.2
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.5			20.9		29.5	5.6	0.0	24.6	1.5	0.7
Delay (s)		13.9			42.7		74.3	35.8	23.6	65.5	24.6	20.9
Level of Service		B			D		E	D	C	E	C	C
Approach Delay (s)		13.9			42.7			36.9			28.9	
Approach LOS		B			D			D			C	
Intersection Summary												
HCM Average Control Delay			33.0				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			92.3				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			75.6%				ICU Level of Service			D		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Unsignalized Intersection Capacity Analysis
 2: Site Access & Pacific Hwy E

Goby Wood Products
 2014 Existing Conditions - PM Peak Period



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	Y		↑↓			↑
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	1	1	709	0	0	594
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	1	771	0	0	646
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1416	385			771	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1416	385			771	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	128	613			840	

Direction, Lane #	NW 1	NE 1	NE 2	SW 1
Volume Total	2	514	257	646
Volume Left	1	0	0	0
Volume Right	1	0	0	0
cSH	212	1700	1700	840
Volume to Capacity	0.01	0.30	0.15	0.00
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	22.2	0.0	0.0	0.0
Lane LOS	C			
Approach Delay (s)	22.2	0.0		0.0
Approach LOS	C			

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		41.3%	ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
 1: S Barlow Rd & Pacific Hwy E

Goby Wood Products
 2017 Background Conditions - AM Peak Period

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00	0.98	1.00	1.00	1.00
Frbp, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.95			0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		1.00			0.96		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1655			1666		1687	3374	1477	1687	3374	1509
Flt Permitted		1.00			0.49		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1655			844		1687	3374	1477	1687	3374	1509
Volume (vph)	0	200	119	189	49	16	10	417	3	53	425	386
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	225	134	212	55	18	11	469	3	60	478	434
RTOR Reduction (vph)	0	24	0	0	3	0	0	0	2	0	0	286
Lane Group Flow (vph)	0	335	0	0	282	0	11	469	1	60	478	148
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	7%	7%	7%	7%	7%	7%
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)		47.1			47.1		1.0	26.1	26.1	6.1	31.2	31.2
Effective Green, g (s)		47.1			47.1		1.0	26.1	26.1	6.1	31.2	31.2
Actuated g/C Ratio		0.52			0.52		0.01	0.29	0.29	0.07	0.34	0.34
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		854			435		18	965	422	113	1153	516
v/s Ratio Prot		0.20					0.01	c0.14		c0.04	0.14	
v/s Ratio Perm					c0.33				0.00			0.10
v/c Ratio		0.39			0.65		0.61	0.49	0.00	0.53	0.41	0.29
Uniform Delay, d1		13.4			16.1		45.0	27.0	23.3	41.2	23.0	21.9
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		1.4			7.3		48.7	1.8	0.0	4.7	1.1	1.4
Delay (s)		14.8			23.4		93.6	28.8	23.3	45.9	24.1	23.3
Level of Service		B			C		F	C	C	D	C	C
Approach Delay (s)		14.8			23.4			30.2			25.1	
Approach LOS		B			C			C			C	

Intersection Summary

HCM Average Control Delay	24.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	91.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 2: Site Access & Pacific Hwy E

Goby Wood Products
 2017 Background Conditions - AM Peak Period



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	↘		↕		↙	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	0	1	444	0	0	487
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	1	505	0	0	553
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1058	252			505	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1058	252			505	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			100	
cM capacity (veh/h)	220	747			1029	

Direction, Lane #	NW 1	NE 1	NE 2	SW 1
Volume Total	1	336	168	553
Volume Left	0	0	0	0
Volume Right	1	0	0	0
cSH	747	1700	1700	1029
Volume to Capacity	0.00	0.20	0.10	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	9.8	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	9.8	0.0		0.0
Approach LOS	A			

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		35.6%	ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
 1: S Barlow Rd & Pacific Hwy E

Goby Wood Products
 2017 Background Conditions - PM Peak Period

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↙	↗	↙	↙	↗	↙
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frbp, ped/bikes		1.00			1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.93			1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		1.00			0.97		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1690			1789		1736	3471	1520	1752	3505	1535
Flt Permitted		0.99			0.64		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1672			1190		1736	3471	1520	1752	3505	1535
Volume (vph)	5	81	103	349	119	18	21	692	4	125	585	249
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	6	91	116	392	134	20	24	778	4	140	657	280
RTOR Reduction (vph)	0	49	0	0	2	0	0	0	3	0	0	179
Lane Group Flow (vph)	0	164	0	0	544	0	24	778	1	140	657	101
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	3%	3%	3%
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)		45.0			45.0		2.0	26.4	26.4	8.9	33.3	33.3
Effective Green, g (s)		45.0			45.0		2.0	26.4	26.4	8.9	33.3	33.3
Actuated g/C Ratio		0.49			0.49		0.02	0.29	0.29	0.10	0.36	0.36
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		815			580		38	993	435	169	1265	554
v/s Ratio Prot							0.01	c0.22		c0.08	0.19	
v/s Ratio Perm		0.10			c0.46				0.00			0.07
v/c Ratio		0.20			0.94		0.63	0.78	0.00	0.83	0.52	0.18
Uniform Delay, d1		13.4			22.3		44.8	30.3	23.5	41.0	23.2	20.2
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.6			25.0		29.5	6.2	0.0	27.1	1.5	0.7
Delay (s)		14.0			47.3		74.3	36.5	23.6	68.0	24.7	20.9
Level of Service		B			D		E	D	C	E	C	C
Approach Delay (s)		14.0			47.3			37.6			29.4	
Approach LOS		B			D			D			C	
Intersection Summary												
HCM Average Control Delay			34.3				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			92.3			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			76.9%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 2: Site Access & Pacific Hwy E

Goby Wood Products
 2017 Background Conditions - PM Peak Period



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	Y		↑↑		↑	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	1	1	725	0	0	607
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	1	788	0	0	660
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1448	394			788	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1448	394			788	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	122	605			827	

Direction, Lane #	NW 1	NE 1	NE 2	SW 1
Volume Total	2	525	263	660
Volume Left	1	0	0	0
Volume Right	1	0	0	0
cSH	203	1700	1700	827
Volume to Capacity	0.01	0.31	0.15	0.00
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	22.9	0.0	0.0	0.0
Lane LOS	C			
Approach Delay (s)	22.9	0.0	0.0	
Approach LOS	C			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	41.9%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
 1: S Barlow Rd & Pacific Hwy E

Goby Wood Products
 2017 Background Plus Site - AM Peak Period

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frbp, ped/bikes		1.00			1.00		1.00	1.00	0.98	1.00	1.00	1.00
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frft		0.95			0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		1.00			0.96		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1655			1665		1687	3374	1477	1687	3374	1509
Flt Permitted		1.00			0.49		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1655			846		1687	3374	1477	1687	3374	1509
Volume (vph)	0	200	119	189	49	18	10	418	3	53	429	386
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	225	134	212	55	20	11	470	3	60	482	434
RTOR Reduction (vph)	0	24	0	0	3	0	0	0	2	0	0	286
Lane Group Flow (vph)	0	335	0	0	284	0	11	470	1	60	482	148
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	7%	7%	7%	7%	7%	7%
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)		47.1			47.1		1.0	26.1	26.1	6.1	31.2	31.2
Effective Green, g (s)		47.1			47.1		1.0	26.1	26.1	6.1	31.2	31.2
Actuated g/C Ratio		0.52			0.52		0.01	0.29	0.29	0.07	0.34	0.34
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		854			436		18	965	422	113	1153	516
v/s Ratio Prot		0.20					0.01	c0.14		c0.04	0.14	
v/s Ratio Perm					c0.34				0.00			0.10
v/c Ratio		0.39			0.65		0.61	0.49	0.00	0.53	0.42	0.29
Uniform Delay, d1		13.4			16.1		45.0	27.0	23.3	41.2	23.1	21.9
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		1.4			7.4		48.7	1.8	0.0	4.7	1.1	1.4
Delay (s)		14.8			23.5		93.6	28.8	23.3	45.9	24.2	23.3
Level of Service		B			C		F	C	C	D	C	C
Approach Delay (s)		14.8			23.5			30.2			25.1	
Approach LOS		B			C			C			C	
Intersection Summary												
HCM Average Control Delay			24.3				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			91.3				Sum of lost time (s)				12.0	
Intersection Capacity Utilization			60.4%				ICU Level of Service				B	
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Unsignalized Intersection Capacity Analysis
 2: Site Access & Pacific Hwy E

Goby Wood Products
 2017 Background Plus Site - AM Peak Period



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	T		↑↑		↗	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	2	1	444	6	6	487
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	2	1	505	7	7	553
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1075	256			511	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1075	256			511	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	99	100			99	
cM capacity (veh/h)	213	744			1023	

Direction, Lane #	NW 1	NE 1	NE 2	SW 1
Volume Total	3	336	175	560
Volume Left	2	0	0	7
Volume Right	1	0	7	0
cSH	279	1700	1700	1023
Volume to Capacity	0.01	0.20	0.10	0.01
Queue Length 95th (ft)	1	0	0	1
Control Delay (s)	18.0	0.0	0.0	0.2
Lane LOS	C			A
Approach Delay (s)	18.0	0.0		0.2
Approach LOS	C			

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	40.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
 1: S Barlow Rd & Pacific Hwy E

Goby Wood Products
 2017 Background Plus Site - PM Peak Period

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↗	↗↗	↗	↗	↗↗	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frbp, ped/bikes		1.00			1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.93			1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		1.00			0.97		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1690			1789		1736	3471	1520	1752	3505	1535
Flt Permitted		0.99			0.64		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1672			1190		1736	3471	1520	1752	3505	1535
Volume (vph)	5	81	103	349	119	18	23	696	4	125	587	249
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	6	91	116	392	134	20	26	782	4	140	660	280
RTOR Reduction (vph)	0	49	0	0	2	0	0	0	3	0	0	179
Lane Group Flow (vph)	0	164	0	0	544	0	26	782	1	140	660	101
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	3%	3%	3%
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)		45.0			45.0		2.0	26.4	26.4	8.9	33.3	33.3
Effective Green, g (s)		45.0			45.0		2.0	26.4	26.4	8.9	33.3	33.3
Actuated g/C Ratio		0.49			0.49		0.02	0.29	0.29	0.10	0.36	0.36
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		815			580		38	993	435	169	1265	554
v/s Ratio Prot							0.01	c0.23		c0.08	0.19	
v/s Ratio Perm		0.10			c0.46				0.00			0.07
v/c Ratio		0.20			0.94		0.68	0.79	0.00	0.83	0.52	0.18
Uniform Delay, d1		13.4			22.3		44.8	30.4	23.5	41.0	23.2	20.2
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.6			25.0		40.6	6.3	0.0	27.1	1.5	0.7
Delay (s)		14.0			47.3		85.4	36.7	23.6	68.0	24.8	20.9
Level of Service		B			D		F	D	C	E	C	C
Approach Delay (s)		14.0			47.3			38.2			29.4	
Approach LOS		B			D			D			C	
Intersection Summary												
HCM Average Control Delay			34.5				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			92.3				Sum of lost time (s)				12.0	
Intersection Capacity Utilization			77.0%				ICU Level of Service				D	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 2: Site Access & Pacific Hwy E

Goby Wood Products
 2017 Background Plus Site - PM Peak Period



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	W		T			T
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	6	5	725	3	2	607
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	5	788	3	2	660
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1454	396			791	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1454	396			791	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	99			100	
cM capacity (veh/h)	121	604			825	

Direction, Lane #	NW 1	NE 1	NE 2	SW 1
Volume Total	12	525	266	662
Volume Left	7	0	0	2
Volume Right	5	0	3	0
cSH	190	1700	1700	825
Volume to Capacity	0.06	0.31	0.16	0.00
Queue Length 95th (ft)	5	0	0	0
Control Delay (s)	25.3	0.0	0.0	0.1
Lane LOS	D			A
Approach Delay (s)	25.3	0.0		0.1
Approach LOS	D			

Intersection Summary			
Average Delay		0.2	
Intersection Capacity Utilization		43.5%	ICU Level of Service
Analysis Period (min)		15	A

HCM Signalized Intersection Capacity Analysis
1: S Barlow Rd & Pacific Hwy E

Goby Wood Products
2034 w/ Current Zoning - AM Peak Period

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↗	↗↗	↗	↘	↗↗	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes		1.00			1.00		1.00	1.00	0.98	1.00	1.00	1.00
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.95			0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		1.00			0.96		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1656			1666		1687	3374	1477	1687	3374	1509
Flt Permitted		1.00			0.45		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1656			779		1687	3374	1477	1687	3374	1509
Volume (vph)	0	225	133	212	55	18	11	468	3	60	477	433
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	253	149	238	62	20	12	526	3	67	536	487
RTOR Reduction (vph)	0	24	0	0	3	0	0	0	2	0	0	321
Lane Group Flow (vph)	0	378	0	0	317	0	12	526	1	67	536	166
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	7%	7%	7%	7%	7%	7%
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)		47.1			47.1		1.0	26.0	26.0	6.2	31.2	31.2
Effective Green, g (s)		47.1			47.1		1.0	26.0	26.0	6.2	31.2	31.2
Actuated g/C Ratio		0.52			0.52		0.01	0.28	0.28	0.07	0.34	0.34
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		854			402		18	961	421	115	1153	516
v/s Ratio Prot		0.23					0.01	c0.16		c0.04	0.16	
v/s Ratio Perm					c0.41				0.00			0.11
v/c Ratio		0.44			0.79		0.67	0.55	0.00	0.58	0.46	0.32
Uniform Delay, d1		13.9			18.0		45.0	27.7	23.4	41.3	23.5	22.2
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		1.7			14.5		66.1	2.2	0.0	7.3	1.3	1.7
Delay (s)		15.5			32.5		111.1	29.9	23.4	48.6	24.9	23.9
Level of Service		B			C		F	C	C	D	C	C
Approach Delay (s)		15.5			32.5			31.7			25.9	
Approach LOS		B			C			C			C	

Intersection Summary

HCM Average Control Delay	26.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	91.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 2: Site Access & Pacific Hwy E

Goby Wood Products
 2034 w/ Current Zoning - AM Peak Period



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	Y		↑↑			↑
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	1	1	497	0	0	547
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	1	1	565	0	0	622
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1186	282			565	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1186	282			565	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	99	100			100	
cM capacity (veh/h)	181	715			976	

Direction, Lane #	NW 1	NE 1	NE 2	SW 1
Volume Total	2	377	188	622
Volume Left	1	0	0	0
Volume Right	1	0	0	0
cSH	289	1700	1700	976
Volume to Capacity	0.01	0.22	0.11	0.00
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	17.5	0.0	0.0	0.0
Lane LOS	C			
Approach Delay (s)	17.5	0.0		0.0
Approach LOS	C			

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		38.8%	ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
1: S Barlow Rd & Pacific Hwy E

Goby Wood Products
2034 w/ Current Zoning - PM Peak Period

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		1.00	0.95	1.00	1.00	0.95	1.00
Lane Util. Factor		1.00			1.00		1.00	1.00	0.98	1.00	1.00	0.98
Frbp, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes		1.00			1.00		1.00	1.00	0.85	1.00	1.00	0.85
Frt		0.93			0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		1.00			0.97		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1690			1788		1736	3471	1520	1752	3505	1535
Flt Permitted		0.98			0.62		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1667			1147		1736	3471	1520	1752	3505	1535
Volume (vph)	6	91	116	392	133	22	24	776	5	140	656	280
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	7	102	130	440	149	25	27	872	6	157	737	315
RTOR Reduction (vph)	0	49	0	0	2	0	0	0	4	0	0	201
Lane Group Flow (vph)	0	190	0	0	612	0	27	872	2	157	737	114
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	3%	3%	3%
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)		45.0			45.0		2.0	26.4	26.4	9.0	33.4	33.4
Effective Green, g (s)		45.0			45.0		2.0	26.4	26.4	9.0	33.4	33.4
Actuated g/C Ratio		0.49			0.49		0.02	0.29	0.29	0.10	0.36	0.36
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		812			559		38	992	434	171	1267	555
v/s Ratio Prot							0.02	c0.25		c0.09	0.21	
v/s Ratio Perm		0.11			c0.53				0.00			0.07
v/c Ratio		0.23			1.10		0.71	0.88	0.01	0.92	0.58	0.21
Uniform Delay, d1		13.7			23.7		44.9	31.5	23.6	41.3	23.9	20.3
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.7			66.8		47.3	11.0	0.0	45.3	2.0	0.8
Delay (s)		14.4			90.5		92.2	42.5	23.6	86.6	25.8	21.2
Level of Service		B			F		F	D	C	F	C	C
Approach Delay (s)		14.4			90.5			43.8			32.5	
Approach LOS		B			F			D			C	
Intersection Summary												
HCM Average Control Delay			46.5				HCM Level of Service				D	
HCM Volume to Capacity ratio			1.01									
Actuated Cycle Length (s)			92.4						12.0			
Intersection Capacity Utilization			84.8%									E
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 2: Site Access & Pacific Hwy E

Goby Wood Products
 2034 w/ Current Zoning - PM Peak Period



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	Y		↑↓			↓
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	1	1	813	1	0	681
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	1	884	1	0	740
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1624	442			885	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1624	442			885	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	93	563			761	

Direction, Lane #	NW 1	NE 1	NE 2	SW 1
Volume Total	2	589	296	740
Volume Left	1	0	0	0
Volume Right	1	0	1	0
cSH	160	1700	1700	761
Volume to Capacity	0.01	0.35	0.17	0.00
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	27.8	0.0	0.0	0.0
Lane LOS	D			
Approach Delay (s)	27.8	0.0		0.0
Approach LOS	D			

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		45.8%	ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
1: S Barlow Rd & Pacific Hwy E

Goby Wood Products
2034 w/ Proposed Zoning - AM Peak Period

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00	0.98	1.00	1.00	1.00
Frbp, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.95			0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		1.00			0.96		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1656			1664		1687	3374	1477	1687	3374	1509
Flt Permitted		1.00			0.45		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1656			784		1687	3374	1477	1687	3374	1509
Volume (vph)	0	225	133	212	55	23	12	470	3	60	489	433
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	253	149	238	62	26	13	528	3	67	549	487
RTOR Reduction (vph)	0	24	0	0	3	0	0	0	2	0	0	321
Lane Group Flow (vph)	0	378	0	0	323	0	13	528	1	67	549	166
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	7%	7%	7%	7%	7%	7%
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)		47.1			47.1		1.0	26.0	26.0	6.2	31.2	31.2
Effective Green, g (s)		47.1			47.1		1.0	26.0	26.0	6.2	31.2	31.2
Actuated g/C Ratio		0.52			0.52		0.01	0.28	0.28	0.07	0.34	0.34
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		854			404		18	961	421	115	1153	516
v/s Ratio Prot		0.23					0.01	c0.16		c0.04	0.16	
v/s Ratio Perm					c0.41				0.00			0.11
v/c Ratio		0.44			0.80		0.72	0.55	0.00	0.58	0.48	0.32
Uniform Delay, d1		13.9			18.2		45.0	27.7	23.4	41.3	23.6	22.2
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		1.7			15.1		87.1	2.3	0.0	7.3	1.4	1.7
Delay (s)		15.5			33.3		132.1	29.9	23.4	48.6	25.0	23.9
Level of Service		B			C		F	C	C	D	C	C
Approach Delay (s)		15.5			33.3			32.3			26.0	
Approach LOS		B			C			C			C	
Intersection Summary												
HCM Average Control Delay			26.7				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			91.3						12.0			
Intersection Capacity Utilization			66.2%									C
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 2: Site Access & Pacific Hwy E

Goby Wood Products
 2034 w/ Proposed Zoning - AM Peak Period



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	↘		↕		↙	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	4	3	497	17	17	547
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	5	3	565	19	19	622
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1235	292			584	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1235	292			584	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	97	100			98	
cM capacity (veh/h)	165	704			959	

Direction, Lane #	NW 1	NE 1	NE 2	SW 1
Volume Total	8	377	208	641
Volume Left	5	0	0	19
Volume Right	3	0	19	0
cSH	246	1700	1700	959
Volume to Capacity	0.03	0.22	0.12	0.02
Queue Length 95th (ft)	2	0	0	2
Control Delay (s)	20.1	0.0	0.0	0.5
Lane LOS	C			A
Approach Delay (s)	20.1	0.0		0.5
Approach LOS	C			

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
1: S Barlow Rd & Pacific Hwy E

Goby Wood Products
2034 w/ Proposed Zoning - PM Peak Period

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↙	↕	↙	↙	↕	↙
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00	0.98	1.00	1.00	0.98
Frbp, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.93			0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		1.00			0.97		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1690			1788		1736	3471	1520	1752	3505	1535
Flt Permitted		0.98			0.62		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1667			1151		1736	3471	1520	1752	3505	1535
Volume (vph)	6	91	116	392	133	23	29	788	5	140	659	280
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	7	102	130	440	149	26	33	885	6	157	740	315
RTOR Reduction (vph)	0	48	0	0	2	0	0	0	4	0	0	206
Lane Group Flow (vph)	0	191	0	0	613	0	33	885	2	157	740	109
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	3%	3%	3%
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)		45.0			45.0		3.0	25.6	25.6	9.0	31.6	31.6
Effective Green, g (s)		45.0			45.0		3.0	25.6	25.6	9.0	31.6	31.6
Actuated g/C Ratio		0.49			0.49		0.03	0.28	0.28	0.10	0.34	0.34
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		819			565		57	970	425	172	1209	530
v/s Ratio Prot							0.02	c0.25		c0.09	0.21	
v/s Ratio Perm		0.11			c0.53				0.00			0.07
v/c Ratio		0.23			1.08		0.58	0.91	0.01	0.91	0.61	0.21
Uniform Delay, d1		13.4			23.3		43.7	31.9	23.8	40.9	24.9	21.1
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.7			62.9		13.5	14.2	0.0	44.1	2.3	0.9
Delay (s)		14.0			86.2		57.1	46.1	23.8	85.0	27.2	22.0
Level of Service		B			F		E	D	C	F	C	C
Approach Delay (s)		14.0			86.2			46.4			33.4	
Approach LOS		B			F			D			C	
Intersection Summary												
HCM Average Control Delay			46.7				HCM Level of Service				D	
HCM Volume to Capacity ratio			1.01									
Actuated Cycle Length (s)			91.6						12.0			
Intersection Capacity Utilization			85.2%									E
Analysis Period (min)			15									
c Critical Lane Group												

ICM Unsignalized Intersection Capacity Analysis
 2: Site Access & Pacific Hwy E

Goby Wood Products
 2034 w/ Proposed Zoning - PM Peak Period



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	W		↑↑			↑
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	18	17	813	5	4	681
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	18	884	5	4	740
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1635	445			889	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1635	445			889	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	79	97			99	
cM capacity (veh/h)	91	561			758	

Direction, Lane #	NW 1	NE 1	NE 2	SW 1
Volume Total	38	589	300	745
Volume Left	20	0	0	4
Volume Right	18	0	5	0
cSH	154	1700	1700	758
Volume to Capacity	0.25	0.35	0.18	0.01
Queue Length 95th (ft)	23	0	0	0
Control Delay (s)	36.0	0.0	0.0	0.2
Lane LOS	E			A
Approach Delay (s)	36.0	0.0		0.2
Approach LOS	E			

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		49.0%	ICU Level of Service A
Analysis Period (min)		15	

CDS380
09/17/2014

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

Highway 061 All Road Types, MW 23.8 to 24.00 01/01/2009 to 12/31/2013, Both Add and Non-Add mileage

061: PACIFIC HIGHWAY EAST

Total crash records: 5

SD P R S W E A U C O DATE S L G H R DAY INVEST D S L K TIME	RDP FC COMMENT MIG TYP FIRST STREET MILEPOST SECOND STREET	COUNTY CITY	RD CHAR DIRECT	INT-TYPE (MEDIUM) LEGS TRAF- (HIGHEST) COMM	OFFRD WTHR RNDBT SURF COLL DROWY LIGHT EVACT	CRASH COLL	SFCL USE TLRQ QTY OWNER	MOVE FROM TO	PRTC INJ SUVTY E X REF LAC	HIHSH	ACT EVENT	CLUSE
03782 N N N NO RPT	1 06 MN 0 23.88	CLACKAMAS	STRIGHT UN 03	(NONE) UNKNOWN (04)	N N N	CLR DRY DAY	01 NONE 0 PRVTE PSNGR CAR	STRIGHT N -S	01 DRVR NONE 26 F OR-Y OR<25	031 000	031 000	06 06
04501 N N N N STATE	1 06 MN 0 23.88	CLACKAMAS	STRIGHT UN 04	(NONE) UNKNOWN (02)	N N Y	RAIN WET DARK	01 NONE 0 PRVTE PSNGR CAR	STRIGHT S -N	01 DRVR NONE 48 M OR-Y OR>25	043.026	000	07 07
00851 N N N NO RPT	1 06 MN 0 23.89	CLACKAMAS	ALLEY UN 05	(NONE) UNKNOWN (04)	N N N	CLR DRY DAY	01 NONE 0 PRVTE PSNGR CAR	STRIGHT N -S	01 DRVR INJC 31 M OR-Y OR<25	026	000	07 07
01680 N N N NONE	1 06 MN 0 23.92	CLACKAMAS	STRIGHT UN 03	(NONE) UNKNOWN (04)	N N N	CLR DRY DAY	01 NONE 0 PRVTE PSNGR CAR	STRIGHT N -S	01 DRVR INJC 69 M OR-Y OR<25	000	012 000	00 00
02496 N N N N STATE	1 06 MN 0 24.00	CLACKAMAS	STRIGHT UN 04	(NONE) UNKNOWN (04)	Y N N	CLR DRY DAY	01 NONE 0 PRVTE MTRICLE	STRIGHT S -N	01 DRVR INJB 71 M OR-Y OR<25	081	000 028	10 00 10

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submission of crash report forms is the responsibility of the individual driver, the crash analysis and reporting unit can not guarantee that all qualifying crashes are represented nor can we guarantee that all qualifying crashes are represented nor can we guarantee that all qualifying crashes are represented nor can we guarantee that all qualifying crashes are represented. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.



Project: 14134 - Goby Wood Products
 Intersection: Pacific Highway E at Site Access
 Date: 9/19/2014
 Scenario: 2017 Background + Site

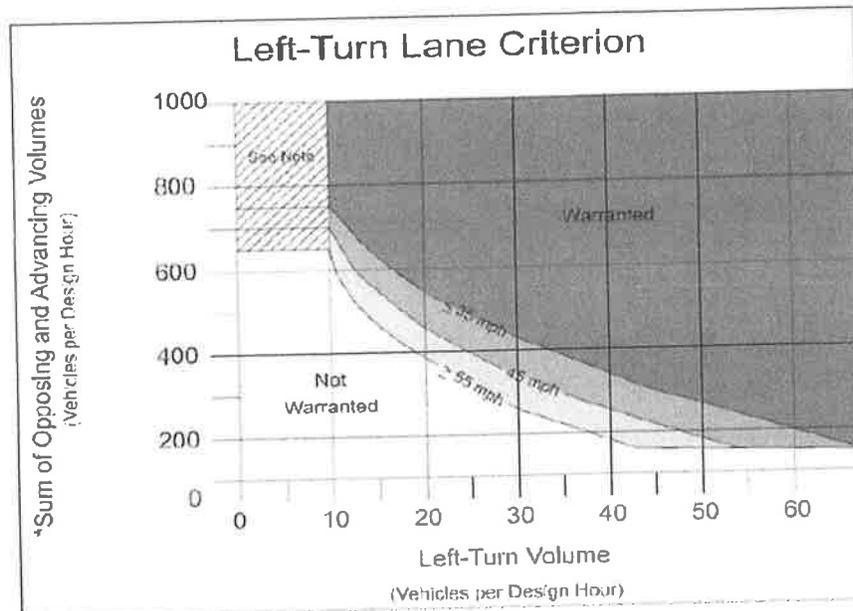
Speed? 55 mph

AM Peak Hour
 Left-Turn Volume 6
 Approaching DHV 493
 # of Advancing Through Lanes 1
 Opposing DHV 450
 # of Opposing Through Lanes 2

PM Peak Hour
 Left-Turn Volume 2
 Approaching DHV 609
 # of Advancing Through Lanes 1
 Opposing DHV 728
 # of Opposing Through Lanes 2

O+A DHV 718
 Lane Needed? **No**

O+A DHV 973
 Lane Needed? **No**



Source: Oregon DOT Analysis Procedures Manual 2008

⁴(Advancing Vol/ # of Advancing Through Lanes)+
 (Opposing Vol/ # of Opposing Through Lanes)

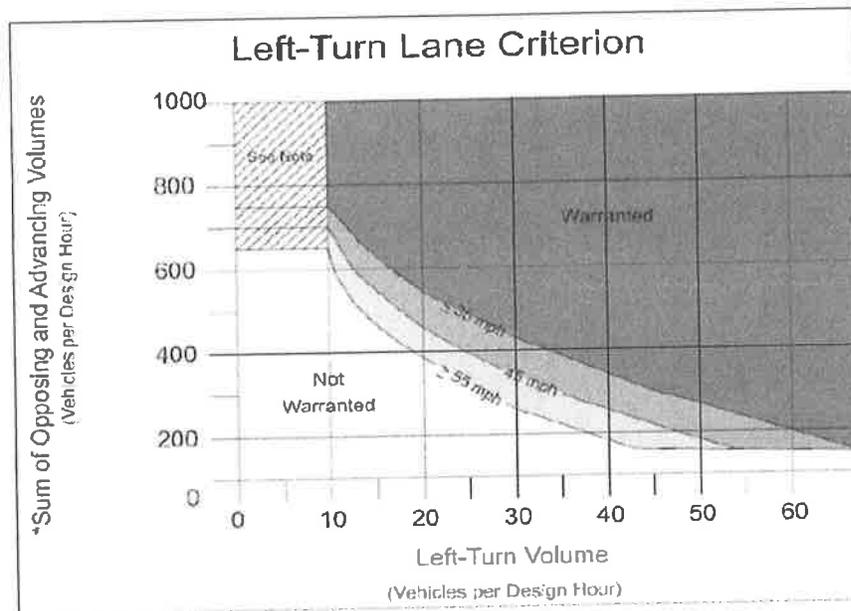
Note: The criterion is not met from zero to ten left turn vehicles per hour, but careful consideration should be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes are low, the adverse safety and operational impacts may require installation of a left turn. The final determination will be based on a field study.



Project: 14134 - Goby Wood Products
 Intersection: Pacific Highway E at Site Access
 Date: 9/19/2014
 Scenario: 2034 Worst-Case Development Scenario

Speed? 55 mph

AM Peak Hour		PM Peak Hour	
Left-Turn Volume	17	Left-Turn Volume	4
Approaching DHV	564	Approaching DHV	685
# of Advancing Through Lanes	1	# of Advancing Through Lanes	1
Opposing DHV	514	Opposing DHV	818
# of Opposing Through Lanes	2	# of Opposing Through Lanes	2
O+A DHV	821	O+A DHV	1094
Lane Needed?	Yes	Lane Needed?	No



Source: Oregon DOT Analysis Procedures Manual 2006

$$\frac{*(Advancing Vol/ \# \text{ of Advancing Through Lanes}) + (Opposing Vol/ \# \text{ of Opposing Through Lanes})}{
 }$$

Note: The criterion is not met from zero to ten left turn vehicles per hour, but careful consideration should be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes are low, the adverse safety and operational impacts may require installation of a left turn. The final determination will be based on a field study.



CANBY EXCAVATING

HWY 99E

PROPOSED RI ZONE
SITE

BALANCE OF TL 800

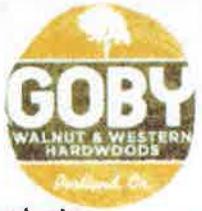


PROPOSED RI ZONE
SITE

BALANCE OF TL 800

HAUSER FOREST NURSERY

D R.I. PLAN/ZONE
hos
25408 S HWY 99E



JOHN L. BROSY
Land Planning & Development Services Consultant
161 High St. SE, Suite 224
Salem, Oregon 97301

The information on this map was derived from digital databases from Clackamas County's GIS. Care was taken in the creation of this map but is provided "as is". Clackamas County cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from Land Surveys may have been used in the creation of this product, in no way does this product represent or constitute a Land Survey. Users are cautioned to Field Verify information on this product before making any decisions.



