Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development
635 Capitol Street, Suite 150
Salem, OR 97301-2540
(503) 373-0050
Fax (503) 378-5518
www.lcd.state.or.us

NOTICE OF ADOPTED AMENDMENT

12/15/2010

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

FROM: Plan Amendment Program Specialist

SUBJECT: Lane County Plan Amendment
DLCD File Number 008-08

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

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Tuesday, December 28, 2010

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

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

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

Cc: Deanna Harris, Lane County
Jon Jinings, DLCD Community Services Specialist
Ed Moore, DLCD Regional Representative

<paa> YA/

FORM 2 DLCD Notice of Adoption

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

☐ In person ☐ electronic ☐ mailed

DATE STAMP

DEPT OF

DEC 09 2010

LAND CONSERVATION AND DEVELOPMENT

For Office Use Only

Jurisdiction: **Lane County**

Local file number: **PA 07-6215**

Date of Adoption: **12-1-10**

Date Mailed: ~~**12-8-10**~~ 12-7-10

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? x Yes ☐ No Date: **6-19-08**

☐ Comprehensive Plan Text Amendment

x Comprehensive Plan Map Amendment

☐ Land Use Regulation Amendment

x Zoning Map Amendment

☐ New Land Use Regulation

☐ Other:

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

A Minor Plan/Zone change for approximately 8 acres, from Residential to Commercial. Located within the Rural Unincorporated Community of Blue River.

Does the Adoption differ from proposal? Please select one

Note: two tax lots were dropped from the original proposal, reduced from five to three tax lots.

Plan Map Changed from: **Rural** to: **Commercial**

Zone Map Changed from: **RR-2/Rural Residential** to: **RC/Rural Commercial**

Location: **Map 16S-45-28.2, # 300 & #400; Map 16S-45-29, tax lot 1800** Acres Involved: **apprx. 8**

Specify Density: Previous: **2.0 ac.** New: **No specific minimum per LC 16.291(5).**

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
x	x	☐	☐	☐	☐	☐	x	x	☐	☐	x	☐	☐	☐	☐	☐	☐	☐	☐

Was an Exception Adopted? ☐ YES x NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing? x Yes ☐ No

If no, do the statewide planning goals apply? ☐ Yes ☐ No

If no, did Emergency Circumstances require immediate adoption? ☐ Yes ☐ No

DLCD File No. 008-08 (16936) [16443]

DLCD file No. _____

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Lane County, DLCD

Local Contact: **Jerry Kendall/Associate Planner** Phone: **(541) 682-4057** Extension:

Address: PSB/LMD, **125 E. 8th Ave.** Fax Number: **541-682-4057**

City: **Eugene** Zip: **97401** E-mail Address: **jerry.kendall@co.lane.or.us**

ADOPTION SUBMITTAL REQUIREMENTS

This Form 2 must be received by DLCD no later than 5 days after the ordinance has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s)

per ORS 197.615 and OAR Chapter 660, Division 18

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

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

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

BEFORE THE BOARD OF COMMISSIONERS OF LANE COUNTY, OREGON

ORDINANCE NO. PA 1250) **IN THE MATTER OF AMENDING THE RURAL COMPREHENSIVE**) **PLAN TO REDESIGNATE LAND FROM "RURAL"**) **TO "RURAL COMMERCIAL" AND REZONING THAT LAND FROM**) **"RR-2/RURAL RESIDENTIAL" TO "RC/RURAL COMMERCIAL";**) **AND ADOPTING SAVINGS AND SEVERABILITY**) **CLAUSES (FILE PA 07-6215; LAVOIE)**

WHEREAS, the Board of County Commissioners of Lane County, through enactment of Ordinance PA 884, has adopted Land Use Designations and Zoning for lands within the planning jurisdiction of the Lane County Rural Comprehensive Plan; and

WHEREAS, Lane Code 16.400 sets forth procedures for amendment of the Rural Comprehensive Plan, and Lane Code 16.252 sets forth procedures for rezoning lands within the jurisdiction of the Rural Comprehensive Plan; and

WHEREAS, in August 2007, application no. PA 07-6215 was made for a minor amendment to redesignate tax lots 300 and 400, Map 16-45-28.2; and tax lots 1600, 1700, and 1800, Map 16-45-29 from "Rural" to "Rural Commercial, with a concurrent request to rezone the property from "RR-2/Rural Residential" to "RC/Rural Commercial" and

WHEREAS, the Lane County Planning Commission reviewed the proposal in a public hearing on May 18, 2010, deliberated on August 3, 2010, and recommended approval of the amendment and rezoning for tax lot 300 of Map 16-45-28.2 only; and

WHEREAS, in October, 2010, the Applicant revised the proposal to include tax lots 300 and 400, Map 16-45-28.2; and 1800, Map 16-45-29, eliminating tax lots 1600 and 1700; and

WHEREAS, the evidence in the record indicates that the proposal meets the requirements of Lane Code Chapter 16, and other requirements of state and local law;

WHEREAS, the Board of County Commissioners has conducted the required public hearing and is now ready to take action;

NOW, THEREFORE, the Board of County Commissioners of Lane County Ordains as follows:

Section 1. The Lane County Rural Comprehensive Plan is amended by the redesignation of tax lots 300 and 400, Map 16-45-28.2; and tax lot 1800, Map 16-45-29 from "Rural" to "Rural Commercial", such area being depicted on Official Lane County Plan Map 1645 and further identified on a portion of that map in Exhibit "A" attached and incorporated herein.

Section 2. Tax lots 300 and 400, Map 16-45-28.2; and tax lot 1800, Map 16-45-29, are rezoned from "RR-2/Rural Residential (Lane Code 16.290), to "RC/Rural Commercial" (Lane Code 16.291), such area being depicted on Official Lane County Zoning Map 1645 and further identified on a portion of that map in Exhibit "B" attached and incorporated herein.

FURTHER, although not a part of this Ordinance, the Board of County Commissioners adopts Findings as set forth in Exhibit "C" attached, in support of this action.

The prior designation and zone repealed by this Ordinance remain in full force and effect to authorize prosecution of persons in violation thereof prior to the effective date of this Ordinance.

If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions hereof.

ENACTED this 1st day of Dec, 2010.

Vice Chair, Lane County Board of Commissioners

Recording Secretary for this Meeting of the Board

APPROVED AS TO FORM

Date 12-3-2010 Lane County

OFFICE OF LEGAL COUNSEL

BEFORE THE BOARD OF COMMISSIONERS OF LANE COUNTY, OREGON

ORDINANCE NO. PA 1250	**) IN THE MATTER OF AMENDING THE RURAL COMPREHENSIVE) PLAN TO REDESIGNATE LAND FROM "RURAL") TO "RURAL COMMERCIAL" AND REZONING THAT LAND FROM) "RR-2/RURAL RESIDENTIAL" TO "RC/RURAL COMMERCIAL";) AND ADOPTING SAVINGS AND SEVERABILITY) CLAUSES (FILE PA 07-6215; LAVOIE)**

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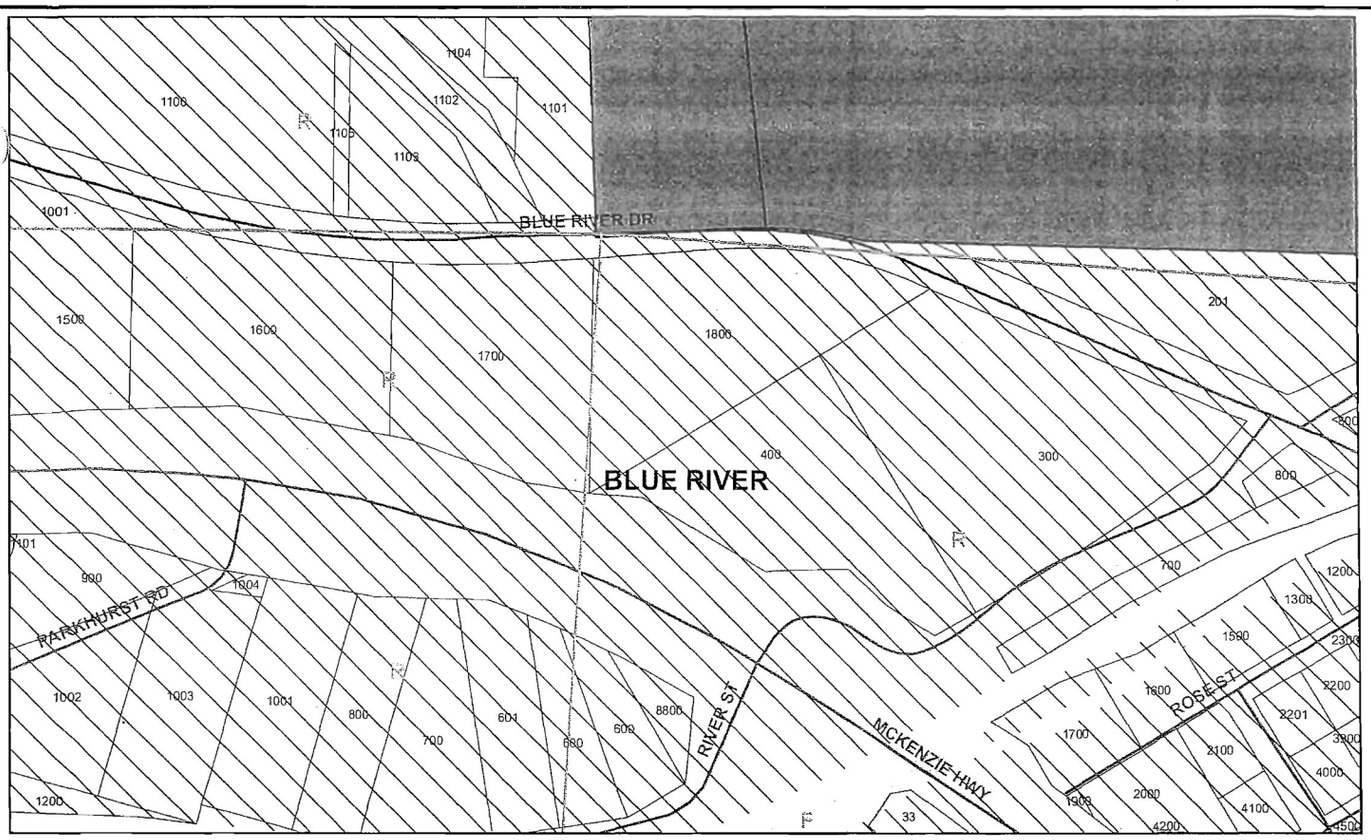
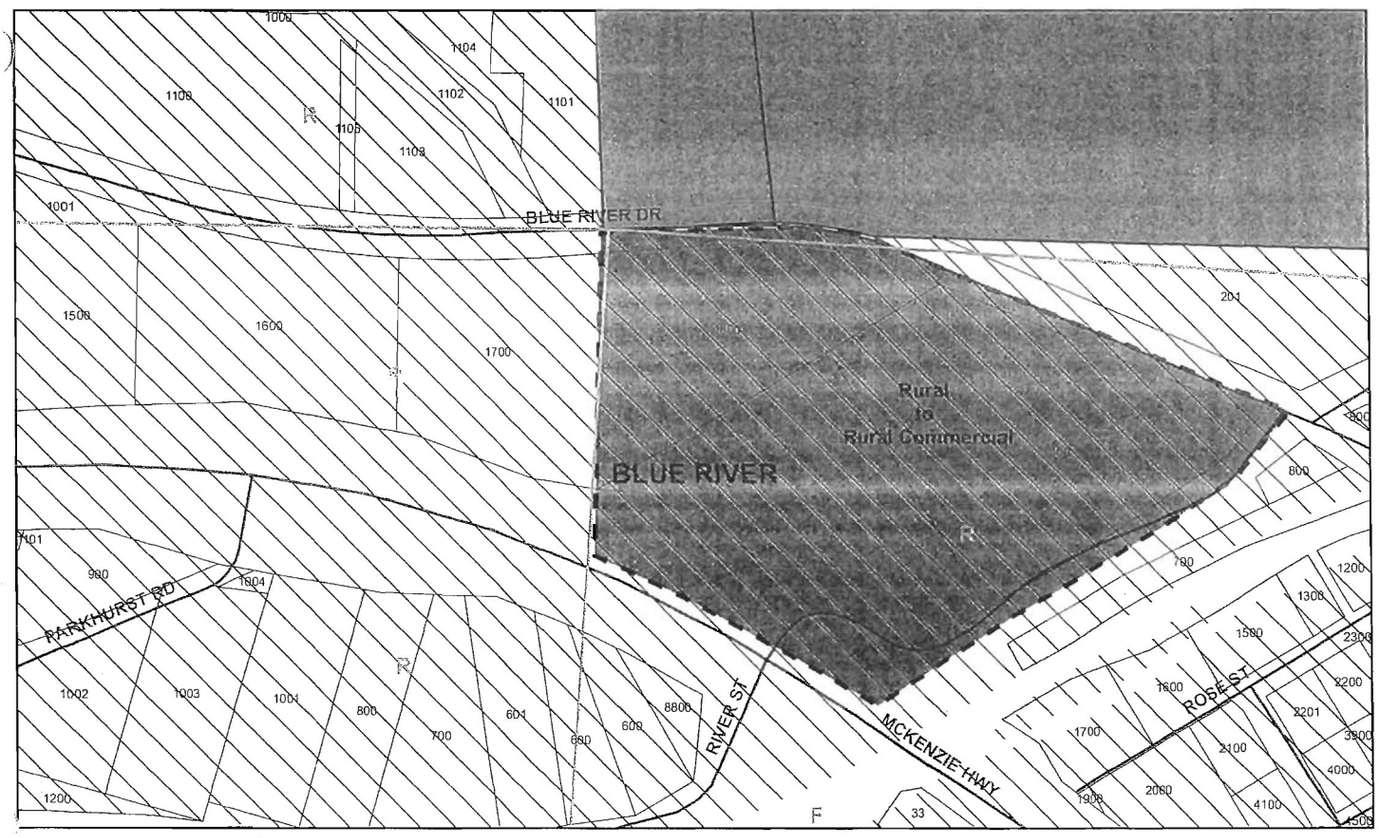
FURTHER, although not a part of this Ordinance, the Board of County Commissioners adopts Findings as set forth in Exhibit "C" attached, in support of this action.

ORDIN. NO - PA 1250 EXHIBIT A



Existing Plan Designation

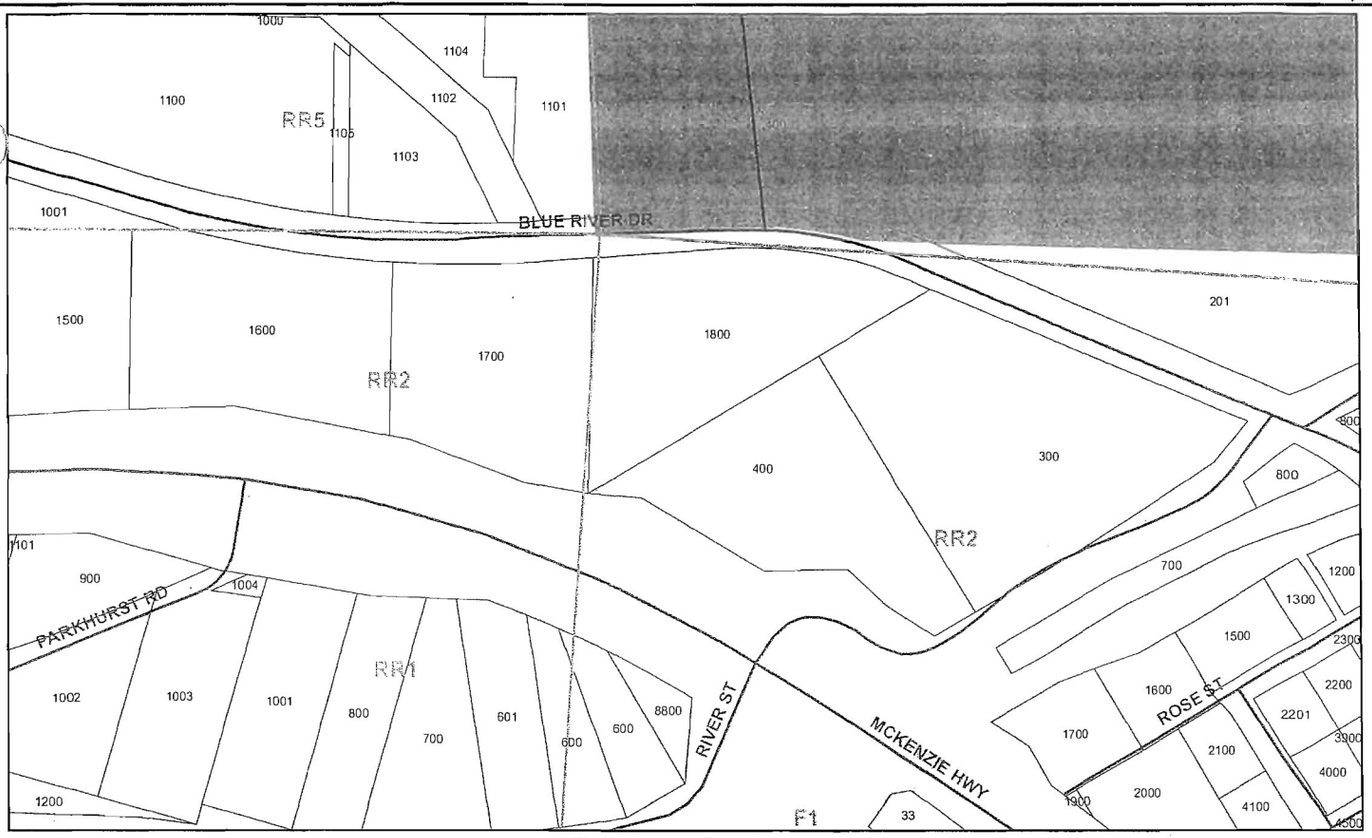


Change being enacted by PA 1250 on Official Plan Map 1645

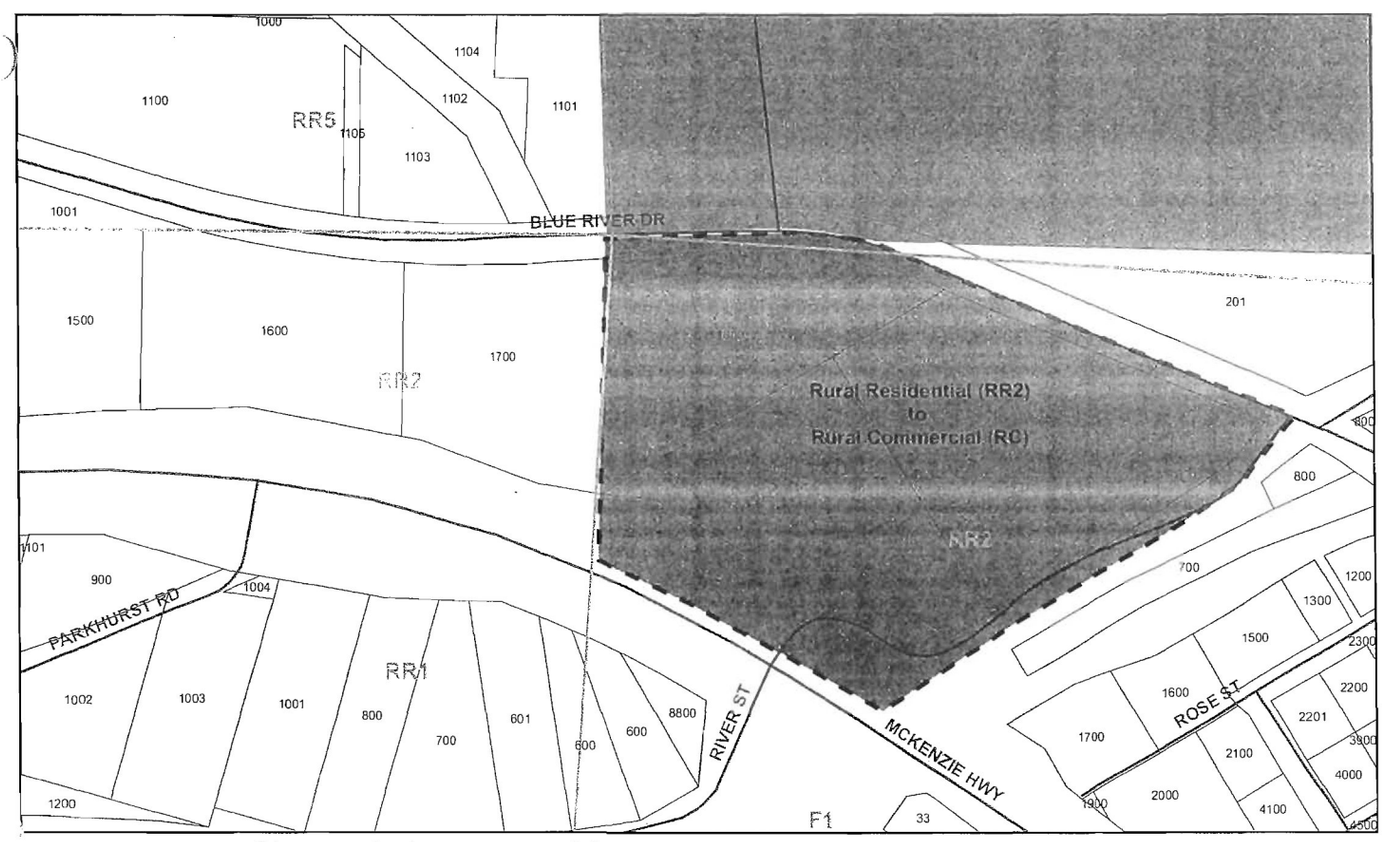
N

0 290 580 Feet

ORDIN. NO. PA 1250 EXHIBIT B



Existing Zoning



Change being enacted by PA 1250 on Official Zone Map 1645

N

0 312.5 625 Feet

FINDINGS OF FACT AND CONCLUSIONS OF LAW
FILE NO. PA07-6215

The following findings of fact support the decision by the Lane County Board of Commissioners to approve a minor amendment to the Lane County Rural Comprehensive Plan (RCP) from Rural Residential/Community to Rural Commercial/Community and a concurrent zone change from RR-2 Rural Residential/Community to RC Rural Commercial/Community for the subject property described below.

GENERAL FINDINGS

Finding 1. The Subject Property contains a total of 7.49 acres located in Tax Assessor's Map 16-45-28.20 tax lots 300 (3 acres) and 400 (2.21 acres) and Tax Assessor's Map 16-45-29 tax lot 1800 (2.28 acres).

Finding 2. The Subject Property for application PA07-6215 originally included two more tax lots, Tax Assessor's Map 16-45-29 tax lot 1600 and 1700. The applicants, Chris and Julie LaVoie, voluntarily withdrew these two tax lots from this application following the hearing with the Lane County Planning Commission and receipt of the planning commission's recommendation.

Finding 3. The applicants Chris and Julie LaVoie purchased the portion of the Subject Property in tax lot 300 on September 19, 2006 as shown and recorded on deed number 2006-069446 in the Lane County Office of Deeds and Records. Bremerton Properties, LLC, in which applicant Julie LaVoie is a member, purchased the portion of the Subject Property in tax lots 400 and 1800 on November 15, 2006 as shown and recorded on deed number 2006-083944 in the Lane County Office of Deeds and Records. Later, for business purposes, the applicants transferred their ownerships in the Subject Property to these limited liability companies:

- On March 25, 2009 the ownership of Tax Lot 300 was transferred from the applicants to Earth Quest Partners, LLC pursuant to deed #2009-024056. According to this deed, the applicants hold a 92% interest in Earth Quest Partners, LLC.. See the RLID Report and copy of the deed for this property in Exhibit 31

- On October 7, 2007 the ownership of tax lots 400 and 1800 was transferred from Bremerton Properties, LLC to Kona Sunset, LLC pursuant to deed #2007-068626. See the RLID Report and copy of the deed for this property in Exhibit 32

Finding 4. The Subject Property is located approximately 40 miles east of Springfield, Oregon off of State Highway 126, in the unincorporated rural community of Blue River. Blue River is located in the Cascade Mountains at the confluence of the McKenzie River and Blue River. The community of Blue River has a long history,

dating back into the 1800s, as a mining and mill town. The downtown, commercial core of Blue River is located on the east side of the Subject Property and currently includes a store, a gas station, a post office, a volunteer library, a health clinic and a number of buildings formerly used for commercial purposes and now vacant or used for noncommercial purposes. The McKenzie High School and LLC extension office is located about a mile to the west of the Subject Property at the west end of Blue River.

Finding 5. Tax Lots 400 and 1800 are vacant. Tax Lot 300 is intensively developed with the former Blue River Ranger Station site and related improvements. According to information from the USDA Forest Service, in Exhibit 5, "The facility served as a Ranger District administrative office site from the mid-1930's to 2001, and employed as many as 80 permanent and 34 seasonal Forest Service personnel. As part of the Forest restructuring, the facility has not been in service since 2001". There are eight buildings on the TL 300 portion of the Subject Property. The nature of the eight buildings is described as follows.

- The main office building, originally constructed in 1957, was remodeled with an addition built in 1986. The main office building is approximately 10,000 square feet in size with a full basement.

- A 4500 square foot Conference Room and Warehouse facility was built in 1957.

- An operable fueling station and flammable storage facility was constructed in 1990. There is an underground 4,000 gallon gasoline storage tank, and an underground 2,500 gallon diesel fuel storage tank that have been temporarily closed by General Permit Registration in compliance with Oregon Department of Environmental Quality rules and regulations. Although these tanks are temporarily closed, they will not be physically removed and will remain on the property.

- A small residential house was constructed in 1936. There are four additional residential structures on the property, constructed between the years 1956 and 1957, ranging in size from 860 to 2060 square feet.

- Tax Lot 300 consists of two relatively level bench areas. The upper bench is next to Blue River Drive and includes the portion of the Subject Property with the Office Building and houses on it. The lower bench includes a smaller portion of the Subject Property with the storage and small office buildings on it and the adjacent parking area. The relatively level topography of the area is documented by the Attached USGS 24K topographic map, included as Exhibit 17, which does not show any changes of the contour lines on the Subject Property.

Finding 6. A digitized NRCS soil map produced by RLID shows that the soil of the Subject Property is generally one type, 37C Cupola cobbly loam, with 3-12%

slopes. The NRCS description of this soil indicates that this is a "rocky", "deep, well drained soil" and that, "this unit generally is suited to recreational development". A copy of the soil information discussed here is included with this application in Exhibit 17.

Finding 7. The committed lands area where the Subject Property is located is Plot 621 Exception Area 1, which includes the unincorporated rural community of Blue River and is acknowledged by the Land Conservation and Development Commission. A copy of the Lane County exception data adopted by Lane County for this area is included in Exhibit 9.

Finding 8. The information submitted by the applicants demonstrates that the proposed commercial use of the Subject Property will not exceed the carrying capacity of the public facilities and services in Blue River.

- The Subject Property is in the Blue River Water District and has received a letter from the district indicating that water service can be provided to the Subject Property. See Exhibit 33. A report prepared by the Lane County Community and Economic Development, included in Exhibit 20, indicates, "Until recently, the U.S. Forest Service operated an office with many employees who lived and worked in the community. The Forest Service was also the largest water district customer."

- A report from Branch Engineering is included with this application in Exhibit 13 and indicates that the existing onsite systems on Tax lot 300 and the possibility of providing onsite sewage disposal systems on adjacent property will assure adequate provision for on-site sewage disposal.

- The proposed commercial designation and zoning of the Subject Property and subsequent commercial development will not significantly impact the transportation system of the area. A traffic impact analysis (TIA) dated November 6, 2009 was done by Branch Engineering (Exhibit 34) for the full commercial development and build-out of the Subject Property, addressing the existing traffic conditions in the project vicinity and forecasting the operation of the roadway system after the high traffic volume, new commercial use on the Subject Property. The TIA concluded, "In summary, the proposed development will not cause significant adverse impact on the performance of the existing transportation system. No mitigation is necessary to accommodate the traffic generated by the prosed development". The Oregon Department of Transportation (ODOT) reviewed the TIA and in a December 23, 2009 email from Savannah Crawford of ODOT to Jerry Kendall of Lane County (Exhibit 35) concluded, "After review of the Blue River TIA and proposal, ODOT concurs there is no significant affect per the TPR and does not have any further comment on this zone change application". In a June 16, 2010 email from Mark Bernard of Lane County Transportation Planning to Jerry Kendall (Exhibit 36), Mr.

Bernard stated that the TIA's mostly likely intense land uses for the Subject Property, an RV park and restaurant, are "unlikely to have significant impacts on Blue River Drive" and that site development concerns such as the adequacy of the existing driveway access and compliance with the various requirements in LC 15 must be addressed by the applicant as part of a future special use permit that will be evaluated by Public Works Transportation at that time.

Finding 9. Development of commercial uses on the Subject Property will be subject to further land use review (Planning Director level review) per the RC zone development requirements in LC 16.291(3) & (4). These requirements help to assure that development will be properly designed for development sites and the intended uses. Some of the potential development concerns that may be address will include the location of driveway access, adequacy of existing improvements to River Street and any building code compliance issues for the former USFS office building,

Finding 10. The Planning Commission held a public hearing on this matter on May 18, 2010. The Commission subsequently recommended approval of RC zoning for only the tax lot 300 portion of the Subject Property and recommended that before considering the RC zoning on the balance of the Subject Property, the applicants should perform a cost benefit analysis to demonstrate how the community would benefit from the commercial zoning of the remainder of the Subject Property. Copies of the applicants' responses to the public comments received during the hearing and during the written comment period after he hearing, which were submitted to Lane County for review by the planning commission, are contained in Exhibits 37 and 38.

Finding 11. According to LC 16.400(8)(a)(i), this application is for a minor plan amendment because it involves only a change to the plan diagram and does not require any exceptions to Statewide Planning Goals. The Subject Property is zoned RR-2 and is located in a developed and committed exception area in the unincorporated rural community of Blue River.

FINDINGS RELATED TO APPROVAL CRITERIA

Finding 12. The criteria for RCP amendments are identified in LC 16.400(6)(h)(iii).

According to LC 16.400(6)(h)(iii), the proposed amendment must be at least one of the five following tests:

"(i-i) ***necessary to correct an identified error in the application of the Plan; OR***

(ii-ii) ***necessary to fulfill an identified public or community need for the intended result of the component or amendment; OR***

This Plan amendment is necessary to fulfill one and possibly two community needs.

There is a generally observable need to redevelop the downtown commercial core area of the unincorporated Rural Community of Blue River. There are commercially zoned and improved or vacant properties which are not being used for commercial purposes. One reason for this situation is the loss of logging and wood product jobs in the area primarily during the 1980s. As the general wood products economy declined, the supportive commercial businesses declined with it.

This proposed plan amendment and zone change would expand the commercial core area of Blue River to the west by adding the 7.49 acres of the Subject Property for commercial development. The Subject Property is situated so that those who use it for commercial purposes would pass through the commercial core area of Blue River and provide possible customers for businesses in the area. This would simulate commercial activity in the area.

According to the report from Branch Engineering, included with this application in Exhibit 13, there are adequate areas on the undeveloped portions of the Subject Property for the installation sewage disposal systems. Sewage disposal systems could possibly be designed and installed on the Subject Property to serve the needs of the downtown core area of Blue River. This would help to redevelop the downtown area of Blue River.

(iii-iii) necessary to comply with the mandate of local, state or federal policy or law; OR

(iv-iv) necessary to provide for the implementation of adopted Plan policy or elements; OR

(v-v) desirable, appropriate or proper".

The former USFS office building with parking and other related structures have been designated and zoned for residential use which puts them into a nonconforming use status and significantly limits the future use of these improvements. The appropriate and proper designation and zoning of tax lot 300 would be commercial to make the existing office building and related structures conforming uses, subject to building code compliance, and to provide realistic use alternatives for these structures and improvements.

Finding 13. Conformity with RCP Goals and Policies is required according to LC 16.400(6)(h)(iii)(cc) and is addressed in this finding.

For Minor Amendments... the Plan amendment or component does not conflict with adopted Policies of the Rural Comprehensive Plan, and if possible, achieves policy support

"(cc) For Minor Amendments as defined in LC 16.400(8)(a) below, the Plan amendment or component does not conflict with adopted Policies of the Rural Comprehensive Plan, and if possible, achieves policy support."

This plan amendment application is supported by the following RCP policies. No policies have been identified that conflict with this request.

Goal 2, Policy 11(b) states:

"A Rural Commercial designation shall be applied to existing uses and/or tracts presently zoned for commercial activities addressing the same criteria as listed for the Rural Residential designation."

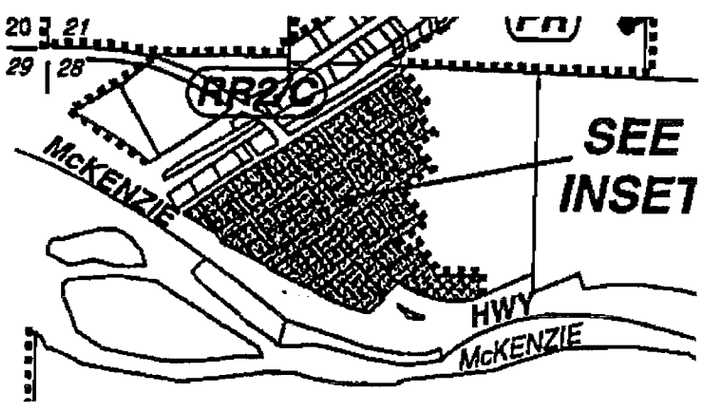
Goal 2, Policy 11(a) states:

"A Rural Residential designation shall be applied to developed and committed exception areas which are devoted to rural housing uses as evaluated by the following criteria:"

"i. existing development pattern and density"

The unincorporated rural community of Blue River has a well-defined, land use and ownership pattern. The downtown, core area of Blue River is intensively developed into small lots with a mixture of residential, commercial and public facility uses and includes the former USFS office building on the tax lot 300 portion of the Subject Property.

Illustration 1 – Downtown Core Area of Blue River



The boundaries of the Subject Property and its adjacent relationship to the downtown, core area of Blue River are shown in the above Illustration. The Tax Lot 300 portion of the Subject Property is developed as the former Blue River ranger station site with eight existing buildings and related improvements, and is one of the most intensively developed properties in the downtown, core area of Blue River. The Lane County news release in Exhibit 20 notes, "Until recently, the U.S. Forest Service operated an office with many employees who lived and worked in the community. The Forest Service was also the largest

water district customer."

A change in the land use designation and zoning of the Subject Property to Rural Commercial will maintain the land use pattern of the commercial core area of Blue River by extending it to the adjacent property to the west and on the south side of Blue River Drive.

The most probable impact of this change will be a positive one, to promote the commercial development of the downtown core area of Blue River and to help revitalize this area.

"ii. on-site sewage disposal suitability, or community sewerage"

Based on a report from Branch Engineering, in Exhibit 13, the existing onsite systems and the possibility of providing onsite sewage disposal systems on adjacent property will assure adequate provision for on-site sewage disposal.

"iii. domestic water supply availability"

The Subject Property is in the Blue River Water District and has received a letter from the district indicating that water service can be provided to the Subject Property. See Exhibit 33. A report prepared by the Lane County Community and Economic Development, included in Exhibit 20, indicates, "Until recently, the U.S. Forest Service operated an office with many employees who lived and worked in the community. The Forest Service was also the largest water district customer."

"iv. access"

The proposed commercial designation and zoning of the Subject Property and subsequent commercial development will not significantly impact the transportation system of the area. A traffic impact analysis (TIA) dated November 6, 2009 was done by Branch Engineering (Exhibit 34) for the full commercial development and build-out of the Subject Property, addressing the existing traffic conditions in the project vicinity and forecasting the operation of the roadway system after the high traffic volume, new commercial use on the Subject Property. The TIA concluded, "In summary, the proposed development will not cause significant adverse impact on the performance of the existing transportation system. No mitigation is necessary to accommodate the traffic generated by the prosed development". The Oregon Department of Transportation (ODOT) reviewed the TIA and in a December 23, 2009 email from Savannah Crawford of ODOT to Jerry Kendall of Lane County (Exhibit 35) concluded, "After review of the Blue River TIA and proposal, ODOT concurs there is no significant affect per the TPR and does not have any further comment on this zone change application". In a June 16, 2010 email from Mark Bernard of Lane County Transportation Planning to Jerry Kendall (Exhibit 36), Mr. Bernard stated that the TIA's mostly likely intense land uses for the Subject

Property, an RV park and restaurant, are "unlikely to have significant impacts on Blue River Drive" and that site development concerns such as the adequacy of the existing driveway access and compliance with the various requirements in LC 15 must be addressed by the applicant as part of a future special use permit that will be evaluated by Public Works Transportation at that time.

"v. public services"

The Subject Property is in the Blue River Water District and has received a letter from the district indicating that water service can be provided to the Subject Property. See Exhibit 33. A report prepared by the Lane County Community and Economic Development, included in Exhibit 20, indicates, "Until recently, the U.S. Forest Service operated an office with many employees who lived and worked in the community. The Forest Service was also the largest water district customer."

A report from Branch Engineering is included with this application in Exhibit 13 and indicates that the existing onsite systems on Tax lot 300 and the possibility of providing onsite sewage disposal systems on adjacent property will assure adequate provision for on-site sewage disposal.

"vi. lack of natural hazards"

The Subject Property does not include areas located within a designated flood hazard area. There are no apparent hazards at the site.

"vii. effect on resource lands."

The Subject Property lies within the developed and committed area 1 of Plots 619 and 621. Resource land, adjacent to the Subject Property on the north side of Blue River Drive, is designated as forest land and zoned F-1. However, because the use on the Tax lot 300 portion of the Subject Property will be a change from an intensive public facility use to rural commercial, this part of the proposed change would likely have no foreseeable adverse effect on the F1 zoned property on the north side of Blue River Drive. The commercial development of the remainder of the Subject Property will occur on the south side of Blue River Drive and not contiguous with the F1 zone land on the north side of Blue River Drive. Blue River Drive will provide a compatibility buffer between the commercial development on the south side of Blue River Drive and the F1 zoned land on the north side of Blue River Drive. Other nearby lands are developed and committed and are not resource lands.

The Subject Property is not contiguous to any identified Goal 5 resources based on an examination of Lane County Blue River Wildlife Habitat Map in Exhibit 22 and NWI Blue River NE3 map in Exhibit 19, and an examination of the list of sensitive Bird Habitats in LM 11.400 which do not include the area of the

Subject Property.

"(dd) For Minor Amendments as defined in LC 16.400(8)(a) below, the Plan amendment or component is compatible with the existing structure of the Rural Comprehensive Plan, and is consistent with the unamended portions or elements of the Plan."

As previously stated, this amendment is consistent with the RCP policies that provide for designating lands for community commercial use. Approval of this amendment is consistent with un-amended portions or elements of the Plan.

Finding 14. Conformity with Lane Code 16.400(8) is required and is addressed I this finding.

"Additional Amendment Provisions. In addition to the general procedures set forth in LC 16.400(6) above, the following provisions shall apply to any amendment of Rural Comprehensive Plan components.

(a) Amendments to the Rural Comprehensive Plan shall be classified according to the following criteria:

Minor Amendment. An amendment limited to the Plan Diagram only and, if requiring an exception to Statewide Planning Goals, justifies the exception solely on the basis that the resource land is already built upon or is irrevocably committed to other uses not allowed by an applicable goal."

This application requests a plan amendment and zone change within developed and committed exception area 1 of Plots 619 and 621. It only affects the Plan Diagram for the Subject Property. No text change to the RCP is proposed. No exception from the Statewide Planning Goals is required, because, this exception area is already an acknowledged exception area. This amendment is limited to the Plan Diagram and is, therefore, a minor amendment.

"(c) Minor amendment proposals initiated by an applicant shall provide adequate documentation to allow complete evaluation of the proposal to determine if the findings required by LC 16.400(6)(h)(iii) above can be affirmatively made. Unless waived in writing by the Planning Director, the applicant shall supply documentation concerning the following:"

"(i) A complete description of the proposal and its relationship to the Plan."

The required description is provided in the prior portions of these findings.

"(ii) An analysis responding to each of the required findings of LC 16.400(6)(h)(ii) above."

"(iii) An assessment of the probable impacts of implementing the proposed

amendment, including the following:

(aa) Evaluation of land use and ownership patterns of the area of the amendment;"

The required analysis is provided by the, above, findings.

*"**(bb) Availability of public and/or private facilities and services to the area of the amendment, including transportation, water supply and sewage disposal;**"*

As noted above, the Subject Property is served by all of the basic facilities and services described in RCP Goal 11, Policy 6. for rural residential land. These include schools, on-site sewage disposal, electrical service, telephone service, rural level fire and police protection and public water from the Blue River Water District. The plan amendment zone change application would positively affect the Blue River School District by creating opportunities for economic development and employment in Blue River which will be one small step to encourage families to live in the area and use the school district.

*"**(cc) Impact of the amendment on proximate natural resources, resource lands or resource sites, including a Statewide Planning Goal 5 "ESEE" conflict analysis where applicable;**"*

As noted above, the Subject Property lies within the developed and committed area 1 of Plots 619 and 621. There is resource land adjacent to the Subject Property on the north side of Blue River Drive which is designated as forest land and zoned F-1. The impacts of the amendment on resource lands are addressed by the findings, above, for compliance with "vii. effect on resource lands."

*"**(dd) Natural hazards affecting or affected by the proposal;**"*

According to the FIRM map in Exhibit 18, the Subject Property is located in a zone x, 500 year floodplain area which indicates that the Subject Property does not have any apparent flood hazards. According to the USGS topographic map included in Exhibit 17, the Subject Property does not have any slope hazards.

*"**(ee) For a proposed amendment to a nonresidential, nonagricultural or nonforest designation, an assessment of employment gain or loss, tax revenue impacts and public service/facility costs, as compared to equivalent factors for the existing uses to be replaced by the proposal;**"*

A general assessment for the economic impacts of this amendment is provided, above, in the finding for, "(ii-ii) necessary to fulfill an identified public or community need for the intended result of the component or amendment;". The applicant is not required to perform a cost benefit analysis as recommended by

the planning commission.

"***(ff) For a proposed amendment to a nonresidential, nonagricultural or nonforest designation, an inventory of reasonable alternative sites now appropriately designated by the Rural Comprehensive Plan, within the jurisdictional area of the Plan and located in the general vicinity of the proposed amendment;***"

The nearby sites designated and zoned for commercial use are located in the downtown core area of Blue River. These sites are not reasonable alternative sites because they are lacking in size for new, large scale commercial development. The rest of the unincorporated community of Blue River is not planned or zoned for commercial uses.

"15. The McKenzie Watershed Land Use Policies below are part of the Rural Comprehensive Plan and shall apply to developed and committed exception lands in the McKenzie Watershed. The Lane County General Plan Policies shall also apply to these developed and committed lands. Where the McKenzie Watershed Land Use Policies are more restrictive than the Lane County General Plan Policies, the McKenzie Watershed Land Use Policies shall apply rather than the Lane County General Plan Policies.

a. ***Recreation and tourism are a few of the multiple uses of the McKenzie valley and are important to the economy of the communities in the McKenzie valley. Recreation resorts are one method to promote recreation and tourism in the McKenzie Valley and should be allowed in compliance with the requirements in LC 16".***

   This application complies with the above McKenzie Watershed policy 15a. The owner wishes to develop recreation and tourist commercial uses on the Subject Property which will benefit the economy of Blue River.

c. ***"Lane County recommends that plans be developed and implemented for the maintenance and repair of the existing on-site sewage disposal systems in the community of Marcola and for the downtown area of the community of Blue River. A more aggressive and long term alternative to the development of such plans would be development of public facility plans for public sewers and updating these community plans to comply with the requirements of the Community Rule for urban unincorporated communities. Another more aggressive and long term alternative would be for these communities to incorporate and to perform the land use planning as cities in compliance with Goal 14".***

   This application complies with the above McKenzie Watershed policy 15c. The owner wishes to provide an area on the Subject Property to develop a

community sewage disposal system which can be used by the community. This effort will require aggressive community involvement possibly including a major amendment to the RCP to designate the business area of Blue River as an unincorporated urban community.

e. New rural public facility, commercial, and industrial development within the McKenzie Watershed shall be located inside unincorporated rural communities or outside of unincorporated rural communities in developed and committed areas that were planned and zoned for public facility, commercial or industrial purposes on April 17, 2002."

This application complies with the above McKenzie Watershed policy 15e, because the Subject Property is located inside the unincorporated rural community of Blue River.

Finding 16: Compliance with the STATEWIDE PLANNING GOALS is addressed in this finding.

Goal 1 - Citizen Involvement:

Goal 1 requires that citizens and affected public agencies be provided an opportunity to comment on the proposed amendment and zone change. Public notification in the form of mailed public notice has been sent by Lane County to affected agencies, including the Department of Land Conservation and Development and to owners of record within 250 to 500 feet of the site. The Lane County Land Management Division has certified records in the file for this application that mailed notice and published notice has been provided in compliance with LC 14.

Goal 2 - Land Use Planning:

Goal 2 establishes a land use planning process and policy framework as a basis for all land use decisions, and requires development of an adequate factual base to support these decisions. A minor change is one that does not have significant effects beyond the immediate area of change, and is based on special studies or information. The justification for the specific change must be established by substantial evidence in support of the conclusion that the criteria have been met.

Lane County has adopted a comprehensive land use plan amendment process with specific standards that must be addressed to justify a minor change. Substantial compliance with the plan amendment criteria in LC 16.400 constitutes compliance with the applicable provisions. This application provides substantial evidence upon which the Planning Commission and Board may conclude that the criteria have been met.

Goal 3 - Agricultural Lands:

Goal 3 strives to preserve and maintain agricultural lands. The Subject Property is part of developed and committed exception area 1 of Plot 621 for the Blue River Unincorporated rural community. It is in an approved exception area and is no longer available for resource use. Therefore, Goal 3 is not applicable.

Goal 4 - Forest Lands:

Goal 4 requires the preservation and conservation of forest land for forest uses. The Subject Property is part of developed and committed exception area 1 of Plot 621 for the Blue River Unincorporated rural community. It is in an approved exception area and is no longer available for resource use. Therefore, Goal 4 is not applicable.

Goal 5 - Open spaces, Scenic and Historic Areas and Natural Resources:

Goal 5 requires the conservation of open space and protection of natural and scenic resources that include cultural, historic, and scenic and wilderness area characteristics. The goal, as amended by OAR 660-23-000, contains policies and procedures for a variety of resources listed in Goal 5. This administrative rule requires evaluation of these resources. OAR 66023-10 and -20 includes definitions, standards and specific rules applicable to each Goal 5 resource.

Of the Goal 5 resources currently inventoried as part of the RCP, none of those discussed below are present on the Subject Property.As noted above, the Subject Property is located within an acknowledged "developed or committed" exception area. The Subject Property does not have and is not contiguous to any identified Goal 5 resource based on an examination of Lane County Blue River Wildlife Habitat Map in Exhibit 22 and NWI Blue River NE3 map in Exhibit 19, and an examination of the list of sensitive Bird Habitats in LM 11.400 which do not include the area of the Subject Property.

Goal 6 - Air, Water and Land Resource Quality:

Goal 6 is intended to maintain and improve the quality of the air, water and land resources of the State. As it pertains to site-specific development, it requires that adequate protection measures be taken to assure the retention of air, water and land quality. Generally this means that development will be subject to the air and groundwater regulations promulgated by the State Department of Environmental Quality as administered by the Lane County Environmental Health Department and the Lane Regional Air Pollution Authority.

Goal 7 - Areas Subject to Natural Disasters or Hazards:

Goal 7 is intended to protect life and property from natural hazards. There are

no identified potential hazards on the Subject Property. According to the FIRM map in Exhibit 18, the Subject Property is located in a zone x, 500 year floodplain area which indicates that the Subject Property does not have any apparent flood hazards. No other development hazards have been identified.

Goal 8 - Recreational Needs:

This goal addresses the recreational needs of the State including visitors. It is likely that the Subject Property will be developed with rural commercial uses which will be supportive of the recreational needs in the area. For instance some of the uses proposed by the applicant that are supportive to recreation include a fishing lodge, and RV park and bike rentals.

Goal 9 - Economy of the State:

Goal 9's purpose is to diversify and improve Oregon's economy. This goal is primarily applicable to commercial and industrial development. Approval of this application will change the designation of the Subject Property from residential and RR2 zoning to Rural Commercial and RC zoning. Allowing commercial development of the Subject Property will help to promote commercial development in the downtown, core area of Blue River and, will therefore promote the economy of the State.

Over the last 30 years, the economic trend in the McKenzie Watershed area has been away from the traditional forest products industry and more towards recreational uses. The commercial uses allowed by the Rural Commercial designation and zoning are supportive to recreation in the area and will therefore support the economy of the state.

Goal 10 - Housing:

Goal 10 is intended to provide for the housing needs of Oregon's citizens. Tax Lots 400 and 1800 are each a legal lot, are vacant and can be built on in the RR2 zone. The changing of the designation and zoning on these two tax lots to commercial will not a significant impact on the availability of housing in the Blue River area.

Goal 11 - Public Facilities and Services:

The purpose of Goal 11 is to provide for the planning and development of public facilities and services in a timely, orderly and efficient manner in order to support rural and urban development.

The Subject Property has access to the full range of public services specified for rural commercial uses in RCP Goal 11: Public Facilities and Services, Policy 6. g.. See the discussion, above, in Finding 8. No other public facilities and services are available or will be required.

Goal 12 – Transportation:

Goal 12 is intended to provide and encourage a safe, convenient and economical transportation system. This goal does not address specific land use actions, such as this proposal, but is implemented at the comprehensive planning stage on an area-wide basis. The Goal 12 administrative rules identify an additional aspect that comes into play if an amendment to an acknowledged comprehensive plan "significantly affects" a transportation facility. (OAR 660-012-0060) A transportation facility is any physical facility that moves or assists in the movement of people or goods. (OAR 660-012-0005(24]) The relevant transportation facility for this application is Highway 126 to the west. This proposed amendment will not have a significant effect on the transportation system as demonstrated by the following responses to the criteria set forth in the administrative rule at OAR 660-012-0060(2)(a-d):

"***(2) A plan . . . amendment significantly affects a transportation facility if it:***
(a) Changes the functional classification of an existing or planned transportation facility;
(b) Changes standards implementing a functional classification system;
(c) Allows types or levels of land uses which would result in levels of travel or access which are inconsistent with the functional classification of a transportation facility; or
(d) Would reduce the performance standards of the facility below the minimum acceptable level identified in the TSP."

The proposed commercial designation and zoning of the Subject Property and subsequent commercial development will not "significantly affect" the transportation system of the area. A traffic impact analysis (TIA) dated November 6, 2009 was done by Branch Engineering (Exhibit 34) for the full commercial development and build-out of the Subject Property, addressing the existing traffic conditions in the project vicinity and forecasting the operation of the roadway system after the high traffic volume, new commercial use on the Subject Property. The TIA concluded, "In summary, the proposed development will not cause significant adverse impact on the performance of the existing transportation system. No mitigation is necessary to accommodate the traffic generated by the prosed development". The Oregon Department of Transportation (ODOT) reviewed the TIA and in a December 23, 2009 email from Savannah Crawford of ODOT to Jerry Kendall of Lane County (Exhibit 35) concluded, "After review of the Blue River TIA and proposal, ODOT concurs there is no significant affect per the TPR and does not have any further comment on this zone change application". In a June 16, 2010 email from Mark Bernard of Lane County Transportation Planning to Jerry Kendall (Exhibit 36), Mr. Bernard stated that the TIA's mostly likely intense land uses for the Subject Property, an RV park and restaurant, are "unlikely to have significant impacts on Blue River Drive" and that site development concerns such as the adequacy of the existing driveway access and compliance with the various requirements

in LC 15 must be addressed by the applicant as part of a future special use permit that will be evaluated by Public Works Transportation at that time.

Goal 13 - Energy Conservation:

This goal requires that land uses maximize conservation of all forms of energy based on sound economic principles. It is implemented by local plans and regulations that control location, orientation and density of development to minimize net energy consumption. Any development on the Subject Property will be subject to those rules.

Goal 14 - Urbanization:

The purpose of Goal 14 is to provide for the orderly and efficient transition from rural to urban land use. Exception area 1 of Plot 621 has been designated and acknowledged as an unincorporated rural community area through the comprehensive planning process. As such, it is an appropriate location for the type of development proposed by this application. Therefore, Goal 14 is not applicable.

Goals 15-19 - (Willamette Greenway and Coastal Resources)*:*

Goals 15 -19 are not applicable to this plan amendment and zone change request because they are geographically oriented to specific areas not located on the site.

Finding 17: Compliance with 16.252 ZONE CHANGE CRITERIA

Lane Code 16.252 provides:

"*(2) Criteria. Zonings, rezonings and changes in the requirements of this Chapter shall be enacted to achieve the general purpose of this Chapter and shall not be contrary to the public interest. In addition, zonings and rezonings shall be consistent with the specific purposes of the zone classification proposed, applicable Rural Comprehensive Plan elements and components, and Statewide Planning Goals for any portion of Lane County which has not been acknowledged for compliance with the Statewide Planning Goals by the Land Conservation and Development Commission. Any zoning or rezoning may be affected by Ordinance or Order of the Board of County Commissioners, the Planning Commission or the Hearings Official in accordance with the procedures in this section.*

Consistency with the General Purpose of LC Chapter 16 and not Contrary to the Public Interest".

For the reasons mentioned below, this application is consistent with the general purposes of LC Chapter 16 as set forth in LC 16.003 and will not be contrary to the public interest.

1) In conformity with various development rules discussed above, the property will be developed commensurate with the character and physical limitations of the land and will thus promote the public health, safety and general welfare of the area.

2) It will provide opportunities for commercial development that will aid the commercial and recreation related economies in the upper McKenzie watershed area and that will therefore promote the public interest.

3) It will conserve farm and forest lands by locating commercial development within a designated developed and committed exception area and inside a unincorporated rural community.

4) By its location within an acknowledged developed and committed area, it will not affect or inhibit the orderly and efficient transition from rural to urban lands use and the efficient provision of public facilities and services.

6) By the use of Blue River Drive, a county maintained, blacktop road classified as a Rural Minor Collector Road, it will maintain the safety of the transportation system. Approval of a facility permit for the use of the driveways will be required from Lane County department of Public Works.

7) By virtue of regulations discussed above, it will protect the quality of the land, air and water of the county and will protect life and property in areas subject to flooding.

8) Because it provides a potential for supportive commercial recreation uses, it may meet an incremental part of the recreational needs of the County.

9) Because it is consistent with the policies of the RCP and Statewide Planning Goals, it is not contrary to the public interest. See, above, sections III and IV.

"***Consistency with the Purposes of the Rural Commercial Zoning District***"

For the reasons mentioned below, this application is consistent with the general purposes of LC Chapter 16.

1) It provides opportunities for rural commercial uses in a rural area;

2) It will allow any of the uses permitted in the Rural Commercial zoning district; and,

3) It is consistent with the intent of the RCP to guide development onto lands committed to non-resource use.

"***Consistency with Statewide Planning Goals for Unacknowledged Portions of Lane County.***"

Because there are no unacknowledged portions of Lane County, this criterion is not applicable.

CONCLUSION: Based on the substantial evidence presented above, these applications comply with all of the relevant criteria.

EXHIBIT 2

PLAN AMENDMENT & ZONE CHANGE
MAP 16-45-28-20 Tax Lots 300 & 400
Map 16-45-29 Tax Lots 1700 & 1800

82

OCT 0 7 2010

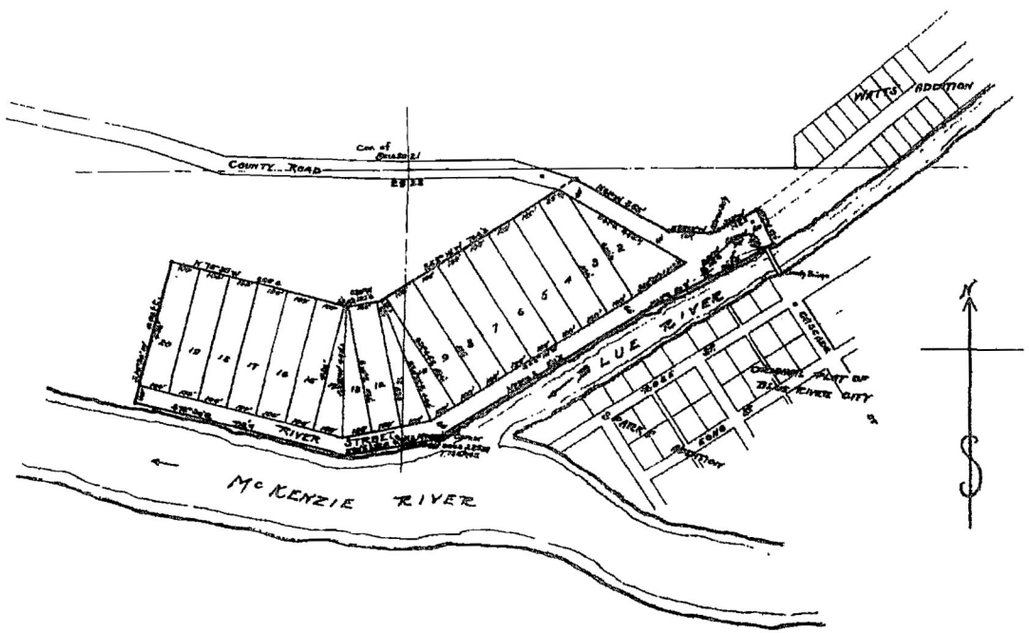
Book 4 Pg

CASCADE PARK

BLUE RIVER CITY

LANE COUNTY OREGON

SCALE 200 FT. = 1 INCH — E.A.C. 1911



Approved this 14th day of August
Wm. Thompson — County Judge
H. M. Price — County Commissioner
R. J. Hemphill — County Commissioner
Benjamin F. Keeny — County Assessor
C.M. Collier — County Surveyor

SURVEYOR'S CERTIFICATE

State of Oregon } ss
County of Lane }

I, C.M. Collier being first duly sworn on oath say that I am the County Surveyor of said county, that I have correctly surveyed and marked with proper monuments the tract included in the following boundaries, Beginning at a point 12.0 ft. south of the U.S. meander corner on line between Secs. 25 & 26 T. 15 S. R. 6 E., which said initial point I marked by setting a stone 6"x6"x6" 6' below the surface of the ground, thence N 4°E 122 ft; thence N 0°W 215 ft; thence N 4°E 200 ft; thence N 87°W 120 ft. to a point 54 ft. N 11°E from the N.E. corner of the store building occupied at present by Chas. A. Powers; thence S 87°W 148.2 ft; thence S 0°W 209 ft; thence N 89°15'W 120 ft; thence N 0°W 205 ft; thence S 69°15'W 704.4 ft; thence S 89°W 1216 ft; thence N 76°15' 1062 ft; thence S 0°W 496 ft; thence S 74°E 704 ft; thence N 5°E 204.4 ft to the place of beginning, as represented on this plat.

C.M. Collier

Subscribed & sworn to before me this 5th day of July 1911
S.D. Rumsey, County Clerk
By W.E. Summers Deputy.

County Court S

DEDICATION :— I the undersigned Rebecca Sparks, a widow, being owner in fee simple of the above described tract, hereby layout and establish the divisions thereof shown on this plat and dedicate to the public the street and roadway shown thereon, to be used as such forever. In witness whereof I herewith set my hand and seal this 18 day of July 1911

Done in presence of
Rebecca Sparks (seal)
Glen O. Powers.

State of Oregon } On this 18 day of July 1911
County of Lane }

personally came before me, a notary public in and for said county and state the above named Rebecca Sparks to me personally known to be the identical person described in and who executed the above instrument and acknowledged to me that she executed the same freely and voluntarily and for the uses and purposes therein named.

Witness my hand and seal this day and year above written.

Glen O. Powers.
Notary Public for Oregon

GLEN O. POWERS
NOTARY PUBLIC
STATE OF OREGON

FILED
At 8 o'clock A.M.
AUG 21 1911
[illegible] County Clerk
By [illegible] Deputy

88

1

10207

EXHIBIT 4

PLAN AMENDMENT & ZONE CHANGE
MAP 16-45-28-20 Tax Lots 300 & 400
Map 16-45-29 Tax Lots 1700 & 1800

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James A. Mann LLC
Land Use Planning & Development Permit Services
P.O. Box 51081
Eugene, Oregon 97405-0902
(541) 514-3051
jamannllc@comcast.net

March 21, 2007

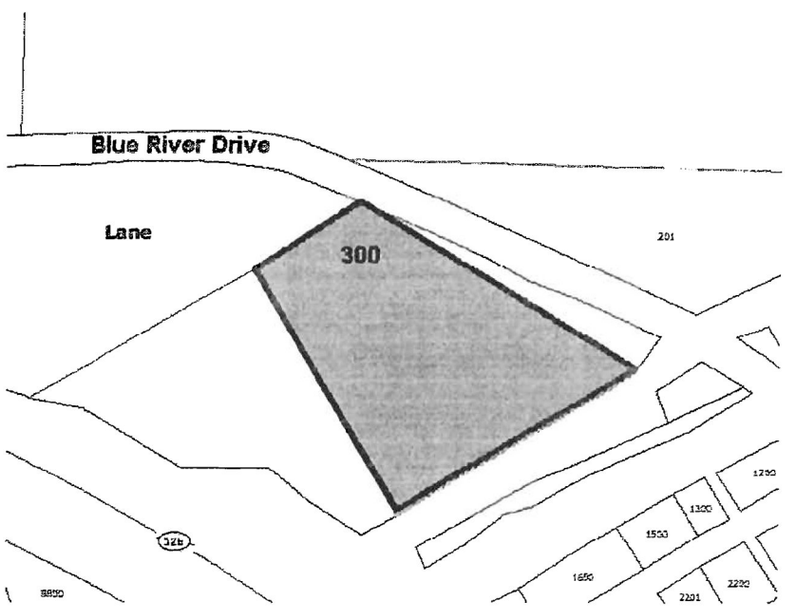
Kent Howe, Planning Director
C/O Lane County Land Management Division
125 East 8th Ave.
Eugene, OR 97405

Subject: Apparent Mistake on Lane County Official Zoning Map Plot 219 for
Map 16-45-28-20 Tax Lot 300

Dear Kent,

I have been working with Chris and Julie LaVoie who are the current owners of the old USDF administrative building complex in Blue River and have been preparing applications for a plan amendment and zone change for this property. In the course of my work, I discovered an apparent mistake on Lane County Official Zoning Map Plot 621 for the zoning of this property and wish to bring it to your attention to get it corrected. I spoke to Bill Sage about this. The subject property is illustrated, below, on the map:

Illustration – The Subject Property



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Lane County Official Zoning Map Plot 619 from the Lane County website and available at the LMD public assistance counter, enclosed, indicates that the zoning of the subject property is RR2/C. In July of 2005, the USDF submitted a land use compatibility application to Lane County, PA05-6029, to inquire what could be done with the property. Part of the written staff response was that the subject property is zoned RR2. Enclosed is a copy of PA05-6029 and the staff response. When the USFS sold the subject property, they represented that it was zoned RR2. Chris and Julie LaVoie relied on the information, above, when they purchased the subject property last year.

I am assisting Chris and Julie Lavoie with an application to change the land use designation and zoning of the subject property to Rural Commercial/Community. In the course of my work, I closely examined the historical zoning of the subject property.

In 2002, Lane County enacted Ordinance No. PA 1173 which adopted changes to the land use designations and zoning of property within the McKenzie Watershed area. This ordinance designated the subject property as Public Facility and zoned it as PF.

Following the enactment of Ord. No. PA 1173, Lane County enacted Ord. No PA 1167 which adopted plan amendments and zone changes for a specific number of properties located inside and outside of the McKenzie Watershed. Change #23 was for property in Blue River located near the subject property. Lane County Official Zoning Map Plot 619 in this ordinance indicated change #23 and also indicated that the subject property was zoned PF/C. Ord. No. PA 1167 could not have changed the PF/C zoning adopted in Ord. No. PA 1173 because, Ord. No. PA 1167 was limited to the specific changes listed in the ordinance which did not include the subject property. Official Plan Map 621 included with Ord. No. PA 1167 indicates that the designation of the subject property is C/PF. . The zoning map and plan map in this ordinance are inconsistent with each other.

Enclosed are copies of the relevant portions of Ordinances No. PA 1173 and 1167. The information in this letter supports the conclusion that the RR2/C zoning of the subject property on Lane County Official Zoning Plot Map 621 is a mistake and that the correct zoning is PF/C. If you agree with this conclusion, then I ask that you make the necessary correction in the zoning of the subject property on Lane County Official Zoning Map Plot 619 and provide a copy to me. Then, I can proceed with the completion and filing our land use applications and not get hung-up because of confusion about the zoning.

Thanks in advance for your and Bill's assistance.

Sincerely,

James A. Mann, LLC

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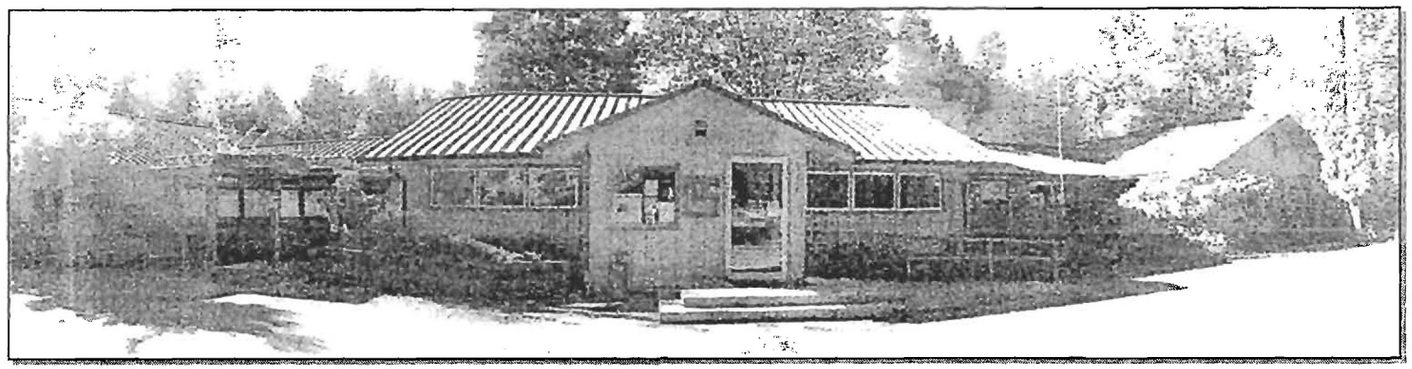
Copies to: Bill Sage
Chris and Julie LaVoie

EXHIBIT 5

PLAN AMENDMENT & ZONE CHANGE
MAP 16-45-28-20 Tax Lots 300 & 400
Map 16-45-29 Tax Lots 1700 & 1800

#2007



North facing

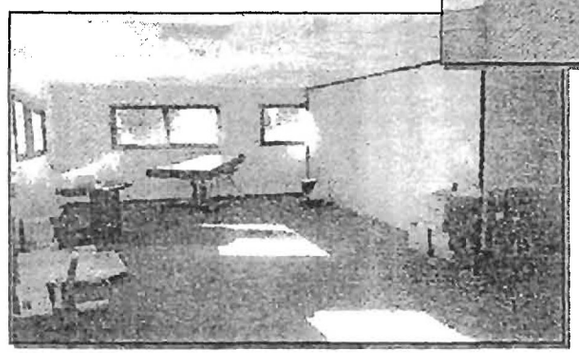
Main Office

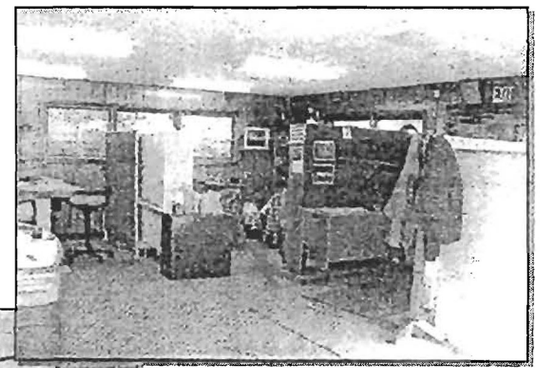
Parcel 1

6,082 SF – GBA Constructed: 1957

Addition #2007a:

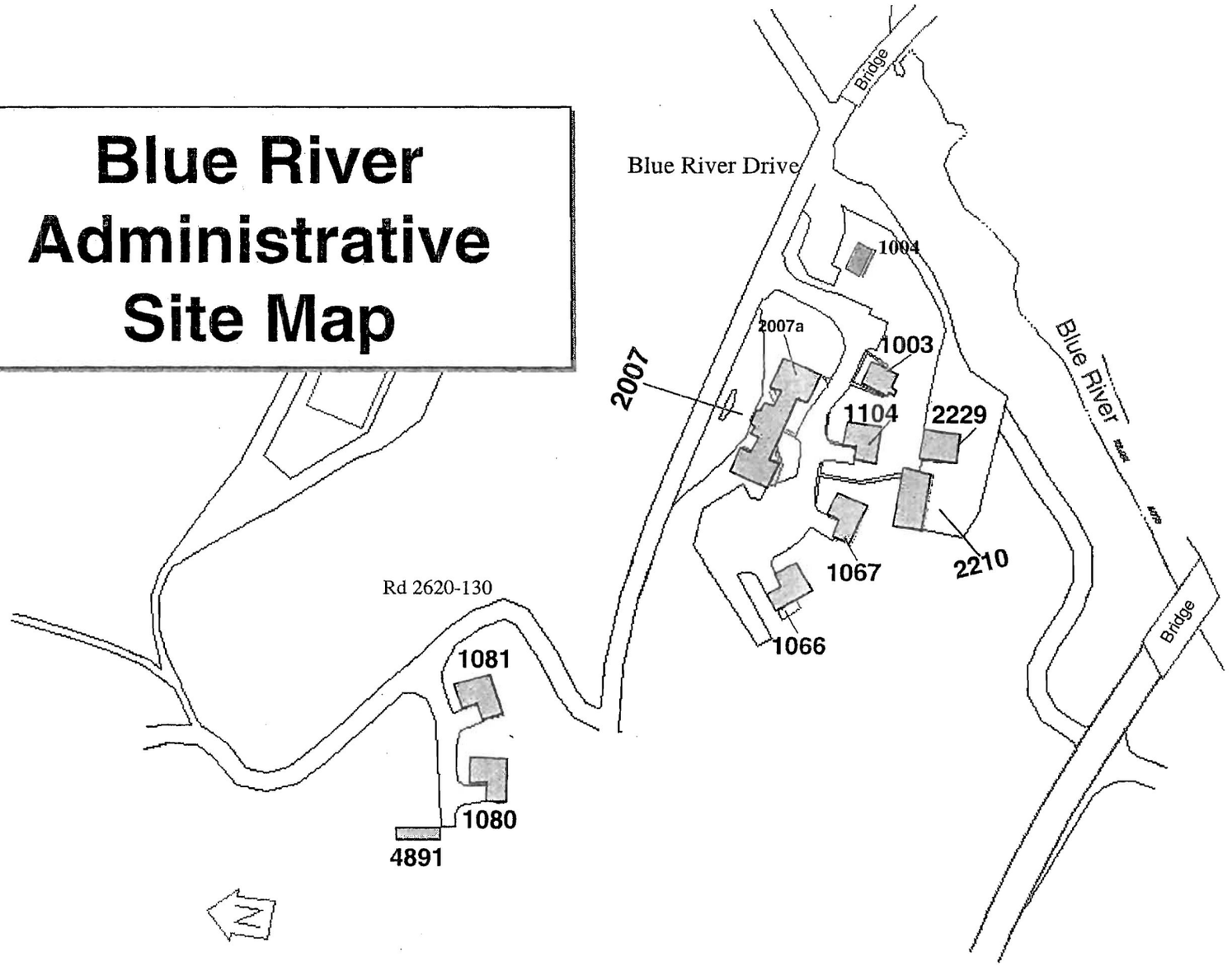
3,900 SF – GBA Constructed: 1986





Return to site map → More Photos → Floor Plan

Blue River Administrative Site Map



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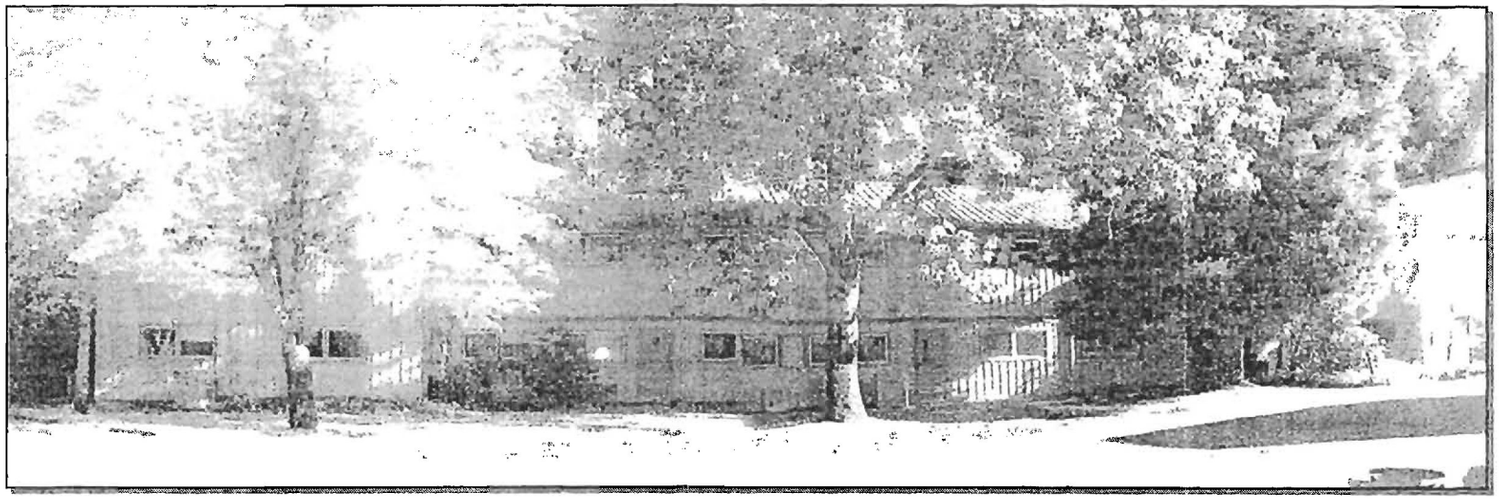
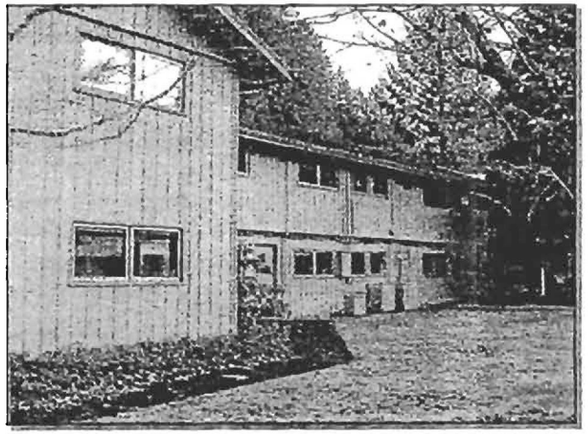
#2007

Main Office – Rear

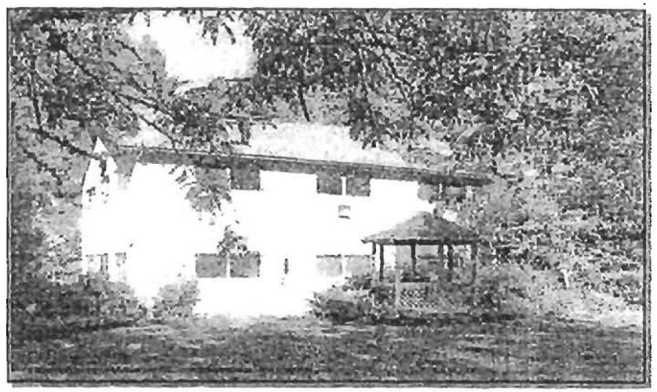
Parcel 1



South facing



Southwest facing



East facing

Return to site map

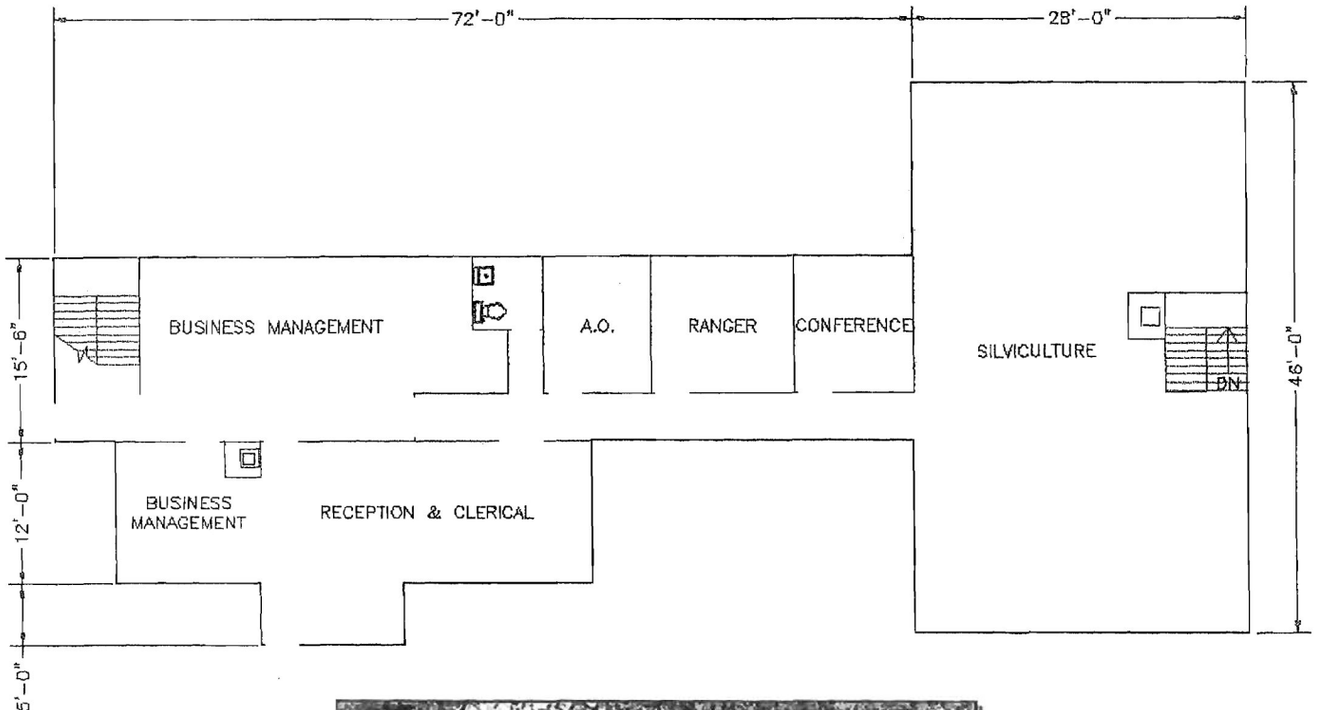
Floor Plans: 1st Floor Basement

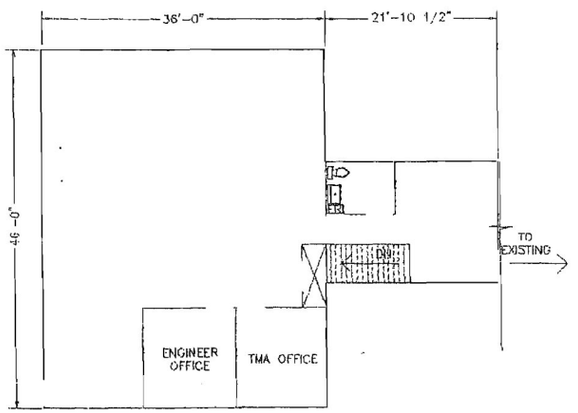
#2007

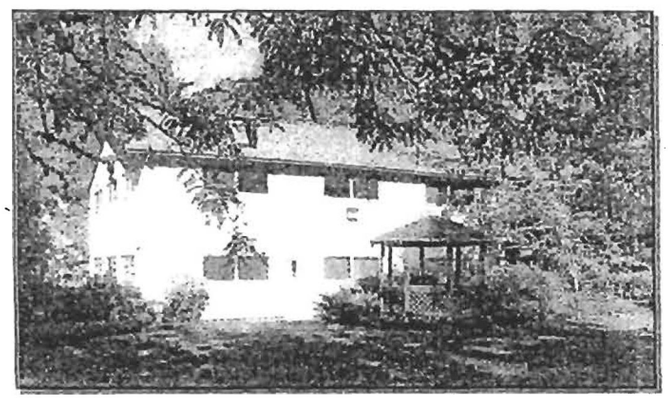
Main Office

First Floor

Parcel 1







Return to site map → Return to photos → Floor Plan - Basement

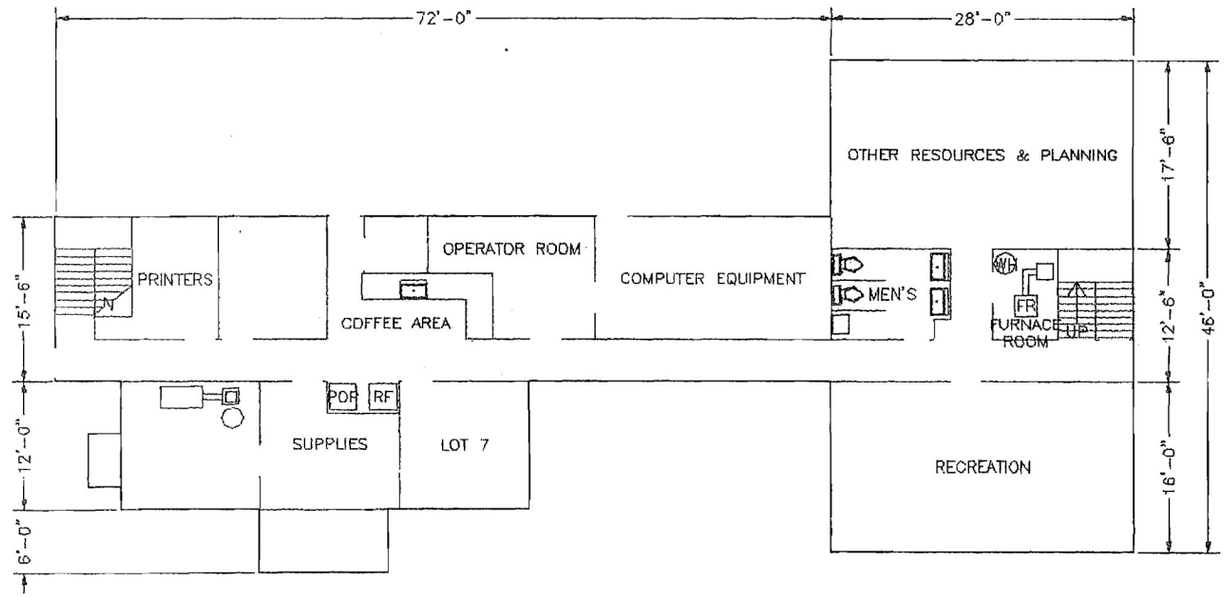
1/3/07

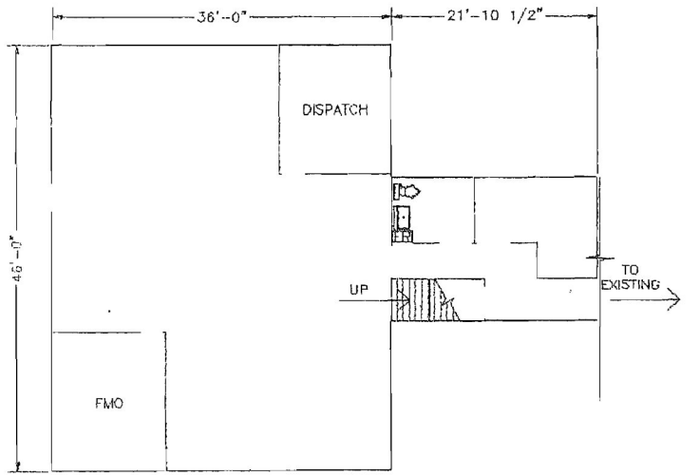
#2007

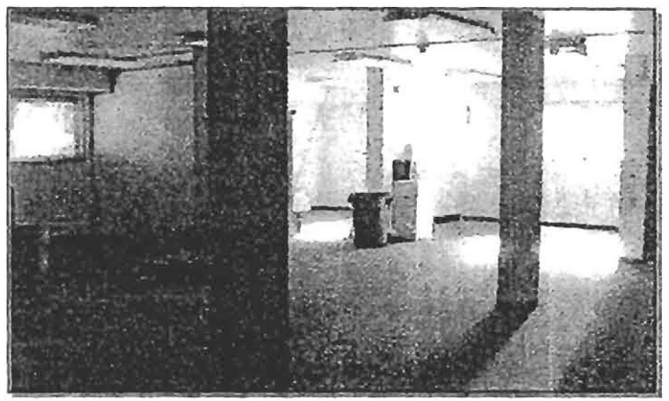
Main Office

Basement

Parcel 1







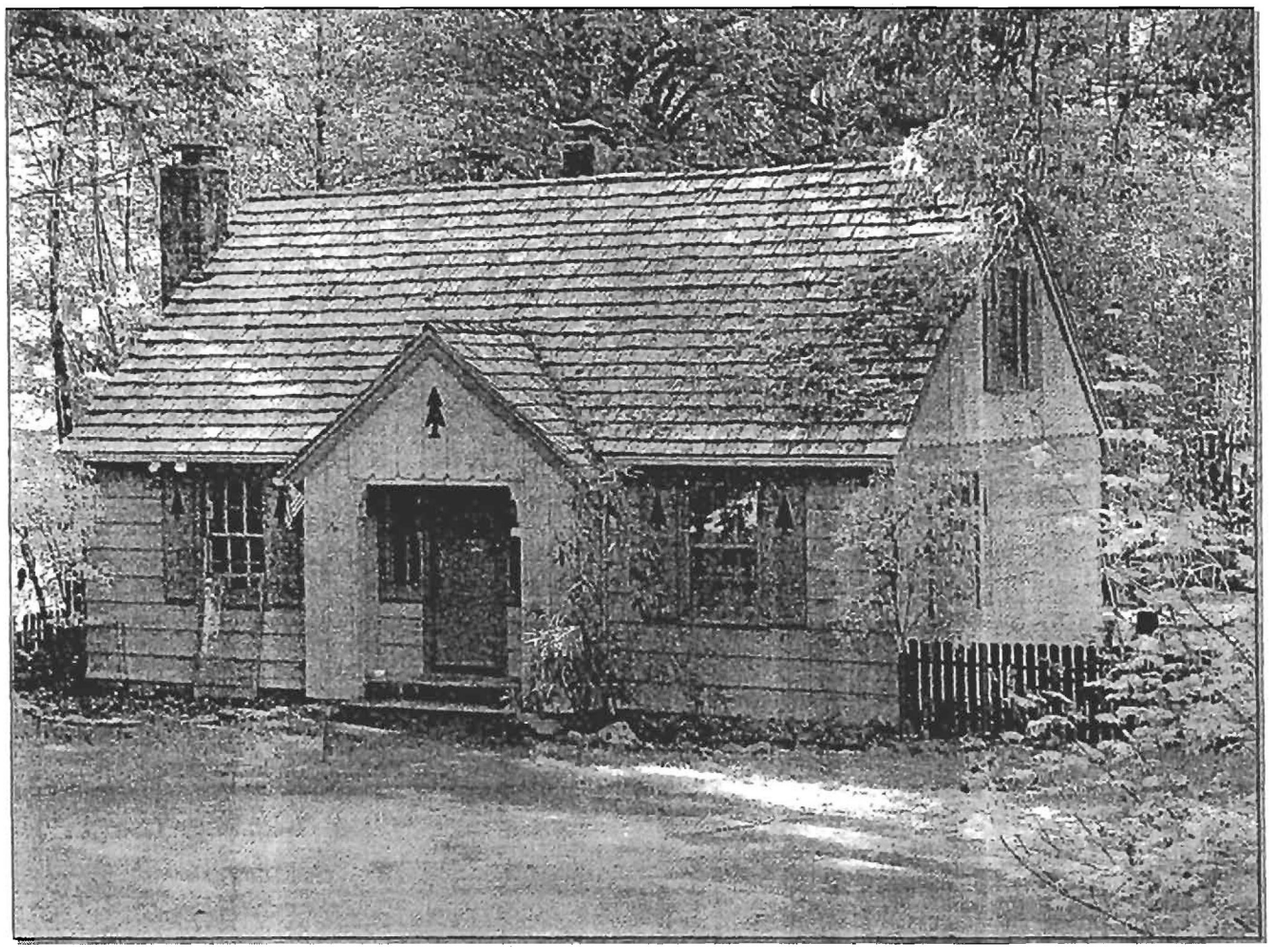
Return to site map → Return to photos → Floor Plan – 1st Floor

#1004

Historic Ranger Station

3 Bedroom

Parcel 1



1880 SF

Constructed:
1936

115

Return to site map

Floor Plan

Blue River Ranger Station

21

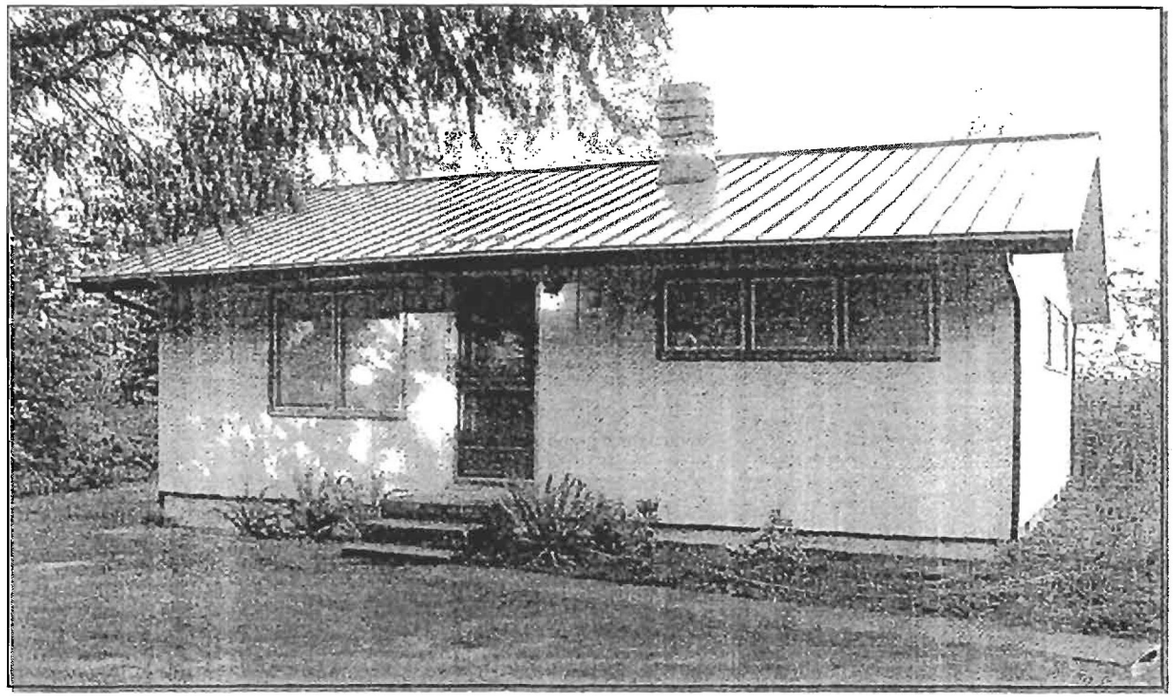
#1003

Residence - 2 bedrooms

Parcel 1

860 SF

Constructed:
1956



North facing

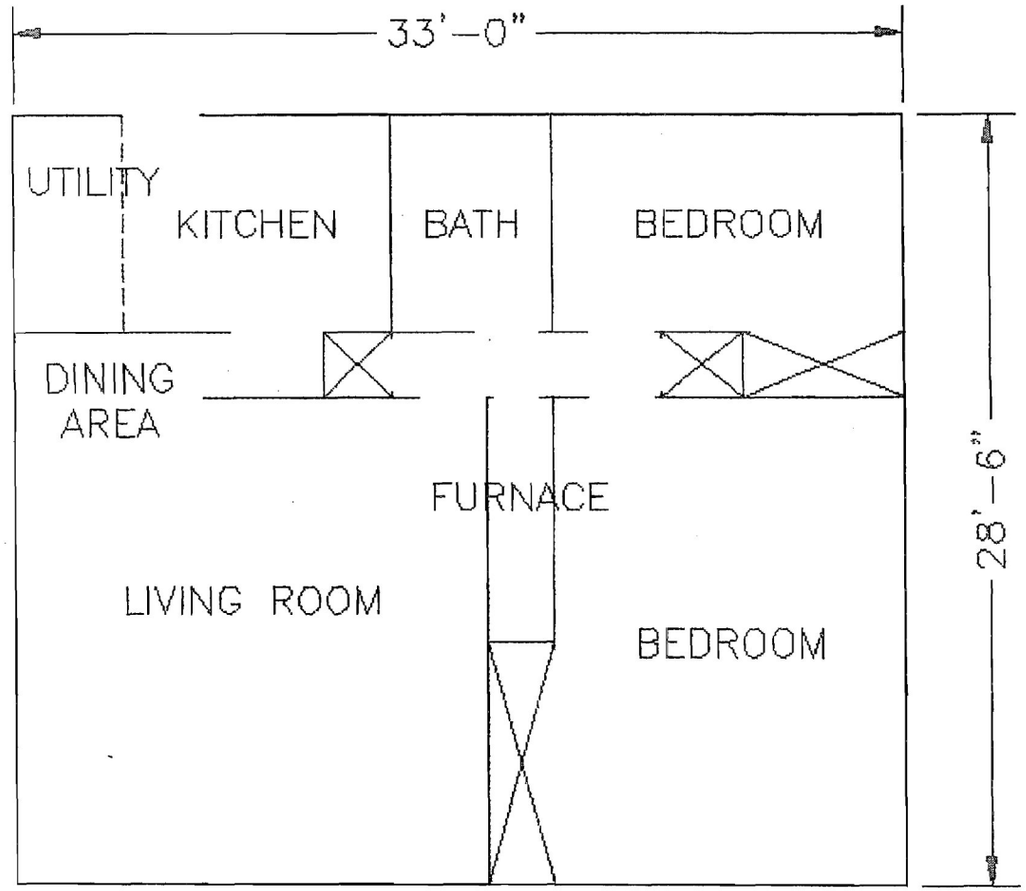
Return to site map

Floor Plan

#1003

Residence - 2 bedrooms

Parcel 1



117

Return to site map

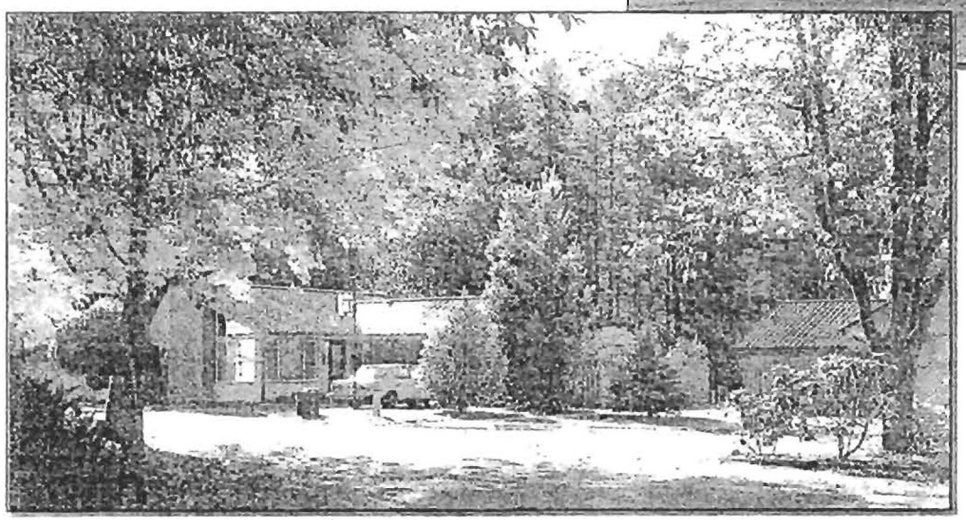
Return to photos

#1104

2060 SF

Constructed: 1957

North facing



Northeast facing

Residence

3 bedrooms

Parcel 1

Return to site map

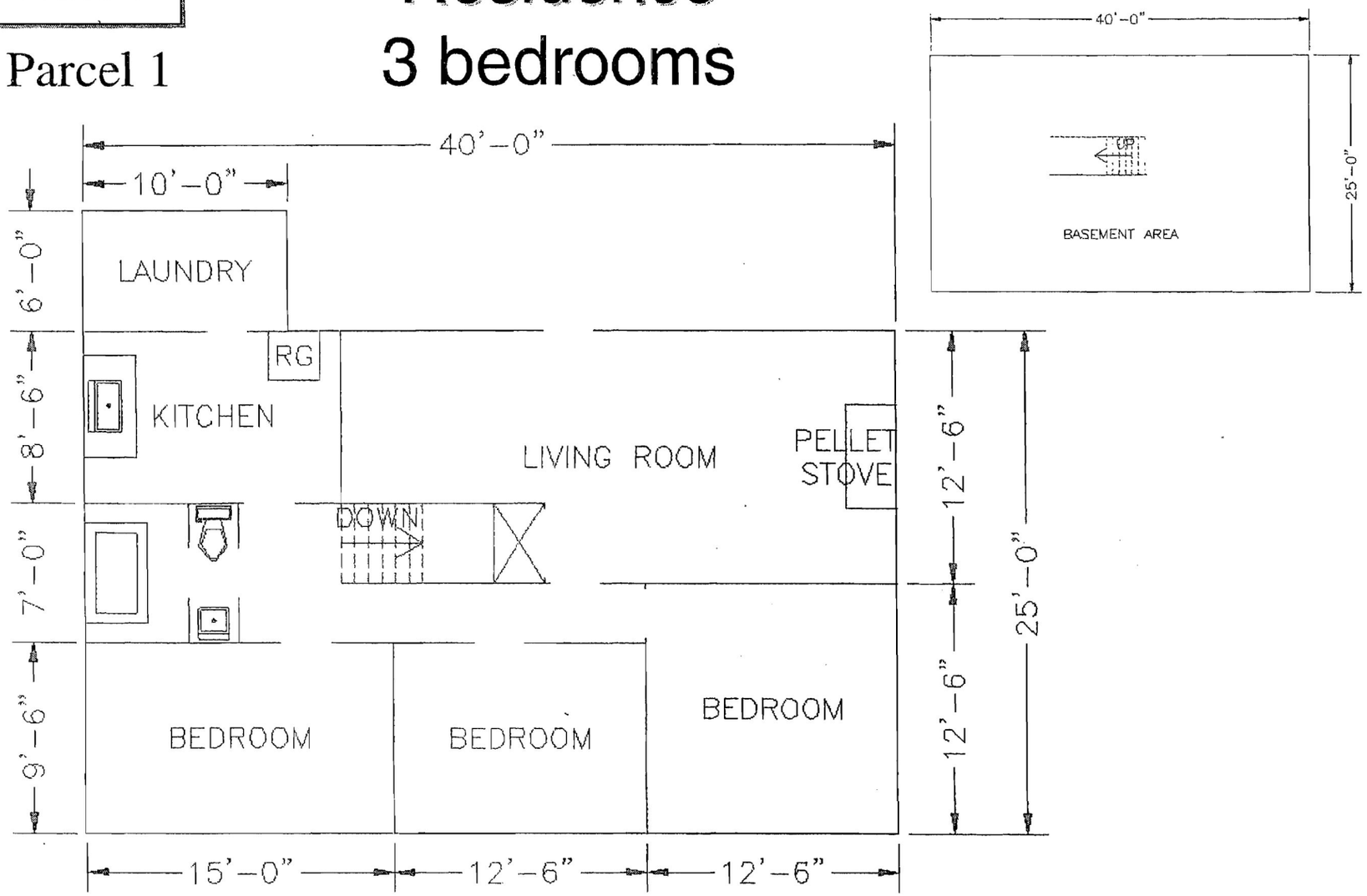
Floor Plan

The Rose Ranger Store

#1104

Parcel 1

Residence
3 bedrooms



Return to site map

Return to photos

Blue River Ranger District

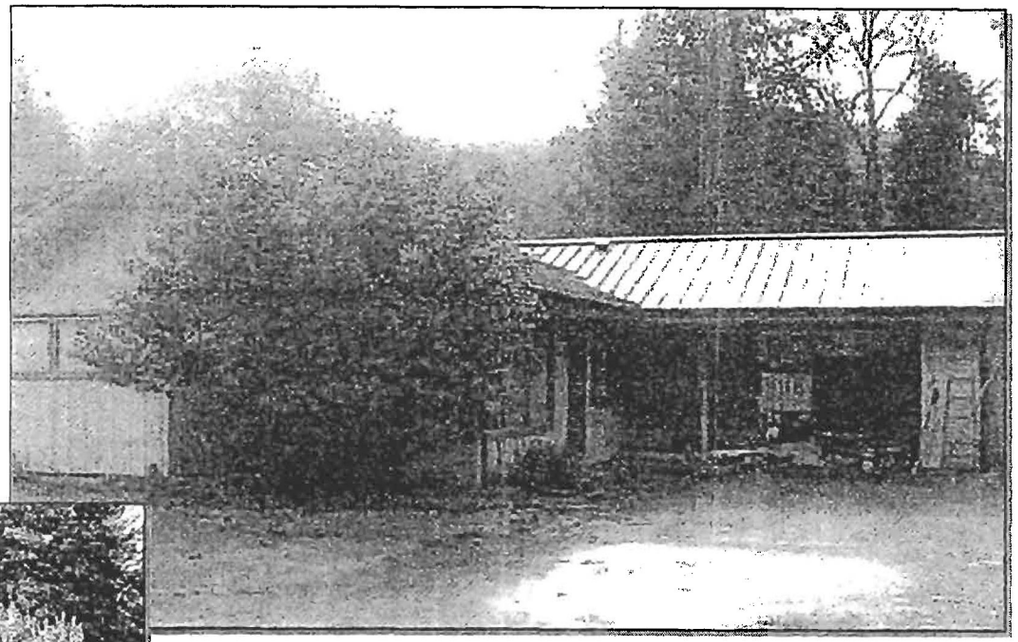
#1067

Residence - 3 bedrooms

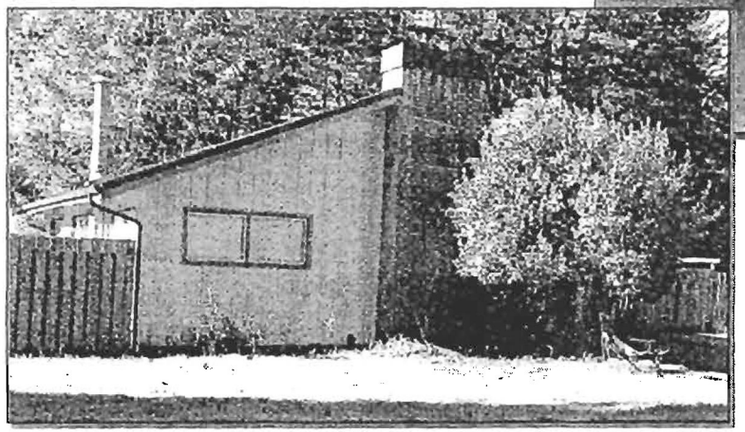
Parcel 1

2060 SF – LA

Constructed: 1957



North facing



North facing

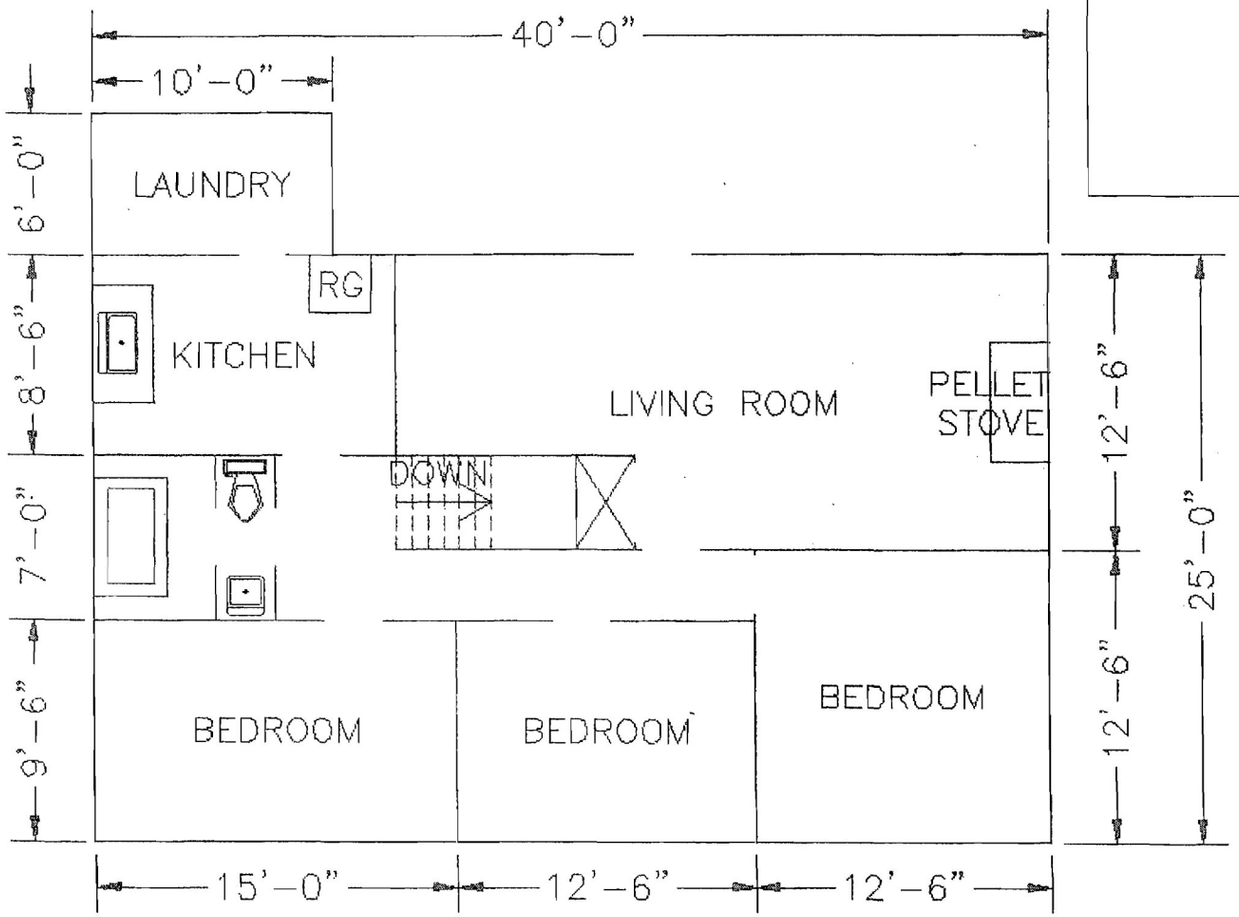
Return to site map

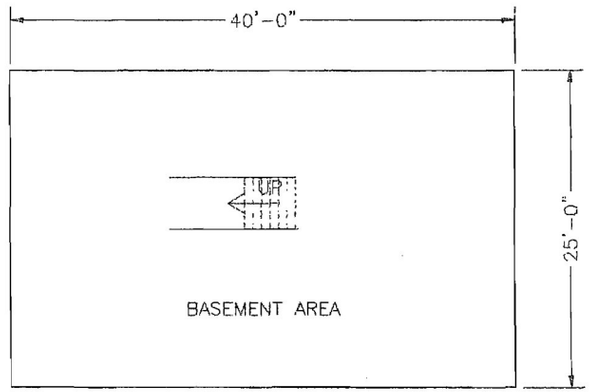
Floor Plan

#1067

Parcel 1

Residence
3 bedrooms





121

81

Return to site map

Return to photos

Residence – 3 bedrooms

#1066

Parcel 1

North facing

2060 SF – LA

Constructed: 1957

221

Return to site map

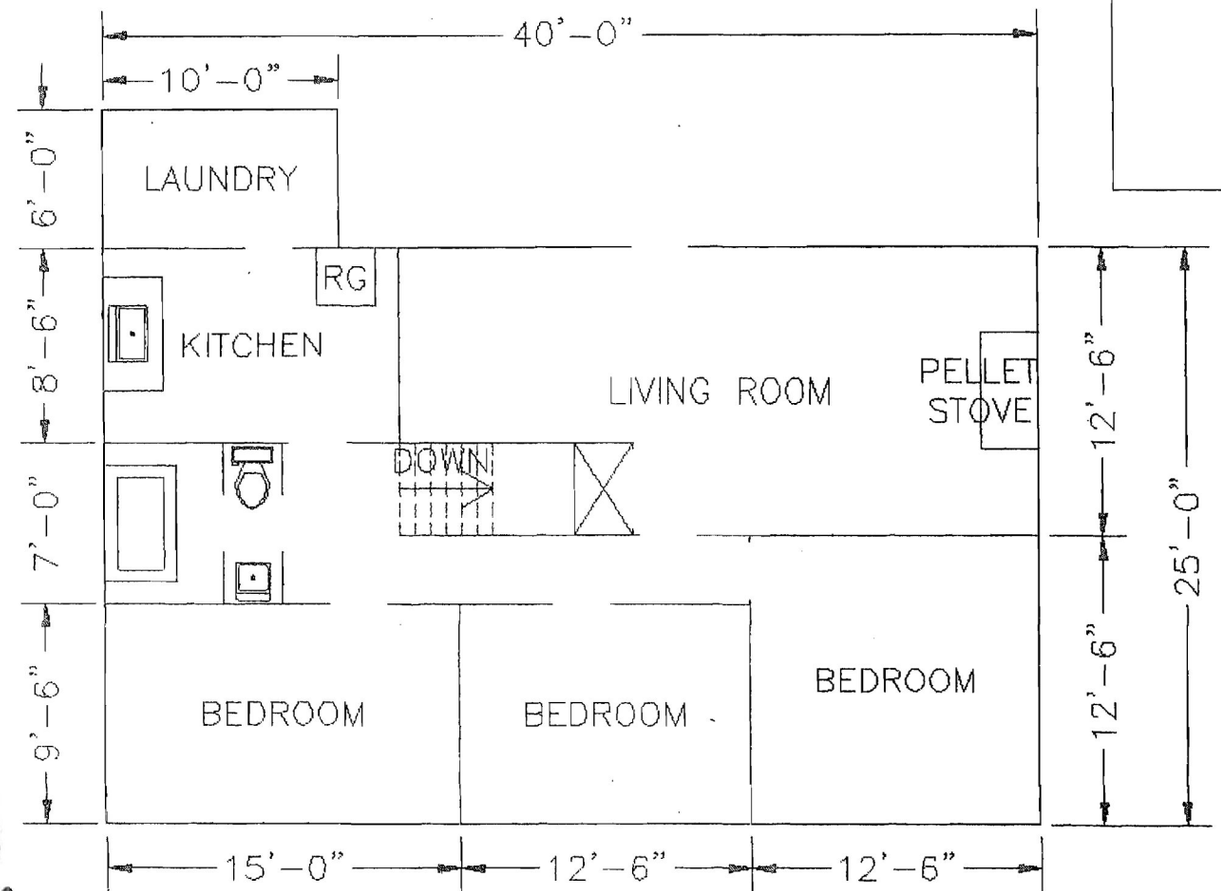
Floor Plan

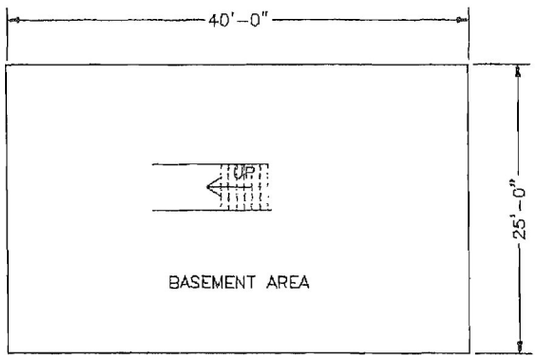
61

#1066

Residence
3 bedrooms

Parcel 1





421

Return to site map

Return to photos

Eden River Realty Inc.