Clackamas County

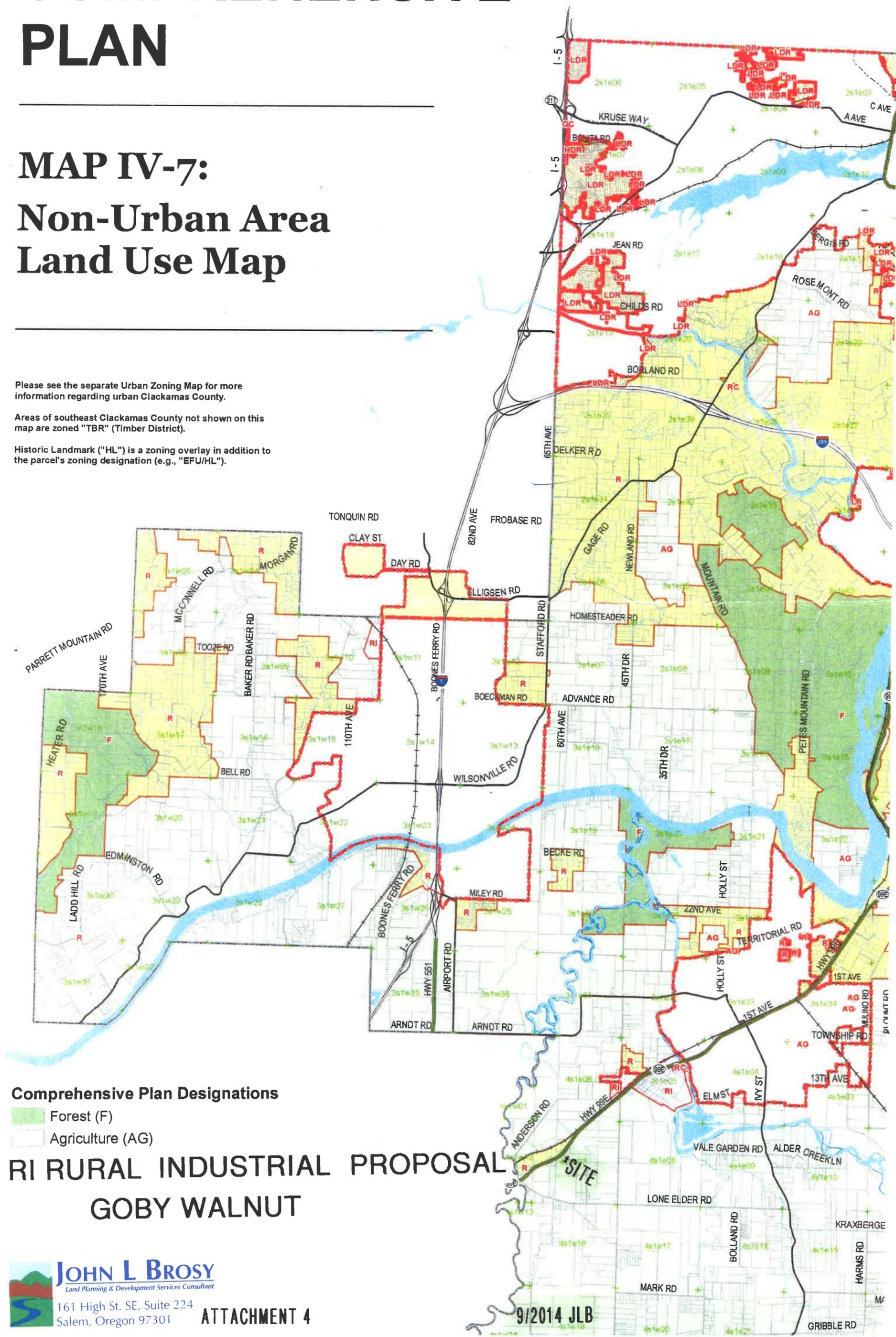
COMPREHENSIVE PLAN

MAP IV-7: Non-Urban Area Land Use Map

Please see the separate Urban Zoning Map for more information regarding urban Clackamas County.

Areas of southeast Clackamas County not shown on this map are zoned "TBR" (Timber District).

Historic Landmark ("HL") is a zoning overlay in addition to the parcel's zoning designation (e.g., "EFU/HL").



Comprehensive Plan Designations

- Forest (F)
- Agriculture (AG)

RI RURAL INDUSTRIAL PROPOSAL GOBY WALNUT

STATEWIDE PLANNING GOALS - PROPOSED FINDINGS OF FACT

ATTACHMENT 5

Comprehensive Plan/Zone Change Application 25408 S. Highway 99E, Aurora/Canby Goby Walnut & Western Hardwoods

The following attachment relates to the Statewide Planning Program's Goals and are additional proposed findings of fact for the above referenced land use application. The Statewide Goals were originally adopted in 1973. Any specific references come from the State Department of Land and Conservation's Statewide Planning Goals & Guidelines document last revised March 12, 2010.

Goal 1, Citizen Involvement, and Goal 2, Land Use Planning are directives for the State and its local government partners only.

Statewide Goal 3 - Agricultural Lands

This application to change 5.25 acres of the total 20 acre parcel to the Rural Industrial Plan and zone designations includes a Statewide Goal 3 Exception (Attachment 7). This Exception is proposed and justified under the "Reasons" Exception Criteria (OAR 660-004-0020 and 660-004-0022).

Agricultural Land by definition (Agricultural Land, paragraph 3) (OAR 660-0015-0000(3)) *does not include* land within urban growth boundaries *or land within acknowledged exceptions to Goals 3 (Agriculture) or 4 (Forest Lands).*

If the Goal 3 Exception is approved, then this Statewide Goal need not be addressed, since by definition, the 5.25 acres would no longer be Agricultural Lands. The assumption is that the "Reasons" Exception to Goal 3 will be approved as proposed. Please refer to pages 12-14 of our narrative/proposed findings of fact, which address all criteria for this type of Statewide Goal Exception.

These 5.25 acres which have been extensively developed (described throughout this application) and committed to commercial/industrial uses (multiple and significant buildings plus extensive asphalt paving and compacted gravel surfacing), have an excellent buffer or transition area from the remaining (agricultural) land of this site and all other nearby agricultural land, created by the forested, steep slope that separates the 5.25 acres from the

rest of this tax lot and ownership. This buffer or transition therefore conforms to Goal 3 Planning Guideline A.1. Guideline A.2 relates to carrying capacity of the air, land and water resources of the planning area. Negative impact on the carrying capacity of such natural resources, *if any*, would have been felt since approximately 1969 when the commercial/industrial uses began at this part of the tax lot. The long, historical commercial/industrial use of these 5.25 acres is the most important aspect to consider when viewing this Guideline.

By changing only these upper 5.25 acres to the RI Rural Industrial Plan and zone designation, non-farm uses are minimized to allow for maximum agricultural productivity (Implementation Guideline B.1). Only the 5.25 acre portion of the 20-acre tract/tax lot is proposed for the RI Plan and zone designation. That includes all the commercial/industrial buildings and associated asphalt and gravel parking areas. The balance of the 20-acre parcel includes the wooded slope which provides an excellent buffer between uses, and the lower area which will remain in agricultural zoning and use. In this manner, the application conforms directly to Implementation Guideline B.1.

No service extensions are necessary or proposed (Implementation Guideline B.2), and no services pass through or need to pass through this property (Implementation Guideline B.3)

Via the Goal 3 Exception Process, and because this application also conforms to Statewide Goal 3 Planning and Implementation Guidelines, this proposed Plan and zone change application complies to Statewide Goal 3.

Please also refer to this application's response to Clackamas County's Comprehensive Plan Chapter 4, Land Use which includes an Agriculture Section. This response begins at page 9 of our Application Narrative and Proposed Findings of Fact.

Statewide Goal 4 – Forest Lands

Except for the UGB's nearby Canby and Aurora and the scattered historic non-farm uses on some parts of Highway 99 E, this is a large, predominantly agricultural part of Clackamas and nearby Marion County with considerable distance from Land planned or zoned for Forest Lands. Land surrounding the Aurora UGB in Marion County is predominantly EFU. The long distance to Forest Plan/zoning of Clackamas County is shown on Attachment 4 (map). There is no land nearby this site that has any Clackamas County or Marion County Forest Land designations.

For the relatively small wooded areas in this vicinity in other zones, any impacts from the historical commercial/industrial usage of this site must have been considered minimal. The proposed RI Plan/zone and Goby Walnut & Wood Products proposed use should be expected to have a very minor impact on those same wooded areas, given the fewer trips that will be generated by this use, and given the environmentally "light" proposed use of the site in general, compared to the previous RV sales and service/repair business.

For these reasons, the application conforms to Statewide Goal 4.

Statewide Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces

There are no natural features or cultural areas on or near this site that are intended to be protected or conserved by Statewide Goal 5. Clackamas County open spaces have already been mapped and acknowledged by the State, and do not involve this site or nearby sites (Planning Guideline A.1). Planning Guideline A.2 is a directive to the County and not a requirement of a property owner/applicant. No natural resources or required sites for the generation of energy are mapped for this site or nearby sites (Planning Guideline A.3). Potential solar power generation would be subject to the County’s conditional use process. Planning Guidelines A.4 through A.7 are directives to Clackamas County, not to individual owners/applicants.

None of the Statewide Goal 5 Implementation measures B.1 through B.9 pertain to this application, as no protective Goal 5 resources are mapped here, and there does not appear to be anything of regional cultural significance in the assembly of buildings and other improvements on these 5.25 acres.

This application therefore conforms to Statewide Goal 5.

Statewide Goal 6 – Air, Water and Land Resources Quality

Most of Statewide Goal 6 are directives for Clackamas County, or refer to permitting jurisdictions of other state agencies, primarily the Department of Environmental Quality (DEQ), and have only tangential relation to this kind of Plan/zone change application. Overall environmental impact for the proposed use (Goby Walnut and Wood Products) should be considerably less than the previous RV sales and service business that had many more employees based here, had at least one building devoted to major structure welding and repair, and many stored RV vehicles of wide variety and ages. The anticipated Goby operation here has been described in detail in the narrative and proposed findings of fact.

The type of milling done by Goby is with all-electric sawmills (two) which have the lowest possible environmental impact of all milling types, and will be subject to DEQ permitting. Moreover, Goby is an extremely environmentally positive business, as it uses salvage, individually contracted wood for its operation. Even small, left-over pieces from the milling process are used for products such as butcher block surfaces, etc. Goby is also investigating the potential use of hardwood sawdust as part of an ecologically friendly weed suppressant for home use.

In these manners, the application conforms to Statewide Goal 6.

Statewide Goal 7 – Areas Subject to Natural Hazards

There are no areas subject to Statewide Natural Hazards mapped on this site. The only conceivable concern would be the steeply sloping, wooded area that will remain untouched and act as an excellent buffer area between the (proposed) Rural Industrial 5.25 acres and the lower, balance of the 20 acre site that will remain in agricultural use. Maintaining that transitional slope as a buffer eliminates any potential Goal 7 Natural Hazard issues.

None of the 20-acre site is mapped as flood plain in the FEMA mapping system. The entire site is identified only as an area outside both the 100- and 500- year flood plains. Please see Addendum 5 of the 2011 Land Appraisal (this application’s Attachment 6).

Most of Statewide Goal 7 includes directives for local governments, not individual owners/applicants.

In this manner the application therefore complies with Statewide Goal 7.

Statewide Goal 8 – Recreational Needs

Statewide Goal 8 includes directives for local governments to plan for recreational needs, or directives relating to the siting of future destination resorts. To our knowledge, these 5.25 acres have never been considered a potential recreational area for any city or special district jurisdiction.

The application therefore complies with Statewide Goal 8.

Statewide Goal 9 – Economic Development

Clackamas County’s Business & Economic Development Division published its Economic Landscape Final Report in June 2012 that identifies Wood Products as a Key Industrial Cluster for the County. Goby Walnut and Wood Products will compliment that sector, as it uses salvage hardwoods for unique but valuable purposes, and also exports much of its wood to other parts of the world, including Asia.

This application supports the Statewide Goal 9 by using hardwoods grown in the local Willamette Valley, and processing them here. This addresses Statewide Goal 9’s Planning Guidelines A.1 and A.2. This site represents an opportunity to expand a successful existing business, which addresses this Goal’s Planning Guideline A.4.

The application complies with Statewide Goal 9.

Statewide Goal 10 – Housing

Statewide Goal 10 contains directives for local governments, including that Goal’s Planning Guidelines, and Implementation Guidelines. This Statewide Goal may only indirectly pertain to this land use application. One small, old building formerly used as a dwelling (dating to the 1930’s) is located amongst the several buildings on the 5.25 acres. It has been vacant for a number of years and its future use has not been determined by the applicant/contract purchaser (Goby Walnut). In the future there may be a need for a caretaker dwelling for this proposed industrial use, but this is yet to be determined. There is no dwelling on the lower portion of the site that will maintain the agricultural Plan and zone designations.

This application complies with Statewide Goal 10.

Statewide Goal 11 – Public Facilities and Services

This is an important Statewide Goal that relates primarily to the process of urbanization and extension of public facilities and services. This land use application explains that no public facilities except for electric and telephone exist at this site or are needed for the new proposed use of this site. There is an on-site, private well which may need improvement, but the kind and intensity of the proposed use *will not require extension of City water service*, the nearest system of which is the City of Aurora. The 2011 Appraisal (Attachment 6) mistakenly lists the Aurora Water District as serving this site, which a recent call to that district confirmed as in error. Clackamas County’s building permit process includes occupancy permitting for new uses of existing buildings. That process will include the required sign-off by the Aurora Rural Fire Protection District.

The 5.25 acres has an on-site septic tank and drainfield system. The proposed new use *will not require extension of a sanitary sewer system* from a jurisdiction or special district. The County’s occupancy permit process will include checking the history and efficacy of the existing on-site system. If in the future improvements to the on-site septic system are required, the soils types on the 5.25 acre site as previously identified in the application (beginning at page 2 of this application) show no impediment to system improvements, as described in the soil survey for Clackamas County, and the characteristics of the individual soils occurring on this site (reference on paragraph 2 of Page 3 of this application).

Since no extension of public water or sanitary sewer systems are requested or required for this proposed Plan/zone or proposed use, this Statewide Goal 11 only indirectly pertains to this application. Other issues contained in this Statewide Goal are directives to local jurisdictions including Clackamas County, and not to individual property owners/applicants.

This application conforms to Statewide Goal 11.

Statewide Goal 12 – Transportation

At the County’s pre-application conference of August 21, 2014, the need for a Traffic Impact Study was identified. Please refer to Attachment 2, performed by Lancaster Engineering. Page 3 includes an Executive Summary of that Study’s findings. Note that item 6 of that Summary states: *“Full development under the proposed zoning will not significantly affect existing or planned transportation facilities as defined under Oregon’s Transportation Planning rule. Accordingly, no mitigation is recommended.” (Italics added)*

No safety mitigations are recommended (Summary item #7). A left-turn lane from Highway 99E into the site access point may be required at some time in the future if the site later becomes more intensely used than now anticipated (Summary item #8). There is ample existing highway right-of-way for that future potential turn lane, as well as likely existing pavement width at this, a relatively new and broad section of Highway 99E.

The Traffic Impact Study provided with this application as Attachment 2 addresses all aspects of the Statewide Goal 12 – Transportation that relate to individual land use applications, and the proposal is found to conform to that Goal. All other aspects of that Statewide Goal are directives to local governments and Clackamas County.

This application conforms to Statewide Goal 12.

Statewide Goal 13 – Energy Conservation

This Statewide Goal is a directive to local governments, for the most part. However, this application conforms to this Goal’s Planning Guideline A.3 by being a request to reuse numerous existing, vacant buildings for a new purpose, similar to the recycle and reuse of vacant land. The extensive improvements on this 5.25 acre site (multiple buildings in useable condition and large amounts of asphalt and gravel surfacing) have lost their nonconforming use rights due to the amount of time where there was no active use. This application is a sensible proposal to recycle the site for a compatible new purpose. This conserves energy in the manner supported by that Guideline.

The entire Goby operation is an energy and material conservation – positive business, as large hardwood trees are salvaged that would otherwise be wasted for less intensive purposes. Goby mills, dries and cures wood for high-quality uses. This location is central to the area Goby covers (Eugene to Portland in the valley), which will further conserve energy by reducing miles trucks will travel between the salvage site (tree) and the site where the wood is milled, stored and dried.

This application conforms to Statewide Goal 13 in these several ways.

Statewide Goal 14 – Urbanization

Rural Industrial Development is identified and authorized within this Statewide Goal, so the application conforms in this manner. This Statewide Goal addresses the orderly and efficient transition from rural to urban land uses. Since this is not a request to convert to an urban land use, the Goal does not otherwise pertain to this application. The proposed RI, Rural Industrial Plan and zone designation is one of the Comprehensive Plan’s land use options for rural areas. The rural nature of the area will not change, as no urban services are requested or required to be extended for this use. The proposed re-use of the existing site improvements is certainly rural in scale, given the few employees needed to be based at this location, and the land-intensive, rather than labor-intensive nature of this industrial activity.

The application conforms to Statewide Goal 14.

Statewide Goals 15 – Willamette River Greenway, 16 – Estuarine Resources, 17 – Coastal Shorelands, 18 – Beaches and Dunes and 19 – Ocean Resources

These Goals obviously do not pertain to this site which is in the middle of the Willamette Valley, some distance east and south of the Willamette River, and approximately 100 miles from the Oregon coast.

SUMMARY

This application to change these 5.25 acres that have been historically and extensively used for non-agricultural purposes, to the Rural Industrial Comprehensive Plan designation and RI zoning complies with all pertinent Statewide Goals.

CELTIC BANK CORP.

COMMERCIAL

VALUATION REVIEW CHECKLIST

FULL REVIEW PARTIAL REVIEW

BORROWER NAME: William P. Workman

ADDRESS: 25408 South Highway 99E
Aurora, CA 97002

LOAN NUMBER: 155025501 DESCRIPTION OF PROPERTY: RV Repair Shop + land

APPRAISER'S NAME: John Boyle APPRAISAL DATE: 4/20/11

MAI/STATE CERTIFIED yes CELTIC BANK APPROVED yes COMPLETED FOR CELTIC yes
TIMELINESS OF APPRAISAL yes ON TIME # OF DAYS LATE

APPRAISER RESPONSIVENESS: good (excellent, good, fair, unsatisfactory)
RATING OF APPRAISER: B (A = Excellent, B = Good, C = Fair, D = Unsatisfactory, E = Unacceptable)

NEIGHBORHOOD:
Relatable to subject yes no Is the neighborhood defined yes no
Zoning acceptable yes no Is the neighborhood acceptable yes no

COMPARABLES:
Similar properties yes no Distance acceptable yes no
Within date scope yes no Land value similar yes no
Adjustables acceptable yes no

RECONCILIATION:
Cost Approach: 324,000 Sales Approach: 384,000 Income Capitalization Approach: n/a
As is Value: 579,000 Improved Value: n/a Are they in General Agreement: yes

COMMENTS: Plus land of 195,000

I HAVE REVIEWED THIS APPRAISAL AND FOUND THE APPRAISAL TO BE ACCEPTABLE.
THE CURRENT MARKET IS THE SAME AT \$ 579,000.

I HAVE REVIEWED THIS APPRAISAL AND BELIEVE THE MARKET VALUE AS STATED TO BE HIGH.
CELTIC BANK WOULD BE BETTER SERVED WITH A VALUE OF \$ _____

REASONS: _____

I HAVE REVIEWED THE SUPPORTING DOCUMENTATION ON VALUE. I BELIEVE A VALUE OF
\$ _____ IS ACCEPTABLE.

EXAMINER [Signature] DATE 4/21/11
REVIEWER [Signature] TITLE elo DATE

SUMMARY APPRAISAL REPORT

Top O Hill RV Mixed-Use Property
25408 South Highway 99E
Aurora, Oregon 97002
April 20, 2011

PREPARED FOR

Celtic Bank
Attn: Mr. Bradley C. Bybee
340 East 400 South
Salt Lake City, Utah 84111

PREPARED BY

RSP & Associates LLC
Ryan S. Prusse, MAI
Kurt K. Plaster
PO Box 365
Wilsonville, Oregon 97070
(503) 582-8944
(503) 582-0944 – FAX

AF#110402.KKP

*RSP & Associates LLC
PO Box 365
Wilsonville, OR 97070
(503) 582-8944
(503) 582-0944 – fax
www.rspondassociates.com*

May 4, 2011

Celtic Bank
Attn: Mr. Bradley C. Bybee
340 East 400 South
Salt Lake City, Utah 84111

Dear Mr. Bybee:

Subject: Summary Appraisal Report
Top O Hill RV Mixed-Use Property
Aurora, Oregon 97002

At your request, we have prepared an appraisal in summary report format valuing the Top O Hill RV Mixed-Use Property, located at 25408 South Highway 99E, in Aurora, Oregon. A legal description of the property and abbreviated descriptions of the site and improvements are included in this summary report. The scope of work includes inspection of the subject property, analysis of historic/current market trends and development of the Sales Comparison Approach.

The purpose of this appraisal is to estimate the **market value** of the subject property in **fee simple**, estimated as of **April 20, 2011**. There are no other intended uses or report functions.

The use of the report is for portfolio management purposes, and is intended for no other use. The anticipated marketing/exposure period of the property is six to 12 months, given that the property is average quality and located in a rural area of Clackamas County, with good access to local collector and arterial streets.

This report is prepared in compliance with current Uniform Standards of Professional Appraisal Practice (USPAP), as formulated by the Appraisal Foundation and further with Celtic Bank appraisal policies. The report complies with FIRREA appraisal mandates.

Reference to the Assumptions and Limiting Conditions section of the attached report is recommended for a complete understanding of the basis on which the value conclusion is predicated. A copy of the client's engagement letter is included in the Addenda of the attached appraisal report. The signatories of this report have sufficient education and experience in valuing similar properties to satisfy the competency rule of the Uniform Standards. The reported value was not based upon a requested valuation or on specific loan approval.

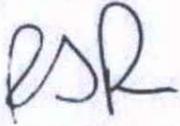
It is our opinion the **market value** of the subject property, in **fee simple**, as of **April 20, 2011**, was:

FIVE HUNDRED SEVENTY-NINE THOUSAND DOLLARS...\$579,000.

Celtic Bank
Attn: Mr. Bradley C. Bybee
May 4, 2011
Page 2

The basis for this conclusion is explained in detail in the contents of the attached appraisal report. If additional clarification is needed, please do not hesitate to contact our office.

RSP & ASSOCIATES LLC



Ryan S. Prusse, MAI
Oregon Appraiser Certification No. C000498



Kurt K. Plaster
Oregon Appraiser Certification No. C001003

TABLE OF CONTENTS

INTRODUCTION

Executive Summary.....	1
General Location Map	
Purpose & Function of Appraisal.....	3
Appraisal Definitions.....	4
FIRREA Requirements.....	6
Assumptions & Limiting Conditions	7
Market Area Analysis.....	10
Market Area Map	

FACTUAL DATA

Location & Legal Reference	12
Property History	12
Tax & Assessment Data	13
Plat Map	

PROPERTY DATA

Subject Photographs	14
Property Description.....	22
Aerial Photo	

ANALYSIS AND CONCLUSIONS

Highest & Best Use Analysis	25
Marketability Analysis	30
Methodology & Scope of Appraisal	31
Site Analysis & Valuation.....	33
Valuation by Cost Approach	39
Valuation by Income Capitalization Approach.....	45
Valuation by Sales Comparison Approach	46
Reconciliation & Final Conclusions	57
Appraiser Certification(s).....	59

ADDENDA

<i>I. Firm/Appraiser Qualifications</i>	
<i>II. Engagement Letter</i>	
<i>III. RealQuest Printout</i>	
<i>IV. Clackamas County Zoning (EFU)</i>	
<i>V. Flood Map</i>	
<i>VI. Clackamas County Labor Trends</i>	

EXECUTIVE SUMMARY

Location:	25408 South Highway 99E Aurora, Oregon 97002
Reference Parcel:	4S-1E-07, TL 800 Clackamas County, Oregon
Area in Site:	5.25 acres (primary site) 14.75 acres (surplus land) 20.00 acres (total site)
Zoning:	EFU (Exclusive Farm Use) Legal, non-conforming use in place Clackamas County, Oregon
Flood Zone Designation:	Zone X, outside flood plain FIRM #415588 0505 D, 6/17/2008
Special Hazards:	No known hazards

Improvements: The property (primary site) includes multiple buildings configured for use as a RV service and storage business. Existing improvements total approximately 10,973 SF with an RV service/shop building (3,000 SF), two modular office buildings (1,296 SF), a dated/modest 1,518 SF single family residence and multiple outbuildings (sheds and barns) comprising 5,159 SF in five separate buildings. The buildings were constructed from 1969 to the 1980s and all are considered to be modest/average quality/condition with typical signs of deferred maintenance.

Two additional farm related improvements are located on the lower surplus site area. These improvements are best described as farm oriented sheds or outbuildings and contribute minimally to the overall site. Most of the buildings are wood (pole or frame) or pre-engineered steel. There are two 14' x 12' grade level overhead doors, in the main RV service building.

The improvements are rated as Class C in quality, rural exposure, and condition. Access to the site is from the south along Highway 99E. Parking on-site includes ample asphalt and gravel-surfaced areas in front of the buildings and additional areas designated for large vehicles (completely fenced) near the west-end of the site. Overall condition and appearance of the subject property is average/modest and conforms to market expectations for rural commercial space and average/modest living area.

The surplus site area (14.75 acres) is below the hill from the primary commercial related improvements. This area is mostly open field with minimal improvements and has historically been used for cattle (open grazing) and other farming uses.

Highest & Best Use (vacant):	Hold for future rural agricultural/residential use
Highest & Best Use (improved):	Existing rural commercial/mixed use

EXECUTIVE SUMMARY (Cont.)

Market Value Indications – Primary Site

<i>Cost Approach:</i>	\$324,000
<i>Income Capitalization Approach:</i>	Not developed
<i>Sales Comparison Approach:</i>	\$384,000
<i>Market Value Conclusion:</i>	\$384,000
<i>Surplus Land Component:</i>	<u>\$195,000</u>
<i>Total Market Value Conclusion:</i>	\$579,000 (rounded)
<i>Interest Appraised:</i>	Fee simple
<i>Date of Inspection:</i>	April 20, 2011
<i>Appraiser(s):</i>	Ryan S. Prusse, MAI Kurt K. Plaster

PURPOSE OF APPRAISAL

The purpose of this appraisal is to estimate the market value of the subject property in fee simple, as of the April 20, 2011, date of inspection.

FUNCTION OF APPRAISAL

The appraisal will function (intended use) as a basis of value for asset monitoring, disposition or other type of secured credit transaction by the client (intended user). The report is intended for no other use.

APPRAISAL DEFINITIONS

Market Value, as defined by the *Uniform Standards of Professional Appraisal Practice*, 2006 Edition, is:

The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeable, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

1. buyer and seller are typically motivated;
2. both parties are well informed or well advised, and acting in what they consider their best interests;
3. a reasonable time is allowed for exposure in the open market;
4. payment is made in terms of cash in United States dollars or in terms of financial arrangements comparable thereto; and
5. the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.¹

This definition is in compliance with the OCC (Office of the Comptroller of the Currency), FDIC (Federal Deposit Insurance Corporation), *FIRREA (Financial Institutions Reforms, Recovery and Enforcement Act)*, and *USPAP (Uniforms Standards of Professional Appraisal Practice)* as adopted by the Appraisal Foundation and the Appraisal Institute.

Property Rights Appraised

Leased Fee Estate, is defined in *The Dictionary of Real Estate Appraisal*, Fourth Edition (2002), as:

An ownership interest held by a landlord with the rights of use and occupancy conveyed by least to others: The rights of lessor (the leased fee owner) and the leased fee are specified by contract terms contained within the lease.

Fee Simple Estate, is defined in *The Dictionary of Real Estate Appraisal*, Fourth Edition (2002), as:

Absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat.

Exposure Time/Marketing Period

Exposure time is defined within the *USPAP*, Statement 6, as:

The estimated length of the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal; a retrospective estimate based upon an analysis of past events assuming a competitive and open market.

¹ The Appraisal Foundation, *The Uniforms Standards of Professional Appraisal Practice*, 2006, p. 4. And *Code of Federal Regulations, Part 1608*, 7-25-91 revision, p. 2, Section 1608.2 (f).

APPRAISAL DEFINITIONS (Cont.)

Marketing period is very similar to exposure time, but reflects a projected time period to sell the property, rather than a retrospective estimate. As such, a similar time period of six to 12 months is supported for the subject property's marketing period.

FIRREA APPRAISAL REQUIREMENTS

Compliance With USPAP

This report conforms to generally accepted appraisal standards as set forth in the Uniform Standards of Professional Appraisal Practice (USPAP), promulgated by the Appraisal Standards Board of the Appraisal Foundation: 1155 15th Street, NW, Suite 1111, Washington DC 20005.

Written Appraisal Form

This appraisal is a summary report stating the appraiser(s)' opinion as to the market value of the **fee simple** interest of the property.

Deductions and Discounts

The property is an existing rural mixed-use property consisting of a legal, non-conforming commercial use, as well as significant EFU-zoned land with highway exposure characteristics. The current ownership entity has held the property for more than five years; however, recent health issues forced closure of the operating businesses and (effective) abandonment. Appropriate deductions or discounts have been made to render an "as is" market value, where applicable.

Market Value

This report is based on the definition of market value as defined in the preceding Appraisal Definitions section.

Disclosure of Competency

The writers of this report meet the USPAP competency provision in that RSP & Associates LLC has appraised a wide variety of industrial, commercial, residential and special use properties throughout Oregon and Washington. Particular concentration is in the Portland metropolitan and Willamette Valley. Ryan S. Prusse is an Oregon and Washington Certified General Appraiser and member of the Appraisal Institute. Kurt K. Plaster is an Oregon Certified General Appraiser and associate member of the Appraisal Institute. Firm and Appraiser Qualifications are included in the Addenda of this report.

Trend Analysis

The Area and Market area Analyses provide summarized information pertaining to economic, government, physical and social influences. Also, the Highest and Best Use section identifies specific supply/demand trends prevalent in the subject property's particular competitive market(s).

Prohibitive Influences

This appraisal includes a signed Certification from the appraisers that this appraisal meets the most recent appraisal standards mandated by federal and state law, as well as USPAP. In addition, this appraisal was not based on a requested minimum valuation, specific valuation, or approval of a loan.

Personal Property, Fixtures and Intangible Items

The total market value estimated in this appraisal does not include built-in equipment or other personal property. The appraisal does not include personal property, fixtures, product or supply inventories, or any intangibles such as business value or goodwill.

ASSUMPTIONS & LIMITING CONDITIONS

- The analysis assumes that the Clackamas County Assessor's office legal description accurately represents the subject property. A survey has not been provided to RSP & Associates LLC. If further verification is required, a current survey by a qualified surveyor is advised.
- We assume no responsibility for matters legal in character, nor do we render any opinion as to title, which is assumed to be marketable.
- All existing liens, encumbrances, and assessments have been disregarded, unless otherwise noted, and the property is appraised as though free and clear, under responsible ownership, and competent management.
- The exhibits in this report are included to assist the reader in visualizing the property. We have made no survey of the property and assume no responsibility in connection with such matters.
- Unless otherwise noted herein, it is assumed that there are no encroachments, zoning, or land use violations existing in the subject property.
- The appraisers assume no responsibility for determining if the property requires environmental approval by the appropriate governing agencies, nor if it is in violation thereof, unless noted.
- Information presented in this report has been obtained from what are believed to be reliable sources. It is assumed that the information obtained from trusted third party sources is accurate.
- This report shall be used for its intended purpose only. Possession of the report does not include the right of publication.
- RSP & Associates LLC staff will not be required to give testimony or to appear in court by reason of this appraisal, with reference to the property in question, unless prior arrangements have been made.
- The statements of value and all conclusions shall apply as of the dates shown herein. The appraisers have no present or contemplated future interest in the property, which is not specifically disclosed in this report.
- Neither all, nor any part, of the contents of this report shall be conveyed to the public through advertising, public relations, news, sales, or other media without the written consent or approval of the authors. This applies particularly to value conclusions and to the identity of RSP & Associates LLC and its employed staff.
- This report must be used in its entirety. Reliance on any portion of the report out of context may lead the reader to erroneous conclusions regarding the property and/or its value(s). No portion of the report is intended to stand alone without approval from RSP & Associates LLC.
- The valuation stated herein assumes professional management and operation of the building(s). Inherent in this assumption is an adequate maintenance and repair program.

ASSUMPTIONS & LIMITING CONDITIONS (Cont.)

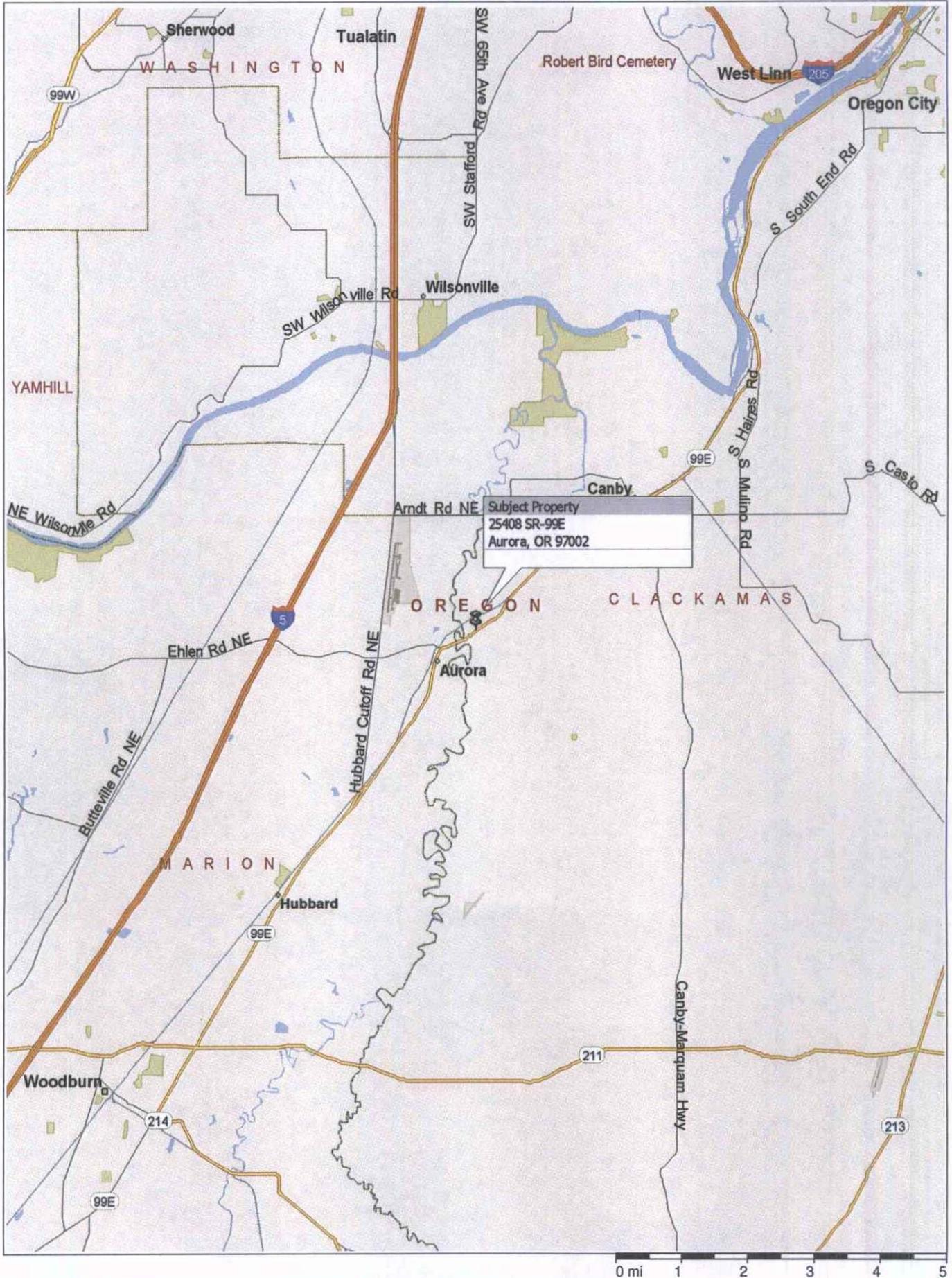
- The valuation is based on the projection that the property will maintain stabilized occupancy as defined herein. Specific to this definition is the existence of tenants paying market level rents.
- The liability of RSP & Associates LLC and staff is limited to the client only and only up to the amount of the fee actually received for the assignment. Further, there is no accountability, obligation, or liability to any third party. If this report is placed in the hands of anyone other than the client, the client shall make such party aware of all limiting conditions and assumptions of the assignment and related discussions.
- Disclosure of the contents of this appraisal report is governed by the By-Laws and Regulations of the Appraisal Institute. The party for whom the appraisal report was prepared may distribute copies, in its entirety, to such third parties as may be selected.
- The appraisers are in no way responsible for any costs incurred to discover or correct any deficiency in the property. The appraisers assume that there are no hidden or non-apparent conditions of the property, subsoil, or structures, which would render it more or less valuable.
- In the case of limited partnerships or syndication offerings or stock offerings in real estate, the client agrees that in case of lawsuit (brought by lender, partner, or part owner in any form of ownership, tenant, or any other party), any and all awards, settlements, or cost, regardless of outcome; the client will hold RSP & Associates LLC completely harmless.
- The appraisers are not qualified to detect the non-apparent presence of toxic or hazardous substances or materials, which may influence or be associated with the property or any adjacent properties. No investigation or analysis as to the presence of such materials has been made. The duty to note the presence of such materials has been expressly disclaimed. Therefore, irrespective of any degree of fault, RSP & Associates LLC its principals, agents, and employees, shall not be liable for costs, expenses, damages, assessments, or penalties, or diminution in value, property damage, or personal injury (including death) resulting from or otherwise attributable to toxic or hazardous substances or materials, including without limitation hazardous waste, asbestos material, formaldehyde, or any smoke, vapors, soot, fumes, acids, alkalis, toxic chemicals, liquids, solids, or gases, waste materials or other irritants, contaminants, or pollutants.
- The appraisers assume no responsibility for determining if the subject property complies with the *Americans with Disabilities Act (ADA)*, which prescribes specific building standards which may be applied based on factors such as building age, historical significance, amenability to improvement, and costs of renovation. RSP & Associates LLC its principals, agents, and employees, shall not be liable for any costs, expenses, assessments, penalties, or diminution in value resulting directly from non-compliance. Except as otherwise noted herein, this appraisal assumes that the subject property complies with all ADA standards appropriate to the subject improvements; if the subject property is not in compliance, the eventual renovation costs and/or penalties may negatively impact the present value of the property. If RSP & Associates LLC was advised of necessary renovation costs, time period needed for renovation, and penalties for non-compliance, appropriate adjustments would be made to the value conclusion(s) reported herein.

ASSUMPTIONS & LIMITING CONDITIONS (Cont.)

Specific Assumptions

- Existing on-site water/sewer improvements are functional/operable.
- Interior conditions of all permanent structures is average (no interior inspection permitted).
- The value of the primary site and improvements is based on continuation of legal non-conforming use as granted by the Clackamas County Planning Department. However, this entitlement may expire without continual occupancy/use. Please refer to the Zoning and Highest & Best Use Analyses for details and conditions.
- Due to lack of owner cooperation, full access to the site and improvements was not granted. The valuation contained herein is based on information gathered through an on-site inspection (exterior only) with additional reliance on detailed descriptions of the improvements as provided by the Clackamas County Assessor's Office.
- There are multiple modular (manufactured) buildings on-site that have been treated as real property (due to historic existence and permanent installation observed). We assume that they remain on-site as modest enhancements to the land value.

Market Area Map



Copyright © and (P) 1988–2006 Microsoft Corporation and/or its suppliers. All rights reserved. <http://www.microsoft.com/streets/>
 Portions © 1990–2006 InstallShield Software Corporation. All rights reserved. Certain mapping and direction data © 2005 NAVTEQ. All rights reserved. The Data for areas of Canada includes information taken with permission from Canadian authorities, including: © Her Majesty the Queen in Right of Canada, © Queen's Printer for Ontario, NAVTEQ and NAVTEQ ON BOARD are trademarks of NAVTEQ. © 2005 Tele Atlas North America, Inc. All rights reserved. Tele Atlas and Tele Atlas North America are trademarks of Tele Atlas, Inc.

IMMEDIATE MARKET AREA ANALYSIS

Please reference the May 2011 Portland Metro Labor Trends publication in the Addenda of this report for the most recent employment and economic data for the immediate area and overall region.

The subject property is located near the city of Aurora, in extreme southern Clackamas County. This area is located along Highway 99E, between Canby and Woodburn. It is a small rural submarket with historical dependence on natural resource based industry, light manufacturing, local businesses and wide array of specialty agricultural products.

Population of Aurora increased steadily during the 1990s, while 2000 to 2010 has shown more rapid growth. The most recent population estimates (Portland State University - July 1, 2010) for Aurora and Donald are 980 and 1,030 respectively. Due to the proximity (southern fringe) of the Portland and Salem metropolitan regions, the cities of Hubbard, Donald, Aurora and Canby have become havens for new residential construction, particularly during the peak years of 2004-2006. Residential and commercial growth in southern Clackamas County has been driven largely by affordability of housing and proximity to the I-5 corridor between Portland and Salem.

Other rapid population increases have occurred in nearby Wilsonville, Molalla and Oregon City, and to a lesser degree Silverton, Gervais and Woodburn. Wilsonville's growth has been constrained by development moratoriums brought on by insufficient water supply, traffic impacts and very tight land supply. The subject property's immediate area is heavily influenced by job growth and economic expansion from both Portland and Salem.

Population projections estimate continued steady growth for the Portland metropolitan area, in addition to the Salem-Keizer MSA. Aurora, Donald, Hubbard and the other smaller Marion County cities have absorbed a greater share of this growth due to affordability factors and a convenient location near the I-5 corridor mid-way between Salem and Portland. The affordability of housing will continue to draw residents to the outlying (southern) edge of the Portland-Vancouver MSA.

Economically, Barlow/Aurora follows the same general trends as the Salem MSA (south) and Portland-Vancouver MSA (north). Copies of the Labor Trends reports (May 2011) are included in the Addenda of this report.

The primary employer in the Salem MSA is government, including federal, state and local public jobs. The Portland area has a more diversified employment base including manufacturing, retail/wholesale trade, construction, distribution, professional services, government, tourism and agriculture. Complementary professional services such as banking, mortgage lending, title services also experienced employment gains. Government employment continues to steadily add jobs in both the Salem and Portland-Vancouver MSAs.

Real estate development in the immediate area includes several mid-sized residential subdivisions, a significant segment of senior housing in Woodburn/Canby, continued expansion of the Woodburn Company Stores (factory outlet center), and many smaller projects. The commercial hubs of the immediate area are Woodburn, Canby and Wilsonville, though many

IMMEDIATE MARKET AREA ANALYSIS (Cont.)

surrounding cities include many commercial services. Little new commercial development exists in the smaller cities.

In summary, the market area has benefited by strong population growth and continues to indicate attractive demographic features. As the economy slowly transitions from rural, agricultural and low-density housing to suburban uses such as residential subdivisions and commercial services, it is expected that future development will be steady as the number of dwellings and residents expands. Overall, the immediate south Clackamas County market is influenced by above average household incomes and typical MSA unemployment. General scarcity of land within the cities' Urban Growth Boundaries combines to restrict housing supply, land availability and bolster prices. There are no significant adverse influences that impact the market area. As the Salem-Keizer economy grows, stable expansion southward along the I-5 corridor is predicted.

LOCATION & LEGAL REFERENCE

The subject property is located along Highway 99E in a rural commercial segment of the Aurora periphery, in Clackamas County. The subject property is adjacent to similar modest commercial/residential uses. The primary street address is 25408 South Highway 99E, Aurora, Oregon. The property is also identified as Clackamas County Assessor's Parcel 4S-1E-07, TL 800.

The subject property consists of a multi-acre site less than one-half mile northeast of the Aurora city limits. As of the April 20, 2011 date of inspection, the subject property consists of 20.00 gross acres with irregular dimensions and significant topographic variations. A legal description of the subject site is included in the Addenda of this report.

PROPERTY HISTORY

No preliminary title report was reviewed. According to Clackamas County tax and assessment records, ownership of the subject property is vested in William P. and Tiffany Workman. The current owners have held the property long-term. The site is improved with RV service and sales related improvements as well as a single family residence and multiple outbuildings. It has been configured in its current state since the 1980s.

William Workman recently passed away and the Top O Hill RV Sales and Service business ceased operations after 22 years in business. The improvements are currently vacant with no ongoing business operations. Multiple attempts to contact Tiffany Workman were made but no phone calls were returned. We assume that the property is unencumbered without any leased fee interest.

The property has not transferred ownership in the last five years, according to Clackamas County records. It is not currently listed for sale. The information presented above is all the information available regarding the five-year sale history of the subject property.

TAX ASSESSMENT & DATA

The subject property is liable for annual real estate taxes levied by the Clackamas County Assessor's Office.

The following table summarizes the tax account, the real market assessed value, the maximum assessed tax value, and 2010-11 tax liability.

<i>Account #</i>	<i>Land</i>	<i>Improvements</i>	<i>Total RMV</i>	<i>MAV</i>	<i>Taxes</i>
1004905	\$1,207,340	\$360,630	\$1,567,970	\$1,242,725	\$16,447.22

The 2010-11 total millage rate was \$13.2348 per \$1,000 of assessed value.

In the past, taxes were calculated based on real market value. Following passage of Measure 50, a new value limit called Maximum Assessed Value rolls back the 1997-98 assessed value to 90 percent of the 1995-96 real market value. The 1997-98 tax assessment statements show both real market value and maximum assessed value. The lower value (maximum assessed value) is the assessed value from which taxes are calculated. Starting in 1998-99, the assessed value was limited to a maximum of three-percent growth per year.

SECTION 7 T.4S. R.1E. W.M.
Clackamas County
1" = 400'

Consolidated Towns
1100
1500
1900
1905
1908
2100
2105
200A1
2500

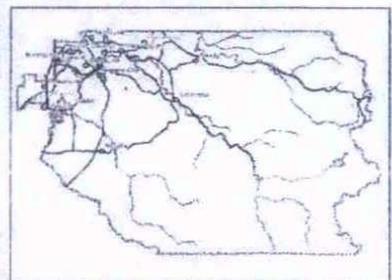
86-06

86-20

FF10

EFU

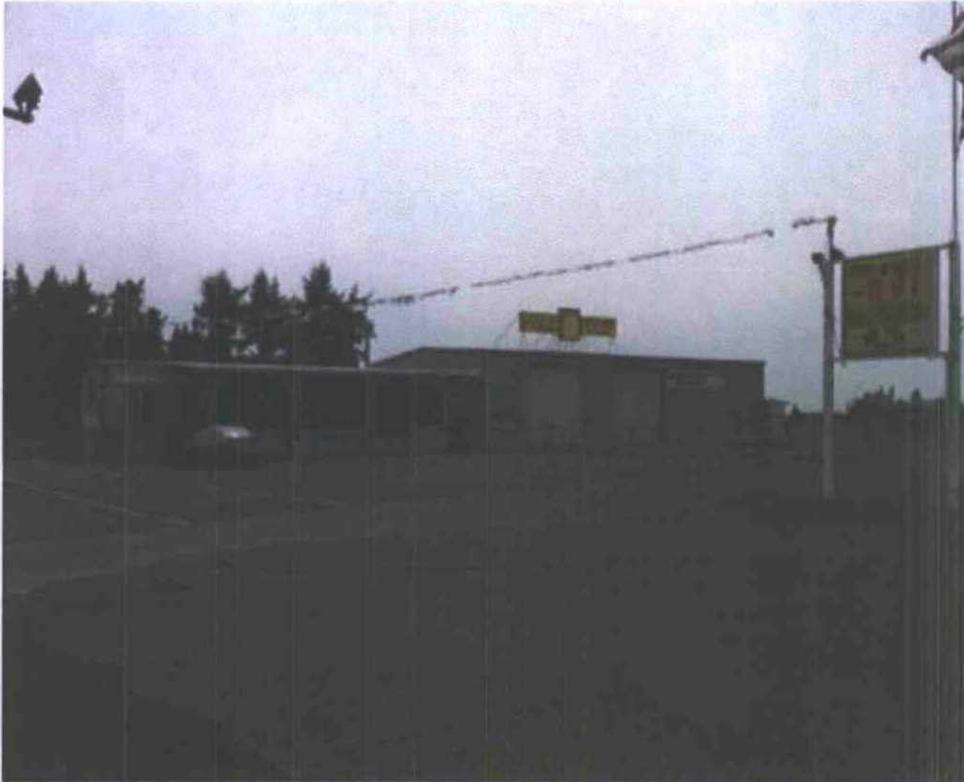
- Point Boundary
- - - Private Road ROW
- - - Historical Boundary
- - - Railroad Centerline
- Tax Parcel Lines
- Map Index
- Water Lines
- Lake Use Zoning
- ▨ Flats
- Water
- Contour
- Section Corner
- 1/4th Line
- Govt Lot Line
- - - DLG Line
- - - Meander Line
- - - PLSS Section Line
- Historic Corridor 40'
- Historic Corridor 20'



THIS MAP IS FOR ASSESSMENT PURPOSES ONLY



SUBJECT PHOTOGRAPHS



1) View south of primary RV sales/repair improvements on the site from Highway 99E.

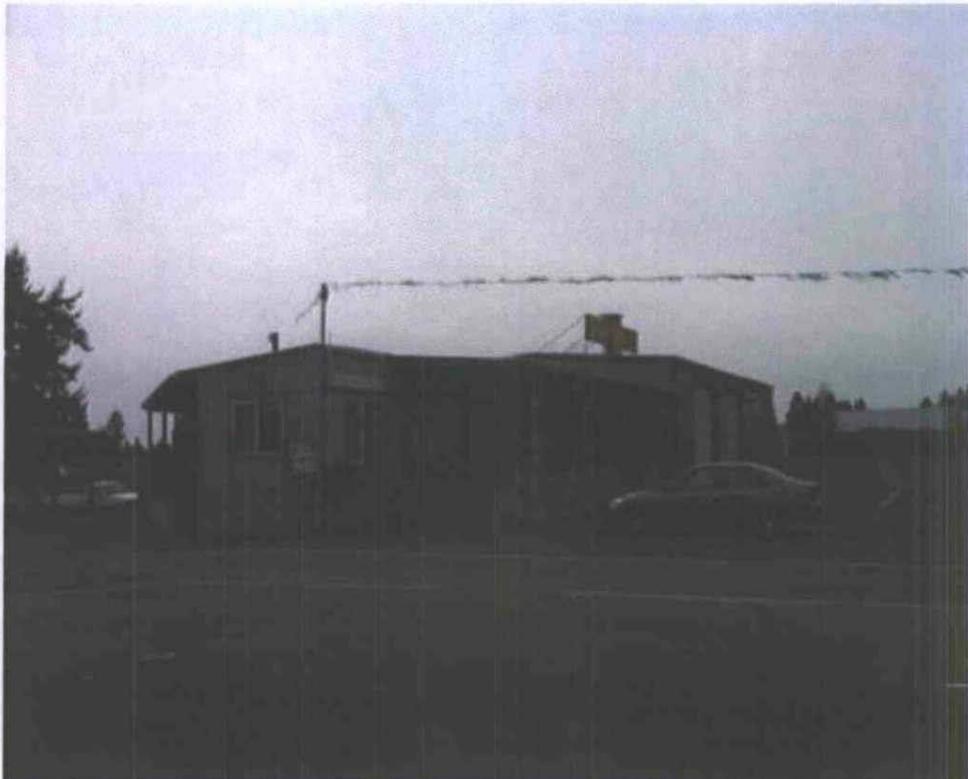


2) Street view east along Highway 99E.

SUBJECT PHOTOGRAPHS (Cont.)



3) Street view west along Highway 99E.



4) View north of office and shop buildings.

SUBJECT PHOTOGRAPHS (Cont.)

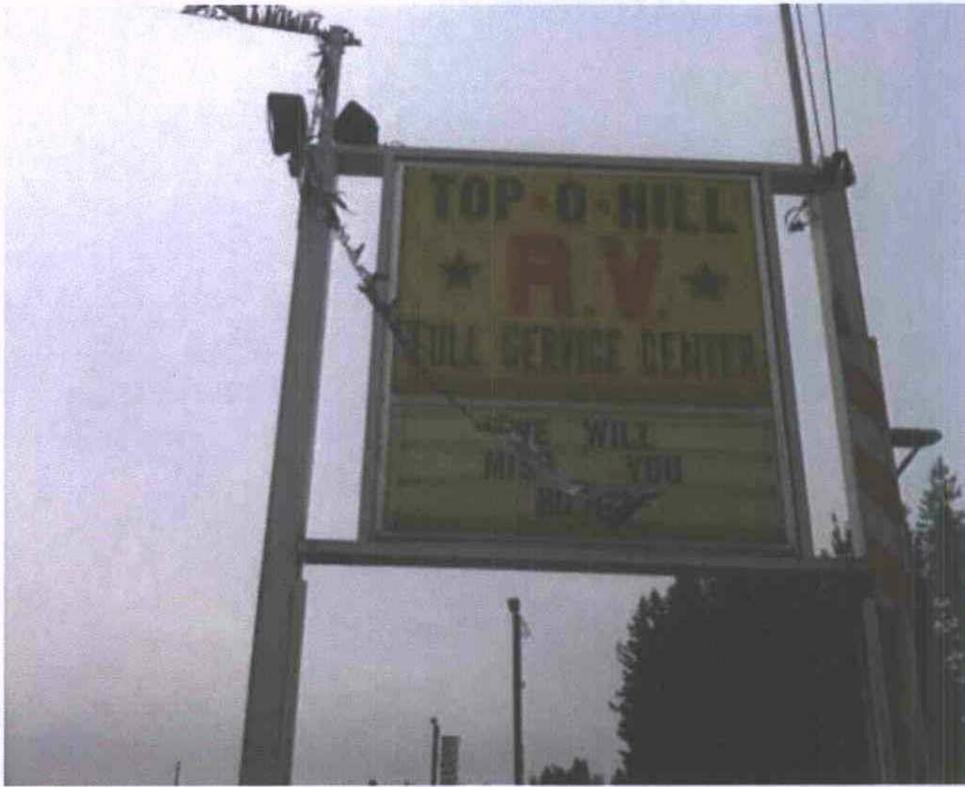


5) View of single family residence located on-site.



6) View of sales/contract office.

SUBJECT PHOTOGRAPHS (Cont.)



7) View of front monument signage near primary site access point.



8) View east of site and improvements from western property line.

SUBJECT PHOTOGRAPHS (Cont.)



9) Rear view of primary office and shop improvements.



10) View north of RV storage area.

SUBJECT PHOTOGRAPHS (Cont.)



11) View south of open fenced area used for storage of RVs.



12) View south of open RV storage area near primary shop building.

SUBJECT PHOTOGRAPHS (Cont.)



13) View south of miscellaneous outbuildings.



14) View of open RV storage area near southern property line.

SUBJECT PHOTOGRAPHS (Cont.)



15) View of miscellaneous outbuilding improvements.



16) View west of open RV storage area near northern property line.

PROPERTY DESCRIPTION

Location

The subject property is identified by the street address of 25408 South Highway 99E, Aurora, Oregon. The site is located in a rural area of Aurora, Oregon about on-half mile northeast of downtown Aurora. Surrounded by rural commercial and agricultural uses, the subject property has direct access to Highway 99E. A legal description of the site is included in the Addenda of this report.

Size/Shape

According to measurements from the Clackamas County Assessor's map, the subject property consists of 20.00 acres. The site is further divided between a primary area (5.25 acres) with RV service and sales related improvements and a single family residence that are legal non-conforming uses with Clackamas County. The remaining 14.75 acres is considered surplus site area that is minimally improved. For a more detailed description of the site and depiction of shape/boundaries, a copy of the Plat Map as well as an aerial map is included in this report.

Access

Access is direct via Highway 99E, with exposure from traffic traveling to and from Canby to Aurora along the arterial in the area. The subject property has more than 1,000 feet of Highway 99E frontage both above and below grade.

Overall, access to the site is good. The exposure of the subject property is average based on traffic flow along Highway 99E between Aurora and Canby.

Topography

The subject site is level to slightly sloping and at grade with adjacent streets. Topography is mostly level with a slight slope downward from the main entrance along Highway 99E to the surplus site area.

About five acres of the level commercial frontage land has been improved with RV sales/service structures and a single family residence. The surplus site portion (14.75 acres sits about 30 feet below grade of the primary site and improvements). A small portion of the property is heavily treed.

Soil & Subsoil Conditions

No apparent drainage problems exist on the parcel. Soil and subsoil conditions appear stable and suitable for development compatible with other properties in the area. This appraisal assumes that the site is free of contamination. No Phase I environmental report was reviewed.

Flood & Other Hazards

According to Flood Insurance Rate Map 415588 0505 D, effective June 17, 2008, the subject site is located in Zone X, an area of minimal flood risk. The site is not within the 100 or 500-year flood plains.

PROPERTY DESCRIPTION (Cont.)

Zoning

The subject site is zoned EFU (Exclusive Farm Use) by Clackamas County. As such, few alternative uses are allowed. New residential development requires satisfaction of County template testing with or without an approved farm plan.

The existence of the home and multiple commercial/outbuildings buildings creates a legal non-conforming use. It is our understanding that this/these use(s) may persist so long as the property is not idle for more than 12 consecutive months. A copy of the EFU zoning ordinance is provided in the Addenda.

Abutting Properties

North	Highway 99E, rural commercial/residential use
South	Agricultural use
East	Agricultural use, rural residential use
West	Rural residential/commercial use

Utilities

Water	Aurora Water District
Storm Sewer	None
Sanitary Sewer	On-site septic and drainfield
Natural Gas	Northwest Natural
Electric Power	Portland General Electric
Telephone	Frontier Communications or Qwest

Easements/Encroachments

We did not examine a preliminary title report. No adverse easements or encroachments were noted during the April 20, 2011 inspection. This appraisal assumes that no adverse easements or encroachments negatively impact the subject property.

Improvements

The subject property is improved as a mixed-use multi-building rural/commercial/shop property with yard/RV storage area. The total building area is 10,973 SF, with 1,296 SF of finished office space and a two-bedroom 1.50-bathroom 1,518 SF single family residence. The original dates of construction vary from 1969 to the 1980s.

The largest building totals 3,000 SF and is a pre-engineered steel building with a 16 to 18-foot clear height and two grade level loading doors. The floor surface is concrete. The square footage is divided between office/storage and shop area for the former RV service business. Lighting is provided by overhead flood lights, fluorescent and incandescent fixtures. The building is functional for its intended use with no significant signs of deferred maintenance.

The second building consists of a 1,518 SF modest two-bedroom house with kitchen, bathrooms and living area. The next improvement (office area) was constructed in 1969 and totals 1,176 SF

PROPERTY DESCRIPTION (Cont.)

with additional covered deck areas. An additional detached office building comprises 120 SF. Both of these buildings are modular though would likely not be taken off the site if transferred ownership. Features and finishes of these buildings are modest and typical of dated modular structures.

South of these buildings are five additional outbuildings totaling 5,159 SF. The buildings are modest shell space used primarily for storage. The buildings are functional for intended uses with no significant signs of deferred maintenance. Two additional shell improvements are located on the lower surplus site area. These improvements are best described as farm oriented sheds or outbuildings and contribute minimally to the overall site. Most of the buildings are wood (pole or frame) or pre-engineered steel. There are two 14' x 12' grade level overhead doors, in the main RV service building.

Overall quality and condition are modest and average. Typical signs of wear and tear were noted but nothing that would require immediate attention. The effective age of the improvements vary. The site is graveled (in some areas) for parking and yard storage. The improvements are rated as Class C in quality, rural exposure, and condition. Parking on-site includes ample asphalt and gravel-surfaced areas in front of the buildings and additional areas designated for large vehicles (completely fenced) near the west-end of the site. The following table summarizes the total building area of the subject property.

<i>Improvement Component</i>	<i>Bldg. Area (SF)</i>	<i>Approx. Year Built (per Assessor)</i>
RV Shop	3,000	1970
Single Family Residence	1,518	1969
Office (modular)	1,176	1969
Office (modular)	120	1969
Shed	360	1980
Animal Shed	1,080	1980
Barn	1,344	1970
Shed	765	1970
Barn	1,610	1970
Site Improvements	N/A	N/A
Totals/Averages	10,973	1972

Summary

The subject property consists of a 20-acre mixed-use property with frontage/access via Highway 99E in a rural area of Aurora, Oregon. Topography of the primary site is somewhat level with significant downward slope to the lower (surplus site area). Limited urban utilities are available. The buildings are rated modest/average in owner-user appeal due to varying building sizes, rural location and quality/condition. There are no necessary repairs or building deficiencies requiring immediate attention.

Street Map Plus Report

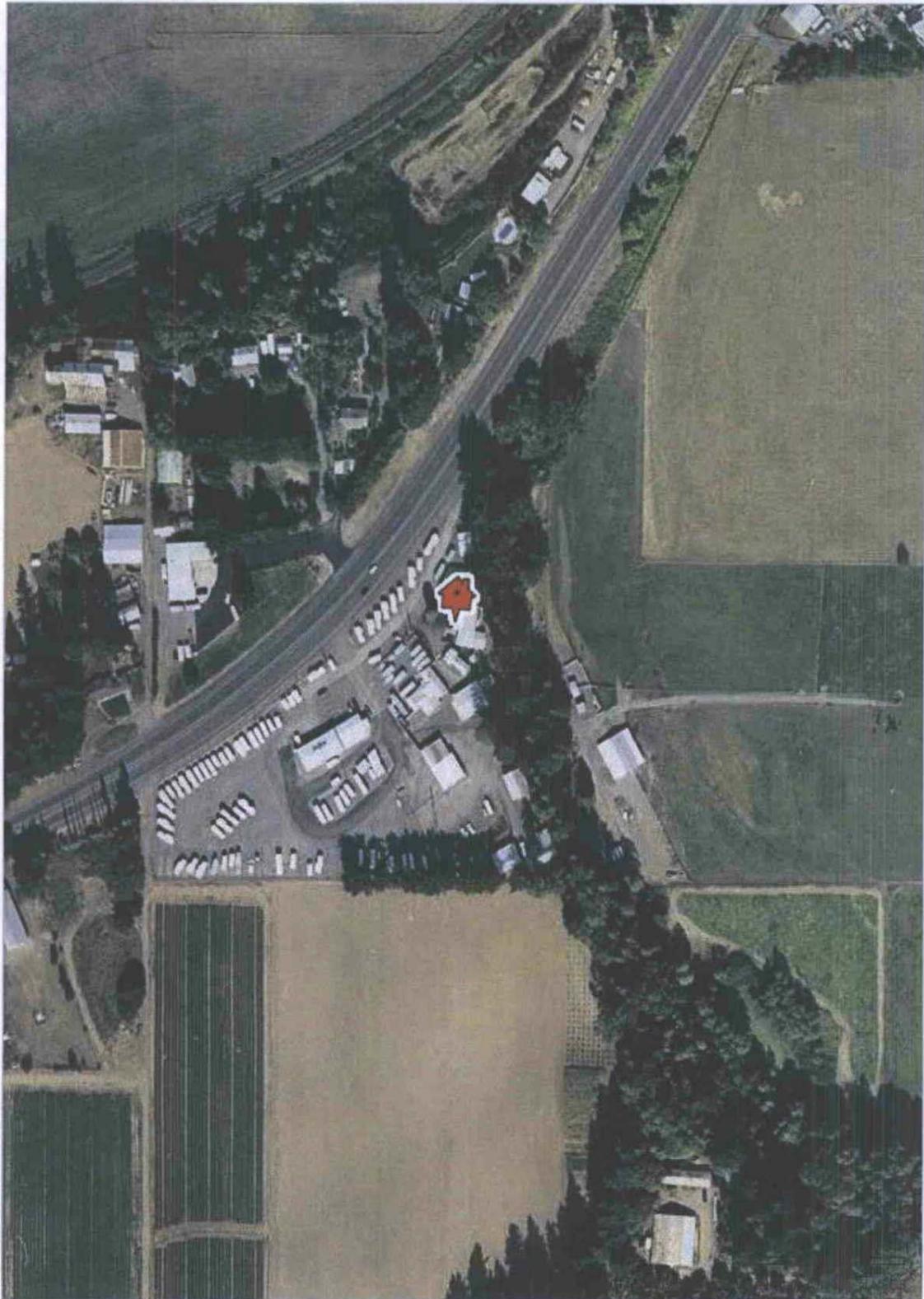
For Property Located At

25408 S HIGHWAY 99E, AURORA, OR 97002-9320



CoreLogic

RealQuest Professional



HIGHEST & BEST USE ANALYSIS

Introduction

Highest and best use is a market driven concept that identifies the most profitable and competitive use to which a property can be put. It is further defined as follows:

The reasonably probable and legal use of vacant land or an improved property, which is physically possible, appropriately supported, financially feasible, and that results in the highest value. The four criteria the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum profitability¹

The concept of highest and best use is fundamental to real property value. In one application of the concept, a site is valued as though vacant and available for development to its highest and best use. In another application, the highest and best use of the property as improved is estimated. A site may have one highest and best use as though vacant, while the improved site may have another optimal use.²

Highest and best use is essentially a market driven concept that identifies the ideal use(s) of a property, which follow logical market criteria. It attempts to mirror the thinking of a buyer in the marketplace. Analysis pertaining to the legal, physical, financial and most productive uses of the site, both as though vacant and as improved narrows, development options to those best fitting the demand for the property. Once highest and best use is established, the appraisal process focuses on the identified sub-market, selecting parameters for meaningful analyses.

The highest and best use of the subject property land and improvements has been tested separately against the four criteria in the following analysis.

Vacant Site

Among all reasonable, alternative uses, the use that yields the highest present land value, after payments are made for labor, capital, and coordination. The use of a property based on the assumption that the parcel of land is vacant or can be made vacant by demolishing any improvements.³

Legally Permissible

The subject site is zoned EFU (Exclusive Farm Use) by Clackamas County. As such, few alternative uses are allowed. Residential development requires satisfaction of County template testing with or without an approved farm plan.

The existence of the homes and multiple commercial oriented buildings creates a legal non-conforming use. It is our understanding that this/these use(s) may persist so long as the property is not idle for more than 12 consecutive months. It is our understanding that the property has not been occupied for roughly two months to the date of inspection/value. Therefore, the market's perception of continued commercial use is waning.

¹ The Dictionary of Real Estate Appraisal, Fourth Edition. Chicago: Appraisal Institute, 2002. Page 135.

² The Appraisal of Real Estate, Twelfth Edition. Chicago: Appraisal Institute, 2001. Page 305.

³ The Dictionary of Real Estate Appraisal, Fourth Edition. Chicago: Appraisal Institute, 2002. Page 135.

HIGHEST & BEST USE ANALYSIS (Cont.)

The intent of the EFU zone is to allow agricultural and accompanying residential or business uses. A copy of the zoning code is included in the Addenda of this report.