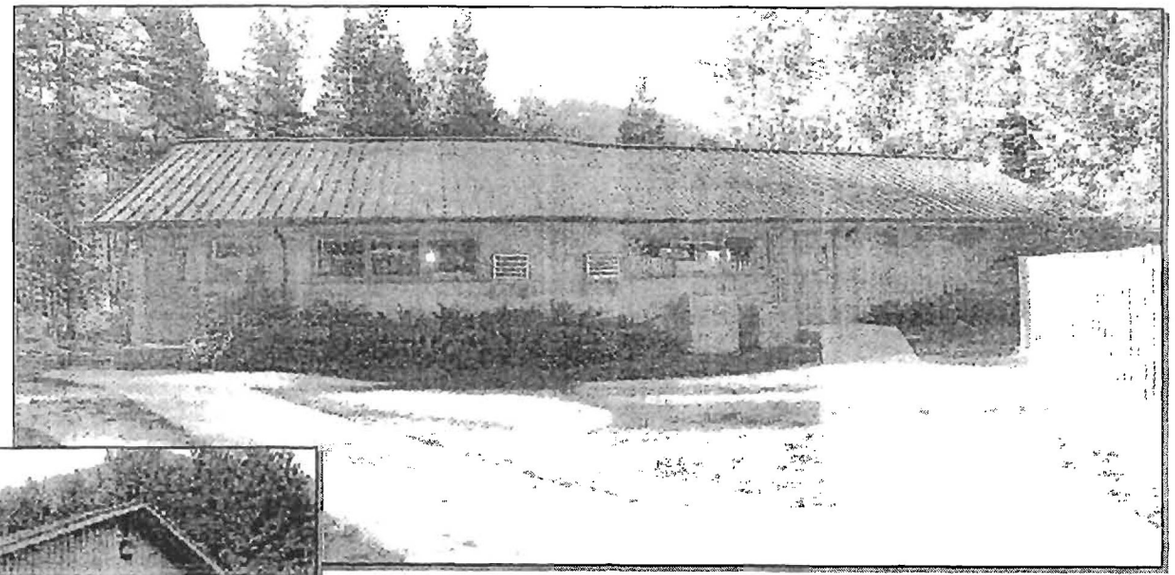
#2210

Conference / Warehouse

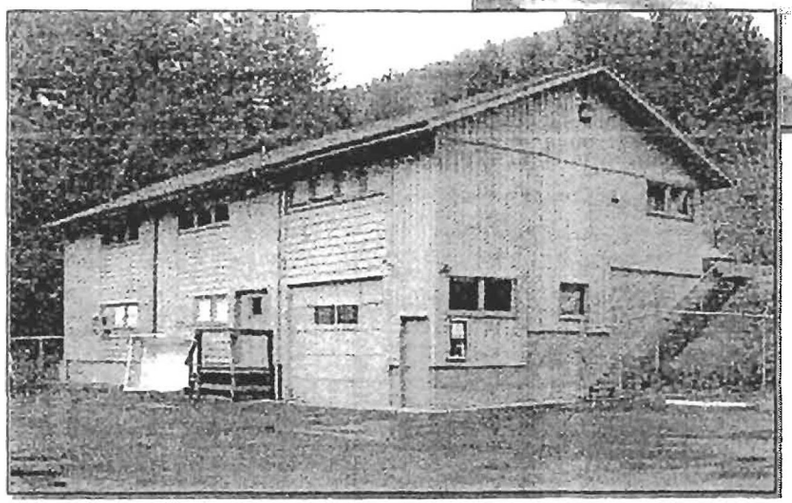
Parcel 1

4500 SF

Constructed: 1957



North facing



Southeast corner

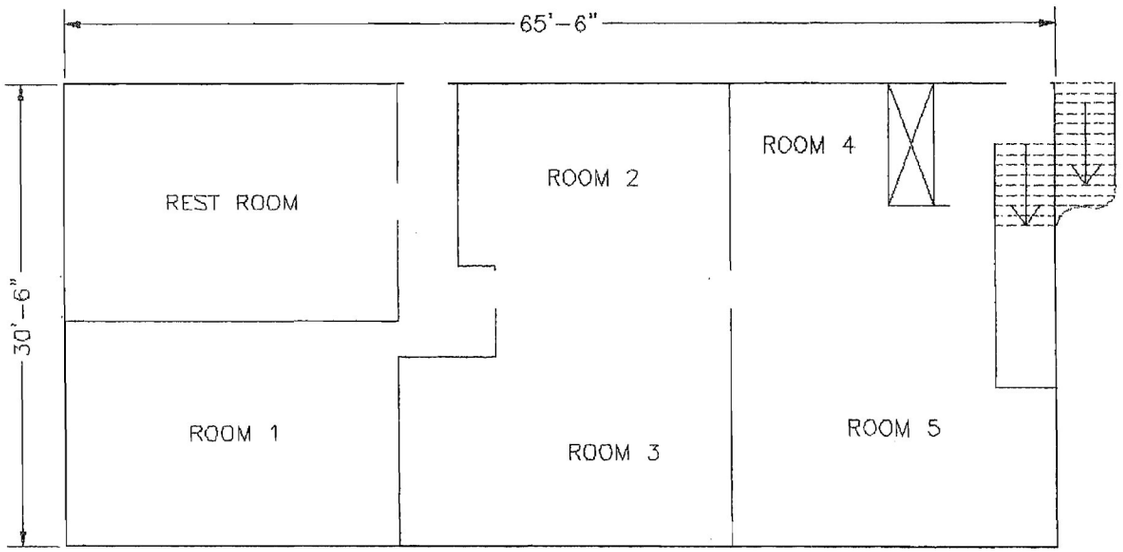
Return to site map

Floor Plan

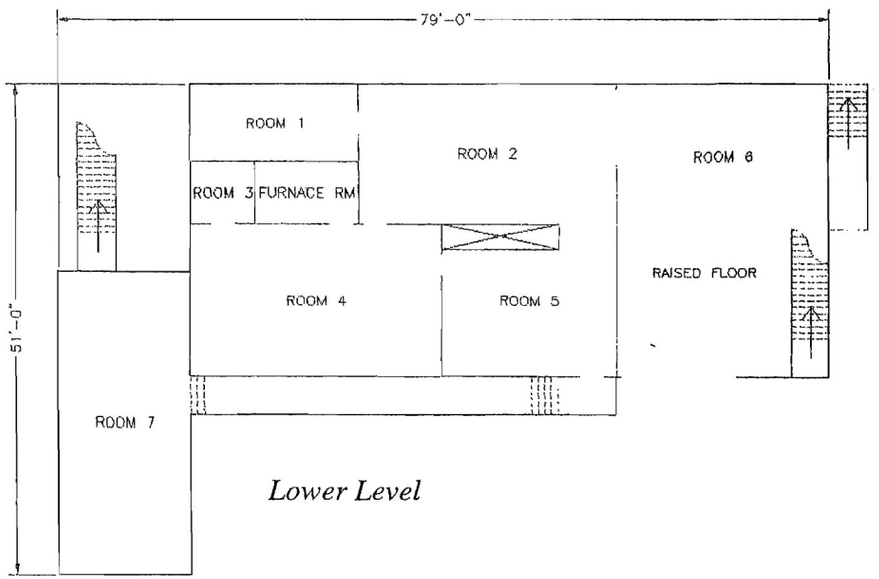
#2210

Conference / Warehouse

Parcel 1



Upper Level



Lower Level

571

Return to site map

Return to photos

Ft. River River Station

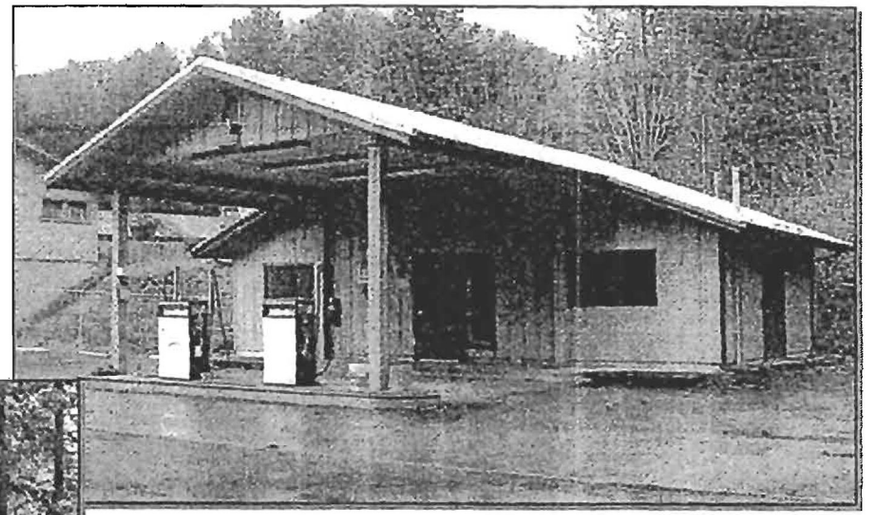
#2229

Flammable Storage Fuel Pumps

Parcel 1

750 SF

Constructed: 1990



South facing

West facing

921

Return to site map

Floor Plan

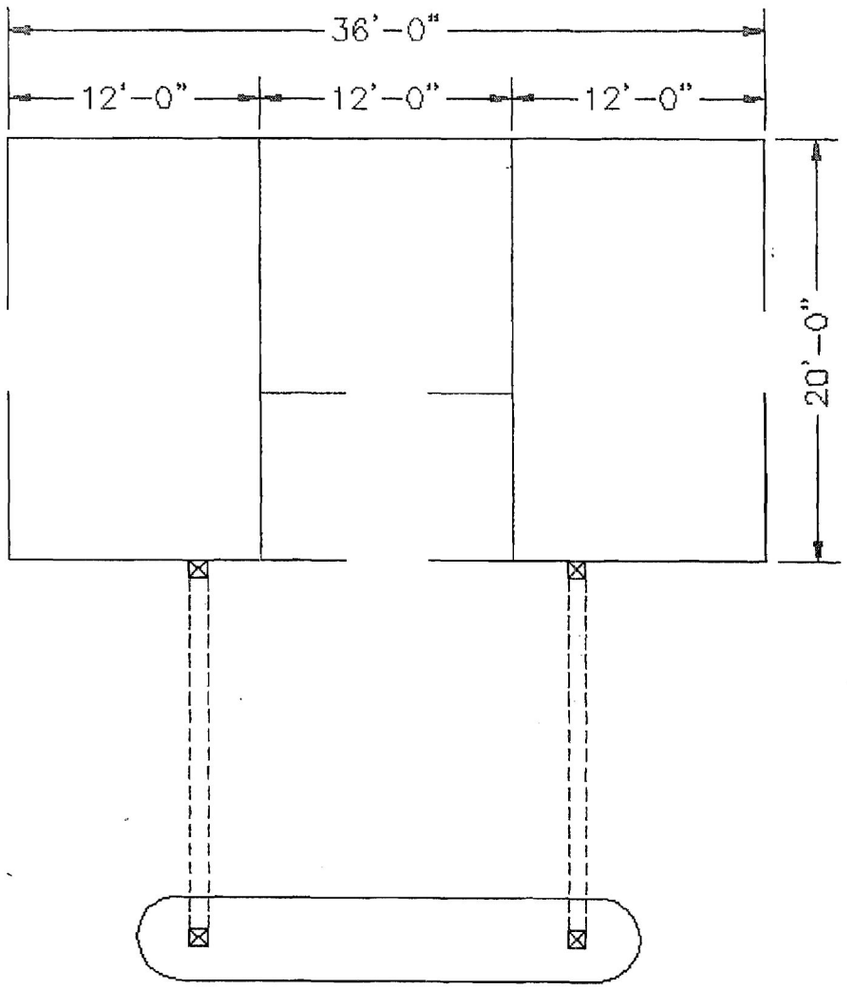
Blue River Runs Inc

#2229

Parcel 1

Flammable Storage

Fuel Pumps



Return to site map

Return to photos

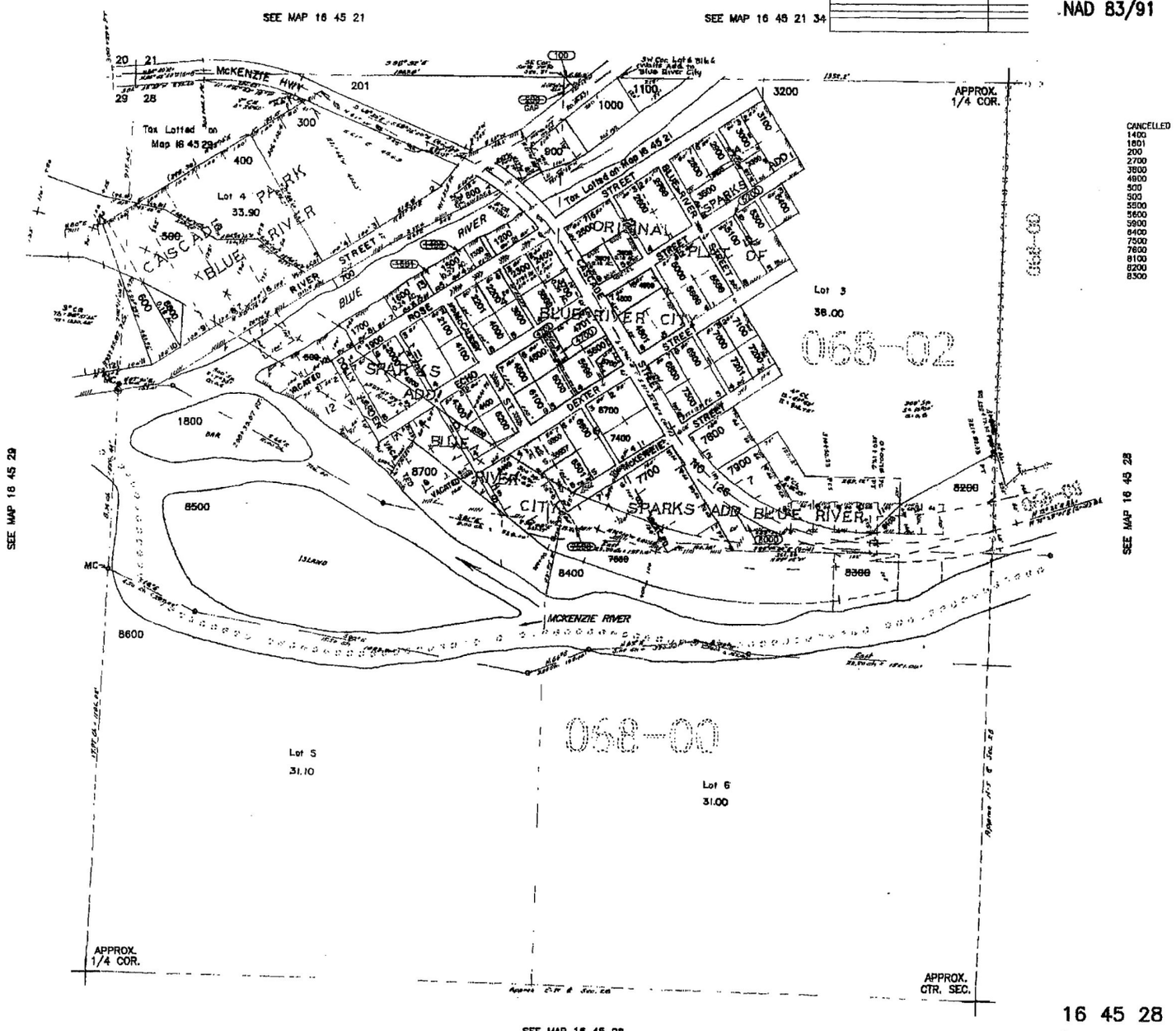
Bin River Ranger Station

FOR ASSESSMENT AND TAXATION ONLY

NW1/4 SEC. 28 T.16S. R.4E. W.M.
LANE COUNTY

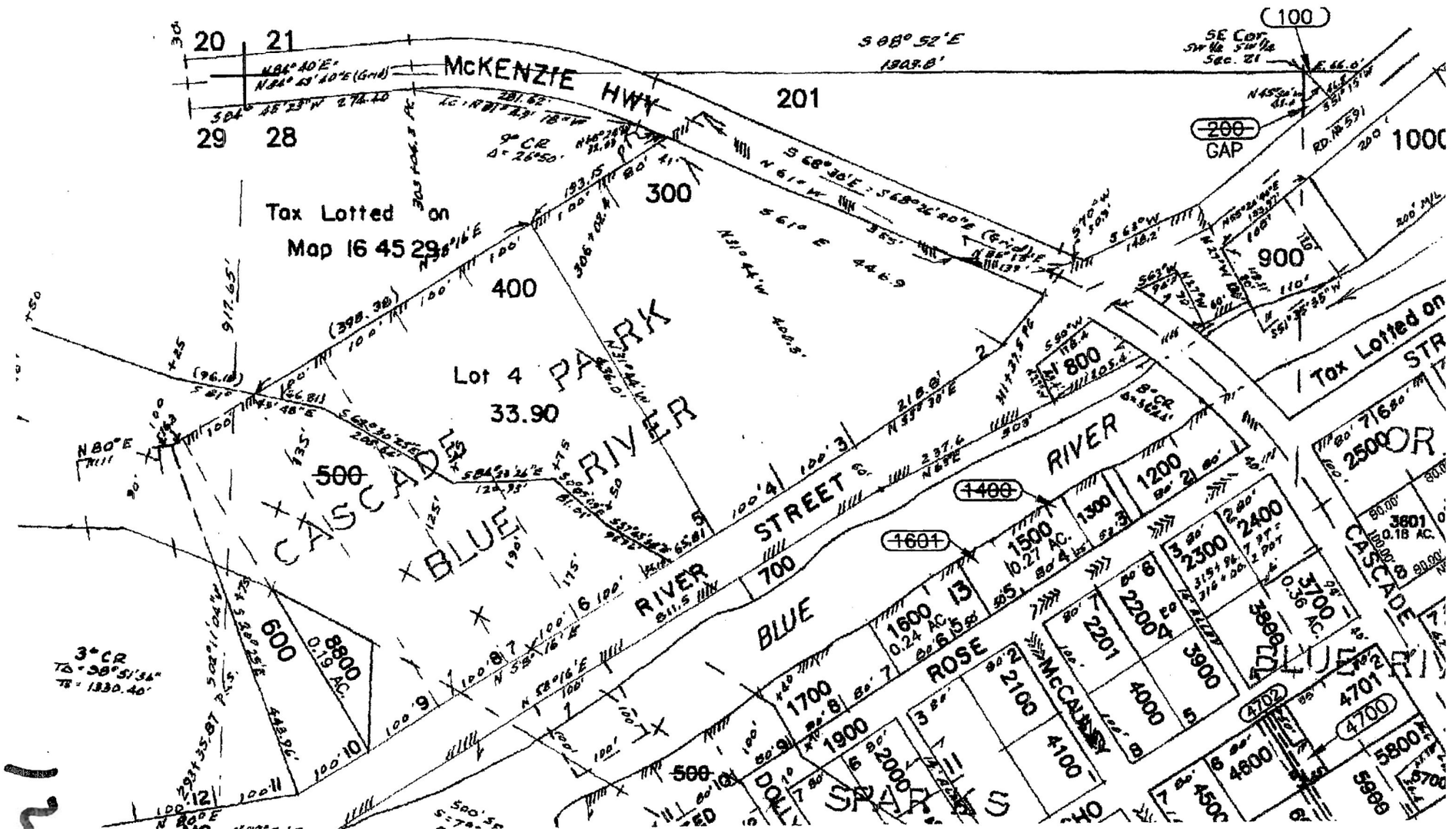
SCALE 1" = 200'

16 45 28 2
BLUE RIVER
NAD 83/91



16 45 28 2
BLUE RIVER

821


20
21
29
28
McKENZIE HWY
201
100
GAP
200
Tax Lotted on
Map 16 45 29
300
400
Lot 4
33.90
500
600
700
800
900
1000
1100
1200
1300
1400
1500
1600
1601
1700
1900
2000
2100
2200
2201
2300
2400
2500
3601
3700
3800
3900
4000
4100
4600
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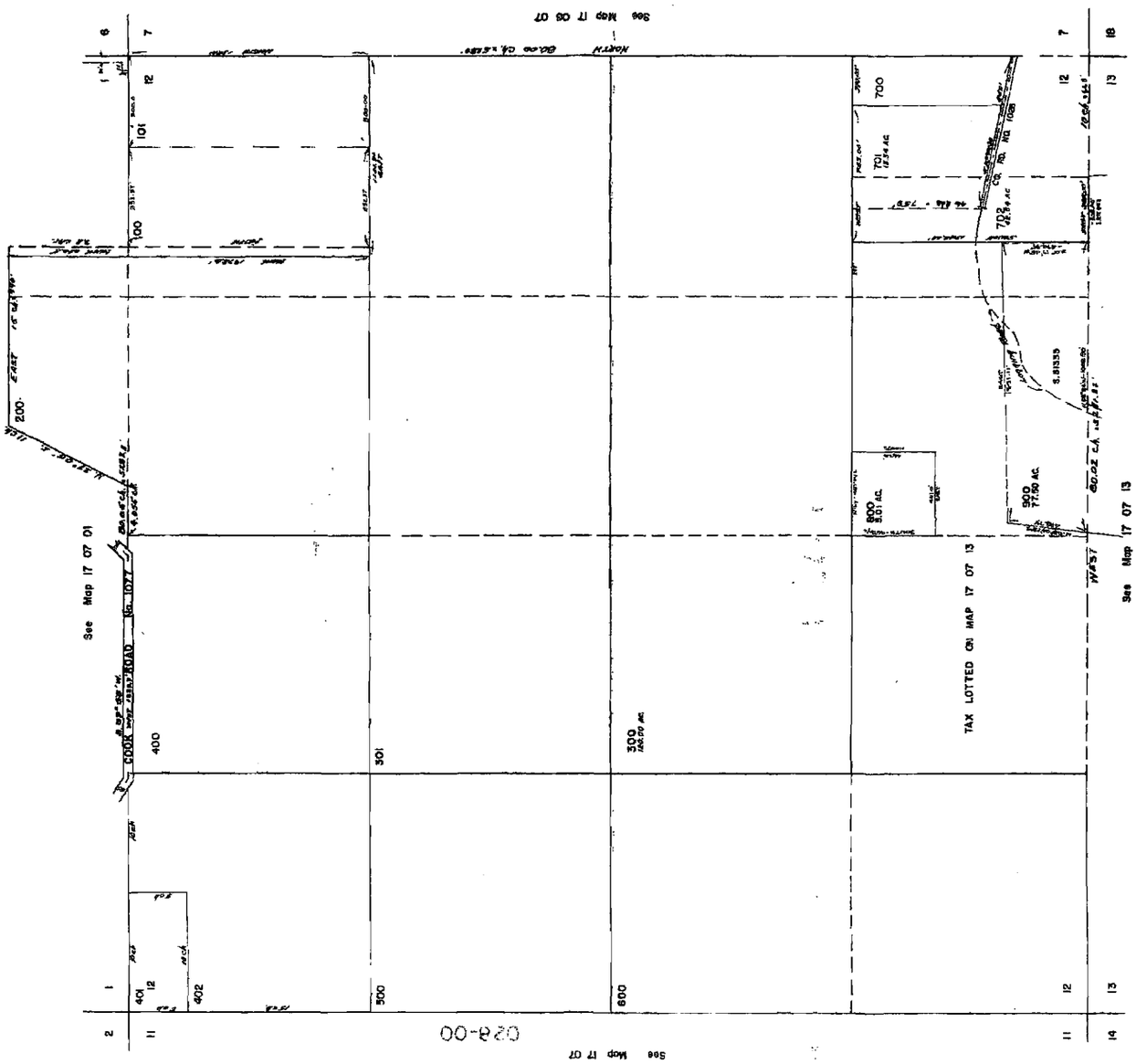
4702
5800
5988
CASCADE PARK
BLUE RIVER
STREET
ROSE
McCALL
Tax Lotted on
3" CR


See Map 17 07 01
See Map 17 07 13
TAX LOTTED ON MAP 17 07 13
COOK ROAD
NORTH
WEST
EAST
100
101
200
400
401
402
300
301
500
600
700
701
702
800
900
12
13

028-00

130

EXHIBIT 8

PLAN AMENDMENT & ZONE CHANGE
MAP 16-45-28-20 Tax Lots 300 & 400
Map 16-45-29 Tax Lots 1700 & 1800

ZR

IN THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY, OREGON

ORDINANCE NO. PA 884	)	IN THE MATTER OF APPLYING THE RURAL COMPREHENSIVE PLAN DESIGNATIONS AND RURAL COMPREHENSIVE PLAN ZONES TO RURAL LANE COUNTY OUTSIDE THE METROPOLITAN AREA GENERAL PLAN BOUNDARY, AND OUTSIDE ALL URBAN GROWTH BOUNDARIES, REPEALING PRIOR ZONING DISTRICTS AND PLAN DESIGNATIONS, AND ADOPTING A SAVINGS AND SEVERABILITY CLAUSE

WHEREAS, the plan designations and zoning districts applicable to rural Lane County are not in full compliance with the Statewide Goals, and

WHEREAS, the Oregon State Land Conservation and Development Commission has granted Lane County an extension of time to revise its designations and zones to bring them into conformity with the Statewide Planning Goals, and

WHEREAS, the Board of County Commissioners has received from the Lane County Planning Commission and the West Lane County Planning Commission recommended application of the new plan designations and zones, and

WHEREAS, the Board of County Commissioners has conducted a public hearing and is now ready to take action, now, therefore,

THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY ORDAINS AS FOLLOWS:

1. The Plan Designation and Zones as set forth on the attached maps (Exhibit "A") are hereby applied to Rural Lane County outside the Metropolitan Area General Plan Boundary and outside all Urban Growth Boundaries as modified by the attached change request summary, Board of County Commissioners action column (Appendix "B").

2. With exception of the following:

   (a) Rural Transportation Plan (Adopted by Ordinance No. 3-80).
   (b) Willamette Greenway Plan (Adopted by Ordinance No. 783).
   (c) Parks and Open Space Plan (Adopted by Ordinance No. 850).
   (d) Solid Waste Management Plan (Adopted by Ordinance No. 771 and subsequent amendment).
   (e) Coastal Resources Management Plan (Adopted by Ordinance No. 803) (Amended by Ordinance Nos. 862 and 876).

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(f) Siuslaw River Dredged Material Disposal Plan (Adopted by Ordinance No. 749) (Amended by Ordinance Nos. 861 and 877).
(g) Housing Plan (Adopted by Ordinance 1-78).

the prior Plan and Zone designations are repealed. However, the prior Plan designations and zoning districts remain in full force and effect to authorize prosecution of persons who violate their provisions prior to the effective date of this Ordinance.

3. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions hereof.

4. The exceptions to Statewide Goals 3 and 4 are set forth in the attached Exhibit "B".

While not part of this Ordinance, the Board of County Commissioners adopt the Legislative Findings set forth in attached Exhibit "C" in support of this action.

Enacted this 29th day of February, 1984.

Chair, Lane County Board of Commissioners

Recording Secretary for this Meeting of the Board

ORDINANCE NO. PA 884 - LEGISLATIVE FINDINGS

Ordinance No. PA 884 is the implementation of the policies adopted in Ordinance No. PA 883. The support documents and Findings adopted in that Ordinance are, therefore, adopted as if fully set forth herein.

Major map changes, based upon a nonresource designation are supported by prior quasi-judicial or current Findings set forth on attached Exhibit "D".

The Diagrams and Zones reflect only one "need" exception arising from a prior quasi-judicial application. We, therefore, readopt the need exception set forth on attached Exhibit "E". Note that pursuant to CPR summary, the new designation is Destination Resort, rather than Commercial Zones. However, the exception to the Goal remains valid. The site review conditions are also readopted.

In addition, map changes occurring on the basis of a Marginal Lands designation are explained in the attached Exhibit "F".

All other changes to the maps from the original staff recommendation are supported by changes to the developed and committed exception and the information and Findings submitted with CPR requests. Because the amount of supporting information is very extensive, it is not possible to set out new Findings for each approval, nor is such analysis appropriate for a legislative Ordinance. However, the basis for the approval exists in the written attachments to the CPR's, public testimony and deliberation. This information is available on request.

LEGEND	ZONES
AO	Airport Operation
	COMMERCIAL ZONES
C1	Limited Commercial
C2	Neighborhood Commercial
C3	Commercial
CR	Rural Commercial
	AGRICULTURAL ZONES
E25	Exclusive Farm Use 25
E30	Exclusive Farm Use 30
E40	Exclusive Farm Use 40
E60	Exclusive Farm Use 60
	FOREST ZONES
F1	Nonimpacted Forest Lands
F2	Impacted Forest Lands
	INDUSTRIAL ZONES
M2	Light Industrial
M3	Heavy Industrial
	RESOURCE ZONES
NR	Natural Resource
PF	Public Facility
PR	Park & Recreation
QM	Quarry & Mining
SG	Sand & Gravel
/CP	/ Controlled Processing
	RESIDENTIAL ZONES
RA	Suburban Residential
RG	Garden Apartment
RR1	Rural Residential
RR2	Rural Residential
RR5	Rural Residential
RR10	Rural Residential
/SR	/ Site Review

LEGEND	PLAN DESIGNATIONS
A	Agricultural Land
F	Forest Land
R	Rural Land
COMMUNITY	Community
PF	Public Facility
PR	Park & Recreation
C	Commercial
I	Industrial
	Airport
NR:M	Natural Resource : Mineral
NRCA:	Natural Resource :Conservation Area
	Area Subject To Coastal Resources Management Plan
	Roadway
	Railroad
	City Limits
	Metro Plan Boundary
	Urban Growth Boundary
	County Line
	Willamette River Greenway

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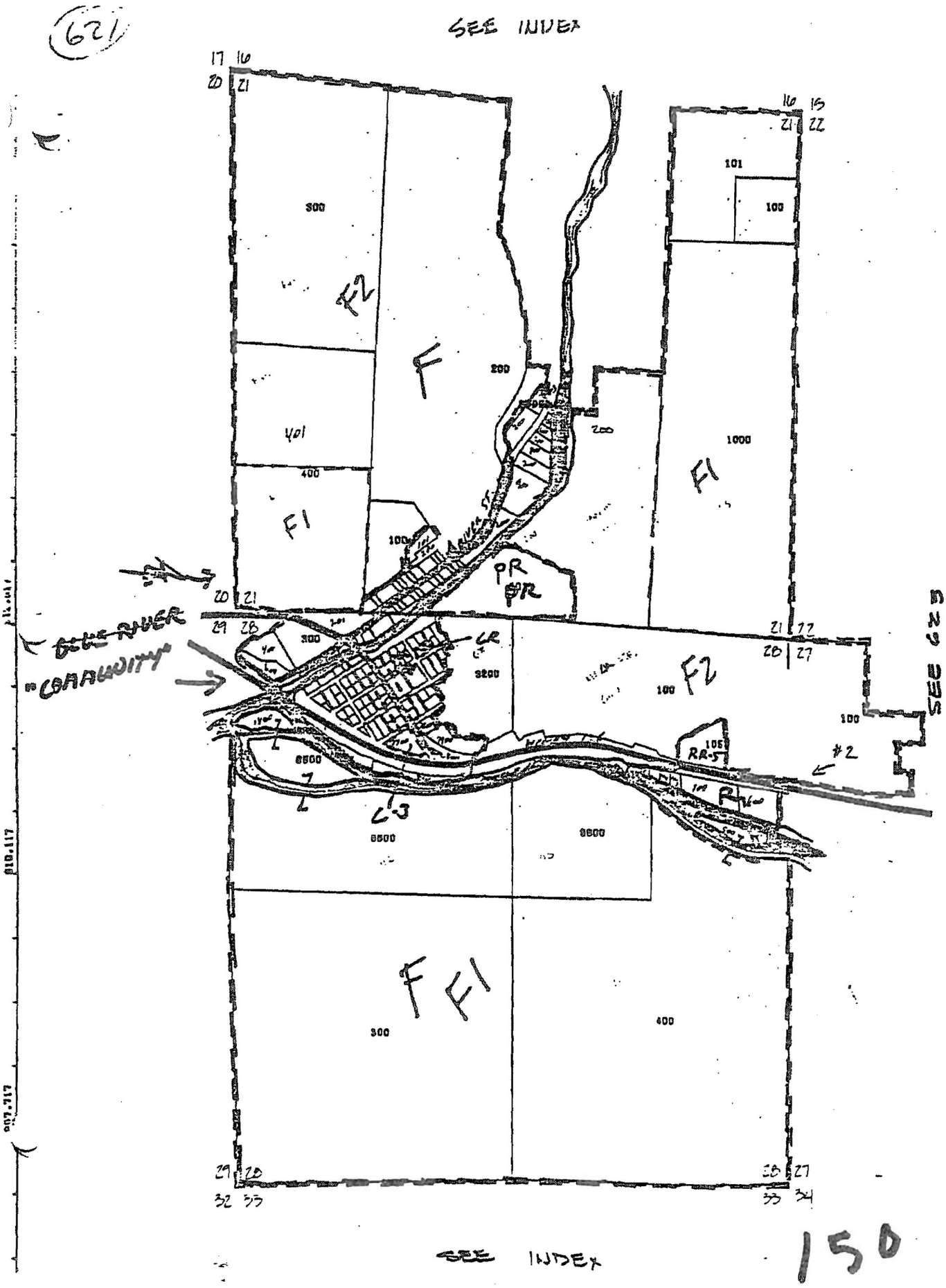
(621)
SEE INDEX
17 16
20 21
16 15
21 22
300
F2
F
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401
400
F1
100
PR
101
100
200
1000
F1
20 21
21 22
29 28
20 27
F2
3200
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100
SEE 625
#2
RR-5
8500
L3
8500
8500
F F1
300
400
29 28
32 33
28 27
33 34
SEE INDEX
150

EXHIBIT 9

PLAN AMENDMENT & ZONE CHANGE
MAP 16-45-28-20 Tax Lots 300 & 400
Map 16-45-29 Tax Lots 1700 & 1800

EXHIBIT "K"

DEVELOPED AND COMMITTED LANDS EXCEPTIONS

(SUPPLEMENTAL FINDINGS)

Map: 16-45-21,16-45-28 **Plot:** 621

Name: Blue River Rural Community **Exception Number:** 1

11. PARCEL CREATION HISTORY

a) 84 parcels were created before adoption of the goals, determined as follows:

i. Using the boundaries and dates of partitions which have been plotted from the Lane County Assessment and Taxation maps onto the computer drawn map of the exception area, the total number of parcels in this category created prior to December 27, 1974 is: 0.

ii. Using the boundaries and dates of subdivisions which have been plotted from the Lane County Assessment and Taxation maps and survey records onto the computer drawn map of the exception area, the total number of parcels in this category created prior to December 27, 1974 is: 72.

iii. Using the Lane County computer drawn map and year-built data for residences which have been plotted onto the computer drawn map of the exception area, the total number of parcels not included in above categories i. and ii. and having a residence built prior to December 27, 1974 is: 6.

iv. Using the Lane County Assessment and Taxation maps and year-built data for residences which have been plotted onto the computer drawn map of the exception area, the total number of parcels not included in above categories i., ii. and iii. either vacant or having a residence built after December 27, 1974 is: 0. It is assumed that parcels in categories iii. and iv. were created prior to December 27, 1974 for two reasons. The first reason is that the parcel had a residence on it prior to 12/27/74 which indicates that the parcel existed in some form prior to 12/27/74. The second reason requires a more detailed explanation. On March 26, 1975, Lane County adopted land division regulations which required County approval of all partitions and recording of partition maps for all approved partitions. The 3/26/75 land division ordinance adoption date corresponds closely to the 12/27/74 Goal adoption date. It is generally accurate to assume that, if parcels were created after

12/27/74, they would be included in an approved and recorded partition map; and, that parcels without an approved and recorded partition map were created before 12/27/74.

v. Using the Lane County computer drawn map with the year built data and the partition and subdivision data plotted on it, the total number of parcels not included in an approved and recorded partition or subdivision, and being **vacant** or having a residence **without built-upon data prior to** 12/27/74 **is: 6.** It is assumed that these parcels were created prior to 12/27/74 for the same reasons as stated in the second reason in **iv.** above.

b) **6 parcels were created after the adoption of the 12/27/74 goal adoption date** based upon use of the boundaries and dates of partitions and subdivisions which have been plotted onto the computer drawn map of the exception area and identification of the parcels included in this category which were created after 12/27/74.

12. GOAL COMPLIANCE HISTORY

0 parcels were created via application of the Goal 2 Developed and Committed Lands Exceptions process. This number was determined by examining the files for partitions and subdivisions created in **1980 or later** to verify if developed-and-committed findings were included in these files as part of the basis for approving the partitions or subdivisions. It is assumed the Developed and Committed Lands Exceptions process was not followed for partitions and subdivisions created before 1980.

13. DEVELOPED AND COMMITTED RATIONALE

The result of all of this development is that land within this exception area is unsuitable for agricultural or forest uses because of the following factors:

- small tract sizes (as determined by dividing the acreage of the exception area:**76.06** by the # of parcels in the exception area: **90** = an average parcel size of **0.85** acres;
- fragmented ownerships unlikely to consolidate (contiguous ownerships are identified on map with struances);
- close proximity to residential development;
- the residential pattern of development: 67 residences in the exception area;
- the community shows some elements of mix zoning as indicated by Burns and Gordon study. Acreage percentage by zoning categories are **41.8%(RR5), 25.3%(RR1), 11.1%(IND)**, 10.4%(RA), 9.5%(PUB), and **1.6%(COMM);**
- public facilities and commercial developments within the community include convenience **Market, Retail Shop, Cafe, Restaurant, Church, Mobile Home Park, Forest Service District Office, Mines** discovered

in 1863, and a **Post Office** established in 1886;
- estimated population is 307 people
- the residential development is generally clustered around **Mckenzie Highway, Blue River,** and **Blue River Reservoir Roads** serving the exception area;
- the development within the exception area is clustered within a large group;
- a natural feature **Mckenzie River** separates the exception area from adjacent resource land making it difficult for the development to spread and/or making it difficult for parcels within the exception area to be combined with adjacent resource lands;
- any agricultural or forest uses within the exception area appear to be accessory to the residential use of the parcels because of the residential use of the parcels and their small sizes.

Background data in Lane County's Working Papers support the policy direction that clustered small parcels in fragmented ownerships in close proximity to residential development and/or developed with residences cannot reasonably be considered suitable for the continuation of commercial farm and forest uses.

"to qualify, an area must consist of at least four tracts (not parcels - see definition of ''tract' below*) which are contiguous to one another, a majority of which have been built upon. However, individual isolated commercial and industrial activities, regardless of the number of tracts involved, are considered for D&C status. Public facilities such as schools, are also considered. In most cases, all tracts must be 10 acres or less in size, unless other factors render larger tracts unsuitable for resource use and/or committed to development." Source: Lane County Developed and Committed Working Paper, August 1983.

Refer to the original findings sheet for this exception area for the specific details on the number of tracts, total acreage, average tract size, number of residences, number of other uses, number of vacant tracts, and development pattern.

*''Tract' refers to a lot within an approved and recorded subdivision plat, or a parcel within an approved and recorded partition map, or a parcel within an approved minor subdivision, or undivided/unpartitioned land under the same ownership. Contiguous units of the last type shall be considered a single tract.

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DEVELOPED AND COMMITTED EXCEPTION FINDINGS

DATA SHEET

Map: 16-45-21,16-45-28 Plot: 621

Name: Blue River Rural Community Exception Number: 1

The following were adopted by the corresponding ordinances in support of this developed and committed exception area.

- Developed + Committed Lands Working Papers; adopted by Lane County Ordinance #PA 883.
- Plan Diagram Maps; adopted by Lane County Ordinance # PA 884.
- Zoning Maps; adopted by Lane County Ordinance # PA 884.
- Summary Exception Sheet; Plot: 621, Exception Number: 1; adopted by Lane County Ordinance # PA 884.

The following are additional data resources used to generate supplemental findings in support of this exception area:

- GIS Exception Plot No. 621
- GIS Exception Listing No. 621-1
- Aerial Photo Map Number: 16-45-21, 16-45-28
- SCS Soil Survey Map Number: 51
- USGS Topographical Quadrangle Map: Mckenzie Bridge
- Lane County Tax Codes for Public Service Districts; 068-02

  School District: #68-Mckenzie
  Fire District: May Carry Fire Patrol
  Water District: Blue River

- LANE COUNTY'S RURAL COMMUNITIES
  A review of Rural Development Pattern by Roy Burns (Land Management Division Manager) and Steve Gordon (Senior Program Manager, Lane Council of Governments) February 1988.

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DEVELOPER RURAL COMMUNITY

DATA FOR EXCEPTION AREA DC-6211, MAPLOT ORDER 11:47 FRIDAY, JANUARY 20, 1989 1

OWNER	MAPLOT	PCL	SCL	UNITS	YBLT	ZONE4	FRM	FOR	CACRES	ATACRES
SANSBURN GUY A & LOUISE	16452100 00203	120	0	1	0	RA/M	0	0	0.52630	0.55000
JAMES JOE T & ROSEMARY E	16452100 00500	151	110	1	66	RA/M	0	0	0.29390	0.53000
SAIN HERBERT A & THELMA	16452100 00600	151	130	1	47	RA/M	0	0	0.32400	0.48000
SNYDER CECIL P & ELLA	16452100 00700	151	130	1	47	RA/M	0	0	0.50250	0.68000
SMITH ARTHUR H	16452100 00800	151	120	1	47	RA/M	0	0	0.87650	1.15000
BEHM FREDERICK R & DOROT	16452100 00900	451	140	1	62	RA/M	0	0	2.68580	3.42000
BEHM FREDERICK R & DOROT	16452134 00101	640	0	.	0	RA/M	0	1	0.82060	0.95000
BEHM FREDERICK R & DOROT	16452134 00200	430	0	.	0	RA/M	0	0	0.72120	0.85000
ANDERSON ILEEN F	16452134 00300	121	130	3	10	RA/M	0	0	0.32750	0.30000
ANDERSON HERBERT H SR &	16452134 00301	120	0	.	0	RA/M	0	0	0.13940	0.14000
ZIETZ EDWIN E + BARBARA	16452134 00400	121	130	1	0	RA/M	0	0	0.51050	0.55000
SCHULZE FOREST + MILDRED	16452134 00401	120	0	.	0	RA/M	0	0	0.12780	0.14000
SCHULZE FOREST + MILDRED	16452134 00402	120	0	.	0	RA/M	0	0	0.12630	0.14000
SNYDER ELLEN	16452134 00500	120	0	.	0	RA/M	0	0	0.12390	0.14000
SNYDER J C & ELLEN	16452134 00600	121	130	1	42	RA/M	0	0	0.24990	0.14000
~~[illegible]~~	~~16452134 00700~~	~~.~~	~~.~~	~~.~~	~~.~~	~~RA/M~~	~~.~~	~~.~~	~~0.38900~~	~~.~~
BEHM FRED & DOROTHY	16452134 00800	120	0	2	0	RA/M	0	0	0.11680	0.14000
BEHM FRED R	16452134 00801	120	0	1	0	RA/M	0	0	0.12060	0.00000
BEHM FREDERICK R & DOROT	16452134 00900	120	0	.	0	RA/M	0	0	0.12120	0.00000
GOLAY H C	16452134 01000	120	0	.	0	RA/M	0	0	0.11320	0.00000
WEICHSELBAUM LEE C	16452134 01100	150	0	1	0	RA/M	0	0	0.20350	0.11000
WEICHSELBAUM LEE C	16452134 01201	150	0	1	0	RA/M	0	0	0.09500	0.00000
WILLIAMS THOMAS & MILDRE	16452134 01300	151	130	1	41	RA/M	0	0	0.22660	0.00000
WILLIAMS THOMAS & MILDRE	16452134 01400	121	107	.	0	RA/M	0	0	0.10590	0.00000
PAYNE ROSE & RALPH	16452134 01500	151	130	1	43	RA/M	0	0	0.14550	0.00000
GRUNING PAUL WAYNE & ECH	16452134 01600	151	107	.	0	RA/M	0	0	0.11280	0.00000
GRUNING PAUL WAYNE & ECH	16452134 01601	151	130	1	20	RA/M	0	0	0.26650	0.00000
ZIETZ EDWIN E & BARBARA	16452134 01700	151	140	1	56	RA/M	0	0	0.12410	0.00000
ZIETZ EDWIN E & BARBARA	16452134 01800	150	0	.	0	RA/M	0	0	0.21690	0.00000
ZIETZ EDWIN E & BARBARA	16452134 01900	150	0	.	0	RA/M	0	0	0.10780	0.00000
ROLAND STEPHAN A & P A	16452134 02000	151	107	1	0	RA/M	0	0	0.10780	0.00000
ROLAND STEPHAN A & P A	16452134 02100	150	0	.	0	RA/M	0	0	0.14330	0.00000
ANDERSON HERBERT H SR &	16452820 00100	1	0	.	0	RA/M	0	0	0.02260	0.03000
MCCLURE NOEL B	16452820 00200	1	0	3	0	RA/M	0	0	2.32670	0.01000
U S GOVERNMENT	16452820 00300	131	432	6	0	RA/M	0	0	3.50000	3.00000
HIATT B D & J & C ENTERP	16452820 00400	420	0	1	0	RA/M	0	0	2.12110	2.21000
U S GOVERNMENT	16452820 00700	1	0	.	0	RA/M	0	0	0.35720	0.52000
SCHWERING MANENA	16452820 00800	1	0	.	0	RA/M	0	0	0.18850	0.00000
STOUT ROBERT A & RISA	16452820 00900	151	130	1	35	RA/M	0	0	0.24830	0.38000
WALKER GARY & CAROL L	16452820 01000	150	0	1	0	RA/M	0	0	0.62750	0.51000
ROLAND STEPHAN A & PATRI	16452820 01100	150	0	.	0	RA/M	0	0	0.24070	0.00000
WINEGART FRANK O & MARTH	16452820 01200	151	130	1	40	RA/M	0	0	0.20900	0.21000
WINEGART FRANK O & MARTH	16452820 01300	150	0	.	0	RA/M	0	0	0.08940	0.09000
BOYLE JUSTINA	16452820 01500	121	130	1	34	RA/M	0	0	0.17360	0.18000
PARKER NEVA HADLEY ETAL	16452820 01600	151	107	.	0	RA/M	0	0	0.31190	0.33000
SANDBERG S M	16452820 01700	151	107	1	0	RA/M	0	0	0.26520	0.27000
KERN MERLE B & MILDRED L	16452820 02000	121	130	1	46	RA/M	0	0	0.56820	0.54000
ZIETZ EDWIN E & BARBARA	16452820 02100	121	120	1	32	RA/M	0	0	0.17710	0.18000
MCKEE W ARTHUR & WENDY M	16452820 02200	121	140	1	60	RA/M	0	0	0.18060	0.18000
WHIPPLE DAN EDWARD	16452820 02201	121	130	1	20	RA/M	0	0	0.17580	0.18000
ANDERSON HERBERT H SR &	16452820 02300	120	0	.	0	RA/M	0	0	0.16660	0.18000
ANDERSON ILEEN F	16452820 02400	121	120	1	10	RA/M	0	0	0.19800	0.00000
MELL GREGORY J & CYNTHIA	16452820 02500	221	431	4	32	C3	0	0	0.35940	0.00000

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OWNER	MAPLOT	PCL	SCL	UNITS	YBLT	ZONE4	FRM	FOR	CACRES	ATACRES
BARTON B M & TROY O	16452820 02600	121	120	1	42	RA/M	0	0	0.34760	0.74000
	16452820 02700	.	.	1	.	RA/M	.	.	0.35390	.
HUNT EULA L HOLLINGSWORT	16452820 02800	121	130	1	39	RA/M	0	0	0.20410	0.21000
ISITT LILA TE	16452820 02900	121	130	1	47	RA/M	0	0	0.18400	0.18000
BALDRIDGE ALFRED A + L	16452820 03000	121	140	1	52	RA/M	0	0	0.22880	0.23000
BALDRIDGE ALFRED A & L	16452820 03100	120	0	.	0	RA/M	0	0	0.36130	0.37000
KNAPP MARGIE L	16452820 03300	121	140	1	56	RA/M	0	0	0.12590	0.14000
ISITT GEORGE & LILA	16452820 03400	1	0	.	0	RA/M	0	0	0.02490	0.03000
SHOTWELL KENSUL L & JEWE	16452820 03500	221	441	3	0	CR	0	0	0.30570	0.32000
GALLAGHER MERRILL H & H	16452820 03600	221	457	2	0	C3	0	0	0.36240	0.00000
MEYER MILDRED J	16452820 03700	221	456	1	0	C3	0	0	0.15960	0.00000
MEYER MILDRED J	16452820 03800	121	130	2	15	RA/M	0	0	0.17440	0.18000
CULP AMBROSE L & WILMA L	16452820 03900	121	107	1	0	RA/M	0	0	0.17690	0.18000
JONES LLOYD R & EARLENE	16452820 04000	121	130	1	47	RA/M	0	0	0.17930	0.18000
TREECE GEORGE & GLADYS	16452820 04100	121	107	1	0	RA/M	0	0	0.18020	0.18000
KERN MERLE B & MILDRED L	16452820 04200	121	0	.	0	RA/M	0	0	0.08950	0.11000
LOLOMA PROPERTIES	16452820 04300	120	0	.	0	RA/M	0	0	0.15460	0.16000
LOLOMA PROPERTIES	16452820 04400	120	0	.	0	RA/M	0	0	0.17260	0.18000
WALP LENORA J TR	16452820 04500	121	130	1	80	RA/M	0	0	0.16960	0.18000
WALP LENORA J TR	16452820 04600	120	0	.	0	RA/M	0	0	0.16890	0.20000
BLUE RIVER WATER DIST	16452820 04700	121	422	1	85	C3	0	0	0.34670	0.16000
SCOTT NEIL R & NADINE R	16452820 04800	221	441	1	62	C3	0	0	0.71790	0.25000
ARMSTRONG MC CULLEN PERC	16452820 05000	121	415	1	0	RA/M	0	0	0.69700	0.73000
SCHOOL DISTRICT #123	16452820 05100	120	0	.	0	RA/M	0	0	0.35070	0.37000
SCHOOL DISTRICT #68	16452820 05200	1	0	1	0	RA/M	0	0	0.02980	0.02000
BALL LEO A & K M EST OF	16452820 05300	121	107	1	0	RA/M	0	0	0.33630	0.34000
BALL LEO A & K M EST OF	16452820 05400	120	0	.	0	RA/M	0	0	0.16430	0.18000
WELCH MARY M	16452820 05700	221	445	1	0	C3	0	0	0.08000	0.00000
HIDDLESTON HERSHEL D + H	16452820 05800	221	441	1	0	PF	0	0	0.28060	0.29000
WALP BARBARA G	16452820 06000	121	140	1	61	RA/M	0	0	0.17190	0.20000
LAMBERTY JOHN T & ALICE	16452820 06100	121	242	2	61	RA/M	0	0	0.18240	0.18000
LOLOMA PROERTIES	16452820 06200	120	0	.	0	RA/M	0	0	0.17330	0.17000
HARRIS J HAROLD & G M	16452820 06300	1	0	.	0	RA/M	0	0	0.06270	0.06000
ELLE IRVING B + SARAH G	16452820 06500	121	496	1	32	RA/M	0	0	0.41900	0.57000
DAWSON STEVE	16452820 06600	121	130	2	47	RA/M	0	0	0.34180	0.37000
ZIETZ EDWIN E & BARBARA	16452820 06700	221	444	1	0	C3	0	0	0.35800	0.00000
LANE COUNTY OWNED LANDS	16452820 06800	121	130	1	30	C3	0	0	0.18710	0.18000
KIRKPATRICK D K & JOHANN	16452820 06900	121	130	1	47	RA/M	0	0	0.34650	0.37000
VEYSEY IVAN	16452820 07000	121	120	1	35	RA/M	0	0	0.17690	0.18000
RIBERA LUESIANO J + L K	16452820 07100	121	130	1	25	RA/M	0	0	0.17860	0.18000
OBRIEN OREL & FRANCES G	16452820 07200	121	107	.	0	RA/M	0	0	0.34630	0.37000
PACIFIC NORTHWEST BELL	16452820 07300	125	0	.	0	C3	0	0	0.18430	0.18000
ZIETZ EDWIN E + BARBARA	16452820 07400	221	130	1	40	C3	0	0	0.34510	0.00000
ELIA LORENE B ETAL	16452820 07700	221	446	2	46	C3	0	0	1.18560	1.15000
OBRIEN OREL & FRANCES G	16452820 07800	121	130	2	27	RA/M	0	0	0.44690	0.45000
STAAT EDWARD J & ELIZABE	16452820 07900	421	150	1	79	RA/M	0	0	1.79040	1.83000
OREGON STATE OF	16452820 08000	1	0	.	0	RA/M	0	0	0.05200	0.06000
ELIA DAVID L & ROSE ANNA	16452820 08400	851	107	1	0	F2	0	0	1.32630	1.40000

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OWNER	MAPLOT	PCL	SCL	FRM	FOR	UNITS	YBLT	ZONE4	CACRES	ATACRES
~~16452134 00700~~		~~.~~	~~.~~	~~.~~	~~.~~	~~.~~	~~.~~	~~RA/M~~	~~0.38900~~	~~.~~
~~16452820 02700~~		~~.~~	~~.~~	~~.~~	~~.~~	~~1~~	~~.~~	~~RA/M~~	~~0.35390~~	~~.~~
ANDERSON HERBERT H SR &	16452134 00301	120	0	0	0	.	0	RA/M	0.13940	0.14000
ANDERSON HERBERT H SR &	16452820 00100	1	0	0	0	.	0	RA/M	0.02260	0.03000
ANDERSON HERBERT H SR &	16452820 02300	120	0	0	0	.	0	RA/M	0.16660	0.18000
ANDERSON ILEEN F	16452134 00300	121	130	0	0	3	10	RA/M	0.32750	0.30000
ANDERSON ILEEN F	16452820 02400	121	120	0	0	1	10	RA/M	0.19800	0.00000
ARMSTRONG MC CULLEN PERC	16452820 05000	121	415	0	0	1	0	RA/M	0.69700	0.73000
BALDRIDGE ALFRED A + L	16452820 03000	121	140	0	0	1	52	RA/M	0.22880	0.23000
BALDRIDGE ALFRED A & L	16452820 03100	120	0	0	0	.	0	RA/M	0.36130	0.37000
BALL LEO A & K M EST OF	16452820 05300	121	107	0	0	1	0	RA/M	0.33630	0.34000
BALL LEO A & K M EST OF	16452820 05400	120	0	0	0	.	0	RA/M	0.16430	0.18000
BARTON B M & TROY O	16452820 02600	121	120	0	0	1	42	RA/M	0.34760	0.74000
BEHM FRED & DOROTHY	16452134 00800	120	0	0	0	2	0	RA/M	0.11680	0.14000
BEHM FRED R	16452134 00801	120	0	0	0	1	0	RA/M	0.12060	0.00000
BEHM FREDERICK R & DOROT	16452100 00900	451	140	0	0	1	62	RA/M	2.68580	3.42000
BEHM FREDERICK R & DOROT	16452134 00101	640	0	0	1	.	0	RA/M	0.82060	0.95000
BEHM FREDERICK R & DOROT	16452134 00200	430	0	0	0	.	0	RA/M	0.72120	0.85000
BEHM FREDERICK R & DOROT	16452134 00900	120	0	0	0	.	0	RA/M	0.12120	0.00000
BLUE RIVER WATER DIST	16452820 04700	121	422	0	0	1	85	C3	0.34670	0.16000
BOYLE JUSTINA	16452820 01500	121	130	0	0	1	34	RA/M	0.17360	0.18000
CULP AMBROSE L & WILMA L	16452820 03900	121	107	0	0	1	0	RA/M	0.17690	0.18000
DAWSON STEVE	16452820 06600	121	130	0	0	2	47	RA/M	0.34180	0.37000
ELIA DAVID L & ROSE ANNA	16452820 08400	851	107	0	0	1	0	F2	1.32630	1.40000
ELIA LORENE B ETAL	16452820 07700	221	446	0	0	2	46	C3	1.18560	1.15000
ELLE IRVING B + SARAH G	16452820 06500	121	496	0	0	1	32	RA/M	0.41900	0.57000
GALLAGHER MERRILL H & H	16452820 03600	221	457	0	0	2	0	C3	0.36240	0.00000
GOLAY H C	16452134 01000	120	0	0	0	.	0	RA/M	0.11320	0.00000
GRUNING PAUL WAYNE & ECH	16452134 01600	151	107	0	0	.	0	RA/M	0.11280	0.00000
GRUNING PAUL WAYNE & ECH	16452134 01601	151	130	0	0	1	20	RA/M	0.26650	0.00000
HARRIS J HAROLD & G M	16452820 06300	1	0	0	0	.	0	RA/M	0.06270	0.06000
HIATT B D & J & C ENTERP	16452820 00400	420	0	0	0	1	0	RA/M	2.12110	2.21000
HIDDLESTON HERSHEL D + H	16452820 05800	221	441	0	0	1	0	PF	0.28060	0.29000
HUNT EULA L HOLLINGSWORT	16452820 02800	121	130	0	0	1	39	RA/M	0.20410	0.21000
ISITT GEORGE & LILA	16452820 03400	1	0	0	0	.	0	RA/M	0.02490	0.03000
ISITT LILA TE	16452820 02900	121	130	0	0	1	47	RA/M	0.18400	0.18000
JAMES JOE T & ROSEMARY E	16452100 00500	151	110	0	0	1	66	RA/M	0.29390	0.53000
JONES LLOYD R & EARLENE	16452820 04000	121	130	0	0	1	47	RA/M	0.17930	0.18000
KERN MERLE B & MILDRED L	16452820 02000	121	130	0	0	1	46	RA/M	0.56820	0.54000
KERN MERLE B & MILDRED L	16452820 04200	121	0	0	0	.	0	RA/M	0.08950	0.11000
KIRKPATRICK D K & JOHANN	16452820 06900	121	130	0	0	1	47	RA/M	0.34650	0.37000
KNAPP MARGIE L	16452820 03300	121	140	0	0	1	56	RA/M	0.12590	0.14000
LAMBERTY JOHN T & ALICE	16452820 06100	121	242	0	0	2	61	RA/M	0.18240	0.18000
LANE COUNTY OWNED LANDS	16452820 06800	121	130	0	0	1	30	C3	0.18710	0.18000
LOLOMA PROERTIES	16452820 06200	120	0	0	0	.	0	RA/M	0.17330	0.17000
LOLOMA PROPERTIES	16452820 04300	120	0	0	0	.	0	RA/M	0.15460	0.16000
LOLOMA PROPERTIES	16452820 04400	120	0	0	0	.	0	RA/M	0.17260	0.18000
MCCLURE NOEL B	16452820 00200	1	0	0	0	3	0	RA/M	2.32670	0.01000
MCKEE W ARTHUR & WENDY M	16452820 02200	121	140	0	0	1	60	RA/M	0.18060	0.18000
MELL GREGORY J & CYNTHIA	16452820 02500	221	431	0	0	4	32	C3	0.35940	0.00000
MEYER MILDRED J	16452820 03700	221	456	0	0	1	0	C3	0.15960	0.00000
MEYER MILDRED J	16452820 03800	121	130	0	0	2	15	RA/M	0.17440	0.18000
OBRIEN OREL & FRANCES G	16452820 07200	121	107	0	0	.	0	RA/M	0.34630	0.37000

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OWNER	MAPLOT	PCL	SCL	FRM	FOR	UNITS	YBLT	ZONE4	CACRES	ATACRES
OBRIEN OREL & FRANCES G	16452820 07800	121	130	0	0	2	27	RA/M	0.44690	0.45000
OREGON STATE OF	16452820 08000	1	0	0	0	.	0	RA/M	0.05200	0.06000
PACIFIC NORTHWEST BELL	16452820 07300	125	0	0	0	.	0	C3	0.18430	0.18000
PARKER NEVA HADLEY ETAL	16452820 01600	151	107	0	0	.	0	RA/M	0.31190	0.33000
PAYNE ROSE & RALPH	16452134 01500	151	130	0	0	1	43	RA/M	0.14550	0.00000
RIBERA LUESIANO J + L K	16452820 07100	121	130	0	0	1	25	RA/M	0.17860	0.18000
ROLAND STEPHAN A & P A	16452134 02000	151	107	0	0	1	0	RA/M	0.10780	0.00000
ROLAND STEPHAN A & P A	16452134 02100	150	0	0	0	.	0	RA/M	0.14330	0.00000
ROLAND STEPHAN A & PATRI	16452820 01100	150	0	0	0	.	0	RA/M	0.24070	0.00000
SAIN HERBERT A & THELMA	16452100 00600	151	130	0	0	1	47	RA/M	0.32400	0.48000
SANDBERG S M	16452820 01700	151	107	0	0	1	0	RA/M	0.26520	0.27000
SANSBURN GUY A & LOUISE	16452100 00203	120	0	0	0	1	0	RA/M	0.52630	0.55000
SCHOOL DISTRICT #123	16452820 05100	120	0	0	0	.	0	RA/M	0.35070	0.37000
SCHOOL DISTRICT #68	16452820 05200	1	0	0	0	1	0	RA/M	0.02980	0.02000
SCHULZE FOREST + MILDRED	16452134 00401	120	0	0	0	.	0	RA/M	0.12780	0.14000
SCHULZE FOREST + MILDRED	16452134 00402	120	0	0	0	.	0	RA/M	0.12630	0.14000
SCHWERING MANENA	16452820 00800	1	0	0	0	.	0	RA/M	0.18850	0.00000
SCOTT NEIL R & NADINE R	16452820 04800	221	441	0	0	1	62	C3	0.71790	0.25000
SHOTWELL KENSUL L & JEWE	16452820 03500	221	441	0	0	3	0	CR	0.30570	0.32000
SMITH ARTHUR H	16452100 00800	151	120	0	0	1	47	RA/M	0.87650	1.15000
SNYDER CECIL P & ELLA	16452100 00700	151	130	0	0	1	47	RA/M	0.50250	0.68000
SNYDER ELLEN	16452134 00500	120	0	0	0	.	0	RA/M	0.12390	0.14000
SNYDER J C & ELLEN	16452134 00600	121	130	0	0	1	42	RA/M	0.24990	0.14000
STAAT EDWARD J & ELIZABE	16452820 07900	421	150	0	0	1	79	RA/M	1.79040	1.83000
STOUT ROBERT A & RISA	16452820 00900	151	130	0	0	1	35	RA/M	0.24830	0.38000
TREECE GEORGE & GLADYS	16452820 04100	121	107	0	0	1	0	RA/M	0.18020	0.18000
U S GOVERNMENT	16452820 00300	131	432	0	0	6	0	RA/M	3.50000	3.00000
U S GOVERNMENT	16452820 00700	1	0	0	0	.	0	RA/M	0.35720	0.52000
VEYSEY IVAN	16452820 07000	121	120	0	0	1	35	RA/M	0.17690	0.18000
WALKER GARY & CAROL L	16452820 01000	150	0	0	0	1	0	RA/M	0.62750	0.51000
WALP BARBARA G	16452820 06000	121	140	0	0	1	61	RA/M	0.17190	0.20000
WALP LENORA J TR	16452820 04500	121	130	0	0	1	80	RA/M	0.16960	0.18000
WALP LENORA J TR	16452820 04600	120	0	0	0	.	0	RA/M	0.16890	0.20000
WEICHSELBAUM LEE C	16452134 01100	150	0	0	0	1	0	RA/M	0.20350	0.11000
WEICHSELBAUM LEE C	16452134 01201	150	0	0	0	1	0	RA/M	0.09500	0.00000
WELCH MARY M	16452820 05700	221	445	0	0	1	0	C3	0.08000	0.00000
WHIPPLE DAN EDWARD	16452820 02201	121	130	0	0	1	20	RA/M	0.17580	0.18000
WILLIAMS THOMAS & MILDRE	16452134 01300	151	130	0	0	1	41	RA/M	0.22660	0.00000
WILLIAMS THOMAS & MILDRE	16452134 01400	121	107	0	0	.	0	RA/M	0.10590	0.00000
WINEGART FRANK O & MARTH	16452820 01200	151	130	0	0	1	40	RA/M	0.20900	0.21000
WINEGART FRANK O & MARTH	16452820 01300	150	0	0	0	.	0	RA/M	0.08940	0.09000
ZIETZ EDWIN E + BARBARA	16452134 00400	121	130	0	0	1	0	RA/M	0.51050	0.55000
ZIETZ EDWIN E + BARBARA	16452820 07400	221	130	0	0	1	40	C3	0.34510	0.00000
ZIETZ EDWIN E & BARBARA	16452134 01700	151	140	0	0	1	56	RA/M	0.12410	0.00000
ZIETZ EDWIN E & BARBARA	16452134 01800	150	0	0	0	.	0	RA/M	0.21690	0.00000
ZIETZ EDWIN E & BARBARA	16452134 01900	150	0	0	0	.	0	RA/M	0.10780	0.00000
ZIETZ EDWIN E & BARBARA	16452820 02100	121	120	0	0	1	32	RA/M	0.17710	0.18000
ZIETZ EDWIN E & BARBARA	16452820 06700	221	444	0	0	1	0	C3	0.35800	0.00000

N= 101

159

74

	YR_CAT			
	B-1900 OR NOT KNOWN	C-1901-1974	D-1975-1979	E-1980-1987
	N	N	N	N
DCAREA				
6211	57.00	39.00	1.00	2.00

DATA

6211

				AREA	PERIF-LENGTH	TEST-AREA
				76.06	2.40	0.00

TOTAL POLYGON AREA =		76.06	
NEGATIVE AREA =		0.00	
SLIVER AREA =		0.00	
TOTAL RETRACE LENGTH =			0.00
NUMBER OF POLYGONS =	1		
NUMBER OF POINTS =	90		

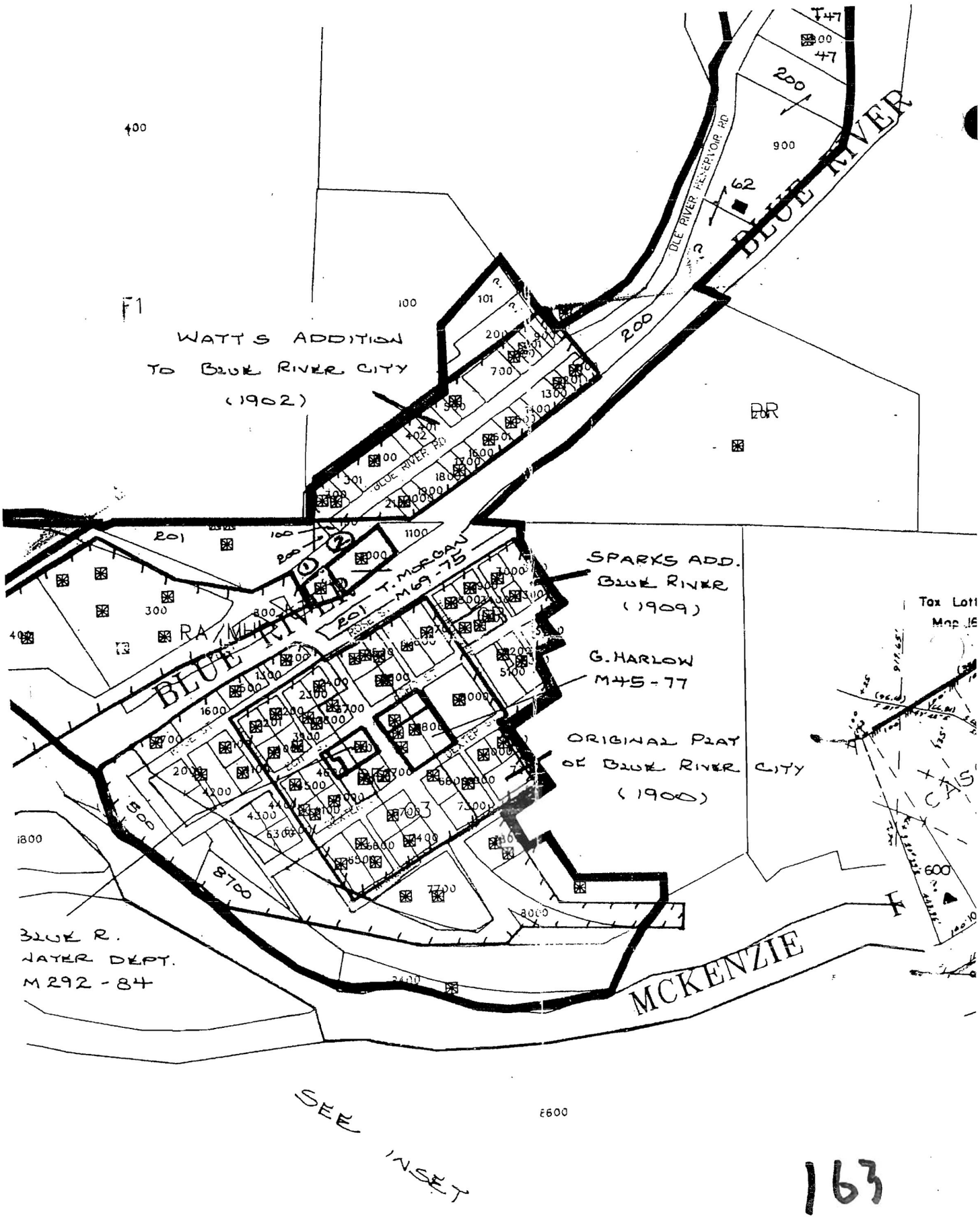
191

44

SUPPLEMENTAL MAPLOT DATA

EXCEPTION NO: 621-1

OWNER NAMES:	MAPLOT:	YBLT:	ACRES:	ZONE:
Behm, Frederick R. & Dorothy	16-45-21-200	-	33.87	RA/MH/F2
Snyder, Kilan	16-45-21-34-601	-	-	RA/MH
Gabriel, Stephen N. & E.L.	-701	-	-	RA/MH
McClure, Noel B.	16-45-28-2-201	74	1.99	RA
NOT ON COMPUTER	-500			?
Lau, Garrold L.	-600	-	0.43	RA/MH
Wood, Herbert & B.J. Spicer, James I. & P.	-1900	-	0.03	RA/MH
Walker, Harold Guy & Evelyn	-4701	-	0.33	C3/RA/MH
Everest, H.A. Bernard, Kurt C.	-4801	-	0.49	C3/RA/MH
NOT ON COMPUTER	-6501			-
Lane County	-8700	-	1.73	F2
Glen River Park & Recreation Dist.	16-45-21-201	-	19.61	PR


WATTS ADDITION
TO BLUE RIVER CITY
(1902)
SPARKS ADD.
BLUE RIVER
(1909)
G. HARLOW
M45-77
ORIGINAL PLAT
OF BLUE RIVER CITY
(1900)
T. MORGAN
M69-75
BLUE RIVER
MCKENZIE
BLUE R.
WATER DEPT.
M292-84
BLUE RIVER RESERVOIR RD
BLUE RIVER DR
SEE INSET
Tax Lot
Map 16

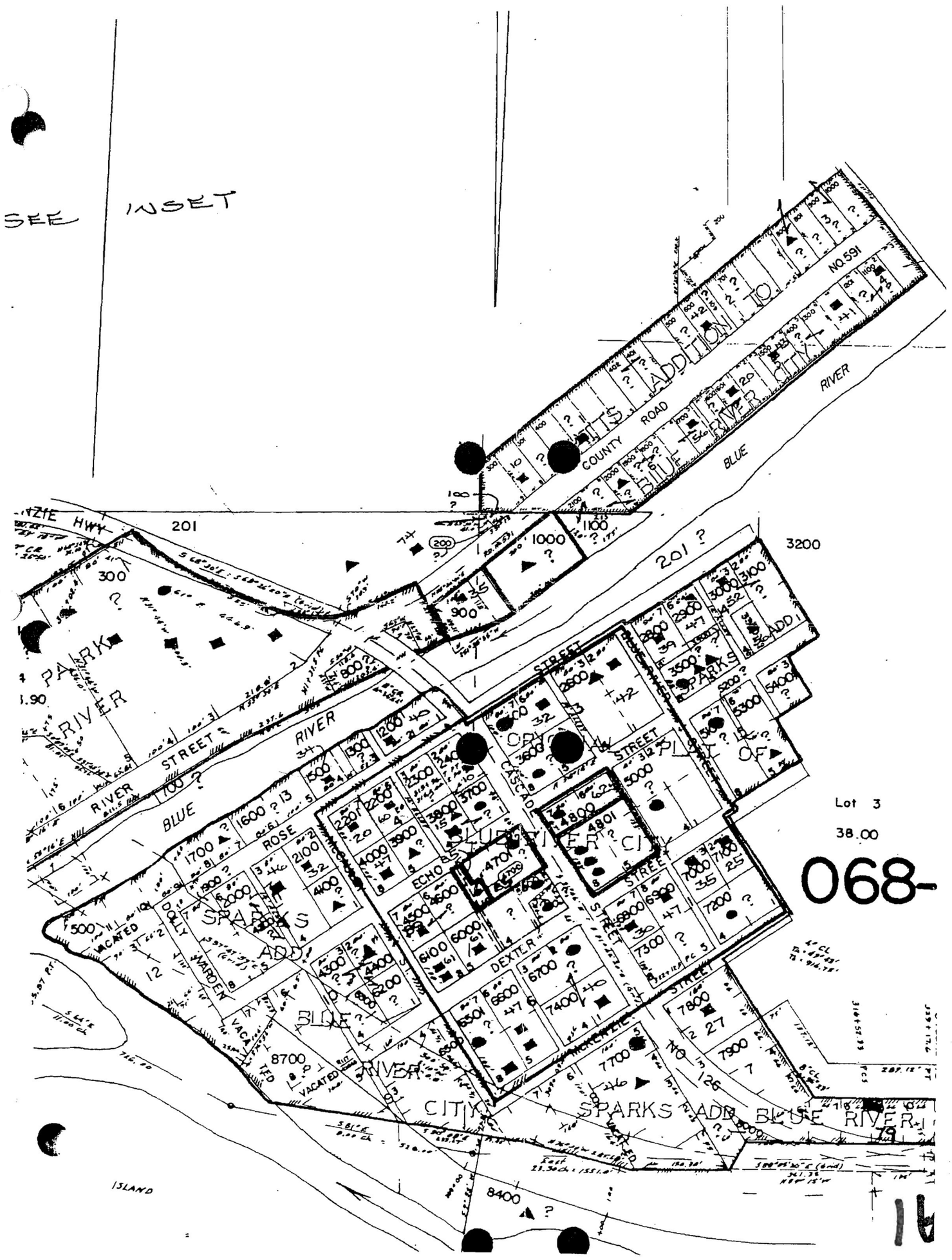
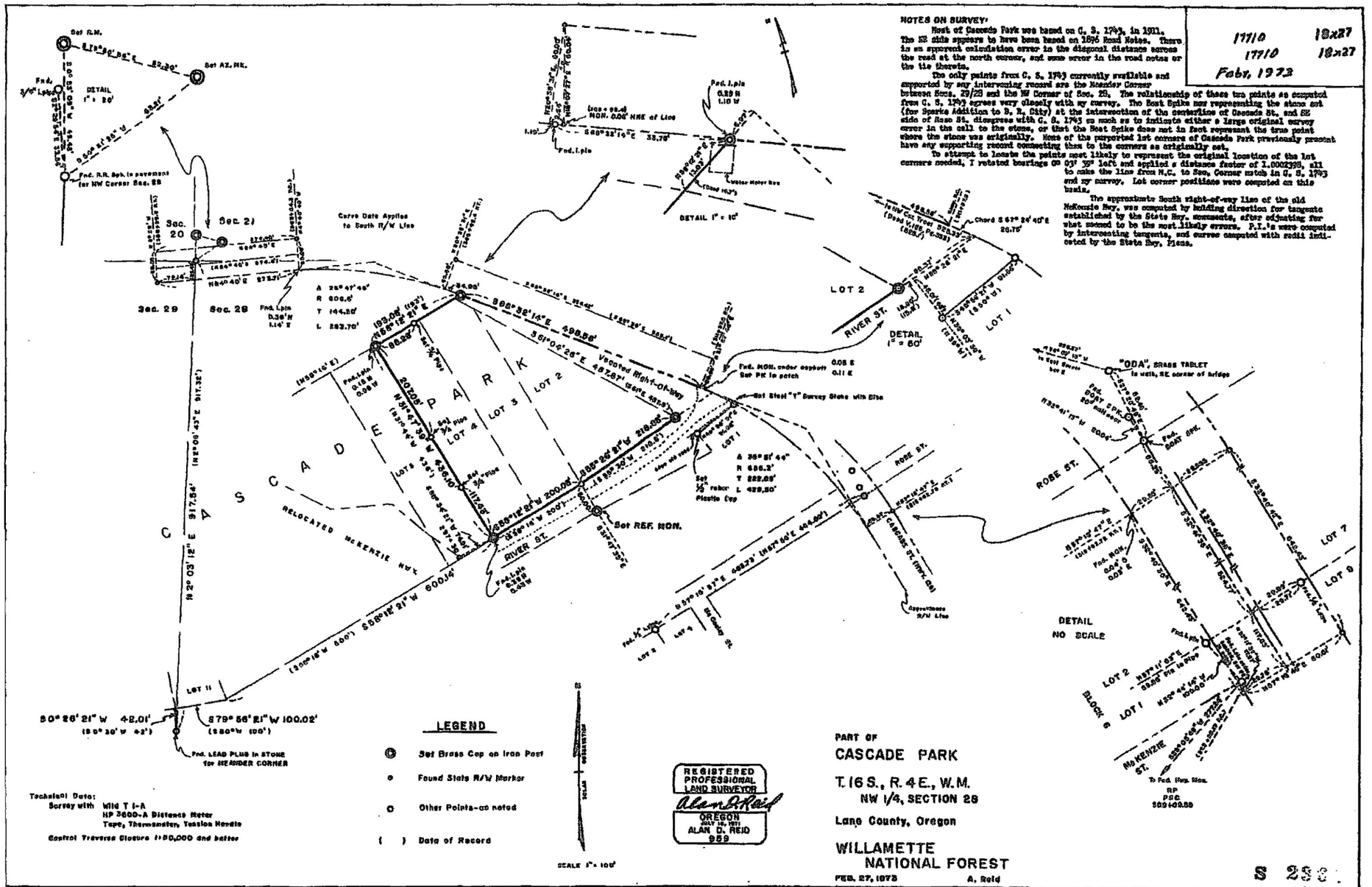

SEE INSET
ADDITION TO
NO. 591
BLUE RIVER CITY
COUNTY ROAD
RIVER
BLUE
201
3200
PARK
RIVER
STREET
SPARKS ADD
ECHO
DEXTER
MCKENZIE
ROSE
WARDEN
ALLEY
VACATED
8700
8400
ISLAND
Lot 3
38.00
068-

EXHIBIT 12

PLAN AMENDMENT & ZONE CHANGE
MAP 16-45-28-20 Tax Lots 300 & 400
Map 16-45-29 Tax Lots 1700 & 1800

182


NOTES ON SURVEY:
Most of Cascade Park was based on C. S. 1793, in 1911. The NE side appears to have been based on 1876 Road Notes. There is an apparent calculation error in the diagonal distance across the road at the north corner, and some error in the road notes or the tie thereto.
The only points from C. S. 1793 currently available and supported by any intervening record are the Meander Corner between Secs. 29/28 and the NW Corner of Sec. 28. The relationship of these two points as computed from C. S. 1793 agrees very closely with my survey. The Rost Spike now representing the stone set (for Sparks Addition to B. R. City) at the intersection of the centerline of Cascade St. and SE side of Rose St. disagrees with C. S. 1793 so much as to indicate either a large original survey error in the call to the stone, or that the Rost Spike does not in fact represent the true point where the stone was originally. None of the purported lot corners of Cascade Park previously present have any supporting record connecting them to the corners as originally set.
To attempt to locate the points most likely to represent the original location of the lot corners needed, I rotated bearings 00 03' 35" left and applied a distance factor of 1.0002398, all to make the line from N.C. to Sec. Corner match in C. S. 1793 and my survey. Lot corner positions were computed on this basis.
The approximate South right-of-way line of the old McKenzie Hwy. was computed by holding direction for tangents established by the State Hwy. monuments, after adjusting for what seemed to be the most likely errors. P.I.'s were computed by intersecting tangents, and curves computed with radii indicated by the State Hwy. Plans.
17710 18x27
17710 18x27
Febr, 1973
Set B.M.
Set AZ. MK.
Fnd. R.R. Spk. in pavement for NW Corner Sec. 28
Sec. 20
Sec. 21
Sec. 29
Sec. 28
Curve Data Applies to South R/W Line
A 28° 07' 48"
R 606.6'
T 144.80'
L 283.70'
CASCADE PARK
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
LOT 6
LOT 7
LOT 8
LOT 9
LOT 10
LOT 11
RIVER ST.
ROSE ST.
McKENZIE ST.
CASCADE ST. (1909 Cut)
RELOCATED McKENZIE HWY.
Vacated Right-of-Way
Set REF. MON.
Set Steel "T" Survey Stake with Disc
Set 1/2" rebar Plastic Cap
Fnd. MON. under asphalt Set PK in patch
0.05 S 0.11 E
"ODA", BRASS TABLET in walk, SE corner of bridge
Fnd. LEAD PLUG in STONE for MEANDER CORNER
S 0° 26' 21" W 42.01'
S 79° 56' 21" W 100.02'
N 2° 03' 12" E 917.84'
S 88° 18' 21" W 600.14'
DETAIL 1" = 20'
DETAIL 1" = 10'
DETAIL 1" = 60'
DETAIL NO SCALE
LEGEND
Set Brass Cap on Iron Post
Found State R/W Marker
Other Points-as noted
( ) Data of Record
SCALE 1" = 100'
Technical Data:
Survey with Wild T I-A
HP 3600-A Distance Meter
Tape, Thermometer, Tension Handle
Control Traverse Closure 1:50,000 and better
REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JULY 10, 1971
ALAN D. REID
959
PART OF
CASCADE PARK
T. 16 S., R. 4 E., W.M.
NW 1/4, SECTION 28
Lane County, Oregon
WILLAMETTE NATIONAL FOREST
FEB. 27, 1973
A. Reid
S 28

1983

49

EXHIBIT 13

PLAN AMENDMENT & ZONE CHANGE
MAP 16-45-28-20 Tax Lots 300 & 400
Map 16-45-29 Tax Lots 1700 & 1800

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50

Branch Engineering, Inc.

PRINCIPALS
James A. Branch, P.E.
René Fabricant, S.E. P.E.
Michael Lane Branch, P.E.

310 5th Street
Springfield, Oregon 97477
(541) 746-0637
Fax (541) 746-0389

TECHNICAL MEMORANDUM

REGISTERED PROFESSIONAL ENGINEER #62780PE OREGON JULY 13, 2004 DAMIEN GILBERT
EXP. JUNE 30, 2007

Date: February 6, 2007

To: Mr. Chris LaVoie
Earth Quest Partners, LLC
PO Box 242
Blue River, Oregon 97413

From: Damien Gilbert, P.E.

Re: Former Blue River Ranger Station Site
Map 16-45-28-20, Lots 300 and 400; and
Map 16-45-29, Lots 1700 and 1800

As requested, I have researched feasibility of septic effluent disposal for the subject properties. A site visit was performed on January 19, 2006 to observe the terrain; however, no subsurface exploration was performed by our office.

Site Description

The area of interest includes approximately 9.5 acres. There are existing improvements on approximately 3 acres, including the former ranger station and six associated structures. The remainder of the area of interest is undeveloped, and somewhat sloped to the south. The site is part of the Blue River Water District.

The site soils are listed as Unit Number 37C - Cupola Cobbly Loam in the Soil Survey of Lane County, September. 1987, by USDA Soil Conservation Service. Permeability of this soil is moderately slow, and effective rooting depth is typically 20 to 40 inches. The soil survey indicates this soil is generally suited to recreational development and homesites. The main limitation is listed as steepness of slope.

Septic Drainfield History

Based on research performed by our office, as well as client supplied mapping, it has been determined there are 7 existing septic tank and drainfield systems on the improved portion of the property (Lot 300). Two of these systems have been repaired in the past. If functioning properly, each of these systems would be expected to have a residential strength sewage capacity of approximately 450 gallons per day (GPD), or a total capacity of 3150 GPD for the existing facilities.

The remaining three lots that are undeveloped have existing site evaluation approvals for 450 GPD each. These approvals require 225 linear feet of pressurized drainfield disposal trenching.

Future Development

Although the details of the future use of this site have not been confirmed, I have estimated the required on-site wastewater system size to serve the client supplied assumed development scenario. This scenario includes preserving the existing five cabins and the construction of a 50 guest room hotel with associated restaurant and office facilities. Based on the information in Table 2 (Quantities of Sewage Flows) in OAR 340-71-220, the following summarizes the potential daily sewage flow for the assumed development:

Estimated Sewage Flow Projections		
Use	**Rate**	**Gallons Per Day**
50 Guest Room Hotel (Private Baths)	120 GPD per Room	6,000
5 Cabins (Existing)	450 GPD per Cabin	Existing - No Increase
4500 SF Restaurant (Separate from Hotel) with assumed 80 seats	50 GPD per Seat	4,000

If the proposed system includes a treatment system equal to a sand filter, it is assumed that the length of drainfield disposal trenching could be reduced from 75 lineal feet to 45 linear feet per 150 gallons of projected daily flow. This would need to be confirmed with a formal site evaluation for the actual proposed development.

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Summary and Conclusion

Based on the research and available records, it is estimated that the assumed development would generate between 6,000 and 10,000 gallons per day. Most hotels have restaurants included, and the overlap of these uses should be explored when a more detailed development proposal has been determined. Assuming that a conventional sand filter or similar textile treatment technology would be utilized, as well as pressurized drainfield disposal equal to 45 linear feet per 150 gallons of projected sewage flow, it is estimated that the assumed development scenario would require a maximum of 3,000 linear feet of primary drainfield, and an equal area of reserve drainfield. The typical layout for this length of pressurized drainfield would be 50 foot long laterals constructed on ten foot centers. This would result in a three-quarter acre area for the primary drainfield, and a similar size area for reserve drainfield.

The Hotel would be expected to require two-times the daily sewage flow for a septic tank, and the restaurant would likely require a septic tank equal to three times the daily flow. This would result in a 20,000 to 25,000 gallon septic tank. If a recirculation tank was necessary to achieve the desired levels of treatment, it would be expected to have a capacity around 10,000 gallons. It is also expected a grease interceptor would be required to accommodate the restaurant, and a dosing (pumping) tank would be needed to convey effluent to the pressurized drainfield. These tanks would be significantly smaller than the septic tank.

In conclusion, given the size of the property, it appears feasible to construct an on-site system capable of treating the waste and disposing the effluent generated by the assumed development scenario. This should be confirmed when building footprints and the required vehicle parking areas have been designed.

I trust this information will be useful in determining feasibility of a zone change to allow a resort style hotel, and restaurant be developed on these properties. Please understand that topographic and subsurface constraints could affect suitability of the site to accommodate the wastewater system, and potentially limit the size of the development. A topographic survey and a subsequent detailed site evaluation by the DEQ are recommended to verify the findings provided herein.

Please find enclosed the following documents for your information:

- Septic system installation and repair records for Lot 300;
- Site evaluation approvals for Lots 400, 1700 and 1800.

Please do not hesitate to contact our office with any questions, or if I can provide any additional assistance.

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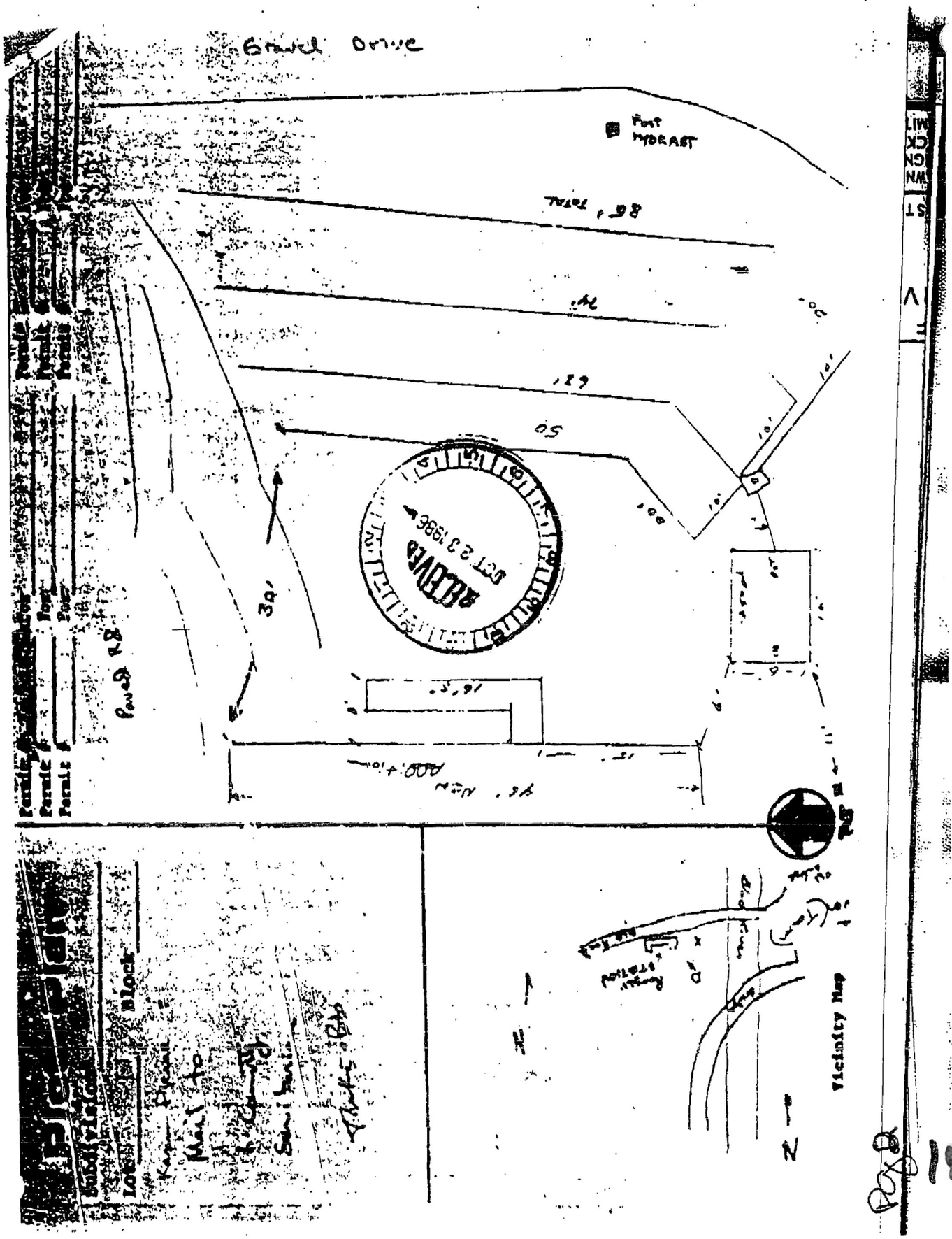
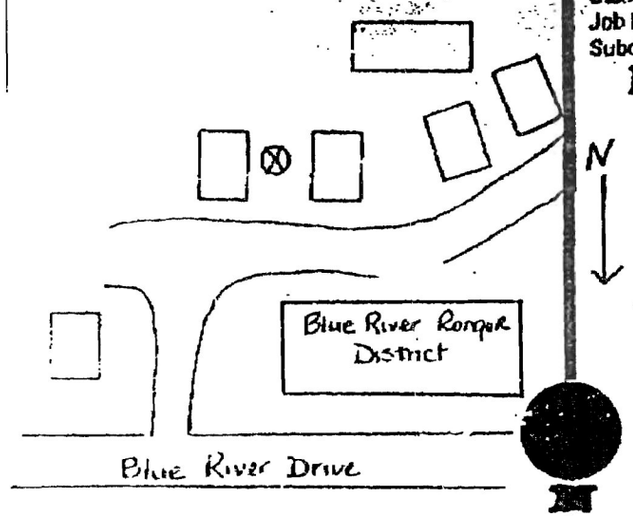

Grand Drive
Fire Hydrant
Pond
30'
Vicinity Map
Block
Lot
Map
Parcel
Mail to
Send Tax
Page 138

02/02/2007 FRI 9:33 FAX 541 682 3947 LANE CO. LAND MGMT. 003/012

VICINITY MAP



form c55-11

Permit No. 3180-87 Twnshp. 17S Range 6E Section 28 & 20 Tax Lot 300

MUST BE IN BLACK INK

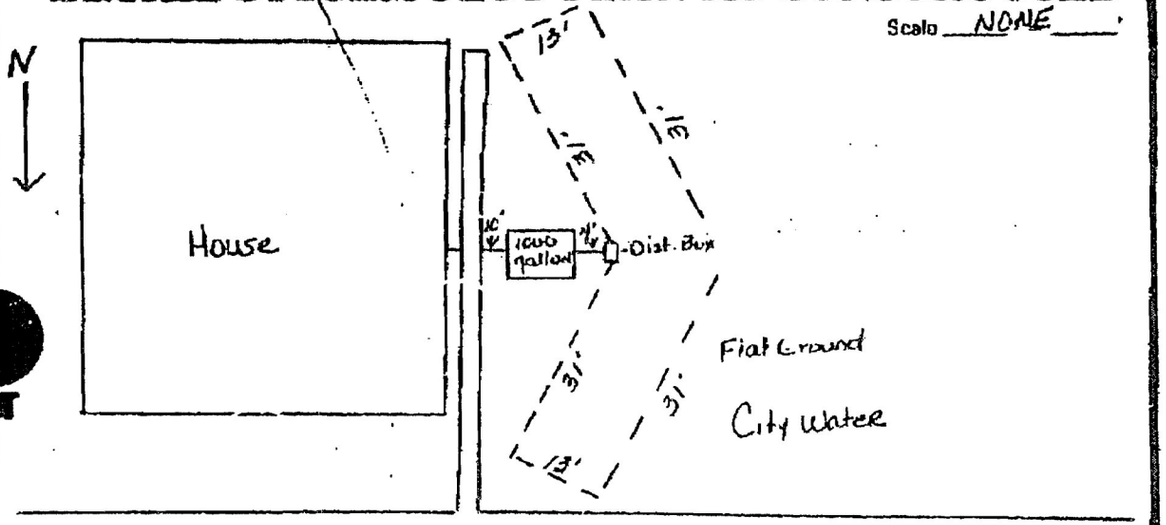
Standard System ☐ Alternative System ☒ (Specify Type) Replacement

Job Location (Street Address) _____

Subdivision/Partition # _____ Parcel _____ Lot _____ Block _____

DETAIL SYSTEM PLOT PLAN AS CONSTRUCTED

Scale NONE



Installer Hamlin + Son Construction
(Use as shown on OPO license)

Telephone 822-3442

License No. # 33128

Bonding Company United Pacific

Date 10/30/87
(Signature of Licensee)

If Installed By Owner –

_____ Date _____
(Signature of Owner)

Applicant's Name & Address

Blue River Ranger District
Willamette National Forest
Blue River, OR 97413

R983

USE BLACK INK ONLY

FOR INSTALLER'S USE: Trench Depth 27" Gravel Depth Below Tile 10"

Tank Capacity 1000 gallon Manufacturer Willamette Greystone, Eugene OR 97401

Measured Distance from Well to Tank — From Drainfield — Total Length of Lines 150 feet

COMPLETE THE FOLLOWING IF A PUMP WAS USED ON THIS INSTALLATION:

I (installer's name) _____ certify that a (Mfg) _____ (Model No.) _____ Pump and Mercury Float Switch (Mfg. and No.) _____ have been installed with this sewage installation.

Signature _____ Date _____

FOR SANITARIAN'S USE ONLY: ☑ System Approved ☐ System Disapproved ☐ Needs Correction

COMMENTS: _____

☐ System Corrected Date _____

System Capacity 450 gal./day Signature _____ Date 11-3-87

INSTALLATION RECORD & CERTIFICATE OF SATISFACTORY COMPLETION When signed by the County Sanitarian, this certificate is evidence as per ORS 454.655 of satisfactory completion of a subsurface sewage disposal system at the above location.

Return this form to: Building and Sanitation Div., Dept. of Environmental Management, located in the basement of the Public Service Building, 125 E. 8th Avenue, Eugene 97401.

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02/02/2007 FRI 9:33 FAX 541 682 3947 LANE CO. LAND MGMT. 004/012

MUST BE IN BLACK INK

Permit No. 2215-89 Township 16 Range 45 Section 28.2 Tax Lot 380

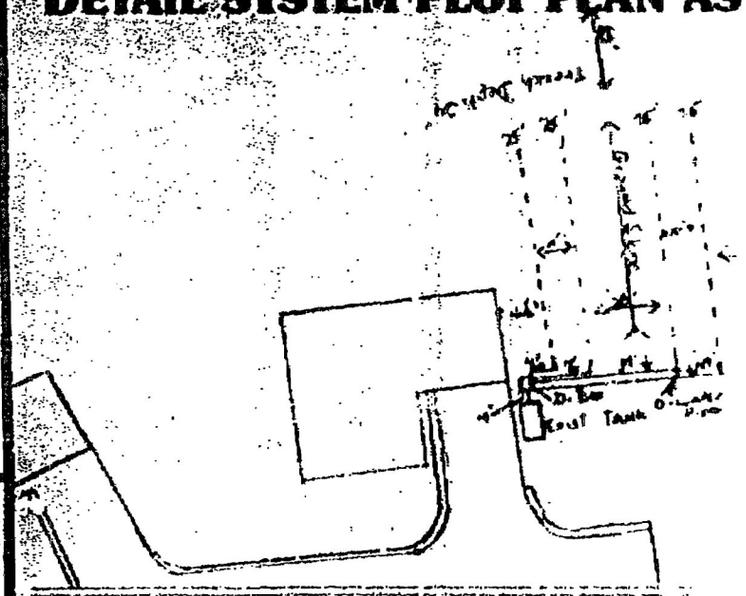
Standard System ☐ Alternative System ☐ (Specify Type) Repair

Job Location (Street Address) Blue River Ranger Station

Subdivision/Partition # Parcel Lot Block

DETAIL SYSTEM PLOT PLAN AS CONSTRUCTED

Scale



Installer Weatherford Construction

Telephone 343-3552

License No. 32125

Backfilling Company Weatherford Construction

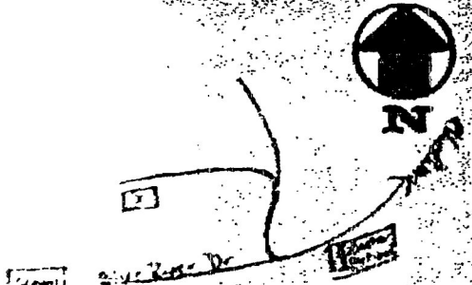
Date 7/11/89

Applicant's Name & Address

If Installed by Owner—

Date

VICINITY MAP



USE BLACK INK ONLY

FOR INSTALLER'S USE. Trench Depth 24" Gravel Depth Below Tile 5"

Tank Capacity 1000 Manufacturer EXIST.

Measured Distance from Well to Tank City water From Drainfield 17' Total Length of Lines 5[illegible]

COMPLETE THE FOLLOWING IF A PUMP WAS USED ON THIS INSTALLATION

I (installer's name) certify that a (Mfg.) (Model No.) Pump and Mercury Float Switch (Mfg. and No.) have been installed with this sewage installation

Signature Date 7-12-89

FOR SANITARIAN'S USE ONLY. ☒ System Approved ☐ System Disapproved ☐ Needs Correction

COMMENTS

System Capacity 450 gal/day Signature System Approved Date Date 7-12-89

INSTALLATION RECORD & CERTIFICATE OF SATISFACTORY COMPLETION. When signed by the Agent, Sanitarian this certificate denotes as per ORS 454.665 of satisfactory completion of a subsurface sewage disposal system at the above location.