Physically Possible

The subject site possesses many unique physical features, including large size, awkward shape, rolling to steep topography, trees and scattered improvement mix. The irregular shape combined with the elevation changes from north to south boundaries potentially inhibits future development potential of the entire site. The approximate 5.25 acre frontage portion of the property is gravel and asphalt-paved and most conducive to a variety of more immediate rural commercial uses.

For the surplus portion of the land, rural physical characteristics appear best suited to continued agricultural use with accessory improvements. The high land-to-building ratio suggests additional utility via building expansion or yard storage endeavors.

Public utilities are available except public sewer. At 20.00 acres, the subject site is large enough to accommodate a variety of rural commercial or agricultural uses.

Financially Feasible

In analyzing the market feasibility of a proposed project, supply and demand factors, as well as the competitive position of the property were considered. Generally, the immediate market area of rural Aurora is dominated by rural commercial and agricultural uses.

The population and demographics of rural Clackamas County and the immediate area submarkets are located in the Addenda. Overall, the population continues to increase gradually, with median household incomes typical of the greater county area.

Lease rates, prices and vacancy follow the general trends of Clackamas County. At the present time, a small amount of similar inventory exists. The most similar competing buildings are in the immediate area. A brief tour of the area's inventory of rural commercial space showed moderate vacancy, and unstable leasing activity. A majority of the inventory is owner-occupied and ranks as Class B and C, with stable occupancy within the older and lower-rent buildings (Class C).

Rural commercial vacancy is estimated to be between 10 and 20 percent in the Clackamas County market. Tour of the area indicates limited new development in all directions of the subject property. No similar land zoned for rural commercial or agricultural uses was found or is being marketed within the immediate submarket. There are virtually no "for lease" properties in the immediate area. Most "for lease" properties are located within city boundaries with a full complement of public utilities available (water/sewer). There are few vacant rural commercial buildings on similar acreage. For small rural commercial properties (less than 15,000 SF), buyer demand exists from users seeking to exit the rental market and capitalize on the benefits of property/facility ownership.

From a feasibility perspective, this analysis focuses on the likelihood of development and parameters of development for the subject site (assuming vacant). Development trends in the

HIGHEST & BEST USE ANALYSIS (Cont.)

immediate market area vary dependent upon the availability of affordable land and public subsidy. Urban Growth Boundary constraints have essentially limited the supply of development land and effectively driven suburban prices to all-time highs. Combined with steadily increasing development costs (construction and government fees), not all proposed projects meet the parameters of feasibility. The market value of a new project may or may not exceed the replacement costs incurred during development. Where appropriate developer profit cannot be earned the prospects of new construction are low.

The subject property has average exposure and access to Highway 99E. The subject property's immediate market area is characterized by agricultural and rural residential or rural commercial uses with a very limited number of projects offering lease or sale space.

As noted, the market supply consists of mostly large acreage sites. County planners report a moderate number of new homesites in the immediate area. Lenders have tightened regulation and requirements for borrowing which will likely impact all segments of the market. The immediate neighborhood is characterized as a rural area with historic farming endeavors common.

Overall, demand for future development acreage has decreased markedly since 2007 due to a more limited availability of leverage financing and the number of insolvent developers incapable of purchasing speculative sites. Demand for the subject property is limited and discount pricing would be necessary to entice a market of competitive buyers.

With a severe lack of similar supply, it is possible that a speculator, adjacent property owner, or local farmer would compete to purchase or lease at the appraised value(s). Due to semi-rural location, large site area and EFU zoning, a narrow array of development options exist.

Maximally Productive

Overall, opportunistic demand from only the most well-capitalized buyers would be expected. Based on the location and zoning, the maximally productive use of the subject property site, if vacant, would be exclusive farm or forest uses. Due to the subject property's location and access, the most probable uses are the existing rural commercial and agricultural uses with residential component.

On a development basis, the subject property is not within the urban growth boundary and is not anticipated to be added within this area for at least the next 10 years. Therefore, a delayed development horizon of at least 10 to 15 years is recommended, assuming gradual absorption of existing market inventory and stabilization of distressed financial/job markets.

Conclusion

Based on the legally allowed, physically possible, financially feasible and maximally productive uses, the subject property's highest and best use is subjectively concluded. Regulations governing the legality of developing rural tracts have changed recently, calling for more intense agricultural enterprise prior to issuance of a new building permit. The immediate area has historically supported residential and farming uses of a rural nature though demographic trends show significant affluency among homebuyers in the fringe markets of unincorporated

HIGHEST & BEST USE ANALYSIS (Cont.)

Clackamas County. After considering existing uses and possible alternatives, it is our opinion that farm land and complementary rural residences are a reasonable expression of the subject property's highest and best use.

The time frame associated with obtaining urban zoning and requisite public utilities can only be subjectively estimated. At present, real property supply in most use types exceeds current demand. As such, few buyers seeking development opportunities of new product exist. Therefore, pricing/marketability of the property is largely dictated by speculative projections of asset appreciation, coupled with heavy built-in profit expectations.

The typical buyer profile of the subject property would be a farmer/homeowner desiring a good quality homestead. Because of the subject property's location, zoning, size and overall utility, we estimate a marketing period of approximately six to 12 months, if listed at or near market value. A similar six to 12-month exposure is also expected. The highest and best use of the vacant site is to hold for future residential development over a 10 to 15-year period, while interim use for agricultural endeavors is expected during the immediate term.

As Improved

The subject site is uniquely improved as a rural commercial/mixed-use property configured for one or more tenant occupancy. The buildings are wood/steel frame components with average/modest quality office area. There are few adverse building conditions or significant functional inefficiencies. Scattered rural commercial properties are prevalent in the immediate market area of the subject property. The property has been operated as an RV sales and service business for the last 22 years with recent closure due to the death of the owner. Historic longevity of the previous business does not suggest re-development or significant change of use.

As a result of high construction costs, recessionary factors limiting demand and availability of suitable sites, substantial new commercial product in the immediate area of the subject property is not anticipated. Any new space constructed would compete at a higher rent level than the existing subject property building, further reducing its exposure to market fluctuations. No significant renovation, expansion or change in use is recommended. The configuration of the buildings has shown adequate market acceptance.

The current mixed-use is a legal non-conforming use based on conversations with county planning officials. It should be emphasized that it is our understanding that this/these use(s) may persist so long as the property is not idle for more than 12 consecutive months. The intent of the zone is to allow agricultural and residential uses. Access and exposure from Highway 99E is rated good, and is conducive to the existing improvements.

Overall, demand for rural commercial properties in the immediate market area has been low to moderate due largely to recessionary factors, owner-user concerns and high replacement costs in the market. In its current configuration the subject property is sub-investment grade. It is likely that an owner-user with similar space needs would seek such a property. Tour of the immediate market area indicates very few similar buildings are available for lease with no speculative product anticipated. Region-wide, the subject improvements are typical for suburban or rural

HIGHEST & BEST USE ANALYSIS (Cont.)

contractor or repair/service related businesses based on building sizes, construction components, office finishes and yard area.

In summary, the improvements have the potential to earn a significant amount of income to justify continuation of the historic use as rural commercial property as determined by physical characteristics, economic trends, supply conditions, and overall utility. We estimate the remaining economic life of the improvements to be between 20 and 30 years. We conclude that the highest and best use of the improved property is the existing use.

MARKETABILITY ANALYSIS

The subject property is located just northeast of Aurora and is modest/average quality/condition, rural mixed-use property. The subject property possesses EFU zoning, average exposure and access from Highway 99E. The subject property is currently developed as a small to medium sized rural commercial site with additional/surplus area designated for agricultural purposes. The most probable buyer is an owner-user. A speculator would be drawn to the property if pre-lease tenancy was secured and/or the improvements were to be expanded (profitably). An investor would consider the property as a cash flow investment if leased to a stable tenant. In terms of highest and best use and maximum market value in sale, the price an investor would pay for the improved property falls short of the current value to an owner-user. The improvements are adaptable to a variety of rural commercial uses and possess average exposure/access.

Historically, average quality and condition commercial real estate investments in desirable locations have sold with little incident. Primary buyer motivations include the expectation of continued lease rate and value increases, rather than initial cash on cash returns. As the market experienced vacancy challenges and rent stabilization from 2001 through 2005 and again from 2008 to present, greater attention is now paid to achievable cash on cash performance in both the short and long term. Projections call for continued job uncertainty and historically high unemployment levels with continued flat to depreciating market demand conditions. The perspective is that equilibrium will persist at 85 to 95 percent stabilization levels.

The current mortgage market is characterized by decreased interest rates modified in proportion to LIBOR, US Treasury yields and/or prime rate fluctuations. Presently, leveraged funds are at affordable levels; however, loan-to-value ratios have decreased and qualification standards are more stringent. Looking forward, 2011 is expected to continue to see a flat to slightly depreciating commercial real estate climate. Due to the lack of financing options for small owner-user properties, owner contracts are becoming more prevalent or even necessary to absorb space.

The six improved sales/listings analyzed in the ensuing Sales Comparison Approach indicated varying exposure periods. The properties had exposure periods from zero months to approximately two years. Exposure periods have increased over the past three years.

It is our opinion that the current demand for rural commercial product in the region is flat to declining. Local brokers report that price reductions have been necessary in an attempt to stimulate activity for similar owner user properties. Due to the sub-investment grade of the property and nature of the rural area it is most likely the subject property would be sold rather than leased.

Based on historic demand for most Clackamas County rural commercial product, and tempered by the information cited above, **we anticipate a marketing/exposure period about six to 12 months for the subject property, if listed at or near market value. We estimate the exposure time for the subject property at six to 12 months as well.**

APPRAISAL METHODOLOGY

There are three basic approaches that may be used to estimate market value.

The **Cost Approach** involves deducting accrued depreciation from the cost new of the improvements. Cost new is estimated on the basis of current prices for the components of the improvements. Depreciation is computed after analyzing the disadvantages or deficiencies of the improvements. Land value and entrepreneurial profit are added to the cost new of the improvements. Land value is developed using sales of similar sites. Entrepreneurial profit is the difference between the market value of the subject property and the cost to develop (cost of the improvements plus land value).

The **Income Capitalization Approach** is predicated on the assumption that there is a definite relationship between the income a property will earn and its value. Net income is the income generated before payment of any debt service. The process of converting it into value is called capitalization. Net income is divided by a capitalization rate. Factors such as risk, time, interest on the capital investment, and recapture of the depreciating asset are considered in the rate. Applying a capitalization rate based on indications from comparable sales reflects expectations of buyers and sellers in the market.

The **Sales Comparison Approach** analyzes sales of comparable properties with regard to the nature and condition of each sale. Logical adjustments and/or comparisons are made for varying physical characteristics. For land value, a common denominator is a price per SF or price per acre; for improved properties, it may be the price per SF, price per unit, or a gross income multiplier. This approach develops a good indication of value when sales of similar properties have occurred.

Reconciliation is the process by which the individual approach indications are weighed based on validity and applicability to the subject property market. The indications often indicate different values. After factors influencing each approach are carefully considered (i.e. quality and quantity of data, sophistication of the market, etc.), a final point estimate of value is concluded.

SCOPE OF APPRAISAL - Extent of Data Collection/Verification

During the course of this appraisal assignment, a number of steps were taken to arrive at the final value conclusions.

An inspection of the property was performed by Ryan S. Prusse, MAI and Kurt K. Plaster on multiple occasions on and after April 20, 2011. These inspections included location of the boundaries, tour of the buildings (exterior only, limited basis), and photographs of the subject property and surrounding area.

Due to lack of owner cooperation, full access to the site and improvements was not granted. The valuation contained herein is based on information gathered through an on-site inspection with additional reliance on detailed descriptions of the improvements as provided by the Clackamas County Assessor's Office.

A thorough search of all available resources including area real estate brokers, appraisers, office files, county records, and other property owners/managers was made to determine market trends, data, and other significant factors affecting the subject property.

Market data including land and improved sale comparables were verified, photographed and inspected.

The market value reported in this appraisal is the result of an on-site inspection of the subject property and the comparable properties, as well as complete analyses of the market. The Cost Approach and Sales Comparison Approaches of this report identifies the methodology, and all sources that the reported value is predicated (i.e. physical data, rents, expenses, probable financing, market sales, etc.).

SITE ANALYSIS & VALUATION

General

The highest and best use of the vacant site is hold for future suburban development with medium-term (interim) agricultural acreage use. Large resource tracts around the rural Clackamas County submarket and extended area are typically analyzed and valued by market participants on a price per acre basis. The most appropriate method of estimating the market value of the land is through analysis and comparison of farm land sales from the local rural Clackamas County and similar fringe markets.

On a fee simple (vacant) basis, the subject property can be appraised via comparison of recent rural land sales mirroring one or more of its location, physical or entitlement characteristics. Within the Clackamas County area, few acreage sites have transacted in recent months due to the shortage of credit, erosion of capital markets and challenges within the banking sector. Further, the speculative land purchases during the economic recession have been slow as most developers are waiting until conditions improve.

Methodology

For the purposes of this report we have researched agricultural land sales in the immediate and extended market areas. Due to the slow transitioning nature of the immediate market area, in addition to the general scarcity of similar residential and agricultural land sales in the unincorporated Clackamas County area, more dated and further distant land sales have also been collected, researched and analyzed. The descriptive sections of this appraisal have set forth the physical, legal and economic characteristics of the subject property, and the Highest & Best Use Analysis considered/concluded what functions would yield the greatest return to the land (and consequential price in sale). Because the market of buyers for similar real property opportunities is very thin and the subject property is unique in size, location, entitlements and future development potential, there is a high degree of appraisal subjectivity required.

Land Sale Search

The initial step in this appraisal will analyze and compare the agricultural zoned tract to sales of less-similar acreage on a region-wide geographic basis. To this end, an exhaustive search of county sales records, proprietary real property database(s), the Realtor Multiple Listing Service (RMLS) and individual parties to comparable transactions was performed. Of special note in this appraisal is consideration of the nationwide recession and financial crisis that has profoundly impacted liquidity and capital markets worldwide. The present supply/demand conditions in the Oregon/Washington housing and commercial market are soft; and value depreciation has occurred in many instances.

The market for residential development land has retreated sharply, as have improved rural residential property values. Lender foreclosures have spiked and many banks are now holding loans "collateralized" by development land worth only a fraction of original basis from 2005, 2006 and early 2007. Therefore, the number of significant land sales in the market is lower than years' past, and it is imprudent to consider pricing parameters established during the run-up of property values earlier in the decade.

SITE ANALYSIS & VALUATION (Cont.)

Land Sales Summary

A sampling of six property transactions/listings were identified as most similar to the subject property's potential for agricultural use with long-term residential/commercial development, in addition to unincorporated Clackamas County location. As noted, all price per acre comparisons are based upon land-only, exclusive of contributing improvement value.

SITE ANALYSIS & VALUATION (Cont.)

Land Sales	Sale 1	Sale 2	Sale 3	Sale 4	Sale 5	Listing 6	Subject Site
Address/Location	24877 NE Boones Ferry Road	19602 Boones Ferry Road NE	27040 South Elisha Road	East of 25434 Butteville Road NE	19537 Grim Road	Adjacent to Donald City Boundary	25408 South Highway 99E
Assessor Map & Tax Lot IDs - County	3S-1W-26, TL 3500 - Clackamas County	4S-1W-22, TL 500 - Marion County	4S-1E-24, TL 1002 - Clackamas County	3S-1W-27, TL 1300 - Marion County	4S-1W-27, Tls 600 & 700 - Marion County	4S-1W-17, Tls 1400 & 1500 - Marion County	4S-1E-07, TL 800 - Clackamas County
City, ST	Aurora, OR	Aurora, OR	Canby, OR	Aurora, OR	Aurora, OR	Aurora, OR	Aurora, OR
Source	Costar	RMLS#8020977	RMLS#9014553	RMLS#9048756	RMLS#8113994	RMLS#10051523	
Date of Sale	1/29/2009	4/10/2009	7/1/2009	7/29/2009	9/21/2009	Current listing	As of 4/20/2011
Marketing Period	Not listed	About 4 months	About 11 months	About 7 months	About 8 months	About 10 months	Assume 6-12 mos.
Sale Price	\$525,000	\$400,000	\$280,000	\$335,000	\$425,000	\$998,000	
Improvements	Small shop	Large Barn	Greenhouse, Shop	None	Large shed, garage, shop	None	Assume vacant
Adjustment	-\$10,000	-\$30,000	-\$40,000	\$0	-\$40,000	\$0	TBD
Property Rights	Fee simple	Fee simple	Fee simple	Fee simple	Fee simple	Fee simple	Fee Simple
Adjustment	\$0	\$0	\$0	\$0	\$0	\$0	
Sale Terms	Cash to seller	Cash and conventional loan	Cash and owner contract	Cash to seller	Cash and conventional loan	Seller seeking cash equivalent	Cash equivalent
Adjustment	\$0	\$0	\$0	\$0	\$0	\$0	
Sale Conditions	Arms Length	Arms Length	Arms Length	Arms Length	Arms Length	Arms Length	Arms Length
Adjustment	\$0	\$0	\$0	\$0	\$0	\$0	
Market Conditions	27 months	24 months	21 months	21 months	19 months	Current listing	4/20/2011
Adjustment	-11.11%	-10.14%	-9.01%	-8.63%	-7.89%	-10.00%	(-5% annual adjs.)
Adjusted Price	\$457,786	\$332,493	\$218,367	\$306,089	\$354,622	\$898,200	
Location	Rural Clackamas County	Rural Marion County	Rural Clackamas County	Rural Marion County	Rural Marion County	Rural Marion County	Rural Clackamas Cty.
Comparison	Similar	Similar	Similar	Similar	Similar	Similar	
Land Area (Acres)	27.14	23.66	21.55	23.92	28.28	33.89	20.00
Comparison	Larger	Similar	Similar	Similar	Larger	Larger	
Topography	Level	Level	Level to rolling	Level	Level	Level	Level to sloped
Comparison	Similar	Superior	Sl. Superior	Superior	Superior	Superior	
Access / Exposure	Rural	Rural	Rural	Rural	Rural	Rural	Hwy. 99E (semi-rural)
Comparison	Sl. Inferior	Sl. Inferior	Inferior	Sl. Inferior	Inferior	Sl. Inferior	
Public Utilities	Not developed	Power	On-site systems in-place	Power	On-site systems in-place	Not developed	Power, local water & on-site septic system(s) in place
Comparison	Sl. Inferior	Similar	Similar	Similar	Similar	Sl. Inferior	
Irrigation	No	No	Yes	No	No	No	No
Comparison	Similar	Similar	Superior	Similar	Similar	Similar	
Zoning	EFU	EFU	EFU	EFU	EFU	EFU	EFU
Comparison	Similar	Similar	Similar	Similar	Similar	Similar	
Highest & Best Use	Rural residential w/farmland & future subdivision development potential (3-5 years)	Rural residential w/farmland	Rural residential w/farmland	Rural residential w/farmland	Rural residential w/farmland	Rural residential w/farmland & future subdivision development potential (3-5 years)	Rural residential w/farmland. Good Hwy. exposure/access
Comparison	Sl. Superior	Similar	Similar	Similar	Similar	Sl. Superior	
Comments	Non-irrigated dry cropland, minimal improvements, Boones Ferry Road frontage. Future development potential as subdivision.	Non-irrigated dry cropland, minimal improvements, Boones Ferry Road frontage.	Rural location with additional irrigated farm area. Frontage on Elisha Road.	Non-irrigated dry cropland, no improvements, Butteville Road frontage.	Single homesite. Rural location with additional farm area. Frontage on Grim Road.	Adjacent to City of Donald, future development potential as subdivision.	Non-irrigated farm land one-half mile northeast of Aurora, dated residential / commercial improvements, 1,000 feet of Highway 99E frontage.
Price per acre	\$16,868	\$14,053	\$10,133	\$12,796	\$12,540	\$26,503	Average
Overall Comparison	Sl. Superior	Similar	Similar	Similar	Similar	Superior	\$15,482

The six market comparables indicate wide-ranging prices per acre (\$10,133 to \$26,503) due to an array of factors ranging from location, site size, utilities, access/exposure and highest/best use considerations.

SITE ANALYSIS & VALUATION (Cont.)

Land Sale Adjustments

The following sections are intended to identify and either quantitatively adjust or qualitatively compare each of the land sales' features to that of the subject property on a consistent basis.

Improvements

Properties with significant contributing improvements on-site at time of sale require subjective adjustment to quantify the approximate component of value allocable to the land. For this analysis, the subject property and all comparable land transactions' improvements are similarly analyzed, via utilization of depreciated replacement cost new, lump sum estimates and paired-sales data. Generally, the degree of subjectivity required is high with most buyers/sellers rarely willing or able to provide assessments that correlate. Further, the presence of site utilities to include wells and drain fields enhance land above a vacant status.

Property Rights Conveyed

This appraisal estimates the market value of the fee simple interest of the subject site. All of the comparable sales involved the transfer of fee simple estates from the grantor to grantee. No adjustments for conveyance of property rights are necessary.

Sale Terms

All sales represent cash equivalent property transfers. No further adjustments have been applied to any of the sale prices for financing terms. Non-cash sale terms are also weighed against a cash equivalency basis prior to comparison to the subject property. Sale conditions and property rights transferred are uniformly arms length and fee simple, respectively. No adjustments are necessary.

Conditions of Sale

Another premise of market value relies upon "arms length" and "typical motivation" behavior between willing buyers and sellers. Sale conditions such as free rent-back provisions, seller-paid closing costs, inclusive personal property/equipment, trades or other forms of transaction consideration discovered have been analyzed where appropriate.

No adjustments have been made for conditions of sale, as all are market rate transactions with no special circumstances affecting the negotiated prices. A 10 percent deduction is assigned to all active listings analyzed based upon the presumption that few buyers in the current market tender full price offers.

Market Conditions (Time)

According to RMLS data, the rural Clackamas County submarket has experienced steady market depreciation since early 2008 as a result of scarce financing available for farm/ranch purchases, evaporation of land speculators and re-pricing of suburban residential product. Market data/trends indicate annual declines in the five to 15 percent range when comparing back-to-back 12-month time periods. The volume of farm sale data is considerably lower than home sale data; limiting the applicability of the inference. In general, the real estate climate has eroded markedly

SITE ANALYSIS & VALUATION (Cont.)

from the peak years of 2004-2006. For the purposes of this appraisal, a **five percent downward adjustment per year** is made to the land sales from closing to the current date of value to quantify the depreciation market-wide.

Location

Most of the land sales are located in the same general rural or suburban-fringe area as the subject site. Each of the properties is judged to be generally affected by similar socio-economic forces impacting value.

Land Area

The sales range from 21.55 to 33.89 acres. The comparables are both similar and larger in size and effectively bracket the subject property. Generally, smaller sites warrant higher prices per SF or acre. This trend reverses in higher density urban areas, as the scarcity of sizable development parcels warrants a price premium. Due to the subjectivity involved, no precise adjustments or qualitative differences are assigned to the sale array on the basis of usable size.

Topography

Most of the land sales have level to rolling topography that is slightly superior to superior in comparison to the subject which has level to sloped topography. No adjustments for topographic differences have been assigned to the sale array.

Access/Exposure

The subject site has an interior location with average highway exposure, while some of the comparables sales possess inferior access/exposure characteristics. Based on traffic congestion, distance from freeway on/off-ramps and condition/capacity of nearby roadway, subjective comparisons are applied to each land sale. The sale array represents both corner and interior parcels, all of which are in rural area submarkets.

Infrastructure/Utilities In Place

A significant adjustment factor employed for more than one of the land sales involved allocation of site infrastructure in place (to yield a farm land price). These allocations include any site work as well as existing utilities available to the property. The sites with rural homesites have existing utility infrastructure in place that is rated similar to the previously developed subject site. Adjustments for this difference were considered but not applied.

Irrigation/Soils and Other

All of the sites are generally comparable to the subject site with most possessing direct access, one with irrigation/water rights (Sale 3), Class I, II, or III soils, and/or relatively level topographic conditions. Qualitative comparisons are assigned to each land sale on the basis of acreage/size and the aforementioned physical characteristics. Further, agricultural tracts possessing ample water rights are perceived to be more valuable than lesser rights.

Homesite rights exist in most instances due to historic precedent or ample acreage to satisfy current land use regulation. All are zoned for agricultural or forest acreage with only limited

SITE ANALYSIS & VALUATION (Cont.)

rural subdivision potential (20 to 80-acre lots). Sites without one, or possessing more than one, homesite require subjective analysis of both negative and premium pricing conditions in the market.

Zoning

The subject is outside the urban growth boundary and is zoned EFU (exclusive farm use) a designation preserving agricultural land uses. The sale/listing properties indicate similar agriculturally zoned properties.

Highest and best use characteristics and future development plans also indicate a range of comparability to the subject site. Taking into consideration outright allowed uses, combined with conditional uses for each classification, the zones are similar. No explicit adjustments for variations in zoning or entitlements have been applied to the sales.

Land Sale Analysis

The subject site is a 20.00-acre tract, one-half mile northeast of the Aurora city limits. As noted, the agriculture land sales establish a price per usable acre range from \$10,133 to \$26,503. The average of the seven adjusted transactions/listings is \$15,482 per acre.

The general Clackamas County market indicates a large inventory of agricultural land. The subject immediate area is characterized by good exposure just north east of Aurora. Due to proximity to the highway and significant amount of existing infrastructure, tempered by the lack of irrigation, large site size and lingering recessionary conditions a low to mid-range figure is considered reasonable. The going rate for similar sites is adequately expressed by the mid-range of the sales summarized and analyzed.

The best indicators of value are from the nearby sales and listings. The extreme low-end of the market is about \$10,000 per acre. The high-end is established by the current listing that will likely need to be discounted substantially in order for sale consummation. Overall, the subject site is rated mid-range in terms of exposure/access, size and location, suggesting an upper-bound of about \$20,000 per acre.

Conclusions

After consideration of the physical, economic and legal attributes of the land sales/listings, compared to the subject site, it is our opinion that an appropriate value for the **overall vacant site is \$15,000 per acre** on a fee simple basis. Based on our investigation and analysis of pertinent information, it is our opinion the market value of the (vacant) subject property, in fee simple, as of April 20, 2011, was \$15,000 per acre or **\$300,000**.

Because the subject property consists of 5.25 acres of primary site area and 14.75 acres of surplus/additional land, the total land value is allocated. Due to the smaller size of the primary component and frontage/exposure from Highway 99E, about \$105,000 of the total site value is assigned (\$20,000 per acre). The remainder equates to \$195,000, or \$13,220 per acre, and is concluded to reflect the value attributable to the surplus/additional land area.

VALUATION BY COST APPROACH

Replacement Cost New

The first step in the Cost Approach is to estimate the replacement cost new of all improvements. Replacement cost is the cost to construct, at current prices as of the effective appraisal date (April 20, 2011), buildings with utility equivalent to the project being appraised, using modern materials and current standards, design and layout.¹

Improvements are assigned a replacement cost figure per SF and then a subjective depreciation factor is applied. The buildings average construction warrant a total economic life of about 40 years.

Direct Construction Costs

In this connection, we have gathered information data from the Marshall Swift Valuation Service and developer projections.

Marshall & Swift Valuation Service - In estimating construction costs, we referred to the Marshall and Swift Valuation Service, a national valuation service which tracks construction costs nationwide and adjusts regionally. Cost estimates include labor, materials, supervision, contractor's profit and overhead, architectural plans and specifications, taxes and insurance. These figures are based on replacement costs and derived directly from the construction market.

Improvements are assigned a replacement cost figure per SF and then a subjective depreciation factor is applied. The buildings average construction warrant a total economic life of about 40 years. A summary of the subject's costs (Marshall & Swift) is located in the Addenda of this report.

<i>Improvement Component</i>	<i>Bldg. Area (SF)</i>	<i>Approx. Year Built (per Assessor)</i>	<i>Repl. Cost New/SF</i>	<i>Total Cost New</i>
RV Shop	3,000	1970	\$55.89	\$167,670
Single Family Residence	1,518	1969	\$78.18	\$118,677
Office (modular)	1,176	1969	\$73.03	\$85,883
Office (modular)	120	1969	\$73.03	\$8,764
Shed	360	1980	\$13.09	\$4,712
Animal Shed	1,080	1980	\$13.09	\$14,137
Barn	1,344	1970	\$23.25	\$31,248
Shed	765	1970	\$13.09	\$10,014
Barn	1,610	1970	\$23.25	\$37,433
Site Improvements	N/A	N/A	N/A	N/A
Totals/Averages	10,973	1972	\$43.61	\$478,538

¹ The Appraisal of Real Estate, Twelfth Edition. Chicago: Appraisal Institute, 2001. Page 350

VALUATION BY COST APPROACH (Cont.)

Indirect Construction Costs

These are allowances that are necessary for construction, but are not typically part of the construction contract. Indirect costs may include:

1. Architectural and engineering fees for plans, plan checks, surveys to establish building lines and grades, and environmental studies
2. Appraisal, consulting, accounting, and legal fees
3. The cost of carrying the investment in land and contract payments during construction (If the property is financed, the points, fees or service charges, and interest on construction loans are indirect costs.)
4. All-risk insurance and ad valorem taxes during construction
5. The cost of carrying the investment in the property after construction is complete, but prior to stabilized occupancy is achieved
6. Supplemental capital investment in tenant improvements or leasing commissions
7. Marketing, sales commissions, or title transfers
8. Administrative expenses of the developer²

Indirect (soft) costs add significantly to the direct cost estimate. Indirect costs include architectural drawings, engineering and permits and third party reports. The total estimate for these items is \$57,854, or about 10 percent of their direct cost projection.

Typically these costs range from 10 to 20 percent of the direct construction costs. Given the current cost of leverage financing, architecture/engineering, permits/fees, third party reports, etc., a reasonable indirect, or "soft cost" estimate is **10 percent of direct construction costs**, or \$57,854.

Total construction costs for the subject improvements are estimated at **\$636,392, or \$58.00 per SF.**

Entrepreneurial Incentive

The final component of replacement cost new is entrepreneurial incentive, also referred to as developer profit. As a reward for undertaking the coordination, construction and risk of the project, it is necessary that appropriate investment return is received. Generally, the spread between cost of land and construction, and the market value of the property at completion and stabilization can be attributed to entrepreneurial incentive or developer profit.

The typical range is 10 to 20 percent of the cost of construction attributable to equity creation through successful culmination of the development process. The subject property is an owner-

² Op. Cit., Page 326.

VALUATION BY COST APPROACH (Cont.)

user mix of buildings with a mix of site improvements. For this analysis, **no profit factor** is applied to the total cost of construction, suggesting a total replacement cost new of **\$636,392**.

Depreciation

Accrued depreciation is a loss in value from (reproduction or) replacement cost of improvements that may emanate from physical deterioration, functional obsolescence, external obsolescence, or any combination of these sources.³

Curable Physical Deterioration

This refers to items of deferred maintenance; the estimate of curable physical deterioration applies only to items in need of repair on the effective appraisal date. This element of accrued depreciation is measured as the cost of restoring the item to new or reasonably new condition - i.e., the cost to cure.⁴

No curable depreciation is applicable in this approach.

Incurable Physical Deterioration

This component identifies items of deterioration that cannot be practically or economically corrected at present. This type of depreciation is calculated for all structural components that are not included in the previous Curable Physical Category.⁵

The improvements are appraised with effective ages of 20-plus years and uncertain commercial continuation (due to non-conforming use). Buildings similar in configuration, use and construction features will typically realize economic lives of up to 40 years.

RV Shop

The 3,000 SF shop was originally constructed in the early 1970s, and has an effective age of 20 years. A depreciation figure of 50 percent is assigned.

Single Family Residence

The 1,518 SF single family residence was originally constructed in 1969, and has an effective age of 20 years. A depreciation figure of 50 percent is assigned.

Office(s)

The 1,176 and SF 120 SF office buildings were originally constructed in the early 1970s. The effective age of improvements is 20 years. A depreciation figure of 50 percent is assigned to each building.

³ Op. Cit., Page 343.

⁴ Op. Cit., Page 348.

⁵ Op. Cit., Page 350.

VALUATION BY COST APPROACH (Cont.)

Sheds/Barns

The remaining sheds and barns were constructed in the 1970s and 1980s and all have effective ages of approximately 20 years. A depreciation figure of 50 percent is assigned to each building.

Site Improvements

The site improvements are assigned \$100,000. Improvements include wells, septic drain fields, storm drainage, fencing and gravel surfacing. These improvements have an effective age of 20 years. A depreciation figure of 50 percent is applied.

For this analysis \$417,549 for deterioration is applicable, leaving a depreciated cost new of just \$160,989. The following table summarizes the building-by-building depreciation calculations based upon the effective age/life methodology employed.

<i>Improvement Component</i>	<i>Bldg. Area (SF)</i>	<i>Approx. Year Built (per Assessor)</i>	<i>Repl. Cost New/SF</i>	<i>Total Cost New</i>	<i>Actual Age</i>	<i>Effective Age</i>	<i>Accrued Deprec.</i>	<i>Depreciated Cost New</i>
RV Shop	3,000	1970	\$55.89	\$167,670	41	30	73.17%	\$44,985
Single Family Residence	1,518	1969	\$78.18	\$118,677	42	30	71.43%	\$33,908
Office (modular)	1,176	1969	\$73.03	\$85,883	42	30	71.43%	\$24,538
Office (modular)	120	1969	\$73.03	\$8,764	42	30	71.43%	\$2,504
Shed	360	1980	\$13.09	\$4,712	31	30	96.77%	\$152
Animal Shed	1,080	1980	\$13.09	\$14,137	31	30	96.77%	\$456
Barn	1,344	1970	\$23.25	\$31,248	41	30	73.17%	\$8,384
Shed	765	1970	\$13.09	\$10,014	41	30	73.17%	\$2,687
Barn	1,610	1970	\$23.25	\$37,433	41	30	73.17%	\$10,043
Site Improvements	N/A	N/A	N/A	\$100,000	30	20	66.67%	\$33,333
Totals/Averages	10,973	1972	\$52.72	\$578,538			72.17%	\$160,989

Functional Obsolescence

This form of depreciation considers loss of value resulting from defects in design. It can also be caused by changes that, over time, have made some aspect of a structure, such as materials or design, obsolete by current standards. The defect may be curable or incurable. To be curable, the cost of replacing the outmoded or unacceptable aspect must be the same as or less than the anticipated increase in value. Deficiencies requiring additions are not included in either reproduction or replacement cost, and some items of functional obsolescence due to superadequacies are not present when depreciation is estimated on a replacement cost basis.⁶

We do not believe the buildings warrant a quantifiable deduction for functional obsolescence.

⁶ Op. Cit., Page 352.

VALUATION BY COST APPROACH (Cont.)

External Obsolescence

This is the diminished utility of a structure due to negative influences emanating from outside the building. It is usually incurable on the part of the owner, landlord, or tenant. External obsolescence can be caused by a variety of factors - i.e., neighborhood decline, the property's location in a community, state or region; or local market conditions.⁷

This factor has been carefully considered. No external obsolescence has been estimated.

Total Depreciation

The total depreciation applied to the subject property's replacement cost new is **\$417,549**.

Conclusion

To the replacement cost new, land value for the primary site is added (\$105,000). The result is a market value indication (primary site and improvements only) by the Cost Approach.

The following table summarizes the Cost Approach and the market value indication concluded from the previous analysis.

⁷ Op. Cit., Page 358.

VALUATION BY COST APPROACH (Cont.)

REPLACEMENT COST NEW				
Direct Construction Costs				
<i>Building Area</i>	10,973 SF @	\$43.61 per SF		\$478,538
<i>Site Improvements</i>		Lump Sum		\$100,000
Total Direct Costs	10,973 SF @	\$52.72 per SF		\$578,538
Indirect Construction Costs				
	10.00% of direct costs			\$57,854
Total Construction Costs				\$636,392
Entrepreneurial Incentive				
	0.00% of construction costs			\$0
Total Replacement Cost New				\$636,392
DEPRECIATION				
Physical Curable		\$0		
Physical Incurable		\$417,549		
Functional Obsolescence		\$0		
External Obsolescence		\$0		
Total Depreciation				(\$417,549)
DEPRECIATED REPLACEMENT COST				\$218,843
SITE VALUATION (primary only)				\$105,000
VALUE BY COST APPROACH				\$323,843
Rounded				\$324,000

VALUATION BY INCOME CAPITALIZATION APPROACH

Income-producing real estate is typically purchased as an investment, and from an investor's point of view, earning power is the critical element affecting property value. One basic investment premise is that the higher the earnings, the higher the value. An investor who purchases income-producing real estate is essentially trading present dollars for the right to receive future dollars. The Income Capitalization Approach consists of methods, techniques, and mathematical procedures that an appraiser uses to analyze a property's capacity to generate benefits (i.e. usually the monetary benefits of income and reversion) and convert these benefits into an indication of present value.¹

The initial step in the estimation of value by the Income Capitalization Approach is an accurate projection or substantiation of the gross income producing capabilities of the subject property. The net income potential of the property is critical in a commercial/industrial property because investment buyers estimate market value on the basis of capitalized income. On an unleveraged basis (no loan or debt service), the bottom line net operating income anticipated from the subject property is assigned an overall capitalization rate to yield a market value typical of market investors. The Sales Comparison Approach may also rely on the gross and net income estimates of the subject property as meaningful units of comparison. As noted throughout this appraisal report, the subject property has historically been owner occupied and is sub-investment grade.

The subject property is an average quality/condition mixed-use property located in a rural area of Clackamas County Oregon. It has been occupied by the owner long-term. Due to the lack of consistent tenant occupancy and lack of historic investor interest in the subject property an Income Capitalization Approach has not been developed in this analysis. An owner user is the most likely buyer and would pay the highest price under current market conditions. Therefore the Income Capitalization Approach has not been developed and primary weight is given to the Cost and Sales Comparison Approaches.

¹ The Appraisal of Real Estate, Eleventh Edition. Chicago: Appraisal Institute, 1996. Page 409

VALUATION BY SALES COMPARISON APPROACH

In the valuation of the subject property by the Sales Comparison or Market Approach, a search of the area was made for sales of similar rural commercial properties. Due to the predominance of owner-user buyers in the market, the Sales Comparison Approach is fully developed.

Improved Sales

The search focused on recent sales of small to mid-sized commercial/mixed-use properties in the Clackamas County area. Due to a lack of similar owner-user and investment-caliber sales of this type, we expanded the search parameters to include transactions dating further back in time, as well as those a greater distance from the subject property in similar peripheral markets. No single improved sale mirrors the subject property's rural location, improvement design/condition, building/site size, income potential and exposure.

Of importance is the basic methodology whereby only the real property components of the subject property are valued in this approach. The improved sales analyzed were adjusted (where appropriate) for non-realty items such as FF&E, product inventory, business name/goodwill, etc.

Of the sales analyzed and verified, the following have been considered for more detailed analysis, description and comparison. The following market data charts summarize the results of the analysis. An Improved Sales Map is located on the following page.

Following the summary table is a price per SF analysis utilizing both qualitative comparisons as well as quantitative adjustments.

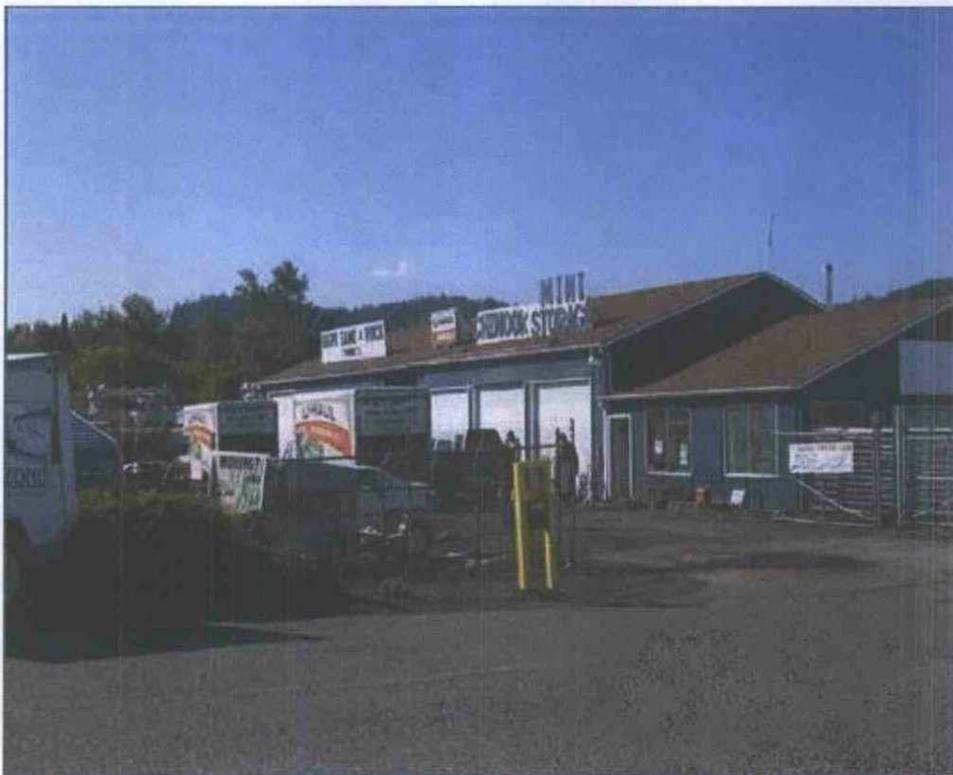
VALUATION BY SALES COMPARISON APPROACH (Cont.)

<i>Improved Sales</i>	<i>Sale 1</i>	<i>Sale 2</i>	<i>Sale 3</i>	<i>Sale 4</i>	<i>Sale 5</i>	<i>Listing 6</i>	<i>Subject</i>
<i>Address</i>	1094-1174 North 1st Avenue	53567 Columbia River Highway	41777 SE Highway 26	4560-4586 Highway 99E	21145 NW West Union Road	11160 SW Durham Lane	25408 South Highway 99E
<i>City, ST</i>	Stayton, OR	Scappoose, OR	Sandy, OR	Hubbard, OR	Hillsboro, OR	McMinnville, OR	Aurora, OR
<i>Sale Date</i>	3/10/2009	6/2/2009	9/14/2009	4/28/2010	8/18/2010	Active	As of 4/20/2011
<i>Sale Price</i>	\$484,000	\$1,200,000	\$2,350,000	\$399,900	\$1,000,000	\$1,950,000	
<i>Marketing Period</i>	About 10 months	About 6 months	Not listed	Not listed	Not listed	About 2 years	6 to 12 months
<i>Property Rights</i>	Fee simple	Fee simple	Fee simple	Leased fee	Leased fee	Fee simple	Fee simple
<i>Sale Terms</i>	58.7% cash and Investor's Mortgage loan	Seller contract	7.5% cash and Umpqua Bank loan	Cash and seller financing	Cash to seller	Assume cash equivalent	Assume cash equivalent
<i>Property Type</i>	Multiple tenant retail & auto service improvements	Multiple tenant mixed-use improvements	3 building RV Sale & Service Property	Single tenant multi-building nursery improvements	3 building mixed-use property	5 building RV Sales & Service Property	Multi-building RV Sales & Service Property
<i>Building GRA (SF)</i>	12,935	26,000	25,361	9,455	17,763	28,070	10,973
<i>Office/Finished %</i>	51.55%	18.58%	26.73%	20.00%	100.00%	26.86%	25.64%
<i>Year Built</i>	1941	1970	1985	1936	1920-1949	1979-1995	1969-1980s
<i>Construction Materials</i>	Wood frame/sided	CMU, wood & steel	Wood and concrete	Wood frame/sided	Wood frame/sided	CMU, wood & steel	Steel & wood frame w/steel & wood siding
<i>Off-Street Parking</i>	Ample	Ample	Ample	Ample	Ample unmarked	Ample	Ample unmarked
<i>Loading Features</i>	Grade level doors	Grade level doors	Grade level doors	Grade level doors	Multiple grade level doors	30 grade level doors	Multiple grade level doors
<i>Clear Height / Clear Span</i>	12-14 feet / No	12-14 feet / No	18-20 feet / No	14-16 feet / No	16 feet / No	14-16 feet / No	14 to 18 feet / No
<i>Land Area (Acres) (Primary Site Only)</i>	1.48	2.47	6.82	3.18	4.88	10.00	5.25
<i>L:B Ratio</i>	5.00	4.14	11.71	14.65	11.97	15.52	20.84
<i>Buyer Profile</i>	User/Investor	User/Investor	Owner User	User/Investor	User/Investor	User/Investor	User
<i>Gross Potential Inc.</i>	\$82,240	\$95,486	\$228,249	\$56,730	\$70,380	\$163,134	\$61,597
<i>Per SF</i>	\$6.36	\$3.67	\$9.00	\$6.00	\$3.96	\$5.81	\$5.61
<i>Vacancy Deduction</i>	\$8,224	\$9,549	\$22,825	\$5,673	\$7,038	\$16,313	\$6,160
<i>Vacancy Factor</i>	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%
<i>Operating Expenses</i>	\$5,921	\$6,875	\$16,434	\$4,085	\$45,887	\$11,746	\$4,435
<i>Per SF</i>	\$0.46	\$0.26	\$0.65	\$0.43	\$2.58	\$0.42	\$0.40
<i>Net Income</i>	\$68,095	\$79,062	\$188,990	\$46,972	\$17,455	\$135,075	\$51,002
<i>Net Income per SF</i>	\$5.26	\$3.04	\$7.45	\$4.97	\$0.98	\$4.81	\$4.65
<i>GPIM</i>	5.89	12.57	10.30	7.05	14.21	11.95	
<i>OAR</i>	14.07%	6.59%	8.04%	11.75%	1.75%	6.93%	
<i>V & E Pct.</i>	17.20%	17.20%	17.20%	17.20%	75.20%	17.20%	17.20%
<i>Overall Price/SF</i>	\$37.42	\$46.15	\$92.66	\$42.30	\$56.30	\$69.47	Average
<i>Overall Comparison</i>	Similar	Similar	Superior	Similar	Sl. Superior	Superior	\$54.97

VALUATION BY SALES COMPARISON APPROACH (Cont.)



Improved Sale 1 – 1094-1174 North 1st Avenue, Stayton, OR



Improved Sale 2 – 53567 Columbia River Highway, Scappoose, OR

VALUATION BY SALES COMPARISON APPROACH (Cont.)



Improved Sale 3 – 41777 SE Highway 26, Sandy, OR



Improved Sale 4 – 4560-4586 Highway 99E, Hubbard, OR

VALUATION BY SALES COMPARISON APPROACH (Cont.)



Improved Sale 5 – 21145 NW West Union Road, Hillsboro, OR



Improved Listing 6 – 11160 SW Durham Road, McMinnville, OR

VALUATION BY SALES COMPARISON APPROACH (Cont.)

Price per SF Analysis – Qualitative Comparison

The above market data includes sales and listings of the most similar properties to the subject located in the immediate Area. These comparables provide an average representation of the market in this area for properties of this type. All sales have occurred within the last two years.

On a price per SF basis, the comparable sales/listings range from a low of \$37.42 to a high of \$92.66. No one sale mirrors the subject property exactly. All of the improved sales are from suburban or rural Oregon area submarkets. Overall, the array effectively brackets the subject property on the basis of geographic/demographic and physical characteristics.

All are rated somewhat similar in location/submarket. Few differences in exposure/access, materials/quality and economic features exist. Most differences between the properties are physical, most notably building size and land-to-building ratio. All of the properties have lower land-to-building ratios, further placing downward pressure on the sale price the subject property could achieve.

Conclusion

No single sale provides a clear/current market value indication on a price per SF basis. Variations in site and building size, age/condition, lease income potential, historic annual sales, redevelopment potential and other subjective features limits precise analysis on a price per SF basis. Given the subject property's rural location, dated configuration/buildings and supported by ongoing recessionary conditions that have battered the local commercial real estate market, a low to mid-range figure from \$30.00 to \$60.00 per SF is reasonable.

The following quantitative analysis attempts to further refine/adjust the sale array using subjective (qualitative) adjustments.

Quantitative Sales Analysis

The following number and percentage adjustments are applied to the improved sale comparables.

Property Rights Transferred

The subject property is appraised on the basis of fee simple title conveyance from the seller to buyer. This bundle of rights is free of encumbering leases that restrict future occupancy. Conversely, the presence of such occupancy agreements may enhance an income property's marketability and future cash flow. Sale prices may be impacted by the specific property rights included in the transfer. Any significant differences in property rights transferred require adjustments. All of the sales involved transfer of typical fee simple or leased fee interests.

Financing Terms

The subject property is appraised on the basis of cash or equivalent received by the seller as the total sale consideration. Differences associated with seller-carried contracts, trades, sub-market financing, heavy leverage, or the like require adjustment to cash equivalency prior to direct comparison to the subject property. Again, such unique sale terms were factored on the previous Improved Sale summary, and no additional financing adjustments are appropriate.

VALUATION BY SALES COMPARISON APPROACH (Cont.)

Conditions of Sale

Extraordinary buyer or seller motivations that impact the sale price or terms require adjustment to market conditions. Transactions of this sort may or may not reflect market value due to buyer or seller advantage. Only sales depicting what is believed to be market value transfers have been included in this analysis. A negative adjustment is applied to the gross listing price for properties currently available on the market.

Market Conditions

Because the real estate market ebbs and flows in cycles, it is often appropriate to apply specific market conditions adjustments to account for quantifiable changes in prices/values. The most common such adjustment is applied on the basis of passage of time. Generally, the Willamette Valley area commercial real estate market has shown gradual and steady upward price trending through 2007 in response to increasing construction costs, increasing land costs, higher lease rates, more affordable mortgage rates and the like. This trend has and is expected to continue to subside while the capital markets adjust to decreased bank leverage allowed, potentially higher mortgage interest rates and transition from a sellers' to buyers' market.

Though the prime, 10-year Treasury and LIBOR-based mortgage rates are at low levels, the qualification standards and reduced leveragability of commercial assets has resulted in a slight to pronounced erosion of pricing. Presently, the number of sellers seeking to exit ownership exceeds the number of buyers willing to pay historic prices. As a result, there is a sizable buyer/seller pricing gap that was a primary detriment in negotiating commercial transactions during much of 2009-10.

It should be noted that conversations with market participants including brokers familiar with the local area have made it clear that the current climate of commercial real estate includes properties that are being listed longer and requiring reduced prices in order to consummate sale. The lack of available financing along with a negative economic outlook has created a pricing gap between seller expectations and buyer affordability.

A survey of brokers involved with recent transactions indicated annual depreciation as high as 10 percent annually in the current market. Due to all of the sales occurring from March 2009 to present a subjective 10 percent annual depreciation adjustment is applied from the date closing to the date of value.

Location

The general proximity and market area of the subject property versus the sale properties is an important condition that may or may not require adjustment. Specific demographic trends, differences in development costs, supply/demand conditions, etc. vary from location to location. For this analysis, the comparable improved sales selected are in the suburban/rural Clackamas, Marion, Yamhill, Columbia or Multnomah County submarkets. Due to differences in demand, demographics, barriers to entry and perceived value, subtle downward adjustments were applied. All of the improved sales are rated generally similar on a demographic basis, with fluctuations in potential lease rates, barriers to entry and tenant/buyer demand. Adjustments were considered but not applied.

VALUATION BY SALES COMPARISON APPROACH (Cont.)

Access & Exposure

The subject property enjoys average access/exposure from Highway 99E. The comparables are rated similar, therefore no adjustment is applied.

Physical Characteristics

Building or site size has an effect on market value when considering economies of scale, overall investment risk, typical buyer profiles, and future expansion or redevelopment options. The sale properties represent both similar and larger buildings in the 9,455 to over 28,000 SF range. A dearth of transactions in the precise size range of the subject property makes precise differences difficult to assess. Subjective upward adjustments were assigned to the significantly larger buildings.

The extent of land area included in the property is a significant factor. The subject property has a land-to-building ratio of 20.84 to one. We conclude that its yard area and/or expansion potential is a neutral factor. The improved sales possess mostly similar land to building ratios or lower incremental land values. Because site coverage is a highly subjective sole measurement of expansion potential or additional utility, few adjustments were applied to the improved sales. Often, building placement, site shape and/or topographic features have a significant bearing on the overall utility of an improved commercial/industrial property.

The actual age, effective age and corresponding condition of the sale improvements vary from sale property to sale property. Due to the close relationship between these three factors, only one adjustment is estimated for age/condition-related irregularities. Obviously, those buildings in older condition to the subject property are viewed as inferior on the basis of age/condition. Subjective percentage adjustments are applied to compensate for approximate effective age differences. In terms of condition, the subject property ranks mid-range by virtue of the age/condition and exterior appeal.

Variations in construction materials and overall quality are also analyzed with the intent of adjusting the improved sales to the subject property's materials and quality. Each of the improvements within the sale properties is steel, wood frame or concrete (tilt-up or block). There is a wide range of interior finishes and conditions. From a quality/materials perspective, most sales had a similar mix of construction materials, therefore few adjustments were applied.

Office build-out was adjusted subjectively based upon the subject property's over 25 percent proportion. The six improved sales bracket this figure and applicable adjustments were applied.

Extent of landscaping, exterior appointments, interior finishes, and overall appeal is at the middle of the improved sale properties. Specific functional features that vary from building to building include quantity of off-street parking, extent of vehicle/pedestrian exposure, yard storage area, and overall appeal. Most of the improved sale properties possess similar yard area to the subject property. The subject property's land to building ratio has been considered under a prior heading.

VALUATION BY SALES COMPARISON APPROACH (Cont.)

Economic / Investment Parameters

Economically, the improved sales represent owner-user and investor purchases. Differences in income potential (actual lease or appraiser-estimated) or tenant credit have been analyzed individually for comparison to the subject property. Subtle net operating income differences were noted among the improved sales. No adjustments were applied.

Conclusion

The above-described adjustments (percentage increments in most cases) are summarized in the following table.

VALUATION BY SALES COMPARISON APPROACH (Cont.)

Improved Sales	Sale 1	Sale 2	Sale 3	Sale 4	Sale 5	Listing 6	Subject
<i>Address</i>	1094-1174 North 1st Avenue	53567 Columbia River Highway	41777 SE Highway 26	4560-4586 Highway 99E	21145 NW West Union Road	11160 SW Durham Lane	25408 South Highway 99E
<i>City, ST</i>	Stayton, OR	Scappoose, OR	Sandy, OR	Hubbard, OR	Hillsboro, OR	McMinnville, OR	Aurora, OR
<i>Sale Date</i>	3/10/2009	6/2/2009	9/14/2009	4/28/2010	8/18/2010	Active	As of 4/20/2011
<i>Sale Price</i>	\$484,000	\$1,200,000	\$2,350,000	\$399,900	\$1,000,000	\$1,950,000	
<i>Building GRA (SF)</i>	12,935	26,000	25,361	9,455	17,763	28,070	10,973
<i>Office/Finished %</i>	51.55%	18.58%	26.73%	20.00%	100.00%	26.86%	25.64%
<i>L:B Ratio</i>	5.00	4.14	11.71	14.65	11.97	15.52	20.84
<i>Net Income per SF</i>	\$5.26	\$3.04	\$7.45	\$4.97	\$0.98	\$4.81	\$4.65
<i>Year Built</i>	1941	1970	1985	1936	1920-1949	1979-1995	1969-1980s
<i>Overall Price/SF</i>	\$37.42	\$46.15	\$92.66	\$42.30	\$56.30	\$69.47	
Preliminary Sale Adjustments							
<i>Property Rights</i>	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	Fee simple
<i>Sale Terms</i>	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	Cash equivalent
<i>Conditions of Sale</i>	0.00%	0.00%	0.00%	0.00%	0.00%	-10.00%	Arms length
<i>Market Conditions</i>	-21.12%	-18.82%	-15.97%	-9.78%	-6.71%	0.00%	4/20/2011
<i>Adj. Price per SF</i>	\$29.51	\$37.47	\$77.86	\$38.16	\$52.52	\$62.52	
Individual Sale Adjustments							
Location							
<i>Submarket</i>	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	Rural Aurora
<i>Exposure / Traffic Ct.</i>	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	Above Average
Physical Features							
<i>Size (Bldg.)</i>	0.00%	5.00%	5.00%	0.00%	3.00%	5.00%	10,973
<i>L:B Ratio</i>	10.00%	10.00%	5.00%	2.00%	5.00%	2.00%	20.84
<i>Age/Condition</i>	0.00%	0.00%	-10.00%	0.00%	0.00%	-5.00%	Average
<i>Materials/Quality</i>	0.00%	0.00%	-10.00%	0.00%	0.00%	-10.00%	Wood/steel (modest)
<i>Office Percentage</i>	-10.00%	0.00%	0.00%	0.00%	-20.00%	0.00%	25.64%
Economic Attributes							
<i>Occupancy ATOS</i>	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	Assume 90%
<i>Tenant Credit</i>	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	Assume local
Total Net Adjustments	0.00%	15.00%	-10.00%	2.00%	-12.00%	-8.00%	Adj. Average
Adjusted Price per SF	\$29.51	\$43.09	\$70.08	\$38.92	\$46.22	\$57.52	\$45.56

The improved sales indicate an adjusted price per SF range from \$29.51 to \$70.08. The average is \$45.56 per SF.

Based upon the multiple specific sale adjustments that consider the nuances of each individual transaction, property features and functional similarities, we conclude an appropriate price per

VALUATION BY SALES COMPARISON APPROACH (Cont.)

SF for the subject property is about \$30.00 to \$50.00 on a fee simple basis after consideration of quantifiable location, physical and economic attributes compared herein. Of particular note is the subject property's current (non-conforming) commercial use that may or may not persist on a perpetual basis. No attempts were made to adjust the improved sales (mostly commercial-zoned) for underlying EFU zoning. Therefore, the subject property warrants a low-end value estimate most similar to the lesser price per SF sales. For this analysis, a conclusion of about **\$35.00 per SF** is supported by the adjusted improved sale data available for comparison and analysis.

Multiplied by a building area of 10,973 SF suggests a market value indication of about \$384,055, rounded to \$384,000.

Conclusion

One market value indication (real property only) has been estimated by the Sales Comparison Approach.

Sale Price Per SF (Quantitative) - **\$384,000**

A conclusion of \$384,000 is reasonable for the subject property (primary site and improvements only).

RECONCILIATION & FINAL VALUE CONCLUSIONS

We have used the following methods to estimate the market value of subject property (primary site and improvements only), in fee simple, as of April 20, 2011:

Cost Approach	-	\$324,000
Income Capitalization Approach	-	Not developed
Sales Comparison Approach	-	\$384,000

The following analysis summarizes the conclusions and explains the amount of weight applied to each value indication.

Cost Approach

A land value conclusion was combined with a projection of replacement cost new for the proposed improvements that included subjective estimates of depreciation. Given the strong demand from owner-users in the market and lack of similar properties available on the market, this approach is a reasonable indicator of market value.

Income Capitalization Approach

The subject property is an average quality/condition mixed use property located in a rural area of Clackamas County, Oregon. It has primarily been occupied by the owner long-term. Due to the lack of tenant occupancy and lack of historic investor interest in the subject property an Income Capitalization Approach has not been developed in this analysis. An owner user is the most likely buyer and would pay the highest price under current market conditions. Therefore the Income Capitalization Approach was not fully developed and primary weight is given to the Cost and Sales Comparison Approaches.

Sales Comparison Approach

The Sales Comparison or Market Approach analyzed recent sales of rural/suburban commercial properties throughout the Clackamas County and peripheral submarkets. Overall price per SF was extracted from the improved sale comparables. From the overall price per SF perspective, the market value indication was \$384,000, after multiple adjustments were considered and applied to the sale array. The subject property offers appeal to owner-users, due to location, and utility; however, lack of persistent commercial zoning is an issue that may worsen over time (without occupancy/use). In the final analysis, the Sales Comparison Approach is assigned primary weight.

Conclusion - Primary

In our opinion, the market value of the subject property (primary site and improvements only), in fee simple, as of April 20, 2011, was:

THREE HUNDRED EIGHTY-FOUR THOUSAND DOLLARS....\$384,000.

RECONCILIATION & FINAL VALUE CONCLUSIONS (Cont.)

Conclusion - Total Property

As noted in the Site Analysis & Valuation section, the surplus/additional land area is estimated to possess added value of \$195,000 above that of the primary site/improvements. This price per acre reflects a significant discount from both the overall average price per acre assigned to the total 20 acre parcel as well as the \$20,000 per acre land value allocation for the primary site.

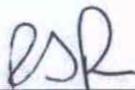
Summed, the overall market value (rounded) of the subject property, as of the date of inspection, was:

FIVE HUNDRED SEVENTY-NINE THOUSAND DOLLARS....\$579,000.

APPRAISER CERTIFICATION - Ryan S. Prusse, MAI

The undersigned does hereby certify that, except as otherwise noted in this report:

- 1) The statements of fact contained in this report are true and correct.
- 2) The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.
- 3) I have no present or prospective interest in the property that is the subject property of this report, and I have no personal interest or bias with respect to the parties or property involved.
- 4) My compensation is not contingent on an action or event resulting from the analyses, opinions, or conclusions in, or the use of this report.
- 5) My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics and the Standards of Professional Practice of the Appraisal Institute.
- 6) The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- 7) As of the date of this report, I, Ryan S. Prusse, have completed the requirements under the continuing education program of the Appraisal Institute.
- 8) I have personally inspected the subject property. I have not inspected the exterior of all comparable properties identified in this report.
- 9) No significant professional assistance was provided beyond the signatories of this report.
- 10) I do not authorize the out-of-context quoting from or partial reprinting of this report. Further, neither all nor any part of this appraisal report shall be disseminated to the general public by the use of media for public communication without my prior written consent.
- 11) This report is prepared in conformance with the Uniform Standards of Professional Appraisal Practice ("USPAP") as promulgated by the Appraisal Standards Board of the Appraisal Foundation.
- 12) My employment was not conditioned upon the consultation producing a specific price or a price within a given range. Future employment is not dependent upon reporting a specified price. Neither employment nor compensation is dependent upon the approval of a loan application.
- 13) I have acquired through study and practice the necessary knowledge and experience to complete this assignment competently.



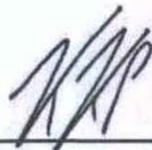
Ryan S. Prusse, MAI

Oregon Appraiser Certification #C000498

APPRAISER CERTIFICATION – Kurt K. Plaster

The undersigned does hereby certify that, except as otherwise noted in this report:

- 1) The statements of fact contained in this report, are true and correct.
- 2) The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial, unbiased professional analyses, opinions, and conclusions.
- 3) I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.
- 4) My compensation is not contingent on an action or event resulting from the analyses, opinions, or conclusions in, or the use of this report.
- 5) My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics and the Standards of Professional Practice of the Appraisal Institute.
- 6) The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- 7) I have personally inspected the subject. I have not inspected all comparable properties identified in this report.
- 8) No significant professional assistance was provided beyond the signatories of this report.
- 9) I do not authorize the out-of-context quoting from or partial reprinting of this report. Further, neither all nor any part of this appraisal report shall be disseminated to the general public by the use of media for public communication without my prior written consent.
- 10) This report is prepared in conformance with the Uniform Standards of Professional Appraisal Practice ("USPAP") as promulgated by the Appraisal Standards Board of the Appraisal Foundation.
- 11) My employment was not conditioned upon the consultation producing a specific price or a price within a given range. Future employment is not dependent upon reporting a specified price, or the occurrence of a subsequent event directly related to the intended use of this appraisal. Neither employment nor compensation is dependent upon the approval of a loan application.
- 12) I have acquired through study and practice the necessary knowledge and experience to complete this assignment competently.



Kurt K. Plaster

Oregon Appraiser Certification #C001003

FIRM QUALIFICATIONS

RSP & Associates LLC has been serving the Pacific Northwest since formation in 1998. Ryan S. Prusse, MAI is a former principal of C. Spencer Powell & Associates, a real estate appraisal and consulting firm serving the northwest since 1973. Our firm concentrates on complex commercial, industrial and multi-family valuation assignments for mortgage lenders, government agencies and municipalities, corporations and individuals. Work has been performed on a national scale. A sample of clients served by Mr. Prusse while a principal of RSP & Associates LLC and/or C. Spencer Powell & Associates is included below.

Financial:

Advanced Mortgage Resources
Albina Community Bank
American Pacific Bank
Apartment Lending Corporation
AT&T Capital Credit
Baker Mortgage, Inc.
Bank of America
Union Bank of California
Bank of the Cascades
Bank of Portland
Bank of Salem
Bank of Vancouver
Citizens Bank
Clackamas County Bank
Commercial Mortgage Corporation
Continental Savings Bank
Countrywide Home Loans
Eagle Home Mortgage
Eykis Financial Services
First Mutual Bank
First Tennessee Bank

First Security Bank
First Security Leasing Company
First Union Small Business Lending
GE Capital Access
GMAC Commercial Mortgage
Hood River Bank
Imperial Capital
Interest Mortgage & Investment
Interwest Mortgage
Juniper Banking Company
Key Bank of Oregon
LaSalle Bank (ABN AMRO)
Lexington Funding
Linn-Benton Bank
The Money Store
National Mortgage Company
Norris, Beggs & Simpson
Northern Bank of Commerce
Northwest Mortgage Group
Olympia Mortgage Corporation
Pacific Crest Bank

Pacific Mortgage & Investment Co.
Pacific One Bank
Pioneer Trust Bank, N.A.
Prudential Mortgage Capital Company
Rainier Bank
Seafirst Real Estate Advisory
Southern Pacific Bank
Sterling Savings Bank
U.S. National Bank of Oregon
Umpqua Bank
Valley of the Rogue Bank
Van Wijnen Canada
Ward Cook Inc.
Washington Federal Savings
Washington Mutual Bank
Western Bank
Wells Fargo Bank
West Coast Bank
Yakima Valley Bank

Governmental:

Albany School District
Benton County
Bonneville Power Administration
City of Albany
City of Astoria
City of Beaverton
City of Hillsboro
City of Portland
City of Salem
City of Silverton
City of Woodburn

Clatsop County
Dallas School District
FDIC
Housing Authority of Portland
Marion County
METRO Open Spaces Division
Oregon Dept. of Transportation
Oregon Division of State Lands
Oregon Dept. of General Services
Network Oregon Affordable Housing
Port of Astoria

Port of Portland
Resolution Trust Corporation
Salem/Keizer School District
U.S. Army Corps of Engineers
U.S. Bureau of Land Management
U.S. Forest Service
Washington Dept. of Fish & Wildlife
Yamhill County Housing Authority

Insurance/Medical:

Mutual of Enumclaw
Mid-Valley Healthcare
Harvard Medical Northwest Life Assurance
GAB Robins North America, Inc.