To request inspection, return all three (3) copies of this form to Lane County Environmental Health Section as located at the base Public Service Building 125 E. 8th Avenue, Eugene, OR 97401

pg4

SEWAGE DISPOSAL SITE EVALUATION

S.I. # 049183

16-4S-28-2

TRS, TL ~~16-4S-28-11~~ #400 Job Location RIVER ST. BLUE RIVER

Written Directions NEAR INTERSECTION OF RIVER ST & OLD MCK HWY

Subdivision: _____

Lot _____ Block _____ WATER SUPPLY BLUE RIVER WATER DIST

APPLICANT'S NAME AND ADDRESS R.L. CRONK 401 92ND ST. SPFLD OR 97478 Phone 746-3775

OWNERS'S NAME AND ADDRESS _____ Phone _____

STRUCTURES NOW ON THE PROPERTY NONE PROPOSED USE OF PROPERTY RR

I hereby certify that the above statements are true and accurate, and that I have the following legal interest in the property _____ owner of record; _____ contract purchaser; _____ potential buyer; ~~X~~ realtor or agent. I further certify that (if not the owner) I am authorized to act for the owner of record, and that said owner is aware and approves of this action.

TEST HOLES READY AUG 13 2004 Signature _____ Date _____

* OFFICE USE ONLY BELOW THIS LINE *

THIS REPORT IS NOT A PERMIT FOR SEWAGE SYSTEM INSTALLATION

The area described on the attached plot plan dated 11/30/04 is APPROVED for a PRESSURE SYSTEM system.

ADDITIONAL COMMENTS: W/ 225' OF DRAINFIELD

NOTE:
If this report approves of a sand filter or pressurized distribution system, detailed construction design plans will be required with the installation permit application.

THIS IS A PRELIMINARY REPORT WHICH DOES NOT ENSURE THE ISSUANCE OF A FUTURE BUILDING PERMIT. ANY PLANS OR EXPENDITURES MADE IN RELIANCE UPON THIS REPORT ARE AT YOUR OWN RISK. IF SITE IS APPROVED, SEE REVERSE SIDE.

DEC AUTHORIZED AGENT 11/30/04 DATE

WARNING:
This Site Evaluation is a technical report to determine if a on-site system will function properly. It does not approve the proposed use of the parcel. This Site Evaluation may be converted to a construction permit only if the parcel and use meet land use regulations in effect at the time of application. YOU ARE URGED TO CONTACT YOUR LOCAL PLANNING OFFICE FOR LAND USE REVIEW.

LANE COUNTY LAND MANAGEMENT, 125 EAST 8T AVENUE, EUGENE, OREGON 97401 (682-3754)

C55-02 POS

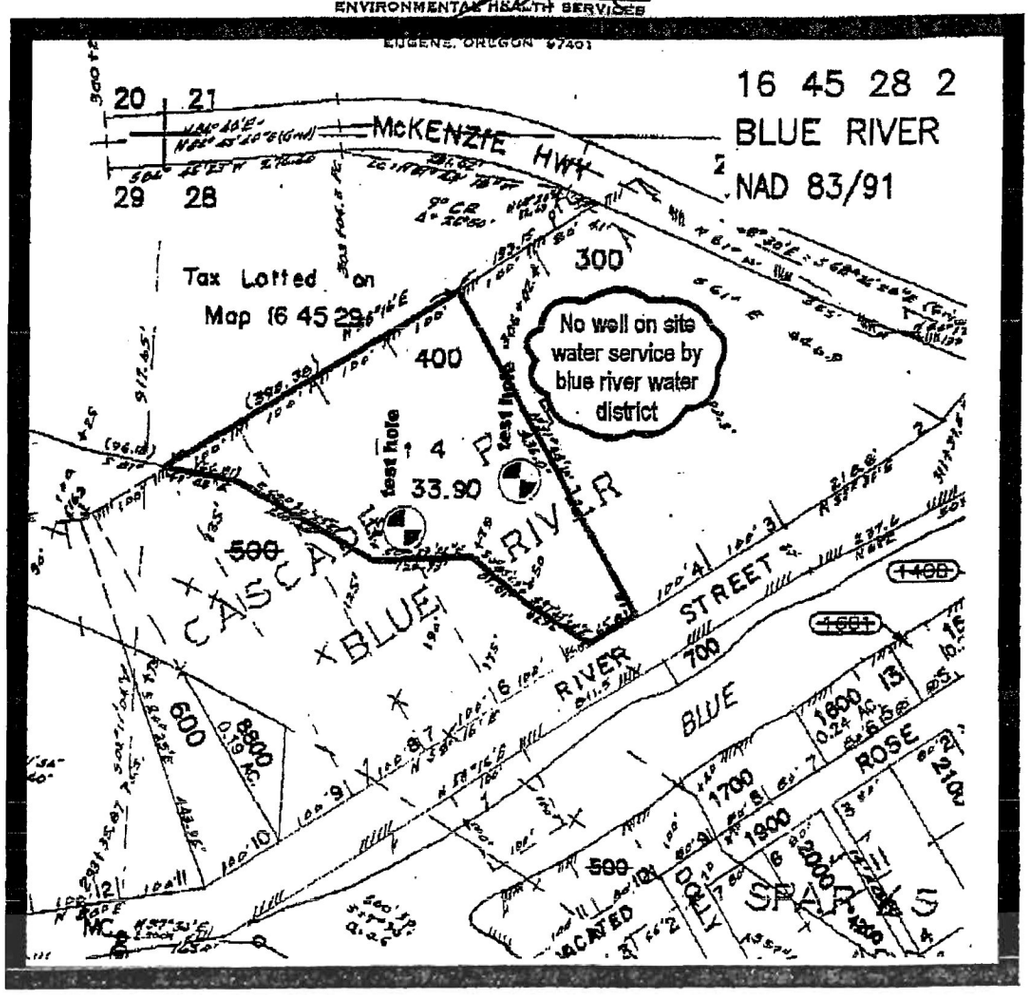
LS 291

02/02/2007 FRI 9:34 FAX 541 682 3947 LANE CO. LAND MGMT. 005/012

OWNER: Dick Cronk OWNER ADDRESS: 481 42nd St, Spfld, OR 97478
PHONE: 746-3775 SITE ADDRESS: ~~Old McKenzie Highway, West of Bridge~~ St, Blue River
taxmap: 16-45-28 taxlot 400 RIVER

ST-04-9103

SEWAGE DISPOSAL
PLOT PLAN APPROVED
A permit is required
prior to starting construction.
DATE 11/30/04
BY
ENVIRONMENTAL HEALTH SERVICES
EUGENE, OREGON 97401



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pg 6

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SEWAGE DISPOSAL SITE EVALUATION

#1700

S.I.# 049181

TRS, TL 16-45-29 ~~WA 1000~~ Job Location Blue River Drive RIVER

Written Directions Just West of ~~Bridge~~ Street on Old McKenzie Highway

Subdivision: _____

Lot 4 Block _____ WATER SUPPLY Blue River Water Dist.

APPLICANT'S NAME AND ADDRESS Dick Cronk 481 42nd St., Spfld OR 97478 Phone 746-3775

OWNERS'S NAME AND ADDRESS Same Phone _____

STRUCTURES NOW ON THE PROPERTY None PROPOSED USE OF PROPERTY RR-2

I hereby certify that the above statements are true and accurate, and that I have the following legal interest in the property _____ owner of record; V contract purchaser; _____ potential buyer; _____ realtor or agent. I further certify that (if not the owner) I am authorized to act for the owner of record, and that said owner is aware and approves of this action.

TEST HOLES READY Aug 13, 2004 Signature [signature] Date 13-Aug-04

********** OFFICE USE ONLY BELOW THIS LINE **********

THIS REPORT IS NOT A PERMIT FOR SEWAGE SYSTEM INSTALLATION

The area described on the attached plot plan dated 8/24/04 is APPROVED for a PRESSURIZED system.

ADDITIONAL COMMENTS: W/225' OF DRAINFIELD

NOTE:
If this report approves of a sand filter or pressurized distribution system, detailed construction design plans will be required with the installation permit application.

THIS IS A PRELIMINARY REPORT WHICH DOES NOT ENSURE THE ISSUANCE OF A FUTURE BUILDING PERMIT. ANY PLANS OR EXPENDITURES MADE IN RELIANCE UPON THIS REPORT ARE AT YOUR OWN RISK. IF SITE IS APPROVED, SEE REVERSE SIDE.

[signature] 8/24/04

DEQ AUTHORIZED AGENT DATE

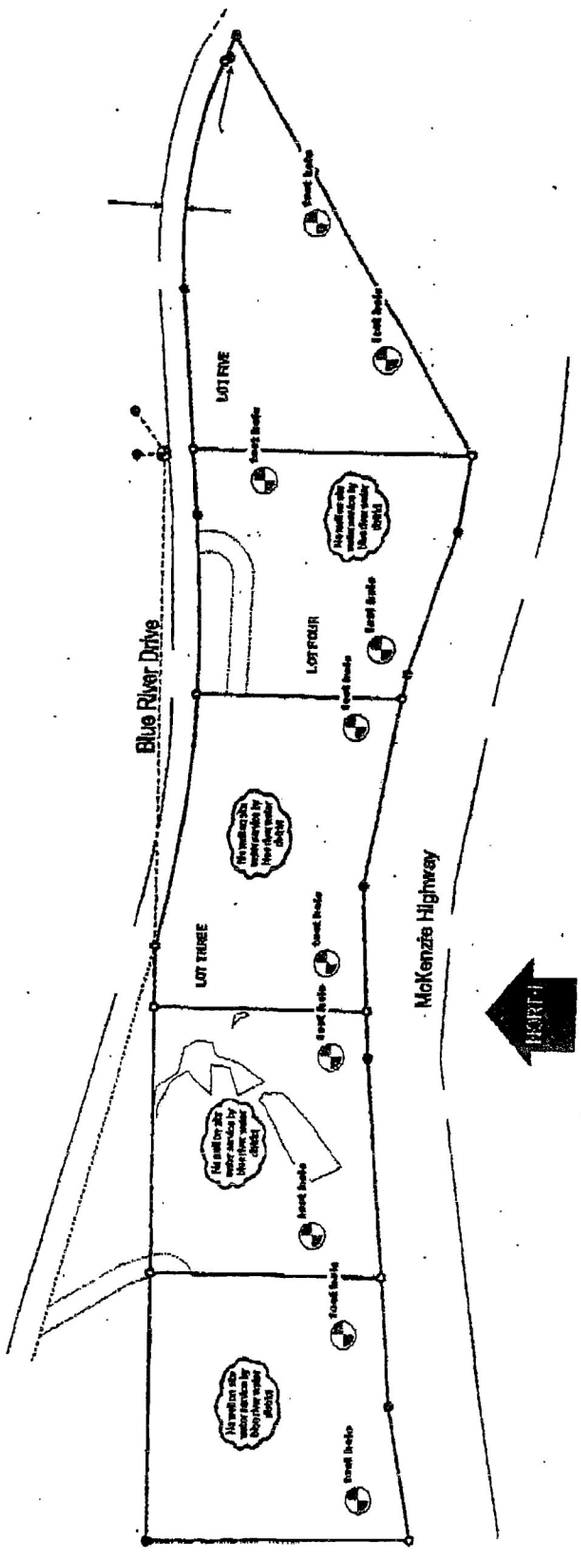
WARNING:
This Site Evaluation is a technical report to determine if a on-site system will function properly. It does not approve the proposed use of the parcel. This Site Evaluation may be converted to a construction permit only if the parcel and use meet land use regulations in effect at the time of application. YOU ARE URGED TO CONTACT YOUR LOCAL PLANNING OFFICE FOR LAND USE REVIEW.

LANE COUNTY LAND MANAGEMENT, 125 EAST 8T AVENUE, EUGENE, OREGON 97401 (682-3754)

CSS-32

POST

02/02/2007 FRI 9:34 FAX 541 682 3947 LANE CO. LAND MGMT. 007/012

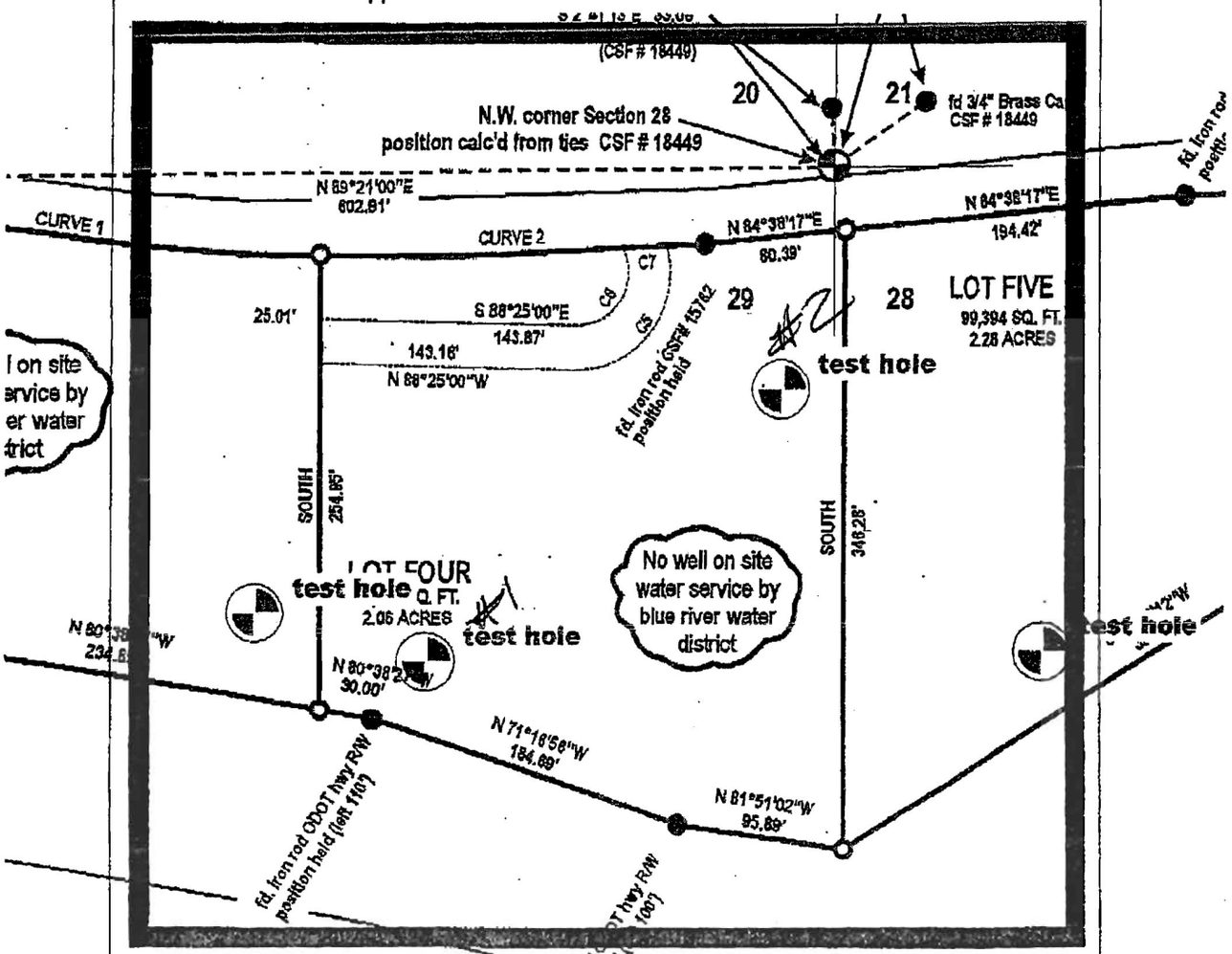


VICINITY MAP

195

pg 8

OWNER: Dick Cronk OWNER ADDRESS: 481 42nd St, Spfld, OR 97478
PHONE: 746-3775 SITE ADDRESS: Old McKenzie Highway, West of ~~Bridge~~ River St, Blue River
taxmap: 16-45-29 taxlot 1100
Reference Landuse Application PA 00-6212



16 45 29
& INDEX

SEWAGE DISPOSAL
PLOT PLAN APPROVED
A permit is required
prior to starting construction.
DATE 8/24/04
BY
ENVIRONMENTAL HEALTH SERVICES
125 EAST 8TH AVENUE
EUGENE, OREGON 97401
541-91 81

NORTH

196

SEWAGE DISPOSAL SITE EVALUATION

S.I.# 049182

#1800

TRS, TL 16-45-29 #1100 Job Location Blue River Drive River

Written Directions Just West of ~~Bridge~~ Street on old McKenzie Highway

Subdivision: _____

Lot 5 Block _____ WATER SUPPLY Blue River Water Dist

APPLICANT'S NAME AND ADDRESS Dick Cronk 481 42nd St, Spfld OR 97478 Phone 746-3775

OWNERS'S NAME AND ADDRESS Same Phone _____

STRUCTURES NOW ON THE PROPERTY None. PROPOSED USE OF PROPERTY RR-2

I hereby certify that the above statements are true and accurate, and that I have the following legal interest in the property _____ owner of record; ✓ contract purchaser; _____ potential buyer; _____ realtor or agent. I further certify that (if not the owner) I am authorized to act for the owner of record, and that said owner is aware and approves of this action.

TEST HOLES READY Aug 13, 2004 Signature Richard Cronk Date 13-Aug-04

********** OFFICE USE ONLY BELOW THIS LINE **********

THIS REPORT IS NOT A PERMIT FOR SEWAGE SYSTEM INSTALLATION

The area described on the attached plot plan dated 8/24/04 is APPROVED for a PRESSURIZED system.

ADDITIONAL COMMENTS: W/ 225' OF DRAINFIELD

NOTE:
If this report approves of a sand filter or pressurized distribution system, detailed construction design plans will be required with the installation permit application.

THIS IS A PRELIMINARY REPORT WHICH DOES NOT ENSURE THE ISSUANCE OF A FUTURE BUILDING PERMIT. ANY PLANS OR EXPENDITURES MADE IN RELIANCE UPON THIS REPORT ARE AT YOUR OWN RISK. IF SITE IS APPROVED, SEE REVERSE SIDE.

DEQ AUTHORIZED AGENT 8/24/04 DATE

WARNING:
This Site Evaluation is a technical report to determine if a on-site system will function properly. It does not approve the proposed use of the parcel. This Site Evaluation may be converted to a construction permit only if the parcel and use meet land use regulations in effect at the time of application. YOU ARE URGED TO CONTACT YOUR LOCAL PLANNING OFFICE FOR LAND USE REVIEW.

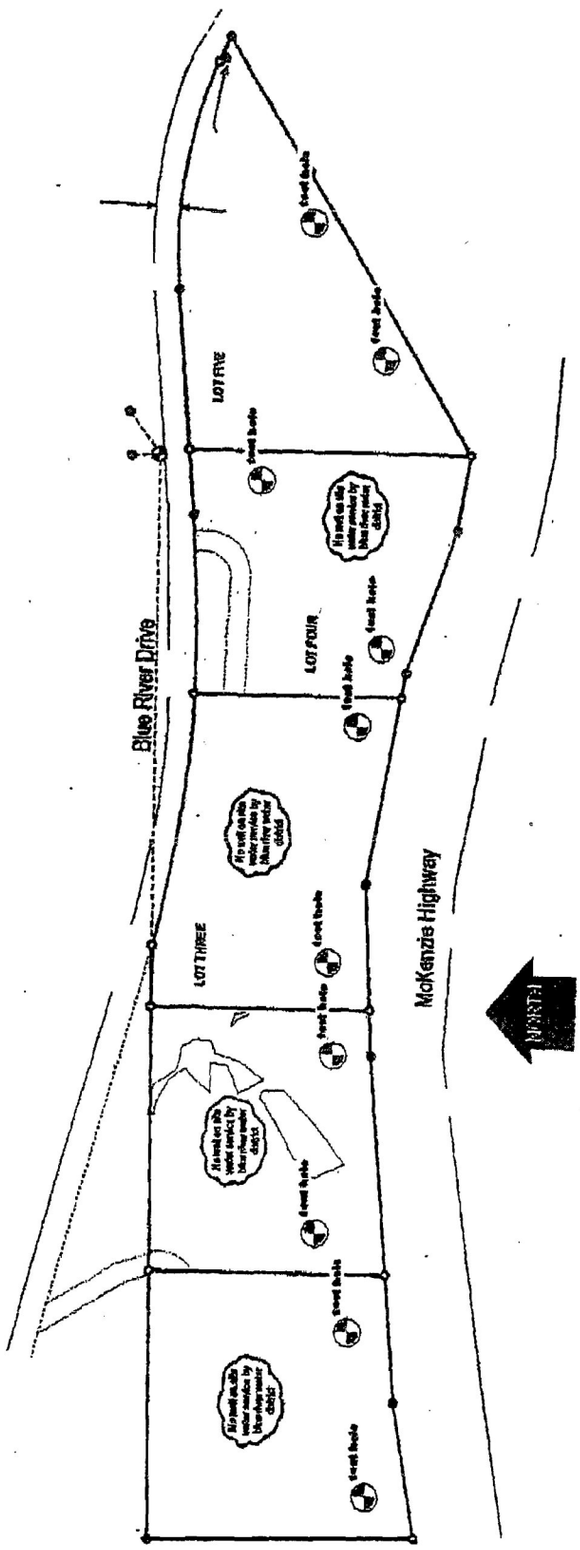
LANE COUNTY LAND MANAGEMENT, 125 EAST 8T AVENUE, EUGENE, OREGON 97401 (682-3754)

C55-32

POR 10

79 64

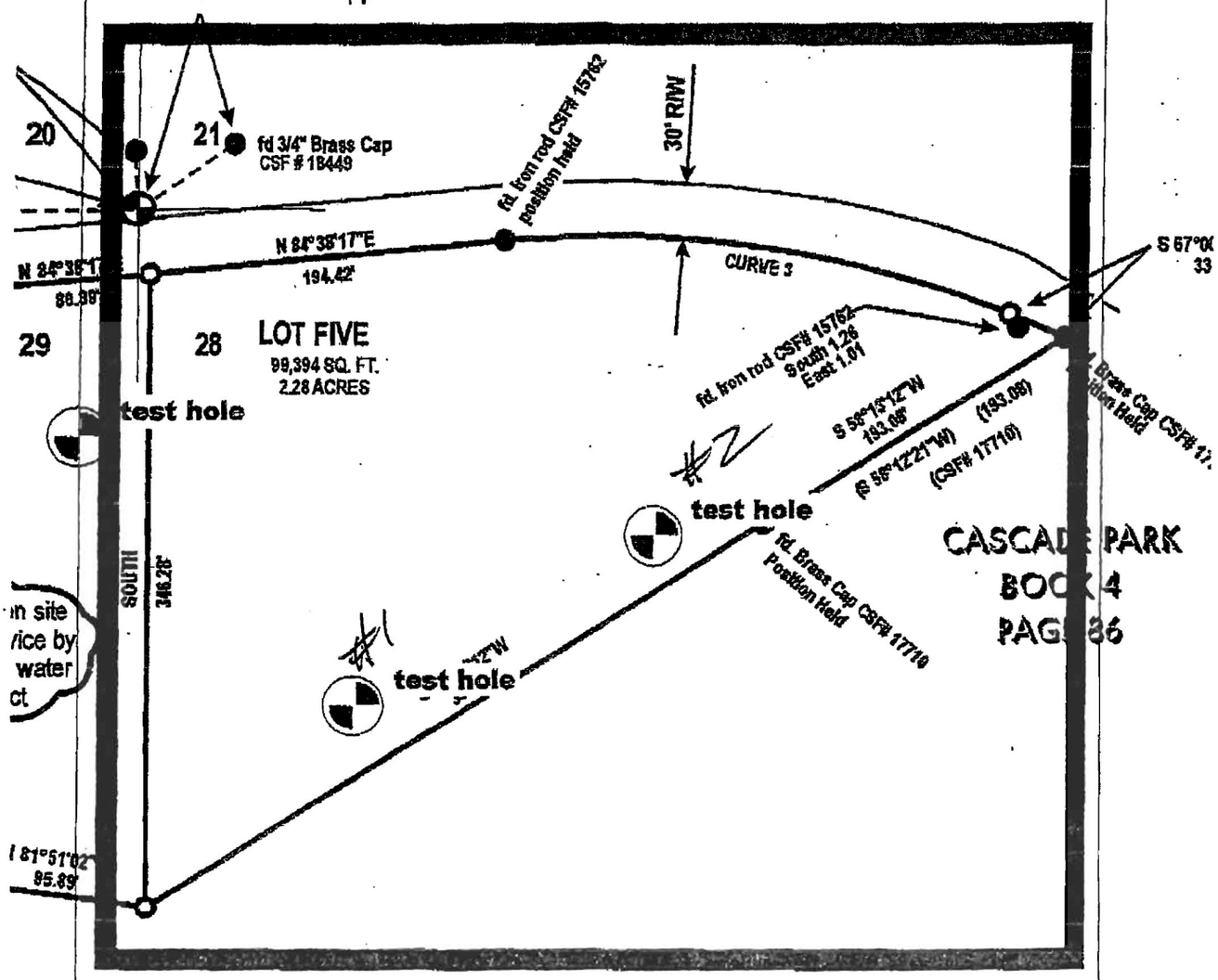
02/02/2007 FRI 9:35 FAX 541 682 3947 LANE CO. LAND MGMT. 010/012

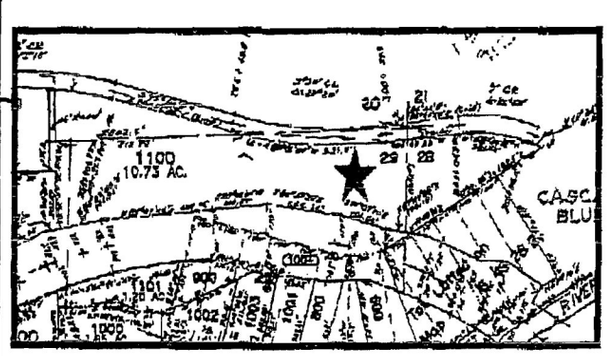


VICINITY MAP

198

OWNER: Dick Cronk OWNER ADDRESS: 481 42nd St, Spfld, OR 97478
PHONE: 746-3775 SITE ADDRESS: Old McKenzie Highway, West of ~~Bridge~~ RIVER St, Blue River
taxmap: 16-45-29 taxlot 1100
Reference Landuse Application PA 00-6212





16 45 29
& INDEX

SEWAGE DISPOSAL
PLOT PLAN APPROVED
A permit is required
prior to starting construction.
DATE 8/29/07
BY
ENVIRONMENTAL HEALTH SERVICES
125 EAST 8TH AVENUE
EUGENE, OREGON 97401

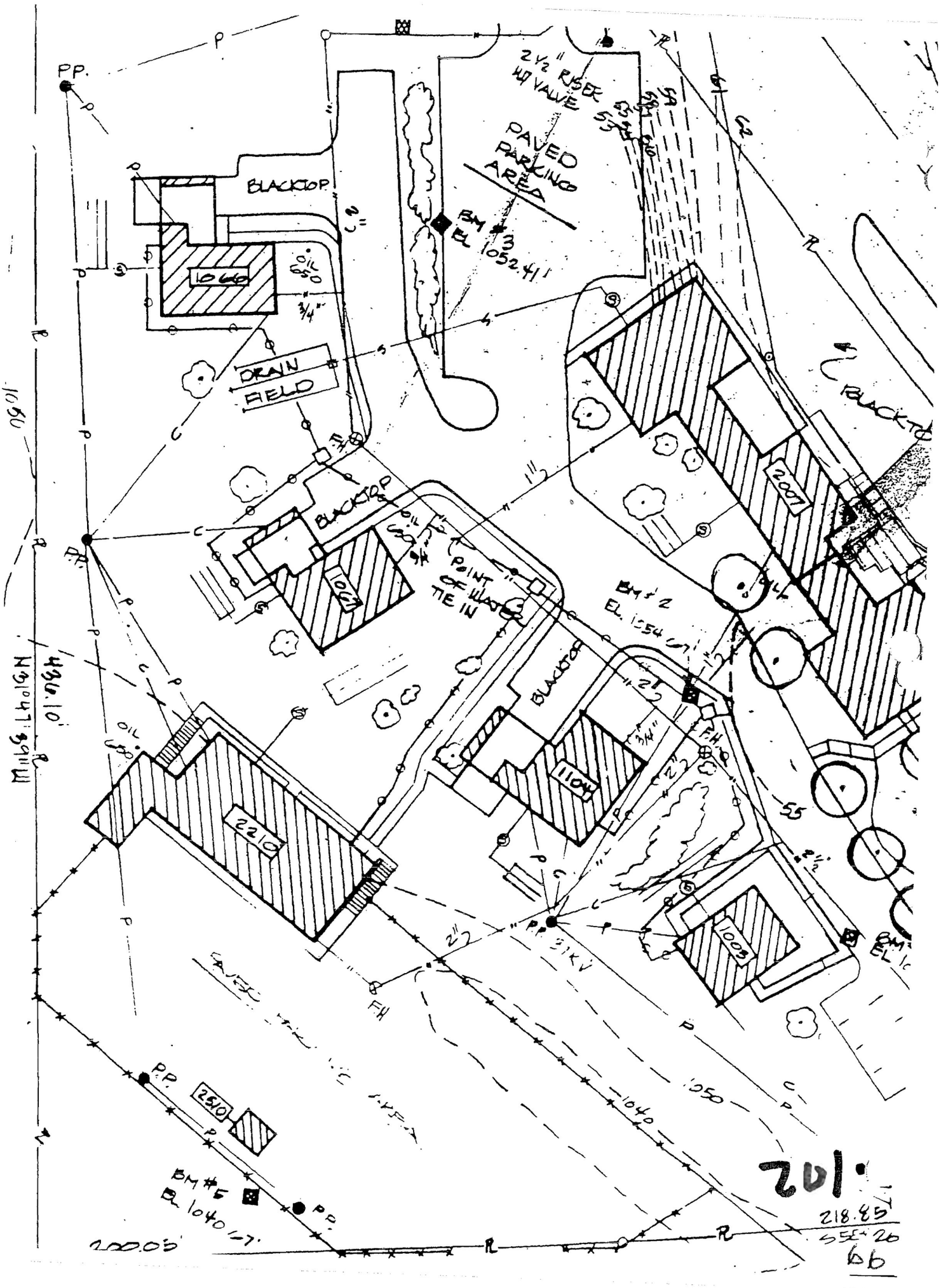
E-04-9182 NORTH

199

EXHIBIT 14

PLAN AMENDMENT & ZONE CHANGE
MAP 16-45-28-20 Tax Lots 300 & 400
Map 16-45-29 Tax Lots 1700 & 1800

200


PP.
2½" RISER
40 VALVE
PAVED PARKING AREA
BM #3
EL 1052.41'
BLACKTOP
1046
OIL
650
¾"
DRAIN FIELD
BLACKTOP
1027
POINT OF TIE IN
BM #2
EL 1054.17'
2007
BLACKTOP
1104
2210
1009
PP
3 KV
FH
PP
2510
BM #5
EL 1040.17'
1050
1040
430.10'
N39°47'39"W
200.05'
218.85'
S55°20'
66
201

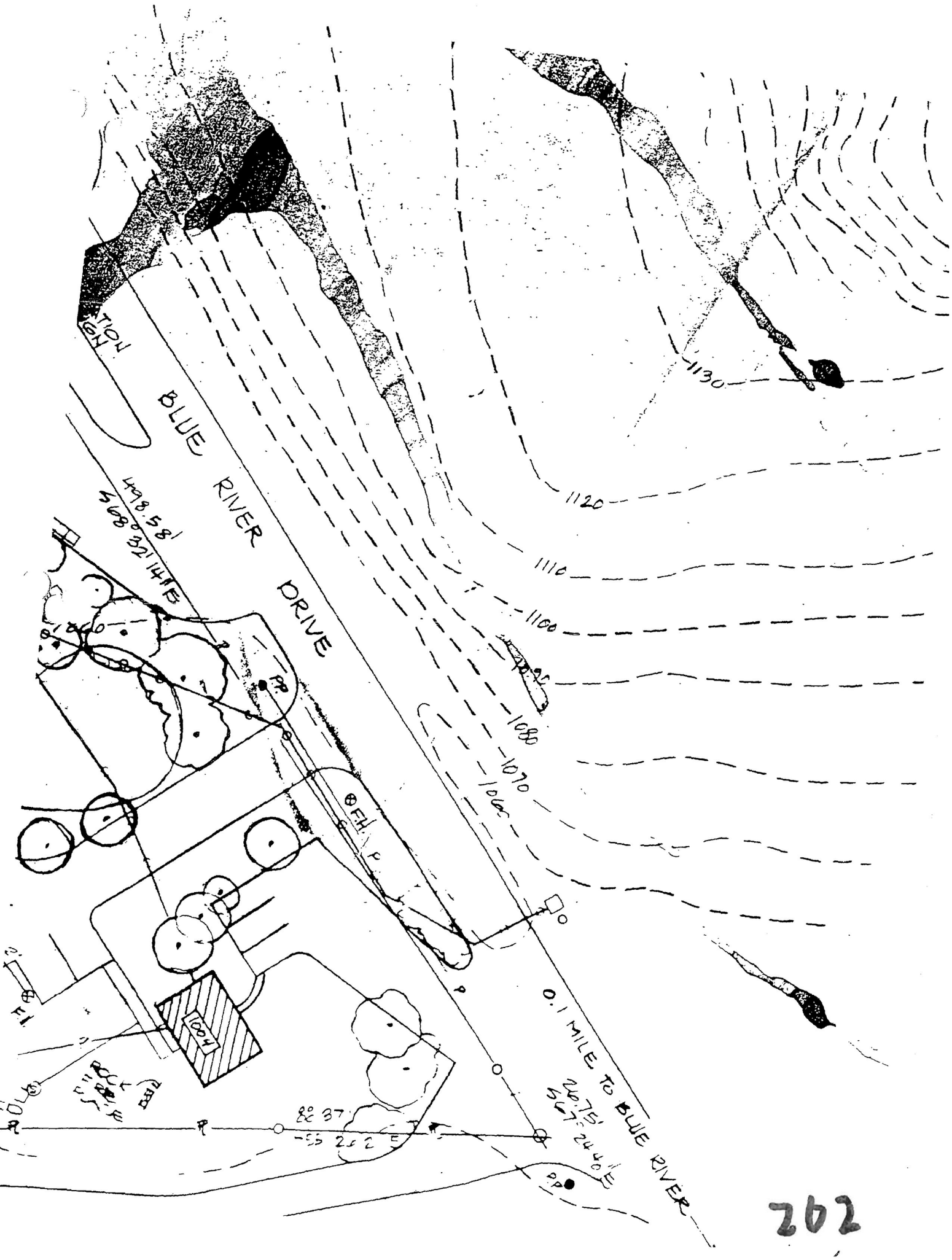
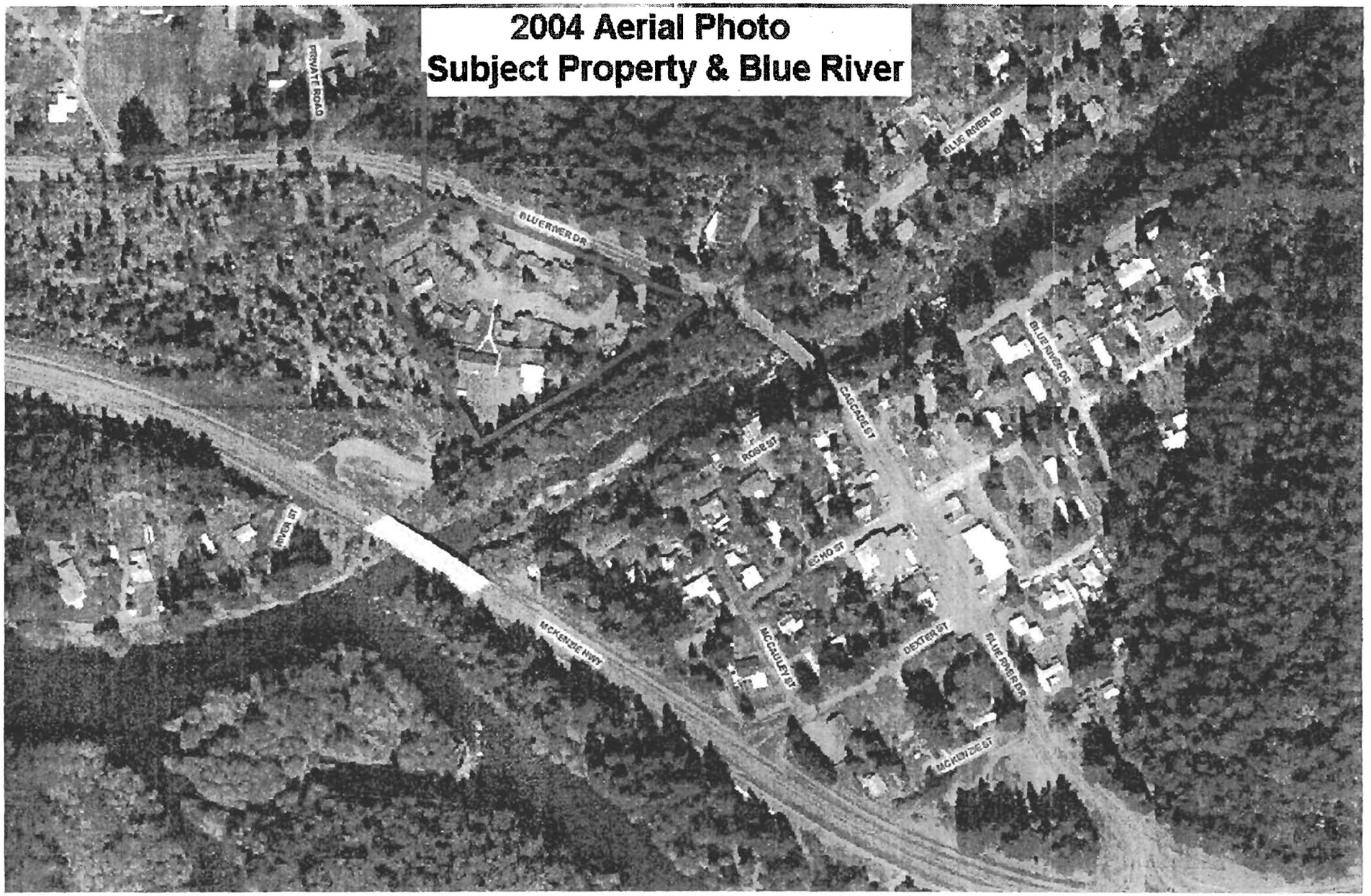

BLUE RIVER DRIVE
1130
1120
1110
1100
1080
1070
1060
0.1 MILE TO BLUE RIVER
PP
F.H.
100'
478.58'
S68°32'14"E
S47°24'45"E
202

EXHIBIT 15

PLAN AMENDMENT & ZONE CHANGE
MAP 16-45-28-20 Tax Lots 300 & 400
Map 16-45-29 Tax Lots 1700 & 1800


2004 Aerial Photo
Subject Property & Blue River
PRIVATE ROAD
BLUE RIVER RD
BLUE RIVER DR
CASCADE ST
ROSE ST
ECHO ST
DEXTER ST
McCAULEY ST
McKENZIE HWY
McKENZIE ST
RIVER ST

69

2004 Aerial Photo
Subject Property & Blue River

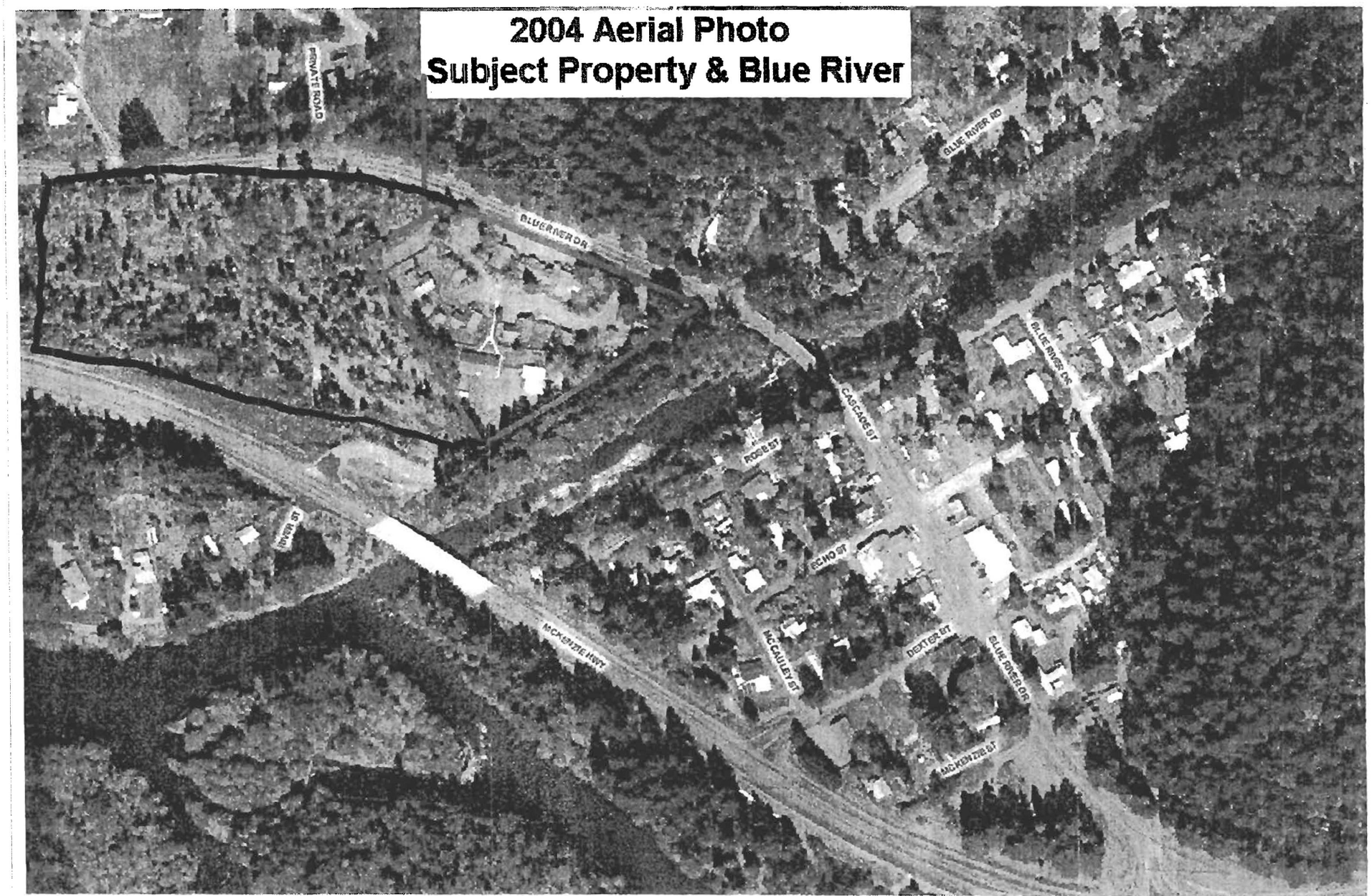
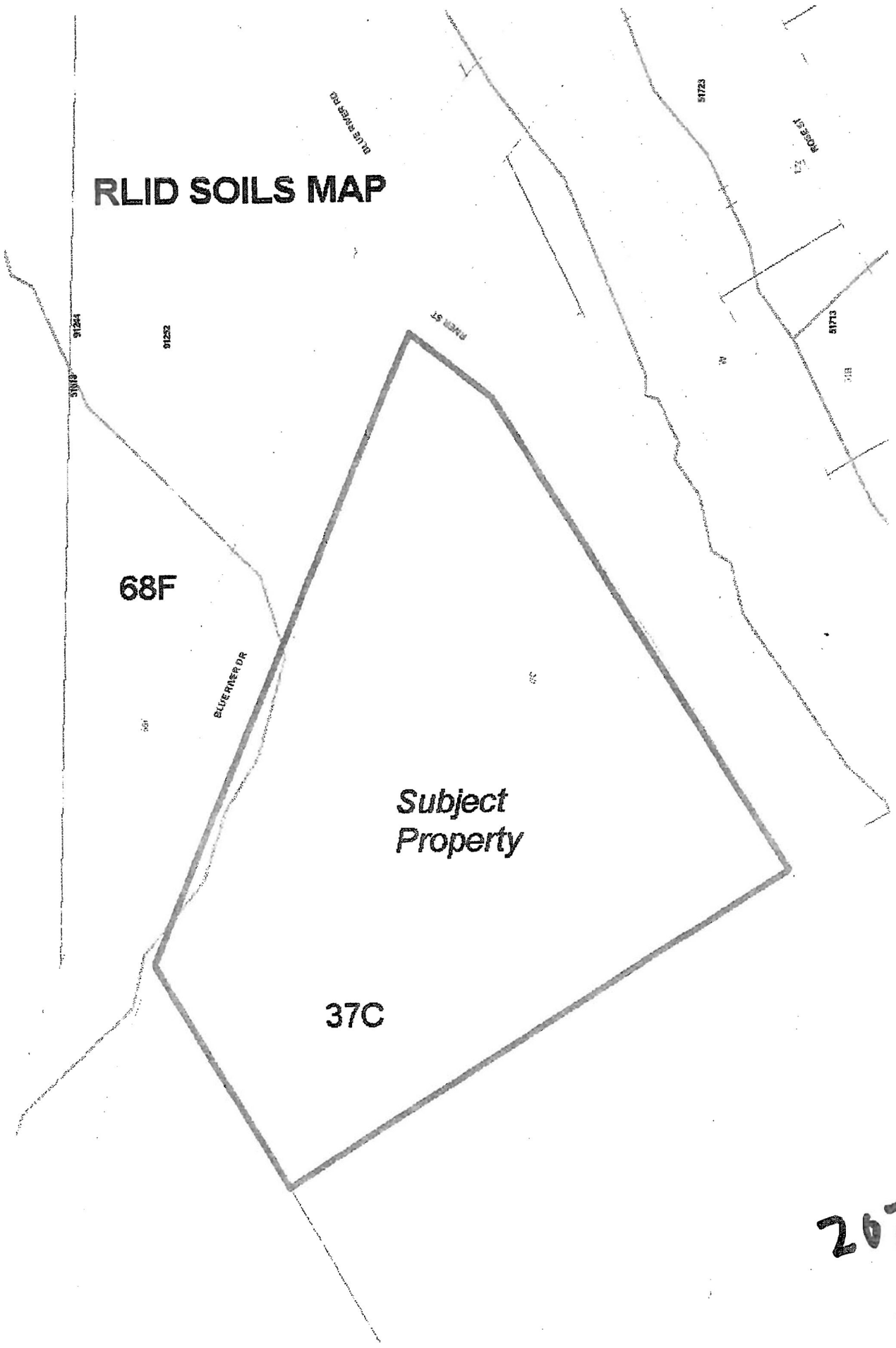


EXHIBIT 16

PLAN AMENDMENT & ZONE CHANGE
MAP 16-45-28-20 Tax Lots 300 & 400
Map 16-45-29 Tax Lots 1700 & 1800

206

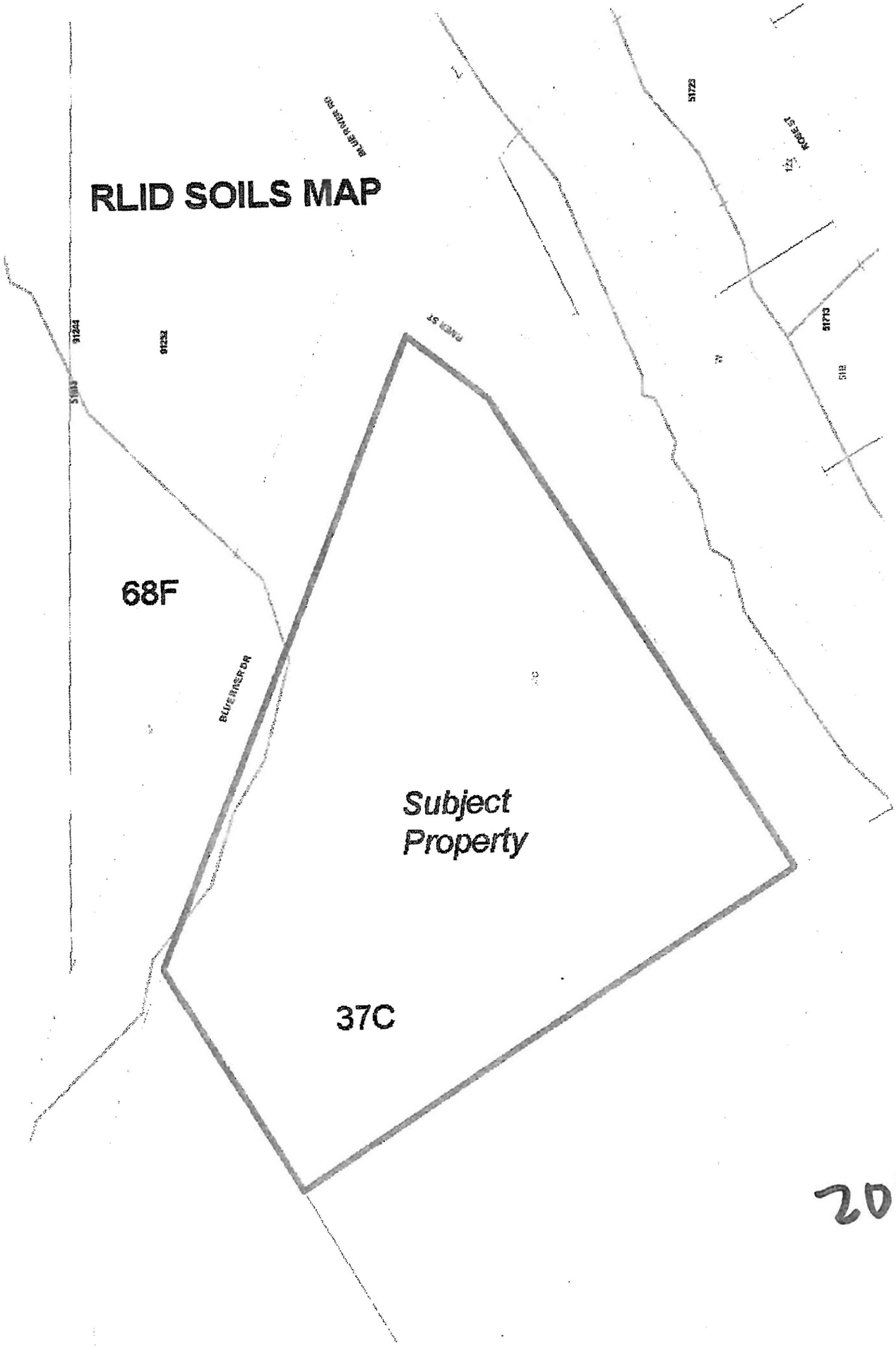
RLID SOILS MAP



207

72

RLID SOILS MAP



208

73

thick. The substratum to a depth of 60 inches is variegated, weakly consolidated very cobbly loam.

Included in this unit are small areas of Haflinger, Jimbo, and Saturn soils and Cupola soils that have slopes of more than 12 percent. Included areas make up about 15 percent of the total acreage.

Permeability of this Cupola soil is moderately slow. Available water capacity is about 3 to 4 inches. Water supplying capacity is 20 to 24 inches. Effective rooting depth is 20 to 40 inches. It is limited by the weakly consolidated substratum. Runoff is slow, and the hazard of water erosion is slight.

This unit is used as homesites and for recreation and timber production.

This unit is suited to the production of Douglas-fir. On the basis of a 100-year site curve, the mean site index for Douglas-fir is 124. The potential production per acre is 7,260 cubic feet from an even-aged, fully stocked stand of trees 60 years old or 68,580 board feet (International rule, one-eighth-inch kerf) from an even-aged, fully stocked stand of trees 90 years old.

Stones on the surface cause breakage of timber and hinder yarding.

Trees on this unit are subject to windthrow because of limited rooting depth. Plant competition and droughtiness caused by coarse fragments in the soil decrease seedling survival. Reforestation can be accomplished by planting Douglas-fir and western hemlock seedlings.

This unit generally is suited to recreational development, but some recreational uses are limited by coarse fragments in the surface layer.

If this unit is used for homesite development, the main limitation is the steepness of slope. Cobbles and stones throughout the soil make shallow excavations and landscaping difficult. It is difficult to establish plants in areas that have had the surface layer removed, exposing the cobbly substratum. Mulching and fertilizing cut areas help to establish plants.

This map unit is in capability subclass VIs.

37E-Cupola cobbly loam, 12 to 30 percent slopes. This deep, well drained soil is on high terraces and foot slopes of the Cascade Range. It formed in glacial outwash and is influenced by volcanic material. Areas are irregular in shape and are 10 to 100 acres in size. The native vegetation is mainly Douglas-fir, western hemlock, incense-cedar, red alder, salal, common beargrass, western swordfern, and western brackenfern. Elevation is 1,000 to 2,500 feet. The average annual precipitation is 65 to 85 inches, the average annual air temperature is 46 to 50 degrees F, and the average frost-free period is 120 to 160 days.

Typically, the surface layer is very dark brown and dark brown cobbly loam about 6 inches thick. The subsoil is dark brown very cobbly loam about 26 inches thick. The substratum to a depth of 60 inches or more is variegated, weakly consolidated very cobbly loam.

Included in this unit are small areas of Haflinger, Jimbo, Kinney, and Klickitat soils and Cupola soils that have slopes of less than 12 percent. Included areas make up about 15 percent of the total acreage.

Permeability of this Cupola soil is moderately slow. Available water capacity is about 3 to 4 inches. Water supplying capacity is 20 to 24 inches. Effective rooting depth is 20 to 40 inches. It is limited by the weakly consolidated substratum. Runoff is medium, and the hazard of water erosion is moderate.

This unit is used as homesites and for recreation and timber production.

This unit is suited to the production of Douglas-fir. On the basis of a 100-year site curve, the mean site index for Douglas-fir is 124. The potential production per acre is 7,260 cubic feet from an even-aged, fully stocked stand of trees 60 years old or 68,580 board feet (International rule, one-eighth-inch kerf) from an even-aged, fully stocked stand of trees 90 years old.

Trees are subject to windthrow because of limited rooting depth. Plant competition and droughtiness caused by coarse fragments in the soil decreases seedling survival. Reforestation can be accomplished by planting Douglas-fir and western hemlock seedlings. Use of equipment is limited by slope and cobbles on and in the surface layer. Use of water bars on roads and landings and seeding of cuts and fills reduce erosion.

If this unit is used for recreational development, the main limitations are steepness of slope and small stones. The unit is suited to hiking trails and paths.

If this unit is used for homesite development, the main limitations are steepness of slope and cobbles. Cobbles and stones throughout the soil make shallow excavations and landscaping difficult. It is difficult to establish plants in areas that have had the surface layer removed, exposing the cobbly substratum. Mulching and fertilizing cut areas help to establish plants.

This map unit is in capability subclass VIs.

38-Dayton silt loam, clay substratum. This deep, poorly drained soil is in drainageways on broad valley terraces in the Willamette Valley. It formed in stratified, clayey and silty mixed alluvium and lacustrine material. Slope is 0 to 2 percent. Areas are irregular in shape and are 40 to 150 acres in size. The vegetation in areas not cultivated is mainly grasses, wild rose, hawthorn, and Oregon ash. Elevation is 300 to 400 feet. The average annual precipitation is 40 to 50 inches, the average annual air temperature is 52 to 54 degrees F, and the average frost-free period is 165 to 210 days.

Typically, the surface layer is dark gray silt loam about 7 inches thick. The subsurface layer is gray silt loam and silty clay loam about 9 inches thick. The subsoil is gray clay about 29 inches thick. The substratum to a depth of 60 inches or more is grayish brown clay.

Included in this unit are small areas of Awbrig, Bashaw, Conser, Courtney, Holcomb, Linslaw, Natroy,

HYDRIC SOILS LIST--Continued
LANE COUNTY AREA, OREGON: Detailed Soil Map Legend

Map symbol and map unit name	Component	Hydric	Local landform	Hydric soils criteria				Acres
				Hydric criteria code	Meets saturation criteria	Meets flooding criteria	Meets ponding criteria	
	Minniece	Yes	depression	2B3	YES	NO	NO	1,360
	Peavine	No	---	---	---	---	---	1,360
37C: CUPOLA COBBLY LOAM, 3 TO 12 PERCENT SLOPES	CUPOLA	No	---	---	---	---	---	2,150
	Haflinger	No	---	---	---	---	---	101
	Jimbo	No	---	---	---	---	---	101
	Saturn	No	---	---	---	---	---	101
	Cupola >12%	No	---	---	---	---	---	76
37E: CUPOLA COBBLY LOAM, 12 TO 30 PERCENT SLOPES	CUPOLA	No	---	---	---	---	---	944
	Cupola <12%	No	---	---	---	---	---	33
	Haflinger	No	---	---	---	---	---	33
	Jimbo	No	---	---	---	---	---	33
	Kinney	No	---	---	---	---	---	33
	Klickitat	No	---	---	---	---	---	33
38: DAYTON SILT LOAM, CLAY SUBSTRATUM	DAYTON	Yes	terrace	2B3,3	YES	NO	YES	3,424
	Awbrig	Yes	terrace	2B3,3	YES	NO	YES	128
	Bashaw	Yes	flood plain	2B3,3	YES	NO	YES	128
	Conser	Yes	stream terrace	2B3,3	YES	NO	YES	86
	Courtney	Yes	terrace	2B3,3	YES	NO	YES	86
	Holcomb	No	---	---	---	---	---	86
	Linslaw	No	---	---	---	---	---	86
	Natroy	Yes	terrace	3,4,2B3	YES	YES	YES	86
	Noti	Yes	depression	2B3	YES	NO	NO	86
	Pengra	Yes	alluvial fan	2A	YES	NO	NO	86
39E: DIGGER GRAVELLY LOAM, 10 TO 30 PERCENT SLOPES	DIGGER	No	---	---	---	---	---	776
	Bohannon	No	---	---	---	---	---	29
	Klickitat	No	---	---	---	---	---	29

Use of equipment is limited by slope and low soil strength. Highlead or other cable logging systems are more efficient than most other logging methods and are less damaging to the soil surface.

The soil in this unit is subject to slumping, especially where road cuts are made in the steeper areas. Slumping can be minimized by locating roads in the more gently sloping areas and by using properly designed road drainage systems.

Plant competition delays natural regeneration but does not prevent the eventual development of a fully stocked stand of trees. Reforestation can be accomplished by planting Douglas-fir and western hemlock seedlings.

If this unit is used for homesite or recreational development, the main limitations are depth to rock, cobbles, and slope. Slope is the main limitation for dwellings without basements. Cobbles, depth to rock, and slope make excavation difficult. Local roads and streets are limited by slope and depth to rock.

This map unit is in capability subclass VIIe.

68F-Kinney cobbly loam, 20 to 50 percent south slopes. This deep, well drained soil is on south- and west-facing side slopes on uplands in the Cascade Range. It formed in glacial till over basic igneous rock and tuffaceous breccia. Areas are irregular in shape and are 10 acres to several hundred acres in size. The native vegetation is mainly Douglas-fir, western redcedar, western hemlock, red alder, bigleaf maple, and shrubs. Elevation is 1,300 to 3,500 feet. The average annual precipitation is 60 to 90 inches, the average annual air temperature is 47 to 52 degrees F, and the average frost-free period is 120 to 165 days.

Typically, the surface is covered with a mat of leaves, needles, and twigs about 0.5 inch thick. The surface layer is very dark brown and dark yellowish brown cobbly loam about 12 inches thick. The upper 30 inches of the subsoil is dark yellowish brown and dark brown cobbly clay loam, and the lower 8 inches is dark brown very cobbly clay loam. Weathered bedrock is at a depth of 50 inches. Depth to bedrock ranges from 40 to 60 inches.

Included in this unit are small areas of Bohannon, Kilchis, Klickitat, and McCully soils and Rock outcrop. Included areas make up about 15 percent of the total acreage.

Permeability of this Kinney soil is moderate. Available water capacity is about 5 to 10 inches. Water supplying capacity is 20 to 26 inches. Effective rooting depth is 40 to 60 inches. Runoff is rapid, and the hazard of water erosion is high.

Most areas of this unit are used for timber production, wildlife habitat, and watershed. A few small areas are used for pasture.

This unit is poorly suited to pasture. It is limited mainly by slope, cobbles, low soil fertility, and extreme acidity in the lower part of the subsoil. Grain and grasses respond to nitrogen; legumes respond to phosphorus, boron, sulfur, and lime. Proper stocking rates, pasture rotation, and restricted grazing during wet periods help to keep the pasture in good condition and to protect the soil from erosion and compaction.

This unit is suited to the production of Douglas-fir. On the basis of a 100-year site curve, the mean site index for Douglas-fir is 150. The potential production per acre is 9,480 cubic feet from an even-aged, fully stocked stand of trees 60 years old or 86,800 board feet (International rule, one-eighth-inch kerf) from an even-aged, fully stocked stand of trees 80 years old.

Surface methods of harvesting timber generally are suitable, but they are more difficult to use and more damaging to the soil in the steeper areas. Highlead or other cable logging systems are more efficient and are less damaging to the soil. The soil may be compacted if it is moist when heavy equipment is used. Ripping skid trails and landings after logging helps to break up the compacted layer and improves seedling survival and growth. Roads and landings can be protected from erosion by constructing water bars and by seeding cuts and fills.

If site preparation is not adequate, competition from undesirable plants can prevent or prolong natural or artificial reestablishment of trees. Competing vegetation can be controlled by proper site preparation and by spraying, cutting, or girdling to eliminate unwanted weeds, brush, or trees. Droughtiness during summer retards reestablishment of trees. Reforestation can be accomplished by planting Douglas-fir and western hemlock seedlings.

If this unit is used for recreational development, the main limitations are slope and cobbles.

If this unit is used for homesite development, the main limitations are depth to rock, cobbles, and slope. Slope is the main limitation for dwellings without basements. Cobbles and slope make excavation difficult. The deep cuts needed to provide essentially level building sites can expose bedrock. Construction of local roads and streets is limited by slope and depth to rock.

This map unit is in capability subclass VIe.

68G-Kinney cobbly loam, 50 to 70 percent south slopes. This deep, well drained soil is on south- and west-facing side slopes on uplands in the Cascade Range. It formed in glacial till over basic igneous rock and tuffaceous breccia. Areas are irregular in shape and are 10 acres to several hundred acres in size. The native vegetation is mainly Douglas-fir, western redcedar, western hemlock, red alder, bigleaf maple, and shrubs. Elevation is 1,300 to 3,500 feet. The average annual precipitation is 60 to 90 inches, the average annual air temperature is 48 to 52 degrees F, and the average frost-free period is 120 to 165 days.

Typically, the surface is covered with a mat of leaves, needles, and twigs about 0.5 inch thick. The surface layer is very dark brown and dark yellowish brown cobbly

HYDRIC SOILS LIST--Continued
LANE COUNTY AREA, OREGON: Detailed Soil Map Legend

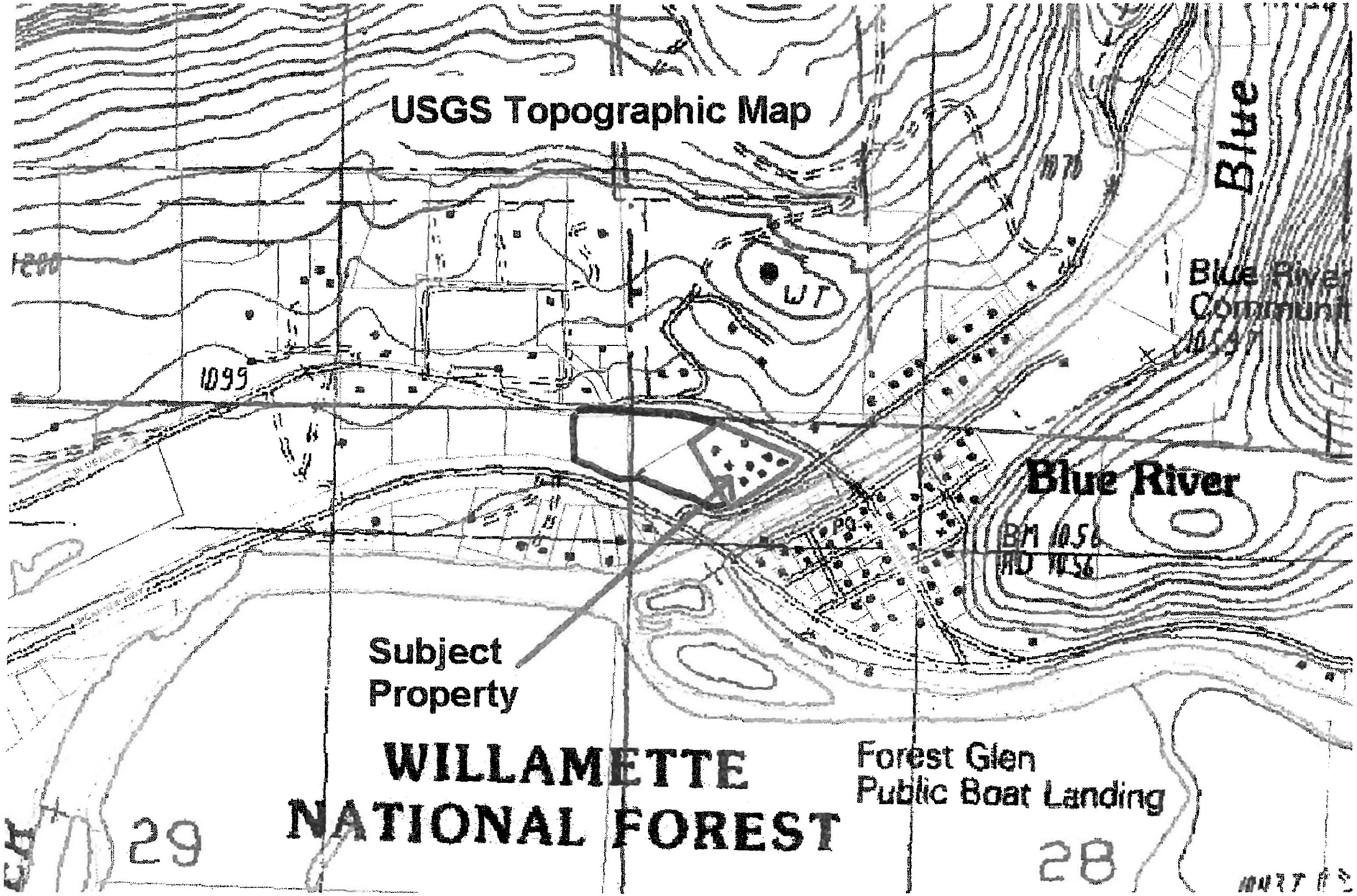
Map symbol and map unit name	Component	Hydric	Local landform	Hydric soils criteria				Acres
				Hydric criteria code	Meets saturation criteria	Meets flooding criteria	Meets ponding criteria	
	Bohannon	No	---	---	---	---	---	360
	Kilchis	No	---	---	---	---	---	270
	Klickitat	No	---	---	---	---	---	270
	McCully	No	---	---	---	---	---	270
	Rock outcrop	No	---	---	---	---	---	180
67G: KINNEY COBBLY LOAM, 50 TO 70 PERCENT NORTH SLOPES	KINNEY	No	---	---	---	---	---	15,487
	Bohannon	No	---	---	---	---	---	911
	Kilchis	No	---	---	---	---	---	729
	Klickitat	No	---	---	---	---	---	364
	McCully	No	---	---	---	---	---	364
	Rock outcrop	No	---	---	---	---	---	364
68F: KINNEY COBBLY LOAM, 20 TO 50 PERCENT SOUTH SLOPES	KINNEY	No	---	---	---	---	---	12,339
	Bohannon	No	---	---	---	---	---	411
	Kilchis	No	---	---	---	---	---	411
	Klickitat	No	---	---	---	---	---	274
	McCully	No	---	---	---	---	---	137
	Rock outcrop	No	---	---	---	---	---	137
68G: KINNEY COBBLY LOAM, 50 TO 70 PERCENT SOUTH SLOPES	KINNEY	No	---	---	---	---	---	7,002
	Bohannon	No	---	---	---	---	---	233
	Kilchis	No	---	---	---	---	---	233
	Klickitat	No	---	---	---	---	---	156
	Rock outcrop	No	---	---	---	---	---	156
69E: KINNEY COBBLY LOAM, SLUMP, 3 TO 30 PERCENT SLOPES	KINNEY	No	---	---	---	---	---	12,424
	Cumley	No	---	---	---	---	---	621

212

EXHIBIT 17

PLAN AMENDMENT & ZONE CHANGE
MAP 16-45-28-20 Tax Lots 300 & 400
Map 16-45-29 Tax Lots 1700 & 1800

213


USGS Topographic Map
Blue
Blue River
Community
1099
WJT
PO
Blue River
BM 1056
Subject
Property
WILLAMETTE
NATIONAL FOREST
Forest Glen
Public Boat Landing
29
28

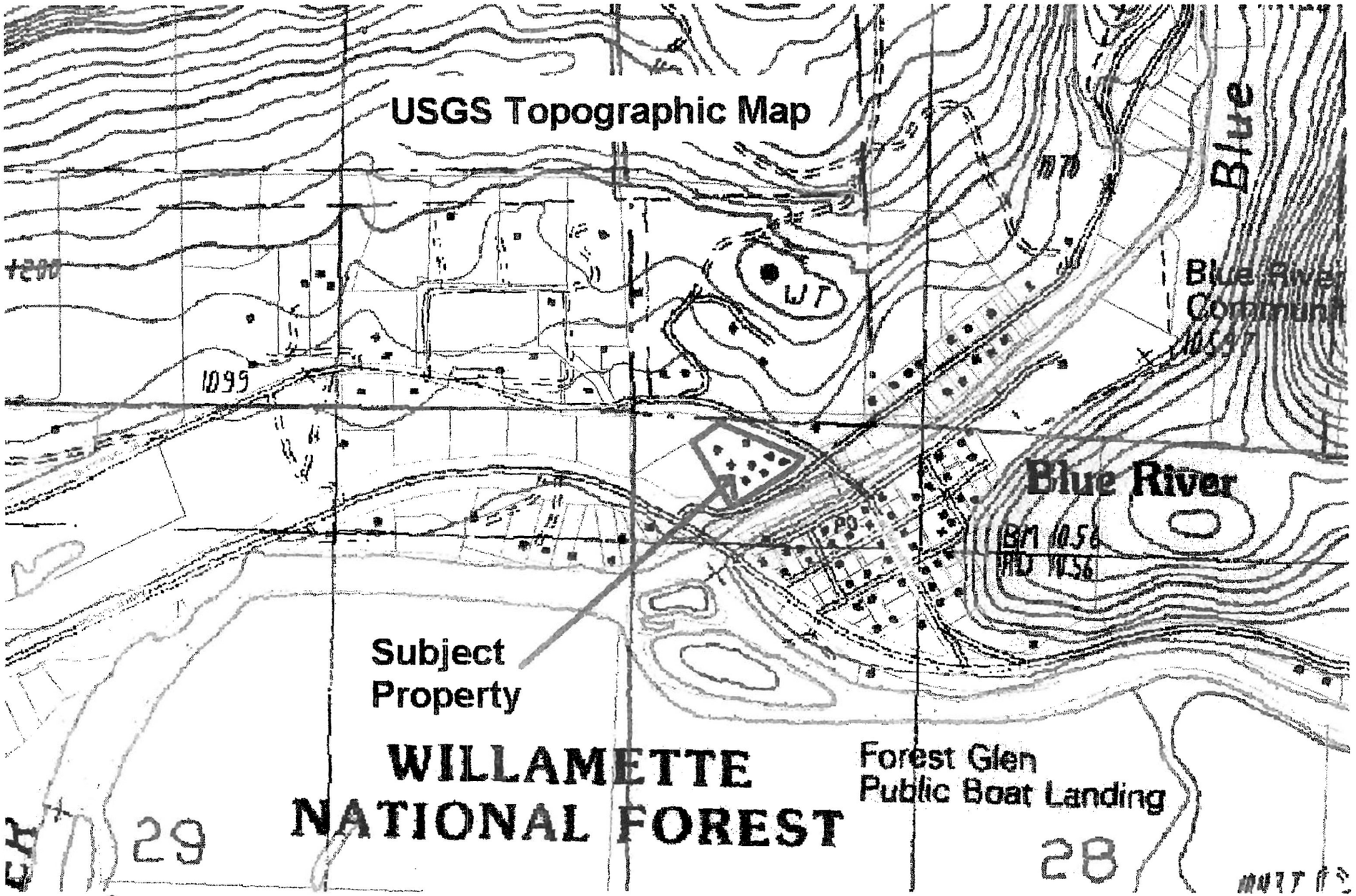
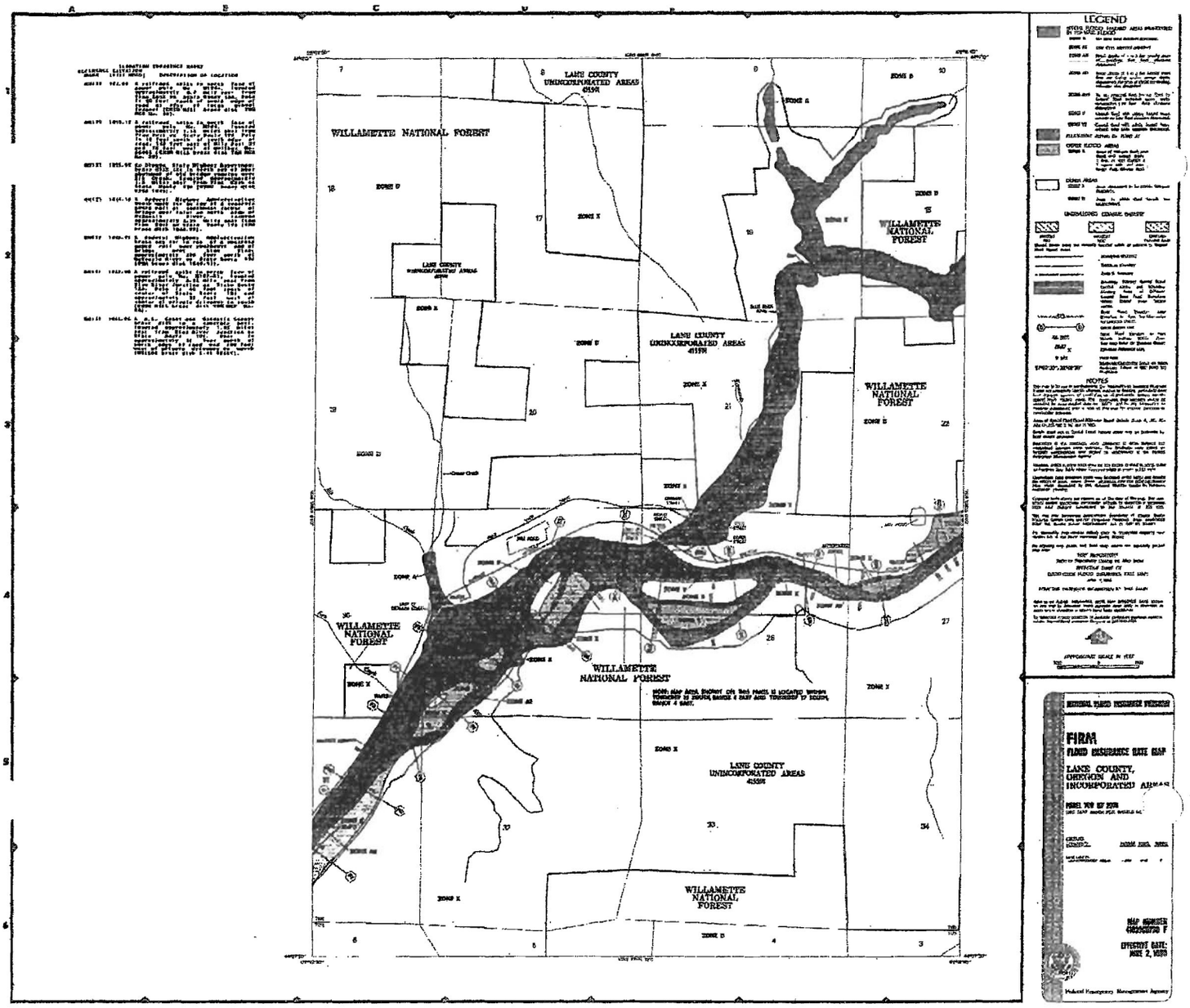

USGS Topographic Map
Blue
Blue River
Subject
Property
WILLAMETTE
NATIONAL FOREST
Forest Glen
Public Boat Landing
1099
1200
1078
1056
1056
29
28

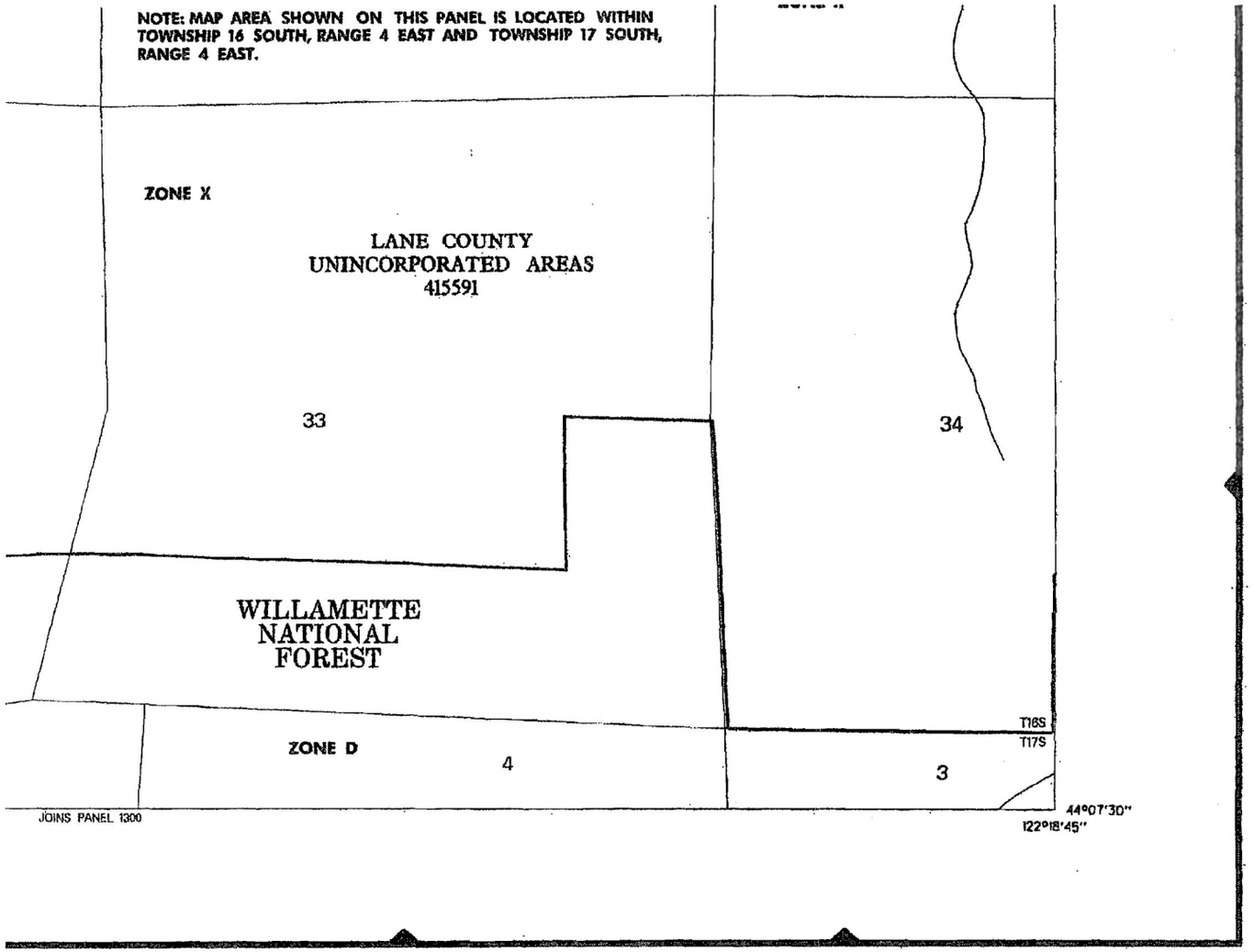
EXHIBIT 18

PLAN AMENDMENT & ZONE CHANGE
MAP 16-45-28-20 Tax Lots 300 & 400
Map 16-45-29 Tax Lots 1700 & 1800


WILLAMETTE NATIONAL FOREST
LANE COUNTY UNINCORPORATED AREAS
WILLAMETTE NATIONAL FOREST
LANE COUNTY UNINCORPORATED AREAS
WILLAMETTE NATIONAL FOREST
WILLAMETTE NATIONAL FOREST
WILLAMETTE NATIONAL FOREST
LANE COUNTY UNINCORPORATED AREAS
WILLAMETTE NATIONAL FOREST
LEGEND
NOTES
FIRM
FLOOD INSURANCE RATE MAP
LANE COUNTY, OREGON AND INCORPORATED AREAS

217

82



NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

LANE COUNTY,
OREGON AND
INCORPORATED AREAS

PANEL 790 OF 2975
(SEE MAP INDEX FOR PANELS NOT PRINTED)

CONTAINS: COMMUNITY	NUMBER	PANEL	SUFFIX
LANE COUNTY, UNINCORPORATED AREAS	415591	0790	F

MAP NUMBER
41039C0790 F

EFFECTIVE DATE:
JUNE 2, 1999

Federal Emergency Management Agency

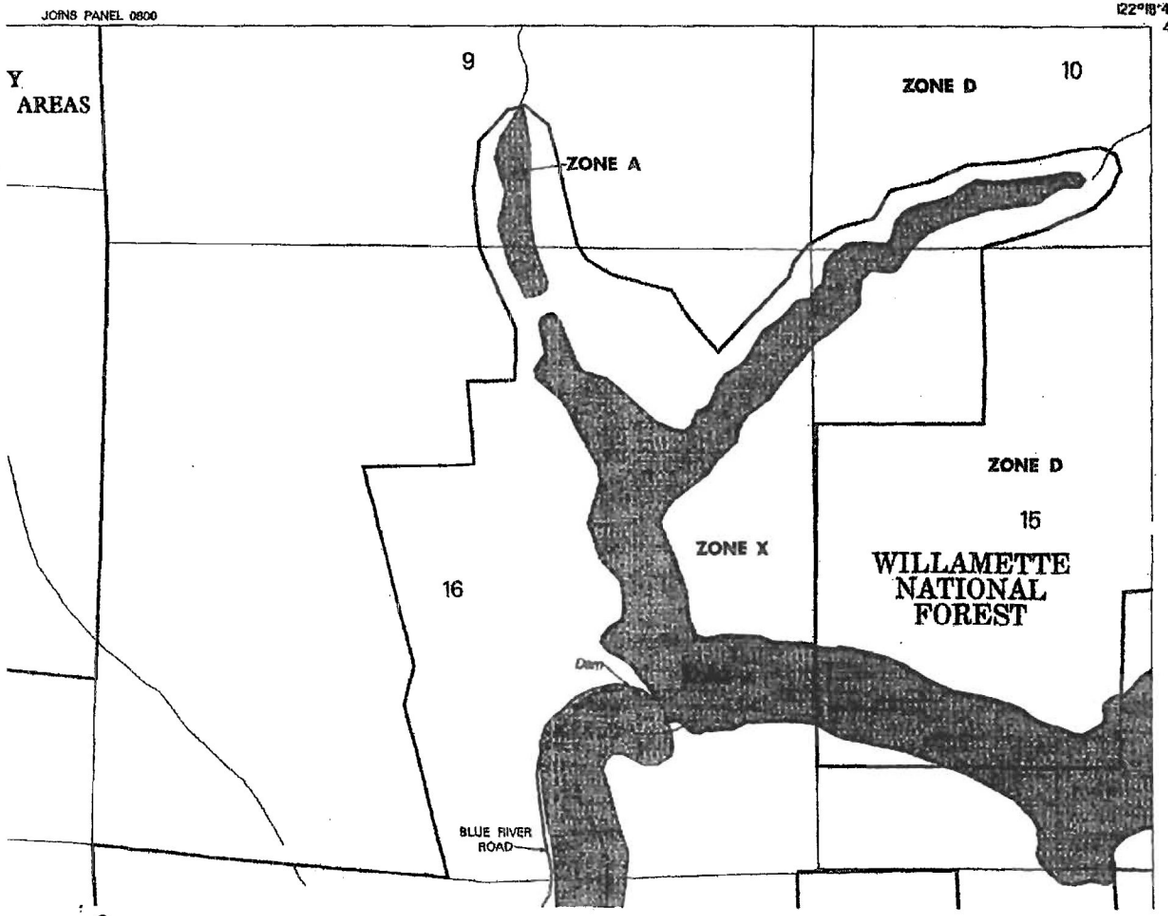
2187

83

E F G

JOINS PANEL 0800

122°18'45"
44°11'15"



LEGEND

SPECIAL FLOOD HAZARD AREAS INUNDATED BY 100-YEAR FLOOD

ZONE A No base flood elevations determined.

ZONE AE Base flood elevations determined.

ZONE AH Flood depths of 1 to 3 feet (usually areas of ponding); base flood elevations determined.

ZONE AO Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

ZONE A99 To be protected from 100-year flood by Federal flood protection system under construction ; no base flood elevations determined.

ZONE V Coastal flood with velocity hazard (wave action); no base flood elevations determined.

ZONE VE Coastal flood with velocity hazard (wave action); base flood elevations determined.

FLOODWAY AREAS IN ZONE AE

OTHER FLOOD AREAS

ZONE X Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood.

OTHER AREAS

ZONE X Areas determined to be outside 500-year floodplain.

ZONE D Areas in which flood hazards are undetermined.

UNDEVELOPED COASTAL BARRIERS

Identified 1983 | Identified 1990 | Otherwise Protected Areas

Coastal barrier areas are normally located within or adjacent to Special Flood Hazard Areas.

Floodplain Boundary

Floodway Boundary

Zone D Boundary

Boundary Dividing Special Flood Hazard Zones, and Boundary Dividing Areas of Different Coastal Base Flood Elevations Within Special Flood Hazard Zones.

513 Base Flood Elevation Line; Elevation in Feet. See Map Index for Elevation Datum.

(D)—(D) Cross Section Line

2119

84

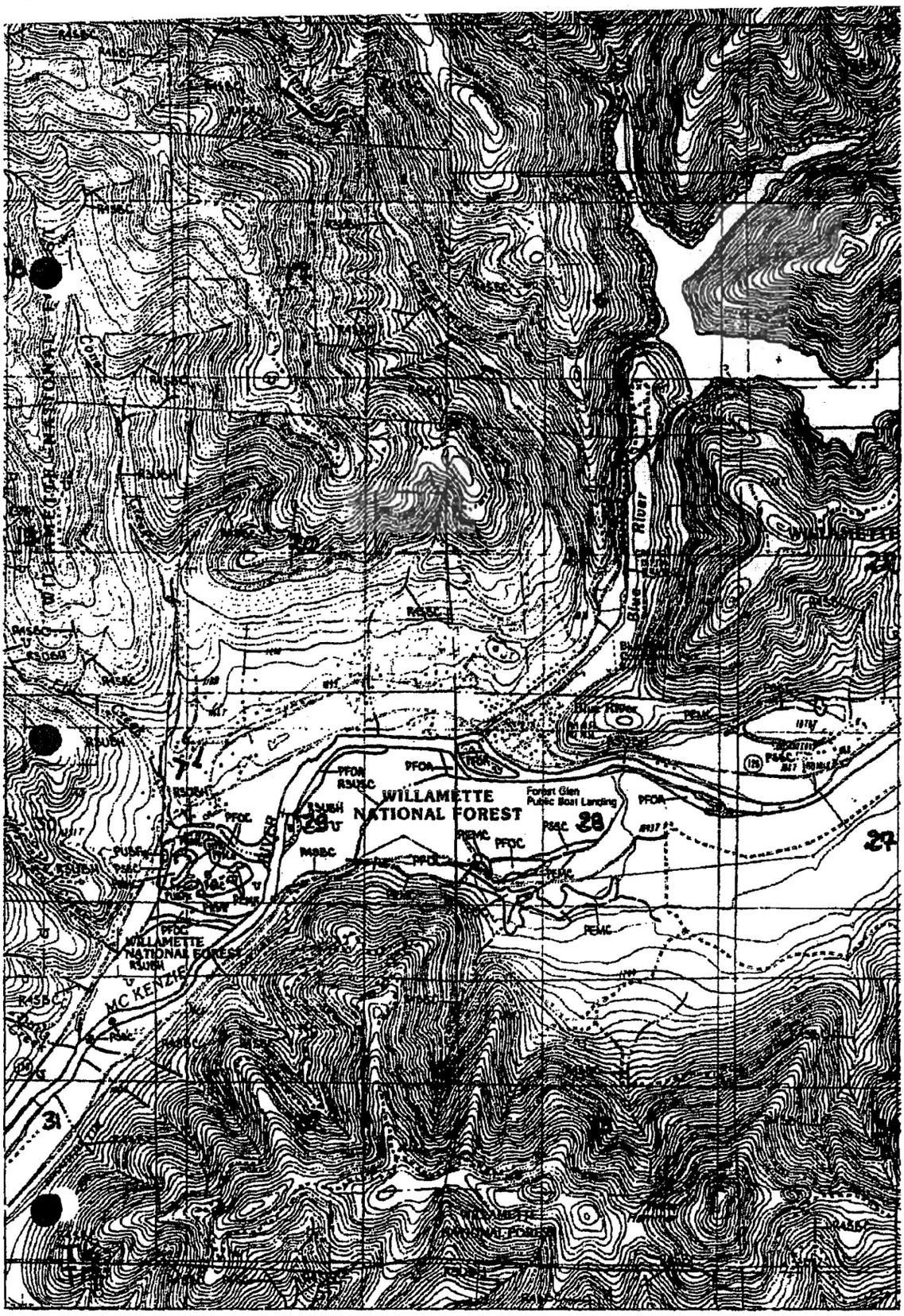
ZONE X
ZONE X
ZONE X
ROSE STREET
ECHO STREET
DEXIER STREET
CASCADE STREET
CAULEY STREET
RM125
MIT OF
ETAILED
STUDY

220

85

EXHIBIT 19

PLAN AMENDMENT & ZONE CHANGE
MAP 16-45-28-20 Tax Lots 300 & 400
Map 16-45-29 Tax Lots 1700 & 1800



Lane County

NATIONAL WETLANDS INVENTORY

1800 0 1800 3600 5400 7200 Feet

Scale 1" = 2000'

N

Blue River NE 3

222

87

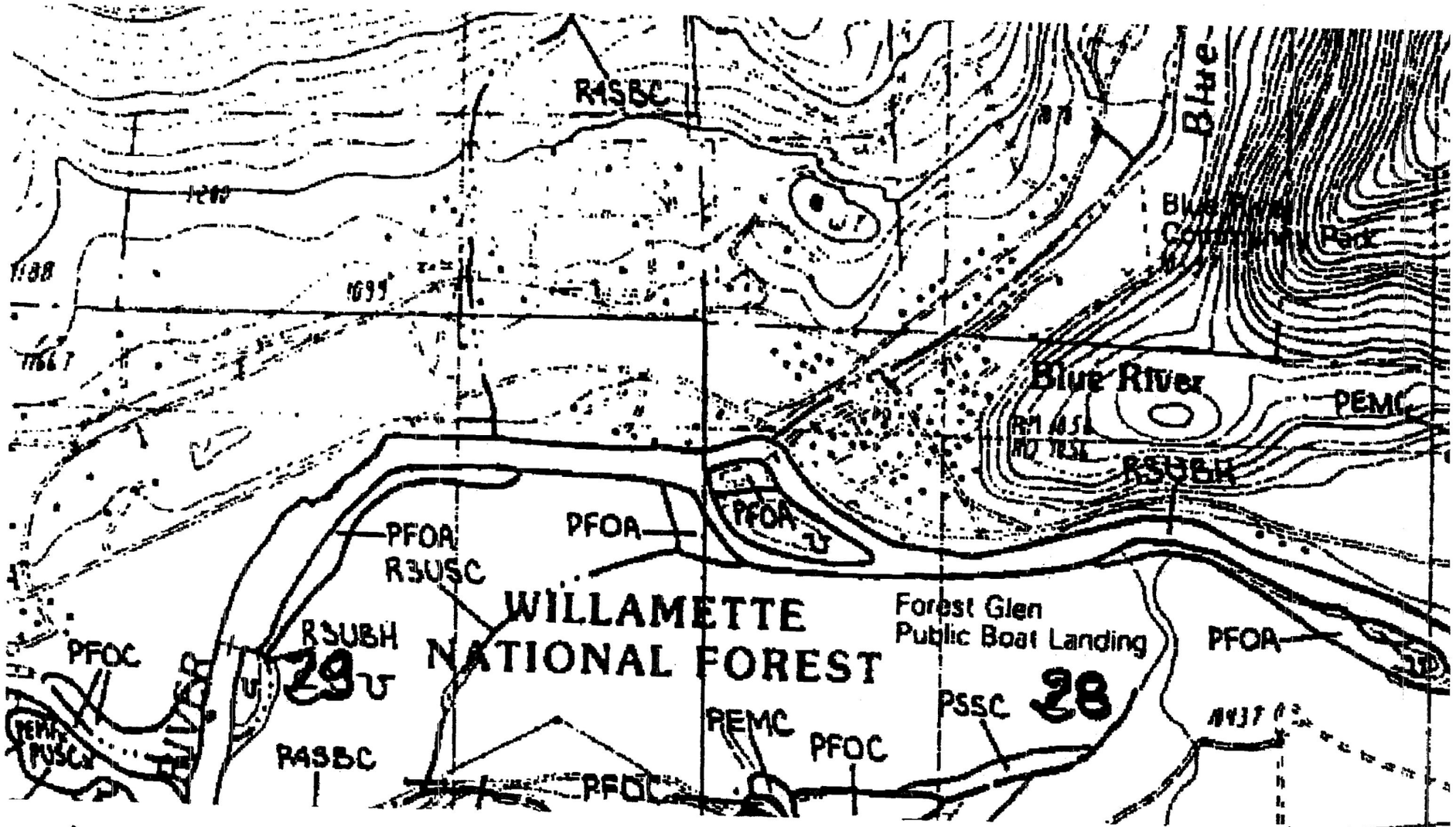

R4SBC
Blue
Blue River
PEMC
R5UBH
PFOA
PFOA
PFOA
R3USC
WILLAMETTE
NATIONAL FOREST
Forest Glen
Public Boat Landing
PFOA
PFOC
R5UBH
29
28
PSSC
PEMC
PFOC
R4SBC
PFOC

EXHIBIT 20

PLAN AMENDMENT & ZONE CHANGE
MAP 16-45-28-20 Tax Lots 300 & 400
Map 16-45-29 Tax Lots 1700 & 1800

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Lane County, Oregon eGovernment

News Release

8/14/03

SURVEY HELPS BLUE RIVER QUALIFY FOR GRANT FUNDING APPLICATION

Contact: Peter Thurston, Lane County Community and Economic Development, 682.4062\Melinda Kletzok, Public Information, 682.3747

A survey project completed by Lane County Community and Economic Development (C&ED) may result in more assistance to Blue River.

Blue River Community Development Corporation (CDC) and the water district determined that they needed to document the community's income level to facilitate completion of the water master plan and improvement of local job opportunities.

The town showed all the signs of a rural low-income community - deteriorated buildings, struggling businesses, and reduced job opportunities. Due to lack of a clear community boundary, Blue River had never been surveyed to determine population and household incomes. Census numbers are not specifically available for unincorporated communities and Blue River residents often find their postal listing confused with other nearby post offices. Many residents have post office boxes only.

In May 2003, C&ED, which provides technical assistance for system improvements and economic development opportunities, began a phone survey with door-to-door follow up. The end result was a 70.5 percent low- and moderate-income determination for Blue River, which has historically been difficult to document. The findings will qualify the community to apply for Community Development Block Grant funding.

"This is an important step for Blue River", said East Lane County Commissioner Tom Lininger. "Blue River will be better able to secure funding for infrastructure, community services, and job creation."

The Oregon Rural Community Assistance Program (ORCAP) and Rural Community Assistance Corporation are also working with USDA Rural Utility Service Program staff to coordinate survey results with RUS median household income standards, which may open up another funding source for community facility projects. The next steps for Blue River include refining the water system funding package and development of economic development plans that may bring some job opportunities back to the community.

BACKGROUND

The community of Blue River has a long history, back into the 1800s, as a mining and mill town. The Blue River Water District system delivers untreated ground water from the pristine aquifer under the town. The system was first established in the 1960s - and the single pump, running constantly, now about 40 years old, showed signs of potential failure.

Blue River is located in the Cascade Mountains at the confluence of the McKenzie River and Blue River, about 40 miles east of Springfield, Lane County, Oregon. The water district serves about 85 households and for the most part defines the boundary of Blue River, which also includes about 15 households that have their own water sources. The core of Blue River is one block long, and currently includes a store, a recently established gas station, and volunteer library. There is a health clinic near by and the McKenzie School District is located about a mile away. Until recently, the U.S. Forest Service operated an office with many employees who lived and worked in the community. The Forest Service was also the largest water district customer.

Blue River is a RCAP Technitrain project, with the focus on producing a water system master plan and development of water system funding options. The master plan was completed in the past year with assistance from Forest Service community development and Oregon rural development grants. The state Department of Environmental Quality assisted with analysis of the sensitivity of the water supply to contamination.

The first step in the survey process was to determine who lives in Blue River. Lane County C&ED led the process of defining the community population accurately, including all water district patrons and all other families within the water district boundary. This was accomplished with assistance from the University of Oregon Planning Public Policy and Management Program and the Oregon Economic and Community Development (OECDD) economist. The process involved melding the fire district structures information with water district patrons list. Local residents helped to refine the list by identifying summer residents and buildings that were vacant.

The next step in the survey process was to develop a survey instrument acceptable to OECDD. A pre-test of the survey form

16 927

was conducted to be sure it was functional. Interns working through Lane County C&ED then began the process of phone survey and door-to-door follow up. The end result was a 70.5 percent low- and moderate-income determination for Blue River. This qualifies the community to apply for Community Development Block Grant funding. The Oregon Rural Community Assistance Program (ORCAP) and Rural Community Assistance Corporation are working with USDA Rural Utility Service Program staff to coordinate survey results with RUS median household income standards. This may open up another funding source for community facility projects. The next steps for Blue River include refining the water system funding package and development of economic development plans that may bring some job opportunities back to the community. ###

Lane County Government provides for the safety and security of Lane County's 328,000 citizens through public safety, public works, human services, elections, vital records and other systems

Disclaimer / Privacy / Accessibility
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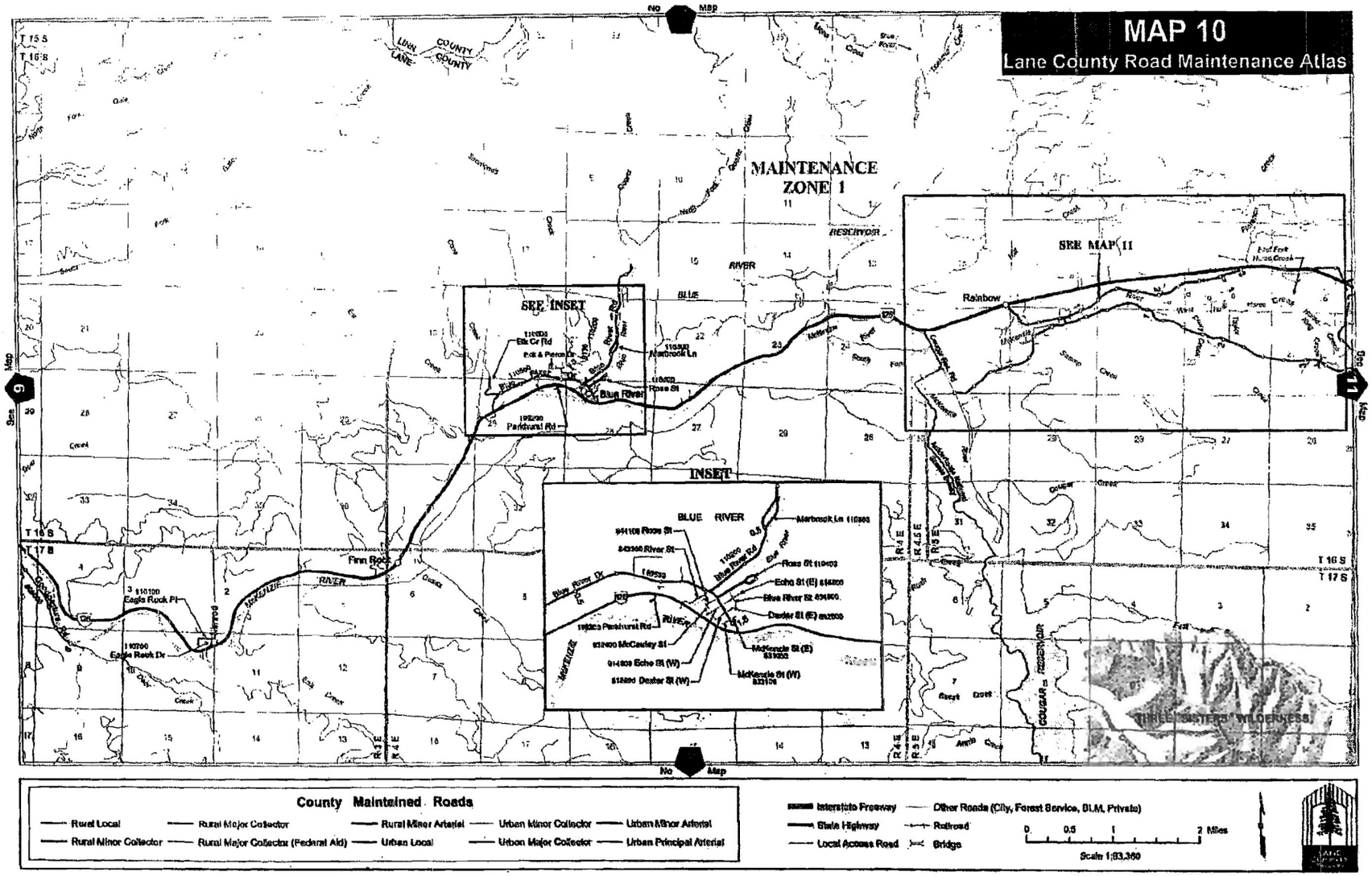
EXHIBIT 21

PLAN AMENDMENT & ZONE CHANGE
MAP 16-45-28-20 Tax Lots 300 & 400
Map 16-45-29 Tax Lots 1700 & 1800


MAP 10
Lane County Road Maintenance Atlas
MAINTENANCE ZONE 1
SEE MAP 11
SEE INSET
INSET
BLUE RIVER
Rainbow
Finn Rock
THREE SISTERS WILDERNESS
County Maintained Roads
Rural Local
Rural Major Collector
Rural Minor Arterial
Urban Minor Collector
Urban Minor Arterial
Rural Minor Collector
Rural Major Collector (Federal Aid)
Urban Local
Urban Major Collector
Urban Principal Arterial
Interstate Freeway
State Highway
Local Access Road
Other Roads (City, Forest Service, BLM, Private)
Railroad
Bridge
0 0.5 1 2 Miles
Scale 1:63,360

274
194

EXHIBIT 22

PLAN AMENDMENT & ZONE CHANGE
MAP 16-45-28-20 Tax Lots 300 & 400
Map 16-45-29 Tax Lots 1700 & 1800

WILDLIFE HABITAT MAY 1980

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

BLUE RIVER QUADRANGLE
OREGON
15 MINUTE SERIES (TOPOGRAPHIC)

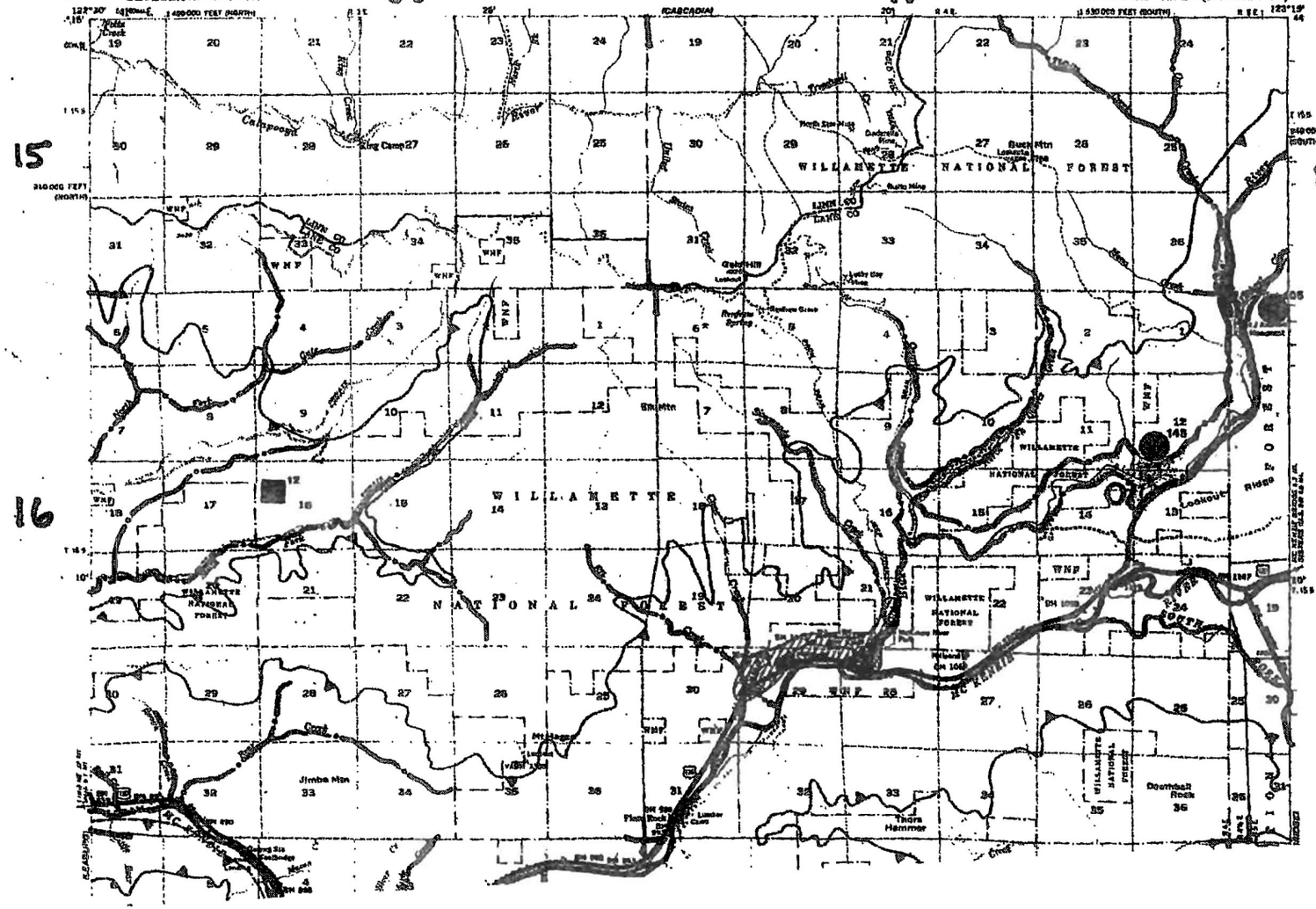


EXHIBIT 23

PLAN AMENDMENT & ZONE CHANGE
MAP 16-45-28-20 Tax Lots 300 & 400
Map 16-45-29 Tax Lots 1700 & 1800

L32

97

Division of Chief Deputy Clerk
Lane County Deeds and Records

2006-069446

$51.00

00846560200600694460050069

09/22/2006 03:51:28 PM

RPR-DEED Cnt=1 Stn=6 CASHIER 07
$30.00 $11.00 $10.00

233

WIL 146

When Recorded Mail To:	Send Tax Statement To:
Julie Ann and Christopher LaVoie P.O. Box 242 Blue River, Oregon 97413	Julie Ann and Christopher LaVoie P.O. Box 242 Blue River, Oregon 97413

QUITCLAIM DEED

THIS DEED, made this 19th day of September, 2006, between the UNITED STATES OF AMERICA, acting through the Forest Service, Department of Agriculture, hereinafter called Grantor, and JULIE ANN LAVOIE AND CHRISTOPHER LAVOIE, hereinafter called Grantees.

WITNESSETH: The Grantor, as authorized by the Forest Service Conveyances Pilot Program (Title III, Sec. 325, FY 2003 Interior and Related Appropriations Act, P.L. 108-7), and the Forest Service Facility Realignment and Enhancement Act of 2005 (Title V, P.L. 109-54), the provisions of which have been met, has determined that the conveyance is in the public interest.

CERTIFIED CORRECT AS TO CONSIDERATION, DESCRIPTION, AND CONDITIONS.

NOW THEREFORE, the Grantor, for and in consideration of NINE HUNDRED TEN THOUSAND DOLLARS ($910,000.00), the receipt whereof is hereby duly acknowledged, does hereby remise, release, and quitclaim unto the Grantees, their heirs and assigns, all its right, title, interest, and claim in and to the real property situated in the County of Lane, State of Oregon, a parcel more particularly described as follows:

WILLAMETTE MERIDIAN

T. 16 S., R. 4 E., W.M.,
Section 28, Government Lot 4, more particularly described as follows:

Lots 2, 3, and 4, CASCADE PARK subdivision, Blue River City, as shown on the plat filed August 21, 1911, Book 4, Page 86, and partially surveyed in 1973 in CS# 17710.

Also, a portion of that parcel deeded to the United States of America by Dexter & Rosa Sparks in March 1931, Book 185 Page 353, as surveyed in CS# 17710 and adjacent to Lots 2 & 3 of the Cascade Park subdivision, commencing at the southeast corner of Lot 2, and the true POINT OF BEGINNING as monumented with an iron pipe and brass cap, THENCE,
North 55°26'21" East, 88.37 ft. to a point on the Mckenzie Highway right-of-way, THENCE, along the Mckenzie Highway right-of-way along a curve, the long chord being, North 67°24'40" West, 26.75 feet; THENCE, continuing along the Mckenzie Highway right-of-way, North 68°32'14" West, 498.58 feet, to a point monumented with an iron pipe and brass cap in CS# 17710, THENCE,

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South 58°12'21" West, 13.03 feet, to a point being the northeast corner of Lot 3, THENCE, South 61°04'26" East, 487.87 feet, along the easterly lines of Lots 2 & 3 to the southeast corner of Lot 2 and the Point of Beginning.

All in Lot 4, Sec. 28, T.16 S., R. 4 E., W.M. Lane County, Oregon,

Containing 3.5 acres, more or less.

SUBJECT TO:

A. CERCLA Notice and Covenant Regarding Hazardous Substances. The notice and covenants contained in this Clause B are required under the authority of regulations promulgated under section 120(h) of the Comprehensive Environmental Response, Compensation, and Liability Act, 42 U.S.C. 9620(h). The **GRANTOR** has furnished the **GRANTEES** with a Hazardous Substance Report on the property described herein.

GRANTOR warrants that it shall take any additional response action found necessary after the date of this conveyance regarding hazardous substances located on the Property on the date of this conveyance.

This covenant shall not apply in any case in which **GRANTEES**, its successor(s) or assign(s), or any successor in interest to the Property or part thereof is a Potentially Responsible Party (PRP) with respect to the Property immediately prior to the date of this conveyance; **OR** to the extent but only to the extent that such additional response action or part thereof found to be necessary is the result of an act or failure to act of the **GRANTEES**, its successor(s) or assign(s), or any party in possession after the date of this conveyance that either:

i. results in a release or threatened release of a hazardous substance that was not located on the Property on the date of this conveyance; **OR**

ii. causes or exacerbates the release or threatened release of a hazardous substance the existence and location of which was known and identified to the applicable regulatory authority as of the date of this conveyance.

In the event **GRANTEES**, its successor(s) or assign(s), seeks to have **GRANTOR** conduct or pay for any additional response action, and, as a condition precedent to **GRANTOR** incurring any additional cleanup obligation or related expenses, the **GRANTEES**, its successor(s) or assign(s), shall provide **GRANTOR** at least 45 days written notice of such a claim and provide credible evidence that the associated contamination existed prior to the date of this conveyance; and the need to conduct any additional response action or part thereof was not the result of any act or failure to act by the **GRANTEES**, its successor(s) or assign(s), or any party in possession. **GRANTOR** reserves a right of access to all portions of the Property for environmental investigation, remediation removal or other corrective action. This reservation includes the right of access to and use of available utilities at reasonable cost to **GRANTOR**. These rights shall be exercisable in any case in which a

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remedial action, removal action or corrective action is found to be necessary after the date of this conveyance, or in which access is necessary to carry out a remedial action, removal action, or corrective action on adjoining property. Pursuant to this reservation, the United States of America, and its respective officers, agents, employees, contractors and subcontractors shall have the right (upon reasonable advance written notice to the record title owner) to enter upon the Property and conduct investigations and surveys, to include drilling, test-pitting, borings, data and records compilation and other activities related to environmental investigation, and to carry out corrective, remedial or removal actions as required or necessary, including but not limited to the installation and operation of monitoring wells, pumping wells, and treatment facilities. Any such entry, including such activities or actions, shall be coordinated with the record title owner and shall be performed in a manner that minimizes interruption with activities of authorized occupants.

The above covenants by the **GRANTOR** shall be construed as running with the land, and may be enforced by the **GRANTEES** or the **GRANTEES'S** successor in title in a court of competent jurisdiction.

B. The **GRANTEES**, its successor(s) or assign(s) hereby agrees to comply with any and all applicable Federal, State, and local laws relating to the management of lead-based paint and asbestos-containing building material associated with the property, including but not limited to, any such laws relating to the mitigation, abatement, remediation, cleanup, renovation, demolition, and disposal of lead-based paint and asbestos-containing building material. Accordingly, the **GRANTEES**, their heirs or assign(s) hereby agrees to indemnify, release, defend, and hold harmless the United States, its agencies, employees, agents, assigns, and successors from and against any liability, judgment, claim, penalty, fine, or other adverse action (whether legal or equitable in nature, and including without limitation, court costs and attorneys' fees) brought against the United States after the date of this agreement by any person or entity under any Federal, State, or local law, including but not limited to environmental and tort laws, with respect to any lead-based paint and/or asbestos-containing building material associated with the property. This covenant to indemnify, release, defend, and hold harmless the United States shall survive the subsequent conveyance of all or any portion of the property to any person and shall be construed as running with the real property, and may be enforced by the United States in a court of competent jurisdiction.

The above covenants by the **GRANTEES**, in this Clause B, shall be construed as running with the land, and may be enforced by the **GRANTOR** in a court of competent jurisdiction.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSONS RIGHTS, IF ANY, UNDER CHAPTER 1, OREGON LAWS 2005 (BALLOT MEASURE 37 (2004)) THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS

INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930 AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER CHAPTER 1, OREGON LAWS 2005 (BALLOT MEASURE 37 (2004)).

BY MY SIGNATURE I agree to be bound by the requirements of Clause B, above.

By Julie Ann LaVoie
Julie Ann LaVoie

Christopher LaVoie

ACKNOWLEDGMENT

STATE OF Oregon)
)ss.
County of Lane)

On this 20th day of September, 2006, before me, the undersigned, a Notary Public in and for said State personally appeared Julie Ann LaVoie and Christopher LaVoie, known/proved to me to be the persons whose names are subscribed to the within instrument and acknowledged to me that they executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal the day and year first above written.

OFFICIAL SEAL
SHARON L COCHRANE
NOTARY PUBLIC-OREGON
COMMISSION NO. 366671
MY COMMISSION EXPIRES MAR 16, 2007

Sharon L. Cochrane
Signature
Name (Printed) SHARON L. COCHRANE
Notary Public for the State of Oregon
Residing at Eugene, Oregon
My commission expires March 16, 2007

IN WITNESS WHEREOF, the **GRANTOR**, by its duly authorized representative has executed this deed pursuant to the delegation of authority promulgated in Title 7 CFR 2.60, and 49 F.R. 34283, published August 29, 1984.

UNITED STATES OF AMERICA

By Kimberly Evart Bown
KIMBERLY EVART BOWN
Director, Recreation, Lands and
Mineral Resources
Pacific Northwest Region
USDA Forest Service

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ACKNOWLEDGMENT

STATE OF OREGON)
)ss.
County of Multnomah)

On this 19th day of September, 2006, before me, a Notary Public within and for said State, personally appeared Kimberly Evart Bown, Director, Recreation, Lands and Mineral Resources, Pacific Northwest Region, Forest Service, Department of Agriculture, and the same person who executed the within and foregoing instrument, who, being by me duly sworn according to law, did say that she is the Director, Recreation, Lands and Mineral Resources, Pacific Northwest Region, Forest Service, Department of Agriculture, and that said instrument was signed on behalf of the United States of America by its authority duly given and by her delivered as and for its act and deed. And she did further acknowledge that she executed said instrument as the free act and deed of the United States of America, for the purposes and consideration herein mentioned and set forth, and I do hereby so certify.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year above written.

Colleen F McBeth
Signature
Name (Printed) Colleen F McBeth
Notary Public for the State of Oregon
Residing at Multnomah County
My commission expires Oct 8, 2008

OFFICIAL SEAL
COLLEEN F. McBETH
NOTARY PUBLIC-OREGON
COMMISSION NO. 383817
MY COMMISSION EXPIRES OCT. 8, 2008

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TITLE CO

RETURN TO EVERGREEN

THE BERNARD D. HIATT LIVING TRUST
836 "R" STREET
SPRINGFIELD, OR 97477
Grantor's Name and Address
BREMERTON PROPERTIES, LLC
PO BOX 72064
EUGENE, OR 97401
Grantee's Name and Address
After recording return to:
COMMERCIAL ESCROW, INC.
875 COUNTRY CLUB ROAD
EUGENE, OR 97401
Until a change is requested, all tax statements shall be sent to the following address.
SAME AS GRANTEE

Division of Chief Deputy Clerk
Lane County Deeds and Records
2006-083944
$31.00
00852365200600839440020021
11/21/2006 02:19:36 PM
RPR-DEED Cnt=1 Stn=1 CASHIER 01
$10.00 $11.00 $10.00

TITLE NO. ELT-51529
ESCROW NO. CE06-00572
TAX ACCT. NO. 0087211 1766821 1766839
MAP NO. 16-45-28-20-00400 16-45-29-00-01700 16-45-29-00-01800

WARRANTY DEED - STATUTORY FORM
(INDIVIDUAL OR CORPORATION)

KNOW ALL MEN BY THESE PRESENTS, That Bernard D. Hiatt, Trustee of The Bernard D. Hiatt Living Trust and J & C Enterprises, Inc., an Oregon Corporation *hereinafter called grantor, for the consideration hereinafter stated, to grantor paid by* **BREMERTON PROPERTIES, LLC**, an Oregon Limited Liability Co. *hereinafter called grantee, does hereby grant, bargain, sell and convey unto the said grantee and grantee's heirs, successors and assigns, that certain real property, with the tenements, hereditaments and appurtenances thereunto belonging or appertaining, situated in the County of LANE and State of Oregon, described as follows, to-wit:*

SEE EXHIBIT A WHICH IS MADE A PART HEREOF BY THIS REFERENCE

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.
And said grantor hereby covenants to and with said grantee and grantee's heirs, successors and assigns, that grantor is lawfully seized in fee simple of the above granted premises, free from all encumbrances except

Subject to any and all easements, restrictions and covenants of record

and that grantor will warrant and forever defend the said premises and every part and parcel thereof against the lawful claims and demands of all persons whomsoever, except those claiming under the above described encumbrances.

The true and actual consideration paid for this transfer, stated in terms of dollars, is $ 390,000.00. *which is paid to an Accommodator as part of an IRC 1031 exchange.*

**However, the actual consideration consists of or includes other property or value given or promised which is (the whole/part of the) consideration (indicate which).* (The sentence between the symbols *, if not applicable should be deleted. See ORS 93.030.)*

In construing this deed and where the context so requires, the singular includes the plural and all grammatical changes shall be implied to make the provisions hereof apply equally to corporations and to individuals.

In Witness Whereof, the grantor has executed this instrument this 15th *day of* November, 2006; *if a corporate grantor, it has caused its name to be signed and seal affixed by its officers, duly authorized thereto by order of its board of directors.*

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

THE BERNARD D. HIATT LIVING TRUST

By: _____ TRUSTEE
BERNARD D. HIATT

J & C Enterprises, Inc., an Oregon Corporation

By: _____
DICK CRONK, President

STATE OF OREGON, COUNTY OF Lane)ss.

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON November 15, , 20 06, BY BERNARD D. HIATT, AS TRUSTEE OF THE BERNARD D. HIATT LIVING TRUST.

_____
Notary Public for Oregon

OFFICIAL SEAL
TONY CURCIO
NOTARY PUBLIC - OREGON
COMMISSION NO. 403285
MY COMMISSION EXPIRES MARCH 19, 2010

My Commission expires: 3-19-2010

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STATE OF OREGON, COUNTY OF Lane ss.

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON November 15, 20 06, BY Dick Cronk, as President of J&C Enterprises, Inc., an Oregon Corporation

My commission expires: 3-19-2010

Notary Public for Oregon

OFFICIAL SEAL
TONY CURCIO
NOTARY PUBLIC - OREGON
COMMISSION NO. 403286
MY COMMISSION EXPIRES MARCH 19, 2010

ELT - 51529
Page 1 of 1
Legal Description

EXHIBIT A

PARCEL 1:

Lots 4 and 5, BLUE RIVER MEADOWS, as platted and recorded May 18, 2006, Reception No. 2006-034420, Lane County Oregon Plat Records, in Lane County, Oregon.

PARCEL 2:

All that portion of Lots 5, 6, 7 and 8, CASCADE PARK BLUE RIVER CITY, as platted and recorded in Book 4, Page 86, Lane County Oregon Plat Records, lying Northeasterly of the Northeasterly line of the relocated McKenzie Highway, in Lane County, Oregon.

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EXHIBIT 24

PLAN AMENDMENT & ZONE CHANGE
MAP 16-45-28-20 Tax Lots 300 & 400
Map 16-45-29 Tax Lots 1700 & 1800

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OREGON SECRETARY OF STATE
Corporation Division

Business Name Search

New Search | Printer Friendly

Business Entity Data

07-21-2007
09:16

Registry Nbr	Entity Type	Entity Status	Jurisdiction	Registry Date	Duration Date	Renewal Date
205985-95	DLLC	ACT	OREGON	03-09-2004		
Entity Name	BREMERTON PROPERTIES, LLC					
Foreign Name						

New Search | Printer Friendly

Associated Names

Type	PPB	PRINCIPAL PLACE OF BUSINESS				
Addr 1	54483 W KING RD					
Addr 2						
CSZ	BLUE RIVER	OR	97413		Country	UNITED STATES OF AMERICA

Please click here for general information about registered agents and service of process.

Type	AGT	REGISTERED AGENT		Start Date	03-09-2004	Resign Date
Name	TAMI	S.P.	BEACH			
Addr 1	401 E 10TH AVE STE 230					
Addr 2						
CSZ	EUGENE	OR	97401		Country	UNITED STATES OF AMERICA

Type	MEM	MEMBER				Resign Date
Name	JULIE	A	LAVOIE			
Addr 1	54483 W KING RD					
Addr 2						
CSZ	BLUE RIVER	OR	97413		Country	UNITED STATES OF AMERICA

New Search | Printer Friendly

Name History

Business Entity Name	Name Type	Name Status	Start Date	End Date

242

107

BREMERTON PROPERTIES, LLC	EN	CUR	03-09-2004

Please read before ordering Copies.

New Search Printer Friendly

Summary History

Image Date	Action	Transaction Date	Effective Date	Status	Name/Agent Change	Dissolved By
05-11-2007	ANNUAL REPORT PAYMENT	05-11-2007	05-09-2007	SYS		
03-16-2007	NOTICE LATE ANNUAL	03-16-2007		SYS		
03-16-2007	NOTICE LATE ANNUAL	03-16-2007		SYS		
02-15-2006	ANNUAL REPORT PAYMENT	02-15-2006		SYS		
02-23-2005	AMENDED ANNUAL REPORT	02-23-2005		FI		
03-09-2004	ARTICLES OF ORGANIZATION	03-09-2004	03-12-2004	FI	Agent	

For comments or suggestions regarding the operation of this site, please contact : businessregistry.sos@state.or.us

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EXHIBIT 31

Detailed Property Report

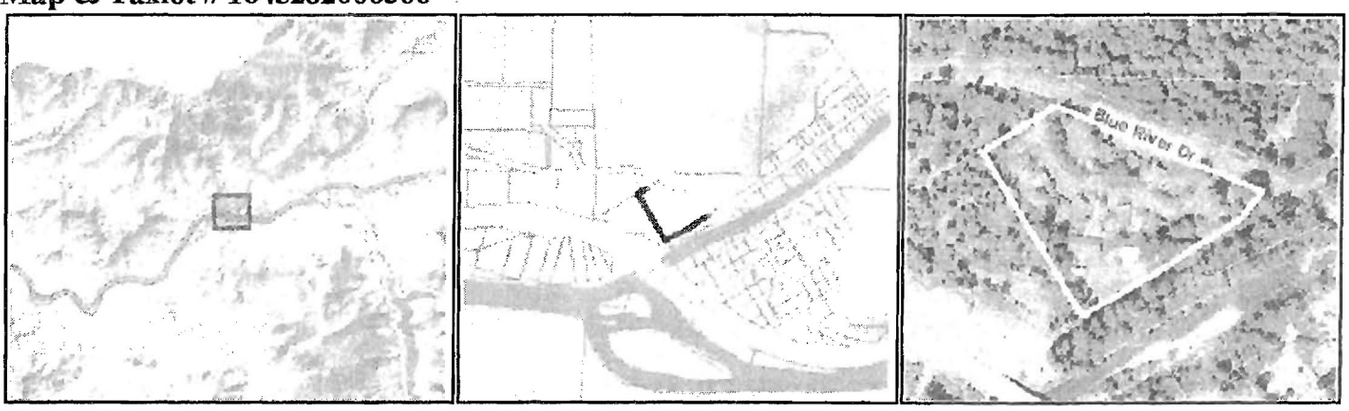
Site Address 51668 BLUE RIVER DR Blue River, OR 97413
Map & Taxlot #1645282000300
SIC N/A
Tax Account # 0087203 a
a Additional site address(es) are associated with this tax account

Property Owner 1
EARTH QUEST PARTNERS LLC
PO BOX 242
BLUE RIVER, OR 97413

Approx. taxlot acreage 3.56
Tax account acreage 3.00

Related Accts 4176549

Map & Taxlot # 1645282000300



Improvements

Dwelling 1 / Building Type » Class 3 dwelling

Assessor Photo	Assessor Sketch
image not available	

Inspection Date	08/09/2007	**Bedrooms**	2	**Roof Style**	Gable
Building Class	3	**Full Bath(s)**	1	**Roof Cover**	Comp shingle medium
Year Built	1955	**Half Bath(s)**	0	**Fireplace(s)**	No
Effective Year Built	1955	**Depreciation**	25%	**Improvement Complete**	100 %
				Heat	Forced hot air

Floor Characteristics

	Base Sq Ft	Finished Sq Ft	Exterior	Heat
1st Floor	792	792	Wood siding	data not available
Attic	396	0	Wood siding	data not available
Basement	792	0	Masonry	data not available
Total Sq Ft	1980	792		

Other Square Footage
Detached Garage N/A **Attached Garage** N/A

Basement Garage	N/A	**Carport**	N/A
Paved Patio	N/A	**Driveway**	N/A

Dwelling 2 / Building Type » Class 3 dwelling

Assessor Photo	Assessor Sketch
image not available	

Inspection Date	08/09/2007	**Bedrooms**	2	**Roof Style**	Gable
Building Class	3	**Full Bath(s)**	1	**Roof Cover**	Enamel steel
Year Built	1955	**Half Bath(s)**	0	**Fireplace(s)**	No
Effective Year Built	1955	**Depreciation**	25%	**Improvement Complete**	100 %
				Heat	Baseboard

Floor Characteristics

	Base Sq Ft	Finished Sq Ft	Exterior	Heat
1st Floor	816	816	Wood siding	data not available
Total Sq Ft	816	816		

Other Square Footage

Detached Garage	N/A	**Attached Garage**	N/A
Basement Garage	N/A	**Carport**	N/A
Paved Patio	N/A	**Driveway**	N/A

Dwelling 3 / Building Type » Class 3 dwelling

Assessor Photo	Assessor Sketch
image not available	

Inspection Date	08/09/2007	**Bedrooms**	3	**Roof Style**	Gable
Building Class	3	**Full Bath(s)**	1	**Roof Cover**	Enamel steel
Year Built	1955	**Half Bath(s)**	0	**Fireplace(s)**	No
Effective Year Built	1955	**Depreciation**	25%	**Improvement Complete**	100 %
				Heat	Baseboard

Floor Characteristics

	Base Sq Ft	Finished Sq Ft	Exterior	Heat

1st Floor	1048	1048	Wood siding	data not available
Basement	1048	0	Poured concrete	data not available
Total Sq Ft	2096	1048		

Other Square Footage

Detached Garage	N/A	**Attached Garage**	N/A
Basement Garage	N/A	**Carport**	N/A
Paved Patio	N/A	**Driveway**	N/A

Dwelling 4 / Building Type » Class 3 dwelling

Assessor Photo	Assessor Sketch
image not available	

Inspection Date	08/09/2007	**Bedrooms**	2	**Roof Style**	Gable
Building Class	3	**Full Bath(s)**	1	**Roof Cover**	Enamel steel
Year Built	1955	**Half Bath(s)**	0	**Fireplace(s)**	No
Effective Year Built	1955	**Depreciation**	25%	**Improvement Complete**	100 %
				Heat	Baseboard

Floor Characteristics

	Base Sq Ft	Finished Sq Ft	Exterior	Heat
1st Floor	1048	1048	Wood siding	data not available
Basement	1048	0	Poured concrete	data not available
Total Sq Ft	2096	1048		

Other Square Footage

Detached Garage	N/A	**Attached Garage**	N/A
Basement Garage	N/A	**Carport**	N/A
Paved Patio	N/A	**Driveway**	N/A

Dwelling 5 / Building Type » Class 3 dwelling

Assessor Photo	Assessor Sketch
image not available	

Inspection Date	08/09/2007	**Bedrooms**	2	**Roof Style**	Gable

Regional Land Information Database (RLID)

Building Class	3	**Full Bath(s)**	1	**Roof Cover**	Enamel steel
Year Built	1955	**Half Bath(s)**	0	**Fireplace(s)**	No
Effective Year Built	1955	**Depreciation**	25%	**Improvement Complete**	100 %
				Heat	Baseboard

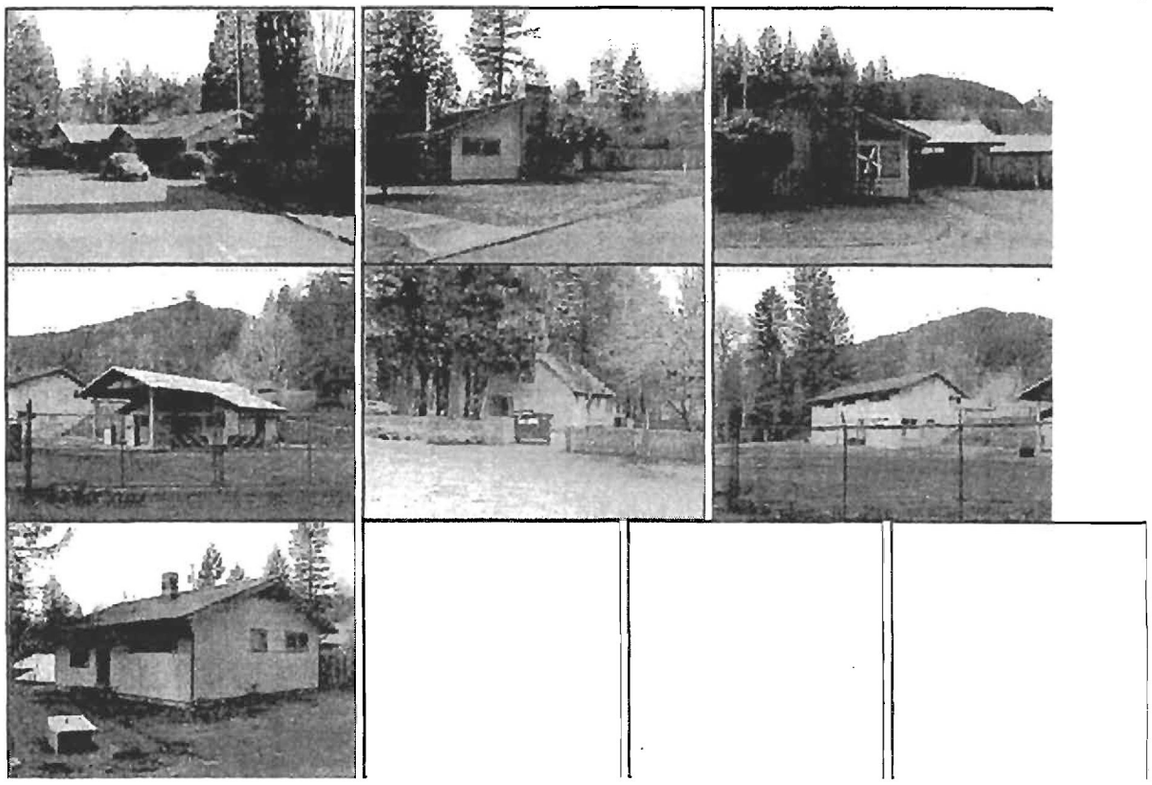
Floor Characteristics

	Base Sq Ft	Finished Sq Ft	Exterior	Heat
1st Floor	1048	1048	Wood siding	data not available
Basement	1048	0	Poured concrete	data not available
Total Sq Ft	**2096**	**1048**		

Other Square Footage

Detached Garage	N/A	**Attached Garage**	N/A
Basement Garage	N/A	**Carport**	N/A
Paved Patio	N/A	**Driveway**	N/A

Other Photos & Sketches for Tax Account



Site Address Information

51668 BLUE RIVER DR
BLUE RIVER, OR 97413

House #	51668	**Suffix**	N/A	**Pre-directional**	N/A
Street Name	BLUE RIVER	**Street Type**	DR	**Unit type / #**	N/A
Mail City	BLUE RIVER	**State**	OR	**Zip Code**	97413
Zip + 4	N/A	**Create Date**	Mar 17, 1992	**Update Date**	N/A

Regional Land Information Database (RLID)

Land Use 1111 Single Family Housing
USPS Carrier Route N/A

Additional site address(es) attached to this tax account

- 51674 BLUE RIVER DR
- 51680 BLUE RIVER DR
- 51688 BLUE RIVER DR
- 51704 BLUE RIVER DR
- 51710 BLUE RIVER DR

General Taxlot Characteristics

Geographic Coordinates
State Plane (X-Y)
X 4437868 Y 912414
Latitude/Longitude
Latitude 44.1555 Longitude -122.3419

Zoning
Zoning Jurisdiction Lane County
Parent Zone RR2 RURAL RESIDENTIAL (2 ACRE MINIMUM)

Land Use
General Land Use
Code Description
S Single Family
Detailed Land Use
Code Description
1111 Single Family Housing

Taxlot Characteristics

Incorporated City Limits	none
Urban Growth Boundary	none
Year Annexed	N/A
Annexation #	N/A
Approximate Taxlot Acreage	3.56
Approx Taxlot Sq Footage	155,074
2000 Census Tract	0100
2000 Census Block Group	4
Plan Designation	RESIDENTIAL
Eugene Neighborhood	N/A
Metro Area Nodal Dev Area	No
Eugene Historic Property Name	N/A
Historical Landmark?	No
National Historical Register?	No

Service Providers

Fire Protection Provider	Blue River WD
Ambulance Provider	Springfield Dept of Fire & Life Safety
Ambulance District	EC
Ambulance Service Area	East/Central
LTD Service Area?	Yes
LTD Ride Source?	No
Soil Water Cons. Dist/Zone	UPPER WILLAMETTE / 0
Emerald People's Utility District	N/A

Environmental Data

FEMA Flood Hazard Zone(s)

Code	Description
X	Areas determined to be outside of 500-year flood.

FIRM Map Number	41039C0790 F (tif | pdf)
Community Number	415591
Post-FIRM Date	12/18/1985
Panel Printed?	Yes

Soils

Soil Map Unit Number	Soil Type Description	% of Taxlot	Ag Class 1	Hydric
37C	CUPOLA COBBLY LOAM, 3 TO 12 PERCENT SLOPES	99%	6	No
68F	KINNEY COBBLY LOAM, 20 TO 50 PERCENT SOUTH SLOPES	1%	6	No

Schools

School	Code	Name
School District	68	McKENZIE
Elementary School	593	McKenzie
Middle School	4201	McKenzie
High School	594	McKenzie

Political Districts

Election Precinct	100007	**State Representative District**	7
City Council Ward	N/A		
City Councilor	N/A	**State Representative**	Bruce Hanna
County Commissioner District	5 East	**State Senate District**	4
		State Senator	Floyd Prozanski
County Commissioner	Faye Stewart		
EWEB Commissioner	N/A		
LCC Board Zone	4		

Liens

RLID does not contain any lien data for this jurisdiction

Building Permits

RLID does not contain any building permit data for this jurisdiction

Land Use Applications

RLID does not contain any landuse application data for this jurisdiction

Petitions

RLID does not contain any petition data for this jurisdiction

Tax Statements (current and previous tax years)

ACCOUNT#: 0087203
View tax statement(s) for: 2009 2008

Owner/Taxpayer

Owners

Owner	Address	City/State/Zip
EARTH QUEST PARTNERS LLC	PO BOX 242	BLUE RIVER, OR 97413

Taxpayer

Party Name	Address	City/State/Zip
EARTH QUEST PARTNERS LLC	PO BOX 242	BLUE RIVER, OR 97413

Data source: Lane County Assessment and Taxation

Account Status

Status Active Account Current Tax Year

Related Accts 4176549

Account Status	none
Remarks	none
Special Assessment Program	N/A

Data source: Lane County Assessment and Taxation

General Tax Account Information

Tax Account Acreage	3.00
Fire Acres	N/A
Property Class	211 COMMERCIAL, RESIDENTIAL ZONE, IMPROVED
Statistical Class	499 OBSOLETE
Neighborhood Code	86800
Category	Land and Improvements

Data source: Lane County Assessment and Taxation

Township-Range-Section / Subdivision Data

Subdivision Type	N/A	**Subdivision Name**	N/A	**Subdivision Number**	N/A
Phase	N/A	**Lot/Tract/Unit #**	TL 00300	**Recording Number**	N/A

Data source: Lane County Assessment and Taxation

Property Values & Taxes

The values shown are the values certified in October unless a value change has been processed on the property. Value changes typically occur as a result of appeals, clerical errors and omitted property. The tax shown is the amount certified in October. This is the full amount of tax for the year indicated and does not include any discounts offered, payments made, interest owing or previous years owing. It also does not reflect any value changes.

Real Market Value (RMV)				Total Assessed Value	Tax
Year	Land	Improvement	Total		
2009	$179,969	$743,780	$923,749	$481,069	$4,864.47
2008	$174,728	$766,780	$941,508	$467,057	$4,717.04
2007	$143,220	$766,780	$910,000	$453,453	$4,592.80
2006	$106,086	$1,794,390	$1,900,476	$1,021,321	$ 0.00
2005	$85,900	$1,452,950	$1,538,850	$991,574	$ 0.00
2004	$72,797	$1,231,310	$1,304,107	$962,693	$ 0.00
2003	$68,677	$1,161,610	$1,230,287	$934,653	$ 0.00
2002	$78,043	$1,320,010	$1,398,053	$907,430	$ 0.00
2001	$80,457	$1,360,830	$1,441,287	$881,000	$ 0.00
2000	$78,880	$1,334,150	$1,413,030	$855,340	$ 0.00
1999	$79,680	$1,347,630	$1,427,310	$830,427	$ 0.00
1998	$77,360	$1,078,100	$1,155,460	$806,240	$ 0.00
1997	$76,590	$1,046,700	$1,123,290	$782,757	$ 0.00
1996	$67,780	$942,970	$1,010,750	$1,010,750	$ 0.00
1995	$70,600	$799,130	$869,730	$869,730	$ 0.00

Current Year Assessed Value $481,069
Less Exemption Amount * N/A
Taxable Value **$481,069**
Frozen Assessed Value *

Data source: Lane County Assessment and Taxation

Tax Code Area & Taxing Districts

2009-2010 Lane County Assessment & Taxation Billing Rate Document

Tax Code Area (Levy Code) for current tax year 06802

Taxing Districts for TCA 06802

BLUE RIVER PARK AND RECREATION DIST
BLUE RIVER WATER DISTRICT
LANE COMMUNITY COLLEGE
LANE COUNTY
LANE EDUCATION SERVICE DISTRICT
MCKENZIE SCHOOL DISTRICT 68

Data source: Lane County Assessment and Taxation

Sales & Ownership Changes

Sale Date	Sale Price	Doc #	Image	Analysis Code	Multiple Accts?	Grantor(s)	Grantee(s)

03/25/2009	$0	2009-24056		8	No	LAVOIE JULIE ANN & CHRISTOPHER	EARTH QUEST PARTNERS LLC
09/19/2006	$910,000	2006-69446		2	No	U S GOVERNMENT	LAVOIE JULIE ANN

Commercial Sales Data

Image	Sale Date
0087203.pdf	09/19/2006

Data source: Lane County Assessment and Taxation

4/
4/2

Division of Chief Deputy Clerk
Lane County Deeds and Records

2009-024056

$36.00

01070555200900240560030030

05/05/2009 02:48:04 PM

RPR-DEED Cnt=1 Stn=6 CASHIER 07
$15.00 $11.00 $10.00

After Recording Return to:
Tami S.P. Beach
Hult Plaza Suites
401 E. 10th Avenue, Suite 230
Eugene, OR 97401

Until a change is requested all tax statements shall be sent to the following address:
No change

BARGAIN AND SALE DEED - STATUTORY FORM

JULIE ANN LAVOIE AND CHRISTOPHER LAVOIE, Grantors, convey to Earth Quest Partners, LLC, an Oregon limited liability company, currently comprised of Member LaMar Family Limited Partnership, a California limited partnership, of 11392 Pemberton Road, city of Rossmoor, state of California, as to an eight percent (8%) ownership interest; and Member Julie Ann LaVoie and Christopher LaVoie, as joint tenants with survivorship rights, as to a ninety two percent (92%) ownership interest, Grantee, the real property commonly known of as 51668 Blue River Drive, Blue River, Lane County, Oregon, and described with particularity as follows:

Legal description on attached Exhibit A

The true consideration for this conveyance is property other then money.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007.

Dated this 25th day of March, 2009.

Julie Ann LaVoie
JULIE ANN LAVOIE

CHRISTOPHER LAVOIE

STATE OF OREGON)
) ss.
County of Lane)

This instrument was acknowledged before me on March 25, 2009, by JULIE ANN LAVOIE AND CHRISTOPHER LAVOIE.

Tami S P Beach
Notary Public for Oregon

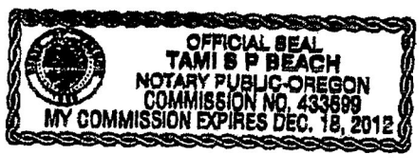


EXHIBIT A

Real Property Legal Description

That certain real property commonly known of as 51668 Blue River Drive, Blue River, Oregon, and described with particularity as follows:

WILLAMETTE MERIDIAN T. 16S., R. 4E., W.M.

Section 28, Government Lot 4, more particularly described as follows:

Lots 2, 3, and 4, CASCADE PARK subdivison, Blue River City, as shown on the plat filed August 21, 1911, Book 4, Page 86, and partially surveyed in 1973 in CS# 17710.

Also, a portion of that parcel deeded to the United States of America by Dexter and Rosa Sparks in March 1931, Book 185 Page 353, as surveyed in CS# 17710 and adjacent to Lots 2 & 3 of the Cascade Park subdivision, commencing at the southeast corner of Lot 2, and the true POINT OF BEGINNING as monumented with an iron pipe and brass cap, THENCE , North 55°26'21" East, 88.37 ft. to a point on the Mckenzie Highway right-of-way, THENCE, along the Mckenzie Highway right-of-way along a curve, the long chord being, North 67°24'40" West, 26.75 feet; THENCE, continuing along the Mckenzie Highway right-of-way, North 68° 32'14" West, 498.58 feet, to a point monumented with an iron pipe and brass cap.in CS# 17710, THENCE, South 58°12'21" West, 13.03 feet, to a point being the northeast corner of Lot 3, THENCE, South 61°04'26" East, 487.87 feet, along the easterly lines of Lots 2 & 3 to the southeast corner of Lot 2 and the Point of Beginning.

All in Lot 4, Sec. 28, T. 16 S., R. 4 E., W.M. Lane County, Oregon,

Containing 3.5 acres, more or less.

EXHIBIT 32

Regional Land Information Database (RLID)

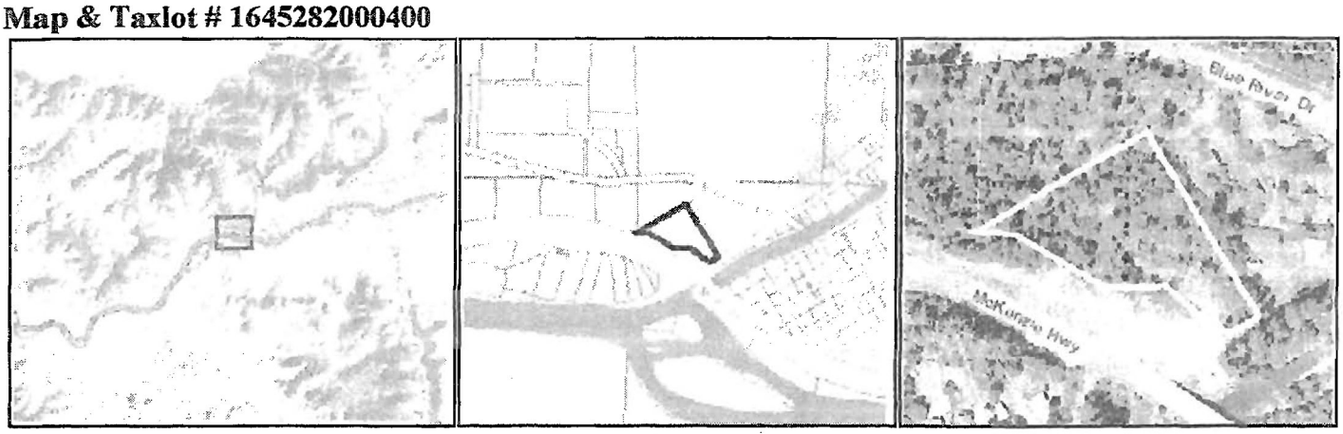
Detailed Property Report

Site Address N/A
Map & Taxlot # 1645282000400
SIC N/A
Tax Account # 0087211

Property Owner 1
KONA SUNSET LLC
77-6541 PRINCESS KEELIKOLANI DR
KAILUA-KONA, HI 96740

Approx. taxlot acreage 2.21
Tax account acreage 2.21

Map & Taxlot # 1645282000400



Improvements

No improvements associated with this tax account.

Site Address Information

No site address associated with this tax account number

General Taxlot Characteristics

Geographic Coordinates
State Plane (X-Y)
X 4437428 Y 912307
Latitude/Longitude
Latitude 44.1552 Longitude -122.3435

Zoning
Zoning Jurisdiction Lane County
Parent Zone RR2 RURAL RESIDENTIAL (2 ACRE MINIMUM)

Land Use
General Land Use
Code Description
V Vacant
Detailed Land Use
Code Description
9100 Vacant, Unused, Undeveloped Land

Taxlot Characteristics

Incorporated City Limits	none
Urban Growth Boundary	none
Year Annexed	N/A
Annexation #	N/A
Approximate Taxlot Acreage	2.21
Approx Taxlot Sq Footage	96,268
2000 Census Tract	0100
2000 Census Block Group	4
Plan Designation	RESIDENTIAL
Eugene Neighborhood	N/A
Metro Area Nodal Dev Area	No

Eugene Historic Property Name	N/A
Historical Landmark?	No
National Historical Register?	No

Service Providers

Fire Protection Provider	Blue River WD
Ambulance Provider	Springfield Dept of Fire & Life Safety
Ambulance District	EC
Ambulance Service Area	East/Central
LTD Service Area?	Yes
LTD Ride Source?	No
Soil Water Cons. Dist/Zone	UPPER WILLAMETTE / 0
Emerald People's Utility District	N/A

Environmental Data

FEMA Flood Hazard Zone(s)

Code	Description
X	Areas determined to be outside of 500-year flood.

FIRM Map Number	41039C0790 F (tif | pdf)
Community Number	data not available
Post-FIRM Date	data not available
Panel Printed?	Yes

Soils

Soil Map Unit Number	Soil Type Description	% of Taxlot	Ag Class 1	Hydric
37C	CUPOLA COBBLY LOAM, 3 TO 12 PERCENT SLOPES	100%	6	No

Schools

School	Code	Name
School District	68	McKENZIE
Elementary School	593	McKenzie
Middle School	4201	McKenzie
High School	594	McKenzie

Political Districts

Election Precinct	100007	**State Representative District**	7
City Council Ward	N/A		
City Councilor	N/A	**State Representative**	Bruce Hanna
County Commissioner District	5 East	**State Senate District**	4
		State Senator	Floyd Prozanski
County Commissioner	Faye Stewart		

EWEB Commissioner	N/A
LCC Board Zone	4

Liens

RLID does not contain any lien data for this jurisdiction

Building Permits

RLID does not contain any building permit data for this jurisdiction

Land Use Applications

RLID does not contain any landuse application data for this jurisdiction

Petitions

RLID does not contain any petition data for this jurisdiction

Tax Statements (current and previous tax years)

ACCOUNT#: 0087211
View tax statement(s) for: 2009 2008

Owner/Taxpayer

Owners

Owner	Address	City/State/Zip
KONA SUNSET LLC	77-6541 PRINCESS KEELIKOLANI DR	KAILUA-KONA, HI 96740

Taxpayer

Party Name	Address	City/State/Zip
KONA SUNSET LLC	77-6541 PRINCESS KEELIKOLANI DR	KAILUA-KONA, HI 96740

Data source: Lane County Assessment and Taxation

Account Status

Status Active Account Current Tax Year

Account Status	none
Remarks	none
Special Assessment Program	N/A

Data source: Lane County Assessment and Taxation

General Tax Account Information

Tax Account Acreage	2.21
Fire Acres	N/A
Property Class	400 TRACT, VACANT
Statistical Class	N/A
Neighborhood Code	684500
Category	Land and Improvements

Data source: Lane County Assessment and Taxation

Township-Range-Section / Subdivision Data

Subdivision Type	N/A	**Subdivision Name**	N/A	**Subdivision Number**	N/A
Phase	N/A	**Lot/Tract/Unit #**	TL 00400	**Recording Number**	N/A

Data source: Lane County Assessment and Taxation

Property Values & Taxes

The values shown are the values certified in October unless a value change has been processed on the property. Value changes typically occur as a result of appeals, clerical errors and omitted property. The tax shown is the amount certified in October. This is the full amount of tax for the year indicated and does not include any discounts offered, payments made, interest owing or previous years owing. It also does not reflect any value changes.

	Real Market Value (RMV)			Total Assessed Value	Tax
Year	**Land**	**Improvement**	**Total**		
2009	$122,576	$0	$122,576	$44,516	$ 450.14
2008	$120,173	$0	$120,173	$43,219	$ 436.49
2007	$107,298	$0	$107,298	$41,960	$ 424.99
2006	$81,287	$0	$81,287	$40,738	$ 411.26
2005	$62,529	$0	$62,529	$39,551	$ 402.16
2004	$56,845	$0	$56,845	$38,399	$ 390.73
2003	$47,769	$0	$47,769	$37,281	$ 374.33
2002	$42,651	$0	$42,651	$36,195	$ 380.67
2001	$40,620	$0	$40,620	$35,141	$ 369.99
2000	$45,130	$0	$45,130	$34,117	$ 357.72
1999	$44,680	$0	$44,680	$33,123	$ 355.06
1998	$45,130	$0	$45,130	$32,158	$ 348.77
1997	$43,390	$0	$43,390	$31,221	$ 257.73
1996	$40,930	$0	$40,930	$40,930	$ 314.55
1995	$34,690	$0	$34,690	$34,690	$ 262.13

Current Year Assessed Value $44,516
Less Exemption Amount * N/A
Taxable Value **$44,516**
Frozen Assessed Value *

Data source: Lane County Assessment and Taxation

Tax Code Area & Taxing Districts

2009-2010 Lane County Assessment & Taxation Billing Rate Document

Tax Code Area (Levy Code) for current tax year 06802

Taxing Districts for TCA 06802

BLUE RIVER PARK AND RECREATION DIST
BLUE RIVER WATER DISTRICT
LANE COMMUNITY COLLEGE
LANE COUNTY
LANE EDUCATION SERVICE DISTRICT
MCKENZIE SCHOOL DISTRICT 68

Data source: Lane County Assessment and Taxation

Sales & Ownership Changes

Sale Date	Sale Price	Doc #	Image	Analysis Code	Multiple Accts?	Grantor(s)	Grantee(s)
10/02/2007	$484,897	2007-68626		K	Yes	BREMERTON PROPERTIES LLC	KONA SUNSET LLC
11/15/2006	$390,000	2006-83944		L	Yes	HIATT LIVING TRUST	BREMERTON PROPERTIES LLC
10/21/2003	$0	2003-105290		8	Yes	HIATT BERNARD D	HIATT LVG TRUST

Data source: Lane County Assessment and Taxation

Regional Land Information Database (RLID)

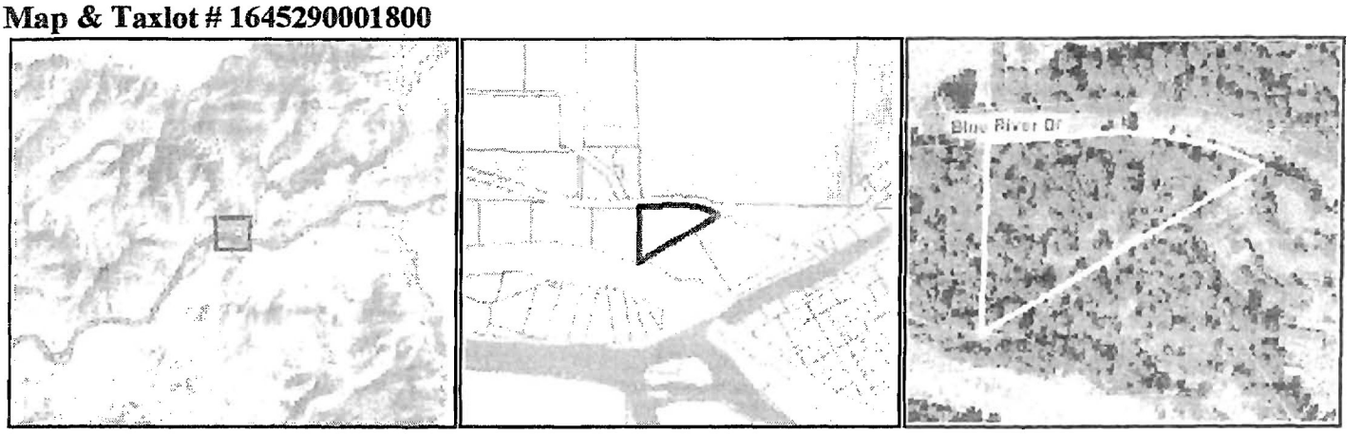
Detailed Property Report

Site Address N/A
Map & Taxlot # 1645290001800
SIC N/A
Tax Account # 1766839

Property Owner 1
KONA SUNSET LLC
77-6541 PRINCESS KEELIKOLANI DR
KAILUA-KONA, HI 96740

Approx. taxlot acreage 2.28
Tax account acreage 2.28

Map & Taxlot # 1645290001800



Improvements

No improvements associated with this tax account.

Site Address Information

No site address associated with this tax account number

General Taxlot Characteristics

Geographic Coordinates
State Plane (X-Y)
X 4437396 Y 912535
Latitude/Longitude
Latitude 44.1558 Longitude -122.3437

Zoning
Zoning Jurisdiction Lane County
Parent Zone RR2 RURAL RESIDENTIAL (2 ACRE MINIMUM)

Land Use
General Land Use
Code Description
V Vacant
Detailed Land Use
Code Description
9100 Vacant, Unused, Undeveloped Land

Taxlot Characteristics

Incorporated City Limits	none
Urban Growth Boundary	none
Year Annexed	N/A
Annexation #	N/A
Approximate Taxlot Acreage	2.28
Approx Taxlot Sq Footage	99,317
2000 Census Tract	0100
2000 Census Block Group	4
Plan Designation	RESIDENTIAL
Eugene Neighborhood	N/A
Metro Area Nodal Dev Area	No

Eugene Historic Property Name	N/A
Historical Landmark?	No
National Historical Register?	No

Service Providers

Fire Protection Provider	Blue River WD
Ambulance Provider	Springfield Dept of Fire & Life Safety
Ambulance District	EC
Ambulance Service Area	East/Central
LTD Service Area?	Yes
LTD Ride Source?	No
Soil Water Cons. Dist/Zone	UPPER WILLAMETTE / 0
Emerald People's Utility District	N/A

Environmental Data

FEMA Flood Hazard Zone(s)

Code	Description
X	Areas determined to be outside of 500-year flood.

FIRM Map Number	41039C0790 F (tif | pdf)
Community Number	data not available
Post-FIRM Date	data not available
Panel Printed?	Yes

Soils

Soil Map Unit Number	Soil Type Description	% of Taxlot	Ag Class 1	Hydric
37C	CUPOLA COBBLY LOAM, 3 TO 12 PERCENT SLOPES	100%	6	No

Schools

School	Code	Name
School District	68	McKENZIE
Elementary School	593	McKenzie
Middle School	4201	McKenzie
High School	594	McKenzie

Political Districts

Election Precinct	100007	**State Representative District**	7
City Council Ward	N/A		
City Councilor	N/A	**State Representative**	Bruce Hanna
County Commissioner District	5 East	**State Senate District**	4
		State Senator	Floyd Prozanski
County Commissioner	Faye Stewart		

EWEB Commissioner	N/A
LCC Board Zone	4

Liens

RLID does not contain any lien data for this jurisdiction

Building Permits

RLID does not contain any building permit data for this jurisdiction

Land Use Applications

RLID does not contain any landuse application data for this jurisdiction

Petitions

RLID does not contain any petition data for this jurisdiction

Tax Statements (current and previous tax years)

ACCOUNT#: 1766839
View tax statement(s) for: 2009 2008

Owner/Taxpayer

Owners

Owner	Address	City/State/Zip
KONA SUNSET LLC	77-6541 PRINCESS KEELIKOLANI DR	KAILUA-KONA, HI 96740

Taxpayer

Party Name	Address	City/State/Zip
KONA SUNSET LLC	77-6541 PRINCESS KEELIKOLANI DR	KAILUA-KONA, HI 96740

Data source: Lane County Assessment and Taxation

Account Status

Status Active Account Current Tax Year

Account Status	none
Remarks	none
Special Assessment Program	N/A

Data source: Lane County Assessment and Taxation

General Tax Account Information

Tax Account Acreage	2.28
Fire Acres	2.28
Property Class	100 RESIDENTIAL, VACANT
Statistical Class	N/A
Neighborhood Code	684500
Category	Land and Improvements

Data source: Lane County Assessment and Taxation

Township-Range-Section / Subdivision Data

Subdivision Type	Subdivision Plat	**Subdivision Name**	BLUE RIVER MEADOWS	**Subdivision Number**	N/A
Phase	N/A	**Lot/Tract/Unit #**	Parcel 5 TL 01800	**Recording Number**	2006-034420

Data source: Lane County Assessment and Taxation

Property Values & Taxes

The values shown are the values certified in October unless a value change has been processed on the property. Value changes typically occur as a result of appeals, clerical errors and omitted property. The tax shown is the amount certified in October. This is the full amount of tax for the year indicated and does not include any discounts offered, payments made, interest owing or previous years owing. It also does not reflect any value changes.

	Real Market Value (RMV)			Total Assessed Value	Tax
Year	**Land**	**Improvement**	**Total**		
2009	$140,120	$0	$140,120	$73,157	$ 758.50
2008	$137,373	$0	$137,373	$71,026	$ 737.97
2007	$122,655	$0	$122,655	$68,957	$ 716.43
2006	$30,340	$0	$30,340	$13,686	$ 156.16
2005	$0	$0	$0	$0	$ 0.00

Current Year Assessed Value $73,157
Less Exemption Amount * N/A
Taxable Value **$73,157**
Frozen Assessed Value *

Data source: Lane County Assessment and Taxation

Tax Code Area & Taxing Districts

2009-2010 Lane County Assessment & Taxation Billing Rate Document

Tax Code Area (Levy Code) for current tax year 06802

Taxing Districts for TCA 06802

BLUE RIVER PARK AND RECREATION DIST
BLUE RIVER WATER DISTRICT
LANE COMMUNITY COLLEGE
LANE COUNTY
LANE EDUCATION SERVICE DISTRICT
MCKENZIE SCHOOL DISTRICT 68

Data source: Lane County Assessment and Taxation

Sales & Ownership Changes

Regional Land Information Database (RLID)

Sale Date	Sale Price	Doc #	Image	Analysis Code	Multiple Accts?	Grantor(s)	Grantee(s)
10/02/2007	$484,897	2007-68626		Y	Yes	BREMERTON PROPERTIES LLC	KONA SUNSET LLC
11/15/2006	$390,000	2006-83944		L	Yes	HIATT LIVING TRUST	BREMERTON PROPERTIES LLC

Data source: Lane County Assessment and Taxation

15-
10-
11-

After Recording Return To
First American Title
PO Box 10146
Eugene, OR 97440

Division of Chief Deputy Clerk
Lane County Deeds and Records

2007-068626

$36.00

00948034200700686260030038

10/03/2007 03:24:53 PM

RPR-DEED Cnt=1 Stn=8 CASHIER 01
$15.00 $11.00 $10.00

After recording return to:
First American Exchange Co.

Until a change is requested all tax statements shall be sent to the following address:
KONA SUNSET LLC
P.O. BOX 242
BLUE RIVER, OR 97413

File No.: 7194-1119901 (SMJ)
Date: September 28, 2007

STATUTORY WARRANTY DEED

Bremerton Properties, LLC, an Oregon Limited Liability Co, Grantor, conveys and warrants to **Kona Sunset LLC.** , Grantee, the following described real property free of liens and encumbrances, except as specifically set forth herein:

SEE ATTACHED LEGAL DESCRIPTION.

Subject to: A deed of trust of record, recorded November 21, 2006, as reception no. 2006-083945, Official Records of Lane County, Oregon, in favor of Bernard D. Hiatt, Trustee of the Bernard D. Hiatt Living Trust and J & C Enterprises, Inc. to which the Grantee named herein, agrees to assume and pay.

1. The **2007-2008** Taxes, a lien not yet payable.
2. Covenants, conditions, restrictions and/or easements, if any, affecting title, which may appear in the public record, including those shown on any recorded plat or survey.

The true consideration for this conveyance is **$484,897.91.** (Here comply with requirements of ORS 93.030)

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BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 197.352. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930 AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 197.352.

Dated this 2 day of October, 2007.

Bremerton Properties LLC, an Oregon limited liability company

By: JULIE A. LAVOIE, MEMBER

STATE OF)
)ss.
County of Lane)

This instrument was acknowledged before me on this 2 day of October, 2007 by JULIE A. LAVOIE, MEMBER as of Bremerton Properties LLC, on behalf of the limited liability company.

OFFICIAL SEAL
SONDRA M JOHNSON
NOTARY PUBLIC - OREGON
COMMISSION NO. 419885
MY COMMISSION EXPIRES AUG. 29, 2011

Notary Public for
My commission expires: 8/29/2011

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LEGAL DESCRIPTION

Parcel 1:

LOTS 4 AND 5, BLUE RIVER MEADOWS, AS PLATTED AND RECORDED MAY 18, 2006, RECEPTION NO. 2006-034420, LANE COUNTY OREGON PLAT RECORDS, IN LANE COUNTY, OREGON.

Parcel 2:

ALL THAT PORTION OF LOTS 5, 6, 7 AND 8, CASCADE PARK BLUE RIVER CITY, AS PLATTED AND RECORDED IN BOOK 4, PAGE 86, LANE COUNTY OREGON PLAT RECORDS, LYING NORTHEASTERLY OF THE NORTHEASTERLY LINE OF THE RELOCATED MCKENZIE HIGHWAY, IN LANE COUNTY, OREGON.

RETURN TO EVERGREEN LAND TITLE CO

THE BERNARD D. HIATT LIVING TRUST
836 "R" STREET
SPRINGFIELD, OR 97477
Grantor's Name and Address
BREMERTON PROPERTIES, LLC
PO BOX 72064
EUGENE, OR 97401
Grantee's Name and Address
After recording return to:
COMMERCIAL ESCROW, INC.
875 COUNTRY CLUB ROAD
EUGENE, OR 97401
Until a change is requested, all tax statements shall be sent to the following address.
SAME AS GRANTEE

Division of Chief Deputy Clerk
Lane County Deeds and Records
2006-083944
$31.00
11/21/2006 02:19:36 PM
RPR-DEED Cnt=1 Stn=1 CASHIER 01
$10.00 $11.00 $10.00

TITLE NO. ELT-51529
ESCROW NO. CE86-00572
TAX ACCT. NO. 0087211 1766821 1766839
MAP NO. 16-45-28-20-00400 16-45-29-00-01700 16-45-29-00-01800

WARRANTY DEED - STATUTORY FORM (INDIVIDUAL OR CORPORATION)

KNOW ALL MEN BY THESE PRESENTS, That Bernard D. Hiatt, Trustee of The Bernard D. Hiatt Living Trust and J & C Enterprises, Inc., an Oregon Corporation *hereinafter called grantor, for the consideration hereinafter stated, to grantor paid by* BREMERTON PROPERTIES, LLC, an Oregon Limited Liability Co, *hereinafter called grantee, does hereby grant, bargain, sell and convey unto the said grantee and grantee's heirs, successors and assigns, that certain real property, with the tenements, hereditaments and appurtenances thereunto belonging or appertaining, situated in the County of LANE and State of Oregon, described as follows, to-wit:*

SEE EXHIBIT A WHICH IS MADE A PART HEREOF BY THIS REFERENCE

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.
And said grantor hereby covenants to and with said grantee and grantee's heirs, successors and assigns, that grantor is lawfully seized in fee simple of the above granted premises, free from all encumbrances except

Subject to any and all easements, restrictions and covenants of record

and that grantor will warrant and forever defend the said premises and every part and parcel thereof against the lawful claims and demands of all persons whomsoever, except those claiming under the above described encumbrances.
The true and actual consideration paid for this transfer, stated in terms of dollars, is $ 390,000.00.
which is paid to an Accommodator as part of an IRC 1031 exchange.
However, the actual consideration consists of or includes other property or value given or promised which is (the whole/part of the) consideration (indicate which). (The sentence between the symbols *, if not applicable should be deleted. See ORS 93.030.)*
In construing this deed and where the context so requires, the singular includes the plural and all grammatical changes shall be implied to make the provisions hereof apply equally to corporations and to individuals.
In Witness Whereof, the grantor has executed this instrument this 15th *day of* November, 2006; *if a corporate grantor, it has caused its name to be signed and seal affixed by its officers, duly authorized thereto by order of its board of directors.*

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

THE BERNARD D. HIATT LIVING TRUST
By: _____ TRUSTEE
BERNARD D. HIATT

J & C Enterprises, Inc., an Oregon Corporation
By: _____
DICK CRONE, President

STATE OF OREGON, COUNTY OF Lane)ss.

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON November 15, 2006, BY BERNARD D. HIATT, AS TRUSTEE, OF THE BERNARD D. HIATT LIVING TRUST.

_____
Notary Public for Oregon

OFFICIAL SEAL
TONY CURCIO
NOTARY PUBLIC - OREGON
COMMISSION NO. 403285
MY COMMISSION EXPIRES MARCH 19, 2010

My Commission expires: 3-19-2010

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STATE OF OREGON, COUNTY OF Lane)ss.

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON November 15, 20 06, BY Dick Cronk as President of J&C Enterprises, Inc., an Oregon Corporation

My commission expires: 3-19-2010

Notary Public for Oregon

OFFICIAL SEAL
TONY CURCIO
NOTARY PUBLIC - OREGON
COMMISSION NO. 403285
MY COMMISSION EXPIRES MARCH 19, 2010

ELT - 51529
Page 1 of 1
Legal Description

EXHIBIT A

PARCEL 1:

Lots 4 and 5, BLUE RIVER MEADOWS, as platted and recorded May 18, 2006, Reception No. 2006-034420, Lane County Oregon Plat Records, in Lane County, Oregon.

PARCEL 2:

All that portion of Lots 5, 6, 7 and 8, CASCADE PARK BLUE RIVER CITY, as platted and recorded in Book 4, Page 86, Lane County Oregon Plat Records, lying Northeasterly of the Northeasterly line of the relocated McKenzie Highway, in Lane County, Oregon.

EXHIBIT 33

Richard Pierce, C/O
Blue River Water District
91402 Eck Pierce Dr
Vida, OR 97488

July 21, 2009

James A. Mann LLC
P.O. Box 51081
Eugene, Oregon 97405-0902

RE: Availability of public water service from the Blue River Water District for properties in Map 16-45-28-20 Tax Lot 300 & 400 & Map 16-45-29 Tax Lots 1600, 1700 and 1800

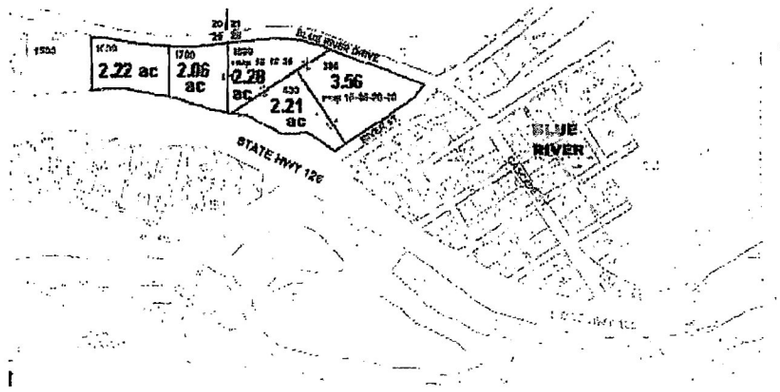
Dear Mr. Mann

You contacted the Blue River Water District concerning the availability of public water service from the Blue River Water District to these properties in conjunction with the rural commercial development of these properties.

In response to your inquiry, the Blue River Water District has the water capacity and can provide public water service to these properties. Provision of water service would be subject to the following general requirements:

Water can be provided for personal consumption and fire protection. If the Water system will have to be fitted with a Backflow Prevention Device to protect against Cross Contamination. Please see attached for more information. Please note that there is no fire hydrant near water at this time.

Modified Assessment & Taxation Map Illustration Showing the Subject Properties



Sincerely,

Richard Pierce, Blue River Water District

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EXHIBIT 34

TRAFFIC IMPACT ANALYSIS

FOR

Blue River Development
Blue River, Oregon

November 6, 2009

Prepared For:

Chris and Julie Lavoie
2790 Chuckanut Street
Eugene, Oregon 97408

Prepared By:

BRANCH ENGINEERING, INC.
310 Fifth Street
Springfield, Oregon 97477
Phone (541) 746-0637
Fax (541) 746-0389

Project No. 08-098

TRAFFIC IMPACT ANALYSIS

FOR

Blue River Development
Blue River, Oregon

November 6, 2009

Prepared By:

EXPIRES: JUNE 30, 2011

BRANCH ENGINEERING, INC.
310 Fifth Street
Springfield, Oregon 97477
Phone (541) 746-0637
Fax (541) 746-0389

Project No. 08-098

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Appendix B: Lane Transit District Route Schedules
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Appendix G: Intersection Performance Calculations
Appendix H: Photographs of Studied Intersection and Intersection Sight Distance Tables.

1. EXECUTIVE SUMMARY

Description

The 12.33 acre development site is located north of McKenzie Highway, on the south side of Blue River Drive and west side of River Street, approximately one tenth of a mile north of the downtown area of Bluer River. The property is identified on Assessor's Map 16-45-28-20, Tax Lots 300 and 400 and Map 16-45-29, Tax Lots 1600, 1700 and 1800. This development consists of five existing dwellings (vacation cabins), existing buildings that will be converted into a restaurant, commercial shops, offices and a Recreational Vehicle RV Park. Construction is expected early in the year of 2009.

Traffic

The study addresses the existing traffic conditions in the project vicinity and forecasts the operations of the roadway system after the proposed RV Park opens to the public. Traffic impacts were evaluated for full development build-out in the year 2009 and 2029 during the AM and PM peak hours. The proposed development is projected to generate an average of 16 AM and 29 PM peak hour new vehicle trips on the public roadway system. As proposed, the site will be accessed via one existing full movement driveway on Blue River Drive.

Results

In summary, the proposed development will not cause significant adverse impact on the performance of the existing transportation system. No mitigation is necessary to accommodate the traffic generated by the proposed development.

2. RESPONSE TO ODOT REVIEW COMMENTS

Memo dated September 22, 2008 – Stephen B. Wilson, P.E., ODOT Senior Traffic Analyst
After reviewing the comments presented by ODOT, the following summarizes the revisions made based on the applicable comments.

1. The description of the 12.33 acre site has been included on the revised analysis as requested.
2. The proposed development AM and PM peak hour trips match the associated figures and Synchro analysis.
3. Lane County Planning has approved the land use assumptions as originally presented.
4. The classification and description of McKenzie Highway has been modified as requested.
5. Crash analysis and Intersection sight distances for all the approaches are not part of the Transportation Planning Rule Criteria for a Plan Amendment and Zone Change Traffic Impact Analysis.
6. A growth rate of two percent has been used as requested.
7. The two hour peak hour counts have been used as agreed.
8. The OHP Mobility Standard of 0.75 v/c has been used.
9. McKenzie Highway and Dexter Street intersection has been evaluated.
10. Intersection performance has been reevaluated using HCM2000 methodology, and LOS has been used for City facilities.
11. Heavy vehicle percentages have been taken into consideration on the revised analysis.
12. Ideal Saturated Flow rate of 1750 vphpl was used in the revised report.
13. The conclusion has been modified to represent the results of the revised analysis.

Lane County Transportation Planning has approved the analysis as submitted and will not be required additional information.

A copy of Mr. Wilson's comments and other correspondences from ODOT and Lane County emails are included in Appendix A.

3. INTRODUCTION

Branch Engineering Inc. has been retained by Chris and Julie LaVoie, to perform a safety review and significant impact analysis of the relevant intersections near the proposed development that includes five existing dwellings (vacation cabins), a restaurant, commercial shops, offices and parking improvements; and a proposed Recreational Vehicle Park. This report strives to meet the Lane County's traffic impact analysis requirements as presented in the scoping letter dated June 6, 2008 (see Appendix A). Included in the analysis is a summary of existing and proposed transportation infrastructure, documentation of observed traffic volumes, projected post development 'Build' traffic volumes, an intersection sight distance evaluation, a history of crashes at nearby intersections, and an evaluation of applicability of Oregon Administrative Rule (OAR) 660-12-060 Transportation Planning Rule (TPR).

The following is a list of scenarios analyzed in this report:

- Year 2008 'Existing' Traffic Volumes (AM/PM Peak Hour)
- Year 2009 'Build' Traffic Volumes Existing and Proposed Designations (AM/PM Peak Hour)
- Year 2029 'No-Build' Traffic Volumes (AM/PM Peak Hour)
- Year 2029 'Build' Traffic Volumes Existing and Proposed Designations (AM/PM Peak Hour)

Figure 1 illustrates the location of the proposed development.

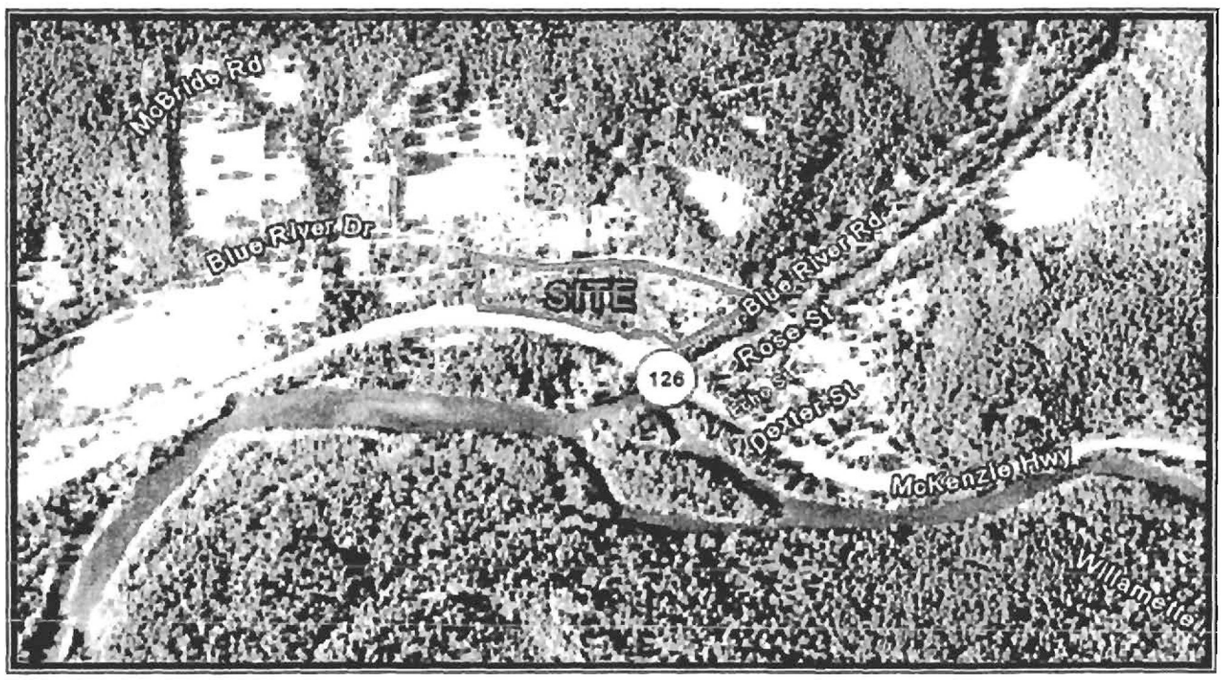


FIGURE 1: Vicinity Map

4. PROPOSED DEVELOPMENT

4.1 Site Characteristics

The east side is developed with the facilities of the former USFS Ranger Station and includes five existing vacation cabins, a restaurant/lodge facility, and associated site improvements. The west side of the development is currently vacant.

4.2 Proposed Use

The proposed development will include upgrades and modernization of the existing former Ranger Station buildings into a similar resort use, while the vacant land is proposed to be improved as an RV Park for travelers of the McKenzie Highway.

4.3 Site Access

The property will continue to be served by the existing private driveway access to Blue River Drive and River Street. No new accesses are proposed with this project.

5. EXISTING CONDITIONS

5.1 Roadway Network

The relevant roadways for this study are:

- McKenzie Highway
- Blue River Drive
- River Street
- Dexter Street

McKenzie Highway is an ODOT Highway that is functionally classified as a Statewide Highway (non-freight route). In the project vicinity, it is a two-lane east-west running roadway with one vehicle travel lane in each direction and a left-turn lane at the major intersections. Abutting development includes a mix of commercial and residential properties. The posted speed is 55 MPH.

Blue River Drive is the former alignment of McKenzie Highway through Blue River. It is functionally classified as a rural minor collector roadway. In the project area, it runs east-west looping north of McKenzie Highway with one vehicle travel lane in each direction. The posted speed in the project vicinity is 45 MPH.

River Street is functionally classified as local access roadway. In the project area, it runs north-south with one vehicle travel lane in each direction. River Street ends at the intersection on Blue River Drive and then it becomes Blue River Road. There is no posted speed.

Dexter Street is functionally classified as local access roadway. In the project area, it runs north-south with one vehicle travel lane in each direction. Dexter Street ends at the intersection on Blue River Drive and then it becomes Blue River Street. There is no posted speed in the project vicinity.

5.2 Intersections

According to Lane County's scoping letter, and ODOT's review letter, the relevant existing intersections for this study are:

- McKenzie Highway/Blue River Drive
- McKenzie Highway/River Street
- McKenzie Highway/Dexter Street
- Blue River Drive/Blue River Road
- Blue River Drive/Site Access

5.3 Transit Facilities

The proposed development site is serviced via Lane Transit District (LTD) Route 91. There is direct access to a bus stop on Blue River Drive at Dexter Street approximately 800 feet east of the proposed development. It is regularly served by this route four times per day on weekdays and twice per day on weekends. The LTD route schedule is included in Appendix B.

5.4 Crash Analysis

Although crash history it not an applicable criteria for a Zone Change/Plan Amendment, Lane County requested the data be reviewed. An analysis of crash history was performed for the relevant existing studied intersections. The most recent three full years of crash data was evaluated (January 1, 2004 through December 31, 2006) as supplied by the ODOT Crash Analysis and Reporting Unit.

Based on the ODOT supplied data, there were no crashes reported at any of the relevant intersections during the period of analysis.

The ODOT crash data is included as Appendix C.

5.5 Existing Traffic Volumes

Existing Average Daily Traffic (ADT) volumes were obtained from the Lane County Road Inventory and ODOT Traffic volume tables. Traffic counts are based on typical weekday 24 hour counts. The available published ADT in the project vicinity is as follows:

Roadway	ADT
McKenzie Highway	3,030
Blue River Drive	480
River Street	100
Dexter Street	220

ADT on River and Dexter Street was estimated to be 10 times the existing PM peak hour traffic volume, as there is no published data for the above mentioned road.

Existing peak hour traffic volumes were determined by manual traffic counts conducted by Branch Engineering staff in February, June and October 2008 (see Appendix D). The counts were taken between 7:00AM and 9:00AM; and between 4:00PM and 6:00PM on a typical weekday. The results of the counts indicate the AM and PM peak hours occur between the hours of 8:00AM and 9:00PM, and 5:00PM and 6:00PM, respectively. The observed traffic volumes are shown in Figure 2.

5.6 Seasonal Adjustment

Traffic volumes typically fluctuate throughout the year. The traffic counts were performed in the months of January, June and October of 2008 which are not representative peak months of the year. The peak period seasonal factor for the OR126, McKenzie Highway is 1.23. The count date seasonal factors are 0.84, 1.15 and 0.98 for the months of February, June and October, respectively. The ratio between these count date seasonal ADT and the peak month ADT for the ATR-20-010 are calculated at 1.46, 1.07 and 1.28 for the months of February, June and October, respectively. Therefore, the design hour traffic volumes were 1.46, 1.07 and 1.28 times greater than the observed traffic volumes.

The data from ODOT's Automatic Traffic Recorder (ATR) #20-010 located on OR26, McKenzie Highway and the Seasonal Trend Table are included in Appendix D.

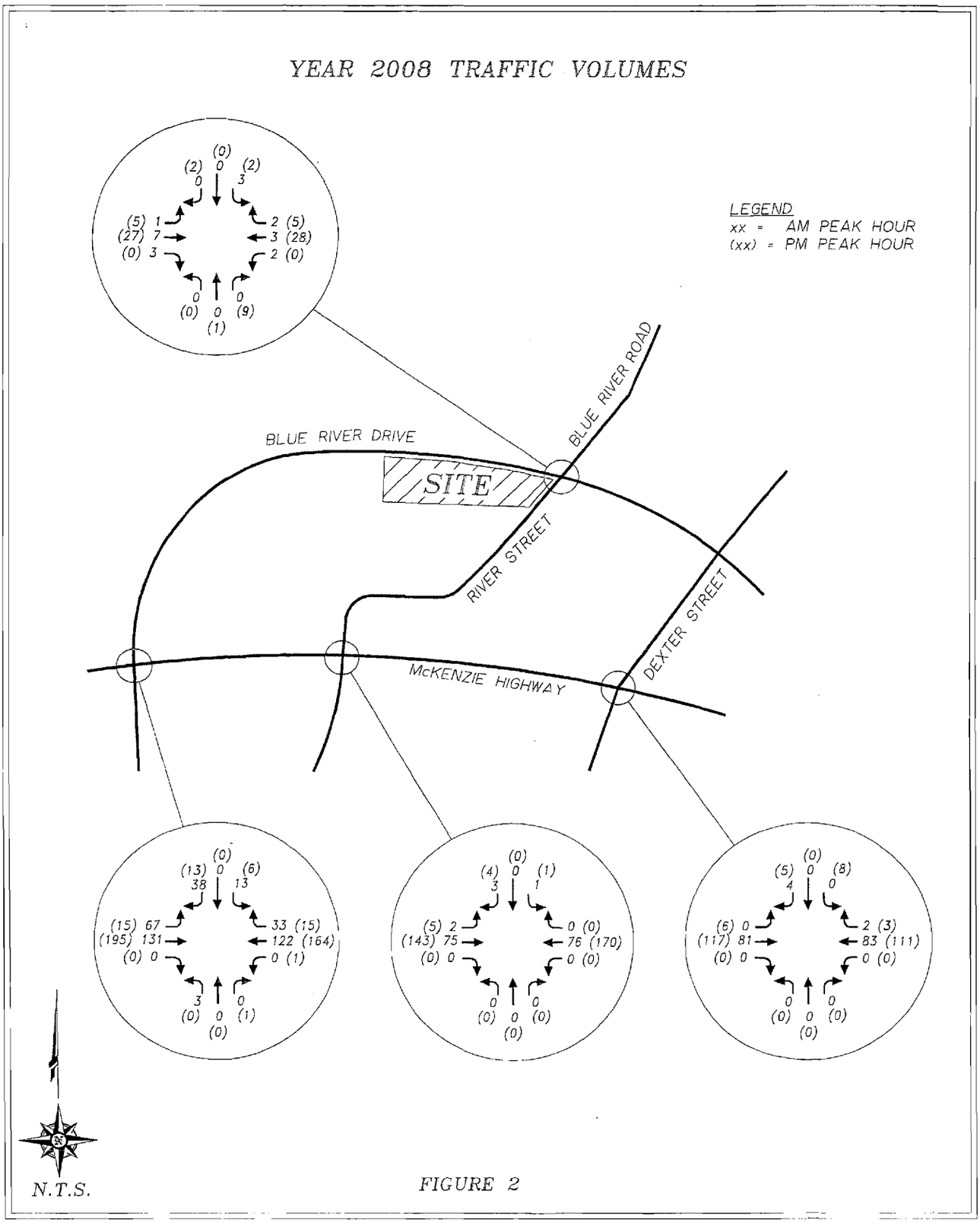

YEAR 2008 TRAFFIC VOLUMES
LEGEND
xx = AM PEAK HOUR
(xx) = PM PEAK HOUR
BLUE RIVER ROAD
BLUE RIVER DRIVE
SITE
RIVER STREET
DEXTER STREET
McKENZIE HIGHWAY
N.T.S.

FIGURE 2

6. FUTURE TRAFFIC VOLUMES

6.1 Growth

Future 'No Build' conditions were estimated by factoring existing traffic volumes by the projected Average Annual Growth Rate (AAGR). Lane County population outside of urban growth boundaries is projected to decrease by approximately 0.5 percent per year over the next 20 to 25 years; however, a review of ODOT's 2026 Future Volume Tables indicates a growth rate on McKenzie Highway in the vicinity of Blue River is approximately two percent. Therefore, a two percent per year growth rate was applied. Growth data is included in Appendix E. Individual turning movements projected to be less than 5 per hour were rounded up to 5 for analysis purposes.

Figure 3 shows Future year 2029 'No Build'.

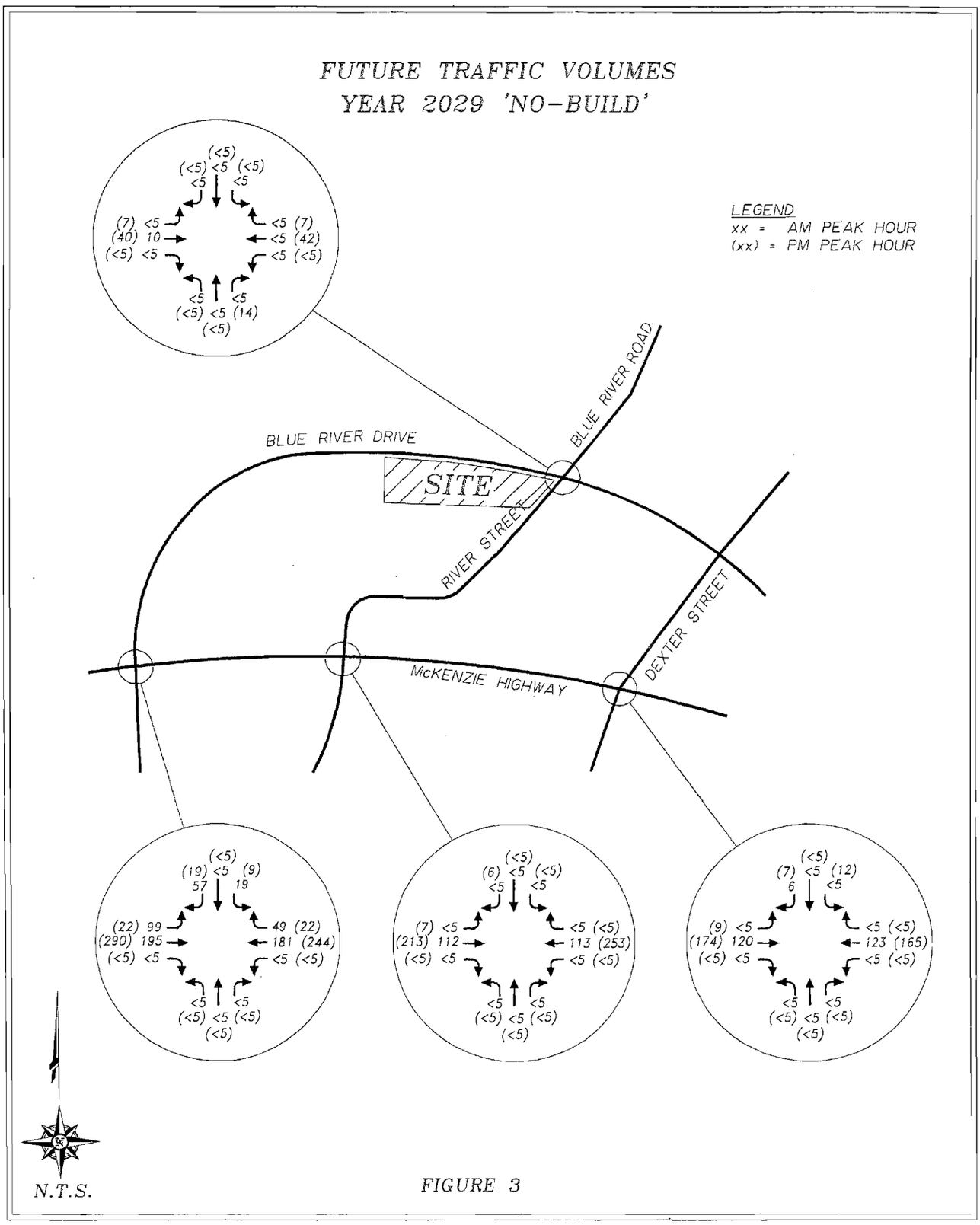

FUTURE TRAFFIC VOLUMES
YEAR 2029 'NO-BUILD'
LEGEND
xx = AM PEAK HOUR
(xx) = PM PEAK HOUR
BLUE RIVER DRIVE
BLUE RIVER ROAD
SITE
RIVER STREET
DEXTER STREET
McKENZIE HIGHWAY
N.T.S.

FIGURE 3

6.2 Intersections

With Lane County concurrence, the following are relevant intersections that could be potentially impacted by the proposed development:

- McKenzie Highway/Blue River Drive
- McKenzie Highway/River Street
- McKenzie Highway/Dexter Street
- Blue River Drive/Blue River Road
- Blue River Drive/Site Access

The above intersections are two-way stop controlled.

6.3 Trip Generation

Peak hour trip generation values for the proposed development were estimated based on Trip Generation, 7th Edition, published by the Institute of Transportation Engineers (ITE). The referenced data is included in Appendix F.

Based on permitted uses under the existing zoning, as supplied by the project planner, trip generation estimates were prepared and evaluated to determine a reasonable worst case development scenario for the existing designation.

The following tables summarize the projected AM and PM peak hour trips entering and leaving the site under the assumed reasonable worst case development scenarios for the existing designations:

TABLE 1A: AM Peak Hour Trip Generation (Existing Designations)

Land Use:	Rate Per Unit	Number of Units	Trips Entering #	Trips Entering %	Trips Leaving #	Trips Leaving %	Total Trips
Church (ITE Land Use 560)	0.72	30/tgsf	12	54%	10	46%	32
Golf Course (ITE Land Use 430)	0.21	12.33/acres	2	74%	1	26%	3
Recreational Community Center (ITE Land Use 495)	1.62	35/tgsf	35	61%	22	39%	57
County Park (ITE Land Use 412)	0.01	12.33/acres	1	80%	1	20%	2
Middle/Junior High School (ITE Land Use 522)	4.35	80/tgsf	191	55%	157	45%	348
Private School (K-8) (ITE Land Use 534)	11.91	80/tgsf	524	55%	428	45%	952

TABLE 1B: PM Peak Hour Trip Generation (Existing Designations)							
Land Use:	**Rate Per Unit**	**Number of Units**	**Trips Entering**		**Trips Leaving**		**Total Trips**
			#	**%**	**#**	**%**	
Church (ITE Land Use 560)	0.66	30/tgsf	10	52%	10	48%	20
Golf Course (ITE Land Use 430)	0.30	12.33/acres	1	34%	2	66%	3
Recreational Community Center (ITE Land Use 495)	1.64	35/tgsf	17	29%	41	71%	58
County Park (ITE Land Use 412)	0.06	12.33/acres	1	41%	1	59%	2
Middle/Junior High School (ITE Land Use 522)	1.19	80/tgsf	50	52%	46	48%	96
Private School (K-8) (ITE Land Use 534)	6.80	80/tgsf	267	49%	277	51%	544

Due to the location of the subject property, a private school is not likely to be developed in this area. The second most intense land use under existing conditions is the middle/junior high school.

The reasonable worst case development scenarios for the proposed use (RV Park) were based on maximum allowable density of units of existing local representative RV Parks, as determined in Table 2.

TABLE 2: RV Density Per Acre				
RV Park:	**Location**	**Number of Spaces**	**Size of the Park (acres)**	**Density per Acre**
Hoodoo Recreation's Patio RV Resort	Blue River	60	4.13	14
Dexter Shores RV Park	Dexter	56	10.77	5
Casey's Riverside RV Park	Westfir	80	17.81	4
Eugene Kamping World RV Park	Coburg	112	10	11
Average Density per Acre	-	-	-	9

The number of units for the proposed development was determined by multiplying the average density per acre times the area of the development (8.77 acres), resulting in a conservatively estimated 78 RV camp sites.

Table 3 summarizes the projected AM and PM peak hour trips entering and leaving the site under the assumed reasonable worst case development scenarios for the proposed designation:

TABLE 3: Trip Generation (Proposed Designation)

	Land Use:	Rate Per Unit	Number of Units	Trips Entering #	Trips Entering %	Trips Leaving #	Trips Leaving %	Total Trips
AM	Recreational Vehicle Park AM Peak Hour of Adjacent Street Traffic (ITE Land Use 416)	0.20	78	7	42%	9	58%	16
PM	Recreational Vehicle Park PM Peak Hour of Adjacent Street Traffic (ITE Land Use 416)	0.37	78	20	69%	9	31%	29

A copy of the email from Lane County that approves the above assumptions, and allows using an RV park for the proposed designation analysis is included in Appendix F.

6.4 Trip Distribution/Traffic Assignment

The site generated traffic was distributed to the adjacent road system and assigned to specific intersection movements based on site access locations and observed operational characteristics in the project vicinity. Site generated traffic were distributed to and from Blue River via Blue River Drive, and to and from McKenzie Highway via River Street and via Blue River Drive to estimate future 'Build' conditions.

Figures 4, 5 and 6 illustrate the assignment site generated traffic and years 2009 and 2029 'Build' traffic volumes under the existing designation scenario. Figures 7, 8 and 9 show the assignment of site generated traffic and years 2009 and 2029 'Build' traffic volumes for the proposed designation scenario, respectively.

ASSIGNMENT OF SITE GENERATED TRAFFIC
(Existing Designation)

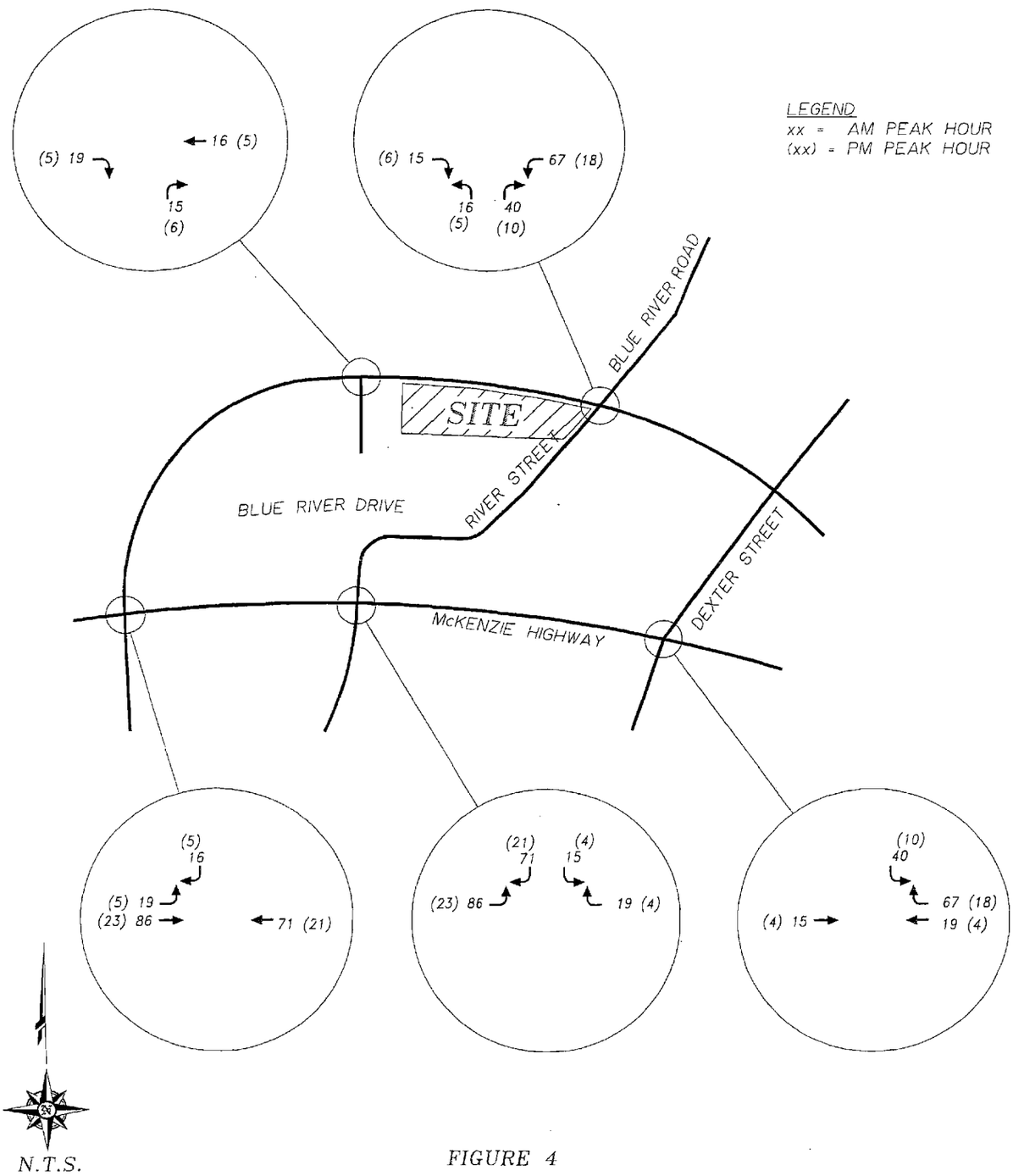


FIGURE 4

FUTURE TRAFFIC VOLUMES YEAR 2009 'BUILD'
(Existing Designation)

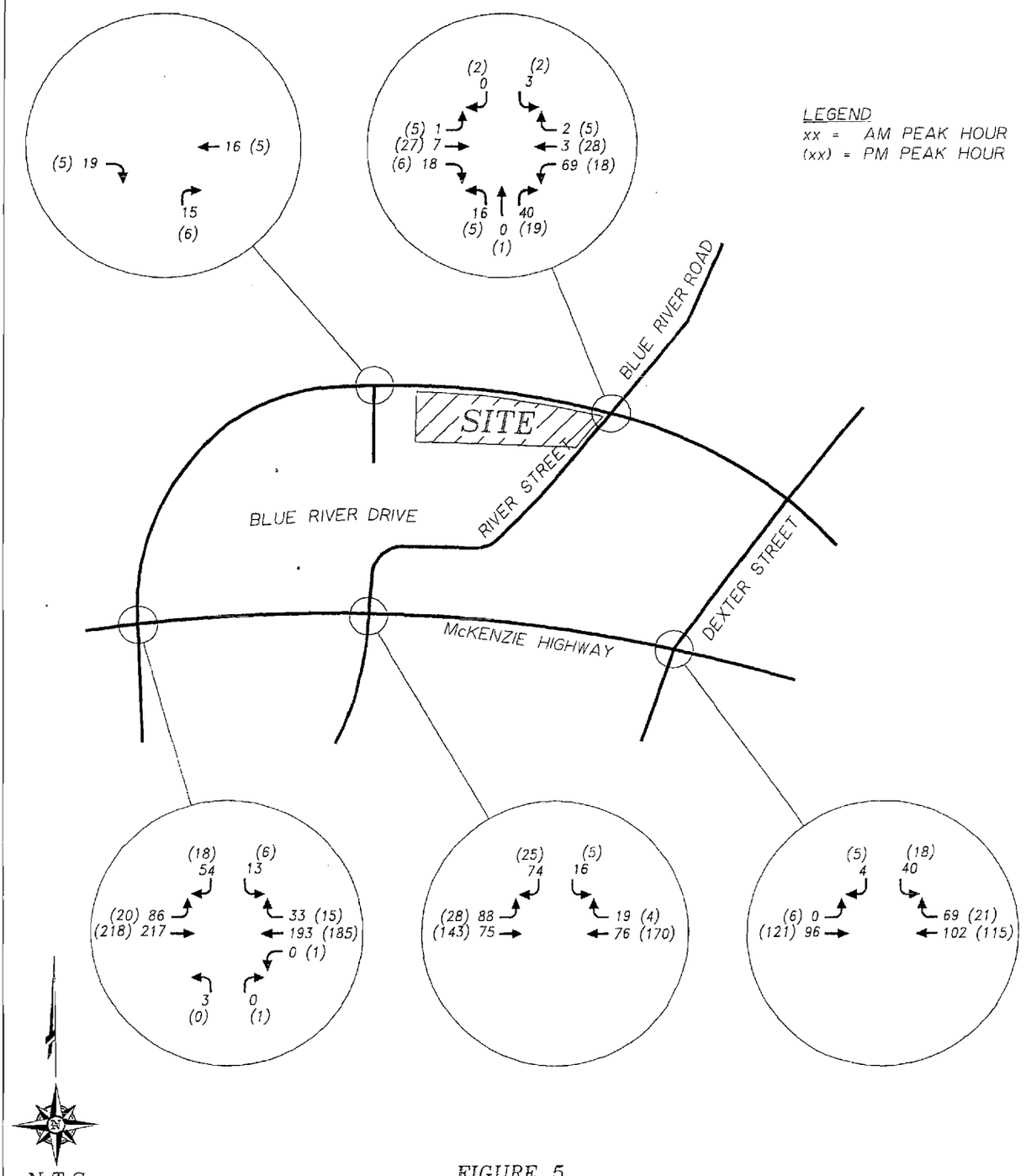


FIGURE 5

FUTURE TRAFFIC VOLUMES YEAR 2029 'BUILD'
(Existing Designation)

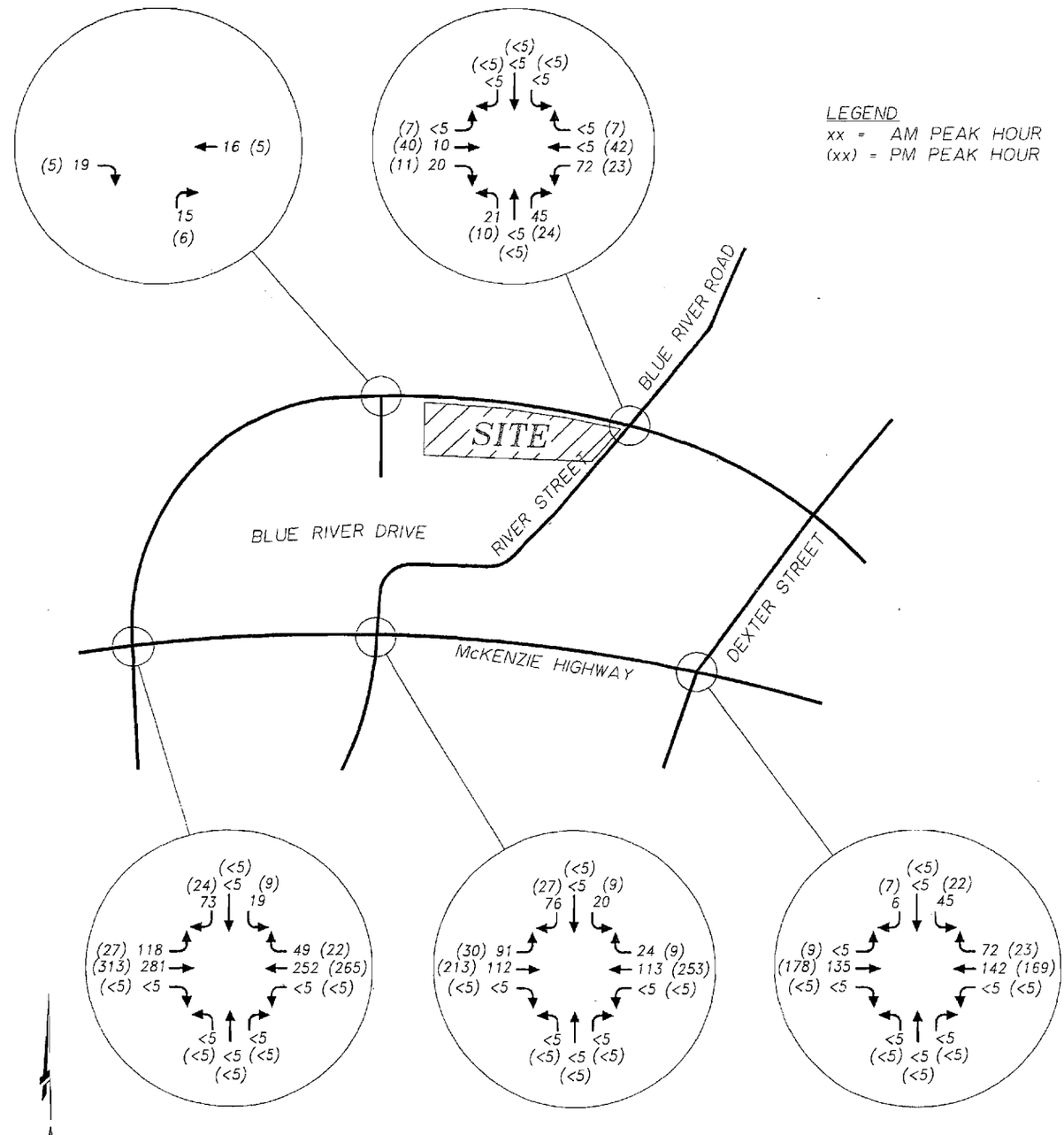


FIGURE 6

ASSIGNMENT OF SITE GENERATED TRAFFIC
(Proposed Designation)

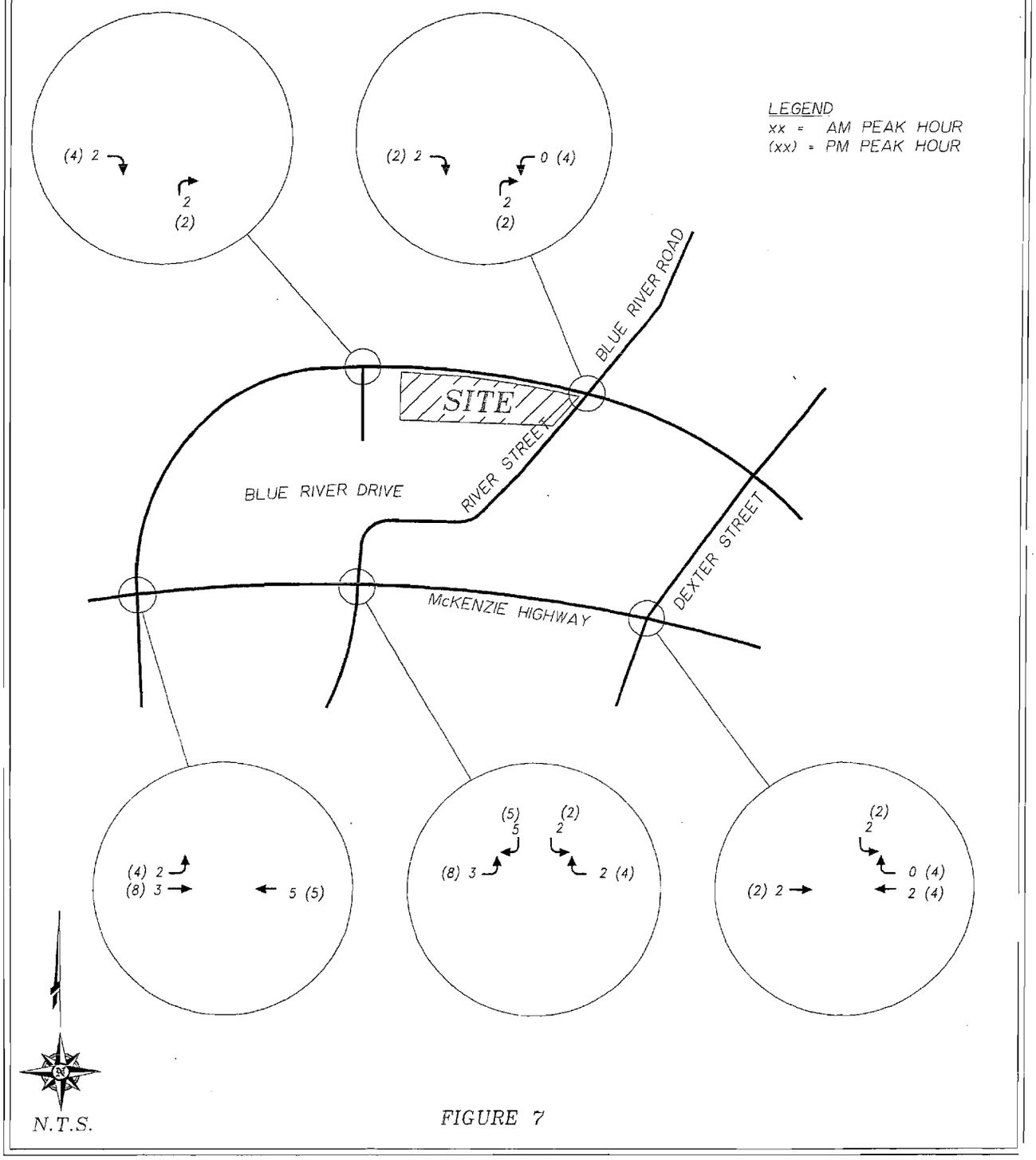


FIGURE 7

FUTURE TRAFFIC VOLUMES YEAR 2009 'BUILD'
(Proposed Designation)

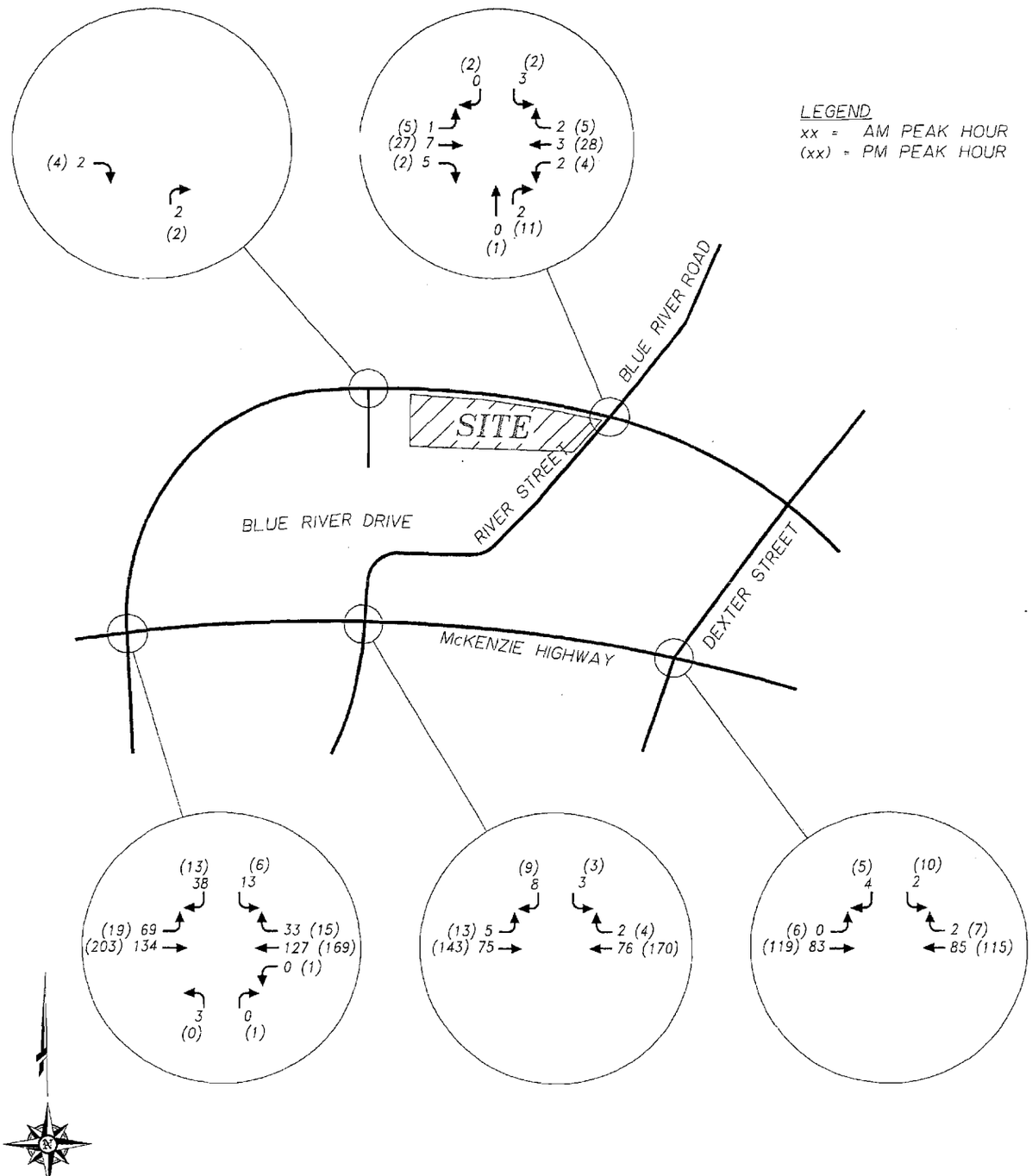
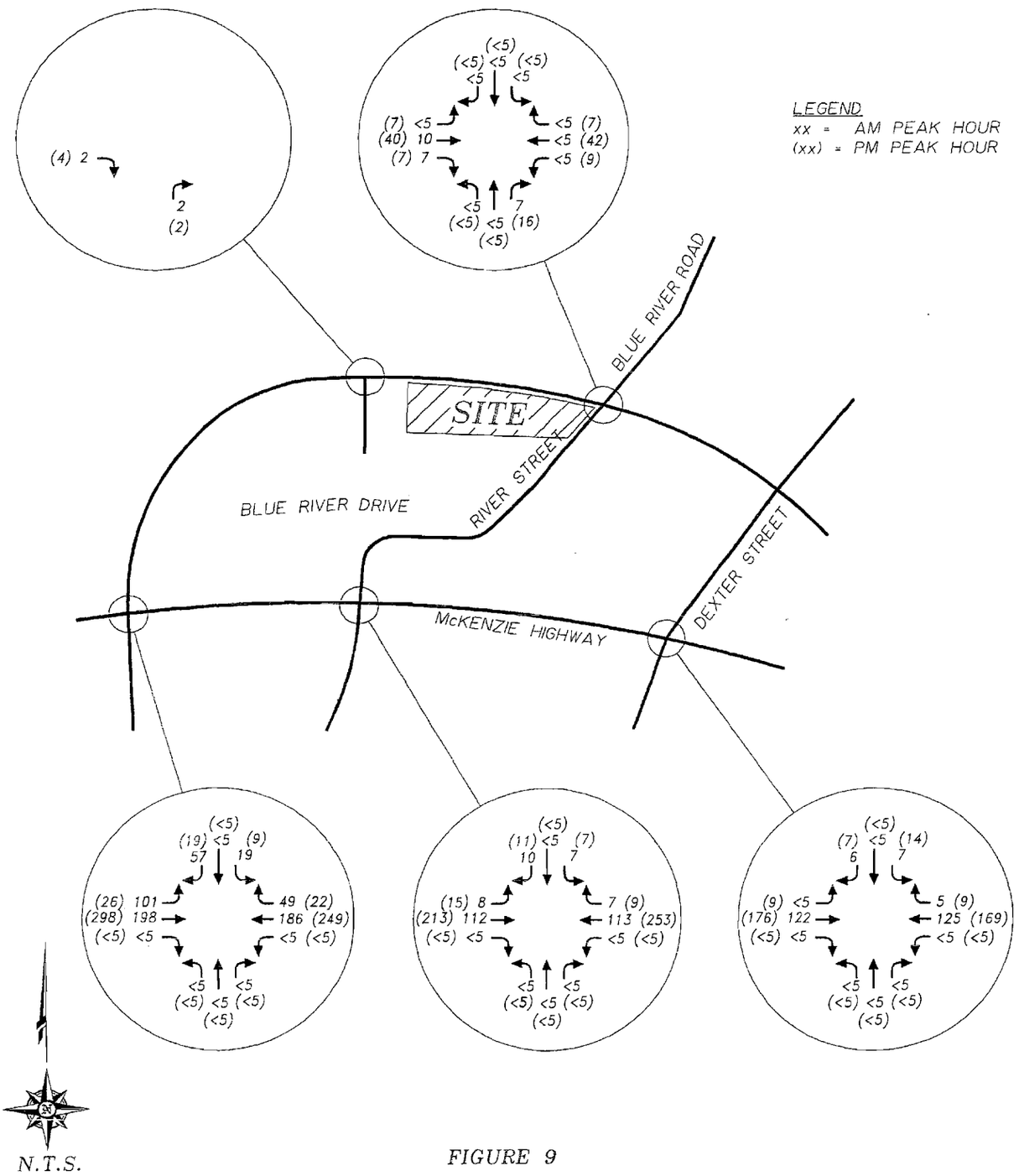


FIGURE 8

FUTURE TRAFFIC VOLUMES YEAR 2029 'BUILD'
(Proposed Designation)



N.T.S.