Nationwide Insurance
Safeco Insurance
Salem Hospital
Corvallis Clinic

Good Samaritan Hospital (Corvallis)
MetLife Capital Insurance Company
Equitable of Iowa
Viking Insurance Company

General:

Agripac, Inc.
Aldrich Kilbride & Tatone
Archdiocese of Oregon
Atlantic Richfield Corporation
Boys & Girls Club of Albany
Boys & Girls Club of Salem
Brand "S" Corporation
Brown & Shay Partners
Bullivant Houser Bailey
Chevron, USA
Chrysler Realty
Colson & Colson Construction
Cushman & Wakefield

DAVII Investments
George Suniga Enterprises
First American Title
First Princeton Corporation
First Virtual Properties LLC
Hanna Kerns & Strader
International Business Machines
McDonalds Corporation
Morrow Crane Inc.
Mountain West Development
Neilsen Manufacturing
Nonpareil, Inc.
Oregon Glass Company

Pacific Conference Center
Portland General Electric
Portland Investments
Rite Aid Corporation
River Network
Saafeld, Griggs & Gorsuch
Sycan Development
Texaco Lubricants
3-H Construction

QUALIFICATIONS – Ryan S. Prusse, MAI

Ryan S. Prusse, MAI is the director of RSP & Associates, LLC. He has been engaged in complex valuation assignments since 1991. Appraisal assignments include a broad range of property types: multi-family, industrial, office, wetlands, wildlife habitat, agricultural, church, food processing, box retail, subsidized housing, aqua-culture and contaminated properties.

Professional Affiliations

State of Oregon Certified General Appraiser (#C000498)
State of Washington Certified General Appraiser (#1100869)
Member of the Appraisal Institute (#10667)
Appraisal Institute Young Advisory Council, 1994-1996
Environmental Assessment Association - Certified Environmental Specialist (CES)
Appraisal Journal Review Committee (Appraisal Institute) – 1996 - 1999
Director (AI - Greater Oregon Chapter) – 2004-present

Community

Young Executive Board, Salem Boys & Girls Club
Finance Committee, Salem Boys & Girls Club
Assistant Varsity football coach, Regis High School
Youth Sports Coach, Salem Boys & Girls Club
Youth Sports Coach, Clackamas Little League
Youth Sports Coach, Wilsonville Parks & Recreation

Education

Willamette University, Salem, Oregon:
Bachelor of Science, Major Economics, Minor Mathematics
Appraisal Institute, Chicago, Illinois:
Course SPPA, Standards of Professional Practice, Part A
Course SPPB, Standards of Professional Practice, Part B
Course 1A1, Real Estate Appraisal Principles (challenged)
Course 1A2, Basic Valuation Procedures (challenged)
Course 1BA, Capitalization Theory and Techniques, Part A
Course 1BB, Capitalization Theory and Techniques, Part B (challenged)
Course II540, Report Writing and Valuation Analysis
Course II550, Advanced Applications
American Society of Farm Managers & Rural Appraisers, Denver, Colorado:
A-30, Advanced Rural Appraisal
Rural Residential Appraisal
Chemeketa Community College, Salem, Oregon:
Applied Residential Appraisal
Appraisal I

Experience

Various positions from intern to owner at C. Spencer Powell & Associates (1990 – 1998)
Founder/Director – RSP & Associates, LLC (1998 – present).

QUALIFICATIONS – Kurt K. Plaster, Certified General Appraiser

Kurt K. Plaster is a certified general appraiser in the commercial real estate firm of RSP & Associates, LLC. Mr. Plaster began his appraisal career in 2006, with a background in business and marketing. Appraisal assignments have included a broad range of property types: subdivision development, rural & urban land, industrial, general office, retail and mixed-use developments.

Professional Affiliations

State of Oregon Certified General Appraiser (#C001003)
Associate Member of the Appraisal Institute (#492115)

Education

Brigham Young University, Provo, Utah:
Bachelor of Science, Communications, Minor Business Administration

Van Education Center, Boulder, Colorado:
Appraisal 101
Uniform Standards of Professional Appraisal Practice

Appraisal Institute, Chicago, Illinois:
Basic Income Capitalization
General Appraiser Income Approach Part 2
Real Estate Finance and Statistics Modeling
General Market Analysis and Highest and Best Use
General Appraiser Sales Comparison Approach
General Appraiser Site Valuation and Cost Approach
Advanced Report Writing and Valuation Analysis
Advanced Sales Comparison and Cost Approach
Advanced Applications
Advanced Income Capitalization

Experience

2006 – Present	RSP & Associates LLC (Wilsonville)
2005 – 2006	JLC Real Estate Appraisers (Salt Lake City)
2003 – 2004	FedEX-Kinkos, Management Development (Salt Lake City)



Appraiser Certification and Licensure Board

State Certified General Appraiser

28 hours of continuing education required for renewal

Ryan S Prusse
RSP & Associates LLC
PO Box 365
Wilsonville OR 97070

License No: C000498
Issue Date: 7/1/2010
Expiration Date: 6/30/2012

R. A. (Bob) Keith, Administrator

STATE OF WASHINGTON

DEPARTMENT OF LICENSING – BUSINESS AND PROFESSIONS DIVISION
THIS CERTIFIES THAT THE PERSON NAMED HEREON IS AUTHORIZED, AS PROVIDED BY LAW, AS A



CERTIFIED GENERAL REAL ESTATE APPRAISER

RYAN S PRUSSE
RSP & ASSOCIATES LLC
PO BOX 365
WILSONVILLE OR 97070

Cert/Lic No.
1100869

Issued Date
09/18/1995

Expiration Date
06/24/2011

Director



Kurt K Plaster
RSP & Associates
PO BOX 365
Wilsonville OR 97070

Appraiser Certification and Licensure Board

State Certified General Appraiser

28 hours of continuing education required for renewal

License No: C001003
Issue Date: 12/1/2009
Expiration Date: 5/31/2011

R. A. (Bob) Keith, Administrator



April 6, 2011

Ryan S. Prusse, MAI
RSP & Associates LLC
PO Box 365
Wilsonville, OR 97070

RE: A drive-by summary appraisal to establish an "as is" FMV on property owned by William Workman

Top O Hill Quality RV, Inc
25408 S. Highway 99E Aurora, OR 97002
Tax ID# 01004905

Dear Mr. Prusse;

Celtic Bank is requiring an appraisal be performed to determine the current fair market value of real property pledged as collateral on an existing loan. To accomplish this, Celtic requests that your appraisal service perform the appraisal on the property described above. The agreed upon price is \$4,500.00 with a completion date of no later than April 20, 2011.

The appraisal must be addressed to and prepared for Celtic Bank; 340 East 400 South, Salt Lake City, UT 84111 in accordance with minimum standards attached hereto. Any variations from these standards, (except for additions to) are prohibited without the written consent of an authorized employee of Celtic Bank. It is important to note that Celtic requires that all of its appraisals be prepared in an objective manner, and that at no time are you expected to arrive at a specific or predetermined value. In addition, Celtic requires that the attached Certification be dated and executed by the appraiser when the Appraisal is provided to Celtic.

Thank you for faxing back the last page of this correspondence indicating your proposed fee and your willingness to proceed with the appraisal.

Sincerely,

Bradley C. Bybee
Chief Lending Officer
Celtic Bank Corporation



CERTIFICATION

RE: Appraisal performed on the premises as described as:

Top O Hill Quality RV, Inc
25408 S. Highway 99E Aurora, OR 97002
Tax ID# 01004905

The undersigned certify under penalties for false statements, as provided in 18 U. S. C. 1001, the information contained in the above-referenced report and the statements made here in below are true and correct to the best of my knowledge and belief.

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions and our personal, unbiased professional analysis, opinions and conclusions.
3. We have no present or prospective interest in the property that is the subject of his report and no personal interest or bias with respect to the parties involved or their representatives.
4. Our compensation is not contingent upon the attainment of a stipulated result or finding.
5. The site assessment was performed in accordance with generally recognized standards.

Mr. Ryan S. Prusse, MAI

By _____

A handwritten signature in dark ink, appearing to read "RSP", is written over a horizontal line.

April 6, 2011

Signature & Title

Date

Property Detail Report

For Property Located At



CoreLogic

RealQuest Professional

25408 S HIGHWAY 99E, AURORA, OR 97002-9320

Owner Information:

Owner Name: **WORKMAN WILLIAM P & TIFFANY**
 Mailing Address: **25408 S HIGHWAY 99E, AURORA OR 97002-9320 R003**
 Phone Number: _____ Vesting Codes: **HW //**

Location Information:

Legal Description: **SECTION 07 TOWNSHIP 4S RANGE 1E TAX LOT 00800**
 County: **CLACKAMAS, OR** APN: **01004905**
 Census Tract / Block: **228.00 / 3** Alternate APN: **R-4-1E-07-0-00800**
 Township-Range-Sect: **4S-1E-07** Subdivision: **TOWNSHIP VILLAGE 04**
 Legal Book/Page: _____ Map Reference: **775-H2 / 775-H2**
 Legal Lot: **800** Tract #: _____
 Legal Block: _____ School District: **086**
 Market Area: _____ Munic/Township: _____
 Neighbor Code: **99950**

Owner Transfer Information:

Recording/Sale Date: **/** Deed Type: _____
 Sale Price: _____ 1st Mtg Document #: _____
 Document #: _____

Last Market Sale Information:

Recording/Sale Date: **08/25/1997 / 08/1997** 1st Mtg Amount/Type: **/**
 Sale Price: **\$210,600** 1st Mtg Int. Rate/Type: **/**
 Sale Type: **FULL** 1st Mtg Document #: _____
 Document #: **64787** 2nd Mtg Amount/Type: **/**
 Deed Type: **WARRANTY DEED** 2nd Mtg Int. Rate/Type: **/**
 Transfer Document #: _____ Price Per SqFt: **\$138.74**
 New Construction: _____ Multi/Split Sale: **MULTIPLE**
 Title Company: _____

Lender: **SAFEWAY FCU**
 Seller Name: **WORKMAN HAROLD E TRUSTEE**

Prior Sale Information:

Prior Rec/Sale Date: **00/1995 / 04/1995** Prior Lender: _____
 Prior Sale Price: _____ Prior 1st Mtg Amt/Type: **/**
 Prior Doc Number: **33335** Prior 1st Mtg Rate/Type: **/**
 Prior Deed Type: **WARRANTY DEED**

Property Characteristics:

Year Built / Eff: 1969 /	Total Rooms/Offices:	Garage Area:
Gross Area: 1,518	Total Restrooms:	Garage Capacity:
Building Area: 1,518	Roof Type:	Parking Spaces:
Tot Adj Area:	Roof Material: COMPOSITION SHINGLE	Heat Type: FORCED AIR
Above Grade: 1,518	Construction:	Air Cond:
# of Stories: 1.00	Foundation: CONCRETE LOG	Pool:
Other Improvements:	Exterior wall:	Quality: AVERAGE
	Basement Area:	Condition:

Site Information:

Zoning: **EFU** Acres: **20.00** County Use: **ZONED FARM LND IMPRV (EFU/GAD) (551)**

Flood Zone: **C** Lot Area: **871,200** State Use: _____
 Flood Panel: **4155880260A** Lot Width/Depth: **x** Site Influence: _____
 Flood Panel Date: **08/04/1987** Commercial Units: _____ Sewer Type: _____
 Land Use: **FARMS** Building Class: _____ Water Type: _____

Tax Information:

Total Value: **\$1,567,970** Assessed Year: **2010** Property Tax: **\$16,447.22**
 Land Value: **\$1,207,340** Improved %: **23%** Tax Area: **086006**
 Improvement Value: **\$360,630** Tax Year: **2010** Tax Exemption: _____
 Total Taxable Value: **\$1,242,725**

401 EXCLUSIVE FARM USE DISTRICT (EFU) (11/4/10)

401.01 PURPOSE

- A. To preserve agricultural use of agricultural land.
- B. To protect agricultural lands from conflicting uses, high taxation and the cost of public facilities unnecessary for agriculture.
- C. To maintain and increase the agricultural economic base of Clackamas County
- D. To increase agricultural income and employment by creating conditions which further the growth and expansion of agriculture and which attract related industries.
- E. To maintain and improve the quality of air, water and land resources.
- F. To conserve scenic and open space.
- G. To protect wildlife habitats.

401.02 AREA OF APPLICATION

- A. The Exclusive Farm Use District shall be applied to those areas which are generally suitable for small and large scale agricultural uses. Criteria to be considered are:
 - 1. Lands suitable for or characterized by small or large scale agricultural uses, such as the raising of poultry, fur bearing animals, and livestock and the growing of berries, nursery stock, vegetables, grains and field crops.
 - 2. Lands classified by the U.S. Natural Resources Conservation Service (NRCS) as predominantly Class I-IV soils or identified as agricultural soil by more detailed data. (1/9/03)
 - 3. Land in other soil classes that is suitable for farm use as defined in ORS 215.203(2)(a), taking into consideration soil fertility; suitability for grazing; climatic conditions; existing and future availability of water for farm irrigation purposes; existing land use patterns; technological and energy inputs required; and accepted farming practices. (1/9/03)
 - 4. Land that is necessary to permit farm practices to be undertaken on adjacent or nearby agricultural lands.

5. Lands designated and acknowledged as Agriculture on the County's Comprehensive Plan map. (1/9/03)

401.03 DEFINITIONS

Unless specifically defined below or in Section 202 words or phrases used in this section shall be interpreted to give them the same meaning as they have in common usage and to give this section its most reasonable application. (1/9/03)

- A. Agricultural Land: As defined in Oregon Administrative Rule 660-33-0020. (1/9/03)
- B. Farm Use: As defined in ORS 215.203. (1/9/03)
- C. High Value Farmland: As defined in ORS 215.710 and OAR 660-033-0020(8). (1/9/03)
- D. Low Value Farmland: All land not defined as High Value Farmland in ORS 215.710 and OAR 660-033-0020(8). (1/9/03)
- E. Date of Creation and Existence: When a lot, parcel, or tract is reconfigured pursuant to applicable law after November 4, 1993, the effect of which is to qualify a lot, parcel or tract for the siting of a dwelling, the date of the reconfiguration is the date of creation or existence. Reconfigured means any change in the boundary of the lot, parcel or tract.
- F. Tract: One or more contiguous lots or parcels under the same ownership, including lots or parcels divided by a county or public road, or contiguous at a common point. Lots or parcels divided by a State Highway are not considered contiguous. (1/9/03)
- G. Golf Course: As defined in Subsection 407.06(B)(31). (1/9/03)
- H. Irrigated: Agricultural Land watered by an artificial or controlled means, such as sprinklers, furrows, ditches, or spreader dikes. An area or tract is "irrigated" if it is currently watered, or has established rights to use water for irrigation, including such tracts that receive water for irrigation from a water or irrigation district or other provider. For the purposes of this section, an area or tract within a water or irrigation district that was once irrigated shall continue to be considered "irrigated" even if the irrigation water was removed or transferred to another tract. (1/9/03)

CLACKAMAS COUNTY ZONING AND DEVELOPMENT ORDINANCE

- I. Farm Stand: A structure designed and used for the sale of farm crops and livestock grown on the farm operation, or grown on the farm operation and other farm operations in the local agricultural area, including the sale of retail incidental items and fee based activity to promote the sale of farm crops or livestock sold at the farm stand if the annual sale of the incidental items and fees from promotional activity do not make up more than 25 percent of the total sales of the farm stand; and the farm stand does not include structures designed for occupancy as a residence or for activities other than the sale of farm crops and livestock and does not include structures for banquets, public gatherings or public entertainment. (1/9/03)
- J. Owner: For purposes of a Lot of Record Dwelling, "Owner" includes the wife, husband, son, daughter, mother, father, brother, brother-in-law, sister, sister-in-law, son-in-law, daughter-in-law, mother-in-law, father-in-law, aunt, uncle, nephew, niece, stepparent, stepchild, grandparent, or grandchild of the owner or a business entity owned by any one or a combination of these family members.
- K. Historic Property: As defined in ORS 358.480. (1/9/03)
- L. Accessory Farm Dwelling: Includes all types of residential structures allowed by the applicable state building code. (7/1/04)

401.04 PRIMARY USES ALLOWED ON LOW AND HIGH VALUE FARMLAND
(1/9/03)

- A. Farm uses as defined in ORS 215.203. (1/9/03)
- B. Nonresidential buildings customarily provided in conjunction with farm uses. (1/9/03)
- C. Accessory buildings customarily incidental to an existing dwelling. (1/9/03)
- D. Propagation and harvesting of a forest product. Inside the Portland Metropolitan Urban Growth Boundary, refer to Subsection 1002.04 regarding a development restriction that may apply if excessive tree removal occurs. (9/28/10)
- E. Creation, restoration, or enhancement of wetlands. (11/4/10)
- F. Alteration, restoration, or replacement of a lawfully established dwelling. A lawfully established dwelling is a single family dwelling which has: (1/9/03)
 - 1. Intact exterior walls and roof structure; (1/9/03)

CLACKAMAS COUNTY ZONING AND DEVELOPMENT ORDINANCE

2. Indoor plumbing consisting of a kitchen sink, toilet and bathing facilities connected to a sanitary waste disposal system; (1/9/03)
 3. Interior wiring for interior lights; and (1/9/03)
 4. A heating system. (1/9/03)
 5. The dwelling to be replaced shall be removed, demolished, or if not a manufactured dwelling, converted to an allowable use within 90 days of the occupancy of the new dwelling. Manufactured dwellings and residential trailers to be replaced must be removed from the property within 30 days of the occupancy of the new dwelling. (1/9/03)
 6. If the dwelling to be replaced is located on a portion of the lot not zoned for exclusive farm use, the applicant, as a condition of approval, shall execute and record in the deed records to the County Clerk an irrevocable deed restriction prohibiting the siting of a dwelling on that portion of the lot or parcel. Any release shall be signed by the Count and state that the provisions of this section regarding replacement dwellings have changed to allow the siting of another dwelling. (7/1/04)
- G. A winery as described in ORS 215.452. (1/9/03)
- H. Farm stands. (1/9/03)
- I. Operations for the exploration for, and production of, geothermal resources as defined by ORS 522.05 and oil and gas as defined by ORS 520.005, including the placement and operation of compressors, separators and other customary production equipment for an individual well adjacent to a wellhead. Any activities or construction relating to such operations shall not be a basis for an exception under ORS 197.732(1)(a) or (b). (1/9/03)
- J. Operations for the exploration for minerals as defined by ORS 517.750. Any activities or construction relating to such operations shall not be a basis for an exception under ORS 197.732(1)(a) or (b). (1/9/03)
- K. Climbing and passing lanes within a public right-of-way existing as of July 1, 1987. (1/9/03)
- L. Reconstruction or modification of public roads and highways including the placement of utility facilities overhead and in the subsurface of public roads and highways along the public right-of-way, but not including the addition of travel lanes, where no removal or displacement of buildings would occur, or no new land parcels result. (1/9/03)

CLACKAMAS COUNTY ZONING AND DEVELOPMENT ORDINANCE

- M. Temporary public road and highway detours that will be abandoned and restored to original condition or use at such time as no longer needed. (1/9/03)
- N. Minor betterment of existing public road and highway related facilities such as maintenance yards, weigh stations and rest areas, within right-of-ways existing as of July 1, 1987, and contiguous public-owned property utilized to support the operation and maintenance of public roads and highways. (1/9/03)
- O. Reclaimed water, agricultural or industrial process water or biosolids for agricultural, horticultural or silvicultural production, or for irrigation in connection with a use allowed in an exclusive farm use zone under ORS Chapter 215. (1/9/03)
- P. Collocation of wireless telecommunication facilities listed in Subsection 835.04(A), subject to Section 835, provided such facilities include an existing tower that is over 200 feet in height. (7/1/04)
- Q. A site for the takeoff and landing of model aircraft, including such buildings or facilities as may reasonably be necessary. Buildings or facilities shall not be more than 500 square feet in floor area or placed on a permanent foundation unless the building or facility preexisted the use approved under this section. The site shall not include an aggregate surface or hard surface area unless the surface preexisted the use approved under this section. An owner of property used for the purpose authorized in this section may charge a person operating the use on the property rent for the property. An operator may charge users of the property a fee that does not exceed the operator's cost to maintain the property, buildings and facilities. As used in the section, "model aircraft" means a small-scale version of an airplane, glider, helicopter, dirigible or balloon that is used or intended to be used for flight and is controlled by radio, lines or design by a person on the ground. (11/4/10)

401.05 PRIMARY USES ALLOWED ON LOW VALUE FARMLAND (11/30/06)

- A. Churches and cemeteries in conjunction with churches. Churches shall not be sited within 3 miles of an Urban Growth Boundary. (1/9/03)

401.06 USES SUBJECT TO REVIEW BY THE PLANNING DIRECTOR (1/9/03)

- A. The following uses may only be approved where it: (1/9/03)
 - 1. Will not force a significant change in accepted farm or forest practices on surrounding lands devoted to farm or forest use; and (1/9/03)

2. Will not significantly increase the cost of accepted farm or forest practices on land devoted to farm or forest use. (1/9/03)

B. Unless specified otherwise the following uses may be allowed on Low and High Value Farmland subject to Subsection 1305.02. (1/9/03)

1. A facility for the processing of farm crops located on a farm operation that provides at least one-quarter of the farm crops processed at the facility. The building established for the processing facility shall not exceed 10,000 square feet of floor area, exclusive of the floor area designated for preparation, storage or other farm use or devote more than 10,000 square feet of floor area to the processing activities within another building supporting farm uses. A processing facility shall comply with Subsection 401.10(G) and other applicable siting standards, but the standards shall not be applied in a manner that prohibits the siting of the processing facility. (1/9/03)
2. A facility for the primary processing of forest products, provided that such facility is found to not seriously interfere with accepted farming practices and is compatible with farm uses described in ORS 215.203(2). Such a facility may be approved for a one-year period which is renewable. These facilities are intended to be only portable or temporary in nature. The primary processing of a forest product, as used in this section, means the use of a portable chipper or stud mill or other similar methods of initial treatment of a forest product in order to enable its shipment to market. Forest products, as used in this section, means timber grown upon a parcel of land or contiguous land where the primary processing facility is located. (1/9/03)
3. Parking of 7 or fewer log trucks. The term "parking" does not include a maintenance/repair facility. The parking/storage of other forestry equipment is not permitted. (1/9/03)
4. The propagation, cultivation, maintenance and harvesting of aquatic species. (1/9/03)
5. Dwellings and other building customarily provided in conjunction with farm uses subject to Subsection 401.09(E) or (F) and OAR 660-033-0135. (1/9/03)
6. A dwelling on real property used for farm use if the dwelling is located on the same lot or parcel as the dwelling of the farm operator and occupied by a relative, which means grandparent, grandchild, parent, child, brother or sister of the farm operator or the farm operator's spouse, whose assistance

in the management of the farm use is or will be required by the farm operator subject to Subsection 401.09(H). (1/9/03)

7. Accessory farm dwellings customarily provided in conjunction with farm use subject to Subsection 401.09(I). (1/9/03)
8. One single family Lot of Record dwelling on a lawfully created lot or parcel subject to Subsection 401.09(B), (C) or (D). Lot of Record dwellings proposed on High Value Farmland composed of Class 1 or 2, or prime or unique Soils, shall be reviewed by the Hearings Officer subject to Section 1300. (1/9/03)
9. One manufactured dwelling, residential trailer or recreational vehicle, in conjunction with an existing dwelling as a temporary use for the term of a hardship suffered by the existing resident or a relative, as defined in Subsection 401.03(J), of the resident, subject to Subsection 1204.03. (1/9/03)
10. Replacement dwelling to be used in conjunction with farm use if the existing dwelling is listed on the National Register of Historic Places (as required under ORS 358.480). The use or operation of a historic property for other than uses provided under ORS 358.480(2), including use as a separate residence or creation of a separate parcel, shall be subject to all other applicable provisions of this Section. (1/9/03)
11. Residential home or facility as defined in ORS 197.660, in existing dwellings. (1/9/03)
12. Farmworker housing as defined in Subsection 202, subject to Subsection 401.09(I). (1/9/03)
13. Home occupations as provided in ORS 215.448 and Section 822. (1/9/03)
14. Construction of additional passing and travel lanes requiring the acquisition of right-of-way but not resulting in the creation of new land parcels. (1/9/03)
15. Reconstruction or modification of public roads and highways involving the removal or displacement of buildings but not resulting in the creation of new land parcels. (1/9/03)
16. Improvement of public road and highway related facilities, such as maintenance yards, weigh stations and rest areas, where additional property or right-of-way is required but not resulting in the creation of new land parcels. (1/9/03)

17. Utility facilities necessary for public service, including wetland waste water treatment systems, but not including commercial facilities for the purpose of generating electrical power for public use by sale or transmission towers over 200 feet in height. A utility facility necessary for public service may be established as provided in ORS 215.275. A facility is necessary if it must be situated in an agricultural zone in order for the service to be provided. (1/9/03)
18. Collocation of wireless telecommunication facilities listed in Subsection 835.05(A)(2), subject to Section 835, provided such facilities include an existing tower that is over 200 feet in height. (1/9/03)
19. Parks and playgrounds. A public park may be established consistent with the provisions of ORS 195.120. (1/9/03)
20. Community centers owned by a governmental agency or a nonprofit community organization and operated primarily by and for residents of the local rural community. (1/9/03)
21. Single family dwelling, not provided in conjunction with farm use subject to Subsection 401.09(G). (1/9/03)
22. Fire service facilities providing rural fire protection services. (1/9/03)

C. The following uses may be allowed on Low Value Farmland subject to Subsection 1305.02. (1/9/03)

1. Private parks, playgrounds, hunting and fishing preserves and campgrounds except as provided for in Subsection 401.08(F). (7/1/04)
 - a. A campground is an area devoted to overnight temporary use for vacation, recreational or emergency purposes, but not for residential purposes. A camping site may be occupied by a tent, travel trailer or recreational vehicle. Campgrounds shall not include intensively developed recreational areas such as swimming pools, tennis courts, retail stores or gas stations. (7/1/04)
 - b. A private campground may provide yurts for overnight camping. No more than one-third or a maximum of 10 campsites, whichever is smaller, may include a yurt. The yurt shall be located on the ground or on a wood floor with no permanent foundation. A "yurt" means a round, domed shelter of cloth or canvas on a collapsible frame with no plumbing, sewage disposal hookup or internal cooking appliance. (7/1/04)

401.07 CONDITIONAL USES

Conditional uses may be allowed subject to review by the Hearings Officer pursuant to Section 1300. Approval shall not be granted unless the proposal complies with Section 1203 and any applicable provisions of Section 800. (5/22/03)

- A. Except for uses listed under Subsections 401.07(B)(4) and (C)(2), the use may only be approved where it: (11/30/06)
 - 1. Will not force a significant change in accepted farm or forest practices on surrounding lands devoted to farm or forest use; and (1/9/03)
 - 2. Will not significantly increase the cost of accepted farm or forest practices on land devoted to farm or forest use. (1/9/03)

- B. The following uses may be allowed on Low and High Value Farmland, subject to Subsection 401.07: (11/30/06)
 - 1. Commercial activities that are in conjunction with farm use but not including the processing of farm crops as provided for in Subsection 401.06(B)(1). (7/1/04)
 - 2. Mineral, aggregate, oil, and gas uses. Pursuant to ORS 215.298, a land use permit is required for mining more than 1000 cubic yards of material or excavation preparatory to mining of a surface area of more than one acre. A permit for mining of aggregate shall be issued only for a site included on an inventory acknowledged in the Comprehensive Plan. (11/30/06)
 - a. Operations conducted for mining, crushing, or stockpiling of aggregate and other mineral and other subsurface resources, subject to ORS 215.298. (11/30/06)
 - b. Processing as defined by ORS 517.750 of aggregate into asphalt or Portland cement. New uses that batch and blend mineral and aggregate into asphalt cement may not be authorized within 2 miles of a planted vineyard. Planted vineyard means one or more vineyards totaling 40 acres or more that are planted as of the date the application for batching and blending is filed. (1/9/03)
 - c. Processing of other mineral resources and other subsurface resources. (1/9/03)

- d Operations conducted for mining and processing of geothermal resources as defined by ORS 522.005 and oil and gas as defined by ORS 520.005 not otherwise permitted under Subsection 401.04(I). (1/9/03)
- 3. Personal use airports for airplanes and helicopter pads, including associated hangar, maintenance, and service. A personal use airport as used in this subsection means an airstrip restricted, except for aircraft emergencies, to use by the owner, and on an infrequent and occasional basis, by invited guests and by commercial aviation activities in connection with agricultural operations. No aircraft may be based on a personal-use airport other than those owned or controlled by the owner of the airstrip. Exceptions to the activities permitted under this definition may be granted through waiver action by the Oregon Department of Aviation in specific instances. A personal use airport lawfully existing as of September 13, 1975, shall continue to be permitted subject to any applicable rules of the Oregon Department of Aviation. (11/30/06)
- 4 Roads, highways and other transportation facilities, and improvements not allowed under Subsections 401.04 through 401.06. Such uses may be established, subject to the adoption of an Exception to Statewide Planning Goal 3, Agricultural Lands, and to any other applicable Statewide Planning Goal with which the facility or improvement does not comply. In addition, transportation uses and improvements may be authorized under conditions and standards as set forth in Oregon Administrative Rules 660-012-0035 and 660-012-0065. (11/30/06)
- 5. Transmission towers over 200 feet in height. Towers supporting wireless telecommunication facilities are subject to Section 835. (1/9/03)
- 6. Commercial utility facilities for the purpose of generating power for public use by sale. A power generation facility shall not preclude more than 12 acres on High Value Farmland, or more than 20 acres on Low Value Farmland, from use as a commercial agricultural enterprise unless an exception is taken pursuant to Oregon Administrative Rules 660, Division 4. (11/30/06)
- 7. An aerial fireworks display business that has been in continuous operation at its current location within an exclusive farm use zone since December 31, 1986, and possesses a wholesaler's permit to sell or provide fireworks, and is subject to ORS 215.297. (7/1/04)
- 8. A home occupation to host events, subject to Section 806. (11/30/06)
- C. The following uses may be allowed on Low Value Farmland subject to Subsection 401.07. (1/9/03)
 - 1. Dog kennels. (11/4/10)

CLACKAMAS COUNTY ZONING AND DEVELOPMENT ORDINANCE

2. A site for the disposal of solid waste approved by the governing body of a city or county or both and for which a permit has been granted under ORS 459.245 by the Department of Environmental Quality together with equipment, facilities, or buildings necessary for its operation. (11/30/06)
3. Composting facilities, subject to Section 834. (11/30/06)
4. Golf courses, on land determined not to be high value farmland, as defined in ORS 195.300. (11/4/10)
5. Public or private schools for kindergarten through grade 12, including all buildings essential to the operation of a school, primarily for residents of the rural area in which the school is located. (11/4/10)

401.08 PROHIBITED AND PREEXISTING USES (11/30/06)

- A. Structures and uses of land not specifically mentioned in this Section. (1/9/03)
- B. Bed and Breakfast Residences and Inns. (1/9/03)
- C. Outdoor advertising displays, advertising signs or advertising structures, except as provided in Section 1010. (1/9/03)
- D. Any lot division, or property line adjustment, except those approved pursuant to Subsection 401.10 and Section 1107. (4/13/06)
- E. Subdivisions, except as provided for in Subsection 401.10(A). (1/9/03)
- F. All other legally established preexisting uses and structures not specifically permitted in Section 401 shall be nonconforming uses subject to Section 1206. (1/9/03)
- G. Preexisting uses on High Value Farmland which are located wholly within this zone may be maintained, enhanced or expanded on the same tract subject to Section 1206, except golf courses may be expanded to no more than 18 holes. (1/9/03)
- H. A nonconforming school use may be expanded subject to: (11/4/10)
 1. Section 1206; and (11/4/10)
 2. The use was established on or before January 1, 2009; and (11/4/10)
 3. The expansion occurs on: (11/4/10)

- a. The tax lot on which the school was established on or before January 1, 2009; or (11/4/10)
 - b. A tax lot that is contiguous to the tax lot described in 'a' above; and that was owned by the applicant on January 1, 2009; and (11/4/10)
4. Meets the standards as provided in Subsection 401.06(A)(1) and (2). (11/4/10)
- I. Manufactured Dwelling Parks: Redevelopment of a manufactured dwelling park with a different use shall require compliance with Subsection 825.03. (12/20/07)

401.09 CRITERIA FOR DWELLINGS (11/30/06)

A permanent dwelling may be established under the following applicable provisions, when the applicant provides a complete application as required in Section 401.11 and subject to Subsections 1001.02 and 1305.02. The landowner for any dwelling approved under this Section shall sign and record in the deed records for the county a document binding the landowner, and the landowner's successors in interest, prohibiting them from pursuing a claim for relief or cause of action alleging injury from farming or forest practices for which no action or claim is allowed under ORS 30.936 or 30.937. (1/9/03)

- A. The SCS Soils Atlas for Clackamas County shall be used to determine the soil classification and soil rating for a specific lot or parcel, except;
1. For purposes of approving a Lot of Record Dwelling application, the applicant may submit a report from a soils scientist whose credentials are acceptable to the State Department of Agriculture that the soil class, soil rating or other soil designation should be changed; and submits a statement from the State Department of Agriculture that the Director of Agriculture or the director's designee has reviewed the report and finds the analysis in the report to be soundly and scientifically based.
 2. For Nonfarm Dwelling applications, the applicant may submit a more detailed site specific soils report from a soils scientist who is certified as a soils classifier by the ARCPACS (A Federation of Certifying Boards in Agronomy, Biology, Earth and Environmental Sciences) and submit a statement from the county Soils Section of the Water and Environment Services that finds the analysis in the report to be soundly and scientifically based. (1/9/03)

- B. LOT OF RECORD DWELLING; When determined to be located on Low Value Farmland; subject to the following criteria: (1/9/03)
1. The lot or parcel on which the dwelling will be sited was lawfully created prior to January 1, 1985; (1/9/03)
 2. The lot or parcel has been under the continuous ownership of the present owner who either; (1/9/03)
 - a. Acquired the lot or parcel prior to January 1, 1985; or (1/9/03)
 - b. Acquired the lot or parcel by devise or intestate succession from a person or persons who had continuously owned the property since January 1, 1985; (1/9/03)
 3. The tract on which the dwelling will be sited does not include a dwelling; (1/9/03)
 4. The lot or parcel on which the dwelling will be sited was not part of a tract that contained a dwelling on November 4, 1993; (1/9/03)
 5. The proposed dwelling is not prohibited by, and will comply with, the requirements of the acknowledged comprehensive plan, this ordinance and other provisions of law; (1/9/03)
 6. When the lot or parcel on which the dwelling will be sited is part of a tract, all remaining portions of the tract are consolidated into a single lot or parcel when the dwelling is allowed; (1/9/03)
 7. The dwelling either will not seriously interfere with the preservation of big game winter range areas identified on Comprehensive Plan Map III-2 or can be adequately mitigated. Estimated impacts and appropriate mitigation measures shall be submitted by the applicant and based on the best available data and assessment methods from the appropriate agency. The Oregon Department of Fish and Wildlife suggests to the county that in the absence of mitigation measures, winter range is seriously impacted by residential densities which exceed 1 unit per 80 acres or 1 unit per 40 acres, if clustered within 200 feet. (1/9/03)
 8. An approval to construct a dwelling granted under this Subsection may be transferred to any other person after the effective date of the land use decision. (1/9/03)

Statewide Goal 3 – Reasons Exception

Introduction/Background

The Goby Walnut Plan and zone change application, was first submitted on September 30, 2014, and was originally scheduled for County Planning Commission hearing on February 9, 2015 and Board of Commissioners on March 4, 2015. However, approximately 12 days prior to the February 9 date, County Planning staff informed the applicants that County Counsel determined that a Land Use Board of Appeals (LUBA) decision rendered in November 2014 (*Ooten v Clackamas County*) compelled them to change the way a key part of the Statewide Planning Goal 3 (Agriculture) Exception Process is interpreted. The effect of the County Counsel interpretation had a significant impact on this application, at least until such time as there is a change via State legislative action or rule making by the Land Conservation and Development Commission. Staff informed the applicants that the LUBA decision effectively removed two of the three Statewide Goal 3 Exception process options. These are known as the “Physically Developed” Exception and the “Irrevocably Committed” Exception.