FIGURE 9

7. INTERSECTION PERFORMANCE

Relevant intersections were evaluated to determine Level of Service (LOS) based on average delay and Volume to Capacity (V/C) ratio. Calculations for the unsignalized intersections were performed with the computer program SYNCHRO 7, by Trafficware.

Level of service, based on vehicle delay, is classified by a letter scale from 'A' to 'F'. LOS 'A' represents optimum operating conditions and minimal delay. LOS 'F' indicates over capacity conditions causing unacceptable delay. LOS 'D' is generally considered the minimum acceptable level of service. Mitigation measures may be necessary when level of service falls below 'D' as the result of a development. For unsignalized intersections, average delay is calculated for each individual movement that yields to the right-of-way of another.

The LOS determined by average delay per vehicle as established in the Highway Capacity Manual, 2000 is as follows:

TABLE 4: Level of Service Criteria

Level of Service	Unsignalized Delay per Movement
A	< 10 sec
B	>10 and ≤ 15 sec
C	>15 and ≤ 25 sec
D	>25 and ≤ 35 sec
E	>35 and ≤ 50 sec
F	> 50 sec

7.1 Mobility Standard

Lane County Transportation System Plan (TSP) establishes minimum acceptable performance standards. The performance is measured by delay or volume to capacity (v/c), depending on the applicable jurisdiction. The mobility standard (maximum acceptable volume to capacity ratio) outside of an urban growth boundary within unincorporated communities is 0.80 v/c on Lane County Roads. For the ODOT facility (McKenzie Highway) the mobility standard is 0.75 v/c, as it is a non-freight route on a statewide highway that is outside of an urban growth boundary.

Results of the intersection LOS calculations and v/c are documented in Appendix G, and are summarized in the following table:

TABLE 5A: Intersection Level of Service (AM Peak Hour)

INTERSECTION /MOVEMENT	2009 'Build' (Existing)		2009 'Build' (Proposed)		2029 'No Build'		2029 'Build' (Existing)		2029 'Build' (Proposed)	
	LOS	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS	v/c
McKenzie Highway @ Blue River Drive										
Eastbound Left	A	0.10	A	0.08	A	0.12	A	0.15	A	0.12
Eastbound Through	A	0.19	A	0.12	A	0.17	A	0.25	A	0.18
Westbound Through	A	0.20	A	0.14	A	0.01	A	0.26	A	0.20
Southbound Left	B	0.19	B	0.12	C	0.27	C	0.42	C	0.27
McKenzie Highway @ River Street										
Eastbound Left	A	0.10	A	0.01	A	0.01	A	0.10	A	0.01
Southbound Left	B	0.15	A	0.02	B	0.03	B	0.20	B	0.04
Southbound Right	B	0.15	A	0.02	B	0.03	B	0.20	B	0.04
McKenzie Highway @ Dexter Street										
Eastbound Through	A	0	A	0	A	0	A	0	A	0
Westbound Through	A	0	A	0	A	0	A	0	A	0
Westbound Right	A	0	A	0	A	0	A	0	A	0
Blue River Dr @ Blue River Rd										
Eastbound Approach	A	0	A	0	A	0	A	0	A	0
Westbound Approach	A	0.06	A	0	A	0	A	0.06	A	0
Northbound Left	B	0.08	A	0	A	0.02	A	0.11	A	0.02
Blue River Dr @ Site Access										
Northbound Left	A	0.02	A	0			A	0.02	A	0
Eastbound Right	A	0.01	A	0	n/a	n/a	A	0.01	A	0
Westbound Left	A	0	A	0			A	0	A	0

TABLE 5B: Intersection Level of Service (PM Peak Hour)

INTERSECTION /MOVEMENT	2009 'Build' (Existing)		2009 'Build' (Proposed)		2029 'No Build'		2029 'Build' (Existing)		2029 'Build' (Proposed)	
	LOS	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS	v/c
McKenzie Highway @ Blue River Drive										
Eastbound Left	A	0.02	A	0.02	A	0.03	A	0.03	A	0.03
Eastbound Through	A	0.19	A	0.18	A	0.26	A	0.28	A	0.26
Westbound Through	A	0.17	A	0.16	A	0.23	A	0.25	A	0.23
Southbound Left	B	0.06	B	0.05	C	0.12	C	0.15	C	0.13
McKenzie Highway @ River Street										
Eastbound Left	A	0.03	A	0.02	A	0.01	A	0.04	A	0.02
Southbound Left	B	0.05	B	0.02	B	0.05	B	0.11	B	0.06
Southbound Right	B	0.05	B	0.02	B	0.05	B	0.11	B	0.06
McKenzie Highway @ Dexter Street										
Eastbound Through	A	0.01	A	0.01	A	0.01	A	0.01	A	0.01
Westbound Through	A	0	A	0	A	0	A	0	A	0
Westbound Right	A	0	A	0	A	0	A	0	A	0
Blue River Dr @ Blue River Road										
Eastbound Approach	A	0	A	0	A	0.01	A	0.01	A	0.01
Westbound Approach	A	0.02	A	0	A	0	A	0.02	A	0.01
Northbound Left	B	0.03	A	0.02	A	0.04	A	0.06	A	0.04
Blue River Dr @ Site Access										
Northbound Left	A	0.01	A	0			A	0.01	A	0
Eastbound Right	A	0	A	0	n/a	n/a	A	0	A	0
Westbound Left	A	0	A	0			A	0	A	0

8. INTERSECTION SIGHT DISTANCE

Lane County requested that intersection sight distance be evaluated at the proposed site access location.

Minimum safe intersection sight distance is the distance traversed by opposing vehicles at the design speed of the major road in the travel time needed for a departing side street vehicle to perceive a gap in traffic, accelerate from a stop, clear the opposing travel lane(s), and accelerate without being overtaken by vehicles already on the major street.

As recommended by AASHTO, the vantage point for departure was considered to be 14.5 feet from the edge of the vehicle travel way. The driver's eye and the object height were both assumed to be 3.5 feet above the roadway surface. Site distances measured in the field were compared to the minimum stopping sight distance recommended by the American Association of State Highway and Transportation Official's manual, A Policy on Geometric Design of Highways and Street, 2004.

The intersection of Blue River Drive/Site Access was evaluated to determine if the existing sight distances are adequate to serve vehicles entering the roadways. Per Exhibits 9-55 and 9-57 in the referenced document, the minimum recommended intersection sight distances in a 45MPH zone to safely depart from this intersection is 500 feet for an exiting left turn (when looking to the right), and 430 feet for an exiting right turn (when looking to the left).

The measured available intersection sight distance at Blue River Drive/Site Access intersection exceeded the recommended sight distance when looking left; however sight distance was somewhat obstructed by the bridge when looking right. All other movements at this access were found to meet the recommended minimum sight distance requirements.

The following table summarizes the available measured sight distances, and lists the recommended minimum sight distances:

TABLE 6: Intersection Sight Distance Evaluation

Intersection/Movement	Available Distance	Recommended Distance
Site Access/Blue River Drive		
Northbound Right	350 ft	430 ft
Northbound Left	550 + ft	500 ft

Photographs of the studied intersection, demonstrating the existing available line of sight and AASHTO Intersection Sight Distance Tables are attached for information in Appendix H.

9. TRANSPORTATION PLANNING RULE

To determine if the nearby transportation facilities would be affected by the proposed zone change and plan amendment, Oregon Administrative Rules (OAR) were referenced.
OAR 660-012-0060 - Plan and Land Use Regulation Amendments, states:

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

9.1 Significance Evaluation

OAR 660-12-060(1) (a) was not found to be applicable, as the proposed zone change does not include a change to the functional classification of an existing or planned transportation facility.

OAR 660-12-060(1)(b) is not applicable, as the proposed zone change does not include a change of standards that implement a functional classification system.

OAR 660-12-060(1)(c)(A) is not applicable, as the increased vehicle trips generated by the proposed zone change were not found to cause types or levels of travel or access that would be inconsistent with the functional classification of any transportation facility.

OAR 660-12-060(1)(c)(B) is not applicable, as the proposed zone change and plan amendments were not found to reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP.

OAR 660-12-060(1) (c) (C) is not applicable, as the proposed development is not projected to worsen the performance of a transportation facility that is projected to perform below the performance standard.

10. RECOMMENDATIONS AND CONCLUSION

Transit Facilities
The rural project area is currently adequately served by public transit.

Non-motorized Facilities
No special pedestrian or bicycle facilities are necessary to accommodate the proposed development.

Crash Analysis
There were no crashes reported at any of the studied intersections. No crash reducing measures are necessary to accommodate the subject development.

Trip Generation
The proposed development is projected to generate an average of 16 AM and 29 PM new vehicle trips on the public roadway system.

Intersection Sight Distance
Sight distance at the Blue River Drive/Site Access intersection was somewhat obstructed by the bridge when looking right. When a detailed development proposal is submitted to the County for site plan review, it is recommended that available sight distance is confirmed and if it is found to be inadequate, departing left-turning movements should be prohibited at this location. All other movements at this access were found to meet the recommended minimum sight distance requirements.

Levels of Service
All studied intersections are projected to operate within the mobility standard under all analyzed scenarios through the planning horizon year of 2029.

State Transportation Planning Rule Criteria
Based on the analysis performed herein, the proposed development will not cause a significant impact as defined in OAR 660-12-060(1).

Conclusion
In summary, the result of this analysis indicates, the proposed development will not cause significant adverse impact on the operating characteristics of the existing adjacent roadway system.

APPENDIX

A

LANE COUNTY TRAFFIC IMPACT ANALYSIS SCOPING AND ODOT REVIEW LETTER

MEMORANDUM

DATE: June 6, 2008

TO: Damien Gilbert, PE, Branch Engineering

FROM: Shashi Bajracharya, Lane County, Transportation Planning

SUBJECT: Scope of TIA for addressing Goal 12 and TPR for the Blue River Dr properties zone change proposal

Further to our discussions on the Traffic Impact Analysis (TIA) requirement for the proposed Plan and Zone Change proposal on Blue River Dr property, I am providing a written scope for the analysis. Transportation Planning agrees to require a minimal traffic analysis to address Goal 12 and the state required OAR 6660-012-0060 Transportation Planning Rule (TPR) test at this time. This scope is prepared with an understanding that the applicant will be required to apply for a Site Review if the proposal is approved, and a detailed traffic impact study will be provided during the Site Review stage.

The subject property, identified on Map # 16-45-28-20 and 16-45-28-29 abuts Blue River Dr. and River Street. Blue River Dr. is a County Facility, functionally classified as a Rural Minor Collector Road. The property is also accessed from McKenzie Hwy through River Street. McKenzie Hwy is a State facility and River St is a Local Access Road. The 12.33 acre property is proposed for RR/C, RR2/C to RC/C zoning designation. The rezoning would allow the property owners to conduct business operations, including cabin and RV park operations.

Pursuant to LC 15.697 (1) (c), a TIA is required as part of a complete land use application when any plan amendment to Lane County Rural Comprehensive Plan is proposed. The following are the LC requirements:

Traffic Analysis Requirements

The TIA shall evaluate how the existing transportation facilities can provide safe, convenient, and economical transportation to people, material and services responsive to the proposed change. The TIA shall discuss how the future land uses will be consistent with the existing infrastructure capacity, their conditions, their adopted performance standards, and their functional class classification. The analysis shall document how the proposal is consistent with Statewide Goal 12 in relation to Lane County Comprehensive Plan Goal 12 and the related Lane County Transportation System Plan (TSP). Our review of the TSP leads us to recommend TSP policy 3-b, 3-c, 3-f, 4-a, 4-c, 4-g, 6-d, 20-c, 20-d and 22-a statements for findings.

The analysis shall determine, under OAR 660-012-0060 TPR, findings for a "significant effect" for the proposal based on a capacity analysis of the following two intersections in the vicinity.

(a) Blue River Road and River Street intersection
(b) River Street and McKenzie Hwy intersection

LC 15.696, table 4 provides the performance standard maximum volume to capacity ratio (v/c) for peak hour operating conditions on Lane County roads that are required to be maintained. Per this table, the peak hour operating condition expressed in v/c shall not exceed 0.85. In addition to the v/c standards, the TIA shall predict a level of service (LOS) of each intersection for a full build-out year and the build-out year plus twenty year planning horizon. At the intersection of a County and a state highway, state highway standards must be achieved or maintained for the state highway. If the cited performance standard cannot be achieved for the affected intersection / road, the analysis shall propose mitigation measures or implementation demand management strategies or road dedications and improvements for capacity increases, or combination of the above.

The analysis results shall be tabulated for the existing condition, existing zone worse case scenario, no-change future worse-case scenario, and worse-case plan change scenario.

Trip Generation estimate shall be based on ITE, Trip Generation, 7th Edition for a worse case allowed land use AM and PM peak hour scenario. For background traffic projection, Lane Council of Government (LCOG) trip forecast data based on a Transportation model may be used with applicable adjustments.

The Highway Capacity Manual 2000 shall be the guiding standard for completion of the traffic impact analysis. The McTrans' HCS+ Software or other approved software compatible to HCM 2000 may be used for the analysis. In the absence of a county adopted standard for a particular design element, LM 15.450(2) specifies the LC approved Engineering Guidelines, Road Design Standards, Software and References.

The TIA shall analyze existing traffic issues including crash data and recommend improvements to rectify the issues if any.

Improvement and Dedication Recommendations

Blue River Dr is listed in the County TSP for Rural Modernization based upon technical needs analysis. This improvement is reasonably unlikely to occur in the foreseeable future. The analysis shall generally discuss improvement requirements for any transportation impacts the proposal may have on the transportation system. Detailed improvements shall be determined in a follow up TIA during Site Review stage.

The Lane County Traffic Impact Analysis Guidelines can be found on-line at http://www.lanecounty.org/TransPlanning/documents/TIAScopingGuidelines.pdf. Please feel free to contact me at 682-6932 should you have any questions regarding this scope.

Oregon
Theodore R. Kulongoski, Governor

Department of Transportation
Region 2 Tech Center
455 Airport Road SE Building A
Salem, Oregon 97301-5397
Telephone (503) 986-2990
Fax (503) 986-2839

DATE: September 22, 2008 **File: T15-4**

TO: **Savannah Crawford**
Area 5 Senior Planner
644 A Street
Springfield, OR 97477-4609
(541) 747-1354
savannah.crawford@odot.state.or.us

FROM: **Stephen B. Wilson, PE**
Region 2 Senior Traffic Analyst
(503) 986-2857
stephen.b.wilson@odot.state.or.us

SUBJECT: **Blue River Development**
Plan Amendment & Zone Change Analysis Review
Application #PA 07-6215
ODOT Region 2 – Area 5
McKenzie Highway – OR 126 (Highway #15)
Milepost 40.65
Blue River Unincorporated Community
Lane County

These are review comments for the ***Blue River Plan Amendment and Zone Change*** Traffic Impact Analysis (TIA), prepared by ***Branch Engineering, Inc***. The focus of this review is the analysis methodologies and assumptions. The analysis contained in this study does not appear to sufficiently address the requirements of the Transportation Planning Rule. This study should be revised, taking into account the comments listed below, and a complete revised traffic study will need to be resubmitted to ***Lane County*** and ***ODOT***, for an additional review.

Page	Paragraph	Comment
1	Description	The description of the 12.33 acre site must also include a description by Township, Range, Section and Tax Lot numbers.

255

Page	Paragraph	Comment
1	Traffic	The proposed development AM and PM peak trips cited in this paragraph, from Table 3, do not match the volumes cited in the associated figures, or in the Synchro analysis.
1	Results	This paragraph concludes the proposed development will not cause a significant impact to the existing roadway system. However, since the trip generation analysis did not assume the highest possible use allowed on the existing land-use, this conclusion will most likely need to be revised.
2	1	This traffic study only performed intersection sight distance analysis for the Blue River Road approaches. This traffic study should develop sight distance analyses for all study-area intersections.
4	Roadway Network	The *McKenzie Highway (OR 126)* is not classified as a "principal arterial roadway", from ODOT's perspective. Instead, it is classified as a Statewide Highway; non-Freight Route. The OHP Mobility Standard for this segment of *OR 126* is **0.75 V/C**.
4	Roadway Network	This section indicates there is a left-turn lane at OR 126 and River Street. A review of current video log images indicates this intersection does not have exclusive left-turn lanes.
4	Intersections	Lane County's scoping requirements do not adequately address potential traffic impacts to ODOT facilities. A revised TPR study will need to include the following intersections: • McKenzie Highway @ Dexter Street (MP 40.84); • McKenzie Highway @ Blue River Drive (MP 41.01).
5	Crash Analysis	Intersection crash analysis cannot be compared against Statewide Crash Rates. A segment crash analysis must also be developed, as well as a review of ODOT's *SPIS Tables* to determine if this section of the *McKenzie Highway* is in the **Top 5%** or **Top 10%**.
5	Existing Traffic Volumes	The ADT for the McKenzie Highway appears high. Data from ODOT's *2007 Transportation Volume Table (TVT)* indicates the ADT at MP 36.00 is **3,200 vpd**, while the ADT at MP 45.38 is **2,900 vpd**.
5	Existing Traffic Volumes	The manual counts were collected in June of 2008, and were only for two hours in the morning and afternoon. Manual counts must be a minimum of three hours, during the AM and PM peak hours.

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Page	Paragraph	Comment
5	Existing Traffic Volumes	The 30th Highest Hour (30HV) traffic on the McKenzie Highway occurs in August, which is approximately 20% higher than June traffic volumes. Therefore, the raw count data must be seasonally adjusted, as per Chapter 4.4 of the APM.
6	Figure 2	The AM and PM peak hours should be cited on this Figure.
7	Growth	A review of ODOT's *2026 Future Volume Tables* indicates a growth rate on the McKenzie Highway, in the vicinity of Blue River is approximately **2.0%**. The **1.0%** growth rate assumed in this study is too low.
9	Trip Generation	From a conversation with Lane County's Planning Department; the land-uses assumed under the Existing Zoning scenario is not considered as being the "highest use". The Existing Zoning trip generation must be redone to better represent "highest use". The consultant should confirm their assumptions with Lane County Planning.
11	Trip Generation	The assumed land-use for the Proposed Zoning scenario must also be fore the "highest use" allowed under the proposed zoning. Developing trip generation volumes for only what is planned to be developed does not satisfy the requirements of the TPR. The Proposed Zoning trip generation analysis must also be redone, and the consultant should confirm their assumptions with Lane County Planning.
20	Intersection Sight Distance	The intersection sight distance analysis did not include an evaluation for the McKenzie Highway at River Street. The revised study must include this intersection, plus the two additional McKenzie Highway intersections, listed in Comment #7.
20	Table 6	The Recommended Distances listed in this table is for an assumed *Design Speed* of 45 mph. The *Posted Speed* is 45 mph, but the *Design Speed* is not the same. Based on ODOT standards; for a *Posted Speed* of 45 mph, the *Design Speed* is 55 mph. For a *Posted Speed* of 55 mph, the *Design Speed* is 70 mph.
21	TPR Evaluation	The Significance Evaluation in this section will need to be reassessed, based on revised *Existing Zoning* and *Proposed Zoning* trip generation numbers, as called for in Comments #13 and #14.

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Page	Paragraph	Comment
n/a	Synchro Analysis	The Synchro Analysis developed for this study assumed a Peak Hour Factor (PHF) of **0.75**. It is unclear what this assumption is based upon. Also, for all Future Year analysis scenarios, the recommended PHF's in *Table 3.3.1* of the *Development Review Guidelines (DRG)* must be used.
n/a	Synchro Analysis	It is uncertain what Ideal Saturated Flow rate (vphpl) was assumed for this analysis. If **1,900 vphpl** was assumed, this is incorrect, and a rate of **1,800 vphpl** must be used.
n/a	Synchro Analysis	It is uncertain whether or not Heavy Vehicle percentages were taken into account for this analysis. Heavy vehicles must be factored in, when developing an unsignalized intersection analysis.

If you have any questions regarding these comments, please contact Ann Batten at (541) 757-4106, or by e-mail at ann.m.batten@odot.state.or.us.

Cc: Damien Gilbert – Branch Engineering
Shashi Bajracharya – Lane County
David Warren
Dennis Santos
Jeffrey Lange
Ann Batten
Janet Lundeen
File

Cindy

From: WILSON Stephen B [Stephen.B.WILSON@odot.state.or.us]
Sent: Monday, October 06, 2008 9:03 AM
To: cindy@branchengineering.com
Cc: CRAWFORD Savannah; BATTEN Ann M
Subject: RE: Blue River development

Cindy...
Since you've already determined the peak hours occur between 7-9 am and 5-6 pm, go ahead and use a 2-hour count for your expanded TIS.

Stephen B. Wilson, PE
Senior Transportation Analyst
ODOT - Region 2 Tech Center
455 Airport Road SE - Building 'A'
Salem, OR 97301-5397
(503) 986-2857

From: CRAWFORD Savannah
Sent: Monday, October 06, 2008 8:17 AM
To: WILSON Stephen B
Subject: FW: Blue River development

I understand that Damien had some questions regarding ODOT Traffic comments for the Blue River Zone Change and the analysis needed for a significance test. Can you include the answer to the question below in your response to Damien? Thanks.

Savannah Crawford | Area 5 Planner
ODOT Region 2 | 644 "A" Street | Springfield, OR 97477
): 541.747.1354 | 🖷: 541.744.8088
□: Savannah.Crawford@odot.state.or.us

From: Cindy [mailto:Cindy@branchengineering.com]
Sent: Monday, October 06, 2008 8:09 AM
To: CRAWFORD Savannah
Subject: Blue River development

Hello Savannah,

My name is Cindy and I am working with Damien Gilbert on the revised Blue River development and I see that one of your comments says that we need a minimum of 3 hours count for all of the intersections.

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We've done a two hour count for the TIS and we concluded that the peak hour occur between 7 to 9 am and between 5 to 6pm. According to the TPAU class, if the traffic counts were to be less than 16hour-count we are required to do a count duration of 2-3 hours. In our new revised TIS, we need to include McKenzie Highway at Dexter Street, so would it be ok if we do a 2 hour count only?

Thank you

Cindy Pulone
Branch Engineering, Inc.
310 5th Street
Springfield, OR 97477
Phone: (541)746-0637
Fax: (541) 746-0389
cindy@branchengineering.com

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Jim Mann

From: BAJRACHARYA Shashi [Shashi.BAJRACHARYA@co.lane.or.us]
Sent: Friday, September 25, 2009 8:45 AM
To: KENDALL Jerry
Cc: Jim Mann
Subject: RE: PA 07-6215/Blue River plan/zone change

Jerry,

I received the letter. If I recall it correctly, we have decided in our last meeting (6/5/2009) that TP is fine with a site review requirement for developments other than an RV park. There is no TP issue as such. From the County perspective, LC roadways performance in the area is unlikely to be changed drastically with this zone change proposal, but ODOT may not agree with TP regarding Hwy 126 impact. My understanding was that Branch Engineering was to supplement with a TPR study necessary to comply with OAR660-12-0060. TP has no influence on ODOT requirements. If you feel we still need to meet on this issue, I am available to discuss again. Thanks,

Shashi Bajracharya, P.E.

Sr. Engineering Associate

Transportation Planning Division

Lane County PWD,

3040 N Delta Highway

Eugene, OR 97408

☎(541) 682-6932

(541) 682-8554

From: KENDALL Jerry
Sent: Wednesday, September 23, 2009 2:05 PM
To: BAJRACHARYA Shashi
Cc: Jim Mann
Subject: PA 07-6215/Blue River plan/zone change

Shashi: Agent Jim Mann is requesting the 3 of us meet to discuss TP issues as described in a letter dated 9-22-09, copy of which I am sending you by courier.

Please give it a read, and if necessary, we can contact Jim for a meeting, perhaps late next week or the week after.

Jerry Kendall/Associate Planner/Lane County Oregon

PSB/LMD

125 E. 8th Ave.

Eugene, Or. 97401

ph: 541-682-4057

FAX: 541-682-3947

Jerry.Kendall@co.lane.or.us

James A. Mann LLC
Land Use Planning & Development Permit Services
P.O. Box 51081
Eugene, Oregon 97405-0902
Telephone: (541) 514-3051 FAX: (541) 484-2761
Email: jamannllc@comcast.net

September 22, 2009

Jerry Kendall, Associate Planner
Lane County Land Management Division
125 East 8th Avenue
Eugene, Oregon 97401

Subject: Traffic Impact Analysis Trip Generation for Highest Use
Concerning Plan Amendment-Zone Change Application PA 07-6215

Dear Jerry,

Branch Engineering performed a traffic impact analysis (TIA) for this proposed plan amendment and zone change application. Part of the TIA examined the impacts of the trip generation based on the uses allowed in the Rural Commercial, RC zone. The TIA used an RV park as the use in the RC zone on which to base the traffic generation. ODOT reviewed the TIA and has commented in writing to us that, "From a conversation with Lane County's planning department, the land use assumed under the existing zoning scenario is not considered as being th highest use. The existing zoning trip generation must be redone to better represent highest use".

The issue concerning the "highest use" for the traffic generation estimates in the TIA is what I would like to discuss with you and Public Works Department transportation staff. We chose to use an RV park as the highest use to estimate the traffic based on the rural commercial use that is most likely to occur in this upper McKenzie River area. In the last ten years, new or expanded RV park developments have occurred in the Rainbow and McKenzie Bridge areas. In contrast, there has been very little new commercial development of other types. In Blue River, there is unused or under utilized commercial zoned properties. This is due to a number of factors including the economy and the community-wide sewerage systems.

I would like to know if you still believe that we should use a different commercial use in the CR zone for the traffic estimates in the TIA or if a site review, /SR suffix may be placed on the commercial zoning to require a TIA to be done once a development proposed is submitted for a higher commercial use. If we can agree that an RV park can be used for estimating the traffic in the TIA, then we can proceed with the review of our TIA with ODOT. If the /SR suffix can be used to require a TIA at the time of a development proposal for a higher commercial use, then this may be a way to temporarily resolve the trip generation issue for the TIA.

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I look forward to discuss this with you and Public Works transportation planning staff to see if we can resolve this issue.

Sincerely,

James A. Mann LLC

Chris and Julie LaVoie
P.O. Box 242
Blue River, Oregon 97413

Cindy Pulone, Traffic Analyst
C/O Branch Engineering
310 5th St.
Springfield, OR 97477

APPENDIX

B

LANE TRANSIT DISTRICT
ROUTE SCHEDULES

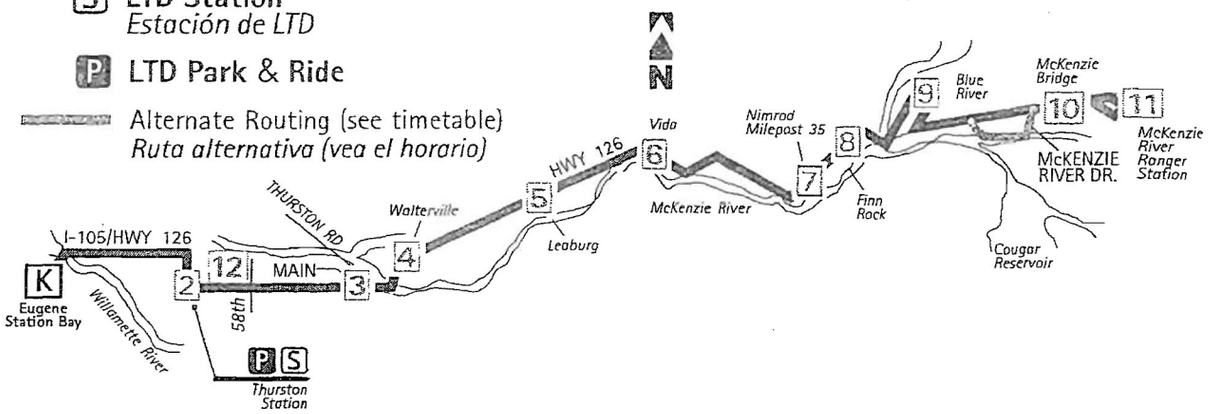
91

91 McKenzie Bridge

S LTD Station
Estación de LTD

P LTD Park & Ride

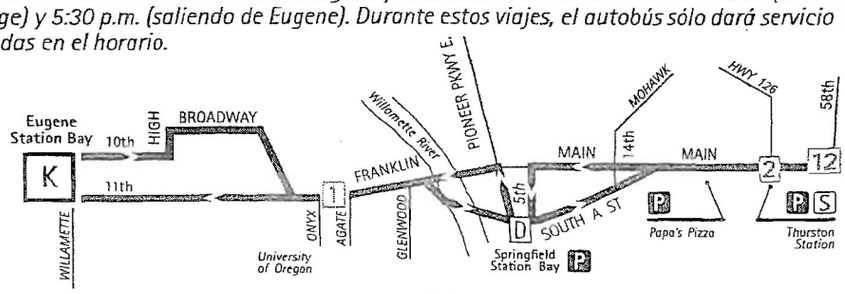
Alternate Routing (see timetable)
Ruta alternativa (vea el horario)



91 Limited Trips
Viajes Limitados

This map reflects routing between Eugene Station and Thurston Station at 6:14 a.m. (trip leaving McKenzie Bridge) and 5:30 p.m. (trip leaving Eugene Station). On these trips the bus will serve only those timepoints indicated on the timetable.

Este mapa muestra la ruta entre la Terminal d Eugene y la Estación de Thurston a las 6:14 a.m. (saliendo de McKenzie Bridge) y 5:30 p.m. (saliendo de Eugene). Durante estos viajes, el autobús sólo dará servicio a las paradas indicadas en el horario.



This route has snow routing.
El recorrido de esta ruta puede cambiar a causa de la nieve.

91

From: Eugene Downtown
To: Highway 126 to McKenzie River Ranger Station
Name: 91 McKenzie Bridge

	LEAVE Eugene Station K	Franklin at Onyx 1	Spfld Station D	Thurston Station Bay B 2	Hwy 126 at Thurston 3	Walter-ville 4	Leaburg 5	Vida 6	Nimrod 7	Finn Rock 8	Blue River 9	McKenzie Bridge 10	ARRIVE McK. River Ranger Station 11
WEEKDAYS / Lunes a Viernes													
AM	4:47	--	--	5:00	5:04	5:09	5:17	5:25	5:34	5:38	5:43	5:54	6:00
	8:20	--	--	8:34	8:38	8:43	8:52	9:01	9:10	9:14	9:20	9:33	9:39
PM	**2:20**	**--**	**--**	**2:34**	**2:38**	**2:43**	**2:52**	**3:01**	**3:10**	**3:14**	**3:20***	**3:35**	**3:41**
	5:30+	**5:36+**	**5:42+**	**5:55**	**5:59**	**6:04**	**6:13**	**6:22**	**6:32**	**6:36**	**6:43***	**6:58**	**7:04**
SATURDAY/SUNDAY / Sábado/Domingo													
AM	8:30	--	--	8:44	8:48	8:53	9:01	9:11	9:20	9:24	9:30	9:42	9:48
PM	**4:30**	**--**	**--**	**4:44**	**4:48**	**4:53**	**5:01**	**5:11**	**5:20**	**5:24**	**5:30***	**5:45**	**5:53**

* Serves McKenzie River Drive between Blue River and McKenzie Bridge. See alternate routing on map.
Da servicio McKenzie River Drive entre Blue River y McKenzie Bridge. Vea la ruta alternativa en el mapa.

\+ Limited stops between Eugene Station and Thurston Station. See limited-trips map.
Paradas limitadas entre la Terminal de Eugene y la Estación de Thurston. Vea el mapa de viajes limitados.

From: McKenzie River Ranger Station via Highway 126
To: Eugene Downtown
Name: 91 Eugene Station

	LEAVE McK. River Ranger Station 11	McKenzie Bridge 10	Blue River 9	Finn Rock 8	Nimrod 7	Vida 6	Leaburg 5	Walter-ville 4	Hwy 126 at Thurston 3	Main at 58th 12	Spfld Station D	Franklin at Agate 1	ARRIVE Eugene Station
WEEKDAYS / Lunes a Viernes													
AM	6:14	6:17*	6:30	6:35	6:41	6:51	6:59	7:10	7:15#	7:20	7:33+	7:39+	7:49
	9:49	9:52*	10:07	10:12	10:17	10:27	10:35	10:45	10:50#	10:55	--	--	11:17
PM	**4:00**	**4:03**	**4:14**	**4:18**	**4:23**	**4:31**	**4:39**	**4:47**	**4:52#**	**4:57**	**--**	**--**	**5:20**
	7:16	**7:19**	**7:30**	**7:34**	**7:39**	**7:47**	**7:55**	**8:04**	**8:09#**	**8:14**	**--**	**--**	**8:32**
SATURDAY/SUNDAY / Sábado/Domingo													
AM	9:59	10:02*	10:17	10:22	10:27	10:37	10:45	10:55	10:59#	11:04	--	--	11:25
PM	**6:03**	**6:06**	**6:17**	**6:22**	**6:27**	**6:36**	**6:44**	**6:53**	**6:57#**	**7:02**	**--**	**--**	**7:23**

* Serves McKenzie River Drive between Blue River and McKenzie Bridge. See alternate routing on map.
Da servicio a McKenzie River Drive entre Blue River y McKenzie Bridge. Vea la ruta alternativa en el mapa.

\+ Limited stops between Eugene Station and Thurston Station. See limited-trips map.
Paradas limitadas entre la Terminal de Eugene y la Estación de Thurston.. Vea el mapa de viajes limitados.

\# Bus operates in express service between 69th Street and 58th Street and only will drop off customers.
El autobús opera como servicio exprés entre Las Calles 69 y la 58 y sólo hará paradas para bajar pasajeros.

This route has snow routing.
El recorrido de esta ruta puede cambiar a causa de la nieve.

APPENDIX

C

ODOT CRASH DATA

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Blue River Drive at River Street in Lane County
1-1-2004 through 12-31-2006

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

McKenzie Hwy (Hwy 15, Route 126) at River Street in Lane County
1-1-2004 through 12-31-2006

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

Cindy

From: RIFE Christina M [Christina.M.RIFE@odot.state.or.us]
Sent: Tuesday, June 24, 2008 1:02 PM
To: Cindy@branchengineering.com
Cc: RIFE Christina M
Subject: Crashes in/near Blue River: Blue River Dr at River St and McKenzie Hwy at River St
Attachments: CR.McKenzieHwy@RvrSt(LaneCo)_CDS150.pdf; CR.BlueRvrDr@RvrSt(LaneCo)_CDS150.pdf

Cindy,

Attached are summary reports for each intersection above for 1-1-2004 through 12-31-2006. I only sent summary reports because there were no crashes reported at either intersection.

<<CR.McKenzieHwy@RvrSt(LaneCo)_CDS150.pdf>>
<<CR.BlueRvrDr@RvrSt(LaneCo)_CDS150.pdf>>

Christina "Chris" Rife
Crash Data Technician
Crash Analysis and Reporting Unit
Transportation Data Section
555 13th Street NE, Suite 2
Salem, OR 97301-4178
503-986-4239
Fax:503-986-4249
mailto:[christina.m.rife@odot.state.or.us]

APPENDIX

D

TRAFFIC COUNT SUMMARIES

Branch Engineering, Inc.
310 5th Street
Springfield, OR 97477
541-746-0637

File Name : Blue River Dr at River St (AM)Seasonal factor
Site Code : 00809801
Start Date : 6/24/2008
Page No : 1

Groups Printed- Vehicle - Heavy Vehicle

	Southbound					Westbound					Northbound					Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.07	1.07	1.07	1.07		1.07	1.07	1.07	1.07		1.07	1.07	1.07	1.07		1.07	1.07	1.07	1.07				
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	2	2
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
07:45 AM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	3	3
Total	1	0	0	0	1	0	1	1	0	2	0	0	1	0	1	2	3	0	0	5	0	9	9
08:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	2	1	0	5	0	6	6
08:15 AM	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	1	1	0	0	2	0	7	7
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	0	7	7
Total	0	0	3	0	3	2	3	2	0	7	0	0	0	0	0	3	7	1	0	11	0	21	21
Grand Total	1	0	3	0	4	2	4	3	0	9	0	0	1	0	1	5	10	1	0	16	0	30	30
Apprch %	25	0	75			22.2	44.4	33.3	0		0	0	100	0		31.2	62.5	6.2	0				
Total %	3.3	0	10		13.3	6.7	13.3	10	0	30	0	0	3.3	0	3.3	16.7	33.3	3.3	0	53.3	0	100	
Vehicle	1	0	2		3	2	3	3	0	8	0	0	1	0	1	5	9	1	0	15	0	0	27
% Vehicle	100	0	66.7	0	75	100	75	100	0	88.9	0	0	100	0	100	100	90	100	0	93.8	0	0	90
Heavy Vehicle	0	0	1		1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	3
% Heavy Vehicle	0	0	33.3	0	25	0	25	0	0	11.1	0	0	0	0	0	0	10	0	0	6.2	0	0	10

	Southbound				Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 08:00 AM																				
08:00 AM	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	**2**	2	**1**	0	**5**	6
08:15 AM	0	0	**3**	**3**	**2**	0	0	0	2	0	0	0	0	0	1	1	0	0	2	**7**
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	0	0	**3**	1	0	**4**	0	0	0	0	0	0	**3**	0	0	3	7
Total Volume	0	0	3	3	2	3	2	0	7	0	0	0	0	0	3	7	1	0	11	21
% App. Total	0	0	100		28.6	42.9	28.6	0		0	0	0	0		27.3	63.6	9.1	0		
PHF	.000	.000	.250	.250	.250	.250	.500	.000	.438	.000	.000	.000	.000	.000	.375	.583	.250	.000	.550	.750

Branch Engineering, Inc.
310 5th Street
Springfield, OR 97477
541-746-0637

File Name : Blue River Dr at River St (PM)Seasonal Factor .
Site Code : 00809803
Start Date : 6/25/2008
Page No : 1

Groups Printed- Vehicle - Heavy Vehicle

	Southbound					Westbound					Northbound					Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.07	1.07	1.07	1.07		1.07	1.07	1.07	1.07		1.07	1.07	1.07	1.07		1.07	1.07	1.07	1.07				
04:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	5	5
04:15 PM	0	0	0	0	0	3	2	0	0	5	1	0	0	0	1	0	2	0	0	2	0	8	8
04:30 PM	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	0	5	1	0	6	0	10	10
04:45 PM	0	0	1	1	1	1	2	0	0	3	1	0	0	0	1	0	3	2	0	5	1	10	11
Total	1	1	1	1	3	4	7	0	0	11	3	0	0	0	3	0	13	3	0	16	1	33	34
05:00 PM	0	0	0	0	0	1	5	0	0	6	3	0	0	0	3	0	7	0	0	7	0	16	16
05:15 PM	1	0	1	0	2	1	5	0	0	6	2	1	0	0	3	0	6	2	0	8	0	19	19
05:30 PM	0	0	0	0	0	1	7	0	0	8	2	0	0	0	2	0	6	1	0	7	0	17	17
05:45 PM	1	0	1	0	2	2	10	0	0	12	2	0	0	0	2	0	9	2	0	11	0	27	27
Total	2	0	2	0	4	5	27	0	0	32	9	1	0	0	10	0	28	5	0	33	0	79	79
Grand Total	3	1	3	1	7	9	34	0	0	43	12	1	0	0	13	0	41	8	0	49	1	112	113
Apprch %	42.9	14.3	42.9			20.9	79.1	0	0		92.3	7.7	0	0		0	83.7	16.3	0				
Total %	2.7	0.9	2.7		6.2	8	30.4	0	0	38.4	10.7	0.9	0	0	11.6	0	36.6	7.1	0	43.8	0.9	99.1	
Vehicle	3	1	3		8	9	32	0	0	41	12	1	0	0	13	0	40	8	0	48	0	0	110
% Vehicle	100	100	100	100	100	100	94.1	0	0	95.3	100	100	0	0	100	0	97.6	100	0	98	0	0	97.3
Heavy Vehicle	0	0	0		0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	3
% Heavy Vehicle	0	0	0	0	0	0	5.9	0	0	4.7	0	0	0	0	0	0	2.4	0	0	2	0	0	2.7

	Southbound				Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 05:00 PM																				
05:00 PM	0	0	0	0	1	5	0	0	6	**3**	0	0	0	**3**	0	7	0	0	7	16
05:15 PM	**1**	0	**1**	**2**	1	5	0	0	6	2	**1**	0	0	3	0	6	**2**	0	8	19
05:30 PM	0	0	0	0	1	7	0	0	8	2	0	0	0	2	0	6	1	0	7	17
05:45 PM	1	0	1	2	**2**	**10**	0	0	**12**	2	0	0	0	2	0	**9**	2	0	**11**	**27**
Total Volume	2	0	2	4	5	27	0	0	32	9	1	0	0	10	0	28	5	0	33	79
% App. Total	50	0	50		15.6	84.4	0	0		90	10	0	0		0	84.8	15.2	0		
PHF	.500	.000	.500	.500	.625	.675	.000	.000	.667	.750	.250	.000	.000	.833	.000	.778	.625	.000	.750	.731

274

Branch Engineering, Inc.
310 5th Street
Springfield, OR 97477
541-746-0637

File Name : McKenzie Hwy at River St (AM)Seasonal Factor
Site Code : 00809802
Start Date : 6/25/2008
Page No : 1

Groups Printed- Vehicle - Heavy Vehicle

	Southbound					Westbound					Northbound					Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.07	1.07	1.07	1.07		1.07	1.07	1.07	1.07		1.07	1.07	1.07	1.07		1.07	1.07	1.07	1.07				
08:00 AM	1	0	0	0	1	0	28	0	0	28	0	0	0	0	0	0	14	0	0	14	0	43	43
08:15 AM	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	20	0	0	20	0	39	39
08:30 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	12	0	0	12	0	23	23
08:45 AM	2	0	1	0	3	0	18	0	0	18	0	0	0	0	0	0	29	2	0	31	0	52	52
Total	3	0	1	0	4	0	76	0	0	76	0	0	0	0	0	0	75	2	0	77	0	157	157
Grand Total	3	0	1	0	4	0	76	0	0	76	0	0	0	0	0	0	75	2	0	77	0	157	157
Apprch %	75	0	25			0	100	0	0		0	0	0	0		0	97.4	2.6	0				
Total %	1.9	0	0.6		2.5	0	48.4	0	0	48.4	0	0	0	0	0	0	47.8	1.3	0	49	0	100	
Vehicle	3	0	1		4	0	65	0	0	65	0	0	0	0	0	0	65	1	0	66	0	0	135
% Vehicle	100	0	100	0	100	0	85.5	0	0	85.5	0	0	0	0	0	0	86.7	50	0	85.7	0	0	86
Heavy Vehicle	0	0	0		0	0	11	0	0	11	0	0	0	0	0	0	10	1	0	11	0	0	22
% Heavy Vehicle	0	0	0	0	0	0	14.5	0	0	14.5	0	0	0	0	0	0	13.3	50	0	14.3	0	0	14

	Southbound				Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 08:00 AM																				
08:00 AM	1	0	0	1	0	**28**	0	0	**28**	0	0	0	0	0	0	14	0	0	14	43
08:15 AM	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	20	0	0	20	39
08:30 AM	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	12	0	0	12	23
08:45 AM	**2**	0	**1**	**3**	0	18	0	0	18	0	0	0	0	0	0	**29**	**2**	0	**31**	**52**
Total Volume	3	0	1	4	0	76	0	0	76	0	0	0	0	0	0	75	2	0	77	157
% App. Total	75	0	25		0	100	0	0		0	0	0	0		0	97.4	2.6	0		
PHF	.375	.000	.250	.333	.000	.679	.000	.000	.679	.000	.000	.000	.000	.000	.000	.647	.250	.000	.621	.755

SL 2

Branch Engineering, Inc.
310 5th Street
Springfield, OR 97477
541-746-0637

File Name : McKenzie Hwy at River St (PM)Seasonal Factor
Site Code : 00809804
Start Date : 6/26/2008
Page No : 1

Groups Printed- Vehicle - Heavy Vehicle

	Southbound					Westbound					Northbound					Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.07	1.07	1.07	1.07		1.07	1.07	1.07	1.07		1.07	1.07	1.07	1.07		1.07	1.07	1.07	1.07				
05:00 PM	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	41	1	0	42	0	81	81
05:15 PM	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	0	34	2	0	36	0	69	69
05:30 PM	2	0	1	0	3	0	50	0	0	50	0	0	0	0	0	0	27	1	0	28	0	81	81
05:45 PM	2	0	0	0	2	0	48	0	0	48	0	0	0	0	0	0	41	1	0	42	0	92	92
Total	4	0	1	0	5	0	170	0	0	170	0	0	0	0	0	0	143	5	0	148	0	323	323
Grand Total	4	0	1	0	5	0	170	0	0	170	0	0	0	0	0	0	143	5	0	148	0	323	323
Apprch %	80	0	20			0	100	0	0		0	0	0	0		0	96.6	3.4	0				
Total %	1.2	0	0.3		1.5	0	52.6	0	0	52.6	0	0	0	0	0	0	44.3	1.5	0	45.8	0	100	
Vehicle	4	0	1		5	0	158	0	0	158	0	0	0	0	0	0	137	5	0	142	0	0	305
% Vehicle	100	0	100	0	100	0	92.9	0	0	92.9	0	0	0	0	0	0	95.8	100	0	95.9	0	0	94.4
Heavy Vehicle	0	0	0		0	0	12	0	0	12	0	0	0	0	0	0	6	0	0	6	0	0	18
% Heavy Vehicle	0	0	0	0	0	0	7.1	0	0	7.1	0	0	0	0	0	0	4.2	0	0	4.1	0	0	5.6

	Southbound				Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 05:00 PM																				
05:00 PM	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	**41**	1	0	**42**	81
05:15 PM	0	0	0	0	0	33	0	0	33	0	0	0	0	0	0	34	**2**	0	36	69
05:30 PM	**2**	0	**1**	**3**	0	**50**	0	0	**50**	0	0	0	0	0	0	27	1	0	28	81
05:45 PM	2	0	0	2	0	48	0	0	48	0	0	0	0	0	0	41	1	0	42	**92**
Total Volume	4	0	1	5	0	170	0	0	170	0	0	0	0	0	0	143	5	0	148	323
% App. Total	80	0	20		0	100	0	0		0	0	0	0		0	96.6	3.4	0		
PHF	.500	.000	.250	.417	.000	.850	.000	.000	.850	.000	.000	.000	.000	.000	.000	.872	.625	.000	.881	.878

276

Branch Engineering, Inc.
310 5th Street
Springfield, OR 97477
541-746-0637

File Name : McKenzie Hwy126 at Blue River Drive (AM)Seasonal Factor
Site Code : 00725401
Start Date : 2/7/2008
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Southbound					Westbound					Northbound					Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.46	1.46	1.46	1.46		1.46	1.46	1.46	1.46		1.46	1.46	1.46	1.46		1.46	1.46	1.46	1.46				
07:00 AM	4	0	4	0	8	3	28	0	0	31	0	0	0	0	0	0	26	6	0	32	0	71	71
07:15 AM	4	0	1	0	5	1	6	0	0	7	0	0	0	0	0	0	11	0	0	11	0	23	23
07:30 AM	3	0	1	0	4	1	16	0	0	17	0	0	0	0	0	0	25	7	0	32	0	53	53
07:45 AM	7	0	0	0	7	10	14	0	0	24	0	0	0	0	0	0	17	24	0	41	0	72	72
Total	18	0	6	0	24	15	64	0	0	79	0	0	0	0	0	0	79	37	0	116	0	219	219
08:00 AM	10	0	3	0	13	7	49	0	0	56	0	0	3	0	3	0	51	26	0	77	0	149	149
08:15 AM	15	0	9	0	24	15	26	0	0	41	0	0	0	0	0	0	34	10	0	44	0	109	109
08:30 AM	6	0	1	0	7	1	33	0	0	34	0	0	0	0	0	0	29	7	0	36	0	77	77
08:45 AM	1	0	3	0	4	0	23	0	0	23	0	0	0	0	0	0	36	3	0	39	0	66	66
Total	32	0	16	0	48	23	131	0	0	154	0	0	3	0	3	0	150	46	0	196	0	401	401
Grand Total	50	0	22	0	72	38	195	0	0	233	0	0	3	0	3	0	229	83	0	312	0	620	620
Apprch %	69.4	0	30.6			16.3	83.7	0	0		0	0	100	0		0	73.4	26.6	0				
Total %	8.1	0	3.5		11.6	6.1	31.5	0	0	37.6	0	0	0.5	0	0.5	0	36.9	13.4	0	50.3	0	100	
Vehicles	45	0	21		66	38	180	0	0	218	0	0	3	0	3	0	210	82	0	292	0	0	579
% Vehicles	90	0	95.5	0	91.7	100	92.3	0	0	93.6	0	0	100	0	100	0	91.7	98.8	0	93.6	0	0	93.4
Heavy Vehicles	5	0	1		6	0	15	0	0	15	0	0	0	0	0	0	19	1	0	20	0	0	41
% Heavy Vehicles	10	0	4.5	0	8.3	0	7.7	0	0	6.4	0	0	0	0	0	0	8.3	1.2	0	6.4	0	0	6.6

	Southbound				Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:45 AM																				
07:45 AM	7	0	0	7	10	14	0	0	24	0	0	0	0	0	0	17	24	0	41	72
08:00 AM	10	0	3	13	7	**49**	0	0	**56**	0	0	**3**	0	**3**	0	**51**	**26**	0	**77**	**149**
08:15 AM	**15**	0	**9**	**24**	**15**	26	0	0	41	0	0	0	0	0	0	34	10	0	44	109
08:30 AM	6	0	1	7	1	33	0	0	34	0	0	0	0	0	0	29	7	0	36	77
Total Volume	38	0	13	51	33	122	0	0	155	0	0	3	0	3	0	131	67	0	198	407
% App. Total	74.5	0	25.5		21.3	78.7	0	0		0	0	100	0		0	66.2	33.8	0		
PHF	.633	.000	.361	.531	.550	.622	.000	.000	.692	.000	.000	.250	.000	.250	.000	.642	.644	.000	.643	.683

LLe

Branch Engineering, Inc.
310 5th Street
Springfield, OR 97477
541-746-0637

File Name : McKenzie Hwy126 at Blue River Drive (PM)Seasonal Factor
Site Code : 00725402
Start Date : 2/6/2008
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Southbound					Westbound					Northbound					Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.46	1.46	1.46	1.46		1.46	1.46	1.46	1.46		1.46	1.46	1.46	1.46		1.46	1.46	1.46	1.46				
04:00 PM	4	0	3	0	7	0	29	0	0	29	1	0	0	0	1	0	17	3	0	20	0	57	57
04:15 PM	9	0	1	0	10	1	33	1	0	35	0	0	1	0	1	0	29	6	0	35	0	81	81
04:30 PM	6	0	6	0	12	1	60	0	0	61	0	0	0	0	0	0	39	1	0	40	0	113	113
04:45 PM	3	0	1	0	4	0	29	0	0	29	0	0	0	0	0	0	35	7	0	42	0	75	75
Total	22	0	11	0	33	2	151	1	0	154	1	0	1	0	2	0	120	17	0	137	0	326	326
05:00 PM	3	0	3	0	6	4	48	0	0	52	1	0	0	0	1	0	56	8	0	64	0	123	123
05:15 PM	1	0	0	0	1	7	33	0	0	40	0	0	0	0	0	0	37	1	0	38	0	79	79
05:30 PM	6	0	3	0	9	3	35	1	0	39	0	0	0	0	0	0	47	3	0	50	0	98	98
05:45 PM	3	0	0	0	3	1	48	0	0	49	0	0	0	0	0	0	55	3	0	58	0	110	110
Total	13	0	6	0	19	15	164	1	0	180	1	0	0	0	1	0	195	15	0	210	0	410	410
Grand Total	35	0	17	0	52	17	315	2	0	334	2	0	1	0	3	0	315	32	0	347	0	736	736
Apprch %	67.3	0	32.7			5.1	94.3	0.6	0		66.7	0	33.3	0		0	90.8	9.2	0				
Total %	4.8	0	2.3		7.1	2.3	42.8	0.3	0	45.4	0.3	0	0.1	0	0.4	0	42.8	4.3	0	47.1	0	100	
Vehicles	35	0	17		52	16	283	2	0	301	2	0	1	0	3	0	295	30	0	325	0	0	681
% Vehicles	100	0	100	0	100	94.1	89.8	100	0	90.1	100	0	100	0	100	0	93.7	93.8	0	93.7	0	0	92.5
Heavy Vehicles	0	0	0		0	1	32	0	0	33	0	0	0	0	0	0	20	2	0	22	0	0	55
% Heavy Vehicles	0	0	0	0	0	5.9	10.2	0	0	9.9	0	0	0	0	0	0	6.3	6.2	0	6.3	0	0	7.5

	Southbound				Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 05:00 PM																				
05:00 PM	3	0	**3**	6	4	**48**	0	0	**52**	**1**	0	0	0	**1**	0	**56**	**8**	0	**64**	**123**
05:15 PM	1	0	0	1	**7**	33	0	0	40	0	0	0	0	0	0	37	1	0	38	79
05:30 PM	**6**	0	3	**9**	3	35	**1**	0	39	0	0	0	0	0	0	47	3	0	50	98
05:45 PM	3	0	0	3	1	48	0	0	49	0	0	0	0	0	0	55	3	0	58	110
Total Volume	13	0	6	19	15	164	1	0	180	1	0	0	0	1	0	195	15	0	210	410
% App. Total	68.4	0	31.6		8.3	91.1	0.6	0		100	0	0	0		0	92.9	7.1	0		
PHF	.542	.000	.500	.528	.536	.854	.250	.000	.865	.250	.000	.000	.000	.250	.000	.871	.469	.000	.820	.833

8L2

Branch Engineering, Inc.
310 5th Street
Springfield, OR 97477
541-746-0637

File Name : McKenzie Hwy at Dexter St (AM) Seasonal Factor
Site Code : 08098100
Start Date : 10/7/2008
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Southbound					Westbound					Northbound					Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.28	1.28	1.28	1.28		1.28	1.28	1.28	1.28		1.28	1.28	1.28	1.28		1.28	1.28	1.28	1.28				
07:00 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	16	0	0	16	0	26	26
07:15 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	13	0	0	13	0	24	24
07:30 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	18	0	0	18	0	29	29
07:45 AM	1	0	0	0	1	1	17	0	0	18	0	0	0	0	0	0	18	0	0	18	0	37	37
Total	1	0	0	0	1	1	49	0	0	50	0	0	0	0	0	0	65	0	0	65	0	116	116
08:00 AM	3	0	0	0	3	0	23	0	0	23	0	0	0	0	0	0	25	0	0	25	0	51	51
08:15 AM	0	0	0	0	0	1	32	0	0	33	0	0	0	0	0	0	20	0	0	20	0	53	53
08:30 AM	1	0	0	0	1	0	27	0	0	27	0	0	0	0	0	0	19	1	0	20	0	48	48
08:45 AM	0	0	0	0	0	1	23	0	0	24	0	0	0	0	0	0	27	1	0	28	0	52	52
Total	4	0	0	0	4	2	105	0	0	107	0	0	0	0	0	0	91	2	0	93	0	204	204
Grand Total	5	0	0	0	5	3	154	0	0	157	0	0	0	0	0	0	156	2	0	158	0	320	320
Apprch %	100	0	0			1.9	98.1	0	0		0	0	0	0		0	98.7	1.3	0				
Total %	1.6	0	0		1.6	0.9	48.1	0	0	49.1	0	0	0	0	0	0	48.8	0.6	0	49.4	0	100	
Vehicles	5	0	0		5	3	143	0	0	146	0	0	0	0	0	0	151	1	0	152	0	0	303
% Vehicles	100	0	0	0	100	100	92.9	0	0	93	0	0	0	0	0	0	96.8	50	0	96.2	0	0	94.7
Heavy Vehicles	0	0	0		0	0	11	0	0	11	0	0	0	0	0	0	5	1	0	6	0	0	17
% Heavy Vehicles	0	0	0	0	0	0	7.1	0	0	7	0	0	0	0	0	0	3.2	50	0	3.8	0	0	5.3

	Southbound				Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:15 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:30 AM																				
07:30 AM	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	18	0	0	18	29
07:45 AM	1	0	0	1	1	17	0	0	18	0	0	0	0	0	0	18	0	0	18	37
08:00 AM	**3**	0	0	**3**	0	23	0	0	23	0	0	0	0	0	0	**25**	0	0	**25**	51
08:15 AM	0	0	0	0	1	**32**	0	0	**33**	0	0	0	0	0	0	20	0	0	20	**53**
Total Volume	4	0	0	4	2	83	0	0	85	0	0	0	0	0	0	81	0	0	81	170
% App. Total	100	0	0		2.4	97.6	0	0		0	0	0	0		0	100	0	0		
PHF	.333	.000	.000	.333	.500	.648	.000	.000	.644	.000	.000	.000	.000	.000	.000	.810	.000	.000	.810	.802

Branch Engineering, Inc.
310 5th Street
Springfield, OR 97477
541-746-0637

File Name : McKenzie Hwy at Dexter St (PM)Seasonal Factor
Site Code : 08098200
Start Date : 10/7/2008
Page No : 1

Groups Printed- Vehicle - Heavy Vehicle

	Southbound					Westbound					Northbound					Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.28	1.28	1.28	1.28		1.28	1.28	1.28	1.28		1.28	1.28	1.28	1.28		1.28	1.28	1.28	1.28				
04:00 PM	1	0	1	0	2	1	19	0	0	20	0	0	0	0	0	0	16	3	0	19	0	41	41
04:15 PM	0	0	1	1	1	1	20	0	0	21	0	0	0	0	0	0	17	1	0	18	1	40	41
04:30 PM	1	0	1	0	2	1	20	0	0	21	0	0	0	0	0	0	27	1	0	28	0	51	51
04:45 PM	0	0	3	0	3	0	34	0	0	34	0	0	0	0	0	0	29	3	0	32	0	69	69
Total	2	0	6	1	8	3	93	0	0	96	0	0	0	0	0	0	89	8	0	97	1	201	202
05:00 PM	4	0	3	0	7	1	37	0	0	38	0	0	0	0	0	0	44	1	0	45	0	90	90
05:15 PM	0	0	1	0	1	0	41	0	0	41	0	0	0	0	0	0	46	0	0	46	0	88	88
05:30 PM	1	0	1	0	2	1	45	0	0	46	0	0	0	0	0	0	37	1	0	38	0	86	86
05:45 PM	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	0	38	0	0	38	0	75	75
Total	5	0	5	0	10	2	160	0	0	162	0	0	0	0	0	0	165	2	0	167	0	339	339
Grand Total	7	0	11	1	18	5	253	0	0	258	0	0	0	0	0	0	254	10	0	264	1	540	541
Apprch %	38.9	0	61.1			1.9	98.1	0	0		0	0	0	0		0	96.2	3.8	0				
Total %	1.3	0	2		3.3	0.9	46.9	0	0	47.8	0	0	0	0	0	0	47	1.9	0	48.9	0.2	99.8	
Vehicle	7	0	11		19	5	250	0	0	255	0	0	0	0	0	0	245	10	0	255	0	0	529
% Vehicle	100	0	100	100	100	100	98.8	0	0	98.8	0	0	0	0	0	0	96.5	100	0	96.6	0	0	97.8
Heavy Vehicle	0	0	0		0	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	0	0	12
% Heavy Vehicle	0	0	0	0	0	0	1.2	0	0	1.2	0	0	0	0	0	0	3.5	0	0	3.4	0	0	2.2

	Southbound				Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:00 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 04:15 PM																				
04:15 PM	0	0	1	1	**1**	20	0	0	21	0	0	0	0	0	0	17	1	0	18	40
04:30 PM	1	0	1	2	1	20	0	0	21	0	0	0	0	0	0	27	1	0	28	51
04:45 PM	0	0	**3**	3	0	34	0	0	34	0	0	0	0	0	0	29	**3**	0	32	69
05:00 PM	**4**	0	3	**7**	1	**37**	0	0	**38**	0	0	0	0	0	0	**44**	**1**	0	**45**	**90**
Total Volume	5	0	8	13	3	111	0	0	114	0	0	0	0	0	0	117	6	0	123	250
% App. Total	38.5	0	61.5		2.6	97.4	0	0		0	0	0	0		0	95.1	4.9	0		
PHF	.313	.000	.667	.464	.750	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.665	.500	.000	.683	.694

282

Branch Engineering, Inc.
310 5th Street
Springfield, OR 97477
541-746-0637

File Name : Blue River Dr at River St (AM)
Site Code : 00809801
Start Date : 6/24/2008
Page No : 1

Groups Printed- Vehicle - Heavy Vehicle

	Southbound					Westbound					Northbound					Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	2	2
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
07:45 AM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	3	3
Total	1	0	0	0	1	0	1	1	0	2	0	0	1	0	1	2	3	0	0	5	0	9	9
08:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	2	1	0	5	0	6	6
08:15 AM	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	1	1	0	0	2	0	7	7
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	0	7	7
Total	0	0	3	0	3	2	3	2	0	7	0	0	0	0	0	3	7	1	0	11	0	21	21
Grand Total	1	0	3	0	4	2	4	3	0	9	0	0	1	0	1	5	10	1	0	16	0	30	30
Apprch %	25	0	75			22.2	44.4	33.3	0		0	0	100	0		31.2	62.5	6.2	0				
Total %	3.3	0	10		13.3	6.7	13.3	10	0	30	0	0	3.3	0	3.3	16.7	33.3	3.3	0	53.3	0	100	
Vehicle	1	0	2		3	2	3	3	0	8	0	0	1	0	1	5	9	1	0	15	0	0	27
% Vehicle	100	0	66.7	0	75	100	75	100	0	88.9	0	0	100	0	100	100	90	100	0	93.8	0	0	90
Heavy Vehicle	0	0	1		1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	3
% Heavy Vehicle	0	0	33.3	0	25	0	25	0	0	11.1	0	0	0	0	0	0	10	0	0	6.2	0	0	10

	Southbound				Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 08:00 AM																				
08:00 AM	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	**2**	2	**1**	0	**5**	6
08:15 AM	0	0	**3**	**3**	**2**	0	0	0	2	0	0	0	0	0	1	1	0	0	2	**7**
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	0	0	**3**	1	0	**4**	0	0	0	0	0	0	**3**	0	0	3	7
Total Volume	0	0	3	3	2	3	2	0	7	0	0	0	0	0	3	7	1	0	11	21
% App. Total	0	0	100		28.6	42.9	28.6	0		0	0	0	0		27.3	63.6	9.1	0		
PHF	.000	.000	.250	.250	.250	.250	.500	.000	.438	.000	.000	.000	.000	.000	.375	.583	.250	.000	.550	.750

Branch Engineering, Inc.
310 5th Street
Springfield, OR 97477
541-746-0637

File Name : Blue River Dr at River St (PM)
Site Code : 00809803
Start Date : 6/25/2008
Page No : 1

Groups Printed- Vehicle - Heavy Vehicle

	Southbound					Westbound					Northbound					Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	5	5
04:15 PM	0	0	0	0	0	3	2	0	0	5	1	0	0	0	1	0	2	0	0	2	0	8	8
04:30 PM	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	0	5	1	0	6	0	10	10
04:45 PM	0	0	1	1	1	1	2	0	0	3	1	0	0	0	1	0	3	2	0	5	1	10	11
Total	1	1	1	1	3	4	7	0	0	11	3	0	0	0	3	0	13	3	0	16	1	33	34
05:00 PM	0	0	0	0	0	1	5	0	0	6	3	0	0	0	3	0	7	0	0	7	0	16	16
05:15 PM	1	0	1	0	2	1	5	0	0	6	2	1	0	0	3	0	6	2	0	8	0	19	19
05:30 PM	0	0	0	0	0	1	7	0	0	8	2	0	0	0	2	0	6	1	0	7	0	17	17
05:45 PM	1	0	1	0	2	2	9	0	0	11	2	0	0	0	2	0	8	2	0	10	0	25	25
Total	2	0	2	0	4	5	26	0	0	31	9	1	0	0	10	0	27	5	0	32	0	77	77
Grand Total	3	1	3	1	7	9	33	0	0	42	12	1	0	0	13	0	40	8	0	48	1	110	111
Apprch %	42.9	14.3	42.9			21.4	78.6	0	0		92.3	7.7	0	0		0	83.3	16.7	0				
Total %	2.7	0.9	2.7		6.4	8.2	30	0	0	38.2	10.9	0.9	0	0	11.8	0	36.4	7.3	0	43.6	0.9	99.1	
Vehicle	3	1	3		8	9	31	0	0	40	12	1	0	0	13	0	39	8	0	47	0	0	108
% Vehicle	100	100	100	100	100	100	93.9	0	0	95.2	100	100	0	0	100	0	97.5	100	0	97.9	0	0	97.3
Heavy Vehicle	0	0	0		0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	3
% Heavy Vehicle	0	0	0	0	0	0	6.1	0	0	4.8	0	0	0	0	0	0	2.5	0	0	2.1	0	0	2.7

	Southbound				Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 05:00 PM																				
05:00 PM	0	0	0	0	1	5	0	0	6	**3**	0	0	0	**3**	0	7	0	0	7	16
05:15 PM	**1**	0	**1**	**2**	1	5	0	0	6	2	**1**	0	0	3	0	6	**2**	0	8	19
05:30 PM	0	0	0	0	1	7	0	0	8	2	0	0	0	2	0	6	1	0	7	17
05:45 PM	1	0	1	2	**2**	**9**	0	0	**11**	2	0	0	0	2	0	**8**	2	0	**10**	**25**
Total Volume	2	0	2	4	5	26	0	0	31	9	1	0	0	10	0	27	5	0	32	77
% App. Total	50	0	50		16.1	83.9	0	0		**90**	10	0	0		0	84.4	15.6	0		
PHF	.500	.000	.500	.500	.625	.722	.000	.000	.705	.750	.250	.000	.000	.833	.000	.844	.625	.000	.800	.770

Branch Engineering, Inc.
310 5th Street
Springfield, OR 97477
541-746-0637

File Name : McKenzie Hwy at River St (AM)
Site Code : 00809802
Start Date : 6/25/2008
Page No : 1

Groups Printed- Vehicle - Heavy Vehicle

	Southbound					Westbound					Northbound					Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
08:00 AM	1	0	0	0	1	0	26	0	0	26	0	0	0	0	0	0	13	0	0	13	0	40	40
08:15 AM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	19	0	0	19	0	37	37
08:30 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	11	0	0	11	0	21	21
08:45 AM	2	0	1	0	3	0	17	0	0	17	0	0	0	0	0	0	27	2	0	29	0	49	49
Total	3	0	1	0	4	0	71	0	0	71	0	0	0	0	0	0	70	2	0	72	0	147	147
Grand Total	3	0	1	0	4	0	71	0	0	71	0	0	0	0	0	0	70	2	0	72	0	147	147
Apprch %	75	0	25			0	100	0	0		0	0	0	0		0	97.2	2.8	0				
Total %	2	0	0.7		2.7	0	48.3	0	0	48.3	0	0	0	0	0	0	47.6	1.4	0	49	0	100	
Vehicle	3	0	1		4	0	60	0	0	60	0	0	0	0	0	0	60	1	0	61	0	0	125
% Vehicle	100	0	100	0	100	0	84.5	0	0	84.5	0	0	0	0	0	0	85.7	50	0	84.7	0	0	85
Heavy Vehicle	0	0	0		0	0	11	0	0	11	0	0	0	0	0	0	10	1	0	11	0	0	22
% Heavy Vehicle	0	0	0	0	0	0	15.5	0	0	15.5	0	0	0	0	0	0	14.3	50	0	15.3	0	0	15

	Southbound				Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 08:00 AM																				
08:00 AM	1	0	0	1	0	**26**	0	0	**26**	0	0	0	0	0	0	13	0	0	13	40
08:15 AM	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	19	0	0	19	37
08:30 AM	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	11	0	0	11	21
08:45 AM	**2**	0	**1**	**3**	0	17	0	0	17	0	0	0	0	0	0	**27**	**2**	0	**29**	**49**
Total Volume	3	0	1	4	0	71	0	0	71	0	0	0	0	0	0	70	2	0	72	147
% App. Total	75	0	25		0	100	0	0		0	0	0	0		0	97.2	2.8	0		
PHF	.375	.000	.250	.333	.000	.683	.000	.000	.683	.000	.000	.000	.000	.000	.000	.648	.250	.000	.621	.750

Branch Engineering, Inc.
310 5th Street
Springfield, OR 97477
541-746-0637

File Name : McKenzie Hwy at River St (PM)
Site Code : 00809804
Start Date : 6/26/2008
Page No : 1

Groups Printed- Vehicle - Heavy Vehicle

	Southbound					Westbound					Northbound					Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
05:00 PM	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	0	38	1	0	39	0	76	76
05:15 PM	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	32	2	0	34	0	65	65
05:30 PM	2	0	1	0	3	0	47	0	0	47	0	0	0	0	0	0	25	1	0	26	0	76	76
05:45 PM	2	0	0	0	2	0	45	0	0	45	0	0	0	0	0	0	38	1	0	39	0	86	86
Total	4	0	1	0	5	0	160	0	0	160	0	0	0	0	0	0	133	5	0	138	0	303	303
Grand Total	4	0	1	0	5	0	160	0	0	160	0	0	0	0	0	0	133	5	0	138	0	303	303
Apprch %	80	0	20			0	100	0	0		0	0	0	0		0	96.4	3.6	0				
Total %	1.3	0	0.3		1.7	0	52.8	0	0	52.8	0	0	0	0	0	0	43.9	1.7	0	45.5	0	100	
Vehicle	4	0	1		5	0	148	0	0	148	0	0	0	0	0	0	127	5	0	132	0	0	285
% Vehicle	100	0	100	0	100	0	92.5	0	0	92.5	0	0	0	0	0	0	95.5	100	0	95.7	0	0	94.1
Heavy Vehicle	0	0	0		0	0	12	0	0	12	0	0	0	0	0	0	6	0	0	6	0	0	18
% Heavy Vehicle	0	0	0	0	0	0	7.5	0	0	7.5	0	0	0	0	0	0	4.5	0	0	4.3	0	0	5.9

	Southbound				Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 05:00 PM																				
05:00 PM	0	0	0	0	0	37	0	0	37	0	0	0	0	0	0	**38**	1	0	**39**	76
05:15 PM	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	32	**2**	0	34	65
05:30 PM	**2**	0	**1**	**3**	0	**47**	0	0	**47**	0	0	0	0	0	0	25	1	0	26	76
05:45 PM	2	0	0	2	0	45	0	0	45	0	0	0	0	0	0	38	1	0	39	**86**
Total Volume	4	0	1	5	0	160	0	0	160	0	0	0	0	0	0	133	5	0	138	303
% App. Total	80	0	20		0	100	0	0		0	0	0	0		0	96.4	3.6	0		
PHF	.500	.000	.250	.417	.000	.851	.000	.000	.851	.000	.000	.000	.000	.000	.000	.875	.625	.000	.885	.881

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Branch Engineering, Inc.
310 5th Street
Springfield, OR 97477
541-746-0637

File Name : McKenzie Hwy126 at Blue River Drive (AM)
Site Code : 00725401
Start Date : 2/7/2008
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Southbound					Westbound					Northbound					Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	3	0	3	0	6	2	19	0	0	21	0	0	0	0	0	0	18	4	0	22	0	49	49
07:15 AM	3	0	1	0	4	1	4	0	0	5	0	0	0	0	0	0	8	0	0	8	0	17	17
07:30 AM	2	0	1	0	3	1	11	0	0	12	0	0	0	0	0	0	17	5	0	22	0	37	37
07:45 AM	5	0	0	0	5	7	10	0	0	17	0	0	0	0	0	0	12	17	0	29	0	51	51
Total	13	0	5	0	18	11	44	0	0	55	0	0	0	0	0	0	55	26	0	81	0	154	154
08:00 AM	7	0	2	0	9	5	34	0	0	39	0	0	2	0	2	0	35	18	0	53	0	103	103
08:15 AM	10	0	6	0	16	10	18	0	0	28	0	0	0	0	0	0	23	7	0	30	0	74	74
08:30 AM	4	0	1	0	5	1	23	0	0	24	0	0	0	0	0	0	20	5	0	25	0	54	54
08:45 AM	1	0	2	0	3	0	16	0	0	16	0	0	0	0	0	0	25	2	0	27	0	46	46
Total	22	0	11	0	33	16	91	0	0	107	0	0	2	0	2	0	103	32	0	135	0	277	277
Grand Total	35	0	16	0	51	27	135	0	0	162	0	0	2	0	2	0	158	58	0	216	0	431	431
Apprch %	68.6	0	31.4			16.7	83.3	0	0		0	0	100	0		0	73.1	26.9	0				
Total %	8.1	0	3.7		11.8	6.3	31.3	0	0	37.6	0	0	0.5	0	0.5	0	36.7	13.5	0	50.1	0	100	
Vehicles	31	0	15		46	27	124	0	0	151	0	0	2	0	2	0	144	57	0	201	0	0	400
% Vehicles	88.6	0	93.8	0	90.2	100	91.9	0	0	93.2	0	0	100	0	100	0	91.1	98.3	0	93.1	0	0	92.8
Heavy Vehicles	4	0	1		5	0	11	0	0	11	0	0	0	0	0	0	14	1	0	15	0	0	31
% Heavy Vehicles	11.4	0	6.2	0	9.8	0	8.1	0	0	6.8	0	0	0	0	0	0	8.9	1.7	0	6.9	0	0	7.2

	Southbound				Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:45 AM																				
07:45 AM	5	0	0	5	7	10	0	0	17	0	0	0	0	0	0	12	17	0	29	51
08:00 AM	7	0	2	9	5	**34**	0	0	**39**	0	0	**2**	0	**2**	0	**35**	**18**	0	**53**	**103**
08:15 AM	**10**	0	**6**	**16**	**10**	18	0	0	28	0	0	0	0	0	0	23	7	0	30	74
08:30 AM	4	0	1	5	1	23	0	0	24	0	0	0	0	0	0	20	5	0	25	54
Total Volume	26	0	9	35	23	85	0	0	108	0	0	2	0	2	0	90	47	0	137	282
% App. Total	74.3	0	25.7		21.3	78.7	0	0		0	0	100	0		0	65.7	34.3	0		
PHF	.650	.000	.375	.547	.575	.625	.000	.000	.692	.000	.000	.250	.000	.250	.000	.643	.653	.000	.646	.684

58

Branch Engineering, Inc.
310 5th Street
Springfield, OR 97477
541-746-0637

File Name : McKenzie Hwy126 at Blue River Drive (PM)
Site Code : 00725402
Start Date : 2/6/2008
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Southbound					Westbound					Northbound					Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	3	0	2	0	5	0	20	0	0	20	1	0	0	0	1	0	12	2	0	14	0	40	40
04:15 PM	6	0	1	0	7	1	23	1	0	25	0	0	1	0	1	0	20	4	0	24	0	57	57
04:30 PM	4	0	4	0	8	1	41	0	0	42	0	0	0	0	0	0	27	1	0	28	0	78	78
04:45 PM	2	0	1	0	3	0	20	0	0	20	0	0	0	0	0	0	24	5	0	29	0	52	52
Total	15	0	8	0	23	2	104	1	0	107	1	0	1	0	2	0	83	12	0	95	0	227	227
05:00 PM	2	0	2	0	4	3	33	0	0	36	1	0	0	0	1	0	38	6	0	44	0	85	85
05:15 PM	1	0	0	0	1	5	23	0	0	28	0	0	0	0	0	0	25	1	0	26	0	55	55
05:30 PM	4	0	2	0	6	2	24	1	0	27	0	0	0	0	0	0	32	2	0	34	0	67	67
05:45 PM	2	0	0	0	2	1	33	0	0	34	0	0	0	0	0	0	38	2	0	40	0	76	76
Total	9	0	4	0	13	11	113	1	0	125	1	0	0	0	1	0	133	11	0	144	0	283	283
Grand Total	24	0	12	0	36	13	217	2	0	232	2	0	1	0	3	0	216	23	0	239	0	510	510
Apprch %	66.7	0	33.3			5.6	93.5	0.9	0		66.7	0	33.3	0		0	90.4	9.6	0				
Total %	4.7	0	2.4		7.1	2.5	42.5	0.4	0	45.5	0.4	0	0.2	0	0.6	0	42.4	4.5	0	46.9	0	100	
Vehicles	24	0	12		36	12	194	2	0	208	2	0	1	0	3	0	202	21	0	223	0	0	470
% Vehicles	100	0	100	0	100	92.3	89.4	100	0	89.7	100	0	100	0	100	0	93.5	91.3	0	93.3	0	0	92.2
Heavy Vehicles	0	0	0		0	1	23	0	0	24	0	0	0	0	0	0	14	2	0	16	0	0	40
% Heavy Vehicles	0	0	0	0	0	7.7	10.6	0	0	10.3	0	0	0	0	0	0	6.5	8.7	0	6.7	0	0	7.8

	Southbound				Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 05:00 PM																				
05:00 PM	2	0	2	4	3	33	0	0	36	1	0	0	0	1	0	38	6	0	44	85
05:15 PM	1	0	0	1	5	23	0	0	28	0	0	0	0	0	0	25	1	0	26	55
05:30 PM	4	0	2	6	2	24	1	0	27	0	0	0	0	0	0	32	2	0	34	67
05:45 PM	2	0	0	2	1	33	0	0	34	0	0	0	0	0	0	38	2	0	40	76
Total Volume	9	0	4	13	11	113	1	0	125	1	0	0	0	1	0	133	11	0	144	283
% App. Total	69.2	0	30.8		8.8	90.4	0.8	0		100	0	0	0		0	92.4	7.6	0		
PHF	.563	.000	.500	.542	.550	.856	.250	.000	.868	.250	.000	.000	.000	.250	.000	.875	.458	.000	.818	.832

286

Branch Engineering, Inc.
310 5th Street
Springfield, OR 97477
541-746-0637

File Name : McKenzie Hwy at Dexter St (AM)
Site Code : 08098100
Start Date : 10/7/2008
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Southbound					Westbound					Northbound					Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
07:00 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	13	0	0	13	0	21	21
07:15 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	0	19	19
07:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	14	0	0	14	0	22	22
07:45 AM	1	0	0	0	1	1	13	0	0	14	0	0	0	0	0	0	14	0	0	14	0	29	29
Total	1	0	0	0	1	1	38	0	0	39	0	0	0	0	0	0	51	0	0	51	0	91	91
08:00 AM	2	0	0	0	2	0	18	0	0	18	0	0	0	0	0	0	20	0	0	20	0	40	40
08:15 AM	0	0	0	0	0	1	25	0	0	26	0	0	0	0	0	0	16	0	0	16	0	42	42
08:30 AM	1	0	0	0	1	0	21	0	0	21	0	0	0	0	0	0	15	1	0	16	0	38	38
08:45 AM	0	0	0	0	0	1	18	0	0	19	0	0	0	0	0	0	21	1	0	22	0	41	41
Total	3	0	0	0	3	2	82	0	0	84	0	0	0	0	0	0	72	2	0	74	0	161	161
Grand Total	4	0	0	0	4	3	120	0	0	123	0	0	0	0	0	0	123	2	0	125	0	252	252
Apprch %	100	0	0			2.4	97.6	0	0		0	0	0	0		0	98.4	1.6	0				
Total %	1.6	0	0		1.6	1.2	47.6	0	0	48.8	0	0	0	0	0	0	48.8	0.8	0	49.6	0	100	
Vehicles	4	0	0		4	3	112	0	0	115	0	0	0	0	0	0	118	1	0	119	0	0	238
% Vehicles	100	0	0	0	100	100	93.3	0	0	93.5	0	0	0	0	0	0	95.9	50	0	95.2	0	0	94.4
Heavy Vehicles	0	0	0		0	0	8	0	0	8	0	0	0	0	0	0	5	1	0	6	0	0	14
% Heavy Vehicles	0	0	0	0	0	0	6.7	0	0	6.5	0	0	0	0	0	0	4.1	50	0	4.8	0	0	5.6

	Southbound				Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:15 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:30 AM																				
07:30 AM	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	14	0	0	14	22
07:45 AM	1	0	0	1	1	13	0	0	14	0	0	0	0	0	0	14	0	0	14	29
08:00 AM	2	0	0	2	0	18	0	0	18	0	0	0	0	0	0	20	0	0	20	40
08:15 AM	0	0	0	0	1	25	0	0	26	0	0	0	0	0	0	16	0	0	16	42
Total Volume	3	0	0	3	2	64	0	0	66	0	0	0	0	0	0	64	0	0	64	133
% App. Total	100	0	0		3	97	0	0		0	0	0	0		0	100	0	0		
PHF	.375	.000	.000	.375	.500	.640	.000	.000	.635	.000	.000	.000	.000	.000	.000	.800	.000	.000	.800	.792

Branch Engineering, Inc.
310 5th Street
Springfield, OR 97477
541-746-0637

File Name : McKenzie Hwy at Dexter St (PM)
Site Code : 08098200
Start Date : 10/7/2008
Page No : 1

Groups Printed- Vehicle - Heavy Vehicle

	Southbound					Westbound					Northbound					Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
04:00 PM	1	0	1	0	2	1	15	0	0	16	0	0	0	0	0	0	12	2	0	14	0	32	32
04:15 PM	0	0	1	1	1	1	16	0	0	17	0	0	0	0	0	0	13	1	0	14	1	32	33
04:30 PM	1	0	1	0	2	1	16	0	0	17	0	0	0	0	0	0	21	1	0	22	0	41	41
04:45 PM	0	0	2	0	2	0	27	0	0	27	0	0	0	0	0	0	23	2	0	25	0	54	54
Total	2	0	5	1	7	3	74	0	0	77	0	0	0	0	0	0	69	6	0	75	1	159	160
05:00 PM	3	0	2	0	5	1	29	0	0	30	0	0	0	0	0	0	34	1	0	35	0	70	70
05:15 PM	0	0	1	0	1	0	32	0	0	32	0	0	0	0	0	0	36	0	0	36	0	69	69
05:30 PM	1	0	1	0	2	1	35	0	0	36	0	0	0	0	0	0	29	1	0	30	0	68	68
05:45 PM	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	0	30	0	0	30	0	59	59
Total	4	0	4	0	8	2	125	0	0	127	0	0	0	0	0	0	129	2	0	131	0	266	266
Grand Total	6	0	9	1	15	5	199	0	0	204	0	0	0	0	0	0	198	8	0	206	1	425	426
Apprch %	40	0	60			2.5	97.5	0	0		0	0	0	0		0	96.1	3.9	0				
Total %	1.4	0	2.1		3.5	1.2	46.8	0	0	48	0	0	0	0	0	0	46.6	1.9	0	48.5	0.2	99.8	
Vehicle	6	0	9		16	5	196	0	0	201	0	0	0	0	0	0	192	8	0	200	0	0	417
% Vehicle	100	0	100	100	100	100	98.5	0	0	98.5	0	0	0	0	0	0	97	100	0	97.1	0	0	97.9
Heavy Vehicle	0	0	0		0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	9
% Heavy Vehicle	0	0	0	0	0	0	1.5	0	0	1.5	0	0	0	0	0	0	3	0	0	2.9	0	0	2.1

	Southbound				Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:00 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 04:15 PM																				
04:15 PM	0	0	1	1	**1**	16	0	0	17	0	0	0	0	0	0	13	1	0	14	32
04:30 PM	1	0	1	2	1	16	0	0	17	0	0	0	0	0	0	21	1	0	22	41
04:45 PM	0	0	**2**	2	0	27	0	0	27	0	0	0	0	0	0	23	**2**	0	25	54
05:00 PM	**3**	0	2	**5**	1	**29**	0	0	**30**	0	0	0	0	0	0	**34**	1	0	**35**	**70**
Total Volume	4	0	6	10	3	88	0	0	91	0	0	0	0	0	0	91	5	0	96	197
% App. Total	40	0	60		3.3	96.7	0	0		0	0	0	0		0	94.8	5.2	0		
PHF	.333	.000	.750	.500	.750	.759	.000	.000	.758	.000	.000	.000	.000	.000	.000	.669	.625	.000	.686	.704

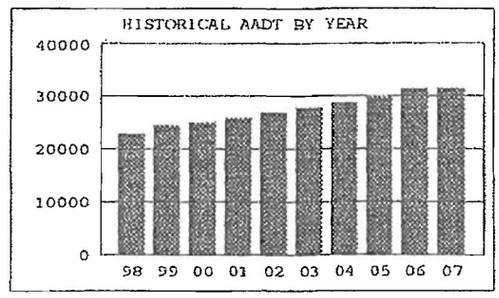
8242

Location: US97 MP 124.45, THE DALLES-CALIFORNIA HWY NO. 4
0.85 mile south of Yew Avenue

Recorder: REDMOND, 09-020
Installed: February, 1994

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent_of_ADT Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
1998	22911	132	10.9	10.3	10.1	10.0
1999	24530	151	11.8	10.4	10.2	10.1
2000	25060	145	11.9	10.6	10.2	10.1
2001	25867	145	11.9	11.0	10.7	10.3
2002	26906	143	11.8	10.7	10.2	10.1
2003	27751	133	10.7	10.2	10.0	9.9
2004	28647	136	11.3	10.4	10.3	10.2
2005	29788	138	11.3	10.5	10.3	10.1
2006	31315	138	11.4	10.3	10.2	10.1
2007	31492	138	10.8	10.5	10.0	10.0



2007 TRAFFIC DATA

	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT
January	29974	95	27916	89
February	31750	101	29525	94
March	33370	106	31335	100
April	34406	109	32062	102
May	34608	110	32454	103
June	36100	115	34400	109
July	36052	114	33853	107
August	37267	118	34892	111
September	34685	110	32516	103
October	33671	107	31502	100
November	31396	100	29398	93
December	29626	94	28060	89

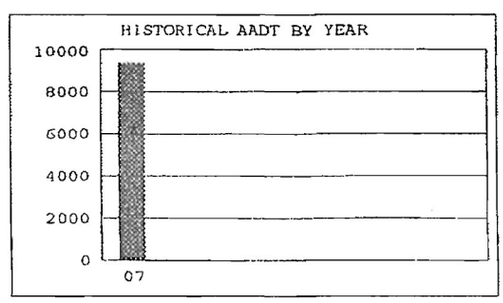
Classification Breakdown	Percent of ADT
Passenger Cars	60.8
Other 2 axle 4 tire vehicles	28.3
Single Unit 2 axle 6 tire	3.2
Single Unit 3 axle	0.6
Single Unit 4 axle or more	0.1
Single Trailer Truck 4 axle or less	1.1
Single Trailer Truck 5 axle	3.2
Single Trailer Truck 6 axle or more	1.1
Dbl-Trailer Truck 5 axle or less	0.0
Dbl-Trailer Truck 6 axle	0.1
Dbl-Trailer Truck 7 axle or more	0.5
Triple Trailer Trucks	0.0
Buses	0.1
Motorcycles & Scooters	0.8

Location: OR126 MP 108.27, MCKENZIE HIGHWAY., NO. 15
1.38 miles west of SW Hemholtz Way

Recorder: CLINE FALLS, 09-021
Installed: June, 2005

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent_of_ADT Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
2007	9354	144	12.2	11.4	11.1	10.9



2007 TRAFFIC DATA

	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT
January	7568	81	7309	78
February	8121	87	7887	84
March	9080	97	8921	95
April	9622	103	9478	101
May	10293	110	10222	109
June	10688	114	10723	115
July	11337	121	11469	123
August	11113	119	11184	120
September	10141	108	10196	109
October	9323	100	9182	98
November	8245	88	8090	86
December	7763	83	7588	81

Classification Breakdown	Percent of ADT
Passenger Cars	49.3
Other 2 axle 4 tire vehicles	42.4
Single Unit 2 axle 6 tire	3.4
Single Unit 3 axle	1.4
Single Unit 4 axle or more	0.2
Single Trailer Truck 4 axle or less	0.6
Single Trailer Truck 5 axle	1.2
Single Trailer Truck 6 axle or more	0.4
Dbl-Trailer Truck 5 axle or less	0.0
Dbl-Trailer Truck 6 axle	0.0
Dbl-Trailer Truck 7 axle or more	0.2
Triple Trailer Trucks	0.0
Buses	0.6
Motorcycles & Scooters	0.3

RECREATIONAL SUMMER	RURAL	2	WEEKEND	500	DISTRICTHIGHWAY	19-021	KLAMATH	OR62,CRATERLAKE HWY,SOUTHOFFORT KLAMATH	91.05	22
SUMMER	RURAL	2	WEEKDAY	6200	STATEWIDEHIGHWAY	19-022	KLAMATH	US97,THEDALLES-CA HWY,NORTHOF MODOCPOINT	264.30	4
SUMMER<2500	RURAL	2	WEEKDAY	850	STATEWIDEHIGHWAY-SCENICBYWAY	19-004	LAKE	US395,FREMONTHWY, SOUTHOFVALLEY FALLS	120.63	19
SUMMER<2500	RURAL	2	WEEKDAY	970	STATEWIDEHIGHWAY-SCENICBYWAY	19-008	LAKE	US395,FREMONTHWY, NEWPINECREEK	157.43	18
SUMMER<2500	RURAL	2	WEEKEND	720	REGIONALHIGHWAY-SCENICBYWAY	19-010	LAKE	OR31,FREMONTHWY, EASTOFSILVERLAKE	49.60	19
SUMMER<2500	RURAL	2	WEEKEND	2000	DISTRICTHIGHWAY	20-004	LANE	OR36,MAPLETON-JUNCTIONCITYHWY, WESTOFGOLDSON	41.04	225
COASTAL DESTINATION	RURAL	2	WEEKEND	6600	STATEWIDEHIGHWAY(EXPRESSWAY)	20-005	LANE	OR126,FLORENCE-EUGENEHWY,EASTOF NOTI	43.00	62
INTERSTATE	URBANIZED	4	WEEKDAY	60500	INTERSTATEHIGHWAY	20-008	LANE	I-205,EUGENE-SPRINGFIELDHWY, WILLAKENZIE	2.82	227
RECREATIONAL SUMMER	RURAL	2	WEEKEND	3500	STATEWIDEHIGHWAY	20-010	LANE	OR 126, MCKENZIE HWY EASTOFVIDA	29.14	15
COMMUTER	URBANIZED	4	WEEKDAY	49700	STATEWIDEHIGHWAY	20-011	LANE	OR69,BELTLINEHWY, BELTLINEHWY	12.00	69
RECREATIONAL SUMMER	RURAL	2	WEEKEND	2700	STATEWIDEHIGHWAY	20-017	LANE	OR58,WILLAMETTE HWY,SOUTHOF OAKRIDGE	37.38	18
INTERSTATE	RURAL	4	WEEKEND	23700	INTERSTATEHIGHWAY	20-020	LANE	I-5,PACIFICHWY, ,SOUTHOFCOTTAGE GROVE	169.20	1
SUMMER<2500	RURAL	2	STEADY	1800	DISTRICTHIGHWAY	20-023	LANE	OR36,TERRITORIAL HWY,FERNRIDGE	13.54	200
COASTAL DESTINATION	RURAL	2	WEEKEND	5000	STATEWIDEHIGHWAY	21-006	LINCOLN	US20/OR34, CORVALLIS-NEWPORT HWY,BURNTWOODS	33.53	33
COASTAL DESTINATION	SMALLURBAN FRINGE	3	STEADY	16500	STATEWIDEHIGHWAY-SCENICBYWAY	21-007	LINCOLN	US 101, OREGON COAST HWY,NORTHLINCOLN CITY	112.50	9
COASTAL DESTINATION	SMALLURBAN	5	WEEKEND	26200	STATEWIDEHIGHWAY-SCENICBYWAY	21-008	LINCOLN	US 101, OREGON COAST HWY, D RIVER WAYSIDE LINCOLNCITY	114.91	9
COASTAL DESTINATION	SMALLURBAN	5	WEEKDAY	19100	STATEWIDEHIGHWAY-SCENICBYWAY	21-009	LINCOLN	US 101, OREGON COAST HWY,NORTHOF NEWPORT	139.11	9

APPENDIX

E

GROWTH DATA

Lane County Coordinated Population Projections
Adopted February 24, 2005

Population Allocation for Urban Growth Boundary Areas in Lane County with Annual Average Growth Rates

	Lane County															
Year	Low	Forecast	High	EUG/SPR	COBURG	COTTAGE GROVE	CRESWELL	DUNES CITY	FLORENCE	JUNCTION CITY*	LOWELL	OAKRIDGE	VENETA	WESTFIR	OUTSIDE UGBs	Total of UGBs & Outside UGBs
1990		282,912		190,180	763	7,950	3,176	1,081	6,334	4,596	785	3,207	2,519	278	62,043	282,912
2000		322,977		222,503	969	8,890	3,909	1,241	8,751	5,858	880	3,270	2,762	280	63,664	322,977
2004		333,350		231,420	1,050	9,450	4,440	1,300	9,310	6,000	900	3,780	3,660	330	61,710	333,350
2025	390,251	410,790	431,330	297,500	3,300	12,500	7,300	1,800	15,600	8,500	1,500	4,000	5,200	400	56,500	414,100
2030	410,362	431,960	453,558	314,700	4,200	13,400	8,000	2,000	17,200	9,800	1,700	4,050	5,600	410	56,000	437,060
1990																
2000		1.33%		1.58%	2.42%	1.12%	2.10%	1.39%	3.29%	2.48%	1.15%	0.19%	0.93%	0.07%	0.26%	
2004		0.79%		0.99%	2.03%	1.54%	3.24%	1.17%	1.56%	0.60%	0.56%	3.69%	7.29%	4.19%	-0.78%	
2000-2025		0.97%		1.17%	5.02%	1.37%	2.53%	1.50%	2.34%	1.50%	2.16%	0.81%	2.56%	1.44%	-0.48%	
2000-2030		0.97%		1.16%	5.01%	1.38%	2.42%	1.60%	2.28%	1.73%	2.22%	0.72%	2.38%	1.28%	-0.43%	

1990 and 2000 population figures are based on Census data. 2004 county figures are population estimates produced by the Population Research Center at PSU.
2004 UGB estimates are based on 2004 PSU city estimates and estimates of population outside cities inside UGBs if applicable.
* Junction City population projection will be affected by prison construction although timing is not known. Once prison construction moves forward, the projections will be modified.

APPENDIX

F

ITE TRIP GENERATION DATA AND LANE COUNTY LETTER

Campground/Recreational Vehicle Park
(416)

Average Vehicle Trip Ends vs: **Occupied Camp Sites**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

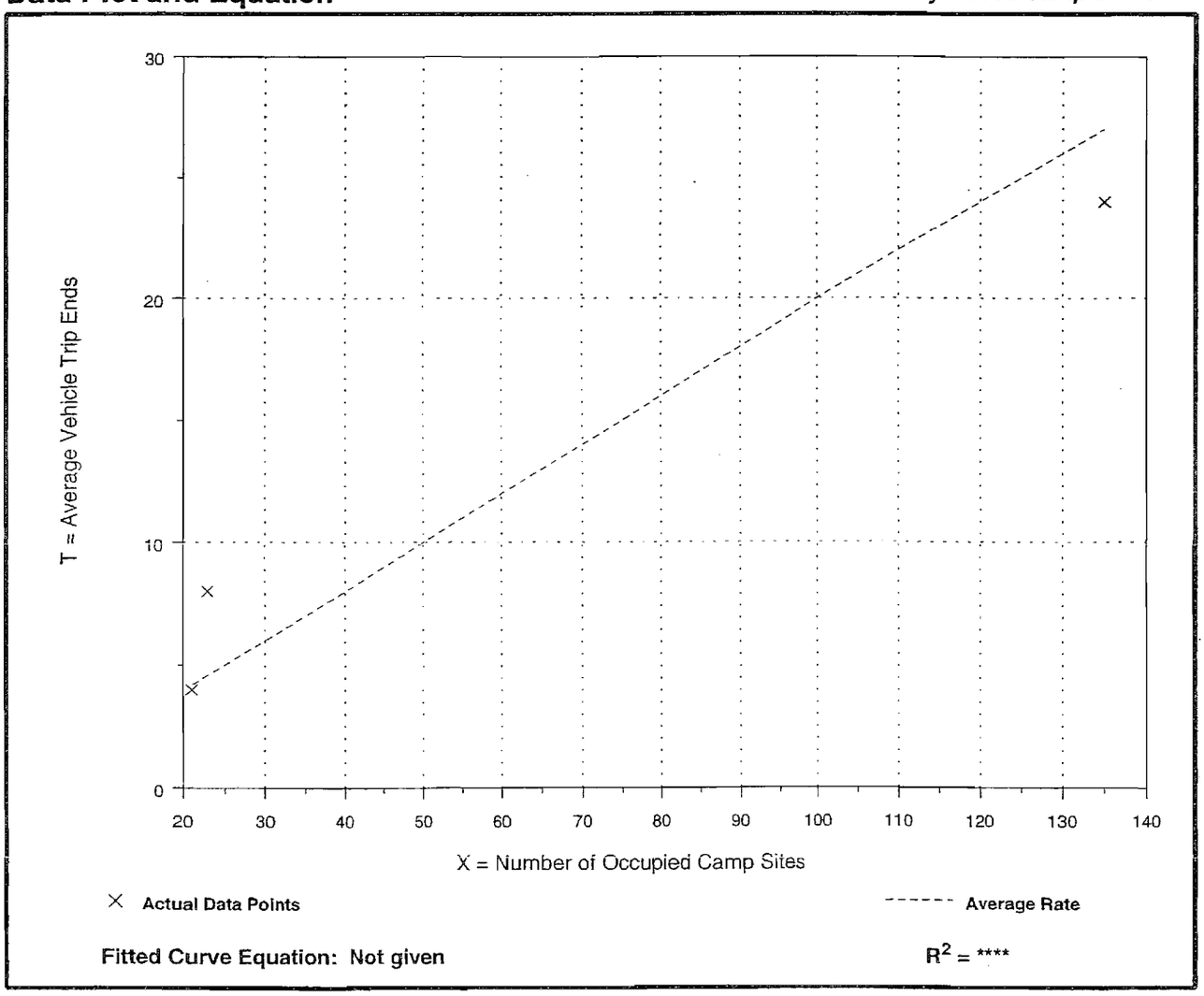
Number of Studies: 3
Average Number of Occupied Camp Sites: 60
Directional Distribution: 42% entering, 58% exiting

Trip Generation per Occupied Camp Site

Average Rate	Range of Rates	Standard Deviation
0.20	0.18 - 0.35	0.45

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Campground/Recreational Vehicle Park
(416)

Average Vehicle Trip Ends vs: **Occupied Camp Sites**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

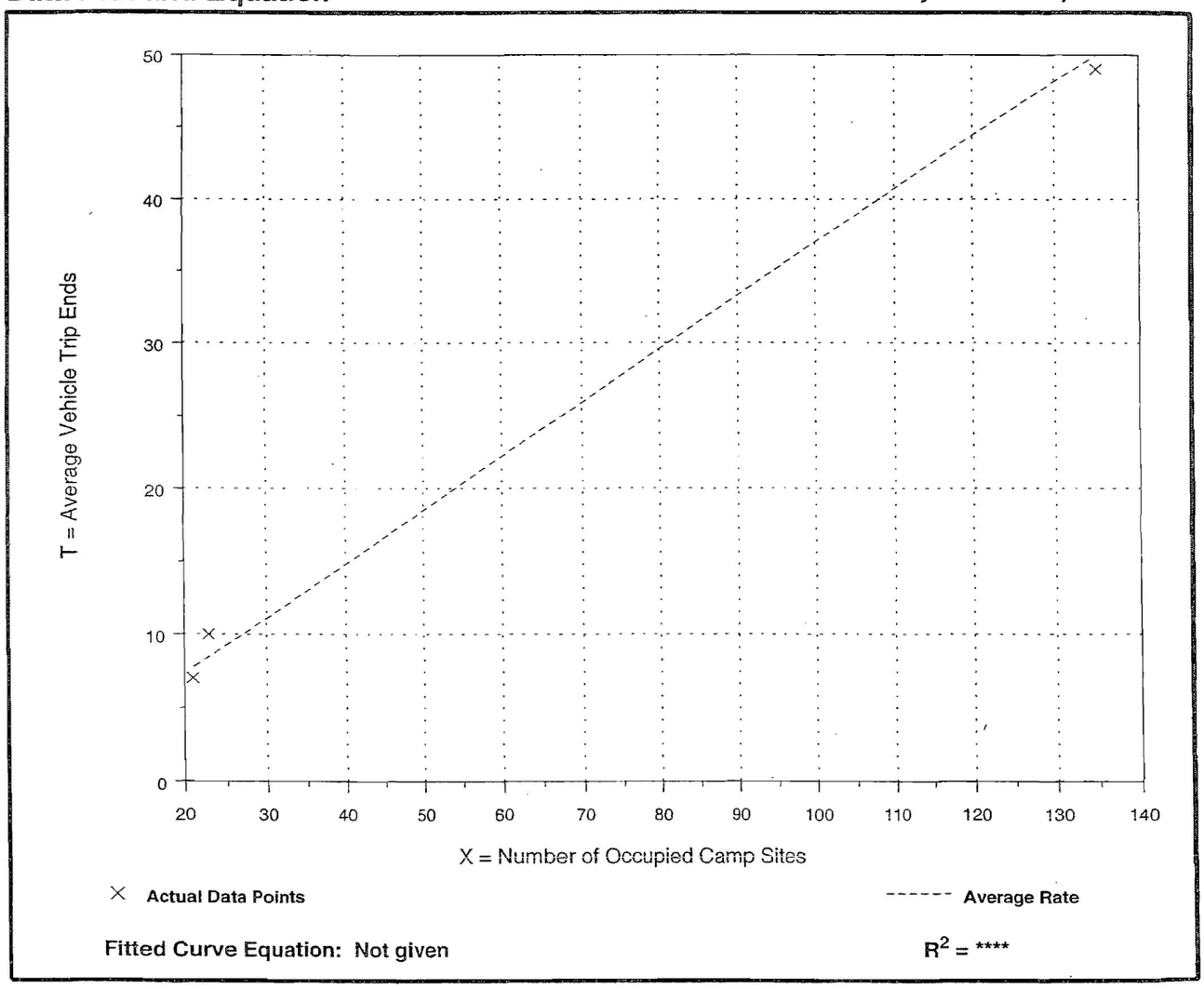
Number of Studies: 3
Average Number of Occupied Camp Sites: 60
Directional Distribution: 69% entering, 31% exiting

Trip Generation per Occupied Camp Site

Average Rate	Range of Rates	Standard Deviation
0.37	0.33 - 0.43	0.60

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Church
(560)

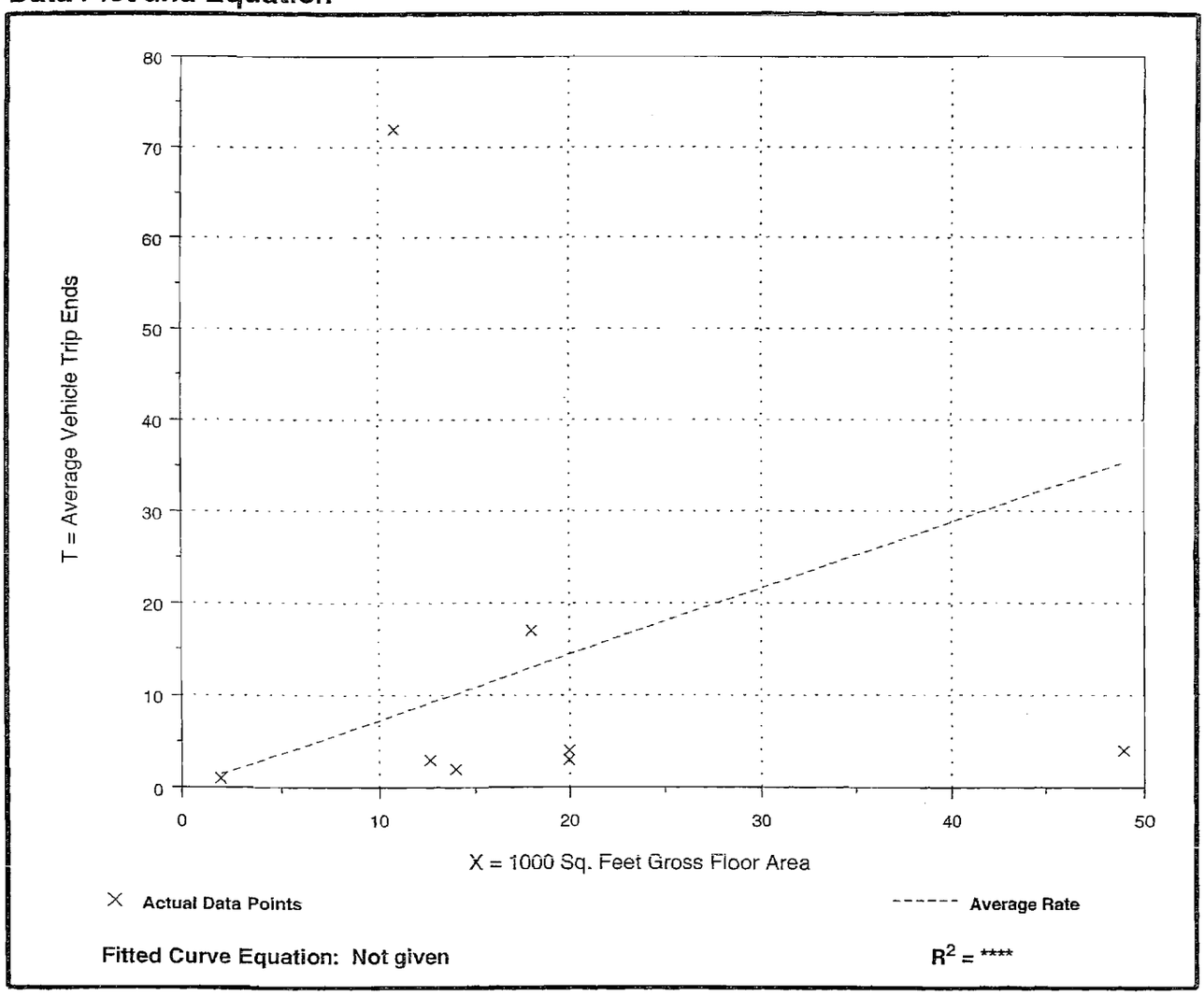
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 8
Average 1000 Sq. Feet GFA: 18
Directional Distribution: 54% entering, 46% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.72	0.08 - 6.61	1.88

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Church
(560)

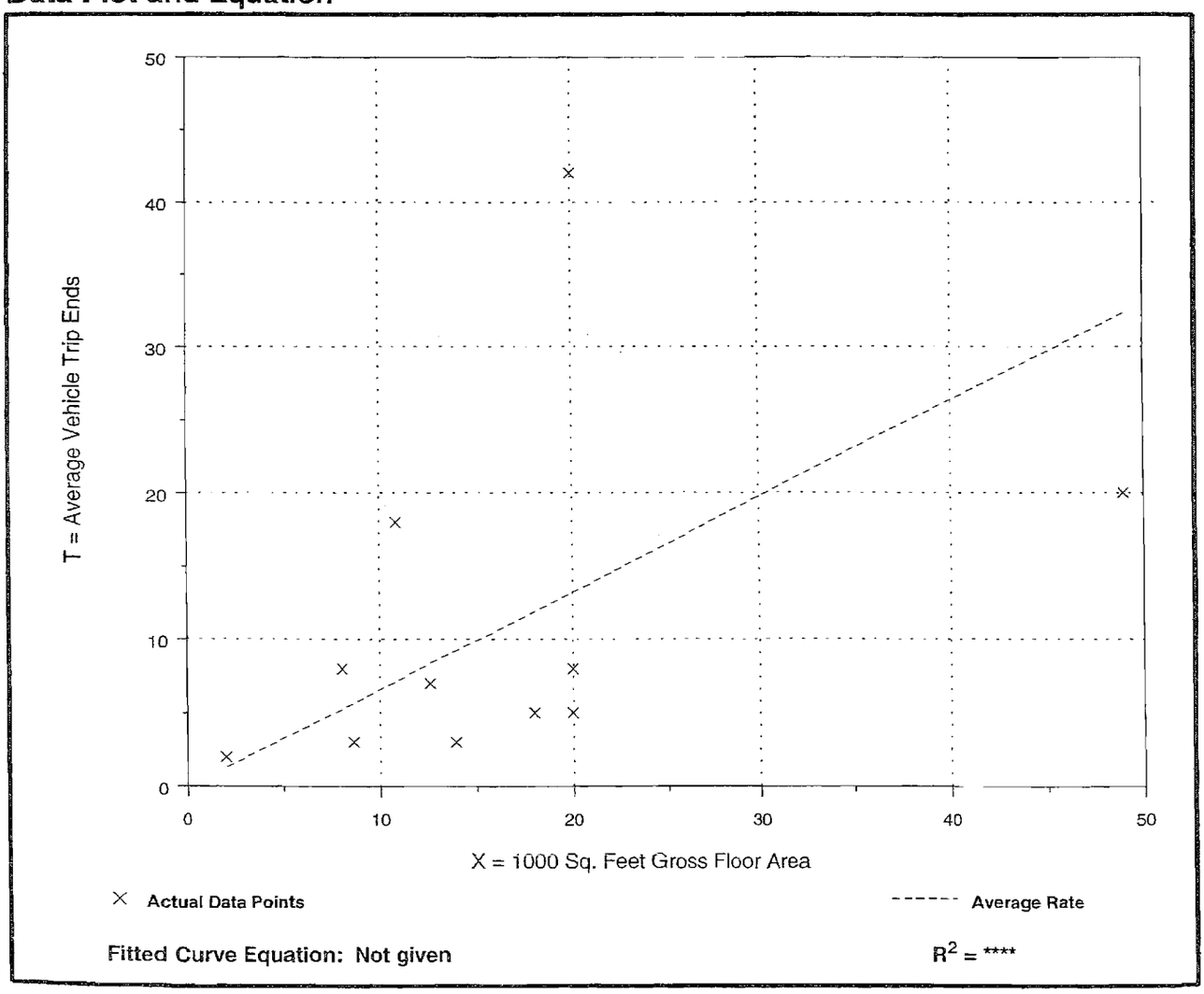
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 11
Average 1000 Sq. Feet GFA: 17
Directional Distribution: 52% entering, 48% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.66	0.21 - 2.10	0.99

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Golf Course
(430)

Average Vehicle Trip Ends vs: **Acres**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

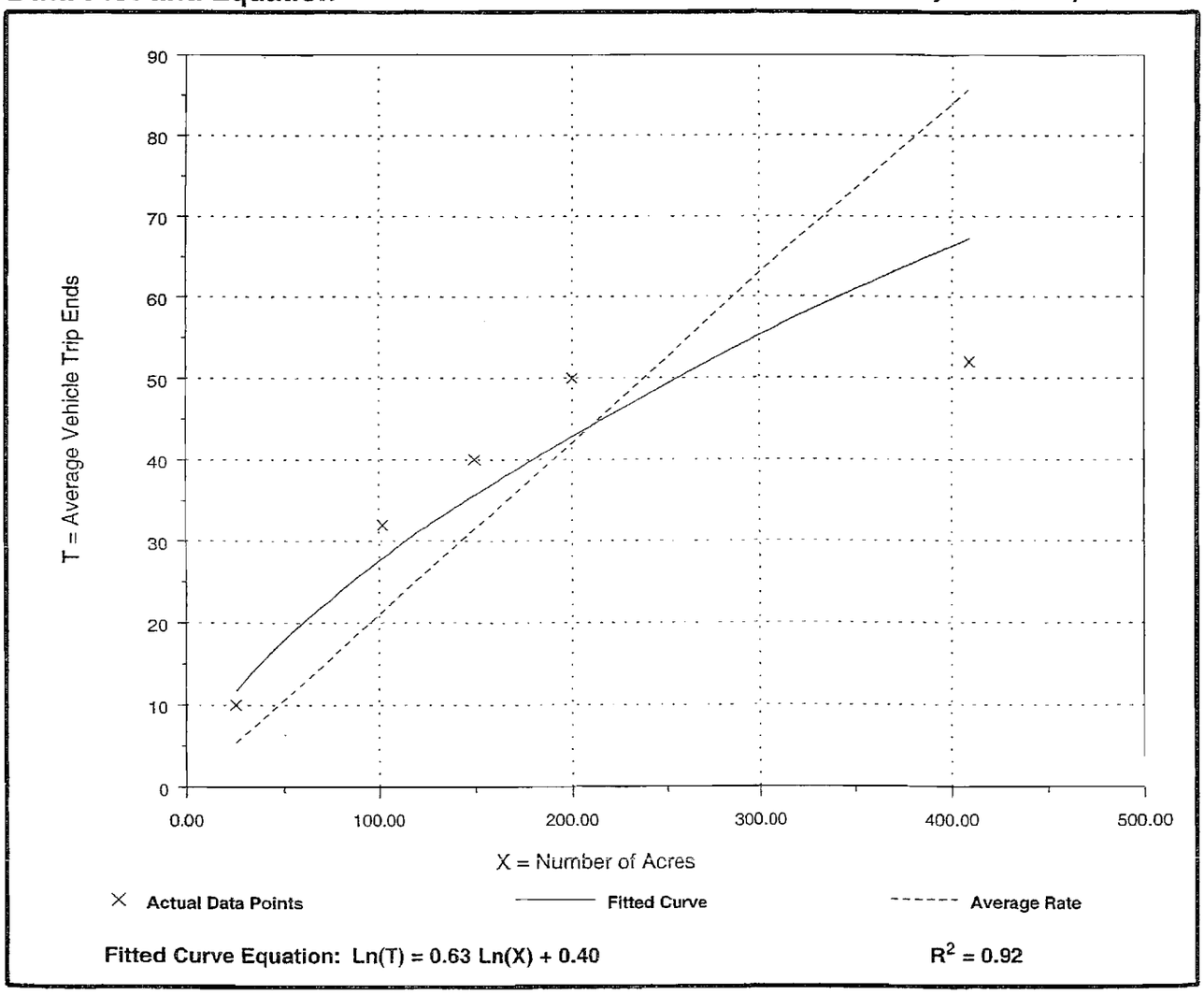
Number of Studies: 5
Average Number of Acres: 177
Directional Distribution: 74% entering, 26% exiting

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.21	0.13 - 0.39	0.46

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Ln(T) = 0.63 Ln(X) + 0.40 **R^2 = 0.92**

Golf Course
(430)

Average Vehicle Trip Ends vs: **Acres**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

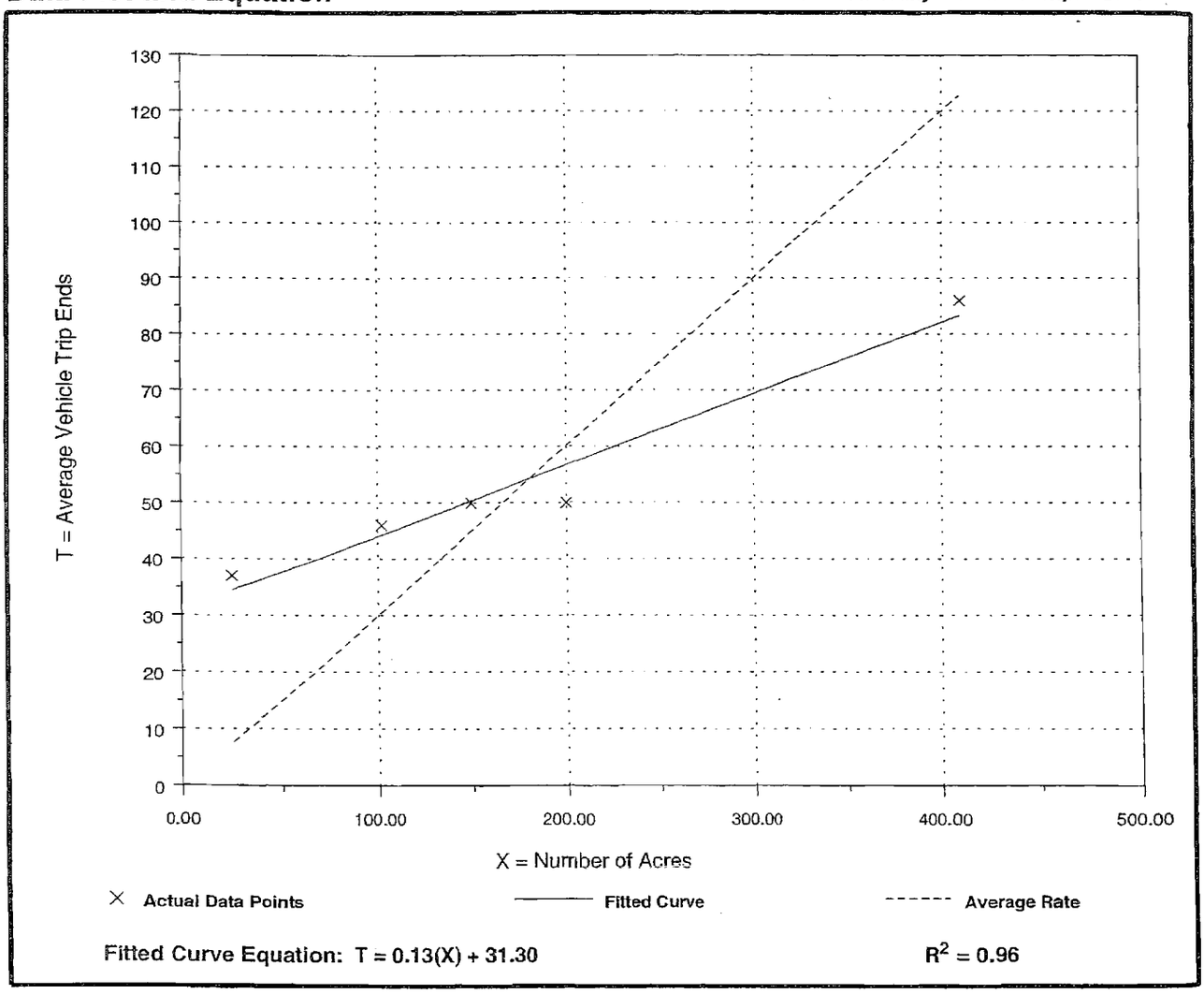
Number of Studies: 5
Average Number of Acres: 177
Directional Distribution: 34% entering, 66% exiting

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.30	0.21 - 1.45	0.59

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: T = 0.13(X) + 31.30

R^2 = 0.96

Recreational Community Center
(495)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

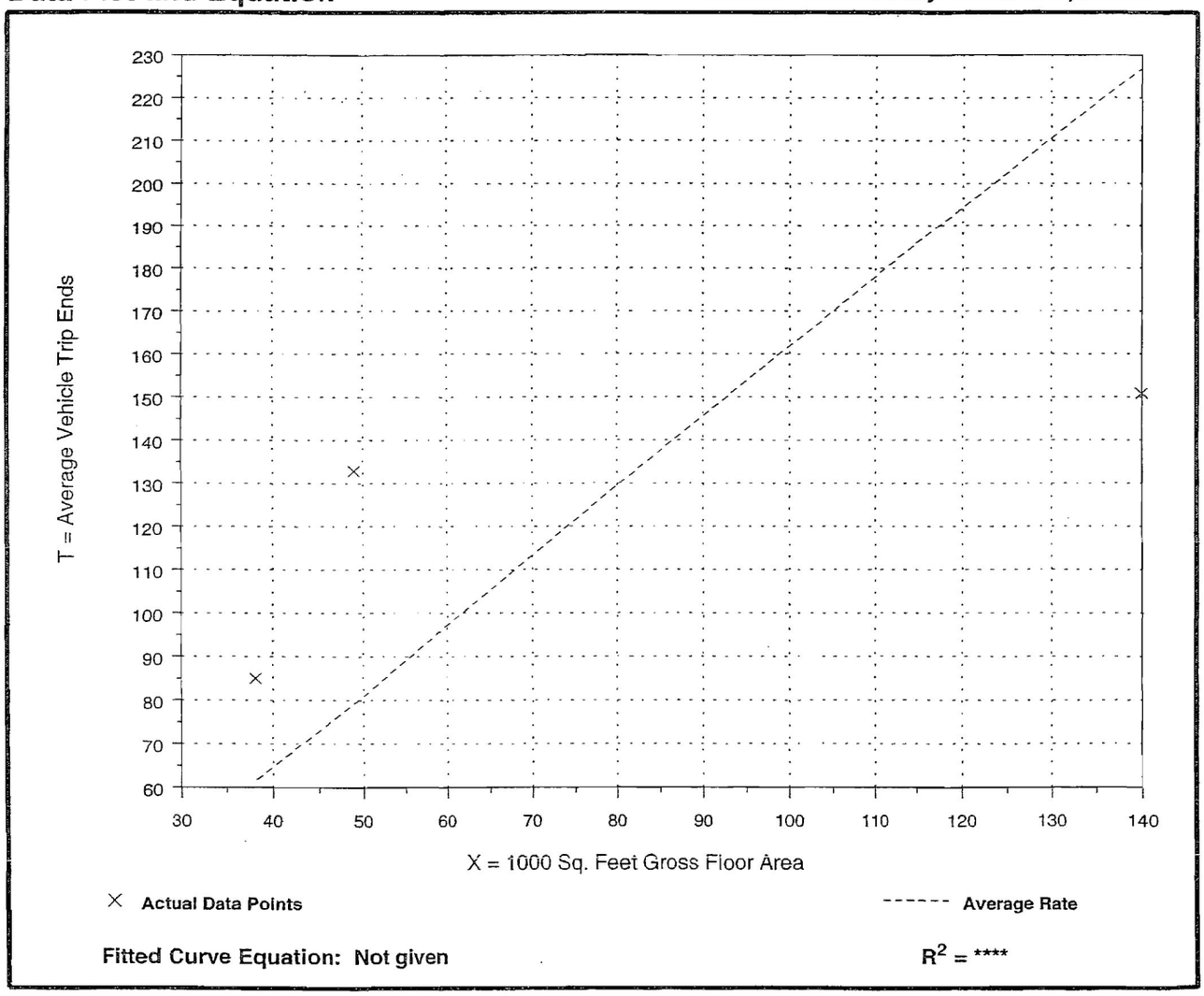
Number of Studies: 3
Average 1000 Sq. Feet GFA: 76
Directional Distribution: 61% entering, 39% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
1.62	1.08 - 2.71	1.45

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Recreational Community Center
(495)

Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

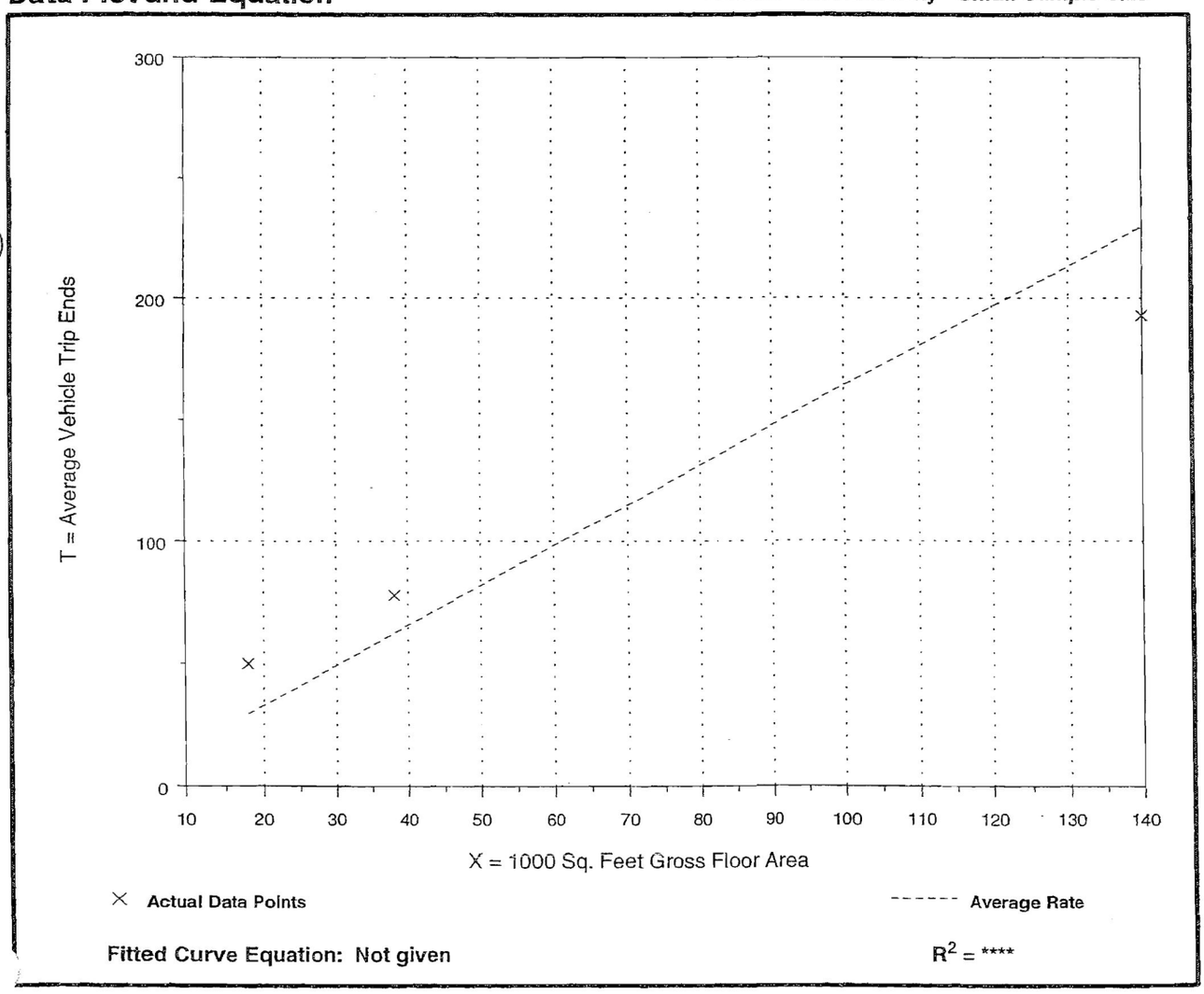
Number of Studies: 3
Average 1000 Sq. Feet GFA: 65
Directional Distribution: 29% entering, 71% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
1.64	1.38 - 2.78	1.35

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

County Park
(412)

Average Vehicle Trip Ends vs: Acres
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

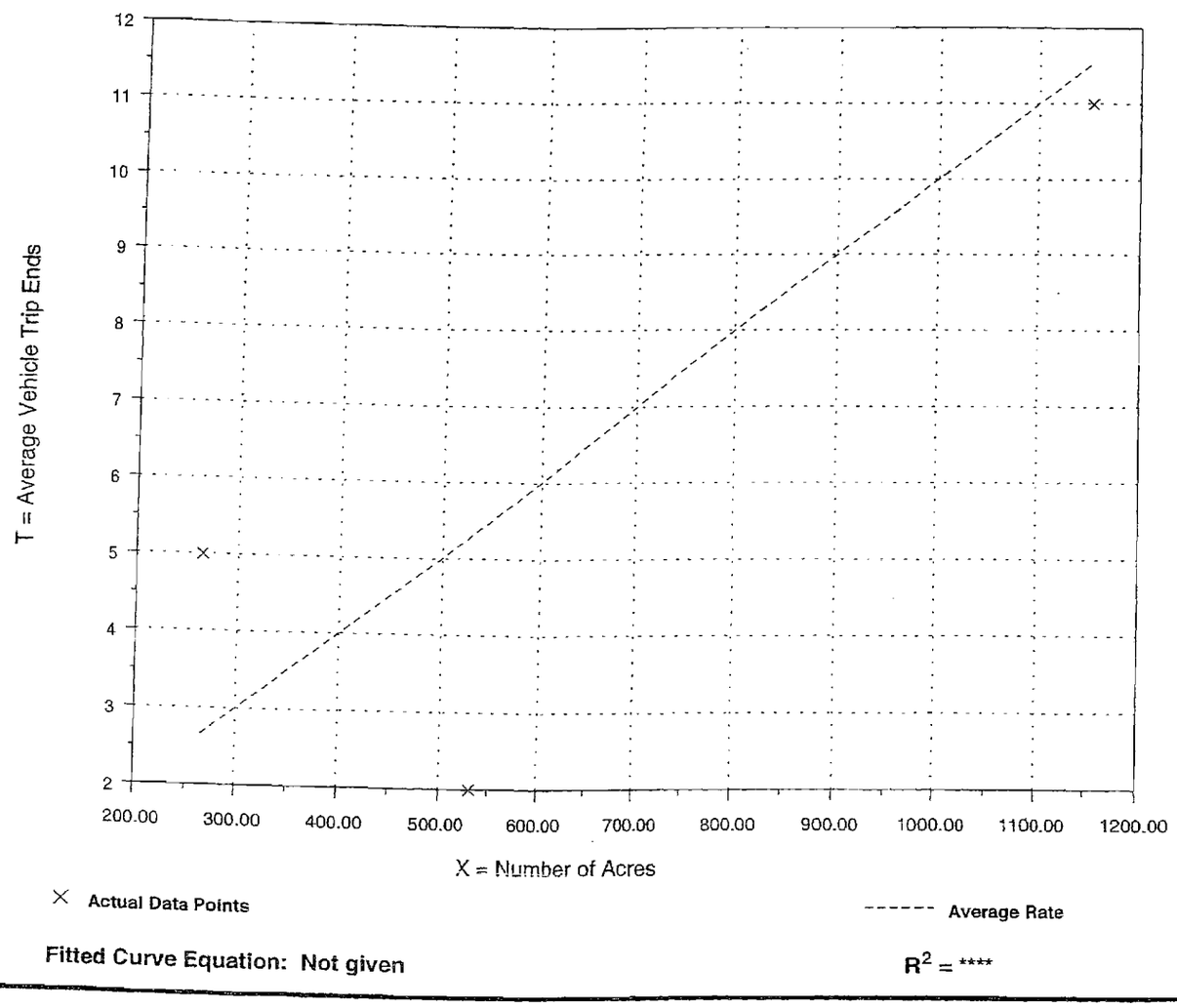
Number of Studies: 3
Average Number of Acres: 650
Directional Distribution: 80% entering, 20% exiting

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.02	0.10

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

302

County Park
(412)

Average Vehicle Trip Ends vs: **Acres**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

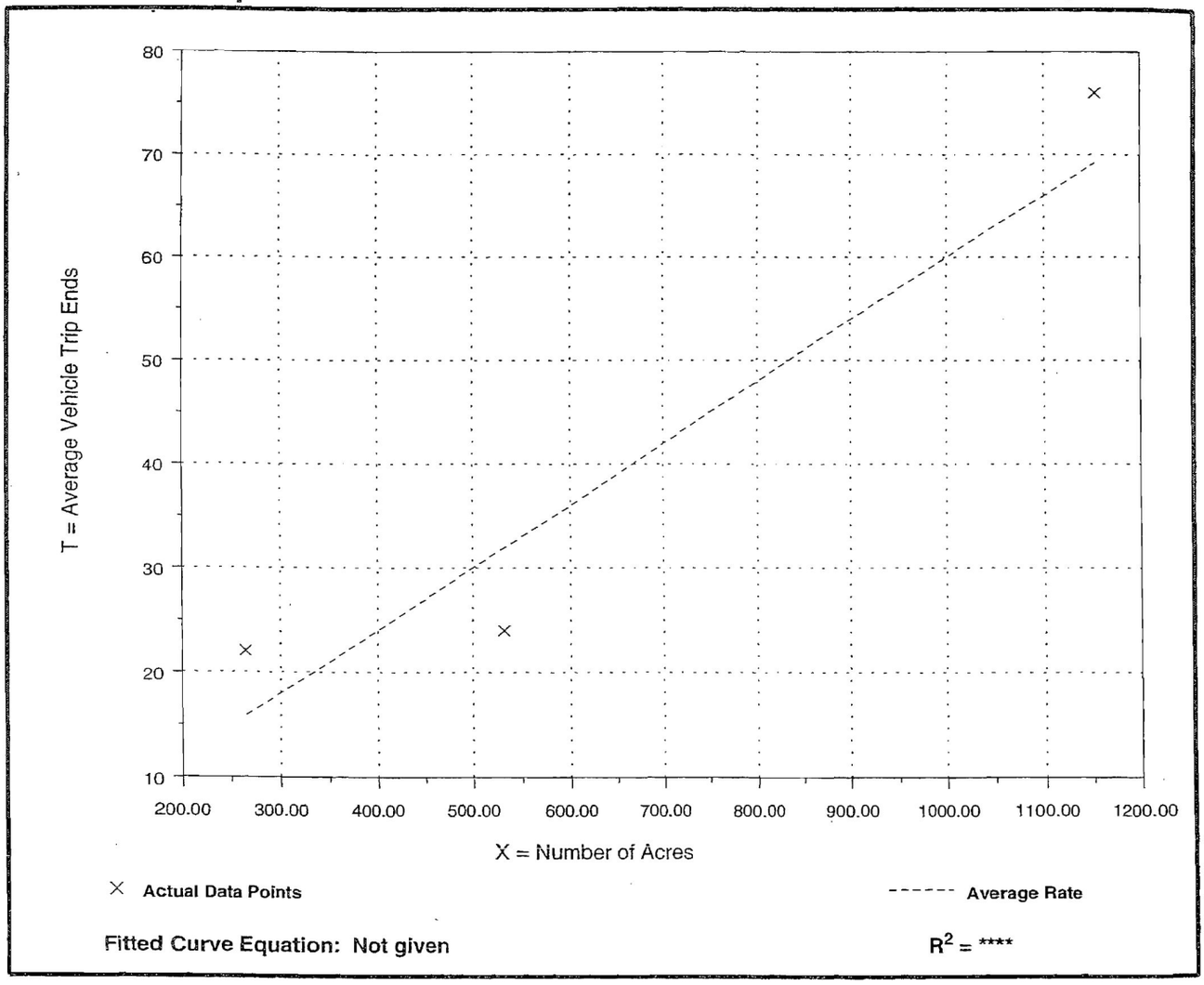
Number of Studies: 3
Average Number of Acres: 650
Directional Distribution: 41% entering, 59% exiting

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.06	0.05 - 0.08	0.25

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Middle School/Junior High School
(522)

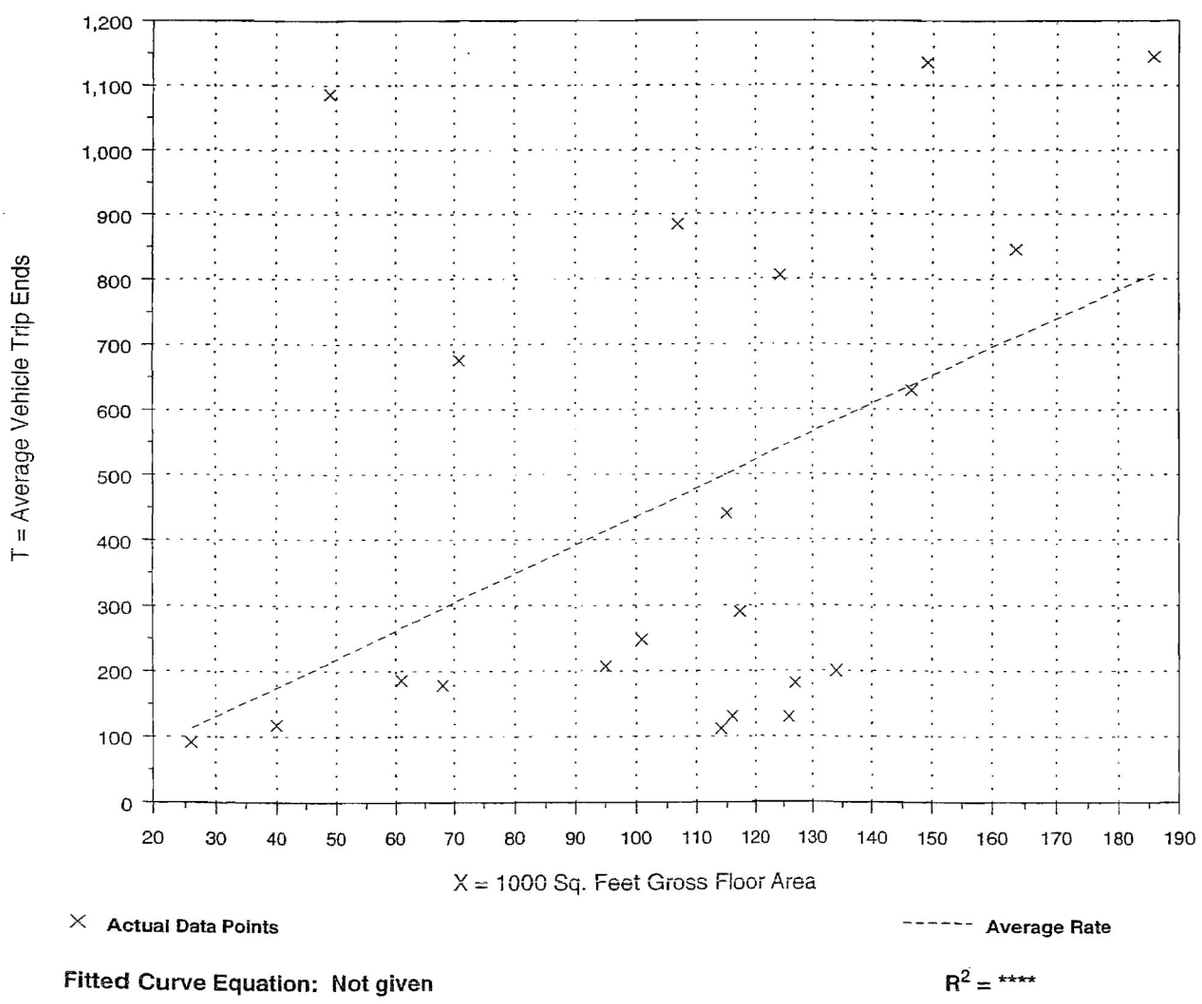
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
A.M. Peak Hour

Number of Studies: 21
Average 1000 Sq. Feet GFA: 107
Directional Distribution: 55% entering, 45% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
4.35	0.98 - 22.16	4.19

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Middle School/Junior High School
(522)

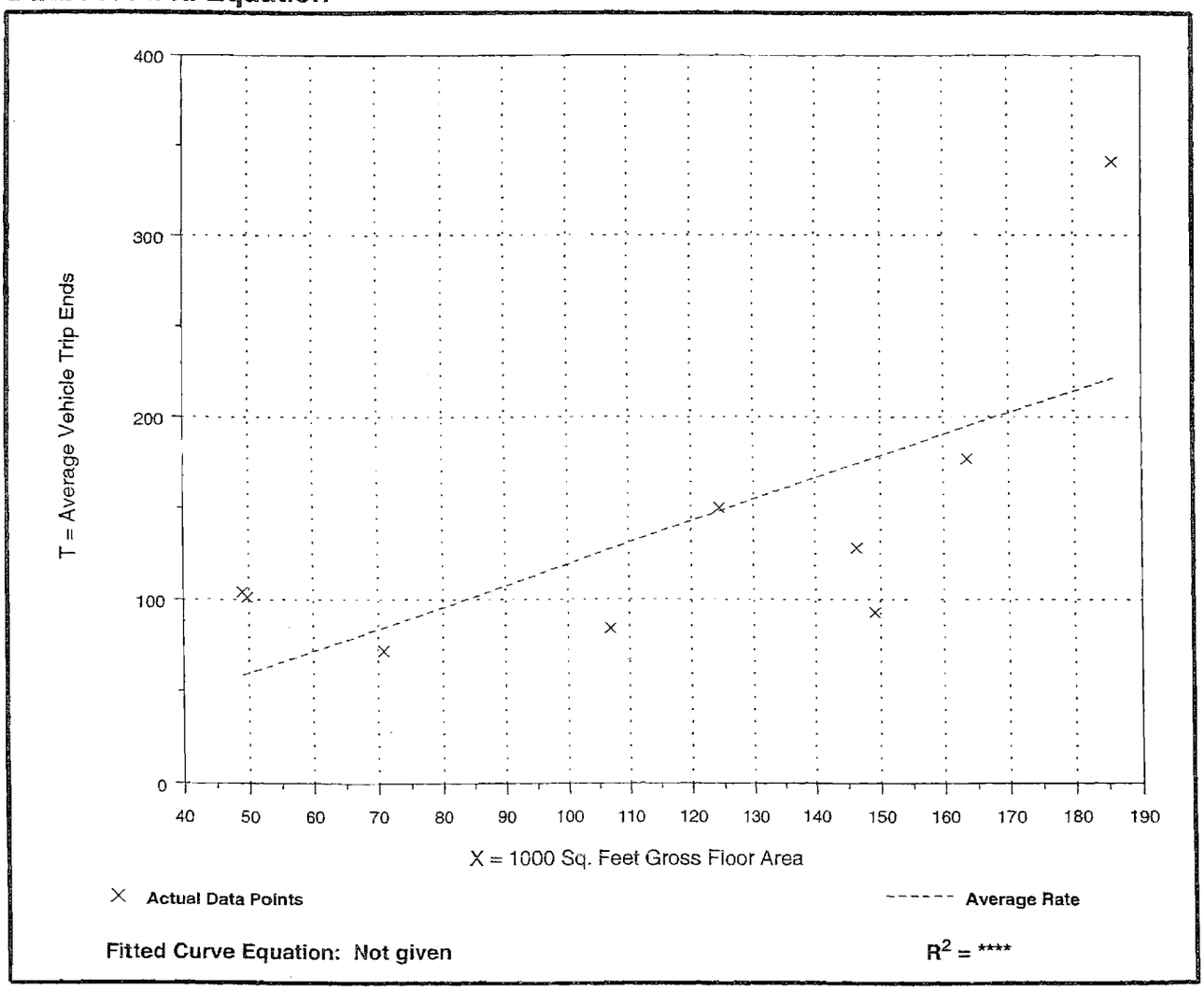
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 9
Average 1000 Sq. Feet GFA: 116
Directional Distribution: 52% entering, 48% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
1.19	0.62 - 2.12	1.19

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Private School (K-8)
(534)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
A.M. Peak Hour

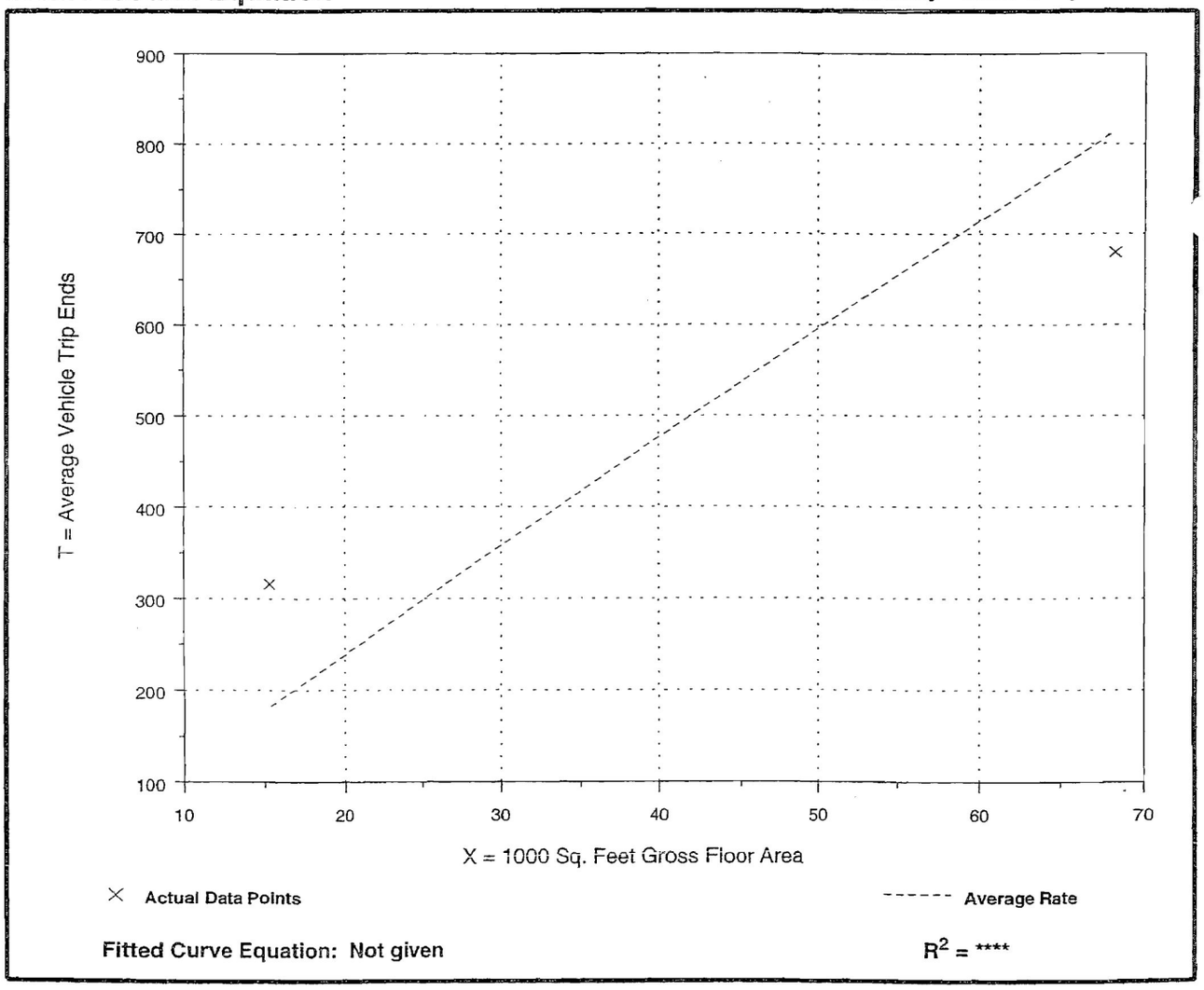
Number of Studies: 2
Average 1000 Sq. Feet GFA: 42
Directional Distribution: 55% entering, 45% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
11.91	9.95 - 20.65	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Land Use: 534
Private School (K–8)
Independent Variables with One Observation

The following trip generation data are for independent variables with only one observation. This information is shown in this table only; there are no related plots for these data.

Users are cautioned to use data with care because of the small sample size.

Independent Variable	Trip Generation Rate	Size of Independent Variable	Number of Studies	Directional Distribution
1,000 Square Feet Gross Floor Area				
Weekday p.m. Peak Hour of Generator	6.80	68	1	49% entering, 51% exiting

Cindy

From: Jim Mann [jamannllc@comcast.net]
Sent: Monday, September 28, 2009 6:37 AM
To: Cindy@branchengineering.com
Cc: 'Chris LaVoie'; 'Chris'
Subject: County Response to TIA
Attachments: 9-25-09 email from Shashi Bajracharya Lane County.pdf

Cindy,

Attached is a copy of the email from Lane County that allows us to use an RV park for the traffic analysis in the TIA that can be presented to ODOT.

Jim

James A. Mann LLC
541-514-3051

308

Jim Mann

From: BAJRACHARYA Shashi [Shashi.BAJRACHARYA@co.lane.or.us]
Sent: Friday, September 25, 2009 8:45 AM
To: KENDALL Jerry
Cc: Jim Mann
Subject: RE: PA 07-6215/Blue River plan/zone change

Jerry,

I received the letter. If I recall it correctly, we have decided in our last meeting (6/5/2009) that TP is fine with a site review requirement for developments other than an RV park. There is no TP issue as such. From the County perspective, LC roadways performance in the area is unlikely to be changed drastically with this zone change proposal, but ODOT may not agree with TP regarding Hwy 126 impact. My understanding was that Branch Engineering was to supplement with a TPR study necessary to comply with OAR660-12-0060. TP has no influence on ODOT requirements. If you feel we still need to meet on this issue, I am available to discuss again. Thanks,

Shashi Bajracharya, P.E.

Sr. Engineering Associate

Transportation Planning Division

Lane County PWD,

3040 N Delta Highway

Eugene, OR 97408

☎(541) 682-6932

🖷(541) 682-8554

From: KENDALL Jerry
Sent: Wednesday, September 23, 2009 2:05 PM
To: BAJRACHARYA Shashi
Cc: Jim Mann
Subject: PA 07-6215/Blue River plan/zone change

Shashi: Agent Jim Mann is requesting the 3 of us meet to discuss TP issues as described in a letter dated 9-22-09, copy of which I am sending you by courier.

Please give it a read, and if necessary, we can contact Jim for a meeting, perhaps late next week or the week after.

Jerry Kendall/Associate Planner/Lane County Oregon

PSB/LMD

125 E. 8th Ave.

Eugene, Or. 97401

ph: 541-682-4057

FAX: 541-682-3947

Jerry.Kendall@co.lane.or.us

James A. Mann LLC
Land Use Planning & Development Permit Services
P.O. Box 51081
Eugene, Oregon 97405-0902
Telephone: (541) 514-3051 FAX: (541) 484-2761
Email: jamannllc@comcast.net

September 22, 2009

Jerry Kendall, Associate Planner
Lane County Land Management Division
125 East 8th Avenue
Eugene, Oregon 97401

Subject: Traffic Impact Analysis Trip Generation for Highest Use
Concerning Plan Amendment-Zone Change Application PA 07-6215

Dear Jerry,

Branch Engineering performed a traffic impact analysis (TIA) for this proposed plan amendment and zone change application. Part of the TIA examined the impacts of the trip generation based on the uses allowed in the Rural Commercial, RC zone. The TIA used an RV park as the use in the RC zone on which to base the traffic generation. ODOT reviewed the TIA and has commented in writing to us that, "From a conversation with Lane County's planning department, the land use assumed under the existing zoning scenario is not considered as being th highest use. The existing zoning trip generation must be redone to better represent highest use".

The issue concerning the "highest use" for the traffic generation estimates in the TIA is what I would like to discuss with you and Public Works Department transportation staff. We chose to use an RV park as the highest use to estimate the traffic based on the rural commercial use that is most likely to occur in this upper McKenzie River area. In the last ten years, new or expanded RV park developments have occurred in the Rainbow and McKenzie Bridge areas. In contrast, there has been very little new commercial development of other types. In Blue River, there is unused or under utilized commercial zoned properties. This is due to a number of factors including the economy and the community-wide sewerage systems.

I would like to know if you still believe that we should use a different commercial use in the CR zone for the traffic estimates in the TIA or if a site review, /SR suffix may be placed on the commercial zoning to require a TIA to be done once a development proposed is submitted for a higher commercial use. If we can agree that an RV park can be used for estimating the traffic in the TIA, then we can proceed with the review of our TIA with ODOT. If the /SR suffix can be used to require a TIA at the time of a development proposal for a higher commercial use, then this may be a way to temporarily resolve the trip generation issue for the TIA.

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I look forward to discuss this with you and Public Works transportation planning staff to see if we can resolve this issue.

Sincerely,

James A. Mann LLC

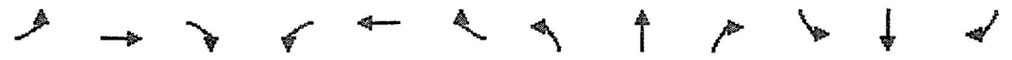
Chris and Julie LaVoie
P.O. Box 242
Blue River, Oregon 97413

Cindy Pulone, Traffic Analyst
C/O Branch Engineering
310 5th St.
Springfield, OR 97477

3/2

G

INTERSECTION PERFORMANCE CALCULATIONS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	67	131	0	0	122	33	3	0	0	13	0	38
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	99	193	0	0	179	49	4	0	0	19	0	56
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	228			193			625	618	193	593	593	204
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	228			193			625	618	193	593	593	204
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	93			100			99	100	100	95	100	93
cM capacity (veh/h)	1346			1393			352	378	854	390	390	817

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	99	193	0	228	4	75
Volume Left	99	0	0	0	4	19
Volume Right	0	0	0	49	0	56
cSH	1346	1700	1700	1700	352	638
Volume to Capacity	0.07	0.11	0.00	0.13	0.01	0.12
Queue Length 95th (ft)	6	0	0	0	1	10
Control Delay (s)	7.9	0.0	0.0	0.0	15.4	11.4
Lane LOS	A				C	B
Approach Delay (s)	2.7		0.0		15.4	11.4
Approach LOS					C	B

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	26.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	195	0	1	164	15	0	0	1	6	0	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	22	287	0	1	241	22	0	0	1	9	0	19
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	263			287			594	597	287	588	586	252
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	263			287			594	597	287	588	586	252
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	98			100			100	100	100	98	100	98
cM capacity (veh/h)	1307			1287			403	411	757	410	417	767

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	22	287	1	263	1	28
Volume Left	22	0	1	0	0	9
Volume Right	0	0	0	22	1	19
cSH	1307	1700	1287	1700	757	602
Volume to Capacity	0.02	0.17	0.00	0.15	0.00	0.05
Queue Length 95th (ft)	1	0	0	0	0	4
Control Delay (s)	7.8	0.0	7.8	0.0	9.8	11.3
Lane LOS	A		A		A	B
Approach Delay (s)	0.6		0.0		9.8	11.3
Approach LOS					A	B

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	27.4%	ICU Level of Service	A
Analysis Period (min)	15		

No-Build 2028 (AM)
4: McKenzie HWY & Blue River Drive 10/2/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	99	195	5	5	181	49	5	5	5	19	5	57
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	146	287	7	7	266	72	7	7	7	28	7	84
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	338			294			950	935	290	906	902	302
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	338			294			950	935	290	906	902	302
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	88			99			96	97	99	87	97	88
cM capacity (veh/h)	1227			1279			189	235	754	222	245	719

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	146	294	7	338	22	119
Volume Left	146	0	7	0	7	28
Volume Right	0	7	0	72	7	84
cSH	1227	1700	1279	1700	276	437
Volume to Capacity	0.12	0.17	0.01	0.20	0.08	0.27
Queue Length 95th (ft)	10	0	0	0	6	27
Control Delay (s)	8.3	0.0	7.8	0.0	19.2	16.3
Lane LOS	A		A		C	C
Approach Delay (s)	2.8		0.2		19.2	16.3
Approach LOS					C	C

Intersection Summary			
Average Delay	3.9		
Intersection Capacity Utilization	35.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	290	5	5	244	22	5	5	5	9	5	19
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	32	426	7	7	359	32	7	7	7	13	7	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	391			434			900	901	430	892	888	375
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	391			434			900	901	430	892	888	375
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	97			99			97	97	99	95	97	96
cM capacity (veh/h)	1173			1137			239	271	629	245	275	654

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	32	434	7	391	22	49
Volume Left	32	0	7	0	7	13
Volume Right	0	7	0	32	7	28
cSH	1173	1700	1137	1700	317	393
Volume to Capacity	0.03	0.26	0.01	0.23	0.07	0.12
Queue Length 95th (ft)	2	0	0	0	6	10
Control Delay (s)	8.2	0.0	8.2	0.0	17.2	15.5
Lane LOS	A		A		C	C
Approach Delay (s)	0.6		0.2		17.2	15.5
Approach LOS					C	C

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	29.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	86	217	0	0	193	33	3	0	0	13	0	54
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	126	319	0	0	284	49	4	0	0	19	0	79
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	332			319			935	904	319	880	880	308
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	332			319			935	904	319	880	880	308
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	90			100			98	100	100	92	100	89
cM capacity (veh/h)	1233			1252			203	250	726	244	258	714

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	126	319	0	332	4	99
Volume Left	126	0	0	0	4	19
Volume Right	0	0	0	49	0	79
cSH	1233	1700	1700	1700	203	519
Volume to Capacity	0.10	0.19	0.00	0.20	0.02	0.19
Queue Length 95th (ft)	9	0	0	0	2	17
Control Delay (s)	8.3	0.0	0.0	0.0	23.2	13.6
Lane LOS	A				C	B
Approach Delay (s)	2.3		0.0		23.2	13.6
Approach LOS					C	B

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	32.4%	ICU Level of Service	A
Analysis Period (min)	15		

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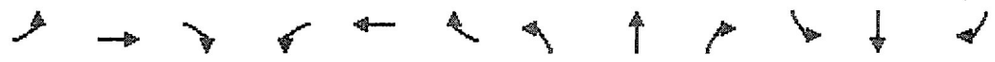

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	218	0	1	185	15	0	0	1	6	0	18
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	29	321	0	1	272	22	0	0	1	9	0	26
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	294			321			681	676	321	667	665	283
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	294			321			681	676	321	667	665	283
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	98			100			100	100	100	98	100	96
cM capacity (veh/h)	1273			1251			347	368	725	361	374	737

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	29	321	1	294	1	35
Volume Left	29	0	1	0	0	9
Volume Right	0	0	0	22	1	26
cSH	1273	1700	1251	1700	725	585
Volume to Capacity	0.02	0.19	0.00	0.17	0.00	0.06
Queue Length 95th (ft)	2	0	0	0	0	5
Control Delay (s)	7.9	0.0	7.9	0.0	10.0	11.6
Lane LOS	A		A		A	B
Approach Delay (s)	0.7		0.0		10.0	11.6
Approach LOS					A	B

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	32.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	118	281	5	5	252	49	5	5	5	19	5	73
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	174	413	7	7	371	72	7	7	7	28	7	107
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	443			421			1260	1221	417	1193	1189	407
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	443			421			1260	1221	417	1193	1189	407
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	85			99			93	95	99	79	95	83
cM capacity (veh/h)	1123			1149			104	152	640	135	159	627

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	174	421	7	443	22	143
Volume Left	174	0	7	0	7	28
Volume Right	0	7	0	72	7	107
cSH	1123	1700	1149	1700	169	336
Volume to Capacity	0.15	0.25	0.01	0.26	0.13	0.42
Queue Length 95th (ft)	14	0	0	0	11	51
Control Delay (s)	8.8	0.0	8.2	0.0	29.4	23.4
Lane LOS	A		A		D	C
Approach Delay (s)	2.6		0.1		29.4	23.4
Approach LOS					D	C

Intersection Summary				
Average Delay	4.6			
Intersection Capacity Utilization	41.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	27	313	5	5	265	22	5	5	5	9	5	24
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	40	460	7	7	390	32	7	7	7	13	7	35
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	422			468			987	980	464	971	968	406
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	422			468			987	980	464	971	968	406
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	97			99			96	97	99	94	97	94
cM capacity (veh/h)	1143			1104			204	241	602	214	245	628

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	40	468	7	422	22	56
Volume Left	40	0	7	0	7	13
Volume Right	0	7	0	32	7	35
cSH	1143	1700	1104	1700	280	378
Volume to Capacity	0.03	0.28	0.01	0.25	0.08	0.15
Queue Length 95th (ft)	3	0	1	0	6	13
Control Delay (s)	8.3	0.0	8.3	0.0	18.9	16.2
Lane LOS	A		A		C	C
Approach Delay (s)	0.6		0.1		18.9	16.2
Approach LOS					C	C

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	34.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	69	134	0	0	127	33	3	0	0	13	0	38
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	101	197	0	0	187	49	4	0	0	19	0	56
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	235			197			643	635	197	611	611	211
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	235			197			643	635	197	611	611	211
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	92			100			99	100	100	95	100	93
cM capacity (veh/h)	1338			1388			342	368	849	378	380	809

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	101	197	0	235	4	75
Volume Left	101	0	0	0	4	19
Volume Right	0	0	0	49	0	56
cSH	1338	1700	1700	1700	342	627
Volume to Capacity	0.08	0.12	0.00	0.14	0.01	0.12
Queue Length 95th (ft)	6	0	0	0	1	10
Control Delay (s)	7.9	0.0	0.0	0.0	15.7	11.5
Lane LOS	A				C	B
Approach Delay (s)	2.7		0.0		15.7	11.5
Approach LOS					C	B

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	26.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	203	0	1	169	15	3	0	1	6	0	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	28	299	0	1	249	22	4	0	1	9	0	19
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	271			299			625	628	299	618	617	260
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	271			299			625	628	299	618	617	260
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	98			100			99	100	100	98	100	97
cM capacity (veh/h)	1299			1274			383	393	746	389	399	760

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	28	299	1	271	6	28
Volume Left	28	0	1	0	4	9
Volume Right	0	0	0	22	1	19
cSH	1299	1700	1274	1700	436	584
Volume to Capacity	0.02	0.18	0.00	0.16	0.01	0.05
Queue Length 95th (ft)	2	0	0	0	1	4
Control Delay (s)	7.8	0.0	7.8	0.0	13.4	11.5
Lane LOS	A		A		B	B
Approach Delay (s)	0.7		0.0		13.4	11.5
Approach LOS					B	B

Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	27.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	101	198	5	5	186	49	5	0	5	19	5	57
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	149	291	7	7	274	72	7	0	7	28	7	84
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	346			299			968	952	295	920	920	310
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	346			299			968	952	295	920	920	310
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	88			99			96	100	99	87	97	88
cM capacity (veh/h)	1219			1274			183	228	749	222	238	712

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	149	299	7	346	15	119
Volume Left	149	0	7	0	7	28
Volume Right	0	7	0	72	7	84
cSH	1219	1700	1274	1700	294	434
Volume to Capacity	0.12	0.18	0.01	0.20	0.05	0.27
Queue Length 95th (ft)	10	0	0	0	4	28
Control Delay (s)	8.4	0.0	7.8	0.0	17.9	16.4
Lane LOS	A		A		C	C
Approach Delay (s)	2.8		0.2		17.9	16.4
Approach LOS					C	C

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	35.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	26	298	5	5	249	22	5	5	5	9	5	19
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	38	438	7	7	366	32	7	7	7	13	7	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	399			446			931	932	442	923	919	382
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	399			446			931	932	442	923	919	382
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	97			99			97	97	99	94	97	96
cM capacity (veh/h)	1166			1125			226	258	620	232	263	648

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	38	446	7	399	22	49
Volume Left	38	0	7	0	7	13
Volume Right	0	7	0	32	7	28
cSH	1166	1700	1125	1700	303	379
Volume to Capacity	0.03	0.26	0.01	0.23	0.07	0.13
Queue Length 95th (ft)	3	0	0	0	6	11
Control Delay (s)	8.2	0.0	8.2	0.0	17.8	15.9
Lane LOS	A		A		C	C
Approach Delay (s)	0.6		0.1		17.8	15.9
Approach LOS					C	C

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	33.5%	ICU Level of Service	A
Analysis Period (min)	15		

Existing 2008 (AM)
8: McKenzie HWY & River St.

9/30/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	2	75	0	0	76	0	0	0	0	1	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	3	99	0	0	100	0	0	0	0	1	0	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	100			99			208	204	99	204	204	100
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	100			99			208	204	99	204	204	100
tC, single (s)	4.6			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.7			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1240			1507			750	695	963	757	695	961

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	101	100	0	5
Volume Left	3	0	0	1
Volume Right	0	0	0	4
cSH	1240	1507	1700	900
Volume to Capacity	0.00	0.00	0.00	0.01
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.2	0.0	0.0	9.0
Lane LOS	A		A	A
Approach Delay (s)	0.2	0.0	0.0	9.0
Approach LOS			A	A

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	16.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	5	143	0	0	170	0	0	0	0	1	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	7	188	0	0	224	0	0	0	0	1	0	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	224			188			430	425	188	425	425	224
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	224			188			430	425	188	425	425	224
tC, single (s)	4.6			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.7			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	100	100	99
cM capacity (veh/h)	1107			1398			533	521	859	541	521	821

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	195	224	0	7
Volume Left	7	0	0	1
Volume Right	0	0	0	5
cSH	1107	1398	1700	744
Volume to Capacity	0.01	0.00	0.00	0.01
Queue Length 95th (ft)	0	0	0	1
Control Delay (s)	0.3	0.0	0.0	9.9
Lane LOS	A		A	A
Approach Delay (s)	0.3	0.0	0.0	9.9
Approach LOS			A	A

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	22.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	5	112	5	5	113	5	5	5	5	5	5	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	7	147	7	7	149	7	7	7	7	7	7	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	155			154			339	332	151	339	332	152
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	155			154			339	332	151	339	332	152
tC, single (s)	4.6			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.7			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	99	99	99	99	99
cM capacity (veh/h)	1179			1439			604	585	901	604	585	900

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	161	162	20	20
Volume Left	7	7	7	7
Volume Right	7	7	7	7
cSH	1179	1439	670	670
Volume to Capacity	0.01	0.00	0.03	0.03
Queue Length 95th (ft)	0	0	2	2
Control Delay (s)	0.4	0.3	10.5	10.5
Lane LOS	A	A	B	B
Approach Delay (s)	0.4	0.3	10.5	10.5
Approach LOS			B	B

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	18.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	7	213	5	5	253	5	5	5	5	5	5	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	9	280	7	7	333	7	7	7	7	7	7	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	339			287			662	655	284	661	655	336
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	339			287			662	655	284	661	655	336
tC, single (s)	4.6			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.7			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			98	98	99	98	98	99
cM capacity (veh/h)	995			1287			365	383	760	366	383	710

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	296	346	20	21
Volume Left	9	7	7	7
Volume Right	7	7	7	8
cSH	995	1287	450	455
Volume to Capacity	0.01	0.01	0.04	0.05
Queue Length 95th (ft)	1	0	3	4
Control Delay (s)	0.4	0.2	13.4	13.3
Lane LOS	A	A	B	B
Approach Delay (s)	0.4	0.2	13.4	13.3
Approach LOS			B	B

Intersection Summary				
Average Delay	1.1			
Intersection Capacity Utilization	27.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	88	75	0	0	76	19	0	0	0	16	0	74
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	116	99	0	0	100	25	0	0	0	21	0	97
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	125			99			540	455	99	443	443	112
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	125			99			540	455	99	443	443	112
tC, single (s)	4.6			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.7			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			100			100	100	100	96	100	90
cM capacity (veh/h)	1212			1507			379	456	963	490	463	946

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	214	125	0	118
Volume Left	116	0	0	21
Volume Right	0	25	0	97
cSH	1212	1507	1700	812
Volume to Capacity	0.10	0.00	0.00	0.15
Queue Length 95th (ft)	8	0	0	13
Control Delay (s)	4.9	0.0	0.0	10.2
Lane LOS	A		A	B
Approach Delay (s)	4.9	0.0	0.0	10.2
Approach LOS			A	B

Intersection Summary			
Average Delay	4.9		
Intersection Capacity Utilization	28.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	28	143	0	0	170	4	0	0	0	5	0	25
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	37	188	0	0	224	5	0	0	0	7	0	33
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	229			188			521	491	188	488	488	226
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	229			188			521	491	188	488	488	226
tC, single (s)	4.6			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.7			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			100	100	100	99	100	96
cM capacity (veh/h)	1102			1398			439	465	859	481	467	818

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	225	229	0	39
Volume Left	37	0	0	7
Volume Right	0	5	0	33
cSH	1102	1398	1700	732
Volume to Capacity	0.03	0.00	0.00	0.05
Queue Length 95th (ft)	3	0	0	4
Control Delay (s)	1.6	0.0	0.0	10.2
Lane LOS	A		A	B
Approach Delay (s)	1.6	0.0	0.0	10.2
Approach LOS			A	B

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	33.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	91	112	5	5	113	24	5	5	5	20	5	76
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	120	147	7	7	149	32	7	7	7	26	7	100
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	180			154			671	584	151	578	571	164
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	180			154			671	584	151	578	571	164
tC, single (s)	4.6			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.7			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			100			98	98	99	93	98	89
cM capacity (veh/h)	1152			1439			299	380	901	387	387	885

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	274	187	20	133
Volume Left	120	7	7	26
Volume Right	7	32	7	100
cSH	1152	1439	424	671
Volume to Capacity	0.10	0.00	0.05	0.20
Queue Length 95th (ft)	9	0	4	18
Control Delay (s)	4.3	0.3	13.9	11.7
Lane LOS	A	A	B	B
Approach Delay (s)	4.3	0.3	13.9	11.7
Approach LOS			B	B

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	38.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	30	213	5	5	253	9	5	5	5	9	5	27
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	39	280	7	7	333	12	7	7	7	12	7	36
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	345			287			753	720	284	724	718	339
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	345			287			753	720	284	724	718	339
tC, single (s)	4.6			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.7			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			99			98	98	99	96	98	95
cM capacity (veh/h)	990			1287			297	340	760	324	341	708

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	326	351	20	54
Volume Left	39	7	7	12
Volume Right	7	12	7	36
cSH	990	1287	394	509
Volume to Capacity	0.04	0.01	0.05	0.11
Queue Length 95th (ft)	3	0	4	9
Control Delay (s)	1.4	0.2	14.6	12.9
Lane LOS	A	A	B	B
Approach Delay (s)	1.4	0.2	14.6	12.9
Approach LOS			B	B

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	40.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	5	75	0	0	76	2	0	0	0	3	0	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	7	99	0	0	100	3	0	0	0	4	0	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	103			99			224	214	99	213	213	101
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	103			99			224	214	99	213	213	101
tC, single (s)	4.6			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.7			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	99	100	99
cM capacity (veh/h)	1237			1507			725	683	963	745	684	959

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	105	103	0	14
Volume Left	7	0	0	4
Volume Right	0	3	0	11
cSH	1237	1507	1700	890
Volume to Capacity	0.01	0.00	0.00	0.02
Queue Length 95th (ft)	0	0	0	1
Control Delay (s)	0.5	0.0	0.0	9.1
Lane LOS	A		A	A
Approach Delay (s)	0.5	0.0	0.0	9.1
Approach LOS			A	A

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	18.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	13	143	0	0	170	4	0	0	0	3	0	9
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	17	188	0	0	224	5	0	0	0	4	0	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	229			188			461	451	188	449	449	226
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	229			188			461	451	188	449	449	226
tC, single (s)	4.6			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.7			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			100	100	100	99	100	99
cM capacity (veh/h)	1102			1398			501	499	859	518	500	818

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	205	229	0	16
Volume Left	17	0	0	4
Volume Right	0	5	0	12
cSH	1102	1398	1700	714
Volume to Capacity	0.02	0.00	0.00	0.02
Queue Length 95th (ft)	1	0	0	2
Control Delay (s)	0.8	0.0	0.0	10.2
Lane LOS	A		A	B
Approach Delay (s)	0.8	0.0	0.0	10.2
Approach LOS			A	B

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	29.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	8	112	5	5	113	7	5	5	5	7	5	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	11	147	7	7	149	9	7	7	7	9	7	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	158			154			355	343	151	348	341	153
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	158			154			355	343	151	348	341	153
tC, single (s)	4.6			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.7			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	99	99	98	99	99
cM capacity (veh/h)	1176			1439			584	575	901	594	576	898

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	164	164	20	29
Volume Left	11	7	7	9
Volume Right	7	9	7	13
cSH	1176	1439	658	696
Volume to Capacity	0.01	0.00	0.03	0.04
Queue Length 95th (ft)	1	0	2	3
Control Delay (s)	0.6	0.3	10.6	10.4
Lane LOS	A	A	B	B
Approach Delay (s)	0.6	0.3	10.6	10.4
Approach LOS			B	B

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	20.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	15	213	5	5	253	9	5	5	5	7	5	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	20	280	7	7	333	12	7	7	7	9	7	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	345			287			693	681	284	685	678	339
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	345			287			693	681	284	685	678	339
tC, single (s)	4.6			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.7			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			99			98	98	99	97	98	98
cM capacity (veh/h)	990			1287			342	366	760	350	367	708

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	307	351	20	30
Volume Left	20	7	7	9
Volume Right	7	12	7	14
cSH	990	1287	430	468
Volume to Capacity	0.02	0.01	0.05	0.06
Queue Length 95th (ft)	2	0	4	5
Control Delay (s)	0.8	0.2	13.8	13.2
Lane LOS	A	A	B	B
Approach Delay (s)	0.8	0.2	13.8	13.2
Approach LOS			B	B

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	31.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	0	81	0	0	83	2	0	0	0	0	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	0	101	0	0	104	2	0	0	0	0	0	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	106			101			211	208	101	206	206	105
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	106			101			211	208	101	206	206	105
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	99
cM capacity (veh/h)	1491			1504			746	693	960	756	694	955

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	101	106	0	5
Volume Left	0	0	0	0
Volume Right	0	2	0	5
cSH	1491	1504	1700	955
Volume to Capacity	0.00	0.00	0.00	0.01
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	8.8
Lane LOS			A	A
Approach Delay (s)	0.0	0.0	0.0	8.8
Approach LOS			A	A

Intersection Summary				
Average Delay	0.2			
Intersection Capacity Utilization	14.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	6	117	0	0	111	3	0	0	0	8	0	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	8	146	0	0	139	4	0	0	0	10	0	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	142			146			308	304	146	302	302	141
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	142			146			308	304	146	302	302	141
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	98	100	99
cM capacity (veh/h)	1446			1448			641	610	906	652	611	913

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	154	142	0	16
Volume Left	8	0	0	10
Volume Right	0	4	0	6
cSH	1446	1448	1700	732
Volume to Capacity	0.01	0.00	0.00	0.02
Queue Length 95th (ft)	0	0	0	2
Control Delay (s)	0.4	0.0	0.0	10.0
Lane LOS	A		A	B
Approach Delay (s)	0.4	0.0	0.0	10.0
Approach LOS			A	B

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	22.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	5	120	5	5	123	5	5	5	5	5	5	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	6	150	6	6	154	6	6	6	6	6	6	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	160			156			346	338	153	344	338	157
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	160			156			346	338	153	344	338	157
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	99	99	99	99	99
cM capacity (veh/h)	1425			1436			598	581	898	600	581	894

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	162	166	19	20
Volume Left	6	6	6	6
Volume Right	6	6	6	8
cSH	1425	1436	666	677
Volume to Capacity	0.00	0.00	0.03	0.03
Queue Length 95th (ft)	0	0	2	2
Control Delay (s)	0.3	0.3	10.6	10.5
Lane LOS	A	A	B	B
Approach Delay (s)	0.3	0.3	10.6	10.5
Approach LOS			B	B

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	19.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	9	174	5	5	165	5	5	5	5	12	5	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	11	218	6	6	206	6	6	6	6	15	6	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	212			224			477	468	221	474	468	209
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	212			224			477	468	221	474	468	209
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	99	99	97	99	99
cM capacity (veh/h)	1364			1357			487	489	824	490	489	836

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	235	219	19	30
Volume Left	11	6	6	15
Volume Right	6	6	6	9
cSH	1364	1357	565	557
Volume to Capacity	0.01	0.00	0.03	0.05
Queue Length 95th (ft)	1	0	3	4
Control Delay (s)	0.4	0.3	11.6	11.8
Lane LOS	A	A	B	B
Approach Delay (s)	0.4	0.3	11.6	11.8
Approach LOS			B	B

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	24.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	0	96	0	0	102	69	0	0	0	40	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	0	120	0	0	128	86	0	0	0	50	0	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	214			120			296	334	120	291	291	171
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	214			120			296	334	120	291	291	171
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	92	100	99
cM capacity (veh/h)	1362			1480			657	590	937	666	623	878

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	120	214	0	55
Volume Left	0	0	0	50
Volume Right	0	86	0	5
cSH	1362	1480	1700	681
Volume to Capacity	0.00	0.00	0.00	0.08
Queue Length 95th (ft)	0	0	0	7
Control Delay (s)	0.0	0.0	0.0	10.8
Lane LOS			A	B
Approach Delay (s)	0.0	0.0	0.0	10.8
Approach LOS			A	B

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	20.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	6	121	0	0	115	21	0	0	0	18	0	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	8	151	0	0	144	26	0	0	0	22	0	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	170			151			329	336	151	323	323	157
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	170			151			329	336	151	323	323	157
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	96	100	99
cM capacity (veh/h)	1413			1442			621	585	900	631	595	894

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	159	170	0	29
Volume Left	8	0	0	22
Volume Right	0	26	0	6
cSH	1413	1442	1700	674
Volume to Capacity	0.01	0.00	0.00	0.04
Queue Length 95th (ft)	0	0	0	3
Control Delay (s)	0.4	0.0	0.0	10.6
Lane LOS	A		A	B
Approach Delay (s)	0.4	0.0	0.0	10.6
Approach LOS			A	B

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	22.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	5	135	5	5	142	72	5	5	5	45	5	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	6	169	6	6	178	90	6	6	6	56	6	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	268			175			430	464	172	429	422	222
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	268			175			430	464	172	429	422	222
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	99	99	89	99	99
cM capacity (veh/h)	1302			1414			525	494	877	527	521	822

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	181	274	19	70
Volume Left	6	6	6	56
Volume Right	6	90	6	8
cSH	1302	1414	592	548
Volume to Capacity	0.00	0.00	0.03	0.13
Queue Length 95th (ft)	0	0	2	11
Control Delay (s)	0.3	0.2	11.3	12.5
Lane LOS	A	A	B	B
Approach Delay (s)	0.3	0.2	11.3	12.5
Approach LOS			B	B

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	29.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	9	178	5	5	169	23	5	5	5	22	5	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	11	222	6	6	211	29	6	6	6	28	6	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	240			229			498	501	226	496	489	226
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	240			229			498	501	226	496	489	226
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	99	99	94	99	99
cM capacity (veh/h)	1333			1351			471	469	819	474	476	819

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	240	246	19	42
Volume Left	11	6	6	28
Volume Right	6	29	6	9
cSH	1333	1351	548	520
Volume to Capacity	0.01	0.00	0.03	0.08
Queue Length 95th (ft)	1	0	3	7
Control Delay (s)	0.4	0.2	11.8	12.5
Lane LOS	A	A	B	B
Approach Delay (s)	0.4	0.2	11.8	12.5
Approach LOS			B	B

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	25.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	0	83	0	0	85	2	0	0	0	2	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	0	104	0	0	106	2	0	0	0	2	0	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	109			104			216	212	104	211	211	108
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	109			104			216	212	104	211	211	108
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	99
cM capacity (veh/h)	1488			1501			741	688	956	750	690	952

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	104	109	0	8
Volume Left	0	0	0	2
Volume Right	0	2	0	5
cSH	1488	1501	1700	874
Volume to Capacity	0.00	0.00	0.00	0.01
Queue Length 95th (ft)	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	9.2
Lane LOS			A	A
Approach Delay (s)	0.0	0.0	0.0	9.2
Approach LOS			A	A

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	15.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	6	119	0	0	115	7	0	0	0	10	0	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	8	149	0	0	144	9	0	0	0	12	0	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	152			149			318	316	149	312	312	148
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	152			149			318	316	149	312	312	148
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	98	100	99
cM capacity (veh/h)	1434			1445			632	600	903	642	603	904

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	156	152	0	19
Volume Left	8	0	0	12
Volume Right	0	9	0	6
cSH	1434	1445	1700	711
Volume to Capacity	0.01	0.00	0.00	0.03
Queue Length 95th (ft)	0	0	0	2
Control Delay (s)	0.4	0.0	0.0	10.2
Lane LOS	A		A	B
Approach Delay (s)	0.4	0.0	0.0	10.2
Approach LOS			A	B

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	22.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	5	122	5	5	125	5	5	5	5	7	5	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	6	152	6	6	156	6	6	6	6	9	6	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	162			159			351	343	156	349	343	159
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	162			159			351	343	156	349	343	159
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	99	99	99	99	99
cM capacity (veh/h)	1422			1433			594	577	895	596	577	891

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	165	169	19	22
Volume Left	6	6	6	9
Volume Right	6	6	6	8
cSH	1422	1433	662	663
Volume to Capacity	0.00	0.00	0.03	0.03
Queue Length 95th (ft)	0	0	2	3
Control Delay (s)	0.3	0.3	10.6	10.6
Lane LOS	A	A	B	B
Approach Delay (s)	0.3	0.3	10.6	10.6
Approach LOS			B	B

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	19.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	9	176	5	5	169	9	5	5	5	14	5	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	11	220	6	6	211	11	6	6	6	18	6	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	222			226			487	481	223	484	478	217
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	222			226			487	481	223	484	478	217
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	99	99	96	99	99
cM capacity (veh/h)	1352			1354			479	481	821	483	483	828

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	238	229	19	32
Volume Left	11	6	6	18
Volume Right	6	11	6	9
cSH	1352	1354	558	544
Volume to Capacity	0.01	0.00	0.03	0.06
Queue Length 95th (ft)	1	0	3	5
Control Delay (s)	0.4	0.2	11.7	12.0
Lane LOS	A	A	B	B
Approach Delay (s)	0.4	0.2	11.7	12.0
Approach LOS			B	B

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	24.9%	ICU Level of Service	A
Analysis Period (min)	15		

Existing 2008 (AM)
7: Blue River Dr. & Blue River Rd.

9/30/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	1	7	3	2	3	2	0	0	0	3	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	1	9	4	3	4	3	0	0	0	4	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	7			13			25	26	11	25	27	5
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	7			13			25	26	11	25	27	5
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.4	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.8	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1627			1618			990	869	1075	911	868	1084

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	15	9	0	4
Volume Left	1	3	0	4
Volume Right	4	3	0	0
cSH	1627	1618	1700	911
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.7	2.1	0.0	9.0
Lane LOS	A	A	A	A
Approach Delay (s)	0.7	2.1	0.0	9.0
Approach LOS			A	A

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	5	27	0	0	28	5	0	1	9	2	0	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	7	36	0	0	37	7	0	1	12	3	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	44			36			93	93	36	103	90	41
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	44			36			93	93	36	103	90	41
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.4	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.8	4.0	3.3
p0 queue free %	100			100			100	100	99	100	100	100
cM capacity (veh/h)	1577			1588			891	797	1042	796	801	1036

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	43	44	13	5
Volume Left	7	0	0	3
Volume Right	0	7	12	3
cSH	1577	1588	1011	901
Volume to Capacity	0.00	0.00	0.01	0.01
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	1.2	0.0	8.6	9.0
Lane LOS	A		A	A
Approach Delay (s)	1.2	0.0	8.6	9.0
Approach LOS			A	A

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	16.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	5	10	5	5	5	5	5	5	5	5	5	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	7	13	7	7	7	7	7	7	7	7	7	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	13			20			63	57	17	63	57	10
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	13			20			63	57	17	63	57	10
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.4	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.8	4.0	3.3
p0 queue free %	100			100			99	99	99	99	99	99
cM capacity (veh/h)	1618			1609			919	831	1068	844	831	1077

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	27	20	20	20
Volume Left	7	7	7	7
Volume Right	7	7	7	7
cSH	1618	1609	930	905
Volume to Capacity	0.00	0.00	0.02	0.02
Queue Length 95th (ft)	0	0	2	2
Control Delay (s)	1.8	2.4	9.0	9.1
Lane LOS	A	A	A	A
Approach Delay (s)	1.8	2.4	9.0	9.1
Approach LOS			A	A

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	7	40	5	5	42	7	5	5	14	5	5	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	9	53	7	7	56	9	7	7	19	7	7	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	65			60			159	154	57	171	153	61
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	65			60			159	154	57	171	153	61
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.4	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.8	4.0	3.3
p0 queue free %	99			100			99	99	98	99	99	99
cM capacity (veh/h)	1550			1556			794	734	1015	704	735	1010

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	69	72	32	20
Volume Left	9	7	7	7
Volume Right	7	9	19	7
cSH	1550	1556	892	796
Volume to Capacity	0.01	0.00	0.04	0.03
Queue Length 95th (ft)	0	0	3	2
Control Delay (s)	1.0	0.7	9.2	9.6
Lane LOS	A	A	A	A
Approach Delay (s)	1.0	0.7	9.2	9.6
Approach LOS			A	A

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	14.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	1	7	18	69	3	2	16	0	40	3	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	1	9	24	92	4	3	21	0	53	4	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	7			33			213	215	21	267	225	5
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	7			33			213	215	21	267	225	5
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.4	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.8	4.0	3.3
p0 queue free %	100			94			97	100	95	99	100	100
cM capacity (veh/h)	1627			1592			714	646	1062	569	638	1084

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	35	99	75	4
Volume Left	1	92	21	4
Volume Right	24	3	53	0
cSH	1627	1592	932	569
Volume to Capacity	0.00	0.06	0.08	0.01
Queue Length 95th (ft)	0	5	7	1
Control Delay (s)	0.3	6.9	9.2	11.4
Lane LOS	A	A	A	B
Approach Delay (s)	0.3	6.9	9.2	11.4
Approach LOS			A	B

Intersection Summary			
Average Delay	6.7		
Intersection Capacity Utilization	21.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	5	27	6	18	28	5	5	1	19	2	0	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	7	36	8	24	37	7	7	1	25	3	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	44			44			145	145	40	168	146	41
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	44			44			145	145	40	168	146	41
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.4	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.8	4.0	3.3
p0 queue free %	100			98			99	100	98	100	100	100
cM capacity (veh/h)	1577			1577			815	735	1037	702	735	1036

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	51	68	33	5
Volume Left	7	24	7	3
Volume Right	8	7	25	3
cSH	1577	1577	968	837
Volume to Capacity	0.00	0.02	0.03	0.01
Queue Length 95th (ft)	0	1	3	0
Control Delay (s)	1.0	2.7	8.9	9.3
Lane LOS	A	A	A	A
Approach Delay (s)	1.0	2.7	8.9	9.3
Approach LOS			A	A

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	16.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	5	10	20	72	5	5	21	5	45	5	5	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	7	13	27	96	7	7	28	7	60	7	7	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	13			40			252	245	27	305	255	10
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	13			40			252	245	27	305	255	10
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.4	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.8	4.0	3.3
p0 queue free %	100			94			96	99	94	99	99	99
cM capacity (veh/h)	1618			1583			661	618	1055	525	610	1077

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	47	109	95	20
Volume Left	7	96	28	7
Volume Right	27	7	60	7
cSH	1618	1583	860	671
Volume to Capacity	0.00	0.06	0.11	0.03
Queue Length 95th (ft)	0	5	9	2
Control Delay (s)	1.1	6.6	9.7	10.5
Lane LOS	A	A	A	B
Approach Delay (s)	1.1	6.6	9.7	10.5
Approach LOS			A	B

Intersection Summary			
Average Delay	7.0		
Intersection Capacity Utilization	24.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Volume (veh/h)	7	40	11	23	42	7	10	5	24	5	5	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	9	53	15	31	56	9	13	7	32	7	7	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	65			68			211	206	61	237	209	61
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	65			68			211	206	61	237	209	61
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.4	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.8	4.0	3.3
p0 queue free %	99			98			98	99	97	99	99	99
cM capacity (veh/h)	1550			1546			725	676	1010	619	674	1010

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	77	96	52	20
Volume Left	9	31	13	7
Volume Right	15	9	32	7
cSH	1550	1546	868	734
Volume to Capacity	0.01	0.02	0.06	0.03
Queue Length 95th (ft)	0	2	5	2
Control Delay (s)	0.9	2.5	9.4	10.0
Lane LOS	A	A	A	B
Approach Delay (s)	0.9	2.5	9.4	10.0
Approach LOS			A	B

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	18.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Volume (veh/h)	1	7	5	2	3	2	0	0	2	3	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	1	9	7	3	4	3	0	0	3	4	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	7			16			26	27	13	29	29	5
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	7			16			26	27	13	29	29	5
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.4	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.8	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1627			1615			988	868	1074	903	865	1084

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	17	9	3	4
Volume Left	1	3	0	4
Volume Right	7	3	3	0
cSH	1627	1615	1074	903
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.6	2.1	8.4	9.0
Lane LOS	A	A	A	A
Approach Delay (s)	0.6	2.1	8.4	9.0
Approach LOS			A	A

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	5	27	2	4	28	5	0	1	11	2	0	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	7	36	3	5	37	7	0	1	15	3	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	44			39			105	105	37	117	103	41
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	44			39			105	105	37	117	103	41
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.4	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.8	4.0	3.3
p0 queue free %	100			100			100	100	99	100	100	100
cM capacity (veh/h)	1577			1584			873	783	1041	775	785	1036

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	45	49	16	5
Volume Left	7	5	0	3
Volume Right	3	7	15	3
cSH	1577	1584	1013	886
Volume to Capacity	0.00	0.00	0.02	0.01
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	1.1	0.8	8.6	9.1
Lane LOS	A	A	A	A
Approach Delay (s)	1.1	0.8	8.6	9.1
Approach LOS			A	A

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	5	10	7	5	5	5	5	5	7	5	5	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	7	13	9	7	7	7	7	7	9	7	7	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	13			23			65	58	18	67	59	10
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	13			23			65	58	18	67	59	10
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.4	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.8	4.0	3.3
p0 queue free %	100			100			99	99	99	99	99	99
cM capacity (veh/h)	1618			1606			917	830	1066	837	829	1077

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	29	20	23	20
Volume Left	7	7	7	7
Volume Right	9	7	9	7
cSH	1618	1606	942	901
Volume to Capacity	0.00	0.00	0.02	0.02
Queue Length 95th (ft)	0	0	2	2
Control Delay (s)	1.7	2.4	8.9	9.1
Lane LOS	A	A	A	A
Approach Delay (s)	1.7	2.4	8.9	9.1
Approach LOS			A	A

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	7	40	7	9	42	7	5	5	16	5	5	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	9	53	9	12	56	9	7	7	21	7	7	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	65			63			171	166	58	186	166	61
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	65			63			171	166	58	186	166	61
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.4	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.8	4.0	3.3
p0 queue free %	99			99			99	99	98	99	99	99
cM capacity (veh/h)	1550			1553			777	720	1014	684	720	1010

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	72	77	35	20
Volume Left	9	12	7	7
Volume Right	9	9	21	7
cSH	1550	1553	892	781
Volume to Capacity	0.01	0.01	0.04	0.03
Queue Length 95th (ft)	0	1	3	2
Control Delay (s)	1.0	1.2	9.2	9.7
Lane LOS	A	A	A	A
Approach Delay (s)	1.0	1.2	9.2	9.7
Approach LOS			A	A

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	14.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	19	0	16	0	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	21	0	17	0	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			21		28	10
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			21		28	10
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	98
cM capacity (veh/h)			1595		987	1071

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	21	17	16
Volume Left	0	0	0
Volume Right	21	0	16
cSH	1700	1595	1071
Volume to Capacity	0.01	0.00	0.02
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.0	8.4
Lane LOS			A
Approach Delay (s)	0.0	0.0	8.4
Approach LOS			A

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	5	0	5	0	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	5	0	5	0	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			5		8	3
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			5		8	3
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1616		1013	1081

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	5	5	7
Volume Left	0	0	0
Volume Right	5	0	7
cSH	1700	1616	1081
Volume to Capacity	0.00	0.00	0.01
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	8.3
Lane LOS			A
Approach Delay (s)	0.0	0.0	8.3
Approach LOS			A

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	19	0	16	0	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	21	0	17	0	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			21		28	10
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			21		28	10
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	98
cM capacity (veh/h)			1595		987	1071

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	21	17	16
Volume Left	0	0	0
Volume Right	21	0	16
cSH	1700	1595	1071
Volume to Capacity	0.01	0.00	0.02
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.0	8.4
Lane LOS			A
Approach Delay (s)	0.0	0.0	8.4
Approach LOS			A

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	5	0	5	0	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	5	0	5	0	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			5		8	3
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			5		8	3
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1616		1013	1081

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	5	5	7
Volume Left	0	0	0
Volume Right	5	0	7
cSH	1700	1616	1081
Volume to Capacity	0.00	0.00	0.01
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	8.3
Lane LOS			A
Approach Delay (s)	0.0	0.0	8.3
Approach LOS			A

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	2	0	0	0	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	2	0	0	0	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			2		1	1
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2		1	1
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1620		1022	1083

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	2	0	2
Volume Left	0	0	0
Volume Right	2	0	2
cSH	1700	1700	1083
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	8.3
Lane LOS			A
Approach Delay (s)	0.0	0.0	8.3
Approach LOS			A

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	4	0	0	0	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	4	0	0	0	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			4		2	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			4		2	2
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1617		1020	1082

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	4	0	2
Volume Left	0	0	0
Volume Right	4	0	2
cSH	1700	1700	1082
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	8.3
Lane LOS			A
Approach Delay (s)	0.0	0.0	8.3
Approach LOS			A

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	2	0	0	0	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	2	0	0	0	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			2		1	1
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2		1	1
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1620		1022	1083

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	2	0	2
Volume Left	0	0	0
Volume Right	2	0	2
cSH	1700	1700	1083
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	8.3
Lane LOS			A
Approach Delay (s)	0.0	0.0	8.3
Approach LOS			A

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	4	0	0	0	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	4	0	0	0	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			4		2	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			4		2	2
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1617		1020	1082

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	4	0	2
Volume Left	0	0	0
Volume Right	4	0	2
cSH	1700	1700	1082
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	8.3
Lane LOS			A
Approach Delay (s)	0.0	0.0	8.3
Approach LOS			A

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Table 4: Maximum Volume to Capacity Ratios (v/c) for Peak Hour Operating Conditions on Lane County Roads

Roadway Category	Location/ Speed Limits				
	Inside Urban Growth Boundary			Outside Urban Growth Boundary	
	Eugene-Springfield Metro Area	Outside Eugene-Springfield Metro area where speed limit <45 mph	Outside Eugene-Springfield Metro area where speed ≥ 45 mph	Within Unincorporated Communities	Outside Unincorporated Communities
Freeways and Expressways	0.80	n/a	n/a	n/a	n/a
Other County Roads	0.85	0.85	0.75	0.80	0.70

(Revised by Ordinance 10-04, Effective 6.4.04)

15.697 Traffic Impact Analysis Requirements.

(1) A traffic impact analysis may be required as part of a complete land use application for any of the following:

(a) any development proposal that if approved, will result in an increase of peak hour traffic flow of 50 or more automobile trips outside an urban growth boundary, or 100 or more automobile trips inside an urban growth boundary. The increase in number of trips shall be calculated based upon the methodology in the Institute of Traffic Engineers' *Trip Generation* manual for the year of publication specified in LM Chapter 15.450 and associated handbook and user's guide; or

(b) development proposals that will affect county roads where congestion or safety problems have been identified by previous traffic engineering analysis; or

(c) any plan amendment proposal, unless waived by the County Engineer as specified below; or

(d) proposed development that will generate or receive traffic by single or combination vehicles with gross weights greater than 26,000 pounds as part of their daily operations. "Daily operations" includes delivery to or from the site of materials or products manufactured, processed, or sold by the business on the site. "Daily operations" does not include routine services provided to the site by others, such as mail delivery, solid waste pickup, or bus service.

(2) The County Engineer or designee may waive traffic impact analysis requirements specified in LC 15.697(1) above, when:

(a) Previous analysis has determined that the development proposal will not result in congestion, safety, or pavement structure impacts that exceed the standards of the agency that operates the affected transportation facilities; or

(b) In the case of a plan amendment or zone change, the scale and size of the proposal is insignificant, eliminating the need for detailed traffic analysis of the performance of roadway facilities for the 20-year planning horizon. Whether the scale and size of a proposal may be considered insignificant may depend on the existing level

H

PHOTOGRAPHS OF STUDIED INTERSECTION AND INTERSECTION SIGHT DISTANCE TABLES

PHOTOGRAPHS OF STUDIED INTERSECTION
AVAILABLE SIGHT DISTANCE

Blue River Drive at Site Access (Looking Left)

Blue River Drive at Site Access (Looking Right)

Metric				US Customary			
		Intersection sight distance for passenger cars				Intersection sight distance for passenger cars	
Design speed (km/h)	Stopping sight distance (m)	Calculated (m)	Design (m)	Design speed (mph)	Stopping sight distance (ft)	Calculated (ft)	Design (ft)
20	20	41.7	45	15	80	165.4	170
30	35	62.6	65	20	115	220.5	225
40	50	83.4	85	25	155	275.6	280
50	65	104.3	105	30	200	330.8	335
60	85	125.1	130	35	250	385.9	390
70	105	146.0	150	40	305	441.0	445
80	130	166.8	170	45	360	496.1	500
90	160	187.7	190	50	425	551.3	555
100	185	208.5	210	55	495	606.4	610
110	220	229.4	230	60	570	661.5	665
120	250	250.2	255	65	645	716.6	720
130	285	271.1	275	70	730	771.8	775
				75	820	826.9	830
				80	910	882.0	885

Note: Intersection sight distance shown is for a stopped passenger car to turn left onto a two-lane highway with no median and grades 3 percent or less. For other conditions, the time gap must be adjusted and required sight distance recalculated.

Exhibit 9-55. Design Intersection Sight Distance—Case B1—Left Turn from Stop

Sight distance design for left turns at divided-highway intersections should consider multiple design vehicles and median width. If the design vehicle used to determine sight distance for a divided-highway intersection is larger than a passenger car, then sight distance for left turns will need to be checked for that selected design vehicle and for smaller design vehicles as well. If the divided-highway median is wide enough to store the design vehicle with a clearance to the through lanes of approximately 1 m [3 ft] at both ends of the vehicle, no separate analysis for the departure sight triangle for left turns is needed on the minor-road approach for the near roadway to the left. In most cases, the departure sight triangle for right turns (Case B2) will provide sufficient sight distance for a passenger car to cross the near roadway to reach the median. Possible exceptions are addressed in the discussion of Case B3.

If the design vehicle can be stored in the median with adequate clearance to the through lanes, a departure sight triangle to the right for left turns should be provided for that design vehicle turning left from the median roadway. Where the median is not wide enough to store the design vehicle, a departure sight triangle should be provided for that design vehicle to turn left from the minor-road approach.

The median width should be considered in determining the number of lanes to be crossed. The median width should be converted to equivalent lanes. For example, a 7.2-m [24-ft] median should be considered as two additional lanes to be crossed in applying the multilane highway adjustment for time gaps in Exhibit 9-54. Furthermore, a departure sight triangle for left turns

Design vehicle	Time gap (t_g) (seconds) at design speed of major road
Passenger car	6.5
Single-unit truck	8.5
Combination truck	10.5

Note: Time gaps are for a stopped vehicle to turn right onto or cross a two-lane highway with no median and grades 3 percent or less. The table values require adjustment as follows:

For multilane highways:

For crossing a major road with more than two lanes, add 0.5 seconds for passenger cars and 0.7 seconds for trucks for each additional lane to be crossed and for narrow medians that cannot store the design vehicle.

For minor road approach grades:

If the approach grade is an upgrade that exceeds 3 percent, add 0.1 seconds for each percent grade.

Exhibit 9-57. Time Gap for Case B2—Right Turn from Stop and Case B3—Crossing Maneuver

Metric				US Customary			
Design speed (km/h)	Stopping sight distance (m)	Intersection sight distance for passenger cars		Design speed (mph)	Stopping sight distance (ft)	Intersection sight distance for passenger cars	
		Calculated (m)	Design (m)			Calculated (ft)	Design (ft)
20	20	36.1	40	15	80	143.3	145
30	35	54.2	55	20	115	191.1	195
40	50	72.3	75	25	155	238.9	240
50	65	90.4	95	30	200	286.7	290
60	85	108.4	110	35	250	334.4	335
70	105	126.5	130	40	305	382.2	385
80	130	144.6	145	45	360	430.0	430
90	160	162.6	165	50	425	477.8	480
100	185	180.7	185	55	495	525.5	530
110	220	198.8	200	60	570	573.3	575
120	250	216.8	220	65	645	621.1	625
130	285	234.9	235	70	730	668.9	670
				75	820	716.6	720
				80	910	764.4	765

Note: Intersection sight distance shown is for a stopped passenger car to turn right onto or cross a two-lane highway with no median and grades 3 percent or less. For other conditions, the time gap must be adjusted and required sight distance recalculated.

Exhibit 9-58. Design Intersection Sight Distance—Case B2—Right Turn from Stop and Case B3—Crossing Maneuver

EXHIBIT 35

Jim Mann

From:	Damien Gilbert [damien@branchenginee
Sent:	Wednesday, December 23, 2009 4:56 PM
To:	'Jim Mann'; 'Chris'
Subject:	FW: Blue River Development proposed by 400 & Map 16-45-29 Tax Lots 1600, 1700

35

00 &

Importance: High

Chris and Jim,
Good news below. Happy Holidays!

Thank you,

Damien Gilbert, P.E.
Branch Engineering, Inc.
310 5th Street
Springfield, Oregon 97477
p: 541.746.0637
f: 541.746.0389

From: CRAWFORD Savannah [mailto:Savannah.CRAWFORD@odot.state.or.us]
Sent: Wednesday, December 23, 2009 1:28 PM
To: Jerry.KENDALL@co.lane.or.us
Cc: LUNDEEN Janet; damien@branchengineering.com; WILSON Stephen B
Subject: FW: Blue River Development proposed by Chris and Julie Lavoie Map 16-45-28-20 Tax Lots 300 & 400 & Map 16-45-29 Tax Lots 1600, 1700 & 1800

Hi Jerry,

After review of the Blue River TIA and proposal, ODOT concurs there is no significant affect per the TPR and does not have any further comment on this zone change application.

Thank you to all who kept us comprised of the process. Feel free to contact us if you have any questions.

Savannah Crawford | Area 5 Planner
ODOT Region 2 | 644 "A" Street | Springfield, OR 97477
): 541.747.1354 | 🖷: 541.744.8088
□: Savannah.Crawford@odot.state.or.us

From: LUNDEEN Janet
Sent: Wednesday, December 23, 2009 1:21 PM
To: CRAWFORD Savannah
Subject: FW: Blue River Development proposed by Chris and Julie Lavoie Map 16-45-28-20 Tax Lots 300 & 400 & Map 16-45-29 Tax Lots 1600, 1700 & 1800

FYI

EXHIBIT 38

From: BERNARD Mark A
Sent: Wednesday, June 16, 2010 2:11 PM
To: KENDALL Jerry
Cc: BARRY Celia; BAJRACHARYA Shashi; FIELDS Phil; PETSCH John S; LEMHOUSE Brad
Subject: Revised Comments for PA 07-6215 La Voie (Blue River Drive)

File No.: PA 07-6215
Applicant: Chris & Julie La Voie
Owners: Julie La Voie & Lamar Family Limited Partnership (TL 300 on 16-45-28-20)
Kona Sunset LLC (TL 400 on 16-45-28-20 and TL 1600, 1700 & 1800 on 16-45-29)
Agent: James A. Mann LLC
Location: 51688 Blue River Drive
TRS: 16-45-28-20; 16-45-29
Tax Lot: 300 & 400; 1600, 1700 & 1800
Proposal: Comprehensive Plan Amendment from Rural land to Rural Commercial land and zone change from Rural Residential 2 acre minimum (RR-2) to Rural Commercial/Community

Revised Comments from Lane County Transportation Planning:

The following comments are revised and supersede comments sent on May 11, 2010.

The subject properties have frontage along Highway 126, which is a State of Oregon (ODOT) facility, Blue River Drive, which is a Lane County maintained road (LCR) and River Street, which is a Local Access Road (LAR). Highway 126 has a minimum right-of-way width of 100 feet (that being 50 feet each side of centerline of Highway 126) for development setback purposes [LC 15.070(1)(c)(iii) and LC 15.075] and an existing right-of-way that is greater than the minimum right-of-way width specified in LC 15.075 according to Assessor's maps. Blue River Drive is classified as a Rural Minor Collector road having a minimum right-of-way width of 80 feet (that being 40 feet each side of centerline of Blue River Drive) for development setback purposes [LC 15.070(1)(c)(i)(ee)] and an existing right-of-way width of 60 feet according to Assessor's maps. River Street is a Local Access Road having a minimum right-of-way width of 50 feet (that being 25 feet each side of centerline of River Street) for development setback purposes [LC 15.070(1)(c)(ii)] and an existing right-of-way width that varies between 50 and 90 feet along the subject properties' frontage according to Assessor's maps.

The applicant's proposal involves a Comprehensive Plan amendment and zone change from the existing rural residential Plan designation and zoning to a commercial Comprehensive Plan designation and zoning. This proposal has been the subject of prior comments from Shashi Bajracharya, P.E. dated September 24, 2009 and January 20, 2010 regarding a Traffic Impact Analysis (TIA) which are attached below and incorporated here by reference. The January 20, 2010 comments recognized RV Park uses as the most likely intense land use for the proposed commercial Comprehensive Plan designation and zoning. The subject properties have existing access to Blue River Drive and River Street according to the November 6, 2009 TIA. The January 20, 2010 comments sent by Shashi Bajracharya, P.E. stated that an RV Park and restaurant is unlikely to have significant impacts on Blue River Drive, the only LCR adjacent to the proposal. The January 20, 2010 comments also identified inadequate site distance at the existing Blue River Drive driveway location for safe RV turning movements and recommended restricting left turn movements into and out of the driveway. Should the Comprehensive Plan amendment and zone change proposal be approved, a Special Use Permit (SUP) will be required for any subsequent land use proposals on the subject properties according to Jerry Kendall, the LMD planner processing this proposal. Access to the subject properties, including the existing driveway access on Blue River Drive, will be evaluated by Transportation Planning staff as part of a future SUP land use referral.

LC 15.010(35)(vii) defines a Public Road as follows: A road over which the public has a right of use that is a matter of record. For purposes of this chapter, a Public Road is a road that has been dedicated for use by the public for road purposes either by good and sufficient deed presented to

and accepted by the Board, or by a partition map and plat or a subdivision plat presented to and accepted by the Board. Once accepted and placed on record, Public Roads are held in trust for the public by the County, and shall specifically exclude private roads, private ways, Private Access Easements or agreements, Forest Service Roads, Bureau of Land Management Roads, any Gateway or Way of Necessity as defined by ORS Chapter 376 and any other road which has nominally or judicially gained a "public character" by prescriptive or adverse use. A Public Road is not normally maintained by the County unless it has been accepted by the Board as a County Road as defined in this section, but the County may regulate its use. (Common terms for this type of road are "Dedicated Public Road" and "Local Access Road.")

The following is informational regarding LARs and building setback requirements for County Roads:

Pursuant to ORS 368, the County and its officers, employees and/or agents, is not liable for failure to improve Local Access Roads nor keep them in repair. ORS further provides that a County may spend moneys on such roads only if it is determined that the work is an emergency or if:

(aa) the Director recommends the expenditure; and
(bb) the public use of the road justifies the expenditure proposed; and
(cc) the Board enacts an order or resolution authorizing the work and designating the work to be either a single project or a continuing program.