The Goby Walnut application was originally submitted using this “Irrevocably Committed” Exception method.

County staff advised that given that LUBA case law, they would likely need to recommend denial of our existing application that uses this “Irrevocably Committed” method.

The *Ooten v Clackamas County* LUBA decision was appealed to the State Court of Appeals. On April 1, 2015 a three-judge panel of that Court affirmed the LUBA decision, and several weeks later that Court denied an *en banc* review (full Court).

The Goby Walnut application was then modified to take the “Reasons” Exception method (OAR 660-004-0020 and OAR 660-004-0022). The Reasons Exception argument was submitted to the County on April 10, 2015. County staff recommended that the application be reformatted to remove in-narrative references to the (previous) “Irrevocably Committed” Exception. The reformatted application was then submitted.

All other aspects of this Goby Walnut application remain the same, including the proposed use, the County Comprehensive Plan change from Agriculture to Rural Industrial, the zone change from EFU to R1 Rural Industrial and the accompanying proposed findings of fact addressing approval criteria, and all pertinent County Comprehensive Plan goals and policies and Statewide goals and policies.

Reasons Exception - Generally

Under this “Reasons Exception” section of the State rules, a Statewide Goal 3 Exception may be authorized when “compelling reasons and facts” support the conclusion that it is not possible to apply the appropriate (Agriculture) goal. The four criteria in this rule are known as (1) need, (2) alternatives, (3) consequences, and (4) compatibility. An administrative rule, OAR 660-004-0020(2) (a)-(d), describes those four standards. Italics are added to differentiate procedural criteria from proposed findings.

Part (2) (a) describes where “*Reasons justify why the state policy embodies in the applicable goals should not apply.*” The exception must set forth the facts and assumptions used as the basis for determining that a state policy embodied in a goal should not apply to specific properties or situations, including the amount of land for the use being planned and why the use requires a location on resource land.

The state policies that are part of Goal 3 (Agriculture) that we contend should not apply to the Goby property are the following:

- “*Agriculture lands shall be preserved and maintained for farm use, consistent with existing and future needs for agricultural products, forest and open space....*”
- “*Counties may authorize farm uses and those nonfarm uses defined by commission rule that will not have significant adverse effects on accepted farm or forest practices.*”

“Need” Standard

OAR 660-004-0022(3) (c) is the crux of the “needs” component of a reasons exception for a rural industrial use. It provides standards for determining whether there exists a need to site a rural industrial facility at a particular location now zoned for (EFU) resource use:

(3) Rural Industrial Development: For the siting of industrial development on resource land outside an urban growth boundary, appropriate reasons and facts may include but are not limited to, the following:

- (a) The use is significantly dependent upon a unique resource located on agricultural or forest land. Example of such resources and resource sites include geothermal wells, mineral or aggregate deposits, water reservoirs, natural features, or river or ocean ports;*
- (b) The use cannot be located inside an urban growth boundary due to impacts that are hazardous or incompatible in densely populated areas; or*
- (c) The use would have significant comparative advantage due to its location (e.g., near existing industrial activity, an energy facility, or products available from*

other rural activities), which would benefit the county economy and cause only minimal loss of productive lands. Reasons for such a decision should include a discussion of the lost resource productivity and values in relation to the county's gain from the industrial use, and the specific transportation and resource advantages that support the decision.

We seek the Exception under paragraph (c), above.

The land that the exception is being taken is the 5.25 acre portion of the 20 acre tax lot as described thoroughly on pages 1-4 of our original application, and our Attachment 3 Aerial Photograph/Map. These are the 5.25 acres where presently (and historically) are located several commercial and industrial buildings, plus large fenced, paved and graveled yard areas formerly known as the "Top O' Hill" RV sales, rentals, and repairs business. The entire 20 acre tax lot is now zoned EFU, including the proposed 5.25 acres portion. As noted elsewhere in this application, that prior use went out of business, and after a period of time, the site eventually its previous non-conforming use status with Clackamas County.

Nearly all existing buildings, including fencing, paving and gravel yard areas, remain in serviceable condition, as reported in the 2011 Land Appraisal (Attachment 6). The existing improvements on the 5.25 acres are also described on pages 3-4 of this application. The zoning/permit history is described on pages 6-7 of our main application narrative.

Goby Business Described

Goby Walnut and Western Hardwoods, headquartered in northwest Portland, is a specialty wood products business that sources unique hardwood tree trunk slabs from trees in urban areas that are salvage or hazard tree situations. Local to Oregon hardwoods used in Goby's region of interest include walnut, maple, elm, ash, oak, alder and also myrtle. The salvage and hazard tree acquisition area for Goby is the entire Willamette Valley from the Eugene area to Portland. The large trunks yield slabs that are sold for custom wood uses such as a wide range of furniture uses, musical instruments, flooring, gunstocks and other custom woodworking projects and applications. The long business experience of the Goby business enables matching wood slab qualities, thicknesses and species closely to future buyers/users. Goby relies heavily on long-standing client relationships and needs.

Wood is initially cut into slabs of different thicknesses depending upon the tree species, and then dried, cured and sometimes kiln-dried for a period of years depending upon the species. The Goby inventory is sold to wood users across the country and internationally, after this long period of preparation.

This is a specialty business that has gradually grown since its founding in 1975. It is a niche business that relies on learning about salvage and hazard hardwood tree situations

up and down the valley, from its excellent reputation with arborists and others, in order to bid and then acquire this wood. It is unique in that after the initial cutting into slabs, a great amount of time and space is needed to store the wood while drying. The Goby business is further described on pages 7- 8 of our initial application and proposed findings.

Currently Goby has a serious space problem at their headquarters/showroom property where storage, four kilns and both sawmill rigs are located. Maneuvering large trucks in and out of this site, off that particular section of Hwy. 30 (St. Helens Road) is often hazardous. For Goby's extensive space requirements for storage/drying of cut slabs, one industrial property is owned near but not adjacent to the headquarters property, plus a site some distance away leased from the Port of St. Helens in Scappoose. As the business has gradually grown, the space situation at the main property has become critical.

Goby proposes to move its two (electric) sawmills, now only partially enclosed at its headquarters property in northwest Portland, to this site and into buildings with large-garage doors - buildings formerly used for major repairs of RV vehicles and trailers. The balance of the site, including other buildings and the extensive paved and fenced yards will be used for the time-consuming and land consuming process of drying/curing the slabs prior to sale or custom billeting for shipping. This proposed site will enable Goby to have the two sawmill machines on the same site as most of its wood drying/curing. This will be a big logistical improvement over their existing situation. *This proposed Clackamas County site will enable Goby to sell that nearby property in northwest Portland, and will also enable Goby to cease leasing the industrial parcel from the Port of St. Helens.*

The selection and need for this property by Goby Walnut is based upon two main factors. First, the site is centrally located in the middle of the Willamette Valley. Goby needs a central valley location in order to transport the wood the least average number of miles, and given that many of the walnuts and other hardwoods are salvaged from down-valley cities such as old neighborhoods in Salem, Albany and Eugene, this location is ideal. Old residential neighborhoods in Clackamas County such as the Canema District in Oregon City will also be closer. Besides the environmental advantage of fewer miles traveled before cutting and drying/curing, this location provides a financial advantage for the business in this increasingly competitive niche market.

Part of the unique attribute of this site is the relative close proximity to freeway access (via the Aurora I-5 interchange). Trucks can deliver these large tree trunk ends to this site more directly from I-5 rather than needing to travel through any major city neighborhoods to the sawing location.

Please note that on Feb. 5, 2015, ODOT informed the County that it has a paving project on this section of Highway 99E that will restripe the highway adjacent to the proposed parcel to extend the two-way turn lane to the north. ODOT stated that this change will improve and address any safety concerns related to southbound left turn into the site. The project is scheduled to be completed in October 2015.

This is the “*significant comparative advantage due to its location*” required by the Reasons Exception standard, as well as a “*specific transportation and resource advantage*” that supports this decision. The central location, proximity to I-5 and greatly superior access/egress safety for large trucks all factor into this site’s attributes.

The second factor in selecting this site is the relatively proposed low-intensity use of the site. After delivery of the “raw” wood and milling into the required width slabs, the wood is stacked in a specific manner to foster drying and curing. No more work occurs at the site, until the wood is either sold or moved to Portland for more processing for customized end-uses. At least initially, only two to three employees will be located at the proposed site. This will be a very “light” level of activity for an industrial site, at least initially. Consequently, this function for Goby cannot outbid other more labor-intensive industrial uses for more centrally located properties in well-established, high-intensity industrial sites. The converse seems important as well. That is, cities’ industrial siting policies typically encourage uses that generate more employment per acre for their existing general industrial-zoned lands. From this activity level standpoint, the proposed site fits the Goby situation perfectly, as does the extensive pre-existing improvements (numerous serviceable buildings, fencing, extensive paved and compact graveled yards) on this unique site.

Also, Goby does not require the major public infrastructure typically existing at other industrial properties, such as water mains and sanitary sewer systems.

The Rural Industrial Section of the County’s Comprehensive Plan’s Land Use Chapter is addressed on page 10 of our application, and addresses this activity level/employment issue. Policy 1.0 of that Chapter states “*The Industrial plan designation may be applied in non-urban areas to provide for industrial uses that are not labor-intensive and are consistent with rural character, rural development and rural facilities and services.*” As noted at our page 10, the proposal is not labor-intensive (three employees), and also is consistent with the rural character, etc. by not requiring extension of community sanitary sewer or water systems. It also is a wood salvaging/re-use business that is related to the wood products manufacturing cluster of businesses, some of which are still located in nearby County cities such as Molalla, Wilsonville and Oregon City.

Benefit to the County Economy

Embedded within approval criterion (c) of OAR 660-004-0020(3) is “*benefit to the county economy...*” The Clackamas County Comprehensive Plan was addressed in our application on pages 8-12. Chapter 8 of that Plan is Economics. We address each of the pertinent policies under the County’s Plan chapter on Economics are addressed, beginning on page 11.

Policy 1.5 of the County Plan’s Economics chapter is especially relevant to what Goby proposes on this site. Policy 1.5 is: “*Encourage industrial resource-oriented industries*

by:” followed by 1.5b: “*Identifying and recruiting firms doing secondary wood processing using wood products now underutilized or considered waste, i.e., hardwoods, slash materials, etc.*” This is exactly the type of resource-oriented industry that Goby serves with its hardwoods. It salvages hardwoods including walnut and maple that would not be milled elsewhere, and prepares and markets that wood for numerous secondary wood processing uses by other firms. As noted, mill ends are also used and wood shavings are also being developed into a separate weed suppression product.

Removing this property’s current vacant, blighted appearance is an important factor, at least for this local part of Clackamas County. There will be an economic benefit to this particular part of Clackamas County by bringing a viable business onto this property that has been vacant since 2011. These 5.25 acres, including the several former industrial/commercial buildings and large expanses of fenced asphalt and gravel yard areas will be refurbished with this new use. Although most all buildings are still very useable (please refer to pages 23-24 of our Attachment 6, Land Appraisal), they are beginning to present a blighted appearance due to the length of time since active uses have occurred on this property.

This Rural Industrial Plan and zone designation will also benefit the County’s economy by making use of existing but vacant industrial/commercial buildings and the surrounding fenced asphalt and gravel yards. This will conserve land and resources, a County Economy consideration.

There are numerous wood processing-related firms that are being encouraged by the County’s Business and Community Services Department could benefit from Goby’s business location. Goby is a source for unique and high-quality hardwood sections that may be used by a variety of existing firms located in Clackamas County.

The document CLACKAMAS COUNTY ECONOMIC LANDSCAPE: Emerging Trends and Strategies, published June 22, 2012 was adopted by County Commissioners and is used by the County’s Department of Business and Economic Development.

Section I of that document explains its use as assisting the County to achieve its economic goals, which include among others, “*Ensuring that we are efficiently using our land and infrastructure for the highest and best value, and that it balances economic opportunity with quality of life measures.*” Certainly, allowing a viable and growing business to use this existing five-acre site that now has completely vacant building and completely vacant and fenced yards will be *efficiently using the land and infrastructure...*”

That document identified 11 top “industry clusters” in Clackamas County. *Wood Products Manufacturing*, which includes lumber mills and finished wood products, is one of those key industrial clusters. The document (beginning on page 19) stated that as of 2010, those 11 key clusters accounted for approximately 50% (\$7.7 billion) of the County’s total gross domestic product (GDP), and 42% of the county’s jobs. The average

employee compensation for the key clusters was 40% above the County's average wage rate.

The *Wood Products Manufacturing* cluster, though likely smaller now in comparison to previous years in Clackamas County, is still significant, and is "still one of the top ten traded clusters" according to that County Economic Landscape report (beginning on page 38). Much of this sector relates directly or indirectly from proximity to softwoods (fir) sourced primarily from the Mt Hood National Forest. However, several wood products businesses in the county also use specialty hardwoods such as those provided by Goby (there is a list of representative wood products businesses on page 38 of that report). Having this portion of the Goby business closer to these businesses of the County's Wood Products Manufacturing cluster could only help this important business cluster. Goby's clients in Clackamas County come from North American Industrial Classification System (NAICS) Category 3219, "other wood product manufacturing." This includes businesses primarily engaged in the manufacturing of wood products, including flooring.

Like this County's manufacturing cluster, much of Goby's product is exported outside the Portland metro area. A description of the Goby business is found elsewhere in this application.

Goby represents an opportunity for Clackamas County to help grow and potentially relocate several additional parts of the existing Goby business. While the showroom and offices are not likely to move anytime soon (because of proximity to other showrooms, etc. in that part of northwest Portland), this site provides space, existing building and yard fenced/paved yard area to potentially relocate more functions over time to this five-acre site.

Please note that if this land use case is approved, the County's Business and Economic Development Department suggested that financial assistance may be available to help finance a move of Goby's two large kilns to this property. This may be pursued by the Goby business.

Goby is a leader in this specialty hardwood source material market, due in part to their long history in the market (since 1975), but also their quality client base which is growing. Again, please refer to the earlier business description.

Also, the improved viability of a local company that salvages hardwood of trees in older Clackamas County neighborhoods benefits local homeowners that sell wood from salvage and hazard trees.

Minimal loss of productive resource lands

The last phrase of OAR 660-004-0022(3) (c) is "*...cause only minimal loss of productive resource lands.*" The extent of the existing commercial/industrial improvements (as well as the long historic commercial/industrial uses) on these 5.25 acres has already been

described in this application. Attachment 3 is an aerial photo taken in 2009 when the RV sales and service/repair business occupied these 5.25 acres. Six years later, there are no RV's or travel trailers parked here, but all buildings and the extensive asphalt and compacted gravel yards still exist. This part of the 20 acre tax lot has been out of any agriculture production since at least the 1960's, according to County Assessment and Taxation records. As noted, only the 5.25 acre, upper portion of this tax lot along Hwy 99E is proposed for the Rural Industrial Plan and R1 Rural Industrial zone designation, with the balance of the acreage remaining EFU.

The soil classifications for this property are described on pages 2-3 of our application, as well as our Attachment 1, Description of Specific Soil Types – Report from NRCS. However, these 5.25 acres have a distinct and significant disadvantage for future resource use, as the extensive cost of returning this site for agricultural uses does not exist for other nearby resource acreage. It is hard to imagine an economically viable agricultural use for these 5.25 acres after the costs of removing the asphalt and gravel yards and multiple buildings are taken into consideration.

The Need standard of the Reasons Exception is satisfied in the manner thus described.

“Alternative Analysis” Standard

For the second part of the Reasons Exception process, the applicant must demonstrate that “areas” that do not require a new exception (nonresource land) cannot reasonably accommodate the use. This is referred to as the “alternative analysis.”

This business's location and property requirements are discussed in the previous, “need” standard, and elsewhere in the original application's proposed findings of fact. Generally, the location needs to be centrally located within the Willamette Valley, it needs to be near an I-5 interchange, it needs safe ingress and egress for large trucks, and it should not require driving through neighborhood streets for deliveries.

The property requirements include a large paved or graveled and fenced area for drying/curing and storage of the hardwood slabs. This area should be approximately 4-5 acres in order to replace the two, non-headquarter sites now used for that purpose, and to allow for some business growth. The property should also have at least two buildings large enough to house Goby's two sawmill rigs, including high overhead doors, and other buildings suitable for drying/storing wood.

When the Reasons Exception was first discussed with senior County Planning Division staff, the scope of the geographic “search” area was agreed upon. The search area extends from the Molalla River west of the City Limits of Canby to include all County Rural Industrial zone land in that vicinity, southwesterly through and including the City of Aurora (in Marion County) to include all of its Industrial zone land. This is a search area that covers approximately five linear miles along Highway 99E.

Please refer to our Attachment 4, which is a County Comprehensive Plan map that includes the Rural Industrial zoned lands immediately west of the Molalla River from Canby. Canby's city limits do not cross that river, and the fairly large and wide variety of kinds of businesses is in this area. A list of those different businesses as of September 2014 is included in the Vicinity Description, on page 6 of our original application/proposed findings of fact. That RI zoned area included 30 different businesses.

In order to determine whether any of the properties of those businesses were available, let alone suitable for the Goby business, three later site investigations were also made, the latest being on April 21, 2015. As of that date, there were no properties for sale either north or south of Highway 99E. With existing businesses located on all available properties, the conclusion is that there are no alternative sites available on this end of the study area. Also there does not appear to be any extensive amount of bare land not already being used in some fashion by those existing businesses.

Industrial land north of 99E on Barlow Road was included in the search, as far north as the former Wurdinger Recycling, Inc. industrial use/business at 24621 S. Barlow Road. *There also were no land vacancies in that area.*

In April 2015 County staff informed us that the Wurdinger site (approximately five acres with a large existing building) had become vacant. On April 21, a site investigation was made. A new business was found to be in the process of moving onto this site. That business was identified as "MAD Pharmaceuticals," a large supplier of high quality medical marijuana products, including distilled chemicals. That business also has a product called "PharmPods." A self-contained "plug and grow" growing system. This business is already established in Colorado and Nevada, and this is the new Oregon site.

The 4/21/15 site investigation concluded that there may have been a brief time between Wurdinger Recycling and this new business, but it was very brief, and in any case, the site is now *no longer available as an alternative site for Goby Wood Products.*

The next industrially zoned land to the southwest is in the City of Aurora (Marion County). Please refer to Attachment 8, City of Aurora Zoning Map. That City has an area with several industrially zoned properties and businesses along railroad tracks, west of Hwy 99E, with access via Ottaway Road. As of a site investigation on March 25, 2015, there were no industrial properties for sale in that area. One business (Smetco), has a large paved yard/maneuvering area and large buildings, but it is an operating business and is not for sale.

The conclusion is that there are no properties available within the alternatives study area, and no properties that meet Goby's general business requirements. The alternatives standard for the Reasons Exception is therefore satisfied.

“Consequences” Standard

The third test for the Reasons Exception is that the proposed use will have minimal adverse “consequences” compared to other locations. The assumption is that this is a comparison should be made between Goby locating on this site with Goby locating within an existing industrially zoned area, if one were available.

The relatively light use proposed for this site has previously been described. Goby plans for only 2-3 employees for this location to run two electrically generated sawmills in two (existing) buildings to cut the slabs, and then the rest of the site including buildings and large paved and gravel yard area for drying/curing and storing the wood after cutting. There is a safe and direct method of truck access from Hwy. 99E. Please refer to the Traffic Impact Analysis provided as Attachment 2. The safety of truck movements on and off this site will likely be safer than within an existing Rural Industrial “community” of uses, as will be the use well separated from other truck-generating activities/businesses.

The potential adverse consequences for using this site over lands already zoned Rural Industrial are minimized by the fact that no new paved or gravel areas will need to be created, and no new buildings will need to be erected for Goby, as compared at least to a vacant industrial site. Also, no extension of a sanitary sewer line or water line are required here, as may be required at a comparable size, RI zoned property.

Regarding the removal of resource land when changing to the Rural Industrial Plan and zone designation, that consequence took place in the 1960’s when this site began use as the RV sales, repair and service business. From that standpoint, the resource land consequence is equal to that of an existing Rural Industrial-designated property.

The ability to sustain adjacent resource uses has already been tested by the long occupation of the previously large RV related business. Farming on the lower 15 acres of this same tax lot, plus tree-farm activities at the adjacent Weyerhauser Forest Nursery complex and other nearby farming enterprises have been sustained despite being next to these 5.25 acres of land that is now zoned but now used for EFU purposes.

The “consequences” standard for the Reasons Exception is therefore satisfied.

“Compatibility” Standard

The fourth standard for the Reasons Exception is referred to as the “compatibility” standard. The exception must demonstrate the proposed uses are compatible with other adjacent uses or will be so rendered through measures designed to reduce adverse impacts.

Compatibility in this case is fairly easy to analyze, since the adjacent uses have experienced a more intense non-resource use as a neighbor since the 1960's. The RV sales and repair/service business gradually expanded to use all the area now proposed to

finally receive the actual RI Plan and zone designation. The site has not been in resource-related uses since the 1960's, at least. The aerial photograph included as Attachment 3 was taken in 2009 and shows the extent that the site was previously used for the large business. The adjacent uses and vicinity uses are described on pages 5 of our application.

Compared that large RV business at its peak, the Goby business, with only two to three employees based here, milling work to be conducted indoors and wood stored for drying/curing both indoors and outdoors, can be expected to have considerably less impact on surrounding uses. Compared with the historical use on this site that included retail sales and consignments and constant flow of large vehicles and trailers coming and going from the site, the occasional trucks with hardwood tree sections should also be more compatible from a transportation impact standpoint. Please also refer to our Attachment 2 Traffic Impact Study.

The 5.25 acre site has natural advantages for compatibility and buffering from surrounding resource uses. The significant slope with large trees separates this site from agricultural uses to the east and north. The west boundary is the long highway frontage and across the street are other non-resource uses. To the south are the Weyerhaeuser tree nursery fields which are separated by an existing chain link fence. Instead of parked RVs and trailers and their movements, that adjacent yard to Weyerhaeuser will be used for storing wood slabs, again a positive compatibility trade-off.

The 5.25 acres and the proposed use are situated in such a manner as to be compatible with surrounding natural resources and resource management or production practices (farming and tree nursery). "Compatible" in the State rules is not intended as an absolute term meaning no interference or adverse impacts of any type with adjacent uses. For this situation, the natural advantages of buffering, the historical "test" of compatibility afforded by the long historical use of this site for commercial/industrial purposes, plus the relatively "light" proposed industrial use activities all lead to the conclusion that this RI Plan and zone proposal and use will be compatible with surrounding uses.

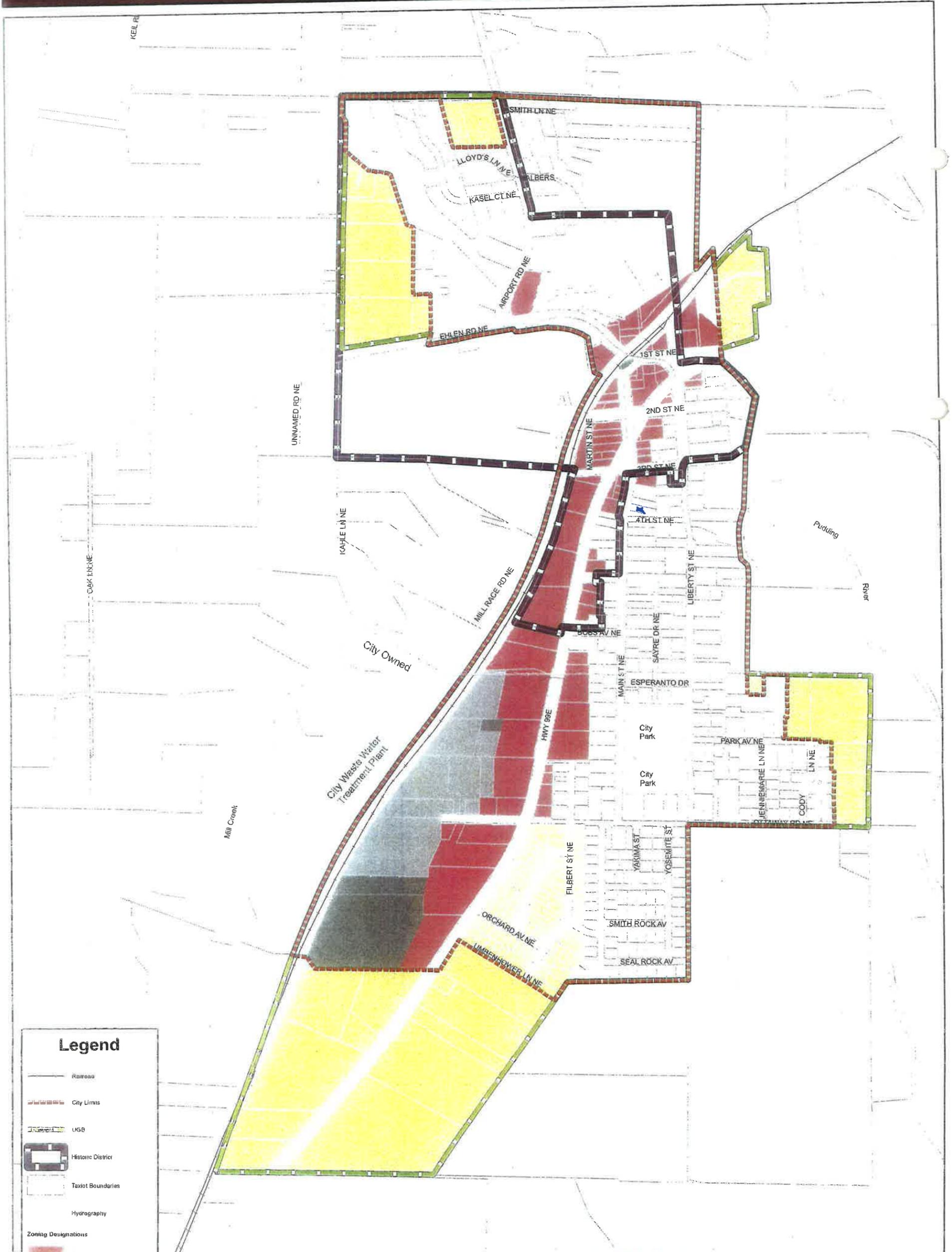
In this manner, the "compatibility" standard of the Reasons Exception is satisfied.

Conclusion

The proposal addresses and satisfies all four of the Reasons Exception standards, including need, alternatives, consequences and compatibility. The proposal for exception to Statewide Goal 3 should therefore be approved as submitted.

JLB

City of Aurora Zoning Designations



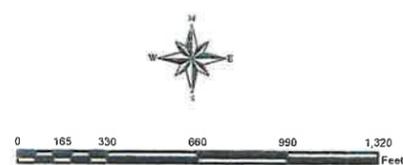
Legend

- Railroad
- City Limits
- UGB
- Historic District
- Taxlot Boundaries
- Hydrography
- Zoning Designations**
- Commercial
- Industrial (BOTH GRAY SHADES - INDUSTRIAL)
- Low Density Residential
- Moderate Density Residential
- Urban Transition Farm
- Flood Hazard

ATTACHMENT 8

This map is illustrative and it is only to be used for planning purposes.

JOHN L BROSZY
Land Planning & Development Services Consultant
161 High St. SE, Suite 224
Salem, Oregon 97301



Map Prepared by
The Mid-Willamette Valley
Council of Governments

8/30/2012

EXHIBIT LIST
Z0294-15-CP/ Z0295-15-ZAP

<i>Ex. No.</i>	<i>Date Received</i>	<i>Author or source</i>	<i>Subject & Date of document</i>
1	8/27/2015	Oregon Department of Aviation (ODA)	8/17/15; ODA response to application; no concerns
2	9/10/2015	Clackamas County Engineering Division, Rick Nys	9/10/15 email; County Engineering response to application; no concerns
3	9/15/2015	John Brosy, applicant	9/15/15; Supplement to Reasons Exception, additional information to supplement findings submitted with LU application
4	9/18/2015	Oregon Department of Transportation (ODOT)	8/24/15; ODOT response to application; no concerns
5	9/28/2015	John Brosy, applicant	9/28/15; Response to PC Staff Report, additional information
6	9/28/2015	Steven Abel, Stoel Rives	9/28/15; Letter regarding property line encroachment issues with neighbor
7	10/13/2015	Larry Martin	10/13/15 & 10/21/15; email and maps of proposed new property line to alleviate encroachment
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			

* Exhibits received during hearing



Oregon

Kate Brown, Governor



3040 25th Street, SE
Salem, OR 97302-1125
Phone: (503) 378-4880
Toll Free: (800) 874-0102
FAX: (503) 373-1688

August 27, 2015

Martha Fritzie
Clackamas County Land Use & Zoning
150 Beaver Creek Road
Oregon City, OR 97045

SUBJECT: Z0294-15-CP & Z0295-15-ZAP – Comp Plan Amendment & Zone Change

This letter is in response to Clackamas County's notice of application for a Comprehensive Plan Amendment & Zone Change for the property located at 25408 South HWY 99E (tax lot 41E07-00800). After a preliminary review of the proposed application the Oregon Department of Aviation has the following comments and recommendations.

The proposed change to Industrial / Rural Residential is classified as a Compatible Land Use according to Table 3-4: Compatible Land Uses per FAR Part 77 Surfaces and FAA Safety Areas, as located in the Airport Land Use Compatibility Guidebook (January 2003) with respect to its relative location to the Aurora State Airport. Although no construction is proposed with this application, ODA would request that if development is proposed in the future (i.e., change of building footprint or in elevation) that the following condition of approval be considered:

- Prior to issuance of a building permit the applicant must file and receive a determination from the Oregon Department of Aviation as required by OAR 738-070-0060 on FAA Form 7460-1 Notice of Proposed Construction or Alteration to determine if this development will pose a hazard to aviation safety. A subsequent submittal to the FAA may also be required.