More information about LARs can be found by choosing "local access roads" in the "documents" section at the bottom of the Transportation Planning & Traffic page at the following link http://www.lanecounty.org/Departments/PW/TransPlanning/Pages/default.aspx

LC 15.070 Building Setback Requirements for County Roads

- 15.070(1) a lot or parcel of land adjoining a road designated as a Local Access Road, Public Road, County Road or State Road or Highway shall have a building setback line which conforms to the following minimum requirements.
- 15.070(1)(c) setbacks shall be measured at right angles to the centerline of a straight road or as radial on a curved road to the nearest point of the front wall of the building.
- 15.070(1)(d) when a road has an existing right-of-way width greater than the minimum right-of-way specified above, the building setback line shall be measured from said existing right-of-way line rather that the minimum right-of-way line. The existing right-of-way of River Street varies between 50 and 90 feet along the subject property's frontage according to Assessor's maps (or between 25 and 45 feet from the existing right-of-way centerline) which is greater than the minimum right-of-way specified above. Additionally, Highway 126 has an existing right-of-way that is greater than the minimum right-of-way width specified in LC 15.075 according to Assessor's maps.
- 15.070(1)(e) setback lines for those areas requiring an additional setback pursuant to LC 15.083 below shall be measured as specified in LC 15.070(1)(c)(i)(ee) above, plus the distance specified in LC 15.083.
- 15.070(1)(f) cornices, canopies, eaves and similar architectural features may be extended beyond the front wall a distance not exceeding two and one-half feet.
- 15.070(1)(g) uncovered porches, platforms, landing places, stairways and fire escapes may extend beyond the front wall a distance not exceeding three and one-half feet, provided that such porch, platform or landing place shall not have its floor no higher than the entrance or first floor of the building.
- 15.070(1)(h) signs conforming to all other applicable standards and requirements may project beyond the setback line.
- 15.070(1)(i) fences, walls or hedges, and guard railings, or other similar landscaping or architectural devices, may be established within the setback area provided that they do

not exceed three and one-half in height and further provided they comply with Visual Clear Zone requirement specified in LC15.093(3).

LC 15.083 Additional Setback Requirements
Blue River Drive has an additional 10' setback on each side of the road, per LC 15.083. Additional setbacks are described in LC 15.010(4).

Lane Manual 15.515 - Drainage
(1) Roadside ditches and other drainage facilities shall be designed solely to promote drainage of the roadway without interfering with natural waterways. Whenever a road crosses a natural channel or waterway, culverts shall be installed to maintain the natural water flow. Such natural waterway shall be identified by survey of the topography and/or aerial photography of surrounding terrain.
(2) Water shall not be diverted from a natural channel or otherwise from private property down a county or public roadside ditch.

Thank you for the opportunity to further comment on this proposal.

Mark Bernard
Senior Planner
Lane County Public Works Transportation Planning
3040 North Delta Hwy
Eugene, OR 97408-1696
541.682.6930
mark.bernard@co.lane.or.us

EXHIBIT 37

James A. Mann LLC

Land Use Planning & Development Permit Services
P.O. Box 51081
Eugene, Oregon 97405-0902
Telephone: (541) 514-3051 FAX: (541) 484-2761
Email: jamannllc@comcast.net

June 1, 2010

Jerry Kendall, Associate Planner
C/O Lane County Land Management Division
125 East 8th Ave.
Eugene, OR 97401

Subject: Plan Amendment Zone Change Application PA 07-6215
Blue River Development proposed by Chris and Julie Lavoie
Map 16-45-28-20 Tax Lots 300 & 400 & Map 16-45-29 Tax Lots 1600, 1700 & 1800

Dear Jerry,

This letter is in response to the following issues raised at the Lane County Planning Commission May 18, 2010 hearing for this application.

1. This issue is explained in your May 19, 2010 email to me, attached, and regards the following Rural Comprehensive Plan Goal Two Land Use Planning policy "11.b."

   "A Rural Commercial designation shall be applied to existing uses and/or tracts presently zoned for commercial activities addressing the same criteria as listed for the Rural Residential designation. The Rural Commercial designation shall encompass all commercial activities in the rural area. The range of limited, medium and medium/heavy commercial zoning shall be applicable in areas with a Community designation until the RCP and zoning for the areas are updated to comply with OAR 660 Division 22, the UC Rule. A single rural commercial zone shall be applied to areas updated to comply with OAR 660 Division 22, the UC Rule or with Goal 14".

   Your stated the following issues and questions in your May 19, 2010 email to me.

   "Related to the above, is RCP Goal 2, policy 11(b), and the issue raised by Comm. Nichols, specifically, does a "tract" exist in light of the different legal ownerships of the 5 tax lots? Her concern appeared to be that if no "tract" exists, where is the justification to take action on any tax lot other than 300, where all the existing development is? If no tract exists, is the proposal in conflict with this policy? Also, assuming that the "lodge" building is the "existing use", I would suggest an explicit argument be presented supporting such assertion. Lastly, is RCP Goal 2 policy 11(b) a "make or break" standard? In other words, if the LCPC does not accept that the standard has been satisfied, and concludes that the proposal is in conflict with this policy, should the proposal be denied? Your response to the above would be helpful to the LCPC."

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The meaning or significance of the term "tracts" in RCP Goal 2 policy 11(b) is limited as to how it is used by the context with the rest of the policy, "*tracts presently zoned for commercial activities*". This language context clearly deals with "tracts presently zoned for commercial activities" and was intended to be used by Lane County during the periodic review update of the RCP when changes to the existing zoning were being considered or made. Because the subject property is not presently zoned for commercial activities, the part of this policy for "*tracts presently zoned for commercial activities*" is not applicable. The concerns mentioned in your email to me regarding a "tract" are therefore contrary to the clear and literal reading of this policy.

My experience has been that if there is a clear basis in the evidence and requirements for approval, the Planning Commission may recommend against re-designating and rezoning an entire property and may recommend in favor of re-designating and rezoning only part of it.

2. During the course of the hearing with the Planning Commission, it was apparently unclear that the applicants' engineer, Branch Engineering, had performed a 154 page TRAFFIC IMPACT ANALYSIS dated November 6, 2009 in support of the plan amendment zone change application and that this document had been included in the record for this application. This document addressed the impacts of the proposed RV park development on the State Highway System and local roads.

   Page 6 of the Lane County staff report quoted a 12-23-09 written statement from ODOT, "After review of the Blue River TIA, ODOT concurs there is no significant affect per the TPR and does not have any further comment on this zone change application". The applicants' TIA and the evaluation from ODOT provide the basis for Lane County to conclude that the proposed plan amendment and zone change will not impact the nearby State highway.

   Lane County Public Works staff Mark Bernard commented at the hearing that the estimated traffic for an RV park is at the high end of estimated traffic for commercial uses. This information is important because the applicants' TIA does not underestimate the potential traffic and instead addressed the traffic impacts at the high end of the scale for commercial uses. The staff report lists some of the requirements in LC 15 for driveway management and that it will be necessary to close the existing driveway on Blue River Drive and to take access from River Street in order to comply with LC 15. The applicants appreciate the heads-up concerning the LC 15 driveway access requirements and plan to comply with these requirements as part of the land use application process that would normally follow the approval of this application. Looking ahead, it appears that access could be extended from River Drive through abutting tax lots 300 and 400 and to tax lot 1800 that is next to the parking lot on tax lot 300. Further study will be needed to determine if it would be practicable to extend this access all the way to tax lots 1700 and 1600.

Thanks for the opportunity to submit these additional comments.

Sincerely,

James A. Mann LLC

Copy to: Chris and Julie LaVoie
Attachment

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EXHIBIT 38

James A. Mann LLC

Land Use Planning & Development Permit Services
P.O. Box 51081
Eugene, Oregon 97405-0902
Telephone: (541) 514-3051 FAX: (541) 484-2761
Email: jamannllc@comcast.net

June 15, 2010

Jerry Kendall, Associate Planner
C/O Lane County Land Management Division
125 East 8th Ave.
Eugene, OR 97401

Subject: Plan Amendment Zone Change Application PA 07-6215
Blue River Development proposed by Chris and Julie Lavoie
Map 16-45-28-20 Tax Lots 300 & 400 & Map 16-45-29 Tax Lots 1600, 1700 & 1800

Dear Jerry,

This letter is in response to the issues and concerns raised in the written materials submitted into the record for this application following the Lane County Planning Commission hearing on May 18, 2010 and until 5 P.M. June 1, 2010. The information submitted included: 1) only one new piece of technical information, submitted by Jim Baker, the "Blue River Community Survey", 2) written comments either in support of the application or opposed to the application. The following applicants' responses are to each of the, above, two categories of written information.

1. The "Blue River Community Survey" (The Survey).

   Jim Baker, President of the Blue River Community Development Corporation submitted this survey and included the following written comments in reference to this survey, "We wish to recommend this proposed zone change as it will help a desperate community pull it's self up out of poverty see attachment (Blue River Survey report doc) and a serious decline of infrastructure".

   The Survey was done in 2003 by the Lane County Community and Economic Development Program and included a survey to assess the community's low to moderate income thresholds. The survey involved collecting personal income information in which 60 families provided the information and 23 families declined to provide the information. The median income of the respondents was $30,000 and the average income was $32,738.08.

   The relevance of The Survey to this application is that it shows that a large number of families in Blue River are not earn high income earners and that it is objective information showing that economic revitalization and jobs are needed in Blue River. This information supports compliance of the application with the following plan amendment criteria in LC 16.400(6)(h)(iii)(ii-ii)m and shows that there is a community need for the economic revitalization in Blue River that approval of this application can help:

"B. Plan Amendment Criteria at LC 16.400(6) (h) Method of Adoption and Amendment.

(iii) The Board may amend or supplement the Rural Comprehensive Plan upon making the following findings:

(ii-ii) necessary to fulfill an identified public or community need for the intended result of the component or amendment".

2. Written Comments in Support of the Application and Written Comments Opposed to the Application

Common concerns from the written pro and con comments from residents in Blue River is that the residents care about their community, that Blue River is or can be a desirable place to live and that economic development should be nurtured. The following applicants' responses are to the pro and con written comments received from the Blue River residents regarding the proposed application.

Opposition Comments

- Commercial development should be kept east of the bridge.

  Applicants' Response: The applicants' property includes the former Blue River Ranger Station (BRRS) and adjacent property that are located on the south side of Blue River Drive and on the west side of the bridge. The current RR zoning of the former BRRS does not recognize the past office and commercial nature and is not the appropriate zoning for the future use of the BRRS facilities. The core commercial development area of Blue River can be maintained and revitalized by the proposed commercial designation and zoning.

- Existing undeveloped commercial land in Blue River is adequate to meet the needs of the applicant.

  Applicants' Response: The written testimony from others and owners of properties in downtown Blue River indicates that the existing supply of vacant commercially zoned lands are inadequate for two reasons. First, small commercial businesses depend on larger commercial businesses, like the applicants' resort, to bring business in for them. Second, many commercially zoned parcels in Blue River are too small to accommodate on-site sewage disposal system systems and then to accommodate the needed commercial uses.

- The residential zoning needs to be maintained and used for housing to increase families and help schools.

  Applicants' response: The residential zoning on the former BRRS should not be maintained because it makes the existing office facility a nonconforming use with no practicable way to use it. Changing the residential zoning for the applicants' property will allow the former BRRS facilities to be used and for adequate related opportunities to expand the commercial use on adjacent properties south of Blue

River Drive. The commercial tax base for schools can be helped by the commercial zoning.

- Noise, additional traffic and litter will affect the quality of life.

  Applicants' response. The traffic impacts have been favorably addressed by the applicants' lengthy and detailed Traffic Impact Analysis (TIA) prepared by Branch Engineering and submitted earlier into the record as part of the application. There is written testimony from ODOT that this agency has no issues with the TIA. As far as the applicant knows, the County Public Works does not have any issues with the TIA. The applicant plans to comply with the requirements in LC 15 for the commercial development of their property if this application is approved.

- RCP already designates Rainbow and McKenzie Bridge as tourist designations.

  Applicants' response: Rainbow and McKenzie Bridge are designated by the Rural Comprehensive Plan as Rural Unincorporated Communities and not as tourist designations. Like Blue River, Rainbow and McKenzie Bridge are located in a major recreation area and have facilities located their to support the tourist industry and the local economy.

- River Street single lane in poor condition, currently used by a substantial number of local residents and cannot handle additional traffic.

  Applicant's response: River Street is a paved public road "used by a substantial number of local residents". The applicants' TIA analyzed existing and potential traffic volumes on River Street and concluded on page 1, "In summary, the proposed development will not cause significant adverse impact on the performance of the existing transportation system. No mitigation is necessary to accommodate the traffic generated by the proposed development". If the plan amendment and zone change are approved, the applicants would undertake steps to comply with LC 15 for the use of River Street.

Support Comments – The applicant agrees with these comments.

- The ranger station was the former "heart beat of the community".
- The ranger station employed over 80 people.
- Blue River has declined since demise of timber industry.
- There are 3 businesses now in city proper and new businesses are needed in town.
- Rezoning will help continue improvements.
- McKenzie River Mountain Resort is adding to the community.
- McKenzie River Mountain Resort is providing employment opportunities for local residents.
- Patrons will help other businesses.
- The ranger station employed over 80 people.
- McKenzie River Tourism Group's top promotion is resorts.

Thanks for the opportunity to submit these additional comments.

Sincerely,

James A. Mann LLC

Copy to: Chris and Julie LaVoie

Approved 7/6/10

MINUTES

Lane County Planning Commission
Board of Commissioners Conference Room—125 East 8th Avenue
Eugene, Oregon

May 18, 2010
5:30 p.m.

PRESENT: Robert Noble, Chair; Steve Dignam, George Goldstein, Nancy Nichols, Dennis Sandow, John Sullivan, Lane County Planning Commissioners; Kent Howe, Kier Miller, Rafael Sebba, Lane County Land Management Division; Mark Bernard, Lane County Transportation Planning and Traffic; visitors.

ABSENT: Tony McCown, Vice Chair; Lisa Arkin, Jozef Siekiel-Zdzienicki Commissioners.

Mr. Noble convened the Lane County Planning Commission (LCPC) at 5:35 p.m. Mr. Noble noted consensus to revise the agenda order from the original published agenda.

WORK SESSION

1. PA 10-5259—In the Matter of Amending Chapters 13 and 16 to Correct Scrivener's Errors, Update References and Citations, Clarify Confusing or Ambiguous Language, and Adopting Savings and Severability Clauses (LC 13.010, 16.090, 16.212, 16.213, 16.214, 16.233, 16.238, 16.243, 16.264, 16.250, 16.264, 16.290, and 16.292).

Mr. Dignam arrived at 5:38 p.m.

The Planning Commission took a short break.

Mr. Sebba offered the staff report. The commission was asked to review amendments to Chapters 13 and 16 of Lane Code (LC) that would correct scriveners' errors, update references and citations, and clarify confusing or ambiguous language. The proposed amendments were a necessary part of updating and modernizing LC, did not constitute changes in policy, and would update certain code provisions to reflect current practice. The proposed amendments were consistent with LC 16.252(2), as they supported the general purpose of Chapter 16, were in the public interest, and would improve the code's usability for the public and staff. Staff recommended that the commission forward a recommendation to the Board of Commissioners (BCC) to adopt the amendments to LC as proposed. He reviewed a memorandum dated May 17, 2010 which summarized a conversation he had with Tom Lanfear.

In response to a question from Mr. Goldstein, Mr. Sebba said the revised code language LC 16.264(3) was intended to require fuel breaks around any generator brought to a forest zone.

Referring to LC 16.212(7), Exclusive Farm Use Zone Dwelling Test correction, Mr. Goldstein opined the State of Oregon allowed a dwelling on newly created farm land during the initial period of time when the

BCC ATTCH. # 2 - 18 pp.

farm was under development and before it generated income, but the proposed changes would prohibit that.

Mr. Noble suggested such policies issues should be addressed by the Lane Land Use Task Force.

Mr. Dignam requested that Mr. Goldstein's issue regarding Exclusive Farm Use Zone Dwelling Test be put on the Planning Commission's workplan for discussion in the future, noting he recently had a problem with this issue.

Mr. Sebba explained the task force had initially been charged with reviewing six groups of proposals forward by the Goal 1 Coalition, and several proposals had subsequently been added. He explained the process noting everything reviewed by the task force would eventually be seen by the Planning Commission.

Mr. Dignam, as a member of the public and the Planning Commission, asked that Exclusive Farm use Zone Dwelling Test be added to the topics under review by the land use task force.

In response to a question from Mr. Goldstein, Mr. Sebba deferred to Planning Director Kent Howe to advise the commission regarding how the County would deal with a recent U.S. District Court decision related to Ballot Measure (B.M.) 37.

Mr. Sullivan recalled the BCC, through the Planning Director, stipulated three years ago that the Planning Commission was not to be involved in B.M. 37 claims. He opined the land use task force had received the same direction. The public forum for B.M. 37 claims was directly through the BCC.

Mr. Sebba noted legislative amendments had been the first in a series of Planning Commission actions related to a series of code amendments. The process would include public hearings before the Planning Commission and BCC.

Mr. Howe arrived at 6:25 p.m.

2. Training: Role of PC, By Laws, Quasijudicial v Legislative

Following a brief discussion, there was consensus to defer the training to a future meeting.

3. Other Planning Commission Business

Mr. Noble stated Commissioner Rob Handy had requested that there be representation by the Planning Commission at the BCC meeting at which the City of Springfield 2030 Refinement Plan was discussed. Following a brief discussion, there was consensus for Mr. Noble to contact BCC Chair Bill Fleenor for specifics on how the BCC preferred to handle the question. Mr. Noble would advise Planning Commissioners if a specific date and time were established for Planning Commissioners' attendance at a BCC meeting on June 8 or June 9.

Mr. Noble asked Mr. Howe for information on the scope and process of the Lane Land Use Task Force.

Mr. Howe explained the BCC received proposed recommendations authored by Jim Just from the Goal 1 Coalition to amend LC, primarily related to home occupations, developed and committed exception

areas, template dwelling regulations on forest lands, elimination of rezoning from F-1 to F-2, clarifying impacted and non-impacted forest land characteristics in Goal 4 polices, and eliminating the ability to rezone land from resource to non-resource land. The BCC established by order a land use task force comprised of attorneys, land use consultants, 1000 Friends of Oregon, Goal 1 Coalition, and Lane County Land Watch. The task force consisted of ten members, two appointed by each commissioner. Additional proposals had been accepted which staff were compiling for review by the BCC. Those proposals which the BCC deemed had merit would be added to those already under consideration by the task force. The task team's recommendations would go to the Planning Commission and then the BCC in the fall.

Mr. Noble adjourned the work session at 7:00 p.m.

PUBLIC HEARING

Mr. Noble convened the public hearing at 7:00 p.m.

1. PA 10-5259—In the Matter of Amending Chapters 13 and 16 to Correct Scrivener's Errors, Update References and Citations, Clarify Confusing or Ambiguous Language, and Adopting Savings and Severability Clauses (LC 13.010, 16.090, 16.212, 16.213, 16.214, 16.233, 16.238, 16.243, 16.264, 16.250, 16.264, 16.290, and 16.292).

Mr. Noble opened the public hearing and stated the purpose of the public hearing was for the Planning Commission to make a recommendation to the Board of Commissioners (BCC) regarding the proposed amendments to LC Chapters 13 and 16.

Mr. Sebba provided the staff report. The proposed amendments were a necessary part of updating and modernizing LC, did not constitute changes in policy, and would update certain code provisions to reflect current practice. The proposed amendments were consistent with LC 16.252(2), as they supported the general purpose of Chapter 16, were in the public interest, and would improve the code's usability for the public and staff. Staff recommended that the commission forward a recommendation to the Board of Commissioners (BCC) to adopt the amendments to LC as proposed. He noted a memorandum dated May 17, 2010 which summarized a conversation from Tom Lanfear and additional information identified by staff since the staff report had been prepared had been forwarded to commissioners on May 17, 2010. A key issue raised in the memorandum was that the amendment proposed in Attachment A-7 was not warranted; thus staff suggested a modification to clarify the provision. It was also suggested that Items B-1 and B-6 could be further clarified. Mr. Lanfear was expected to provide testimony tonight. The additional item was a provision in the Rural Industrial Zone that was repealed on January 6, 2006 and was no longer in effect. There was more repackaging of the information that could occur.

Mr. Sebba asked the Planning Commission to answer the following questions:

- Which changes identified in the memorandum, work session and public hearing were desirable?
- Did the Planning Commission prefer that staff make the changes and take them directly to the BCC or would the Planning Commission prefer to hold the record open or continue the public hearing to provide staff an opportunity to bring the changes back to the commission for review?

Tom Lanfear, 38019 Lobo Lane, Dexter. Although he was a member of the Lane Land Use Task Force, he was representing only himself this evening. He had worked as a Lane County staff member for

over 20 years to his retirement. He was challenged for 20 years to explain confusing language confusion that could be corrected by the proposed corrections before the commission. He had a vested interest in seeing the code brought up to a reasonable standard of understanding for the general public and to work efficiently. The purpose of the project was to modernize and streamline the code. Quick fixes related to court cases and legislative demands led to bad references in related portions of the code creating interpretation problems. The LC was cumbersome and it would take a lot of work to get it into shape. The process before the commission had been directed by the BCC and may not be the most efficient to use. Some housekeeping changes proposed tonight could be wiped out by formatting changes suggested later in the process because the basic format of the code could be modernized. The changes in the agenda packets were appropriate for the present time and should move forward from the Planning Commission to the BCC. He did not favor holding the record open for additional changes. He encouraged the Planning Commission to generate its own list of changes for the code update process. He opined the BCC would be open to extending the time to take suggested changes. He averred the best way to review and update LC would be to have community meetings similar to those held during periodic review if sufficient time was available. Mr. Lanfear offered specific suggestions:

- B-1—Language related to replacement dwellings could be made similar throughout LC.
- B-6—Related to stables, riding academies, and commercial uses. LC used to allow farm use in the residential zone as a permitted use. During periodic review requirements for rural communities in 2002, the "farm use" was replaced with "growing and harvesting of crops" in the residential zone, and added some animal provisions. Boarding of horses for profit, which had always been a special use in a residential zone, was inadvertently removed as a permitted use in a residential zone because State law had changed to allow commercial riding, stables, and schooling academies in the definition of farm use. The stables and riding academies needed to be a special use but did not need to be in the same provision with feeding, breeding and management of live stock.
- A-6—Replacing "Director" with "Hearings Official" was appropriate and what was intended. He suggested the Planning Commission recommend it to the BCC. In the mid to late 1990's, it was determined that was inefficient and costly for the County to process all zone changes through a Hearings Official and they were changed to Director level special uses. He knew of no reason why these issues had to remain at a Hearings Official level when the process for Director approval worked well. This had a subsequent policy implication which should be addressed at a later time.
- A-7—Marginal lands. The code language matched the statute language. This would correct one bad code reference. This had a subsequent policy implication which should be addressed at a later time.
- A-5—Provision for farm dwellings. The change recommended by staff matched the statute. The statute, which had not changed since 1983, referred to an average size farm that produced $2,500 in goods. In 1983, the County analyzed farms, to determine which produced over $2,500 in income, by farm type, which was an appropriate action. The provision as written today required every applicant to analyze their farm type and to determine the average size of all farms in the County of that type making more than $2,500. It was difficult and expensive for a single applicant to get the data. In 1984, the County addressed the provision by determining farm group sizes and eliminated the need for people to complete the unwieldy and costly analysis through working papers. This was subsequently acknowledged by the State Department of Land Conservation and Development (DLCD) in 1984. When the farm zone was changed to match statutory provisions in 2002, the results of the working papers were overlooked and the provision was changed to match the statute. However, the old provision satisfied the statutory requirement

adopted and acknowledged in 1984. He suggested Lane County adopt the old provision and the reference to the farm group sizes in the future which was still in the code.

Mr. Lanfear addressed the issue raised earlier related to the requirement to provide proof of income to be able to have a dwelling on farm property before a house was constructed. There used to be provisions in the code that would allow a person to have a farm management plan which could allow placement of a mobile home for up to five years. After a five year period, if the plan was implemented, the home would become permanent. The State eliminated that provision in H.B. 3661 in 1996, and the provision was no longer available.

Mr. Dignam expressed appreciation for Mr. Lanfear's input as a private citizen, and for taking the time to review the code language.

> Mr. Dignam, seconded by Ms. Nichols, moved that the public hearing be closed. The motion passed unanimously, 6:0.

Mr. Noble said there was no requirement to keep the record open and closed the record.

Mr. Sullivan suggested there were three areas the commission needed to consider:

- The set of recommendations in staff report.
- New information submitted after the staff report was prepared which may contain one or two policy issues.
- Identification of a list of policy issues for consideration by the BCC.

Mr. Noble had no objections to recommendations in the staff packet, noting most of the discussion was centered on the memorandum which iterated issues the commission could address. He asked commissioners if there were issues that needed further discussion and if there were those that could move forward to the BCC as submitted to the Planning Commission.

> Mr. Dignam, seconded by Mr. Sullivan, moved for approval of the staff recommendations in PA 10-5259. The motion passed unanimously, 6:0.
>
> Mr. Sullivan, seconded by Mr. Dignam, moved that the Planning Commission recommend to the BCC that in conjunction with the previous motion, the Planning Commission noted potential for policy change issues specifically in A-5 of the memorandum dated May 17, 2010 and in expert testimony from Tom Lanfear regarding A-6 and A-7, and in comments from Mr. Goldstein, as specified in the minutes for this meeting.

Mr. Sullivan stated the Planning Commission had heard from Mr. Goldstein and Tom Lanfear, an expert, who testified that there may be additional policy issues that should be addressed.

Mr. Dignam asserted A-6 was in the staff memorandum rather than in the May 17, 2010 memorandum. He said although he had raised the issue of the farm income test at the beginning of this meeting, Mr. Lanfear had clarified this was not an issue that the Planning Commission could deal with because of State law. He was withdrew his previously expressed concern.

Mr. Sullivan accepted Mr. Dignam's correction to the motion.

Mr. Noble offered an amendment to the motion that deleted references to specific sections, i.e., A-5, A-6, and A-7, in the motion, and maintained the language that the issues raised by Tom Lanfear and Mr. Goldstein remain in the motion. The amendment further added language that proposed policy change issues in the staff memorandum be included, as specified in the minutes. Mr. Sullivan seconded the amendment.

In response to Mr. Goldstein's assertion that Lane County was a home rule county, Mr. Noble explained that when tested in court, State law had been ruled to take precedent over home rule.

Mr. Dignam said he would vote in favor of the motion, expressing concern the language would become more clear.

Mr. Noble opined his interest and those of the commission were related to being able to advance concerns about policy rather than only housekeeping and scrivener errors discussed today.

Mr. Dignam suggested the commission communicate to the BCC that the commission thought correcting scriveners' errors was simply scratching the surface and there were significant policy issues raised that needed additional attention.

Mr. Noble restated the motion. Mr. Sullivan, seconded by Mr. Dignam, moved that the Planning Commission forward a recommendation to the BCC that acknowledged a number of policy issues that were identified for future action during the review of the housekeeping amendments to Chapters 13 and 16 offered by Commissioner Goldstein, included in the staff memorandum and included in expert testimony from Tom Lanfear.

Mr. Dignam asserted he would not support the motion because the commission would be approving policy.

Mr. Sullivan withdrew the motion.

Mr. Noble withdrew the amendment to the motion.

Mr. Dignam withdrew the second to the motion.

Mr. Dignam, seconded by Mr. Sullivan, moved that the Planning Commission recommend approval of PA 10-5259 as presented in the staff report and as modified in the memorandum dated May 17, 2010, which modifies A-7 and B-6, and adds the deletion of LC 16.292(3)(p). This motion superseded any previous motion related to this agenda item. The motion passed unanimously, 6:0.

The Planning Commission took a break from 7:50 p.m. to 7:58 p.m.

2. PA 07-6215—Plan Amendment, from Rural land to Rural Commercial land, and a Rezone from Rural Residential/RR-2 (LC 16.290) to Rural Commercial/RC (LC 16.291) for 12.3 acres of land located within the rural community of Blue River.

Map 16-45-28-20, tax lots 300 and 400

Map 16-45-29, tax lots 1600, 1700 and 1800

Applicant/Owner: Chris and Julie LaVoie

Agent: James A. Mann, LLC

Mr. Noble reconvened the Planning Commission. He welcomed those who had had traveled to participate in the proposed action for the community of Blue River. He reviewed the process for a public hearing. He called for *ex parte* contacts, or declarations of conflicts of interest on the part of commissioners.

Mr. Sullivan stated he had considered purchasing tax lot 300 from the U.S. Forest Service during the bidding process. The person with whom he had been a business partner at the time may testify at this public hearing. Mr. Sullivan has had no conversation with the person related to his hearing. Mr. Sullivan felt he had no conflict of interest.

Mr. Noble heard no objections from commissioners on Mr. Sullivan's participation in the discussion and vote on the agenda item.

Mr. Kendall offered the staff report. He distributed the following documents and entered them into the record:

- Map.
- Board of County Commissioners Order 95-9-20-4, In the Matter of an Interpretation of the Lane County Rural Comprehensive Plan, General Plan Policies, Goal 2, Policy 11A.
- Letters from:
    - Lee C. Weischselbaum and Laura J. Brinn, dated May 18, 2010.
    - Diana L. and Gary G. Voorhies, dated May 16, 2010.
    - Dale Hyland, dated May 14, 2010.
    - Robert L. Gibbs and Rita B. Gibbs, dated May 12, 2010.
    - Richard and Teresa Ewoniuk, dated May 11, 2010.
    - Carolyn Gabriel, dated May 9, 2010.
    - Gene Flint, dated May 17, 2010.

Mr. Kendall said today's hearing would be continued due to the content of the letters and public testimony that would be received this evening. He said the subject property consisted of five tax lots located within the Unincorporated Rural Community of Blue River. Tax lot 300, which was formerly owned by the U.S. Forest Service, served as an office and housing complex for employees of that agency. The Applicants now owned an interest in all five tax lots. All of the existing improvements were on tax lot 300.

Mr. Kendall stated the Planning Director had determined that the five dwellings on the site were lawful in both the present and proposed zone, in compliance with LC 16-290(2)(b) and LC 16.291(2)(a). The structure labeled "office building" on the site plan was the former Forest Service ranger station. While the structure had been sanctioned by the Director for business related office use only, the structure had been modified by the owners to include a bunk house area and for general use by resort guests. The applicants had been notified that such use was not in compliance with building or land use code. The Land Management Division (LMD) Compliance Officer was aware of the issue and enforcement was on a parallel but separate track from the current proposal. He reviewed referral comments received from

County Transportation Planning staff Shashi Bajrachrya and Mark Bernard, Oregon Department of Transportation (ODOT) staff Savannah Crawford, and Blue River Waster District staff Richard Pierce, which were included in the staff report. The Applicant had told Mr. Kendall they intended to apply for a fishing and hunting lodge permit to justify the use of the lodge building on the site. He reviewed comments from Sally Storm, Superintendent of the McKenzie School District, who expressed concern that a proposed recreational vehicle (RV) park would reduce property tax revenue if the site was not occupied by individual homeowners. He stated the proposed use complied with County land use regulations. He stated the agent had addressed all of the applicable policies related to the rezone request. Prior to preparation of the staff report on May 11, 2010, Mr. Kendall had received no feedback from anyone other than the applicant. He reviewed the letters received since the staff report was prepared.

Mr. Kendall stated the proposal to convert 12.33 acres of land from residential to commercial appeared to be supported by the findings in the submittal, or in the least, raised no conflicts with state and local goals. Approval of the request was recommended. Additional testimony may be submitted at tonight's hearing and, if relevant issues were raised, would need to be addressed by the Applicant.

Mr. Dignam noted Mr. Mr. Kendall had mentioned the applicant may eventually apply for permits for a hunting and fishing lodge, as well as an RV park. He understood that issue was not before the Planning Commission today.

Mr. Kendall clarified the only way that issue was before the commission today was under the traffic impact analysis (TIA) if it was deemed necessary. He said if the commission approved the request before it today, it would not be approving a RV park. Such action would need a special use permit at a later time processed at the Planning Director level.

In response to a question from Mr. Goldstein, Mr. Kendall said he had seen no inventoried wetlands on the property when he reviewed the Division of State Lands map, which relieved the County of responsibility. It was the property owners' responsibility to contact the State and receive clearance prior to moving forward with any development. Mr. Kendall said the application did include a statement related to septic systems and suggested Jim Mann, the Applicants' Agent, could provide additional information.

In response to a question from Mr. Dignam, Mr. Kendall confirmed the Planning Director could determine that a TIA was required during a subsequent special use permit application process.

Mr. Bernard stated Transportation Planning regularly received referrals for special use permits which triggered traffic review based on the proposed use. There were provisions in LC 15 that called for a TIA when a specific average daily traffic threshold was eclipsed.

In response to a question from Ms. Nichols, Mr. Kendall said the LaVoies had interest in all of the tax lots included in the tract that was the subject of the proposed changes. He understood that technically, a tract was under the same ownership, and this ownership represented a shade of grey, in that the individual tax lots were not under the same ownership. There was a party who had an interest in all of the tax lots.

Mr. Noble called for public testimony.

Jim Mann, operating as James A. Mann, LLC, P.O. Box 51081, Eugene, identified himself as the agent for the applicant. He had prepared most of the application and spoke in support of the application on behalf of the property owner. He stated a TIA had been completed for the proposal and reviewed by

ODOT. The basis of ODOT support was based on their professional opinion and the TIA. Mr. Mann reviewed the applicants plans, noting the following highlights:

- Approximately one-third of the 12.33 acre site consisted of the Forest Service office building and building complex zoned public facility in downtown Blue River. The facility had employed over 80 people at one time. The Forest Service relocated in 2000 and vacated the facility. The current property owner proposed transforming the Forest Service office building and cabins into a recreational resort. He had also proposed RV park development on the remaining three vacant, adjacent parcels. He noted an RV park was a conditional use in the RR zone and the commercial zone. Accessory uses were permitted in the commercial zone that were not allowed in the RR zone, including a convenience market for the RV park. Another reason for including the vacant RR property in the proposal was as a potential site for development of a community sewer system in Blue River. There were vacant store fronts in Blue River that could not be expanded due to lack of a community sewer system for commercial development.
- How did the property comply with the Rural Comprehensive Plan (RCP)? Goal 2, policy 15 said recreation and tourism were some of the multiple uses of the McKenzie Valley and were important to the economy of the communities in the McKenzie Valley. Recreation resorts were one method to promote recreation and tourism in the McKenzie Valley and should be allowed in compliance of the requirements in LC 16. He said there were opportunities for recreation of boating, camping, biking, fishing, and swimming in the Upper McKenzie Watershed. There were many small vacant parcels in Blue River that could possibly house some of the recreational businesses that could serve as anchors for the commercial area. Additionally, Goal 2, policy 15-E, New Rural Public Facility Commercial and Industrial Development within the McKenzie Watershed shall be located inside unincorporated communities; or outside unincorporated communities in developed and committed areas that were planned and zoned for public facility, commercial or industrial purposes. This policy envisioned the appropriate place for those uses was in the unincorporated rural communities.
- A TIA had been completed to which ODOT and Lane County had no objections. The primary highway through the region from Prineville to Springfield had been on the road that passed in front of the Forest Service building. In the past, that road had handled a large volumn of traffic, although most of the traffic now used the main highway. He argued the traffic generated by the proposal would not reach the levels seen in the past.
- The vacant Forest Service building site was zoned RR. He said the proposed use was a practical use of the building.

In response to a question from Mr. Goldstein, Mr. Mann could recall whether any traffic control was called for in TIA, but iterated ODOT had approved the TIA. Mr. Bernard added Mr. Bajrachrya had not mentioned a need for traffic control in his review of the traffic impacts.

Mr. Goldstein opined Highway 126 would serve as the major access to the proposed development and traffic control should have been addressed by the County.

Mr. Bernard responded that ODOT had looked at those issues in its analysis of the TIA. Since access was not proposed from Highway 126, ODOT had few concerns with the proposal.

Mr. Kendall added Mr. Bajrachrya had reviewed some traffic control for RVs if they used the Blue River Drive access related to left turns from the resort.

Mr. Noble asked staff to provide Mr. Goldstein with additional information available related to traffic control at the site.

Christopher LaVoie, P.O. 242, Blue River, said when the applicants first saw the subject property, they were enthused with the idea of reinvigorating a dead town which had been a resource town supported by timber mills in the past. There used to be a large timber mill on the road as well as the ranger station which employed 80 people who entered the property daily. The proposed use would be much less than it had been in the past. He understood survey work done by the engineers included a calculation study on all access points to Highway 126 and Blue River Drive. This information was included in the applicant's submittal document. Lack of jobs in the area was a problem for Blue River. The town had been kept together with the Forest Service jobs, until the Forest Service left the area. There were many property owners who had invested money in their businesses and in the town who had lost their businesses and their life savings, and in many cases, had to move away. Their properties could not be sold. There was little that would turn the current economic situation around. He opined the subject property was not suitable for a private home, except perhaps a double-wide mobile home because the property was between two big roads. The best use was for tourism activities, because it was pretty, had less of an environmental impact and would bring people who would come for a short time and spend money in the community. The tourist money would bring money to the downtown businesses and give them a chance to turn the economy and bring more jobs to the community. It would help the school because it would bring redevelopment to the decayed downtown where there were still dilapidated houses that were used by squatters. He noted he had evicted squatters who were living illegally on the former Forest Service property. The development could bring jobs and more families. He said his intent was to bring the community up rather than degrade it, and he encouraged those present to attend the community meetings where the project was discussed. The proposed uses would be beneficial for the community and fit in with the existing land use.

Gene Flint said he was against the proposal and had submitted a letter.
Jim Baker, 51013 McKenzie Highway, Vida, representing the Blue River Community Development Corporation (CDC), said the proposal was within the Blue River development node where development was supposed to happen rather than all over the river and the riparian zones where development had been happening on unbuildable lots. The development fit within the vision developed by the CDC before the bottom fell out of financing on revitalizing Blue River if and when wastewater treatment was available in the community. The CDC had worked with Goal 1, Landwatch, 1000 Friends and County Commissioner Faye Stewart. He proposed expanding the commercial zoning in the old town core with a more flexible commercial zoning at State standards which the County did not currently allow, which would require wastewater treatment. This proposal fit with or without public wastewater treatment because it could be handled on site or in a community setting. The CDC fully supported the proposal.

Rick Ewoniuk, 9241 Blue River Road, had submitted a letter. He understood the TIA did not take River Street into account. It was a local access road, which was severely deteriorated. It provided the most direct access to the former Forest Service site, which he believed would be used by the majority of people entering the facility. There were visual constraints that would be problematic for large RVs. It needed to be studied.

Mr. Noble noted it was 9:00 p.m. and asked commissioners if they wished to continue tonight or to complete the public hearing on another date. Following a brief discussion, there was consensus to continue the public hearing until 9:30 p.m.

Julie LaVoie, said she supported the project.

Gary and Vicki Voorhies, 91250 Blue River Road, were against the project. He had concerns about traffic and garbage. She said the jobs were gone, but many of the residents had retired to a quiet peaceful place. There were problems with transients at the resort. She would love to see Blue River established and upgraded but at the expense of privacy and quiet.

Art Fellman, 51570 McKenzie Highway, Blue River, said he brought the property because it was rural. It was across the road from the proposed project. He was afraid of the visual and audio pollution associated with an RV park. He and his wife opposed the project.

Mary Jo Harris, owned property on the McKenzie River Highway across from the proposed development. She and her husband opposed the project. She concurred with Ms. Voorhies' comments.

Krista Shafer, 51800 Rose Street, Blue River, said she had attended the CDC meetings. The proposed RV park was not like others in the area. It was a structure that would consist of small modular homes on the property, and would not have RV's traveling through the city all day and night. This would help her business.

Tony Casad, 91295 Blue River Road, was in favor of the project. He was a new resident of the Blue River area. The realtor he worked with originally did not want to show him the house he eventually bought because it was in the Blue River area. He was told the town was run down, did not have a good reputation, property values were low, and it was not a community he would want to participate in. He found the community was working hard to reinvent itself and to raise its standards. It had developed a world class track for the high school with primarily donated funds. Volunteers had developed the Blue River Walk for cyclists, walkers, and picnicking. The town had no economic base and was run down. The proposal would bring tourists and visitors to the town to support the local store and gas station and other businesses that had struggled. The town did not have a sufficient economic base to support a restaurant. A long term, consistent, sustainable economy was necessary rather than a boom/bust economy that had existed since gold rush times 125 years ago. The proposal for the lodge was ideal.

Dale Highland, 51713 Rose Street, opposed the proposal. The site was close to his property. He was concerned with an increase of traffic on River Street. Traffic would be disruptive to wildlife. Visibility for turning onto the highway was problematic. He had submitted written testimony.

Rod Fouts, 51207 Blue River Drive, Blue River, agreed with the proposal. He had owned downtown properties but the businesses failed because of lack of support. He thought the proposal would help the economy.

Sam Swetland passed on offering verbal comment.

Marlene Swetland, 51599 Blue River Drive, Vida, was against the proposal. She asked for an extension of the public process because the public input process had been marred by insufficient notice. She was not opposed to changing the zoning on the original Forest Service building and providing a place where development could take place. She was opposed to development on tax lots 1600, 1700 and 1800 because she did not like the vague, long term plans. She wanted to retire in a quiet place and it was quieter now that the Forest Service pulled out. The zone change which occurred a few years ago that reduced five acre parcels to two acres parcels was based on a desire for more residential area for school district growth. The people who would live in the homes would have children in the schools and improve the community. Younger people and people who would volunteer were needed in the community. She was concerned about her quality of life.

Rob Gibbs, 91247 Blue River Road, Blue River, said he was in the process of getting approval to build on his property. He was not in favor of the project as presented. He was not opposed to improvements on the existing Forest Service property. He struggled with why the adjacent property needed to be rezoned from residential to commercial, especially because there was so much commercial property within Blue River. He disagreed with Mr. Mann's statement that the project was located in downtown Blue River. He was concerned with the unknowns and lack of specificity in the plan. He had submitted written testimony. He purchased the property to have a quiet neighborhood in retirement and the RV park would be active. He said he would be concerned if this was approved and the owners decided to sell the property rather than develop it. He was concerned such an action would set a precedent with other property owners to convert from residential to commercial zoning.

Ruby Seitz, 51466 Blue River Drive, Vida, said there was room for houses to be built in the strip between the roads. The focus for economic development should be in the downtown area which she did not oppose. Expansion should be considered when the downtown area was successful and booming. There was a lot of opportunity for businesses in the downtown area. She asked the County to look at the kinds of RV parks that were located up and down the valley. Adding another RV park would compete with the existing parks and make it more difficult for existing businesses to stay in business. She was opposed to what she had heard to date.

Mr. Noble reiterated the proposed development may trigger other conditional use permit requirements.

Maya Rayor passed on offering verbal comment.

Mr. Dignam said there had been a request to keep the record open and staff had suggested continuing the hearing. He saw no reason to continue the hearing but did want to keep the record open. There was consensus to keep the record open and close the public hearing.

Mr. Kendall reviewed the tentative timeline and deadlines.

> Mr. Dignam moved that the public hearing be closed and the record remain open until June 1, 2010 for additional comment from any party; he further moved that responses to new evidence in the record be accepted until June 15, 2010; he further moved that final applicant rebuttal be accepted until June 21, 2010; he further moved final Planning Commission deliberations be held on August 3, 2010. Ms. Nichols seconded the motion.

In response to a question from Mr. Dignam, Mr. Mann said the schedule was satisfactory to the applicant.

Mr. Sullivan asked if staff could respond to commissioners' questions via e-mail.

Mr. Noble asked for a copy of the executive summary of the TIA. Mr. Bernard noted the TIA executive summary was available.

Mr. Dignam encouraged the applicant to review the transportation issues that had been raised at today's hearing, noting that information would be important to the commission's August 3 deliberations.

Mr. Sullivan asked if the commission could consider partial development of tax lot 300, which had not been part of the applicant's request but had been raised by some speakers today.

Mr. Noble asked for information on the ownership of the tracks if one or more was considered separately.

The motion passed unanimously, 6:0.

The meeting adjourned at 9:25 p.m.

(Recorded by Linda Henry)

APPROV
9/7/10

MINUTES

Lane County Planning Commission
Board of Commissioners Conference Room—125 East 8th Avenue
Eugene, Oregon

August 3, 2010
5:30 p.m.

PRESENT: Robert Noble, Chair; Tony McCown, Vice Chair; Lisa Arkin, George Goldstein, Nancy Nichols, Dennis Sandow, Jozef Siekiel-Zdzienicki, John Sullivan, Lane County Planning Commissioners; Kent Howe, Jerry Kendall, Keir Miller, Lane County Land Management Division.

ABSENT: Steve Dignam, Lane County Planning Commissioner.

Mr. Noble convened the Lane County Planning Commission (LCPC) at 5:35 p.m.

WORK SESSION

1. (Deliberation—continued from May 18, 2010) PA 07-6215—Plan Amendment, from rural land to Rural Commercial land, and a Rezone from Rural Residential /RR-2 (LC 16.290) to Rural Commercial/RC (LC 16.291, for 12.3 acres of land located within the rural Community of Blue River. Map 1-45-28.2, tax lots 300 and 400' 16-45-29. tax lots 1600, 1700 and 1800. Applicant/Owner: Chris and Julie la Voie; Agent: James A. Mann, LLC.

Mr. Noble noted the public record had been closed and no public testimony would be accepted this evening. The issue would go the Board of County Commissioners (BCC) at which time the public would have an opportunity to participate.

Mr. Kendall distributed a map that illustrated the area being considered by the Planning Commission.

Mr. Noble said those commissioners who had not attended the May 18, 2010 meeting would have to determine whether they were adequately prepared to participate in this discussion.

Mr. Siekiel-Zdzienicki said he would not participate and would abstain from voting.

Ms. Arkin had not attended the meeting, but she had reviewed the material and would participate.

Mr. McCown had not attended the meeting but would likely not participate.

Mr. Kendall provided the staff report. He offered additional comments to those received during the open record period, as iterated in the Supplemental Memo dated July 28, 2010, to the Lane County Planning Commission from Jerry Kendall, regarding 1.) PA 07-6215 Plan Amendment and Zone change from "Rural" land to "Rural Commercial: land, and, 2.) Zone change from "Rural Residential/RR-2" (LC 16.290) to "Rural Commercial/RC" (LC 16.291, for 12.33 acres of

land located within the Unincorporated Rural Community of Blue River. Applicants: Chris and Julie Lavoie.

Itemized comments with brief staff comments:

- Uncertainty of proposal plans: The application did not constitute "development" as defined in LC 16.090. Subsequent developments would require Special Use Permit review and Planning Director review.
- Traffic: This issue was resolved by both the Oregon Department of Transportation (ODOT) and County Transportation as of no further concern and being in compliance with the Transportation Rule.
- Noise: Noise was governed by LC 5, and was not a land use standard for the current proposal.
- Character of persons using the resort: Staff recognized that a person's character was not a land use standard.
- Wetlands: No inventoried wetlands appeared on the subject property on the National Wetland Inventory maps provided by the Oregon Division of State Lands. No evidence had been provided regarding wetlands and the County therefore had no further responsibility.
- Buried Fuel Tanks: The applicant had supplied certification from the State Department of Environmental Quality (DEQ) that the tanks met the agency's regulations.
- Quality of life/impact on property values: This assertion was subjective in nature. Without quantitative data from appraisers, this concern could not be addressed.
- Use of "core" area for commercial use: Multiple parties had asserted that "community plans" called for location of commercial uses in the "downtown" area of Blue River, and on the opposite side of the river. Without documentation of such plans in the record, the assertion could not be explored further. No such conclusion could be reached by a review of the Rural Comprehensive Plan (RCP) policies.
- Community Sewer System: Multiple parties had commented on this topic, either objecting to the proposal, or to future taxes to support it. Staff asserted such a system, while mentioned, was not part of the current proposal. Planning Director Kent Howe understood the Eugene Water and Electric Board (EWEB) favored installation of such a system to better protect the watershed which was the source of drinking water for the metro area. He explained that economic revitalization of depressed former timber towns such as Blue River was supported by the Governor's Office and the economic development agencies cited in submittals by Mr. Baker.
- RV Park: This item was not part of the proposal, although it was cited as a potential use. This use would require Special Use Permit approval.
- RCP Goal 2, Policy 11: See exhibit #105. Mr. Mann cited policy and responded to questions posed by staff and the Planning Commission. Staff accepted the response that the "tract issue" was not relevant, and there were no "tracts presently zoned for commercial activities" involved in this application. Mr. Mann's reply was silent regarding whether or not the lodge structure was the "existing use" which justified the rezone to commercial. Staff said the lodge building was the "existing use", thus satisfying the policy. Substantial interior modifications of the structure, changing its use from a former office to a combination office/inn, was viewed by staff as a separate enforcement issue. In response to a staff inquiry as to whether or not the Planning Commission had the option to split zone the tract, Mr. Mann stated the commission did have that option provided it was supported by evidence in the record. Staff concurred with Mr. Mann's statement in final rebuttal, exhibit #109, that the proposal took

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advantage of the existing facility, and would not fit on the available small RC zoned lots in the "downtown core area."

- Pond near Blue River Drive: Such a pond was not related to the current proposal. It would be referred to the County Roads staff for investigation.
- Loss of school district tax revenue: No evidence had been provided by any party, without which no further assessment could be made.
- Notice posting: Staff acknowledged the poster was placed one day later than the 14 days required by code, but this did not appear to be a fatal flaw. Additionally, a public hearing would be conducted with the BCC, affording another opportunity for comments.

Conclusion: The proposal appeared to meet the Plan Amendment/Rezone requirement of LC 16.400 and LC 16.252 as documented in the file record. Staff recommended approval of the request as proposed.

Mr. Noble called for deliberation.

Mr. Noble stated the policies which supported the possibility of the amendment passing were as ambiguous as the applicant's knowledge of what they would do with the property. The commission was charged with attempting to determine what would be the best decision for the entire block of five lots.

Mr. Kendall said if the commission approved the amendment for the entire property, Rural Commercial zoning would be required for the entire site. He concurred that it was unknown whether the business endeavor would prosper or fail.

Mr. Goldstein thought the commission would set a poor precedent to put a restriction that would inhibit the property owner's ability to get the money to do the project. He thought the commission would make a mistake and it would be a disservice to the property owner. He submitted the project should be approved in total or not approved at all.

Mr. Noble would concur with Mr. Goldstein if the property owner had a business plan that clearly demonstrated/explained what the project would look like.

Mr. Sullivan iterated he did not have a conflict of interest, although he had considered a similar project for this site. He had lived and worked near the property for 50 years. There were three parts of the proposal.

- Was the applicant meeting LC RCP and statewide goals?
- Was the transportation proposal in line with Lane County transportation requirements? It appeared the transportation proposal did meet those requirements with the proviso that the County have another opportunity to review the transportation aspects of the proposal because transportation appeared to be an issue in the bigger picture. Approval by the County would be a stumbling block for the project.
- Was there a business plan for the project? This was a challenge. Mr. Baker, who testified before the commission and could be considered an expert, was instrumental in bringing in the clinic, getting the water district in place, and working with ODOT. He wanted to do something proactively with the community. The other side of the issue was represented by a licensed appraiser, who commented on the values of the property if the project failed. However, Mr. Sullivan did not believe the Planning Commission was in a

position to make a decision based on those two perspectives, although Lane County would be in that position if and when a Special Use Permit was applied for.

Based on Mr. Goldstein's comments regarding partial approval, Mr. Sullivan asserted the issue was whether the property owner complied with Lane Code, the RCP, and state goals. It appeared that the owner had satisfied these requirements.

Ms. Arkin appreciated Mr. Sullivan and Mr. Goldstein's comments. She got hung up on a fallacious underpinning that since there was a building on the site there was an assumption that it was commercial and that put into motion other plans for rezoning several lots to commercial. The property owner had not offered sufficient evidence for her to support the proposal of going from public use to commercial use. Such use would possibly change the nature of the community because it increased commercial land by over 100 percent. She did not plan to support a motion approving this plan amendment. She would consider supporting a motion for tax lot 300 only.

Mr. Sandow agreed with Ms. Arkin, asserting he had a difficult time seeing the historic use of the property being considered commercial. There had been considerable testimony around quality of life issues without quantitative data, and the commission needed to determine what the best source of information to determine quality of life and changes in communities was. He did not think the lack of quantitative data invalidated the quality of life concerns expressed by people who testified before the commission. He added if per capita income was not considered in the economic revitalization equation, the community of Blue River would continue to struggle. He was suspect that this project would help bring the community back to being more prosperous. The proposal was incomplete without sufficient economic data to support a plan amendment.

Ms. Nichols said when the site was purchased, it was residential although lot 300 looked like a commercial building. She did not see wholesale rezoning of rural properties to commercial as a good economic driver. She understood the concern of the neighbors with the change to a commercial use when the property did not have enough money. She thought the commercial looking part of the site should be zoned what it looked like and what the existing buildings had represented for 70 years. She was comfortable matching the zoning to the historic use.

Mr. Goldstein did not think the concept of government not being involved in commercial activities had merit. He cited examples of State and federal parks that contracted with food and aquatic craft vendors, and operated as commercial enterprises. He thought a recreational vehicle (RV) park would be a financial benefit for the Blue River community. He saw a lot of potential in the project and hoped the permitting process would ensure the quality of the project.

Mr. Noble opined there was no right or wrong answer related to existing use as a commercial application. As the former manager of the Eugene Airport, he had experience with a commercial use on land designated government and education. It was therefore difficult for him to envision that land designated as public land could not be considered for commercial purposes. He understood that the current owner of the site was using the facility for lodging, which was a commercial venture. However, the lack of information about policy compliance for the rest of the site and for the potential venture the applicant stated he may or may not undertake, was somewhat suspect, especially since some of the testimony addressed the ability and manner of the current operation. He was inclined to allow continued use of the lodge, cabins and lot 300 as a commercial operation. He suggested the property owner could return to the commission when he had developed a business plan that would illustrate that the proposal would show a benefit to the community, through installation of a sewer system and development of a traffic impact analysis.

Until that was done, it seemed out of place. He was not convinced beyond the one site that this was an appropriate application.

Ms. Arkin, seconded by Mr. Sandow, moved that the Lane County Planning Commission not recommend approval of PA 07-6215.

Ms. Arkin, seconded by Mr. Sandow, further moved that the Lane County Planning Commission recommend approval of a plan change to commercial for tax lot 300 and a zone change for tax lot 300 to Rural Commercial.

Mr. Sullivan agreed with the motion. He said the applicant had failed to connect all the pieces on the highway. There was no mention of how the school tied in with the track and how the proposal would improve the site.

Mr. McCown understood that approving tax lot 300 would allow the property owner to walk through the process to approve the adjoining property of the tract held under common ownership. He opined the motion would require only that the property owner to go through the process again without additional scrutiny.

Mr. Kendall understood that the Planning Commission felt the application did not provide sufficient evidence to pass the original proposal. Unless the proposal contained additional information when it was resubmitted, it did not sound like the Planning Commission would approve rezoning the other four tax lots to commercial.

Ms. Arkin stated the property owner wanted to make an investment in a property with some facilities that loaned themselves to commercial uses. Although the property owner had not made an adequate case for rezoning all of the properties, she could agree that an economic opportunity existed, and the property owner would have time to show it could be successful.

Ms. Nichols said the existing use had been closer to commercial than residential for 70 years, and the zoning should reflect the commercial use.

The motion that the Lane County Planning Commission not recommend approval of PA 07-6215, as originally proposed, passed 5:1:2, with Commissioners Noble, Arkin, Nichols, Sandow, and Sullivan voting in favor of the motion, Commissioner Goldstein opposed, and Commissioners Siekiel-Zdzienicki and McCown abstaining.

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The motion that the Lane County Planning Commission recommend approval of a plan change to the Board of County Commissioners to commercial for tax lot 300 and a zone change for tax lot 300 to Rural Commercial passed, 5:1:2, with Commissioners Noble, Arkin, Nichols, Sandow, and Sullivan voting in favor of the motion, Commissioner Goldstein opposed, and Commissioners Siekiel-Zdzienicki and McCown abstaining.

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The Planning Commission took a short break.

LANE COUNTY PLANNING COMMISSION

STAFF REPORT

LAND MANAGEMENT DIVISION
http://www.LaneCounty.org/PW_LMD

HEARING DATE: **May 18, 2010** **FILE No. PA 07-6215**

REPORT DATE: **May 11, 2010**

I. APPLICATION DESCRIPTION

A. Owners:

Map 16-45-28-20 Tax Lot 300: Earth Quest Partners LLC – Julie LaVoie 92% & Lamar Family Limited Partnership 8%
Map 16-45-28-20 Tax Lot 400: Kona Sunset LLC
Map 16-45-29 Tax Lots 1600, 1700 and 1800: Kona Sunset LLC

Applicants:
Christopher and Julie LaVoie
P.O. Box 242
Blue River, Or. 97413

Agents:
James A. Mann LLC
P.O. Box 51081
Eugene, Or. 97405

Steve Cornacchia
Hershner, Hunter LLP
180 E. 11th Ave.
Eugene, Or. 97401

B. Proposal

1.) Plan Amendment and Zone change from "Rural" land to "Rural Commercial" land
and,
2.) Zone change from "Rural Residential/RR-2" (LC 16.290) to "Rural Commercial/RC" (LC 16.291)

for 12.33 acres of land located within the Unincorporated Rural Community of Blue River.

II. RECOMMENDATION

Staff recommends:

- Approval of the Plan Amendment change to "Rural Commercial", and
- Approval of the Zone change "Rural Commercial".

III. SITE AND PLANNING PROFILE

A. Subject Property/Background

Map 16-45-28.2, tax lots 300 & 400
Map 16-45-29, tax lots 1600, 1700 & 1800

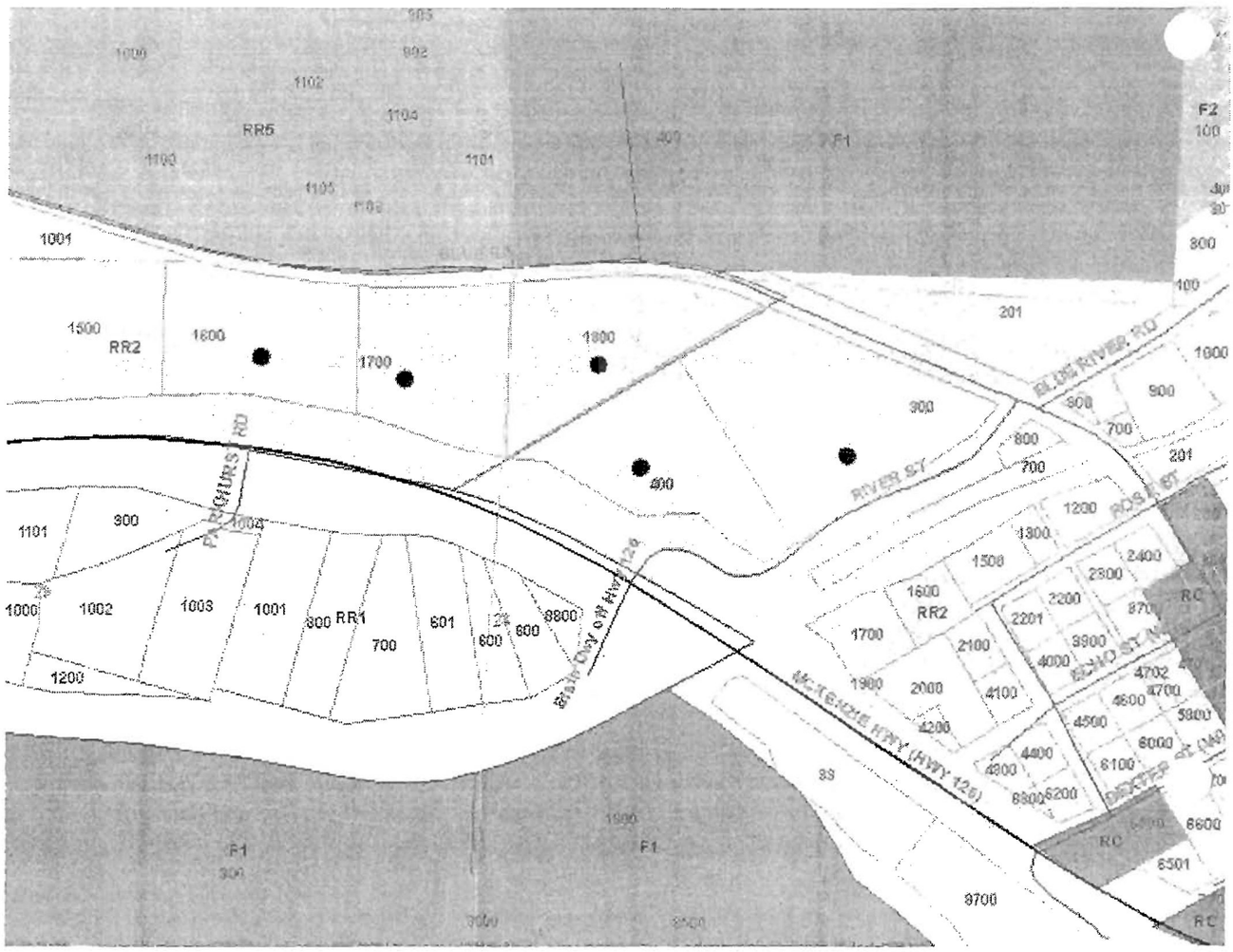
The subject property consists of five tax lots located within the Unincorporated Rural Community of Blue River, approximately 44 miles east of Springfield. The property is situated at the intersection of Blue River Drive and River Street. Refer to the map on the following page. Tax lot 300 was formerly owned by the US Forest Service. The compound served as an office and housing complex for employees of that agency. The Applicant's now own an interest in all five tax lots.

All of the existing improvements are found on tax lot 300, and consist of five dwellings, a large office building which fronts and currently takes access from Blue River Drive, a storage building, and a smaller office building. The large office building and the dwellings have addresses of 51668, 51746, 51680, 51704, and 51710 Blue River Drive, Blue River. The storage building and the smaller office building are also located on a level bench, but slightly below the elevation of the other structures. Refer to the site plan on page 27 of the submittal. The smaller "office" was used for fueling forest service vehicles, and the two underground fuel tanks have been cleared by DEQ with issuance of a "Temporary Closure Permit" (see p.3 of the submittal).

The Planning Director has determined that the five dwellings are lawful in both the present and proposed zone, per LC 16.290(2)(b) and LC 16.291(2)(a). The "office building" as so labeled on the site plan, is the former Forest Service "ranger station". While it has been sanctioned by the Director for business related office use only, the structure has been modified by the owners to include a bunk house area and for general use by resort guests. The Applicants were notified that such use is not in compliance with building or land use code. The LMD Compliance Officer is aware of this issue, and enforcement is on a parallel but separate track from the current proposal.

For reference purposes, the Lane Code is available online at http://www.lanecounty.org/Departments/CC/LaneCode/Pages/default.aspx. The LMD Planning homepage also has links to other state and local regulations see http://www.lanecounty.org/Departments/PW/LMD/LandUse/Pages/default.aspx

Legal lot status: Map 16-45-29: 1600, 1700, & 1800 are lots 3, 4, & 5 respectively of *Blue River Meadows* Plat
Map 16-45-28.2, tax lot 300 is composed of lots 2, 3, & 4 of *Cascade Park Blue River* Plat.
Tax lot 400 is composed of portions of lots 5-8 of the *Cascade Park Blue River* Plat, but the current legal lot status is undetermined, as Highway 126 was widened and diminished portions of the Plat.
Legal lot status is not a necessity for the present proposal.



B. Zoning

All of the subject property is currently zoned Rural Residential, governed by LC 16.290.

C. Surrounding Area

As illustrated by the above zone map, the subject property is adjacent to RR zoned land, except for F-1 land found across Blue River Drive and to the northeast.

F. Services

Fire:	Blue River Fire District
Police:	County, State
Water:	Blue River Water District
Sewer:	On site individual septic systems
School:	McKenzie School Dist.
Access:	(Currently) Blue River Drive

E. Referral Comments Received:

County Transportation Planning/Shashi Bajrachrya/1-20-10:
See p.14 for full text of this email. Mr. Bajracharya concluded that the county road system has adequate capacity to serve the most likely and intensive use, a recreational vehicle park. It is noted that aside from the five existing dwellings, future Special Use Permits will be required per LC 16.291(3) for an RV Park (LC 16.291(3)(v)), and/or use of the main office for a combination office/lodge building (LC 16.291(3)(z). Per the standard of approval for any use under subsection (3), traffic will be reviewed for such specific proposals under LC 16.291(4)(f) & (g).

County Transportation Planning/Mark Bernard/5-11-10:
The applicant's proposal involves a Comprehensive Plan amendment and zone change on five legal lots to accommodate a restaurant, commercial shops and a Recreational Vehicle (RV) park. This proposal has been the subject of prior comments from Shashi Bajracharya, P.E. dated September 24, 2009 and January 20, 2010 regarding a Traffic Impact Analysis which are attached below and incorporated here by reference.

The subject properties have frontage along Highway 126, which is a State of Oregon (ODOT) facility, Blue River Drive, which is a Lane County maintained road (LCR), and River Street, which is a Local Access Road (LAR). Highway 126 has a minimum right-of-way width of 100 feet (that being 50 feet each side of centerline of Highway 126) for development setback purposes [LC 15.070(1)(c)(iii) and LC 15.075] and an existing right-of-way that is greater than the minimum right-of-way width specified in LC 15.075 according to assessor's maps. Blue River Drive is classified as a Rural Minor Collector road having a minimum right-of-way width of 80 feet (that being 40 feet each side of centerline of Blue River Drive) for development setback purposes [LC 15.070(1)(c)(i)(ee)] and an existing right-of-way width of 30 feet from the centerline of Blue River Drive according to Survey Nos. 39823 and 17710. River Street is a Local Access Road having a minimum right-of-way width of 50 feet (that being 25 feet each side of centerline of River Street) for development setback purposes [LC 15.070(1)(c)(ii)] and an existing right-of-way width that varies between approximately 50 and 85 feet along the subject properties' frontage according to Survey No. 17710.

***LC 15.010(35)(vii)** defines a Public Road as follows: A road over which the public has a right of use that is a matter of record. For purposes of this chapter, a Public Road is a road that has been dedicated for use by the public for road purposes either by good and sufficient deed presented to and accepted by the Board, or by a partition map and plat or a subdivision plat presented to and accepted by the Board. Once accepted and placed on record, Public Roads are held in trust for the public by the County, and shall specifically exclude private roads, private ways, Private Access Easements or agreements, Forest Service Roads, Bureau of Land Management Roads, any Gateway or Way of Necessity as defined by ORS Chapter 376 and any other road which has nominally or judicially gained a "public character" by prescriptive or adverse use. A Public Road is not normally maintained by the County unless it has been accepted by the Board as a County Road as defined in this section, but the County may regulate its use. (Common terms for this type of road are "Dedicated Public Road" and "Local Access Road.")*

The following is informational regarding LARs;
Pursuant to ORS 368, the County and its officers, employees and/or agents, is not liable for failure to improve Local Access Roads nor keep them in repair. ORS further provides that a County may spend moneys on such roads only if it is determined that the work is an emergency or if:
*(aa) the Director recommends the expenditure; **and***

(bb) the public use of the road justifies the expenditure proposed; ***and***

(cc) the Board enacts an order or resolution authorizing the work and designating the work to be either a single project or a continuing program.

More information about LARs can be found by choosing "local access roads" in the "documents" section at the bottom of the Transportation Planning & Traffic page at the following link http://www.lanecounty.org/Departments/PW/TransPlanning/Pages/default.aspx

LC 15.070 Building Setback Requirements for County Roads

- *15.070(1) a lot or parcel of land adjoining a road designated as a Local Access Road, Public Road, County Road or State Road or Highway shall have a building setback line which conforms to the following minimum requirements.*
- *15.070(1)(c) setbacks shall be measured at right angles to the centerline of a straight road or as radial on a curved road to the nearest point of the front wall of the building.*
- *15.070(1)(d) when a road has an existing right-of-way width greater than the minimum right-of-way specified above, the building setback line shall be measured from said existing right-of-way line rather that the minimum right-of-way line. The existing right-of-way of River Street varies between approximately 50 and 85 feet along the subject property's frontage according to Survey No. 17710 (or between 25 and 43 feet from the existing right-of-way centerline) which is greater than the minimum right-of-way specified above.*
- *15.070(1)(e) setback lines for those areas requiring an additional setback pursuant to LC 15.083 below shall be measured as specified in LC 15.070(1)(c)(i)(ee) above, plus the distance specified in LC 15.083.*
- *15.070(1)(f) cornices, canopies, eaves and similar architectural features may be extended beyond the front wall a distance not exceeding two and one-half feet.*
- *15.070(1)(g) uncovered porches, platforms, landing places, stairways and fire escapes may extend beyond the front wall a distance not exceeding three and one-half feet, provided that such porch, platform or landing place shall not have its floor no higher than the entrance or first floor of the building.*
- *15.070(1)(i) fences, walls or hedges, and guard railings, or other similar landscaping or architectural devices, may be established within the setback area provided that they do not exceed three and one-half in height and further provided they comply with Visual Clear Zone requirement specified in LC15.093(3).*

LC 15.083 Additional Setback Requirements
Blue River Drive has an additional 10' setback per LC 15.083. Additional setbacks are described in LC 15.010(4).

LC 15.137 - Access Management Requirements
(1) *Access management decisions will be made in a manner consistent with the functional classification of the roadway.*
(2)(c) *For corner lots, access shall be limited to the intersecting street with the lowest expected traffic volume. If traffic volume is the same or undetermined for either road, access shall be taken from the road with the lower functional classification as defined in LC 15.020(2).*

The applicant states in the Executive Summary on Page 1 of the November 6, 2009 Traffic Impact Analysis (TIA) evaluating the proposal that "the site will be accessed via one existing full movement driveway on Blue River Drive." Traffic impacts evaluated in the TIA considered a single driveway access from Blue River Drive. However, the Proposed Development section on Page 4 of the TIA indicates that "the property will continue to be served by the existing private driveway

access to Blue River Drive and River Street." Section 5.5 on Page 6 of the November 6, 2009 Traffic Impact Analysis (TIA) lists the existing Average Daily Traffic (ADT) volumes for Blue River Drive as 480 and lists the ADT volumes for River Street as 100. Per LC 15.137(2)(c), above, access to the proposal shall be taken from River Street. The existing driveway access on Blue River Drive shall be closed as part of this proposal. A facility permit is required for closure of the existing driveway access on Blue River Drive.

Lane Manual 15.515 - Drainage
(1) Roadside ditches and other drainage facilities shall be designed solely to promote drainage of the roadway without interfering with natural waterways. Whenever a road crosses a natural channel or waterway, culverts shall be installed to maintain the natural water flow. Such natural waterway shall be identified by survey of the topography and/or aerial photography of surrounding terrain.
(2) Water shall not be diverted from a natural channel or otherwise from private property down a county or public roadside ditch.

A Facility Permit shall be required for the removal of the portion of the existing driveway access located within the right-of-way of Blue River Drive. Facilities and development includes, but is not limited to, road improvements, sidewalks, new or reconstructed driveway or road approach intersections, utility placements, excavation, clearing, grading, culvert placement or replacement, storm water facilities, or any other facility, thing, or appurtenance [LC 15.205(1)].

Please contact 541-682-6902 or visit
http://www.lanecounty.org/Departments/PW/TransPlanning/Pages/default.aspx for information about facility permits.

Planning Staff Note: the above referral was received a bit late in the referral and staff report deadline timeframe. It is being relayed to the agents, and can be addressed at the hearing.

Oregon Department of Transportation/Savannah Crawford/12-23-09:
"After review of the Blue River TIA and proposal, ODOT concurs there is no significant affect per the TPR and does not have any further comment on this zone change application."

Blue River Water District/Richard Pierce/7-21-09:
See p.6 of the submittal. Staff could not read the handwritten comments, so called Mr. Pierce on 5-11-10. Mr. Pierce stated that the District can service the existing uses, but of course cannot predict future uses and their associated water demands. Similar to the staff comments above regarding the need for future Special Use Permit(s), the District will have the opportunity to respond to specific proposals when they come forth. The associated standard for water in the RC zone is found in LC 16.291(4)(j).

No further agency or nearby landowner comments have been received as of the writing of this report. Any incoming materials will be introduced at the hearing.

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IV. APPROVAL CRITERIA & ANALYSES

A. Character of the Request

The proposal is a Minor Amendment pursuant to Lane Code 16.400(6)(h) and involves a rezoning subject to LC 16.252. No exception to resource goals is required, as the property is already within a "Developed and Committed" area.

The current application, if approved with the requested commercial Plan and Zone designations, would enable any uses allowed in the Rural Commercial ordinance, (LC 16.291).

B. Statement of Criteria

Lane Code 16.400(8)(a) 'Major' and 'Minor' Amendments

Lane Code 16.400(6)(h) Method of Adoption and Amendment

Lane Code 16.400(8)(c) Additional Rural Comprehensive Plan Amendment Provisions

Lane Code 16.252 Procedures for Zoning, Rezoning and Amendments to Requirements

Statewide Planning Goals

Lane County Rural Comprehensive Plan

C. Evaluation

Rezones within unincorporated communities used to be conducted as a Hearings Official level of review. In that process, the Plan designation remained unchanged (i.e., "Community"). However, the McKenzie watershed communities have been brought into compliance with the "Unincorporated Community Rule" ("UCR", OAR 660, Div. 22) as of May of 2002. The UCR now requires that any zone change within a community be undertaken through a post acknowledgement plan amendment.

The application has been professionally prepared, and staff generally concurs with the assertions made therein. Below is a breakdown of the components, which are required to be addressed by the applicant, with reference to the pages within the application text in which they are successfully addressed.

Lane Code 16.400(8)(a) 'Major' and 'Minor' Amendments

LC 16.400(8)(a) defines a 'Minor Amendment' as, "An amendment limited to the Plan Diagram only and, if requiring an exception to Statewide Planning Goals, justifies the exception solely on the basis that the resource land is already built upon or is irrevocably committed to uses not allowed by the applicable goal." This plan amendment application is for a minor amendment. Whereas the subject property is zoned Rural Residential, Lane County has already adopted an exception for the property and received acknowledgement of the exception. Because this amendment would be "limited to the Plan Diagram", it constitutes a 'minor amendment' as this term is defined by LC 16.400(8)(a). This provision is mentioned on page 32 of the submittal.

Lane Code 16.400(6)(h) Method of Adoption and Amendment

Lane Code 16.400(6)(h)(iii)(aa) requires compliance with the Statewide Planning Goals and applicable Oregon Administrative Rules. These are addressed on pages 41-45 of the submittal. Since the subject property is within a designated community and exceptions have already been taken, most of the goals have little applicability. What is of importance is that no outright conflicts with any of the goals exist.

Lane Code 16.400(8)(c) Additional Rural Comprehensive Plan Amendment Provisions
Lane Code 16.400(8)(c) requires the applicant to provide information on the items listed in LC 16.400(8)(c)(i)-(iii). These are found on pp.38-41 of the submittal. These items elicit a description of the proposal and characteristics of the site and surrounding area, as well as services available.

Lane Code 16.252 Procedures for Zoning, Rezoning and Amendments to Requirements
This criterion requires a rezoning to comply with the criteria mentioned below.

The rezoning must achieve the purpose of LC Chapter 16 and not be contrary to the public interest. The "purpose" of Chapter 16 is specified in Lane Code 16.003, which is actually a list of 14 broadly worded goals and policy statements. It is difficult for a specific zone change application to address most of these purpose statements because of their general nature. The applicant adequately responds to these statements on pp.45-46 of the submittal.

The rezoning must be consistent with specific purposes of the zone proposed. The RC zone, LC 16.291(1) reads as follows:

(1) Purpose. The purposes of the Rural Commercial Zone (RC, RCP) are: to implement the policies of the Lane County Rural Comprehensive Plan (RCP), to allow commercial uses and development that are consistent with Goal 14 and that are for the retail trade of products or services needed by rural residents or by persons traveling through the rural area, and to provide protective measures for riparian vegetation along Class I streams designated as significant in the Rural Comprehensive Plan.

The submittal responds to this standard on p.46 of the submittal.

The rezoning must be consistent with the applicable RCP elements and components. Such policies include the RCP goals. While the state goals are addressed on pp. 41-45 of the submittal, these mirror the nearly identical local, RCP goals. The submittal does specifically address RCP Goal 2 on pp.34-38. After review of the RCP goals by staff, no conflicts with the proposal have surfaced.

Lane County Rural Comprehensive Plan
The RCP is composed of various elements, including goals, policies, and ordinances, all of which have been discussed above and in the submittal.

V. CONCLUSION

A. Summary and Recommendation

The proposal to convert 12.33 acres of land from residential to commercial appears to be supported by the findings in the submittal, or in the least, raises no conflicts with, state and local goals. Approval of the request is recommended. Additional testimony may be submitted at the hearing, and, if relevant issues are raised, will need to be addressed by the Applicant.

B. Attachments to Staff Report

1. Applicant's statement with exhibits, 243pp.

C. Materials to be Part of the Record

1. Staff Report
2. Applicant's statement with all exhibits.
3. File PA 07-6215
4. Lane Code Chapter 14 and sections16.252, 16.400, and 16.291.

Supplemental Memo

LAND MANAGEMENT DIVISION
http://www.LaneCounty.org/PW_LMD

Date of Memo: July 28, 2010

To: Lane County Planning Commission

From: Jerry Kendall/Associate Planner (541-682-4057)

Re: PA 07-6215: 1.) Plan Amendment and Zone change from "Rural" land to "Rural Commercial" land and,
2.) Zone change from "Rural Residential/RR-2" (LC 16.290) to "Rural Commercial/RC" (LC 16.291).
for 12.33 acres of land located within the Unincorporated Rural Community of Blue River. Applicants: Chris & Julie Lavoie

Planning Commission deliberation (public meeting, no public comment) is on August 3, 2010 at 5:30 PM, Board of Commissioners Conference Room.

Note: Commissioners Arkin, McCown, and Siekiel-Zdzienicki were absent from the May 18 hearing for this matter. If they wish to participate in the deliberation, they will need to declare that they have read the previous staff report packet dated May 11, and the approved minutes from that meeting (Attch. 1 to this memo). In addition, a CD recording of that hearing is available (call Chris @ 541-682-3347) if so desired.

Background:
The LCPC conducted the original hearing for this matter on May 18, 2010. The Commission closed the public hearing after taking testimony, and left the record open for submittal of written comments in the following manner:

- until June 1 (2 weeks) for any party to comment on the proposal.
- until June 15 (2 weeks) for any party to comment/respond to materials received earlier.
- until June 22 (1 week) for the Applicant's final rebuttal.

Fourteen persons, including the Applicants and their agent, testified at the hearing. Refer to the enclosed minutes for those comments. In addition, written comments (Attach. 2) were received prior to and at the hearing. Those letters are included herein, along with all other written comments received up to the close of the record.

Staff Recommendation:
Staff recommends approval on both the Plan and zone change as proposed. Further details/explanation below.

BCC ATTCH. #4 - 1 30 pp.

Traffic:
The LCPC requested a copy of the Executive Summaries of the two studies prepared for the Applicant by Branch Engineering. Those summaries, and their conclusions, are found as Attachments 4 & 5. Those documents were reviewed by both ODOT and County Transportation Planning. ODOT responded on 12-23-09, and concurred that "...there is no significant affect per the TPR and does not have any further comments on this zone change application". Mark Bernard responded for the county by email on 6-16-10, found as the last exhibit within Attachment 2. While the comments speak for itself, it can be summarized by stating that traffic will be appropriately and specifically evaluated upon submittal of a subsequent Special Use Permit for actual *development* of the property (a Plan/Zone change does not constitute *development* per its definition found in LC 16.090).

Written Comments:
Comments submitted prior to the close of the open record period are found in Attachment 2. They include the Applicant's responses as well as their final rebuttal.

Staff has read all of the comments, and offers a summary below. Whereas the proposal has been contested, staff encourages the Commissioners to do their own reading of the submittals. The summary is just that, and cannot necessarily be expected to be detailed or as nuanced as the originals.

There were 30 submittals. They are provided in chronological order of receipt. They were stamped as exhibits for the file record, with the number of pages in each exhibit so noted, although the exhibit stamp did not copy well in all cases.

Of the 30 submittals, 16 expressed support of the proposal, and 14 were opposed.

Items of concern expressed in each letter are listed below, using the exhibit number for each specific submittal. "Missing" exhibits were not party submittals, but consist of the mundane, such as emails to office aides for scheduling, etc. The complete file record is available for anyone's review.

#65: Generally opposed.
#66: Opposed. Concerns: Applicants plans are uncertain, traffic, noise, unkempt subject property, wetlands.
#67: Opposed. Concerns: buried gas tanks, traffic, effects on general quality of life, commercial use should be in "downtown core area" of Blue River, plans are uncertain, undesirable clientele, community sewer system conflicts, wants action on tax lot 300 only.
#69: Opposed. Concerns: lack of privacy, develop downtown core first, RV park traffic.
#72: Opposed. Concerns: Commercial development belongs in downtown core, cites "tract" issue of RCP Goal 2, policy 11, debates validity of the application, disagrees that subject property is an extension of commercial areas/notes RR and F-1 adjoining subject property, no basis to include all subject property tax lots, traffic hazards, citizen cost for future community sewer system.

#76: Opposed. Concerns: submittal is vague, wetlands, buried fuel tanks, recent pond along Blue River Drive may be in right-of-way, presently in violation, other existing resorts are underutilized, trash.
#77: Opposed. Concerns: what if proposal is approved and owner sells land?
#78. Opposed. Concerns: not enough residential land, uncertain plans, questions need for another RV park.
#81. Opposed. (letter is from Superintendent of McKenzie School District). Concerns: loss of school tax revenue when converted to commercial, traffic impact on schools.
#87. Opposed. Concerns: traffic, likes status quo, uncertainty of plans.
#88. In support. Includes 9 signatures. Concerns: Want economic development, with Blue River as a tourist community.
#89. In support. Identical to #88, with 1 signature.
#90. In support (Jim Baker). Concerns: favors economic development aspect, increased tax base, maintains that schools will benefit through taxes, RV park will provide affordable housing, Applicant has worked with various organizations for community development including ORENCO, Blue River Park District, Blue River Water District, and Blue River CDC, proposal is necessary for future public waste water treatment, some commercial zoned lots are unusable, split zoning not tenable in regards to resort plans.
#91. Opposed. Concerns: notice posting inadequate, claims community development plans called for isolating commercial development south of the river, uncertain plans, effect on quality of life.
#92. In support. Has 7 signatures. Concerns: favors economic development.
#93. In support. Concerns: favors economic development.
#94. In support. Has 11 signatures. Concerns: favors economic development.
#95. Opposed. Concerns: community/Comprehensive Plan work deemed area NW of river to remain residential, develop core area first, RR zoned land is scare, noise, traffic, questions need for another RV park, store aspect will compete with core area retail store.
#96. In support (Jim Baker). Concerns: Community survey demonstrates low/moderate family incomes for 51% of those surveyed and need for economic development.
#97. In support. "Better" copy of above provided by J. Baker.
#98. In support. Concerns: supports economic development.
#99. In support. Contains 18 identical letters. Concerns: support economic development.
#100. Opposed. Singed by 9 parties. Concerns: proposal is vague, River St. is in poor shape, should use available RC zoned land, community sewer aspect lacks validity, vague/unsupported plans, will negatively effect property values, questions who property owners are.
#101. In support. Concerns: favors economic development, claims owners monitor activity of transients.
#102. Opposed. Concerns: bad posting notice, quality of life issues, proposal doesn't match community goals, vague plans, commercial use to be in the core (downtown).
#103. In support. Concerns: favors economic development.
#104. In support. Concerns: favors economic development.
#105. In support (from agent Jim Mann). Concerns: Mr. Mann responds to the question posed by staff over RCP Gl. 2, policy 11. Responds to tract issue. States that if justified, LCPC is entitled to approve one tax lot only. Mr. Mann notes that traffic issue has been settled.

#106. In support (from Mr. Lavoie). Concerns: Cites their residential ownership across river on Rose St., claims past use of area near subject property has been commercial.
#109. In support (final rebuttal from agent Jim Mann). Concerns: Survey submitted by Mr. Baker documents lower Blue River incomes and therefore need to generate economic development. Debate over locating commercial uses in "core" area does not recognize commercial/office nature of tax lot 300. Core area commercial lots are too small, proposal can help smaller commercial owners, commercial endeavor will also generate tax revenue for school district, traffic issue has been resolved.

Staff Comments on Above Submittals:
Many of the concerns were already addressed by the Applicant or staff. See especially exhibits 105 and 109 within Attachment 2.

The comments are itemized below with brief staff comments following.

- Uncertainty of proposal plans: The application does not constitute "development" as the term is defined in LC 16.090. Subsequent and specific development plans, such as an RV park, will require Special Use Permit review per LC 16.291(3), Planning Director level review, with notice provided per LC 14.100(4).
- Traffic: This issue has been resolved both by ODOT and County Transportation as of no further concern and as being in compliance with the Transportation Rule. If River Street should require improvement, such will be evaluated when the Special Use Permits are submitted. Such improvements will need to meet the "*Nolan/Dolan*" test of establishing a connection between the Applicant's subsequent development proposal and the exactions imposed by the county, and that such exactions be "roughly proportional" to the impact caused by the development proposal.
- Noise: Noise is governed by LC 5, and is not a land use standard for the current proposal.
- Character of persons using the resort: While appreciating the comments of those opposed in regards to use of the property by transients or "party" persons, staff recognizes that a person's character is not a land use standard.
- Wetlands: No inventoried wetlands appear on the subject property on the National Wetland Inventory maps provided by the Oregon Division of State Lands. If wetlands do indeed exist on the property, it is the owner's responsibility to communicate with DSL. No evidence has been provided in regards to wetlands, and as such the county has no further responsibility at this point in time.
- Buried Fuel Tanks: the Applicant has already supplied certification from DEQ that the tanks meet that agency's regulations. This documentation was provided to the LCPC with the original packet.
- Quality of life/impact on property values: Similar to the "character" item, this assertion is subjective in nature. Without quantitative data from appraisers, this concern cannot be further addressed.
- Use of "core" area for commercial use: Multiple parties have asserted that "community plans" called for location of commercial uses in the "downtown" area of Blue River, and on the opposite side of the river. Without documentation

of such plans in the record, this assertion cannot be explored further. No such conclusion can be reached by a review of the RCP policies. See also exhibits # 106 (from C. Lavoie) and #109, final rebuttal by agent Jim Mann. Staff supports the reasoning in the rebuttal.

- Community Sewer System: Multiple parties have commented on this topic, either objecting to its proposal, or future taxes to support it. Staff reminds the LCPC that such system, while mentioned, is not part of the current proposal. Staff (J. Kendall) also discussed this topic with Planning Director Kent Howe. Mr. Howe is of the understanding that EWEB favors installation of such a system to better protect the watershed which is the source of drinking water for the Metro area. Related, Mr. Howe explained that economic revitalization of depressed former "timber towns" as Blue River is supported by the Governor's Office and the economic development agencies cited in submittals by Mr. Baker.
- RV Park: This item is not part of the current proposal. An RV park was used as a potential use which will draw a relatively high traffic volume, utilized in the approved traffic studies. Future application will require Special Use Permit approval.
- RCP Goal 2, policy 11: See exhibit #105, an email from Jim Mann dated 6-1-10, with printed attachments. Mr. Mann recites the policy, along with related questions posed by staff (and by the LCPC at the last hearing), and responds to that inquiry. Staff accepts the response that the "tract issue" is not relevant, per the grammatical structure of the policy, that is, there are no "tracts presently zoned for commercial activities" involved in this application.

  The agent's reply in exhibit #105 is silent regarding the other portion of the policy, that is, as to whether or not the lodge structure is the "existing use(s)" which justifies the rezone to commercial, as stated in the first sentence of the policy. The position of staff and the Planning Director is that the lodge building *is* the "existing use" which satisfies this policy. The fact that the Applicant has made substantial interior modifications of that structure, including the additional of a group bunkroom, effectively changing its use from a former office to a combination office/inn, is viewed by LMD as a separate enforcement issue.

  Mr. Mann also responds to the staff inquiry as to whether or not the LCPC has the option to split zone the tract, approving the proposal on tax lot 300 only, where all the existing development is found. Mr. Mann responds in the affirmative (exhibit #105), provided such is supported by evidence in the record. In this regard however, staff concurs with Mr. Mann's statement and reasoning found in the final rebuttal (exhibit #109), that the proposal takes advantage of the existing facility, and that such, along with future resort potential, would not fit on the available small RC zoned lots in the "downtown core area".
- Pond near Blue River Drive: Whether or not a pond which was reported to be close to or within the right of way of Blue River Drive is not related to the current proposal. This issue will be referred to the County Roads staff for investigation.
- Loss of school district tax revenue: The assertion by the School Superintendent that tax revenue to the district will be lost if the proposal is approved is countered

Public Works Department
Land Management Division
125 E 8th Ave
Eugene, OR 97401

REC'D MAY 12 2010

Regarding PAO76215

May 9, 2010

To Whom It May Concern

I am appalled at the proposed change in zoning by Chris LaVoie of his Blue River property from Rural Residential to Commercial. My property is across from his, on Highway 126 and would be impacted by this change in zoning. Mr LaVoie intends to establish an RV park on his property which he calls the *McKenzie River Mountain Resort.*

Currently his resort is a shabby collection of buildings which are rented to tourists. In the past his web site has shown an elaborate landscape with galloping horses running free in the midst of pristine uncluttered beauty. My experience has been to find those same horses in 90 degree heat without water in their corrals which exist approximately ten miles from the main 'resort'.

Mr LaVoie's proposed RV property is attached to his cabin rental property. There are several RV parks in the Blue River/ McKenzie Bridge area that are virtually empty even in the height of summer activity on the McKenzie River. The town of Blue River which is very close to Mr LaVoie's property is in dire need of commercial development and is zoned commercial. Mr LaVoie's property is not a positive addition to our area and would simply add to the unsightly, transient condition of the nearby town.

The proposed RV property at the *McKenzie Mountain River Resort* involves wetlands which should not be inhabited by people and especially those who have only a transient interest in the area. People who stay at the 'resort' drive their cars up to the nearby dam, speeding, with no regard for the residents who live on the adjacent streets. Noise and trash are a constant result of the current rentals. The grounds of the ' resort' are strewn with rubbish. The gardens are not tended and the main sign visible on the highway approaching Blue River is a banner that is constantly in a tangle which closely resembles dirty laundry. This has not been fixed in spite of complaints from neighbors. (See enclosed photo)

People who stay at the cabins have been heard by neighbors 'partying' during the night on the land which is being proposed as commercial (wetlands). No one is available to maintain any sense of order other than the county police department. No one is present at night on the property to oversee what is taking place.

EXHIBIT # 45-2A

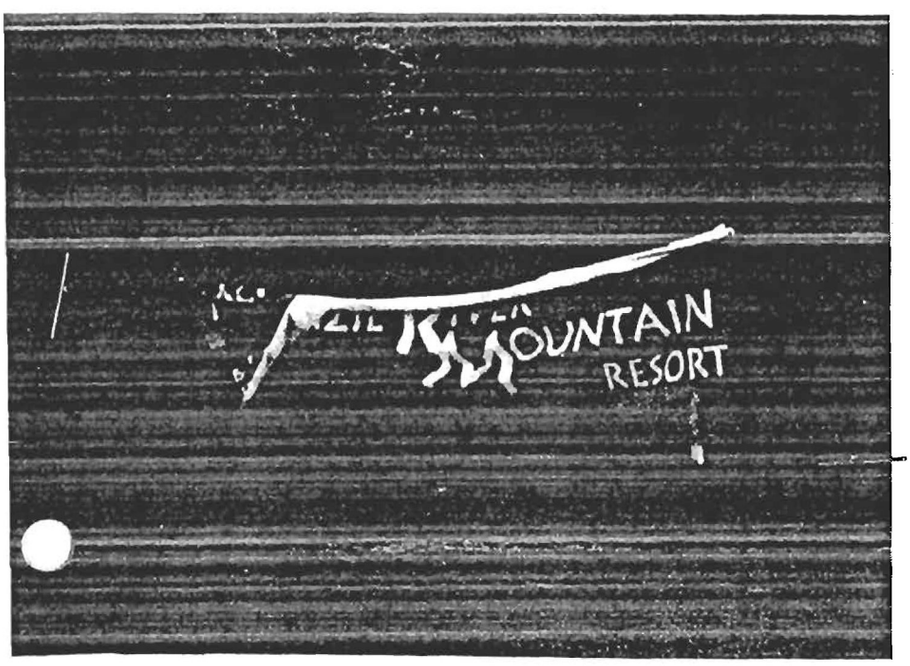
ATTCH. #2-1/24 RP.

To change the zoning of Mr. LaVoie's *McKenzie River Mountain Resort* would be very harmful to the Blue River area which is already struggling to rid itself of a transient unsavory atmosphere.

Sincerely,

Carolyn Gabriel

Carolyn Gabriel
51592 McKenzie Highway
PO Box 365
Blue River, OR 97413



REC'D MAY 14 2010

Land Management Division
Public Works Department
125 East 8th Ave
Eugene, OR 97401

In reference to: PA076215

May 11, 2010

To Whom It May Concern,

The above referenced request for a zoning change to the old Forest Service Property has stirred up the emotions in a number of people. Eight local residents in close proximity to the property met at our house to try to dissect the information and get a handle on exactly what the LaVoie's proposal is asking. It is clear they want to change the properties designation to Rural Commercial, but beyond that, their intent is unclear.

But before we address the ambiguity, it is necessary to question the basic premise. The so called commercial zone of Blue River is on the East side of the bridge. It is, and always has been. Looking back on records, we could not find a single example of a commercially zoned plot on the West side of the bridge. Every piece of property West on Blue River Drive and North on Blue River Rd is zoned residential. The closest "other" zoned property would be the Church and School, toward the end of Blue River Drive going West. We purchased our property approximately five years ago. It was our dream to move to a quiet rural area where (some day) we could retire. In talking to our neighbors, they too have expressed the same basic desire. To change any portion of the (clearly) residential area would negatively affect a number of current residents because of additional traffic, noise, litter, etc. At the current level of operation of the "resort", this is already happening.

When the LaVoie's purchased this property, we assumed it would be operated and maintained in such a manner that would have a positive effect on the entire community. In actuality, the opposite is true. The sign at the highway entrance to River St is an embarrassment. It is torn and turned inside out by the wind. Along the entire fenced area where the gas pumps were located, there are numerous piles of debris along the buildings and fence line. If this was our first view of the place we had made a reservation at, I believe we would keep driving right past without stopping. Now, more recently, the West side of the property has begun to look like a dump, clearly visible from Blue River Drive. This is certainly not the type of Stewardship we expected when we attended informational meetings before the "resort" opened.

The ambiguity of their proposal astounds us. They mention a Gift Shop that opened, then abruptly closed. Other uses such as a Fishing Lodge, Bed & Breakfast, RV Park and even a Hotel have been mentioned. Perhaps the LaVoie's should stop in at the Holiday Farms RV Park and ask them how it is working out. The reality is that the present "resort" is not viable financially at this point (by the LaVoie's own admission). We have a commercial area across the bridge that has struggled for years. Five years ago the main grocery store closed and is now being used for additional storage for Christmas Treasures. The owners of the Whitewater Café building have refused to open for five years running. The gas station has had at least three different proprietors in the last five years. There are at least two other commercial buildings just sitting there. One of them presently has a pile of wood sitting in front of it. There are two commercial lots next to the highway that have been for sale for what seems like forever. My god, how can anyone think that it would be a good idea to add more commercially zoned property to the community, especially right in the middle of residential homes?

There is talk that a sewage system may be placed on one of the lots owned by Kona Sunset LLC. Does anyone realize that a huge portion of those four lots is wetlands? An earlier proposal for a sewage system mentioned the Blue River Park as the ideal location. We believe this idea is still on the table. We also realize that any new system needs at least fifteen structures to voluntarily hook up to it. In an unofficial survey of residents in close proximity to the "resort", not one person said they are willing to do so. If the LaVoie's would have done their own survey, we believe that they would have discovered there is minimal support for their plan. At any rate, in February of 2007 Branch engineering recommended that a topographic survey and a detailed site evaluation by DEQ be conducted. To date this has not been done, so no one even knows if the proposed site would be acceptable.

It has long been a question in our minds if the fuel tanks on the river side of lot 300 were properly sealed. It is unknown what the Forest Service did when closing them down, or if there is any contamination of the soil near the tanks. Was testing ever done? We certainly think this is a valid question, especially being so close to the river.

We know a Transportation Planning Study's assessment stated that access is inadequate for the addition of an RV Park, and changes would have to be made to River St and Blue River Drive to meet the safety improvement requirement. In addition, River St is not a County maintained road. It is showing signs of deterioration presently. Increased traffic and heavy RV's would be disastrous to what is now a local access road, primarily used by nearby residents.

An RV Park, with the increased traffic, litter, trespassing and noise would not be anyone's choice to live next to. If it already existed and people chose to move next to it, that would be their choice. But to even consider an RV Park, Hotel or other commercial uses permitted by LC 16.291 would be unfair to the residents of Blue River. Everyone who lives in the area knows where the commercial area of the community is. We made our choice to purchase our home five years ago based on this information. Never in our wildest dreams did we imagine that anyone would attempt to put a commercial business in our back yard. The Lavoie's do not live in Blue River. Neither do the Hiatts. It is our belief that to approve this proposal will certainly adversely affect the quality of life for a number of people, and we urge you to not allow this to happen. Approval of this proposal is not in the best interests of the Blue River Community.

Sincerely,

Richard & Teresa Ewoniuk
PO Box 157
91241 Blue River Rd.
Blue River, OR 97413

REC'D MAY 14 2010

Mr. Jerry Kendall
Associate Planner
Lane County
Department Of Public Works
Land Management Division
125 E. 8th Avenue
Eugene, Oregon 97401

May 12, 2010

Re: Department File Number PA 07-6215
Blue River Inn, Plan Zone Change

Dear Mr. Kendall,

My wife and I are owners of property addressed 91247 Blue River Road, Blue River, Oregon 97413. We are in the process with your office to get approval to construct a single family dwelling on the site. Our zoning is RR-2 and we have followed the rules as set out by Lane County regarding Land Use Legal Lot Verification, Flood Plain Verification, Riparian Setback Modification and Sanitation Permit (replacing septic system). Needless to say we have invested substantial amount of money beyond the cost of the land to meet the requirements of RR –2 zoning. One of the attractions of our purchase has been the residential community of Blue River and its defined separation from commercially zoned properties.

Recently we were made aware of the application to amend the zoning classification as outlined in referenced document. This could very well influence our commitment to continue with the construction project. Changing a clearly defined residentially zoned area to accommodate a non- resident investors request to operate a commercial venture does not seem to fit the goals and objectives of the Lane County Comprehensive Plan ("RPC").

We reviewed the Plan Amendment & Zone Change Application prepared by James A. Mann LLC for Chris & Julie La Voie Blue River Property and have developed a number of concerns for discussion.

1. What is the permitted use of existing office and (5) dwellings on Lot 300 under current Rural Residential (RR) LC 16.290 as compared to proposed Rural Commercial (RC) LC16.291?
2. What is status of Closure Certificates for fuel storage tanks – Page 3&4 show expired 12/9/08? Why do you want to retain tanks on property – page 29? They seem to be unnecessary for suggested future use, and afford a serious environmental exposure to the community.

3. If approved this change would appear to increase the commercial zoning of Blue River by 100% or more and furthermore cross to the other side of the river where no commercial zone presently exist (see page 26). A large number of families quality of life would be impacted by introducing the proposed enterprises to the

Exh. 62-3p

area including much higher traffic exposure (see page 14&15 –Transportation Planning Division Comments) "TP review finds that the proposed access location is inadequate to serve RV movements safely...." This is a neighborhood with children and grandchildren!

4. We feel this proposal is excessive R/C zoning for a community the size of Blue River and most especially the negative impact it would have on quality of life and property values in an area currently 100% residential. Further the commercial zoning of downtown Blue River has a large amount of vacant, unoccupied, and for sale properties that the applicant could consider for hotel, restaurant, commercial shops and offices.

5. An RV project in this area is not a sound business venture at this time. A first class RV Park about two years old is only a few miles east and seldom has many occupants. We believe it is for sale if applicant would be interested.

6. Applicant discusses numerous projects proposed for the properties but bounces around from one idea or use to another. RV Park, hotel, restaurant, shops with no clear defined plan. It seems to us as a significant risk to the applicant as well as the community. Without thorough planning, designing, feasibility study and most importantly financially sound analysis this could do more damage than good. We see none of the above in the proposed plans.

7. Many of the neighbors we have interacted with are not happy with the existing activities at the "RESORT". They have shared experiences of resort guest trespassing on private property, loud and unruly activity on the undeveloped lots, unsupervised camping including camp fires improperly extinguished, accumulation of trash and debris and what appears to be poor property management of already operating venues.

8. Applicant, numerous times discusses 'development of community sewage disposal system' in its application. They even mention their intent to "work with property owners and community leaders in the Blue River area to get at least 15 permanent dwelling units to hookup to the community sewer system". The indication given is the system would be installed on tax lots 400, 1600, 1700& 1800 yet neighbors have advised there already is a community discussion to develop a sanitation plan to be located in or near Blue River Park. There must be some confusion on this subject, begging the question – Have they done their homework and are they really reaching out to the community.

9. Finally, it has been difficult to clearly identify all interested parties within the definition of applicant. The notice for the meeting to discuss POA 07-6215 lists owner s as Earth Quest Partners LLC and Kona Sunset LLC. Other documents refer to Bremerton Properties LLC as well as Chris & Julie LaVoie and the Oregon business registry for Kona Sunset LLC shows William Lamar as the only listed member. It would be helpful to clearly understand ownership.

It is our recommendation that the Land Management Division not approve the requested zoning changes. As mentioned at the beginning of the letter we are planning to move into a new home soon and given the unknowns of the applicants proposal we may very well reconsider Blue River as a wise choice. If the applicant would have been dealing only with the clarification of proper use of lot 300 and not introduced consideration for lots 400,1600,1700 & 1800 it would be a different story. Impacting an established residential neighborhood as this certainly would is not what good neighbors do.

Respectfully,

Robert L. Gibbs

Rita B. Gibbs

Public Works Department

Land Management Division

125 E 8th Ave

Eugene, OR 97401

REC'D MAY 18 2010

Regarding PAO76215

May 16, 2010

To Whom It May Concern:

As a bordering property owner, we strongly protest the change of zoning from rural residential to commercial at the McKenzie Mountain Resort property. The negative impact on our property and privacy would be even more significant than it already has proven to be with the "resort" in place as it is.

We have a large portion of Blue River in commercial zoning, sitting empty and in dire need of repair. The development and upgrade need to happen there first.

Mr. LaVoie's plan for an RV park in our neighborhood would result in more traffic, more trash and more noise, not to mention a decrease in our property value. [no one wants to live next to one of those]

This side of Blue River has been residential for years and should remain so.

Thank you for your consideration in this matter.

Sincerely,

Diane L. Voorhies

Greg L. Voorhies

69-20

Gary and Diana Voorhies

91250 Blue River Rd

P.O. Box 355

Blue River, OR 97413

KENDALL Jerry

From: lcw@efn.org
Sent: Tuesday, May 18, 2010 5:05 PM
To: KENDALL Jerry

Importance: High

Attachments: PA076215PCHearing051810x.doc

PA076215PCHearing051810x.doc (...

21-50

Lee C. Weichselbaum
Laura J. Brinn
945 Fir Acres, Eugene, OR/
91303 Blue River Dam Road, Blue River, OR
(541) 345-8173

COMMENTS ON: FILE No. PA 07-6215

LANE COUNTY PLANNING COMMISSION HEARING DATE: May 18, 2010

I. INTRODUCTION

Interest:

Since 1977, I have owned the property, at 91303 Blue River Dam Road, in Blue River, using it as a year-around, part-time residence, until such time, as I may be able to retire, and reside there full-time.

Inability For Me To Appear In Person:

I intended to appear, to present testimony, in person, at the May 18, 2010, hearing, in the above-referenced matter, but needed to travel to Chicago, Illinois, upon short notice, as a result of my Mother's medical condition. The necessity, of reducing my comments, in this matter, to formal written submission, has created some hardship, under my current circumstances. However, after discussing the matter with some of my Blue River neighbors, the importance of my doing so, gained increased significance, both as a consequence of their expressions of their support for challenges to the Plan Amendment and Zone change Application, and of their reasons given for the unlikelihood that they would be attending the hearing, themselves, either because of their age or infirmity, or simply because they felt unsure that they could articulate an adequate response, given the technical specificity of the issues presented and the complexity of applicable criteria.

Overview:

The Plan Amendment and Zone change Applications, in File No. PA 07-6215, illustrate, that it is the very complexity, of these applicable criteria, that create the context, within which, the technique, involving the careful expression of a few inaccurate assertions, used in leading to erroneous conclusions being reached, and which end-up resulting in the improper application of pertinent criteria, as required by law, can be most insidiously and effectively employed. The proper consideration of these Applications, under the requirements of the appropriate Plan Amendment and Zone change procedures, compels their denial, and any other outcome would be contrary to the purposes of the comprehensive procedural framework, established to implement important public goals and policies.

Inaccurate Key Assumptions:

Characterizations of the subject properties, as somehow "commercial" in nature, or merely a logical extension of existing commercial zones, are inaccurate. As the Staff Report points out, "all of the

subject property is currently zoned Rural Residential," and "as illustrated by the above zone map, the subject property is adjacent to RR zoned land, except for F-1 land found across Blue River Drive and to the northeast." Although the subject property is located within the Unincorporated Rural Community of Blue River, the existing development pattern of the Blue River Community is clearly delineated, between "downtown," and an essentially residential district. The barrier separating the two "districts" is the Blue River. This barrier, which exists between the two areas, within the Unincorporated Rural Community of Blue River, is more than just a physical barrier, but is also recognized, by members of the Blue River Community, as an accepted, and important, psychological barrier, as well.