Thank you for allowing ODA to comment on this development proposal. If you have any questions or need further information please feel free to contact me at 503-378-2529 or Jeff.Caines@aviation.state.or.us or Heather Peck – Projects and Planning Manager at 503-378-3168 or Heather.Peck@aviation.state.or.us.

Sincerely,

Jeff Caines, AICP
Aviation Planner

EXHIBIT 1
Z0294-15
Z0295-15

Fritzie, Martha

From: Nys, Richard
Sent: Thursday, September 10, 2015 7:26 AM
To: Fritzie, Martha
Subject: Z0294-15-CP, Z0295-15-ZAP Brosy

Hi Martha,

The Engineering Division has no concerns with this proposed zone change/comprehensive plan amendment. There are no County intersections or County roads within the study area that are significantly affected by the proposal nor are there any safety issues on these facilities.

Please enter these comments into the written record for this application.

Thanks,

Rick Nys, P.E., PTOE
Senior Traffic Engineer
Clackamas County Traffic Engineering
richardnys@clackamas.us
503-742-4702
Office Hours: 6:30 AM – 5 PM Monday to Thursday



JOHN L BROSZY

Land Planning & Development Services Consultant

161 High St. SE, Suite 224
Salem, Oregon 97301
phone 503.316.1842
fax 503.362.2541
portland 503.703.7305

September 15, 2015

Clackamas County Planning and Zoning Division
150 Beavercreek Road
Oregon City, Oregon 97045
Attn: Martha Fritzie, Senior Planner

Re: Supplement to Reasons Exception (Attachment 7)
File # Z0372-14-CP & Z0373-14-ZAP
Goby Walnut - 25408 S. Highway 99E, Aurora/Canby

The following additional information supplements our Reasons Exception, which is included as Attachment 7 of our land use application. More particularly, this is additional information further addresses OAR 660-004-0022(3)(c) and the *benefit to the county economy* portion of that review criterion.

We mentioned the Goby business's existing space problems, including beginning on paragraph 2 of page 4 of our Attachment 7. The headquarters property that now includes the showroom, offices, both sawmills, smaller woodcutting machines and both kilns, also has racks of wood drying/curing. The site is extremely crowded, and access/egress off the fronting road (St. Helens Road/Hwy. 30) for large trucks and trailers is awkward at best. The business has had to use a nearby property for wood storage/drying, and also leases space from the Port of St. Helens in Scappoose for more wood storage/drying space.

We mentioned that this proposed site will house the two (electric) sawmill machines as well as provided space inside existing buildings as well as the extensive, fenced paved areas and areas with compact gravel for wood storage and drying. However, over time this new site provides Goby with the opportunity to expand the business and make existing operations more efficient. Having this occur in Clackamas County will benefit the county economy by having this new (to the county) business, and by enabling expansion of that business with its likely increase in employment. It will also benefit county residents by having Goby as an alternative when large hardwood trees need to be removed in urban areas, and will benefit future secondary and specialty wood users/processor businesses in Clackamas County to have Goby closer for inspection of different wood species and supply for use in their products.

EXHIBIT 3
Z0294-15
Z0295-15

Goby's existing business now consists of the following 13 employees/assignments:

- President – general manager, strategic decisions and sales*
- Operations manager and sales*
- Log buyer and sales*
- Walk-in sales, website sales, shipping*
- Tonewood production, kiln management*
- Tonewood production*
- Kiln, retail sales*
- Production, maintenance*
- Driver and crane operator*
- Sawyer*
- Sawyer*
- Saw mill support and sawyer*
- Production support*

This site will likely enable Goby to increase its business which means increased employment. If this site is approved, Goby is considering moving their kilns to the property. They have the opportunity to purchase two more used large capacity Nyle de-humidification kilns, which could also be located here. They do not have the space to make those purchases otherwise. They also want to set up a pre-dryer (fans and a heat source) in one of the existing buildings on this site. It is also possible that a wood shop would be set up in one of the existing barn buildings to product guitar sets for Gibson of Montana.

Putting this site back to productive use, especially given the unique availability of the existing buildings and fenced yards, will have a distinct positive impact, however incremental, to Clackamas County's economy. It creates the opportunity for more employment by enabling the business to expand, not just move its operations (and employees) from one site to another.

Beginning at the bottom of Page 5 of our Reasons Exception Attachment 7, we address Policy 1.5 of the County's Comprehensive Plan's Economics chapter, which is especially relevant to this application. Policy 1.5 is "*Encourage industrial resource-oriented industries by:*" followed by 1.5b: "*Identifying and recruiting firms doing secondary wood processing using wood products now underutilized or considered waste, i.e., hardwoods, slash materials, etc.*"

Besides numerous individuals from Clackamas County, several Clackamas County businesses have purchased wood from Goby in the recent past, including these (list on next page):

-Bulldog Development
-Cedargreen Forest Products
-Greene Works
-Heron Bulb Farms, Inc.
-Rainforest Lumber
-Little Amsterdam Wellness Center
-Frog Sticks, LLC
-Makers Woodworks
-Dream Home Finishers
-Mountain Home Cabinet Company
-Kellogg Creek Wood Works
-E S Cliff & Sons
-Spectrum Woodworking Inc.
-Floyd Bates Painting
-Wooden Feat
-Andrew Harding Construction
-Matt Zarones Construction
-Out of the Woods
-Herkamp Woodworks
-Richardson Construction
-By Design Woodwork
-Living Space LLC
-Annscraft
-Andrew Prather Custom Woodworking
-Little Fox Flutes
-Blue Spruce Toolworks
-Culbertson Design
-Signature Renovations
-J D Hill Construction
-Lumber Products
-Blue Spruce Toolworks
-The Carpenter Ant
-Brent Hillman & Associates
-Hardwood Industries Inc.
-Terry Bostwick Woodworking
-Lumber & Lace
-Dogwood Design
-Prestige Wood Specialties
-Splint
-Jorgens Construction
-Rupp Family Construction
-Wagner Woodworking
-Burning Palace Bronze

These businesses will benefit from the proximity of the Goby business, the likely expansion of the Goby business, and the likely increase in product availability and selection, all enabled by Goby's ability to use this property and its many existing buildings and yard areas.

The increased efficiency enabled by this new location will also benefit county businesses that use Goby wood products, by potential cost savings and therefore potential price reductions. Having ample space to dry/cure the wood that has been milled on the same site is a distinct improvement over the existing situation where so much wood needs to be trucked to sites separate from where the milling and kiln drying takes place.

These are more ways that the Goby application satisfies the Statewide Goal 3 Reasons Exception and its requirement to benefit the county economy.

JLB



Oregon

Kate Brown, Governor

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8259

August 24, 2015

ODOT #6199

ODOT Response

Project Name: Brosy/Goby Walnut & Western Hardwoods Zone Change	Applicant: Goby Walnut & Western Hardwoods by John L. Brosy
Jurisdiction: Clackamas County	Jurisdiction Case #: Z0294-15CO / Z0295-15-ZAP
Site Address: 25408 S Highway 99E, Aurora, OR	Legal Description: T4S R1E 07 Tax Lot(s): 800
State Highway: OR-99E	Mileposts: 23.92

The site of this proposed comprehensive plan amendment and zone change is adjacent to Pacific Highway East (OR-99E). ODOT has permitting authority for this facility and an interest in ensuring that this proposed land use is compatible with its safe and efficient operation.

ODOT has completed review of the Traffic Impact Study (TIS), date September 25, 2014, prepared by Lancaster Engineering. The Pacific Highway E (OR-99E) and S Barlow Road intersection is currently operating above ODOT's volume to capacity (v/c) performance standard. The proposed plan amendment and zone change has no significant impact to further degradation or performance of this intersection. ODOT has determined there will be no significant impacts to state highway facilities and no additional state review is required.

Please send a copy of the Notice of Decision including conditions of approval to:

ODOT Region 1 Planning
Development Review
123 NW Flanders St
Portland, OR 97209

Region1_DEVREV_Applications@odot.state.or.us

Development Review Planner: Joshua Brooking	503.731.3049, joshua.c.brooking@odot.state.or.us
Traffic Contact: Avi Tayar, P.E.	503.731.8221

EXHIBIT 4
Z0294-15
Z0295-15

Fritzie, Martha

From: BROOKING Joshua C [Joshua.C.BROOKING@odot.state.or.us]
Sent: Friday, September 18, 2015 10:33 AM
To: Fritzie, Martha
Cc: DANIELSON Marah B; BRUMLEY Seth A
Subject: RE: Z0294-15-CP: Brosy Zone Change
Attachments: Brosy Zone Change_ODOT Response Letter.pdf

Martha,

Seth forwarded your email below. ODOT reviewed the zone change and provided comments on August 24, 2015, see attached. Based on the materials reviewed, there was no significant impacts to state highway facilities.

The ODOT paving project mentioned below is scheduled to be finalized this month. Majority of the work, including what Seth identified below, has been completed.

If you have any questions, please feel free to let me know! Thank you!

Joshua Brooking
Assistant Planner
ODOT Region 1, Development Review
(503)-731-3049
joshua.c.brooking@odot.state.or.us

From: BRUMLEY Seth A
Sent: Thursday, September 17, 2015 9:55 AM
To: BROOKING Joshua C
Cc: DANIELSON Marah B
Subject: FW: Z0294-15-CP: Brosy Zone Change

Hi Josh,
Have you seen this one come through? We should see if the project I refer to below is still on schedule. Do you have time to follow up and reply to Martha?

Thanks,
Seth

From: Fritzie, Martha [<mailto:MFritzie@co.clackamas.or.us>]
Sent: Thursday, September 17, 2015 9:53 AM
To: BRUMLEY Seth A
Subject: RE: Z0294-15-CP: Brosy Zone Change

Hi Seth. I am working on the staff report for the revised application for the zone change at the property located at 25420 S Hwy 99E (41E07 00800). You should have received notice several weeks ago.

I am wondering if you have any additional comments besides those that you noted in the email below when this proposal was in our office earlier in the year. The proposed uses on the site have not changed, just the process by which they are requesting approvals.

Let me know if you have any questions,
Martha

Martha (Nix) Fritzie, Senior Planner
Clackamas County DTD | Planning & Zoning Division
150 Beaver Creek Road | Oregon City, OR 97045
(503) 742-4529
Office hours 8:00am to 6:00pm | Monday - Thursday

From: BRUMLEY Seth A [<mailto:Seth.A.BRUMLEY@odot.state.or.us>]
Sent: Wednesday, February 04, 2015 3:33 PM
To: Fritzie, Martha; Nys, Richard
Subject: Z0372-14-CP: Brosy Zone Change

Hi Martha and Rick,

I just received the notice that the hearing for the Brosy zone change has been postponed. Rather than sending you an official letter, I wanted to let you know that ODOT has a paving project that will restripe the highway adjacent to this parcel to extend the two way left turn lane to the north. If the applicant decides to move forward, this change will likely address safety concerns related to southbound left turns into the site. The project is scheduled to be completed in October.

Please let me know if you have any questions.

Thanks,

Seth Brumley
Associate Planner
ODOT Region 1
123 NW Flanders St.
Portland, OR 97209
(503) 731-8234

NOTE: This message was trained as non-spam. If this is wrong, please correct the training as soon as possible.

[Spam](#)
[Not spam](#)
[Forget previous vote](#)



JOHN L BROSZY

Land Planning & Development Services Consultant

161 High St. SE, Suite 224
Salem, Oregon 97301
phone 503.316.1842
fax 503.362.2541
portland 503.703.7305

September 28, 2015

Clackamas County Planning and Zoning Division
150 Beavercreek Road
Oregon City, Oregon 97045
Attn: Martha Fritzie, Senior Planner
Via e-mail: mfritzie@clackamas.us

**Re: Response to Staff Report of 9/21/15
File # Z0372-14-CP & Z0373-14-ZAP
Goby Walnut - 25408 S. Highway 99E, Aurora/Canby**

I represent Goby Walnut and Wood Products and Art Blumenkron, owner/applicant. After having reviewed County Planning's staff report and then having a very productive conference call between the primary staff report author (Martha Fritzie), Art Blumenkron and myself on 9/24/15, we offer the following comments and additional propose findings regarding our application.

First, it is important to note that staff has concluded that our application meets every applicable Statewide Planning Goal with the only exception being Goal 3 because of the Reasons Exception. Staff also concluded that our application meets all applicable Clackamas County Comprehensive Plan Goals and Policies. This includes all aspects of the County's Rural Industrial Plan Policies. Similarly, staff also concluded that our application meets all of the County's zone change approval criteria for a change from EFU to RI (Rural Industrial).

Note also that *the only kind of Goal 3 Exception that can currently be taken* (until future LCDC rule making anticipated by a legislative directive) is this "Reasons" Exception. The "Physically Developed" as well as the "Irrevocably Committed" types of Exceptions were effectively removed by LUBA case law (Ooten v Clackamas County) in late 2014, later upheld on appeal by the Oregon Court of Appeals in April 2015. Our original application was made using the "Irrevocably Committed" Exception process, and those hearings (February and March 2015) had to be cancelled because that case law.

Unique Site

Staff's research showed that non-agriculture uses on this 5.25 acre site (part of a 20-acre tax lot) date back to 1947 (see bottom, page 36, staff report). Uses included light and heavy

EXHIBIT 5
20294-15
20295-15

1/8

mechanical work on construction vehicles, welding, metal fabrication, and light and heavy mechanic operations for various types of vehicles and equipment including the last business which was the Top O' Hill RV Sales and Service business which included vehicle repair, fabrications, sales and consignment sales. Our aerial photograph/map (attachment 3) shows the numerous buildings and extensive site paving and gravel surfaces and large fenced yards on those 5.25 acres, immediately adjacent to Hwy 99E. Staff suggested that perhaps only building was useable, but this is contradicted by our detailed land appraisal (attachment 6 of our application) describes several serviceable buildings.

Unique Applicant and Unique Site Needs

Goby Walnut and Wood Products is a small but growing specialty wood products company that uses (only) salvage wood, primarily native hardwoods, from the Willamette Valley. The business is thoroughly described in our application. Goby is looking for a site with plenty of open area and existing buildings to move their two sawmills to cut the wood slabs, and then begin the lengthy drying and curing process (depending upon species and slab thicknesses). This site would be a very land-intensive use, meaning the outdoor yards and some buildings will be used only for storing and drying wood on racks. One or more of the existing metal buildings may be repurposed as low-temperature kiln-dryers (120-125 degrees F). Initially, only 2 to 3 employees are planned for this property, to run the saws and manage the later wood drying/curing steps.

This kind of "land intensive," not "labor intensive" industry is specifically what the County's Rural Industrial Plan and RI zone stipulates. No public utilities (water or sanitary sewer mains are needed, and none exist at this site.

Another unique aspect of this tax lot and this applicant involves the lower 15 acre area below the steep wooded slope. That area has been farmed in the past. Goby plans to use that area to grow Black Walnut root stock and tree seedlings. The need to carefully manage new tree seedlings is especially important, as a twig beetle is spreading in the Valley that causes significant tree disease for Oregon Black Walnut trees.

Specific Comments on Staff Report

Staff misunderstood the comparative advantage of this site for Goby's procurement of salvage wood, primarily from the Willamette Valley. Staff suggested that since Goby's website notes receiving wood from the state of Washington, that perhaps this Aurora area location near an I-5 interchange is not necessarily central (top of page 14, staff report). In fact, very few trips are made across the Columbia River to Washington, compared to length and breadth of the Willamette Valley. Please refer to Goby's list of salvage wood purchase locations from April 1 through September 25, 2015 (attached).

Note this list includes only three State of Washington purchases, while Oregon accounted for 33 purchases, including 27 purchases south of Portland. Clearly, this Aurora site is one with a “comparative advantage” for Goby’s specific kind of business.

In addition to buying most of their trees south of Portland in the valley, Goby’s biggest manufacturing vendor is located in Hubbard, nearby and south of Aurora on Hwy 99E. They also rent a dry kiln space in a small mill in Scio, further south in Linn County. That drying could be relocated here (proposed site).

As previously noted, this site will remove the current situation where most of the wood cut at the headquarters site where both sawmills are location must be trucked to either one of two separate sites for drying/storage. *This is a current problem created by the gradual growth and success of the Goby business.* Also, access to the Goby sawmill site (headquarters property) is awkward and sometimes dangerous, given the heavy industrial traffic on this section of State Highway 30. None of the same congestion or turning movement problems will exist at this proposed Clackamas County site. Please also refer to ODOT’s favorable comments on our application, as well as our detailed traffic impact study (our attachment 2).

Alternative Sites

Our study area for alternative sites discussed and acknowledged by County staff last spring when we needed to change to the Reasons Exception process. That study area includes all existing County RI zone land outside the City of Canby (west of the Molalla River), along Hwy 99E to and including the entire City of Aurora. No properties were vacant or for sale when we conducted our study. Goby is looking for significant-sized land with buildings. Nothing in the study area was available except the proposed site. Staff suggested that we could lease one of these properties (paragraph 3, page 19), *yet every building and site already has an existing, active business.* The criterion is whether the sites are available during the time of inquiry/study, not whether the sites may sometime become available in some undetermined future time. To expect that we would need to find an existing business to displace is inappropriate, unreasonable and not required by any criterion in the Reasons Exception process.

Staff suggested two other possibilities for alternative site, and besides being outside our acknowledged study area, those comments (beginning on paragraph 2 of staff report page 20). Those suggestions indicate a lack of understanding of the Goby business and its needs. Goby’s needs are land-intensive, not labor-intensive. The major space requirement is for storing and drying wood on outdoor and indoor racks. The site’s existing buildings that will be retrofitted to house the two small electric sawmills will take up only a small portion of this site, as would a building that could be retrofitted as a low-temperature kiln drying building.

Staff mentioned the Smetco business in Aurora as a possibility, yet we indicated that business uses its buildings and yard areas, and there is no land for sale or lease there (paragraph 6, staff report page 19).

The two additional areas staff suggested are the incorporated industrial areas of the City of Canby, and the Coffee Creek Industrial area of Wilsonville. Both of these areas are suited for much more labor-intensive industrial uses, and labor-intensive industrial uses are encouraged by active recruitment as well as by relatively much higher land prices and levels.

The City of Canby's Pioneer Industrial Park is a prime example of this misunderstood and incorrect picture of Goby's needs and Goby's compatibility for such sites. Please refer to our attachment, provided by the City of Canby Planning Department that lists the 11 business in that industrial park. While site sizes vary, the average number of employees per acre range between a low of 5.8 to a high of 35.5. This would correlate, at the lowest range, to 5.8 x 5.25 acres at our site, or 30 employees, when Goby will locate only 3.

The Canby industrial areas including this Pioneer Industrial Park, are fully served with public utilities including public water and sanitary sewer. These utilities are not needed by the Goby use's low intensity of property use. Those utilities are not available at our site. It is not practical to pay a premium for a site with the full array of public utilities when they are not necessary for the business.

Likewise, the Coffee Creek Industrial area now under development in the City of Wilsonville is also not suitable as an alternative site for the Goby business. The Coffee Creek Industrial area which is in Wilsonville's northwest area adjacent will ultimately have 187 acres available for industrial uses. However, the area is in the process of becoming fully served by public water and sanitary sewer. We analyzed that City's Economic Opportunity Analysis Update of July 2012, which was conducted as the State was emerging for the major recession. In 2012, approximately 42 acres were buildable "in the short term," with another 50 acres expected to become available (fully served with utilities) from 2012 to 2016. That industrial area anticipates and the City desires 1,800 jobs at full build-out, according to that City publication. That equals over nine employees per acre, well over what Goby intends. This area is also a labor-intensive industrial area – not what Goby wants or what Goby needs.

Kristen Retherford, Wilsonville's Urban Renewal Manager with responsibility for the Coffee Creek Industrial area, in a 9/25/15 telephone discussion, flatly said that she thought the Coffee Creek Industrial area was not suited for the Goby business because the land values are too high, that its master plan calls for labor-intensive uses, and that some the area has an overlay zone that would prohibit outdoor storage such as Goby's wood drying racks.

We have explained why areas inside nearby UGB's (Canby and Wilsonville) cannot reasonably accommodate the Goby business, as those areas are designed and intended for labor-intensive, not land-intensive uses, and have a full complement of public utilities when they are not necessary for the level of intensity proposed by Goby. Our application clearly meets the alternative sites test in these manners.

JLB

Attached:

- Goby tree purchase locations – 4/1/15 through 9/25/15 (list)*
- Canby Pioneer Industrial Park Employers and Jobs per Acre (2014)(table)*



JOHN L BROSZY

Land Planning & Development Services Consultant

161 High St. SE, Suite 224
Salem, Oregon 97301
phone 503.316.1842
fax 503.362.2541
portland 503.703.7305

FAX TRANSMITTAL

DATE: 9/28/15

TO: MARTHA FRITZIE, SENIOR PLANNER
CLACKAMAS COUNTY PLANNING DIVISION
VIA FAX # 1-503-742-4550

FROM: JOHN BROSZY

RE: TABLES FOR 9/28 RESPONSE TO COUNTY STAFF REPORT

Transmitted:

- o *Tree Purchase Location List – from Goby*
- o *Pioneer Industrial Park (Canby) Employers and Jobs list*

Please attach these two tables to my 9/28 document that was e-mailed to you earlier this morning. Thanks for your assistance.

JLB

o/s

Trees Purchased 4/1/15 - 9/25/15

Portland / North		South	
11166 SE 52nd St. Milwaukie, OR 97222		25992 Powerline Rd. Halsey, OR 97348	
3708 Sw Canby St Portland, OR 97219		32410 Seven Mile Lane Tangent, OR 97389	
15532 Sw. Pacific Hwy #304 Tigard, OR 97224		11817 Broadacres Rd. Hubbard, OR 97032	
PO Box 2131 Battle Ground, WA 98604		96507 Smith Lane Junction City, OR 97448	
474 Grey Cliffs Dr. St. Helens, OR 97051		472 Cider St. Dallas, OR 97338	
15118 Se Kronberg Ave. Milwaukie, OR 97267		Tom Bradley 1460 20th. St. SE Bldg. #14 Salem, OR	
29511 NW 71st ave Ridgefield, WA 98642		27470 Lenske Lane Wilsonville, OR 97070	
1632 Sand Rd Weiser, ID 83672		1595 Waller St Salem, OR, 97302	
1231 Liberty Rd. Granger, WA 98932		17236 Butteville Rd Woodburn, OR 97071	
52346 Se 3rd Scappoose, OR 97056		Guy Jones 18997 Frost Rd Dallas, OR 97338	
		3303 NW Jackson Corvallis, OR 97330	
		110 N. Second St. Silverton, OR 97381	
		13845 Se Ash Rd. Dayton, OR 97114	
		777 West Vine St. Lebanon, OR 97355	
		P.O. Box 930 Mt. Angel, OR 97362	
		4205 Wlgrich Rd. Independence, OR 97351	
		16757 Williamina Creek Road Williamina, OR 97396	
		PO Box 232 Falls City, OR 97344	
		31100 NE Oakmead Ln Newberg, OR 97132	
		PO Box 13127 Salem, OR 97309	
		30736 Bellfountain Rd. Corvallis, OR 97333	
		26885 S. Harms Rd. Canby, OR 97013	
		31355 Peoria Rd. Shedd, OR 97377	
		8608 Mt. Angel Hwy Mt. Angel, OR 97386	
		P.O. Box 710 Armitry, OR 97101	
		1370 SW 35th St. Corvallis, OR 97333	
		10991 Wheatland Rd NE Gervais, OR 97026	
Total			
Washington	3		
Idaho	1		
Portland Metro	4		
N of Portland	2		
S of Portland	27		

7/8

SOURCE:GOBY WALNUT & WOOD PRODUCTS

2014 Canby Pioneer Industrial Park Employers and Jobs Per Acre

Business Name	Employees		Jobs per Acre		Business Description	Website
	2014	Acres	Acres			
Fred Meyer	232	12.97	17.9		Retail Sales	www.fredmeyer.com
Kendal Floral	204	5.75	35.5		Wholesale Flower Distributor	www.kendalfloral.com
Shimadzu USA Mfg., Inc	145	15.1	9.6		Manufacturer of Scientific Equipment	www.shimadzu.com
Pioneer Pump	95	4.48	21.2		Pump Manufacturer	www.pioneerpump.com
American Steel	75	9.21	8.1		Steel Service Center	www.american-steel.com
BBC Steel	45	4.61	9.8		Steel Fabrication	www.bbsteelm.com
Pump Tech	20	1.05	5.8		Pump Manufacturer and Distribution	www.pumptechnw.com
Bowco	31	3.46	9.0		Precision Injection Molding	www.bowcoind.com
Vata, Inc.	16	0.92	17.4		Anatomical Healthcare Models	www.vatainc.com
Anderson Quality Springs	35	2.94	11.9		Coil Spring Manufacturer	www.andersonqualitysprings.com
Providence Medical Center	37	1.89	19.6		Health Care Center	www.oregon.providence.org

8/8

SOURCE: CITY OF CANBY



900 S.W. Fifth Avenue, Suite 2600
Portland, Oregon 97204
main 503.224.1180
fax 503.220.2480
www.stoel.com

STEVEN W. ABEL
Direct (503) 294-9599
steve.abel@stoel.com

September 28, 2015

VIA EMAIL

Clackamas County Planning Commission
Clackamas County Dept. of Transportation and Development
Planning and Zoning Division
150 Beaver Creek Road
Oregon City, OR 97045

**Re: John Brosy ("Applicant")/Goby Walnut & Western Hardwoods,
Z0294-14-CP/Z0295-14-ZAP**

Dear Members of the Commission:

This office represents Larry Martin. Mr. Martin owns property located immediately adjacent to the property proposed by the Applicant for the Comprehensive Plan Map Amendment and Zone Change (the "Subject Property"). Due to historical events, the property lines between the Subject Property and Mr. Martin's property straddle buildings and create encroachments and setback violations. You will see an aerial photograph generally showing the encroachments on page 5 of your staff report. Mr. Martin has been discussing with the Applicant the opportunity to adjust the property lines between the properties to alleviate those concerns as a part of these processes. An oral understanding has been reached as to the relocation of the property lines.

It is important resolve these property line issues prior to approval of the Comprehensive Plan and Zone Map Amendments as well as prior to the purchase of the property by the Applicant from Celtic Bank Corporation. The County's code requires as much:

"102.02 Conformance Required. Except as herein specified, no land, structure, or premise shall be used or transferred, and no structure or part thereof shall be located, erected, moved, reconstructed, extended, enlarged, or altered except in conformity with the regulations herein specified for the zoning district(s) in which it is located."

Mr. Martin appreciates the opportunity to work through the issues with the Applicant. He is hopeful that the process will lead to adjustment of the property lines in order to resolve outstanding questions.



Clackamas County Planning Commission
September 28, 2015
Page 2

In that light, Mr. Martin suggests the following condition of approval should the Planning Commission chose to approve the Applicant's request:

"A lot line adjustment shall be approved which resolves outstanding issues related to the property lines between the Subject Property and adjoining properties, to the satisfaction of the Applicant and the adjoining property owners."

Mr. Martin appreciates your courtesies.

Very truly yours,

A handwritten signature in black ink, appearing to read "S. Abel".

Steven W. Abel

cc: John Brody
Larry Martin

Adams Enterprises

27174 S. Primrose Path
Canby, Or 97013
CCB# 57025

Date 10/13/15

(503) 678-5006

(503) 789-8578 Mobile

E-mail

PRIMROSEPATH@Prodigy.net

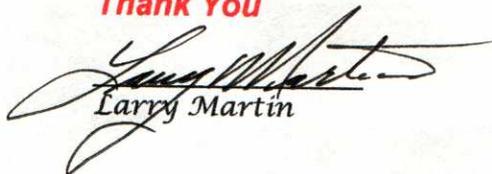
LarryMartin@MyWay.com

To: Martha Fritzie

Refe 99E / Top of Hill

Copys of proposed Lot Lines &
my Surveyors map. Let me know if
You need anything Else From me.

Thank You


Larry Martin



Google earth



Approx Proposed Lot Line Adjustment



Google earth

Google earth

feet
meters

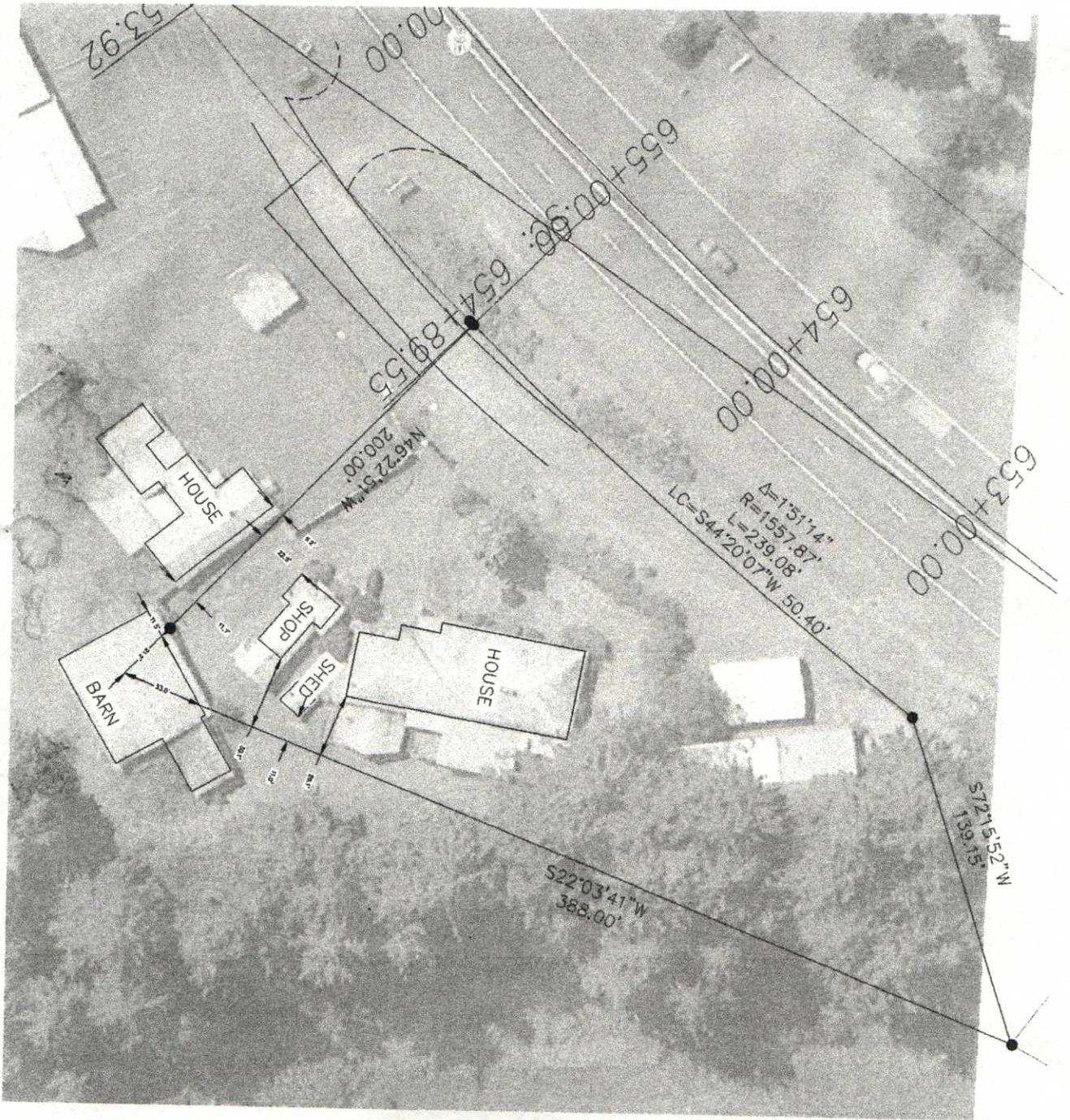
200

80

Septic Lines

--- Existing LOT Line

— Proposed LOT Line



My Surveyors map of The ones He found
 he Also said that they look to be as much as 2' off. whom Ever
 placed them there did not file or Record them. I did not have
 him place new ones in the correct spots because then I
 would of had to pay to Record them. I chose to hold off and
 pay + Record when we got the Lot Line Adjustment cleared up. J.M.

Fritzie, Martha

From: Larry [larrymartin@myway.com]
Sent: Wednesday, October 21, 2015 6:06 AM
To: Fritzie, Martha
Subject: RE: 99E / Top of hill Lot line proposal
Attachments: Original_message

Good morning Martha, I have heard back from Art and he said he submitted all my information to the bank, hope to get the response back soon. Art and I have made an agreement that I will be replacing the shop (Same size in a pole building) He wanted to be sure that there would be no problem to build another one once the lot line is completed. I told him that I see no reason that getting a permit and building a new pole building on his side would be OK. Would there be any reason he would not be able to add a new pole building. Also because the house is included but not transferred as another residence, what time frame does he have to replace it on his side. Thanks and hoping to have application in to you soon surveyor is ready waiting for signature of bank.

Larry Martin

-----Original Message-----

From: "Fritzie, Martha" [MFritzie@co.clackamas.or.us]
Date: 10/14/2015 10:56 AM
To: "Larry" <larrymartin@myway.com>
Subject: RE: 99E / Top of hill Lot line proposal

Note: Original message sent as attachment

Spam

Not spam

Forget previous vote