The technique, referred to above, which is utilized in several key components of the subject Plan Amendment and Zone change Applications materials, and which appears to offer evidentiary support for a desired conclusion, but which is actually misleading, is demonstrated, for example, by the discussion, on pages 34-35 of the Applicants' Submittal (designated as pages 12-13 of "Exhibit A-Findings of Fact and Conclusions of Law"), purportedly addressing Rural Comprehensive Plan (RCP) Goal 2.

Conflicts Between Rural Comprehensive Plan Policies and the Proposed Plan Amendment and Zone Change:

The Submittal, sets forth the requirement in the Lane Code, that "(cc) For Minor Amendments as defined in LC 16.400(8)(a) below, the Plan amendment or component does not conflict with adopted Policies of the Rural Comprehensive Plan, and if possible, achieves policy support." It then states, the self-serving conclusion, that, "This plan amendment application is supported by the following RCP policies. No policies have been identified that conflict with this request."

The evaluation of the criteria, set forth for the determination whether "Minor Amendments" support the Goal 2 policies, includes consideration of the criteria, by first setting forth that "Goal 2, Policy 11(b) states: 'A Rural Commercial designation shall be applied to existing uses and/or tracts presently zoned for commercial activities addressing the same criteria as listed for the Rural Residential designation. '" and that "Goal 2, Policy 11(a) states: 'A Rural Residential designation shall be applied to developed and committed exception areas which are devoted to rural housing uses as evaluated by the following criteria:'"

"i. existing development pattern and density"

The next statement, made in the Submittal, appears non-controversial, but close scrutiny reveals that the insertion of "and includes the Subject Property" represents opinion, not necessarily supported by the information offered, as evidencing the validity of the statement that,

> "The unincorporated rural community of Blue River has a well-defined land use and ownership pattern. The downtown, core area of Blue River is intensively developed into small lots with a mixture of residential, commercial and public facility uses and includes the Subject Property and the area south of Blue River in Section 28. This area is shown in Illustrations 9 and 10, below, which are taken from the website version of Lane County Official Zoning Map Plot 621."

The referenced illustrations are presented, in such a manner, so as to reduce their value, for purposes of demonstrating the true nature of the existing development pattern and density. The same

limitations upon utility, for purposes of recognizing the distortion, contained in the associated conclusive statement, is true of the Illustration offered in support of the very next statement, made in the Submittal, that, "The boundaries of the Subject Property and its adjacent relationship to the downtown, core area of Blue River are shown, above, in Illustration 3." The Submittal concludes its evaluation, of whether the Proposed Plan Amendment and Zone change, supports Goal 2 policies, pertaining to existing development pattern and density, by making the statement, that "A change in the land use designation and zoning of the Subject Property to Rural Commercial will maintain the land use pattern of the commercial core area of Blue River by extending it to the adjacent property to the west and on the south side of Blue River Drive." This ultimate conclusion constitutes an incorrect statement, regarding the relationship of the Proposed Plan Amendment and Zone change, to Goal 2 policy, with respect to existing development pattern and density.

The inaccuracy of this theme, of the mere expansion of the commercial zone, by the addition of the subject 12.33 acres, is succinctly disposed of, in the Staff Report, at sections III. B., and C., where it accurately states, that "All of the subject property is currently zoned Rural Residential, governed by LC 16.290," and under "Surrounding Area," states, "As illustrated by the above zone map, the subject property is adjacent to RR zoned land, except for F-1 land found across Blue River Drive and to the northeast." And, although the color-coded zone map, presented in the Staff Report, clearly shows, that no part of the Subject Property, is adjacent to property zoned Commercial, the map fails to adequately illustrate the barrier imposed, by the Blue River, riparian strips along the River, and by River Street, between the Subject Property, and any property with a Commercial designation.

The Staff Report states, that the Subject Property consists of five tax lots, but that, all of the existing improvements are found on only tax lot 300. Examination of the zone map, contained in the Staff Report, reveals that each of the four undeveloped lots, comprising more than 71% of the Subject Property, proposed for Plan Amendment and Zone change, extends farther and farther into the Rural Residential zone, and respectively farther and farther from any Commercial zone. These lots have not been shown to be historically related to each other, or otherwise connected to each other, except perhaps by some, relatively recently acquired, overlapping ownership interests. I do not believe that any reasonable basis has been offered, nor am I aware of one that exists, for arbitrarily extending the questionable justification, offered in support of the application, of the Proposed Plan Amendment and Zone change, upon tax lot 300, to any of the other, vacant lots.

Approval of the proposed Plan Amendment and Zone change would be contrary to achievement of the purpose of LC Chapter 16 and would be contrary to the public interest. Would inject adverse impacts associated with commercial uses into residential zone.

Use by U.S. Forest Service fundamentally different than commercial "for profit" use.

Use of River Street access creates extremely hazardous conditions at the intersection with U.S. Hwy. 126 eastbound.

Ample inventory of underutilized commercially zoned and improved properties in downtown Blue River would be disadvantaged by creation of additional commercially zoned property. Consideration of the equities, involved the proposed Plan Amendment and Zone change, leads to the conclusion that the only real benefit from approval of the Application will accrue to the Applicant, with costs borne by local

citizens. Suggestion that some benefit might accrue, in the form of community sewage treatment, to properties, located on the other side of Blue River, as a result of Approval of the proposed Plan Amendment and Zone change, is indicative of the extreme lengths Applicant must go to, in an attempt to justify what would amount to an unfair and regrettable land use decision. The decision makers won't have live with it.

Respectfully,

Lee C. Weichselbaum
Laura J. Brinn

Public Works Department
Land Management Division
125 E 8th Ave
Eugene, OR 97401

MAY 1 8 2010

Regarding PAO76215

May 17, 2010

To Whom it May Concern:

I am submitting this letter to try and sway the Lane County Planning Commission not to change the land use status of lots 300, 400, 1600, 1700 and 1800, on Blue River Drive, Blue River from Rural Residential to Rural Commercial.

I feel Mr. LaVoie's submitted Proposal is very vague in what and where he (Mr. LaVoie) wants to have a sewage disposal system and as an interim use , an RV park, on the said lands. The land Mr. LaVoie wants to build the sewage system and RV park is a wet land, during the winter when it rains, the land is under water because this area is the lowest point in the area. In the area between lots 300 and 1800 there is a year around spring, which flows into the other lots. If a permit is applied for the sewage system, perk tests are usually done during the dry months and does not show the wet areas. The area needs further environmental studies to make sure the areas will not be damaged any further from development.

Mr. LaVoie has approached the Blue River Park Board and Blue River Water District to have a sewage disposal system placed in the Blue River Park and have the Blue River Water District manage the system. Mr. LaVoie also, wants the property owners in Blue River to connect to the system and pay for the construction of the system. At this time, his proposal is still being research.

Mr. LaVoie states that he will be able to obtain "at least 15 permanent dwelling units" connect to his proposed sewage disposal system , this is an assumption and an exaggeration on his part, knowing that there are not 15 property owners wanting to connect to his proposed system.

I am also concerned about Mr. LaVoie's ability to work within the County, State, and Federal laws. So far Mr. LaVoie has operated his Resort without any County permits for over 2 years, he has remodeled the main office area and houses with out permits and ran a business out of the office without permits.

76-2P.

There are 2 buried unused fuel tanks, 1500 gal. gas and 2000 gal. diesel, which have not been use since the Forest Service vacated the property in 2002, these tanks do not comply with State and Federal laws on decommissioned fuel tanks.

Also I think that the new water pond Mr. LaVoie had installed in front of the office building may be on the county right-of-way.

People from the Resort have constructed a bon fire pit on the property Mr. LaVoie wants to buy, this pit is used by the people staying at the resort with no supervision and no water hose available to provided for safety, encase a spark gets out of the pit and starts a wild fire, which could cause many people problems if their houses burn down, who would be libel for this.

I not sure Mr. LaVoie will comply with any rules that may govern the property if it is changed to Commercial property knowing his past record.

There is a Hotel and a number of Resorts, Bed and Breakfasts, and RV parks on the McKenzie River already, and they all have problems getting people to stay at there facilities, adding one more will just make it harder for the existing ones to survive and I don't know what Mr. LaVoie could do to make the situation any better by adding another Hotel resort in the area.

I am against the changing of the lands in the application from Rural Residential to Commercial because of the items I have listed above.

I live in a nice residential area along the Blue River, and I do not want more people tromping down the vegetation on my property because they want to get to the river or more people walking (with their dogs running free) in front of my house throwing trash on the ground or more cars driving up and down the road.

Thank you for taking my concerns into consideration.

Sincerely,

Gene Flint
91271 Blue River Rd
PO Box 282
Blue River, OR 97413

MAY 18 2010

Mr. Jerry Kendall
Associate Planner
Lane County
Department Of Public Works
Land Management Division
125 E. 8th Avenue
Eugene, Oregon 97401

May 17, 2010

Re: Department File Number PA 07-6215
Blue River Inn, Plan Zone Change
Addendum to Gibbs Letter of May12, 2010

Dear Mr. Kendall,

We would like to offer additional comments to our May 12, 2010 letter.

An important issue, if not the single most important issue, to this topic is the setting of precedence regarding a zone change from Rural Residential (RR) to Rural Commercial (RC).

What happens if in the future the applicant sells lots 400,1600,1700 or 1800? The entire residential community then becomes subjected to the plans of another entity.

What prevents other owners of Rural Residential (RR) zoned property to apply for change to Rural Commercial (RC) zone based on precedence set if the applicant's request is approved under PA 07-6215?

Again, this becomes an issue that in our opinion should not be approved by the Lane County Board Of Commissioners.

Respectfully,

Robert L. Gibbs

Rita B. Gibbs

77-1P

MAY 18 2010

To: Lane County Planning Commission May 17, 2010

Re: May 18, 2010 Meeting Lane County Planning Commission

PA 07-6215 – Plan Amendment, from Rural land to Rural Commercial land, and a Rezone from Rural Residential/RR-2 (LC 16.290) to Rural Commercial/RC (LC 16.291), for 12.3acres of land located within the Rural Community of Blue River. -Staff: Jerry Kendall

Map 16-45-28-20, tax lots 300 & 400;

16-45-29, tax lots 1600, 1700 & 1800.

Applicant/Owner: Chris & Julie LaVoie

Agent: James A. Mann, LLC

To whom it may concern: I would like to share my opposition to the above rezoning proposal for the land on Blue River Drive. Reasons for this include:

Rural residential land in the Blue River area that is located away from the McKenzie Highway is scarce. There appears to be available land located on the highway that is currently available for sale and may even show better value for a commercial development.

Impacts of changes to the rural neighborhood and adjacent landowners are not clear with approval of the above-mentioned proposal. Adjacent landowners are concerned about the type of development that is being planned and the resulting noise and traffic changes to the local neighborhood which is currently zones as residential across Blue River Drive to the east and further north.

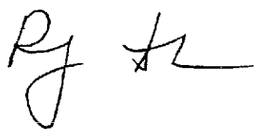
78 - 2

Valley and inpacts to the adjacent neighborhoods. Are the existing RV parks being used to full capacity at this time? Is there really a need for an additional RV park? What will the impacts be to existing RV parks in the Blue River/McKenzie Bridge area?

Impacts of a proposed RV park development on the adjacent neighborhood. Will it have quiet hours and who will enforce this?

Please keep me informed about any decisions and changes you plan to make.

Sincerely,



Ruby Seitz

adjacent landowner at 51466 Blue River Drive

KENDALL Jerry

From: Sally Storm [sstorm@mckenzie.k12.or.us]
Sent: Wednesday, May 19, 2010 8:49 AM
To: KENDALL Jerry
Subject: comments

Jerry thank-you so much for taking the time to call me regarding my voice message. I appreciate that very much. I have had several patrons talk to me about their concern, which I share, of an RV park being put in near Blue River. We were led to believe that that particular plot of land was going to be used for residential housing. We are hoping to attract families to the area, not transient people who will not be paying taxes. We are additionally concerned about the safety of our children with additional traffic and cars coming and going. Please do not allow an RV park to be put in. Thank-you for your consideration. Sally

--

Please note new email address
Sally J. Storm, Ph.D.
Superintendent, McKenzie School District
51187 Blue River Drive
Finn Rock, OR 97488
541.822.3338
541.822.8014 fax

81-1P

REC'D MAY 26 2010

Mr. Jerry Kendall
PSB/LMD 125 E. 8th Avenue
Eugene, OR 97401

Dear Mr. Kendall:

I am writing in behalf of myself and my wife, Sybil Anderson Fillman, in regards to the rezoning of property in Blue River. We live directly across the highway from the concerned property and have been here for 28 years. It is and has been ideal. When we exit our driveway onto highway 126 we see only verdant woods where Mr. LaVoie et. al. wish to eventually put a trailer park. We do not feel that additional traffic will be a problem for us if there is no access to the property from the highway. However, we are deeply concerned that pollution, both from noise and signs, would be a major nuisance and detract from the value of our property.

At your meeting of May 18th we registered our concern and agree with another who chose to oppose the action on the grounds that after a change in zoning the property may be sold to another person and who knows what would be done with it.

Thank you for your attention to our concerns.

Sincerely, Arthur Newton Fillman
Box 281
Blue River, OR 97413

Arthur Fillman
Sybil A Fillman

FILE #
EXHIBIT # 57

ATTENTION MR. Jerry Kendall
File No. PA07-6215

from Krista Shafer
Phone # 541-514-7870

541-682-3947

FILE # EXHIBIT 88-3

To the Lane County Planning Commission,
File No. PA 07-6215

We are writing this letter on behalf of the businesses and residents of Downtown Blue River, Oregon who are in all in favor of the rezoning of the McKenzie River Resort located in Blue River. Our country is in the middle of an economic slump. However, Blue River has endured an economic slump for some years; ever since the Highway 126 bypass was constructed in the 1980's. Blue River started out as a mining town. When that prospect went away the town started to decline. There is so much potential for this town, yet there is nothing in place to draw people here. The beauty of Blue River is immeasurable. As members of the community we feel that the McKenzie River Resort will bring tourism to the area, job opportunities for our residents, and economic stimulation to the entire area.

We support the LaVoie family in what they are trying to accomplish within the community. They saw an opportunity in the revitalization of the old "Ranger Station" into a resort area. There has been a lot of work in the reconstruction of the resort and it has the attraction that Blue River desperately needs. Presently, there is a high unemployment rate within the community. Most people work in the city of Springfield or Eugene. We are striving to bring more work, tourism opportunity to our community.

Presently there are three businesses (other than the McKenzie River Resort) in the community of Blue River with potential growth of more. Meyers General Store, owned by Melanie Stanley, Brad's Automotive owned by Brad Lane and Reservoir Dawgs owned by Bob Shafer. We are all in favor for the rezoning of the McKenzie River Resort. Rezoning will bring more tourism to the resort area, thus bringing more business to the community in general. The potential for Blue River to expand into a respectable tourist community is vast. To accomplish this we need thriving businesses and rezoning the McKenzie River Resort is the key to our success.

The amount of signatures will not amount to hundreds, as we are not a populated community. But these few signatures stand for the majority of residents and businesses within the community that want growth and expansion to our town of Blue River.

We vote **for** the rezoning of the McKenzie River Resort.

REZONE McKENZIE RIVER RESORT

Name	Address	Signature
Rachel Smith	51815 Echo St Blue River OR	Rachel Smith
David Reinhart	51768 Rose St. Blue River	David Reinhart
Melanie Stanley	51733 Echo St. Blue River	M.J. Stanley
Michael Sexton	51732 Echo St Blue River	Michael Sexton
Brad Hargrave	51752 Blue River Dr. Blue River	
Amber Yuhasiey	51768 Rose St Blue river	
Melissa Norlund	90816 Mill Creek Blue River	
Krista Shafer	51810 Rose St Blue River	
Bob Shafer	51800 Rose St Blue River	

KENDALL Jerry

From: Krista Shafer [girlmechanic1@yahoo.com]
Sent: Friday, May 28, 2010 11:17 AM
To: KENDALL Jerry
Subject: file no pa07-6215
Attachments: rezoning.doc

Mr. Kendall,

My name is Krista Shafer I am sending this letter to you in favor of the rezoning of the Mckenzie River Resort/ the LaVoie's. I would also like a fax number to be able to send a fax with the signatures of other people here in Blue River that are also in favor, and think that it will be good for us.

Thank you for your time,
Krista Shafer

89-37

To the Lane County Planning Commission,
File No. PA 07-6215

We are writing this letter on behalf of the businesses and residents of Downtown Blue River, Oregon who are in all in favor of the rezoning of the McKenzie River Resort located in Blue River. Our country is in the middle of an economic slump. However, Blue River has endured an economic slump for some years; ever since the Highway 126 bypass was constructed in the 1980's. Blue River started out as a mining town. When that prospect went away the town started to decline. There is so much potential for this town, yet there is nothing in place to draw people here. The beauty of Blue River is immeasurable. As members of the community we feel that the McKenzie River Resort will bring tourism to the area, job opportunities for our residents, and economic stimulation to the entire area.

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The amount of signatures will not amount to hundreds, as we are not a populated community. But these few signatures stand for the majority of residents and businesses within the community that want growth and expansion to our town of Blue River.

We vote **for** the rezoning of the McKenzie River Resort.

REZONE McKENZIE RIVER RESORT

Name	Address	Signature

KENDALL Jerry

From: Jim Baker [jbaker@efn.org]
Sent: Saturday, May 29, 2010 3:04 PM
To: KENDALL Jerry
Cc: Jim Mann
Subject: RE: PA-07-6215
Attachments: Blue River Survay report; ATT00001.htm

should not open.
Sender notified
on 6-1-10/JK

Jerry Kendall Jerry.KENDALL@co.lane.or.us
RE:PA-07-6215

Jim Baker
'President
Blue River Community Development Corporation.
P O Box 320
Blue River OR. 97413
541-822-3379

PA-07-6215
We wish to recommend this proposed zone change as it will help a desperate community pull it's self up out of poverty see attachment [Blue River Survay report. doc] and a serious decline of infrastructure. The Blue River Water District has recently been upgraded & improved to better service the district which is also the Lane County Development node. The Fire Department is in jeopardy of losing it's #6 rating and going to a 10 [the equivalent of NO coverage] This zone change & development will make the tax base much more attractive for a merger with a adjoining Fire department.

This proposal will also aid the McKenzie school District #68 by increasing the tax base and providing jobs for younger workers along with affordable housing if the Resort & mobile home park gets zoned and developed as planed

This proposal is within the Blue River Development node exactly where resort development should be encouraged according to the area plan.

With out this rezoning of the complete property about 12 acres it will remain impossible to pull the commercially zoned property on the other side of Blue River out of a slum condition as without the Resort there will not be any public waste water treatment facility.

Historically 1/2 of this proposal has been in commercial use a forest service ranger station employing over 80 persons. This was a major blow to the community. Now the Resort is the second largest employer in the Blue River Development node and with rezoning will employ more people.

The propionates are critical supporters of public waste water treatment in Blue River they are instrumental in getting agreements with the Blue River Park District & the Blue River water District plus financial support.
They have also aided the Blue River CDC in our attempts to get privet funding for this eventually public project

Mr. LaVoie was instrumental in getting ORENCO to come to Blue River with a plan for the whole development node and he got the estaminets for a basic system that can be added to and become a public facility to serve all the tiny commercial & residential lots in what is referred to as down town Blue River & of the whole development node eventually.

The development of the Resort is a critical component of Blue River ending up with public waste water treatment without it there is no way to build or support it. We have to finance it with private funding Public funding dos not care about projects this small [a example the stimulus funds for rural septic treatment all went to that rural community called Portland].

You have received a mass of misinformation that is critical to the Blue River Development node first there is commercial zoning on very tiny lots east of the river that Lane County will not allow development on as after set backs and 2 drain fields there is no place for commercial activities.
on the west side of Blue River road there is one commercial activity and further to the west there is a large property zoned industrial

90 - 2p.

Some deplore the sadly neglected roads The sad fact is they are the ones neglecting the private public roads none of them have filled even one pothole. to my knowledge.
With approval of this request at the least River Street will ge maintained as it will be in the Resorts interest to do so just as it was at one time in the forest services interest to maintain it

There was talk at the hearing of splitting the zoning commercial on the ex ranger station and leaving residential on the other properties. This would be totally unsatisfactory & useless it could guarantee the failure of the Resort and leave downtown Blue River a Lane County manufactured Slum.
Split zoning would also give the appearance of manufacturing fees for the Land Management division we know better but you constantly get unfounded information that people swear is true.

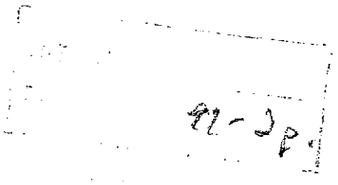
Jim Baker
Blue River CDC
Contact info.
51013 McKenzie Hwy.
Finn Rock Oregon 97488
541-822-3379 <jbaker@efn.org>

KENDALL Jerry

From: cookie chocolate [chocodoughnut2@hotmail.com]
Sent: Tuesday, June 01, 2010 1:06 PM
To: KENDALL Jerry
Subject: PA 07-6215
Attachments: Dear Lane County Land Use Planners.doc

Hello Mr Kendall
attached please fin testimony. I want to be more clear.
Thank you
Marlene Swetland
51599 Blue River Dr.
Vida OR 97488

Hotmail is redefining busy with tools for the New Busy. Get more from your inbox. See how.



June 1, 2010

Dear Lane County Land Use Planners
Regarding case number PA 076215

I want to amend my testimony that I gave during the hearing of May 18, 2010. I am VERY opposed to the zone change in all the lots in the subject property.

Earlier I was upset that the neighborhood was not notified of the proposed change because the signage was not visible from the road. The night of the hearing I drove by the property and still could NOT locate a sign. One neighbor said he saw it for 2 days then it fell down due to rain and was removed. It is not fair to ignore notification of such a major event.

I have been part of a number of community planning efforts for the Blue River area that indicated we want to keep commercial development East of the bridge and keep the area West of the bridge for 5 acre residential parcels. I worked on these planning efforts as part of the BRCDC and fail to understand how or when its opinion changed on this point. This proposal does not match existing community goals developed by the community over many years.

I have heard vague long term plans but no firm description of actual proposed activities. As I read the web page of the McKenzie River Mountain Resort there is a lot of confusion regarding the future of this land. There could be a wide variety of allowed activities under this zoning and many could have negative effects on our community.

I live on Blue River Drive, North of two parcels that are now zoned to be 2 acre residential parcels. According to past planning documents, the long term goal of the Blue River Community was to contain the commercial development in the area east of the bridge. The area west of the bridge was to remain in 5 acre parcels. It has not been very long since these tax lots, which are some of the last build-able lots in Blue River, were rezoned to be the more dense residential area it is divided into at this time. The zoning was changed from RR5 to RR 2. I believe these lots need to be allowed to become housing for new families and help build our community's capacity. This so we could increase the number of families that would live in our community that could in turn to help sustain our schools, the local fire department and other groups that depend on young volunteers. The proponent's agent, Jim Mann, worked for Lane County at the time of the Update to the Rural Comprehensive Plan and was present at the meetings when these decisions were being made.

I am concerned about how our Quality of Life will be affected by the noise and the additional traffic and the litter a tourist based development would generate. The noise of barking dogs and generators and diesel smell that come with an RV park is not in keeping with the rural character of the community I live in.

I fear this open ended zoning proposal will create the undesirable and touristy type of atmosphere that is not at all what Blue River needs. The rural comprehensive plan already designates Rainbow and McKenzie Bridge as tourist destinations. Blue River is for families.

Other concerns include traffic safety, garbage, and issues other neighbors have mentioned in their testimony against the development.

Thank you for your time.

Marlene Swetland 541-822-3819
51599 Blue River Drive
Vida OR 97488

6-01-10

5/30/10

Dear Lane County,

I am a Blue River resident and/or property owner.

I am writing to express my **support** for rezoning the parcels requested by the Lavoie's PA 07-6215. The McKenzie River Mountain Resort has done a great job fixing up the old ranger station and has been helpful in cleaning up the town. They have been a great neighbor.

This town is almost dead with only 3 businesses operating on the main street. There are very few jobs here.

This town used to be booming, filled with people, cars and businesses. The nearby school is dying from a slow death as families with children move elsewhere to find jobs. Both the town and the school need jobs.

We need more businesses here like McKenzie River Mountain Resort to help fix up the area and to provide more jobs for locals.

Ray Osterbuhr

Signature

Name

Ray OSTERBUHR

Address 55973 McKenzie River Drive

Additional comments:

It is Time to Revive Blue River - get rid of the Trash!

Send this to, or email your comments to the email below:

Jerry Kendall/Associate Planner/Lane County Oregon
PSB/LMD
125 E. 8th Ave.
Eugene, Or. 97401
ph: 541-682-4057
FAX: 541-682-3947
Jerry.Kendall@co.lane.or.us

92-6p.

6p.

DOCUTECH CHOICE INC 06-01-2010 16:44:41 1/6

5/30/10

Dear Lane County,

I am a Blue River resident and/or property owner.

I am writing to express my **support** for rezoning the parcels requested by the Lavoie's PA 07-6215. The McKenzie River Mountain Resort has done a great job fixing up the old ranger station and has been helpful in cleaning up the town. They have been a great neighbor.

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We need more businesses here like McKenzie River Mountain Resort to help fix up the area and to provide more jobs for locals.

Darlene Madden

Signature

DARLENE MADDEN

Name

56640 McKenzie Hwy
Blue River, OR 97413

Address

Additional comments:

Send this to, or email your comments to the email below:

Jerry Kendall/Associate Planner/Lane County Oregon
PSB/LMD
125 E. 8th Ave.
Eugene, Or. 97401
ph: 541-682-4057
FAX: 541-682-3947
Jerry.Kendall@co.lane.or.us

06-01-2010 16:49:03 DOCUTORS CHOICE INC 2/6

5/30/10

Dear Lane County,

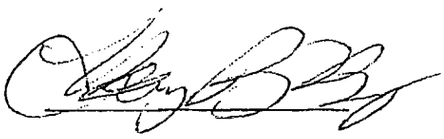
I am a Blue River resident and/or property owner.

I am writing to express my **support** for rezoning the parcels requested by the Lavoie's PA 07-6215. The McKenzie River Mountain Resort has done a great job fixing up the old ranger station and has been helpful in cleaning up the town. They have been a great neighbor.

This town is almost dead with only 3 businesses operating on the main street. There are very few jobs here.

This town used to be booming, filled with people, cars and businesses. The nearby school is dying from a slow death as families with children move elsewhere to find jobs. Both the town and the school need jobs.

We need more businesses here like McKenzie River Mountain Resort to help fix up the area and to provide more jobs for locals.



Signature

5/31/10 Rick Bay

Name

Rainbow Park

Blue River, OR 97413

Address

Additional comments:

Send this to, or email your comments to the email below:

Jerry Kendall/Associate Planner/Lane County Oregon
PSB/LMD
125 E. 8th Ave.
Eugene, Or. 97401
ph: 541-682-4057
FAX: 541-682-3947
Jerry.Kendall@co.lane.or.us

3/6 06-01-2010 16:49:27 DOCUTAGS CHOICE INC 5418960ZO

5/30/10

Dear Lane County,

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I am writing to express my **support** for rezoning the parcels requested by the Lavoie's PA 07-6215. The McKenzie River Mountain Resort has done a great job fixing up the old ranger station and has been helpful in cleaning up the town. They have been a great neighbor.

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Linda A. Nemec

Signature

Name
Sam Owings Sam Owings
Linda A. Nemec Linda A Nemec

Address
54655 McKenzie River DR-#3
Rainbow, OR 97413

Additional comments:

Send this to, or email your comments to the email below:

Jerry Kendall/Associate Planner/Lane County Oregon
PSB/LMD
125 E. 8th Ave.
Eugene, Or. 97401
ph: 541-682-4057
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Jerry.Kendall@co.lane.or.us

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Parker L. Fausnight

Signature

Parker L. Fausnight

Name

Rainbow Park
Blue River, OR 97413

Address

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Jerry.Kendall@co.lane.or.us

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Jerry.Kendall@co.lane.or.us

9/9 06-01-2010 16:50:31 DOCTORS CHOICE INC 5418967020

Case # PA 07-6215

Attn: Jerry Kendall

Fax #541-682-3947

Monday, May 31, 2010

To Jerry:

We are writing this letter in favor of Chris LaVoie's proposal to re-zone his property from residential to commercial.

My husband & I recently moved to Blue River despite its well-known "poor" reputation. Having researched the town we found a community that has a store, post office, gas station, library, medical clinic & city park - all the things necessary for a thriving community. Besides the physical aspects of the town we found a group of people who are working hard to re-invent themselves and their town.

This group, strictly through donations, has built a world-class community track & field. This improves the high school and brings outsiders into town for track meets. They have created and built the Blue River walk, with seating and rest areas for cyclists and travelers. This gives visitors a reason to stop and visit our town. They organized volunteers to clean up our City Park. All this in an effort to strengthen & improve the visual attraction, recreational enjoyment & create a stronger sense of community. However, we still have a ways to go.

We believe what is needed most for the Blue River community is a way out of the 100-year boom/bust cycle. This will come from long-term sustainable growth, not rapid, but sustainable and consistent. This sustainability will come from an increased economic base. This base will help support our local businesses through tourism, as well as contribute to the local employment.

12-24

The re-zoning of this property is a start to improve the economic base for Blue River. The piece of property in question is ideally suited for this purpose. It has a large main building suitable for offices, gift shop and information center. Furthermore, the renting of the cabins gives visitors a reason to stay in the community. All of this adds to the economic base as well as employing locals.

Currently there are many people working hard and doing all the right things in our community.

What we need from the county are the tools to set ourselves up for success. We believe that the re-zoning of this property is one of those tools.

We ask that you give this proposal serious consideration for the good of the Blue River community as well as the good of Lane County.

Thank you for your time and energy.

Best regards,

Tony & Judy Casad

91295 Blue River Road

P.O. Box 385

Blue River, OR 97413-0385

541-822-6159

P.S. On Sunday, June 13, there will be a dedication for the Community Field & Track and the Blue River Walk & we would love to see you there!

JERRY KENDALL

REC'D JUN 01 2010

To the Lane County Planning Commission,
File No. PA 07-6215

We are writing this letter on behalf of the businesses and residents of Downtown Blue River, Oregon who are in all in favor of the rezoning of the McKenzie River Resort located in Blue River. Our country is in the middle of an economic slump. However, Blue River has endured an economic slump for some years; ever since the Highway 126 bypass was constructed in the 1980's. Blue River started out as a mining town. When that prospect went away the town started to decline. There is so much potential for this town, yet there is nothing in place to draw people here. The beauty of Blue River is immeasurable. As members of the community we feel that the McKenzie River Resort will bring tourism to the area, job opportunities for our residents, and economic stimulation to the entire area.

We support the LaVoie family in what they are trying to accomplish within the community. They saw an opportunity in the revitalization of the old "Ranger Station" into a resort area. There has been a lot of work in the reconstruction of the resort and it has the attraction that Blue River desperately needs. Presently, there is a high unemployment rate within the community. Most people work in the city of Springfield or Eugene. We are striving to bring more work, tourism opportunity to our community.

Presently there are three businesses (other than the McKenzie River Resort) in the community of Blue River with potential growth of more. Meyers General Store, owned by Melanie Stanley, Brad's Automotive owned by Brad Lane and Reservoir Dawgs owned by Bob Shafer. We are all in favor for the rezoning of the McKenzie River Resort. Rezoning will bring more tourism to the resort area, thus bringing more business to the community in general. The potential for Blue River to expand into a respectable tourist community is vast. To accomplish this we need thriving businesses and rezoning the McKenzie River Resort is the key to our success.

The amount of signatures will not amount to hundreds, as we are not a populated community. But these few signatures stand for the majority of residents and businesses within the community that want growth and expansion to our town of Blue River.

We vote **for** the rezoning of the McKenzie River Resort.

FILE # EXHIBIT 94-76.

REZONE McKENZIE RIVER RESORT

Name	Address	Signature
Rachel Smith	51815 Echo St Blue River OR	Rachel Smith
David Reinhart	51768 Rose St. Blue River	David Reinhart
Melanie Stanley	51733 Echo ST. BLUE RIVER	M.J. Stanley
MICHAEL SEXTON	51727 Echo ST BLUE RIVER	Michael Sexton
Brad Jessome	51752 Blue River Dr. Blue River	Brad Jessome
Amber Pughsley	51768 Rose St Blue river	Amber Pughsley
Melissa Norlund	97816 M.U Creek Blue River	Melissa Norlund
Krista Shafer	51810 Rose St Blue River OR	Krista Shafer
Bob SHAFER	51800 Rose ST BLUE RIVER	Bob Shafer
FLOYD BARD	2000 RIVER Loop 1 Eugene 97404	Floyd E Bard
Jill Bard	2000 RIVER Loop 1 Eugene OR 97404	Jill A. Bard

REC'D JUN 01 2010

To: Lane County Planning Commission May 27, 2010

Public Works Department/Land Management Division

125 E. 8th Ave.

Eugene, OR 97401

Re: May 18, 2010 Meeting Lane County Planning Commission

PA 07-6215 – Plan Amendment, from Rural land to Rural Commercial land, and a Rezone from Rural Residential/RR-2 (LC 16.290) to Rural Commercial/RC (LC 16.291), for 12.3acres of land located within the Rural Community of Blue River.
Staff: Jerry Kendall

Map 16-45-28-20, tax lots 300 & 400;16-45-29, tax lots 1600, 1700 & 1800.
Applicant/Owner: Chris & Julie LaVoie

Agent: James A. Mann, LLC

To whom it may concern: I would like to share my opposition to the above rezoning proposal for the land on Blue River Drive. Reasons for this include:

- The rural comprehensive plan for Blue River land that many local residents worked on shows the land from the Blue River bridge to the school would remain as rural, and not developed. This plan does not therefore support a zoning change to commercial land.
- Future development should focus on the town center of Blue River and especially existing commercial areas adjacent to the highway. While many in the community do support some type of economic development, the logical path would appear to begin in the town center of Blue River where there are currently 5 acres available for sale. Development within the town core area shows much greater potential for success which seems to be a key factor in this community where there have been numerous business failures.
- Rural residential land in the Blue River area that is located away from the McKenzie Highway is scarce and should not be rezoned to commercial.
- Negative effects to currently quiet neighborhoods. Residents who live in the rural town of Blue River have chosen to live here because they value the rural atmosphere and most people who have shared their views about the proposed rezoning proposal are not supportive of it. Reasons for their opposition are noise and traffic changes that would greatly impact their

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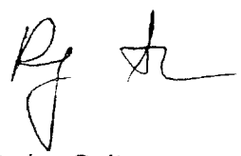
currently quiet neighborhoods. Would the proposed RV park have quiet hours, and who would enforce this?

- Economic effects of another RV park on existing RV parks. While this proposal is only considering rezoning between residential and commercial, the proposed plans and ideas of the applicant to build a large RV park development cannot be ignored. I have concerns that another RV park would negatively impact the many existing RV parks and tourist businesses. There are been recent RV campground developments on highway 242 and Belknap Hot Springs, in addition to the existing 3 RV parks between Blue River and McKenzie Bridge, as well as another in Leaburg. There does not really appear to be a need for an additional RV park in this community in a location that is not acceptable to many local residents and does not fit in with the comprehensive plan.
- Economic effects of another small convenience store on the existing small store in Blue River. The applicant has stated he may wish to sell snacks and food, which will compete with the existing store and may put it out of business.

Please keep me informed about any decisions and changes you plan to make.

Sincerely,



Ruby Seitz

51466 Blue River Drive, PO Box 155, Blue River, OR 97413

KENDALL Jerry

From: Jim Baker [jbaker@efn.org]
Sent: Tuesday, June 01, 2010 10:36 AM
To: KENDALL Jerry
Subject: "Blue River Community Survey"
Attachments: pastedGraphic.pdf; ATT00001.htm; pastedGraphic_1.pdf; ATT00002.htm; pastedGraphic_2.pdf; ATT00003.htm; pastedGraphic_3.pdf; ATT00004.htm

Jerry
Lets try it this way
Let me know if this works satisfactory if not I will run up and FAX it
Jim Baker

Lane County Community and Economic Development Program
And
Blue River Water District

"Blue River Community Survey"

By: Talal Al-Rahbi, Lane County C. & E. D. Assistant,
Peter Thurston, Lane County C. & E. D. P. Coordinator,
Edward Weeks, Ph.D., PPPM Director, University of Oregon

Introduction

The report is based on the fielding of a survey that was conducted recently in Blue River Community to assess the community's low-moderate income thresholds. Lane County Community and Economic Development Program conducted the Survey, in the period May 29 – June 21, 2003. Under the oversight of David Kavanaugh of the Oregon Economic and Community Development Department (OECDD), and by working closely with professor Edward Weeks, Lane County Community and Economic Development Program (LCCEDP) planned, pretested and conducted this survey.

Survey Methodology

I. Sample

Due to the fact that Blue River is an unincorporated community, and there is no complete list (a census) of the people residing within the Blue River Water District, a process needed to be defined for arriving at an accurate residents list. The list we used to conduct the survey was developed through the following steps

:

1. Identified the residents of the community of Blue River as those residing within the legal boundaries of the Blue River Water District. This was completed using a tax lot map that shows exactly the legal boundaries of the Blue River Water District.
2. Obtained Blue River Water District's households billing list that includes all addresses of households that are Water Districts service recipients. Most of the addresses in this list are post office box mailing addresses.
3. Add to the above list all the families who are known to be residing within the Blue River Water District boundaries, but are not recipients of the Water District service. Primarily these are residents known to have their own wells.

Also, added to this list are families known to be residing in multiple family households, or more than one household receiving water using one Water District meter. This was confirmed by one survey questionnaire.

1. Obtained Blue River Fire District structures list, which includes street addresses of all structures that are located within Blue River Water District boundaries.
2. Conducted a cross checking between the Water District's list and the Fire District structures list. The Fire District's list was the base list, and was checked with the Water District's list to make sure that no household address, located within the boundaries, were left out. Moreover, for all addresses that are on the Fire District's street addresses list, but not on the Water District list; an in-

96-180 10p.

field (Windshield) verification was conducted to insure that the new addresses are not vacant or businesses. A second verification was conducted during the door-to-door surveying.

The above steps resulted in a total number of (101) households within the boundaries of Blue River Community. When conducting the survey, the result brought the number down by four numbers to a total of (97). The process in which the result was attained is summarized in the following:

a. The total number of households on the list = 101

b. The survey (in both telephone and door-to-door interviews) resulted in taking off the list four households (2 abandon houses, 1 house had being sold and the new owner of the house did not move in yet when the survey was conducted, and 1 moved out).

c. The survey resulted in taking off the list all summer residents who answered No to the survey instrument question: "Is this your primary residence? Do you live six months or more of the year in Blue River", and those who could not be reached when conducting the survey. In addition, three other households were taken off the list for two reasons; first, these households have been identified by community members as being summer residents only. Second, we were unable to reach them when conducting the survey. The total summer residents are five (2 answered "No" to the above question and 3 known summer residents that could not be reached).

d. The survey also resulted in adding to the list five more households (3 were found in a multiple family household, 1 was dropped out of the original list by error, and 1 house was found during the door-to-door survey)

The total number of Families: 97

II. Data Collection

The survey was conducted in two forms, telephone survey and door-to-door. We conducted telephone interviews to cover as many households with telephone lines as possible from the final list of household. Conducted door-to-door interviews to all other households without telephone line, in addition to all households, which we were unable to reach by telephone calls.

Interviewer training was conducted on May 29, 2003. Telephone interviewing was conducted at a different time of the day May 29 – June 21, 2003. In person interviewing was conducted on two days, Thursday June 5, 2003 between 10:00am and 2:00pm and Saturday June 14 between 10:00am and 2:30pm. We have completed 83 interviews with adults age 18 and over. Up to 9 telephone calls were made to each valid telephone number, and two visits to households without a telephone line or disconnected telephone lines. In addition to this, at least one visit to all households with a valid telephone number that could not be reached by telephone. Interviews averaged 3 to 4 minutes. We have achieved an 85.5% response rate and 2% refusal rate.

Despite the fact that we completed 83 interviews, 3 respondents refused to answer the key income question, therefore our **sample size n=80**. At this sample size, the confidence interval is around ±5 at the 95% confidence level. However, in presenting results for income thresholds we used data for sample size n=80. For all other results, we used sample size n=83.

III. Survey Instruments

The Survey was initiated mainly to assess low-moderate income thresholds in Blue River, and to use the same effort to collect information concerning the following:

1. Number of households and families including information about multiple families within households.
2. Median and arithmetic mean (average) family income.
3. Opinion on Blue River's community facilities.
4. The number of families that currently uses the services of the McKenzie clinic.

The key survey questions on the household/family size and family income thresholds were taking out of a sample survey instrument provided by OECDD. Jim Baker, President of Blue River Community Development Corporation, initiated the community facilities and the clinic services questions. Working closely with David Kavanaugh of OECDD, Lane County Community and Economic Development Program developed, tested, and implemented the survey instrument.

Survey Results

1. Family Size:

Respondents were asked: "How many persons in your family reside at this address, including yourself?" Respondents' answers represented 198 persons in all. All persons were distributed across household sizes as follows: 25% in one-person families, 47.5% in two-person families, 8.8% in three-person families, 11.3% in four-person household, 3.8% in five-person families, 1.3% in six-person families, 1.3% in seven-person families, and 1.3% in nine person families.

2. Family Income Thresholds:

Respondents were asked: "During 2002, was the total money income of your family before taxes above or below $_____," specified amount, which was contingent upon family size.

For Blue River Community, Oregon, the low and moderate family income thresholds by family size were defined using Oregon

Community Development Block Grant 2003 Low and Moderate Income limits sheet that was provided by OECDD. The sheet was effective February 20, 2003. The income thresholds for Lane County, by family size, are showing in table 1.

Table 1: Low-Moderate Income Thresholds, by Family Size

The Income information for 80 interviews, covering 190 persons in families that live in the Blue River Community, is summarized below in table 2. Also, we have developed a table for comparing the distribution of family size by family income (table 3).

Table 2: Persons Below Low-Moderate Income Thresholds, Blue River, Oregon, June 2003.

Table 3: Comparing the distribution of family size by family income

2. Blue River's Family Income Median and arithmetic mean (average).

Respondents were asked: "For the year 2002, how much would you estimate the total family money income from all sources to be (exactly/as close as possible) _____" Only 60 families provided the money income amount, and 23 declined to provide it. The results are summarized in table 4.

Table 4: Blue River's Family Income Median and mean

3. Opinions on Community Facilities Constructions & Question on using the services of the McKenzie Clinic.

Responding to a request by the Blue River Community Development Corporation, we included three questions in the survey related to community facilities as follows:

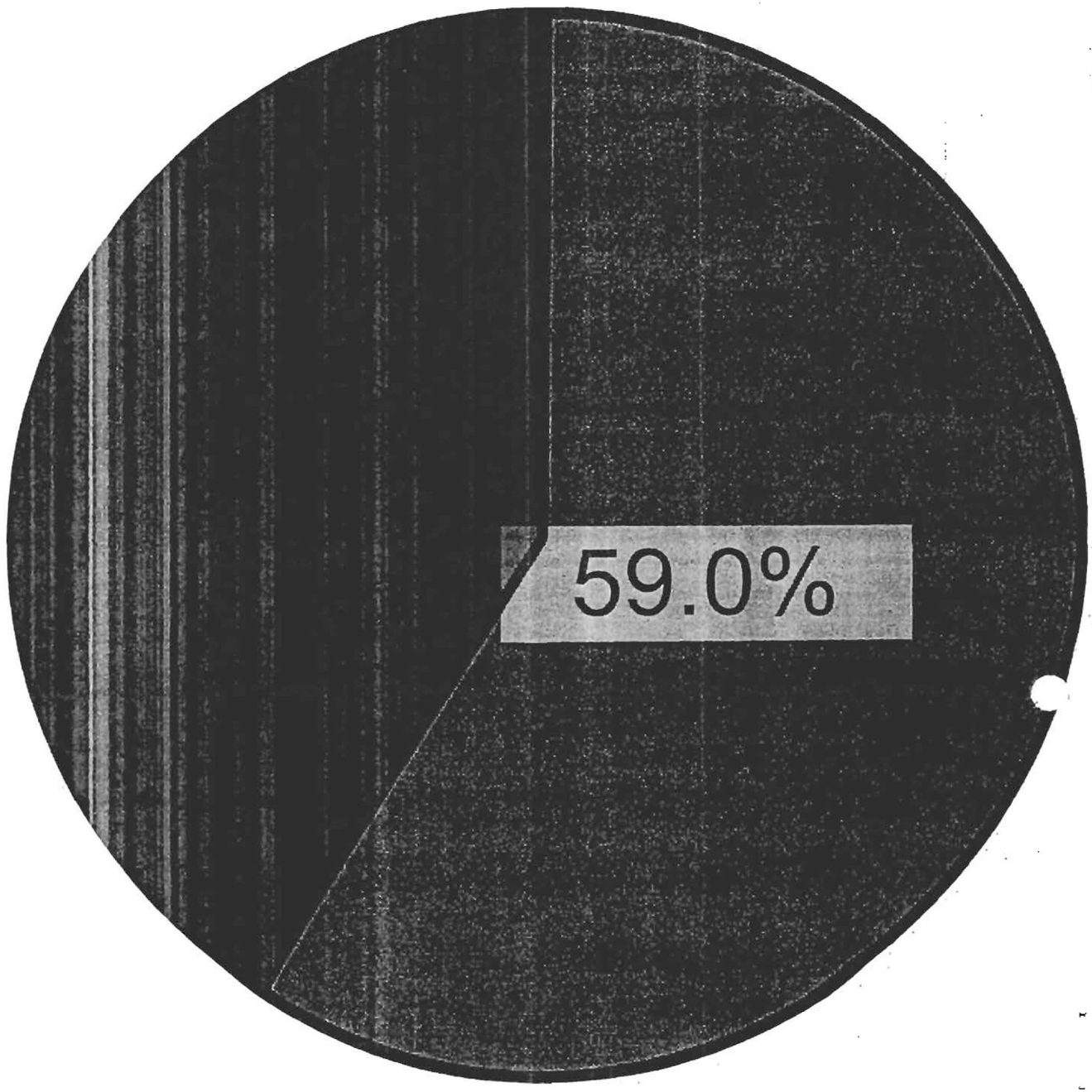
a. "Do you support development of track and field facilities for community and school use? The facilities will be paid for through private contributions" Yes/No
b. "Do you support construction of a Soccer field at the McKenzie Track and Field facility for use by elementary age boys and girls?" Yes/No
c. "Do you currently use the services of the McKenzie Clinic?" Yes/No

Respondents were giving the option of answering yes or no to the above questions. We did not anticipate the respondents to withhold from answering yes or no. therefore, the interviewers marked "no opinion" when the person interviewed did not have an opinion for the questions or said "neither".

The responses to the above question are summarized in the graphs below:

Graph 1: "Do you support development of track and field facilities for community and school use? The facilities will be paid for through private contributions"

41.0%



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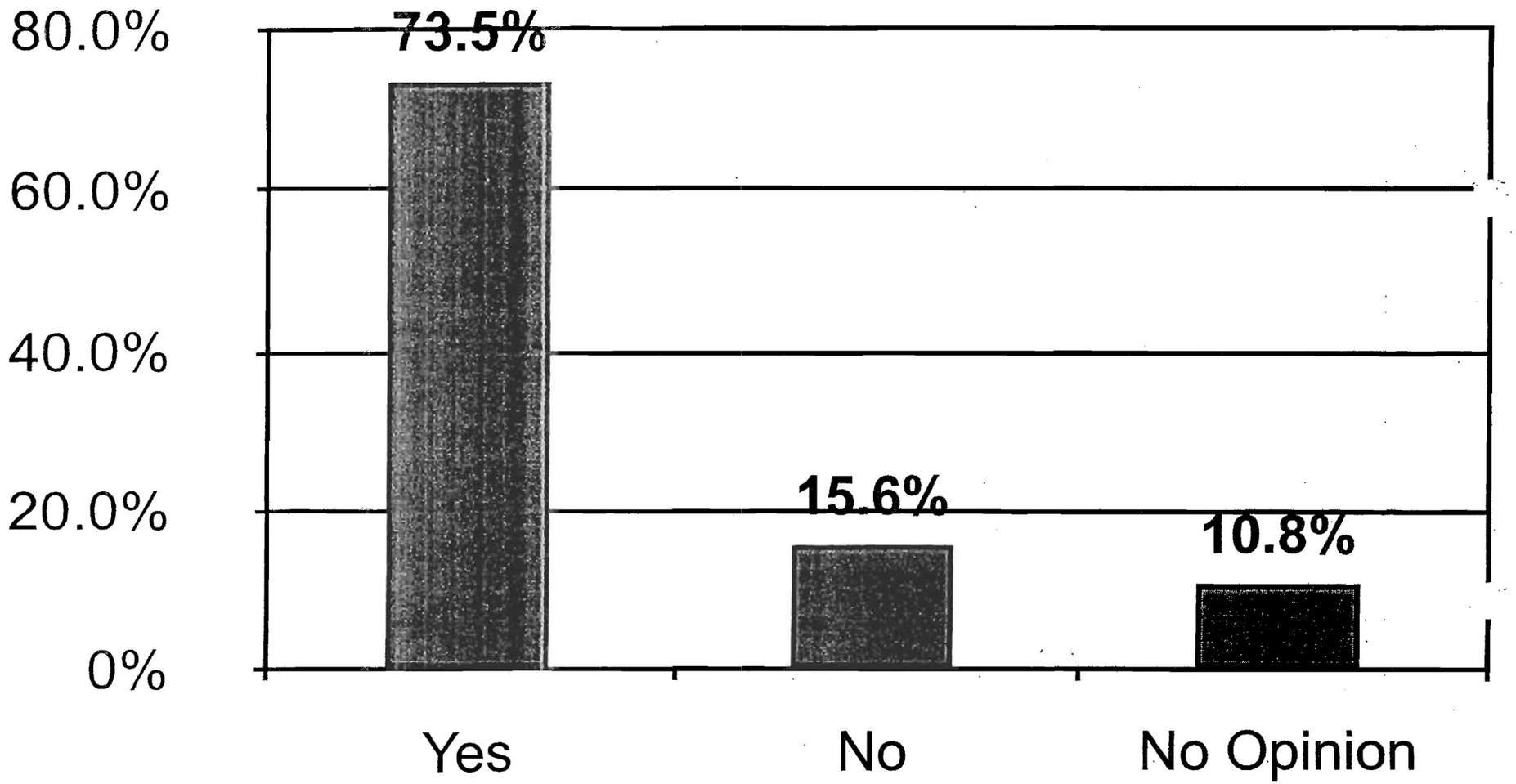
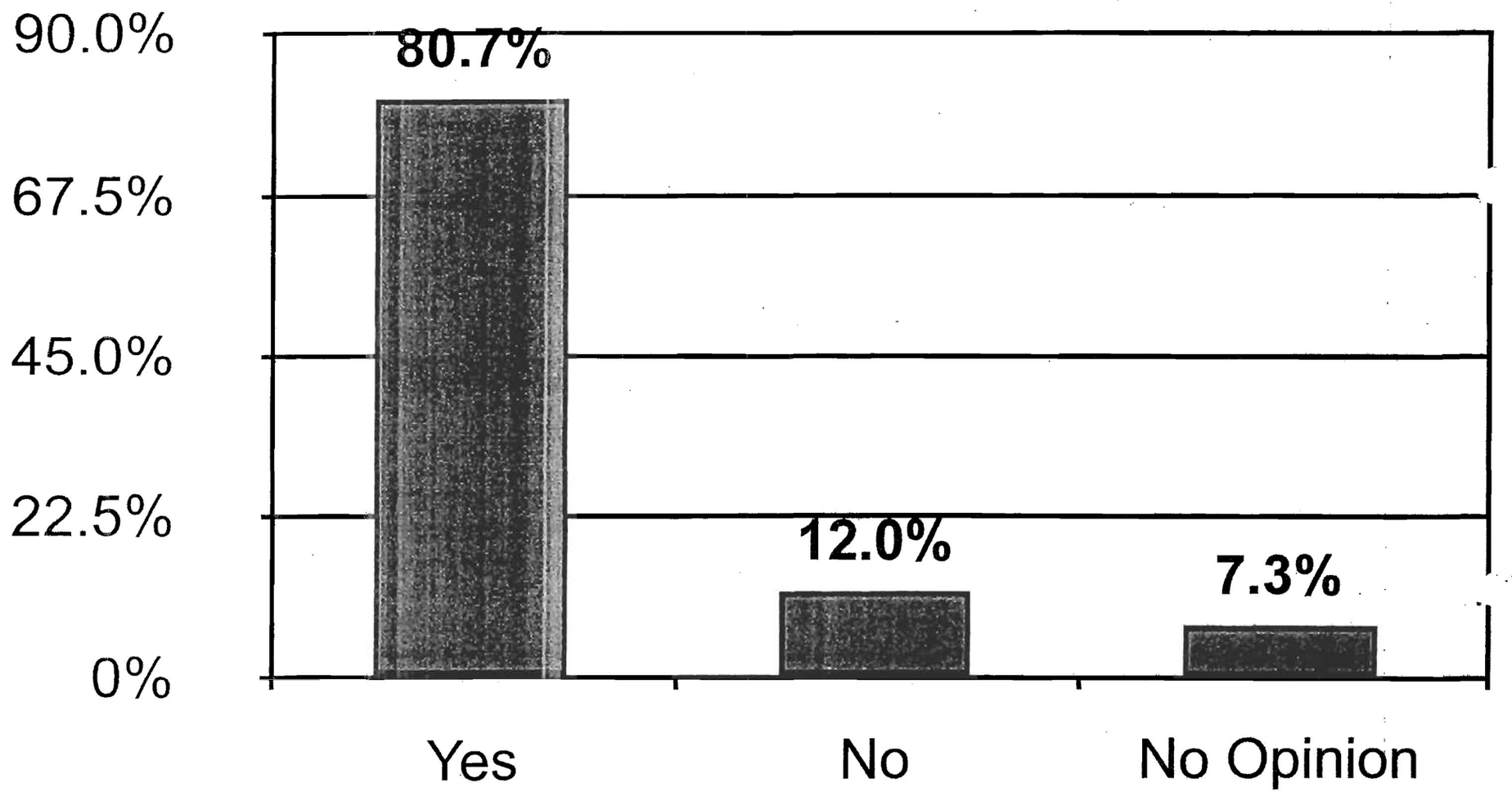

80.0%
60.0%
40.0%
20.0%
0%
73.5%
15.6%
10.8%
Yes
No
No Opinion

Graph 3: "Do you currently use the services of the McKenzie Clinic?"


90.0%
67.5%
45.0%
22.5%
0%
80.7%
12.0%
7.3%
Yes
No
No Opinion

Conclusion

The results of this survey indicate that Blue River Community does meet the 51% low-to-moderate family income level required to qualify for CDBG. Although we could not interview all families living in Blue River, this survey's sample size suggests that the final result would not have been different.

TO: Jerry Kendall/Associate Planner/Lane County Oregon
PSB/LMD
125 E. 8th Ave.
Eugene, Or. 97401
ph: 541-682-4057
FAX: 541-682-3947

FROM JIM BAKER

BLUE RIVER CDC

87-10p

Lane County Community and Economic Development Program
And
Blue River Water District

"Blue River Community Survey"

By: Talal Al-Rahbi, Lane County C. & E. D. Assistant,
Peter Thurston, Lane County C. & E. D. P. Coordinator,
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* The process of obtaining the Blue River Water District residents' list was developed after two meeting and close communications between the Lane County Community and Economic Development Program and both Jim Baker, President of Blue River Community Development Corporation, and Ann Robson, Member of Blue River Water District Board. Professor Edward Weeks attended one meeting, and he was closely informed of the progresses. The in field (Windshield) verification of addresses was conducted by Jim Baker and Ann Robson.

2/10 06-01-2010 21:43:32 DOCUMENT CHOICE INC 5418967020

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541896720 DOCTORS CHOICE INC 21 43:59 06-01-2010 3/10

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4/10 06-01-2010 21:44:28 DOCTORS CHOICE INC 5418967020

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2. Median and arithmetic mean (average) family income.
3. Opinion on Blue River's community facilities.
4. The number of families that currently uses the services of the McKenzie clinic.

The key survey questions on the household/family size and family income thresholds were taking out of a sample survey instrument provided by OECDD. Jim Baker, President of Blue River Community Development Corporation, initiated the community facilities and the clinic services questions. Working closely with David Kavanaugh of OECDD, Lane County Community and Economic Development Program developed, tested, and implemented the survey instrument.

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Survey Results

1. Family Size:

Respondents were asked: "How many persons in your family reside at this address, including yourself?" Respondents' answers represented 198 persons in all. All persons were distributed across household sizes as follows: 25% in one-person families, 47.5% in two-person families, 8.8% in three-person families, 11.3% in four-person household, 3.8% in five-person families, 1.3% in six-person families, 1.3% in seven-person families, and 1.3% in nine person families.

2. Family Income Thresholds:

Respondents were asked: "During 2002, was the total money income of your family before taxes above or below $_____," specified amount, which was contingent upon family size.

For Blue River Community, Oregon, the low and moderate family income thresholds by family size were defined using Oregon Community Development Block Grant 2003 Low and Moderate Income limits sheet that was provided by OECDD. The sheet was effective February 20, 2003. The income thresholds for Lane County, by family size, are showing in table 1.

Table 1: Low-Moderate Income Thresholds, by Family Size

Family Income	Family Size
$28,500	1
$32,600	2
$36,650	3
$40,700	4
$44,000	5
$47,250	6
$50,500	7
$53,750	8

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The Income information for 80 interviews, covering 190 persons in families that live in the Blue River Community, is summarized below in table 2. Also, we have developed a table for comparing the distribution of family size by family income (table 3).

Table 2: Persons Below Low-Moderate Income Thresholds, Blue River, Oregon, June 2003.

Number Persons in Family	Low-Moderate Income Threshold	Persons Above	Persons Below	All Persons	%Below	DK/Refuse Resp'ts	Number Survey Respondents
1	$28,500	6	14	20	70.00%	0	20
2	$32,600	24	52	76	68.42%	2	40
3	$36,650	12	9	21	42.86%	0	7
4	$40,700	8	28	36	77.78%	1	10
5	$44,000	0	15	15	100.00%	0	3
6	$47,250	6	0	6	0.00%	0	1
7	$50,500	0	7	7	100.00%	0	1
9	>$53,750	0	9	9	100.00%	0	1
Total		56	134	190	**70.53%**	3	83

Table 3: Comparing the distribution of family size by family income

Number of Person in the Family	Families with low and Moderate Incomes		Families above Low and Moderate Income	
	Number	Percent	Number	Percent
One	14	25.5%	6	24.0%
Two	26	47.3%	12	48.0%
Three	3	5.5%	4	16.0%
Four	7	12.7%	2	8.0%
Five	3	65.5%	0	0.0%
Six	0	0.0%	1	4.0%

2. Blue River's Family Income Median and arithmetic mean (average).

Respondents were asked: "For the year 2002, how much would you estimate the total family money income from all sources to be (exactly/as close as possible) _____" Only 60 families provided the money income amount, and 23 declined to provide it. The results are summarized in table 4.

Table 4: Blue River's Family Income Median and mean

Median	**$30,000.00**
Average (arithmetic mean)	**$32,738.08**

3. Opinions on Community Facilities Constructions & Question on using the services of the McKenzie Clinic.

Responding to a request by the Blue River Community Development Corporation, we included three questions in the survey related to community facilities as follows:

a. "Do you support development of track and field facilities for community and school use? The facilities will be paid for through private contributions" Yes/No

b. "Do you support construction of a Soccer field at the McKenzie Track and Field facility for use by elementary age boys and girls?" Yes/No

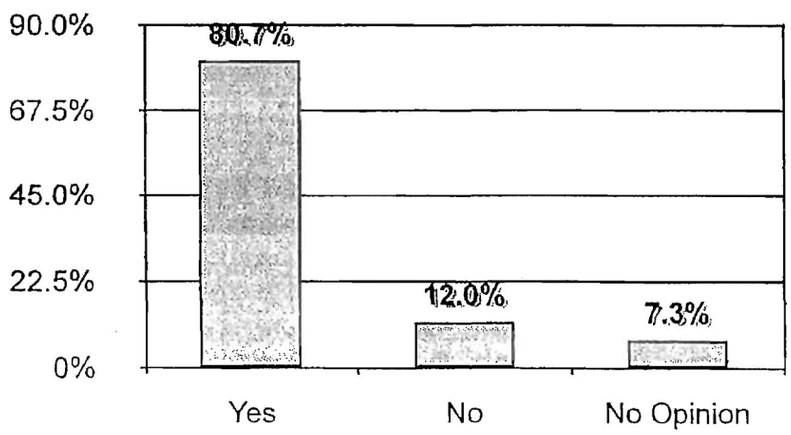
c. "Do you currently use the services of the McKenzie Clinic?" Yes/No

8/10 06-01-2010 21:46:15 DOCTORS CHOICE INC 5418967020

Respondents were giving the option of answering yes or no to the above questions. We did not anticipate the respondents to withhold from answering yes or no, therefore, the interviewers marked "no opinion" when the person interviewed did not have an opinion for the questions or said "neither".

The responses to the above question are summarized in the graphs below:

Graph 1: "Do you support development of track and field facilities for community and school use? The facilities will be paid for through private contributions"



Graph 2: "Do you support construction of a Soccer field at the McKenzie Track and Field facility for use by elementary age boys and girls?"

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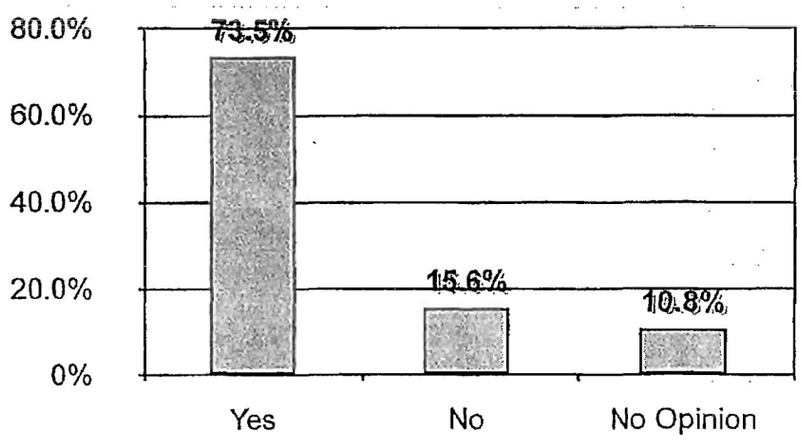
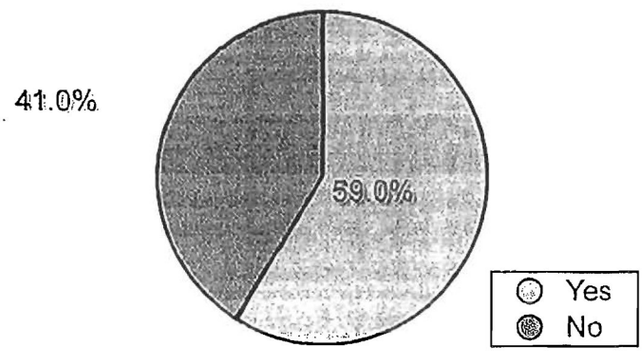


Graph 3: "Do you currently use the services of the McKenzie Clinic?"



Conclusion

The results of this survey indicate that Blue River Community does meet the 51% low-to-moderate family income level required to qualify for CDBG. Although we could not interview all families living in Blue River, this survey's sample size suggests that the final result would not have been different.

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51668 Blue River Drive
Finn Rock, OR 97413
800-366-5992
F 541-896-7020

Doctor's Choice, Inc.

Fax

To:	Jerry Kendal	**From:**	Kat Kirkpatrick
Fax:	541-682-3947	**Pages:**	2 including cover
Phone:		**Date:**	4-13-2010
Re:	Zezoning Support Letter PA 07-6215	**cc:**	

x **Urgent** ☐ **For Review** ☐ **Please Comment** ☐ **Please Reply** ☐ **Please Recycle**

• **Comments:**

Jerry – Attached is a copy of the letter emailed to you earlier today. I wanted to provide a backup in case the electronic version did not reach you.

Sincerely -

Kat

541-896-7005

Lane County Oregon - PSB/LMD
125 E. 8th Ave
Eugene, OR 97401

ATTN: Jerry Kendall - Associate Planner
Jerry.Kendall@co.lane.or.us

RE: Support for PA 07-6215

I am writing to express and give my whole hearted support to the LaVoie's request for rezoning of their Blue River parcels (PA 07-6215) As a Blue River property and business owner, I believe that the rezoning of these parcels would greatly benefit the people/town of Blue River and the surrounding McKenzie River Corridor community.

My family and I have been long time residents of the McKenzie River area. My grandparents, parents, siblings, and my husband and I , have all owned property and businesses in the town of Blue River. We go back as far as to the "Dam days" (1950's and 60's). In those days the town flourished with multiple businesses: 3 gas stations, an automobile parts store, 2 grocery stores, 3 restaurants, a butcher shop, a tavern, cabins for lodging and so much more!

Our town, Blue River, has been in a steady decline since the slow demise of the timber industry. It has now almost vanished with only three businesses now operating in the city proper. There are very few job opportunities in the community as a whole. Even our local school is dying a slow and painful death as people with children move out of the area to find the necessary employment to support their families. We need businesses in town that will increase employment, draw people into the community and help to provide the necessary dollars that will improve the economy as a whole.

I have known and worked with the LaVoie's since 2003. I have witnessed their dedication toward improving the economy and the appearance of Blue River. They have steadily worked to improve the old Ranger Station and have been a great neighbor. I believe they have good intentions and that they truly wish to see the town of Blue River and the community to prosper again.

Rumor has it that there are Blue River resident's who are against the rezoning. I question their motives. I personally feel that anyone who is against bringing more business into this community is selfishly wishing to keep the area depressed. I feel that they have their own interests at heart and not what is best for the community. More business will assist our local people and help to bring the economy forward towards its' former glory. WE NEED MORE BUSINESSES like the McKenzie River Mountain Resort. Blue River and the surrounding community will only benefit from the rezoning of the LaVoie property. The LaVoie's are doing a great job at fixing up what was once an abandoned property that contributed nothing towards the community and was, frankly, an eyesore.

Rezoning the LaVoie parcels will be a step in the right direction towards helping to improve the economy of the town of Blue River. Rezoning will allow the LaVoie's to continue to improve this property; thereby potentially increasing employment and bringing additional revenue into the community. Who knows - possibly more businesses will be able to open and to be self supporting. Maybe we could see a future economic boom in the community.

Our family SUPPORTS the LaVoie rezoning PA 07-6215.

Sincerely,

Kat Kirkpatrick

Kathryn M. Kirkpatrick
Owner/Business Manager
Doctors Choice Inc. - Blue River, Oregon
(541) 896-7005
katk@doctorschoice.org
91609 Horse Creek Road - McKenzie Bridge
91183 McCauley Street - Blue River

TO: Jerry Kendall/Associate Planner/Lane County Oregon
PSB/LMD
125 E. 8th Ave.
Eugene, Or. 97401
ph: 541-682-4057
FAX: 541-682-3947

FROM JIM BAKER

BLUE RIVER CDC

99-209.

6/1/10

RE: PA 07-6215

Jerry -

Many in the community have heard about the opposition to the rezoning and wanted to let the county know that they STONGLY desire to see the zoning request APPROVED.

I have enclosed copies of these letters of support. You'll note that these people are largely full time residents of Blue River proper.

Some letters include signatures from more than one resident (addresses of proponents are included).

I think you'd find that the majority of local residents are in favor of rezoning with only a minor number in disagreement.

Sincerely,

Chris LaVoie

541-822-6272

20 pages

Dear Lane County,

I am a Blue River resident and/or property owner.

I am writing to express my support for rezoning the parcels requested by the Lavoie's PA 07-6215. The McKenzie River Mountain Resort has done a great job fixing up the old ranger station and has been helpful in cleaning up the town. They have been a great neighbor.

This town is almost dead with only 3 businesses operating on the main street. There are very few jobs here.

This town used to be booming, filled with people, cars and businesses. The nearby school is dying from a slow death as families with children move elsewhere to find jobs. Both the town and the school need jobs.

We need more businesses here like McKenzie River Mountain Resort to help fix up the area and to provide more jobs for locals.

John B Campbell

Signature

John Campbell

Name

Address
91278 Blue River Rd

Additional comments:

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Howard Segal II
51770 Blue River Dr.

Signature

LeRoy E. Frame

Name

51740 Blue River Dr.
Blue River OR 97413

Address

Additional comments:

Send this to, or email your comments to the email below:

Jerry Kendall/Associate Planner/Lane County Oregon
PSB/LMD
125 E. 8th Ave.
Eugene, Or. 97401
ph: 541-682-4057
FAX: 541-682-3947
Jerry.Kendall@co.lane.or.us

5/30/10

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Mamadou Ndoye

Signature

Mamadou Ndoye

Name

Mamadou M Ndoye

Address

1807 Echo Street Blue River 97413

Douglas Kirkpatrick
Douglas Kirkpatrick
51780 Dexter St.
Blue River OR 97413

Additional comments:

Send this to, or email your comments to the email below:

Jerry Kendall/Associate Planner/Lane County Oregon
PSB/LMD
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Eugene, Or. 97401
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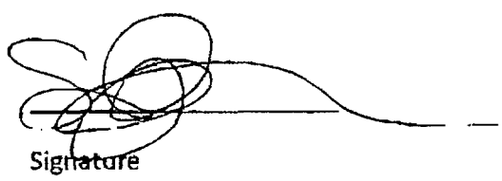

Signature

Scriven Taylor

Name

51683 Rose St.
Blue River, OR 97413

Address

Additional comments:
It would be nice to see unobtrusive development and a boost to the local economy.

Send this to, or email your comments to the email below:

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PSB/LMD
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Eugene, Or. 97401
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Juanita L. Wiegert

Signature

JUANITA L. WIEGERT

Name

51723 ROSE ST.

BLUE RIVER, OR 97413

Address

Additional comments:

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PSB/LMD
125 E. 8th Ave.
Eugene, Or. 97401
ph: 541-682-4057
FAX: 541-682-3947
Jerry.Kendall@co.lane.or.us

Terrence G Herndon

Terrence G Herndon
Patricia Ellenswoorth
51784 Dexter St

Blue River Or 97413

5/30/10

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Shayla Smith
Signature

Shayla Smith
Name

51815 Echo St.
Blue River
Address

Khia Boaz
Khia Boaz
51768 Rose Street
Blue River, Oregon
I Fully support the efforts of McKenzie River Resort.

Rebecca Sheppard
51778 Dexter, Blue River

Additional comments:

Send this to, or email your comments to the email below:

Jerry Kendall/Associate Planner/Lane County Oregon
PSB/LMD
125 E. 8th Ave.
Eugene, Or. 97401
ph: 541-682-4057
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Jerry.Kendall@co.lane.or.us

Attn: Jerry

PA 07-6215

5/30/10

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Leo Donohoe

Signature

LEO DONOHOE

Name

ROSE ST.

BLUE RIVER, OR.

Address

Additional comments:

KEEP UP THE GOOD WORK

Send this to, or email your comments to the email below:

Jerry Kendall/Associate Planner/Lane County Oregon
PSB/LMD
125 E. 8th Ave.
Eugene, Or. 97401
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Todd L Lowry

Signature

Todd L Lowry

Name

50997 mckenzie hwy
Finn Rock OR 97488

Address

P.O. Box 153
Blue River OR 97413

Additional comments:

Send this to, or email your comments to the email below:

Jerry Kendall/Associate Planner/Lane County Oregon
PSB/LMD
125 E. 8th Ave.
Eugene, Or. 97401
ph: 541-682-4057
FAX: 541-682-3947
Jerry.Kendall@co.lane.or.us

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Billy Lanning

Signature

Billy Lanning

Name

51724 Rose st.

Blue River

Address

Additional comments:

Send this to, or email your comments to the email below:

Jerry Kendall/Associate Planner/Lane County Oregon
PSB/LMD
125 E. 8th Ave.
Eugene, Or. 97401
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Jerry.Kendall@co.lane.or.us

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Kim Banks

Signature

Name

Kim Banks

PO Box 150
Blue River Or. 97413.

Address

Additional comments:

Send this to, or email your comments to the email below:

Jerry Kendall/Associate Planner/Lane County Oregon
PSB/LMD
125 E. 8th Ave.
Eugene, Or. 97401
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Signature

DEBRAL BRYANT

Name

49595 McKenzie Hwy

VIDA OR. 97488

Address

Additional comments:

Send this to, or email your comments to the email below:

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PSB/LMD
125 E. 8th Ave.
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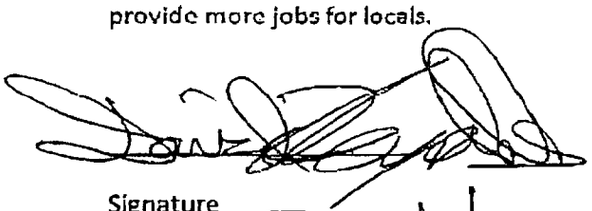

Signature

David & Randi Reynolds

Name

Randi Reynolds

David Reynolds

Address 1740 Town.
P.O. Box 231
Blue River, OR 97413

Additional comments:

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PSB/LMD
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Signature

Nathaniel L. Tompkins

Name

PO Box 226

Blue River OR 97413

Address

Additional comments:

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PSB/LMD
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Richard Burns

Signature

Richard Burns

Name

52508 McKenzie Hwy Blue River Ore 97413

Address

Additional comments:

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I am writing to express my **support** for rezoning the parcels requested by the Lavoie's PA 07-6215. The McKenzie River Mountain Resort has done a great job fixing up the old ranger station and has been helpful in cleaning up the town. They have been a great neighbor.

This town is almost dead with only 3 businesses operating on the main street. There are very few jobs here.

This town used to be booming, filled with people, cars and businesses. The nearby school is dying from a slow death as families with children move elsewhere to find jobs. Both the town and the school need jobs.

We need more businesses here like McKenzie River Mountain Resort to help fix up the area and to provide more jobs for locals.

Terry Miller

Signature

TERRY MILLER

Name

51727 Echo St.
Blue River OR 97413

Address

Additional comments:
Chris is trying to work with the town, and not against it. And, he employees lots of locals that needed jobs.

Send this to, or email your comments to the email below:

Jerry Kendall/Associate Planner/Lane County Oregon
PSB/LMD
125 E. 8th Ave.
Eugene, Or. 97401
ph: 541-682-4057
FAX: 541-682-3947
Jerry.Kendall@co.lane.or.us

Dear Lane County,

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I am writing to express my **support** for rezoning the parcels requested by the Lavoie's PA 07-6215. The McKenzie River Mountain Resort has done a great job fixing up the old ranger station and has been helpful in cleaning up the town. They have been a great neighbor.

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We need more businesses here like McKenzie River Mountain Resort to help fix up the area and to provide more jobs for locals.

Michael B. Sexton

Signature

MIKE SEXTON

Name

51727 ECHO ST
Blue River OR 97413

Address

Additional comments:

Send this to, or email your comments to the email below:

Jerry Kendall/Associate Planner/Lane County Oregon
PSB/LMD
125 E. 8th Ave.
Eugene, Or. 97401
ph: 541-682-4057
FAX: 541-682-3947
Jerry.Kendall@co.lane.or.us

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Angel Castro

Signature

Angel Castro

Name

52745 McKenzie Hwy
Blue River, OR 97413

Address

Additional comments:

Send this to, or email your comments to the email below:

Jerry Kendall/Associate Planner/Lane County Oregon
PSB/LMD
125 E. 8th Ave.
Eugene, Or. 97401
ph: 541-682-4057
FAX: 541-682-3947
Jerry.Kendall@co.lane.or.us

5/30/10

Dear Lane County,

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We need more businesses here like McKenzie River Mountain Resort to help fix up the area and to provide more jobs for locals.

Signature

HOWARD PATTON

Name

PO BOX 264

BLUE RIVER OR 97413

Address

Additional comments:

Send this to, or email your comments to the email below:

Jerry Kendall/Associate Planner/Lane County Oregon
PSB/LMD
125 E. 8th Ave.
Eugene, Or. 97401
ph: 541-682-4057
FAX: 541-682-3947
Jerry.Kendall@co.lane.or.us

May 27, 2010

REC'D JUN 01 2010

To: Mr. Jerry Kendall, Associate Planner
Lane County Land Management Division
125 E. 8th Avenue
Eugene, Oregon 97401

Re: PA 07-6215

Dear Mr. Kendall

As a follow up to the May 18, 2010 Hearing we submit the following comments and concerns and respectfully request further consideration by the Board Of Commissioners. The reference material is the 243 Page " Plan Amendment & Zone Change Application" prepared and presented by James A. Mann LLC.

DOCUMENT
PAGE NUMBER

Page #1
The 12/8/09 letter to Jerry Kendall from James Mann references an 11/6/09 report " Traffic Impact Analysis" prepared by Branch Engineering, Inc. This analysis report is not included in applicants' presentation?

Page #12
Another reference to the Branch Engineering, Inc. analysis in 12/23/09 email said to be attached to application. Again no attachment?
(Note – in 5/18/10 hearing a mention was made by a lane county person that their understanding is Shashi Bajracharya PE implied RV traffic issues approved.)

Page #14 &15
In a 1/20/10 email from Shashi Bajracharya PE to Jerry Kendall states "However, the TP review finds that the proposed access location is inadequate to serve RV movement safely due to insufficient intersection sight distance at the driveway location".
(Note – clearly a conflict of fact regarding safe access to property from roadways used by RV traffic.)

Page #23
Applicant clearly shows subject property aggregate of 12.33 acres. Lot 300 (Former Ranger Station) is 3.56 acres with the additional lots they want to include 8.77acres currently zoned RR. This 12.33 acre total would be larger than the current total acreage of the existing RC zoned downtown Blue River area, yet clearly separated by The Blue River from all other now zoned RR property..
(Note – point being there is substantial undeveloped RC zoned acreage certainly is Adequate to meet the needs of the applicant.)

Page #30
Paragraph #5 clearly references River Street. It needs to be clear that River Street is not a maintained road and actually is a single lane street in poor condition (pot holes) with serious visual limitations. Additional photographs have been submitted to substantiate the serious safety issues that are present at this time. It should also be noted that the exit to Blue River at the West end by the school is 1.3 miles from the Blue River Bridge, and most certainly would not be the primary access. River St. is presently used by a substantial percentage of the local residents, and would surely be used by RV's. This street simply cannot handle the increased traffic that would result if an RV Park were allowed in our residential community.

Page#33
Statement by applicant clearly confirms the availability of an adequate amount of currently RC zoned property in downtown Blue River.

Page #40
(ff) we take issue with applicant statement that existing downtown core of Blue River (zoned RC) ..."not reasonable alternative sites". Contrary, this area is specifically what needs to be developed to enhance and attract commercial growth.

Page #41
The first paragraph addresses community sewage disposal system issues. It has been a long-range community plan to establish a "Community Sewage System" to serve the commercial and ultimately residential areas of Blue River. Site-specific discussion has been on a location in or near the Blue River Park. It should be noted the park is located on same side of The Blue River as the RC downtown area. Since Lot 300 already has a serviceable septic sanitation system confirmed to meet their needs it seems to be more cost effective and practical to focus on the park location to attract additional commercial development. The applicants' suggestion to develop a sanitation system across The Blue River on Lots 400,1600,1700 or 1800 and enlist neighboring community involvement to extend the system service across The Blue River does not seem practical or cost effective. There is no known community support for applicants sewage disposal system proposal. Further note the Branch Engineering, Inc. report dated February 6,2007 (Exhibit 13 page 184) is a feasibility study which addresses Lots 300, 400, 1700 and 1800 only. This study does not mention any inclusion of other sites such as neighboring community residential or commercial areas. Would this suggest a lack of validity?

Page #41
Findings and Conclusions – Goal 2 – Land Use Planning : ..."requires development of an adequate factual base to support these decisions". In our opinion the applicant has presented no clear adequate factual plan.

Page #43
Findings and Conclusions – Goal 10 – Housing:
Contrary to the applicants' statement and opinion, changing existing RR zoning to RC zoning on Lots 400,1600,1700 and 1800 will certainly affect the neighbors as many expressed at the hearing. The quality of the residential community will be negatively impacted by an influx of transient exposures usually expected in commercial areas. Many neighboring properties are owned and occupied by families with children as well as a large number of retired folks. By simply allowing commercial development to extend across The Blue River unexpected and unneeded changes will most likely take place. The quality of life in the neighborhood will certainly change. It's also understood the applicant does not live on the property in question which causes concern regarding adequate security management .A serious concern is the setting of precedence if this modification is approved; which opens the possibility other land owners apply requesting their property zoning be changed from RR to RC.

Page # 204 & #205
These are Aerial photos of the town of Blue River. The RC zoned area is bordered by The Blue River /Cascade Street / McKenzie Highway. Clearly you can see The Blue River offers a sustainable buffer between the RC and RR zoned areas. Except for Lot300 (Prior Ranger Station) all adjacent properties are zoned RR, F1, F2 or other non-commercial classes. Allowing this major zoning change will have a significant influence on future property values and attracting desirable new residents.

ADDITIONAL ISSUES OF CONCERN:

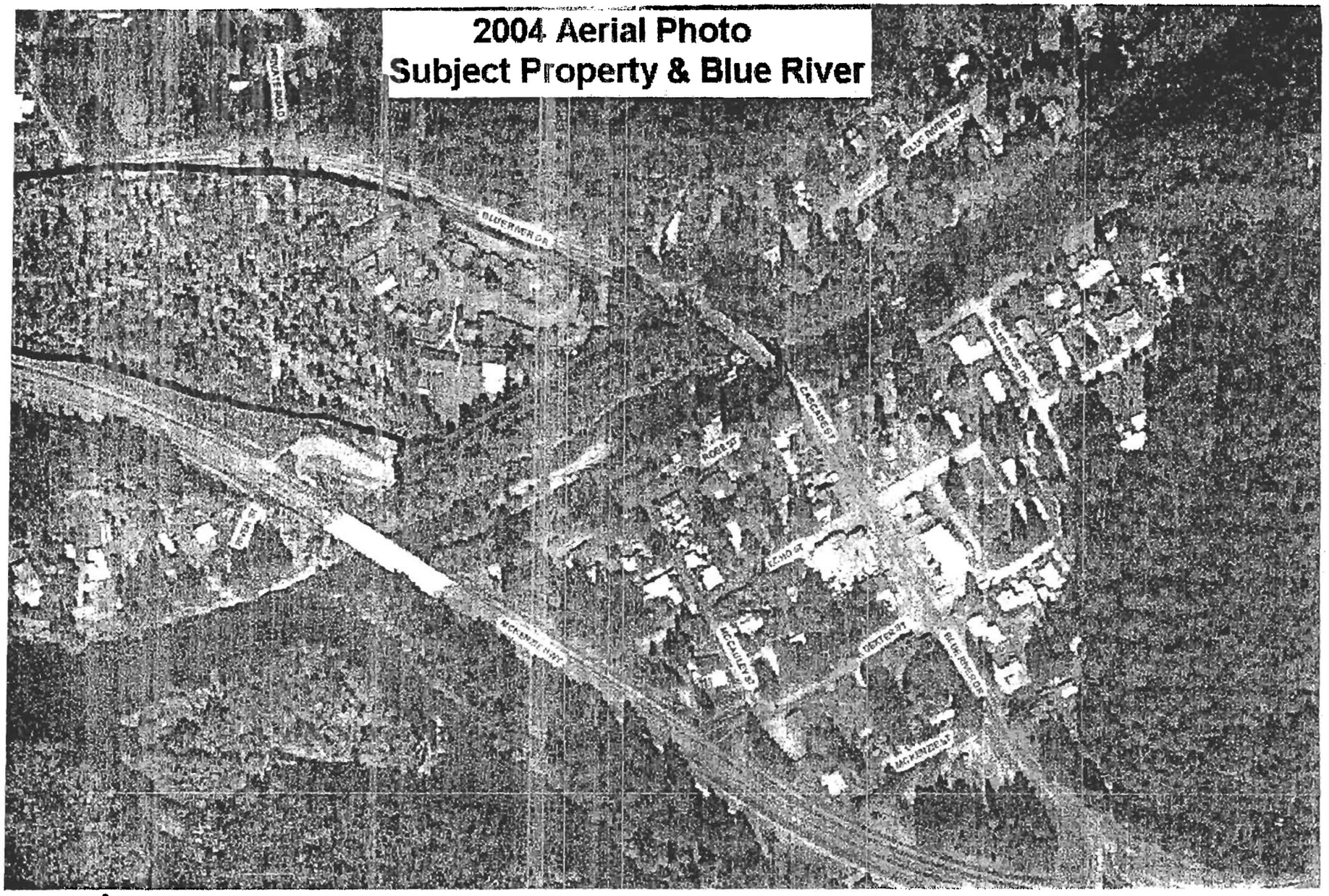
To our knowledge Lots 400,1600,1700and 1800 were recently modified from RR 5 acre to RR 2.5 +/- acre. Does this have any influence on use?

Who is Kona Sunset LLC? See enclosed copy of 5/26/10 Oregon Business Registry Report. The only member listed is William Lamar, Rossmoor, Ca. and principal place of business is Carson City, Nv. Do LeVoies have any clear ownership, and is that a requirement?

Within the applicant's submission Bremerton Properties, LLC is listed as an interested party. A copy of the Oregon Business Registry Report for this entity is enclosed which shows as of 5/8/09 status Administrative Dissolution. Does this have any significance?

RESPECTIFULLY SUBMITTED BY THE FOLLOWING CONCERNED PROPERTY OWNERS OF BLUE RIVER, OREGON:

	NAME	ADDRESS
1	Robert & Peter B. Gibb	91247 Blue River Road 97413
2	Carolyn Schmid	51592 McKenzie Hwy Blue River 97413
3	Steve W. Dahl	91286 Blue River OR 97413
4	Neil & Teresa Ewonus	91241 Blue River Rd 97413
5	marlene r sutliff	51599 Blue River Dr Vida 97488
6	Sara Sutliff	51599 Blue River Dr. Vida, OR 97488
7	Dale Hyland	51713 Dove, Blue River, OR 97
8	Dory J Woodruff	91250 BLUE RIVER RD. 97413
9	Connie Fleis	91271 Blue River Rd, Blue River 97413
10		
11		
12		
13		
14		
15		
16		
17		
18		


2004 Aerial Photo
Subject Property & Blue River
PRIVATE ROAD
BLUE RIVER DR
GLEN RIVER RD
CASCADE ST
ACRE ST
LEMHI ST
MCCAULEY ST
DEXTER ST
MCKENZIE HWY
BLUE RIVER DR
MCKENZIE ST

OREGON SECRETARY OF STATE
HOME ▶ Corporation Division

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referral list | business registry/renewal | forms/fees | notary public
uniform commercial code | uniform commercial code search | documents & data services

Business Name Search

New Search | Printer Friendly

Business Entity Data

05-26-2010 14:54

Registry Nbr	Entity Type	Entity Status	Jurisdiction	Registry Date	Next Renewal Date	Renewal Due?
205985-95	DLLC	INA	OREGON	03-09-2004		
Entity Name	BREMERTON PROPERTIES, LLC					
Foreign Name						

New Search | Printer Friendly

Associated Names

Type	PPB	PRINCIPAL PLACE OF BUSINESS		
Addr 1	54483 W KING RD			
Addr 2				
CSZ	BLUE RIVER	OR	97413	Country UNITED STATES OF AMERICA

Please click here for general information about registered agents and service of process.

Type	AGT	REGISTERED AGENT		Start Date	03-09-2004	Resign Date	
Name	TAMI		S.P.	BEACH			
Addr 1	401 E 10TH AVE STE 230						
Addr 2							
CSZ	EUGENE	OR	97401		Country	UNITED STATES OF AMERICA	

Type	MEM	MEMBER			Resign Date	
Name	JULIE		A	LAVOIE		
Addr 1	54483 W KING RD					
Addr 2						
	BLUE					

CSZ	RIVER	OR	97413	Country	UNITED STATES OF AMERICA

New Search Printer Friendly

Name History

Business Entity Name	Name Type	Name Status	Start Date	End Date
BREMERTON PROPERTIES, LLC	EN	CUR	03-09-2004	

Please read before ordering Copies.

New Search Printer Friendly

Summary History

Image Date	Action	Transaction Date	Effective Date	Status	Name/Agent Change	Dissolved By
05-08-2009	ADMINISTRATIVE DISSOLUTION	05-08-2009		SYS		
03-13-2009	NOTICE LATE ANNUAL	03-13-2009		SYS		
02-14-2008	ANNUAL REPORT PAYMENT	02-14-2008		SYS		
05-11-2007	ANNUAL REPORT PAYMENT	05-11-2007	05-09-2007	SYS		
03-16-2007	NOTICE LATE ANNUAL	03-16-2007		SYS		
03-16-2007	NOTICE LATE ANNUAL	03-16-2007		SYS		
02-15-2006	ANNUAL REPORT PAYMENT	02-15-2006		SYS		
02-23-2005	AMENDED ANNUAL REPORT	02-23-2005		FI		
03-09-2004	ARTICLES OF ORGANIZATION	03-09-2004	03-12-2004	FI	Agent	

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W3C HTML 4.01

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Business Entity Data

05-26-2010 14:27

Registry Nbr	Entity Type	Entity Status	Jurisdiction	Registry Date	Next Renewal Date	Renewal Due?
523048-97	FLLC	ACT	NEVADA	05-27-2008	05-27-2011	
Entity Name	KONA SUNSET, LLC					
Foreign Name						

New Search | Printer Friendly

Associated Names

Type	PPB	PRINCIPAL PLACE OF BUSINESS				
Addr 1	318 N CARSON ST STE 208					
Addr 2						
City	CARSON CITY	NV	89701			UNITED STATES OF AMERICA

Please click [redacted] for general information about registered agents and service of process.

	AGT	REGISTERED AGENT		05-27-2008		
Name	TAMI	S.P.	BEACH			
Addr 1	401 E 10TH AVE STE 230					
Addr 2						
City	EUGENE	OR	97401			UNITED STATES OF AMERICA

Type	MEM	MEMBER				**Date**	
Name	WILLIAM		L	LAMAR			
Addr 1	11392 PEMBERTON RD						
Addr 2							
CSZ	ROSSMOOR	CA	90720		**Country**	UNITED STATES OF AMERICA	

New Search Printer Friendly

Name History

Business Entity Name	Name Type	Name Status	Start Date	End Date
KONA SUNSET, LLC	EN	CUR	05-27-2008	

Please read before ordering Copies.

New Search Printer Friendly

Summary History

Image Date	Action	Transaction Date	Effective Date	Status	Name/Agent Change	Dissolved By
05-17-2010	ANNUAL REPORT PAYMENT	05-17-2010		SYS		
05-05-2009	AMENDED ANNUAL REPORT	05-05-2009		FI		
05-27-2008	APPLICATION FOR AUTHORITY	05-27-2008		FI	Agent	

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Business Registry Business Name Search

New Search

Business Entity Data

05-10-2010 09:23

Registry Nbr	Entity Type	Entity Status	Jurisdiction	Registry Date	Next Renewal Date	Renewal Due?
375527-91	DLLC	ACT	OREGON	08-01-2006	08-01-2010	

Entity Name	EARTH QUEST PARTNERS, LLC
Foreign Name	

New Search

Associated Names

Type	PPB	PRINCIPAL PLACE OF BUSINESS				
Addr 1	51668 BLUE RIVER DR					
Addr 2						
CSZ	BLUE RIVER	OR	97413		**Country**	UNITED STATES OF AMERICA

Please click here for general information about registered agents and service of process.

Type	AGT	REGISTERED AGENT			**Start Date**	08-01-2006	**Resign Date**	
Name	TAMI		S P	BEACH				
Addr 1	401 EAST 10TH AVE STE 230							
Addr 2								
CSZ	EUGENE	OR	97401		**Country**	UNITED STATES OF AMERICA		

Type	MAL	MAILING ADDRESS				
Addr 1	PO BOX 242					
Addr 2						
CSZ	BLUE RIVER	OR	97413		**Country**	UNITED STATES OF AMERICA

Type	MEM	MEMBER			**Resign Date**	
Name	CHRIS		LAVOIE			
Addr 1	PO BOX 242					
Addr 2						

CSZ	BLUE RIVER	OR	97413		Country	UNITED STATES OF AMERICA

New Search

Name History

Business Entity Name	Name Type	Name Status	Start Date	End Date
EARTH QUEST PARTNERS, LLC	EN	CUR	08-01-2006	

Please read before ordering Copies.

New Search

Summary History

Image Date	Action	Transaction Date	Effective Date	Status	Name/Agent Change	Dissolved By
07-14-2009	ANNUAL REPORT PAYMENT	07-14-2009		SYS		
05-06-2009	ARTICLES OF AMENDMENT	05-06-2009		FI		
07-14-2008	ANNUAL REPORT PAYMENT	07-14-2008		SYS		
12-21-2007	REINSTATEMENT AMENDED	12-21-2007		FI		
09-28-2007	ADMINISTRATIVE DISSOLUTION	09-28-2007		SYS		
08-03-2007	NOTICE LATE ANNUAL	08-03-2007		SYS		
08-01-2006	ARTICLES OF ORGANIZATION	08-01-2006		FI	Agent	

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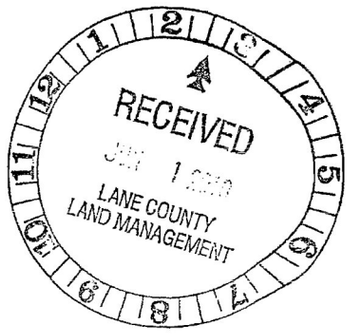


May 31, 2010

Land Management Division
ATTN: Mr. Jerry Kendall
125 East 8th Avenue
Eugene, Oregon 97401

Re: File Number: PA 07-6215

Mr. Kendall

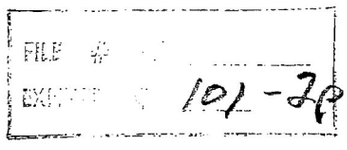
Permit (PA 07-6215) requested by Christopher and Julie LaVoie (Earth Quest Partners, LLC) for a Plan Amendment Change to Rural Commercial and Zone Change to Rural Commercial for the property located on Map 16-45-28-20, TL 300, 400, 1600, 1700, and 1800 are in the best interest in the development of the Blue River area.

The property in mention is in part, the former location of the Blue River Ranger Station, Willamette National Forest. The buildings included the main administration and office building, conference building, maintenance building, and 5 homes. Mr. LaVoie's request to re-zone his property to Rural Commercial from Rural Resident is more aligned with how the property was used when it was operated as a public access building, selling permits and materials to the public, and offering public assistance for those wishing to utilize the Willamette National Forest in the Blue River and McKenzie River areas.

I own a log home (51763 Echo St.) in the main area of Blue River (across from Meyer's General Store) and have attended many meetings where business owners and interested citizens have met to improve the Blue River area by bringing in businesses and increasing commercial activities. Reservoir Dog Restaurant is located no more than 1,000 feet, just across the Blue River Bridge, southeast of the Mr. LaVoie's property requested to be re-zoned.

Mr. LaVoie is adding to the improvement of the Blue River area with McKenzie River Mountain Resort. He is providing employment opportunities for the local residents, which is especially needed in the current oppressed economy. McKenzie River Mountain Resort brings patrons that will increase the use of the recreational areas surrounding Blue River and support the current businesses that so desperately need the business.

Sarah Mizejewski, Lane County Community & Economic Development, 125 E. 8th Avenue, Eugene, OR 97401 (Sarah.Mizejewski@co.lane.or.us) has developed a McKenzie River Tourism group which includes McKenzie River Mountain Resort in the development of the Upper and Lower McKenzie River areas to promote tourism activities and increase the commercial visibility in the McKenzie River areas to promote the economy from Leaburg through the McKenzie Bridge areas. **The development and promotion of Resorts are on top on their list.**



Why would a Lane County Agency spend thousands of dollars to promote commercial activities in an economic oppressed area, and others in the area be so against a clean and totally compatible commercial business such as McKenzie River Mountain Resort. **I am sure the results from Lane County Land Management Division and the Hearings Board will see that the obvious outcome should be in favor of the re-zoning to Rural Commercial.**

The opposing testimony will be saying that McKenzie River Mountain Resort has added to the transient problems in the Blue River area. That could not be further from the truth. Mr. LaVoie and his staff actually monitor transient activities and evict them from the property. If the old Blue River Ranger Station was left unoccupied and unattended, the transients would take it over. With Mr. LaVoie wanting to add commercial activities would only increase positive utilization of his property and add more economic growth to the Blue River area.

I can see this as a GREAT opportunity for a Government Agency to directly add to the growth of the economy and allow a business owner to have the legal opportunity to help improve an area that has, for years, been an after thought to many local and state agencies.

Sincerely,

Floyd Bard

Floyd Bard
2000 River Loop 1
Eugene, Oregon 97404-1302

REC'D JUN 01 2010

June 1, 2010

Dear Lane County Land Use Planners
Regarding case number PA 076215

I want to amend my testimony that I gave during the hearing of May 18, 2010. I am VERY opposed to the zone change in all the lots in the subject property.

Earlier I was upset that the neighborhood was not notified of the proposed change because the signage was not visible from the road. The night of the hearing I drove by the property and still could NOT locate a sign. One neighbor said he saw it for 2 days then it fell down due to rain and was removed. It is not fair to ignore notification of such a major event.

I have been part of a number of community planning efforts for the Blue River area that indicated we want to keep commercial development East of the bridge and keep the area West of the bridge for 5 acre residential parcels. I worked on these planning efforts as part of the BRCDC and fail to understand how or when its opinion changed on this point. This proposal does not match existing community goals developed by the community over many years.

I have heard vague long term plans but no firm description of actual proposed activities. As I read the web page of the McKenzie River Mountain Resort there is a lot of confusion regarding the future of this land. There could be a wide variety of allowed activities under this zoning and many could have negative effects on our community.

I live on Blue River Drive, North of two parcels that are now zoned to be 2 acre residential parcels. According to past planning documents, the long term goal of the Blue River Community was to contain the commercial development in the area east of the bridge. The area west of the bridge was to remain in 5 acre parcels. It has not been very long since these tax lots, which are some of the last build-able lots in Blue River, were rezoned to be the more dense residential area it is divided into at this time. The zoning was changed from RR5 to RR 2. I believe these lots need to be allowed to become housing for new families and help build our community's capacity. This so we could increase the number of families that would live in our community that could in turn to help sustain our schools, the local fire department and other groups that depend on young volunteers. The proponent's agent, Jim Mann, worked for Lane County at the time of the Update to the Rural Comprehensive Plan and was present at the meetings when these decisions were being made.

I am concerned about how our Quality of Life will be affected by the noise and the additional traffic and the litter a tourist based development would generate. The noise of barking dogs and generators and diesel smell that come with an RV park is not in keeping with the rural character of the community I live in.

I fear this open ended zoning proposal will create the undesirable and touristy type of atmosphere that is not at all what Blue River needs. The rural comprehensive plan already designates Rainbow and McKenzie Bridge as tourist destinations. Blue River is for families.

Other concerns include traffic safety, garbage, and issues other neighbors have mentioned in their testimony against the development.

Thank you for your time.

Marlene Swetland 541-822-3819
51599 Blue River Drive
Vida OR 97488

Marlene Swetland

107-1

rec'd
6-1-10

RE: Support for PA 07-6215

I am writing this letter to express my support of the LaVoie's rezoning request of the Blue River parcels. I have been a long time Blue River community member, growing up and graduating high school, as well as now raising my own children here. I whole heartedly believe the community and town of Blue River, as well as the McKenzie as a whole, would benefit from the rezoning.

Blue River has over the years been in a steady decline since the cut-backs of the timber industry. This is a great area to have a family and raise children but with fewer and fewer jobs it is increasingly becoming difficult to live and survive here. We need new businesses to support the already existing families as well as draw new ones to help the community thrive.

My family supports the LaVoie rezoning PA 07-6215.

Sincerely,

Melissa Hayes

Melissa Hayes
91183 McCauley Street – Blue River

FILE # PA
EXHIBIT # 10-3-10

KENDALL Jerry

From: Kat Kirkpatrick [katk@doctorschoice.org]
Sent: Tuesday, June 01, 2010 2:04 PM
To: KENDALL Jerry
Subject: Zezoning support PA 07-6215

Lane County Oregon - PSB/LMD
125 E. 8th Ave
Eugene, OR 97401

ATTN: Jerry Kendall - Associate Planner

RE: Support for PA 07-6215

I am writing to express and give my whole hearted support to the LaVoie's request for rezoning of their Blue River parcels (PA 07-6215) As a Blue River property and business owner, I believe that the rezoning of these parcels would greatly benefit the people/town of Blue River and the surrounding McKenzie River Corridor community.

My family and I have been long time residents of the McKenzie River area. My grandparents, parents, siblings, and my husband and I , have all owned property and businesses in the town of Blue River. We go back as far as to the "Dam days" (1950's and 60's). In those days the town flourished with multiple businesses: 3 gas stations, an automobile parts store, 2 grocery stores, 3 restaurants, a butcher shop, a tavern, cabins for lodging and so much more!

Our town, Blue River, has been in a steady decline since the slow demise of the timber industry. It has now almost vanished with only three businesses now operating in the city proper. There are very few job opportunities in the community as a whole. Even our local school is dying a slow and painful death as people with children move out of the area to find the necessary employment to support their families. We need businesses in town that will increase employment, draw people into the community and help to provide the necessary dollars that will improve the economy as a whole.

I have known and worked with the LaVoie's since 2003. I have witnessed their dedication toward improving the economy and the appearance of Blue River. They have steadily worked to improve the old Ranger Station and have been a great neighbor. I believe they have good intentions and that they truly wish to see the town of Blue River and the community to prosper again.

Rumor has it that there are Blue River resident's who are against the rezoning. I question their motives. I personally feel that anyone who is against bringing more business into this community is selfishly wishing to keep the area depressed. I feel that they have their own interests at heart and not what is best for the community. More business will assist our local people and help to bring the economy forward towards its' former glory. WE NEED MORE BUSINESSES like the McKenzie River Mountain Resort. Blue River and the surrounding community will only benefit from the rezoning of the LaVoie property. The LaVoie's are doing a great job at fixing up what was once an abandoned property that contributed nothing towards the community and was, frankly, an eyesore.

Rezoning the LaVoie parcels will be a step in the right direction towards helping to improve the economy of the town of Blue River. Rezoning will allow the LaVoie's to continue to improve this property; thereby potentially increasing employment and bringing additional revenue into the community. Who knows - possibly more businesses will be able to open and to be self-supporting. Maybe we could see a future economic boom in the community.

Our family SUPPORTS the LaVoie rezoning PA 07-6215.

Sincerely,

Kat Kirkpatrick

Kathryn M. Kirkpatrick
Owner/Business Manager

09-26

Doctors Choice Inc. - Blue River, Oregon
(541) 896-7005
katk@doctorschoice.org
91609 Horse Creek Road - McKenzie Bridge
91181 McCauley Street - Blue River

KENDALL Jerry

From: jamannllc@comcast.net
Sent: Tuesday, June 01, 2010 3:12 PM
To: KENDALL Jerry
Cc: chrisl@doctorschoice.org
Subject: Additional Information in Support of PA07-6215
Attachments: JAMLLC 6-1-2010 Letter to J. Kendall.pdf; JK email May 19, 2010.pdf

Jerry,

Attached is additional information within the first 2 week comment period.

Jim

105-4

James A. Mann LLC

Land Use Planning & Development Permit Services
P.O. Box 51081
Eugene, Oregon 97405-0902
Telephone: (541) 514-3051 FAX: (541) 484-2761
Email: jamannllc@comcast.net

June 1, 2010

Jerry Kendall, Associate Planner
C/O Lane County Land Management Division
125 East 8th Ave.
Eugene, OR 97401

Subject: Plan Amendment Zone Change Application PA 07-6215
Blue River Development proposed by Chris and Julie Lavoie
Map 16-45-28-20 Tax Lots 300 & 400 & Map 16-45-29 Tax Lots 1600, 1700 & 1800

Dear Jerry,

This letter is in response to the following issues raised at the Lane County Planning Commission May 18, 2010 hearing for this application.

1. This issue is explained in your May 19, 2010 email to me, attached, and regards the following Rural Comprehensive Plan Goal Two Land Use Planning policy "11.b."

   "A Rural Commercial designation shall be applied to existing uses and/or tracts presently zoned for commercial activities addressing the same criteria as listed for the Rural Residential designation. The Rural Commercial designation shall encompass all commercial activities in the rural area. The range of limited, medium and medium/heavy commercial zoning shall be applicable in areas with a Community designation until the RCP and zoning for the areas are updated to comply with OAR 660 Division 22, the UC Rule. A single rural commercial zone shall be applied to areas updated to comply with OAR 660 Division 22, the UC Rule or with Goal 14".

   Your stated the following issues and questions in your May 19, 2010 email to me.

   "Related to the above, is RCP Goal 2, policy 11(b), and the issue raised by Comm. Nichols, specifically, does a "tract" exist in light of the different legal ownerships of the 5 tax lots? Her concern appeared to be that if no "tract" exists, where is the justification to take action on any tax lot other than 300, where all the existing development is? If no tract exists, is the proposal in conflict with this policy? Also, assuming that the "lodge" building is the "existing use", I would suggest an explicit argument be presented supporting such assertion. Lastly, is RCP Goal 2 policy 11(b) a "make or break" standard? In other words, if the LCPC does not accept that the standard has been satisfied, and concludes that the proposal is in conflict with this policy, should the proposal be denied? Your response to the above would be helpful to the LCPC."

The meaning or significance of the term "tracts" in RCP Goal 2 policy 11(b) is limited as to how it is used by the context with the rest of the policy, "*tracts presently zoned for commercial activities*". This language context clearly deals with "tracts presently zoned for commercial activities" and was intended to be used by Lane County during the periodic review update of the RCP when changes to the existing zoning were being considered or made. Because the subject property is not presently zoned for commercial activities, the part of this policy for "*tracts presently zoned for commercial activities*" is not applicable. The concerns mentioned in your email to me regarding a "tract" are therefore contrary to the clear and literal reading of this policy.

My experience has been that if there is a clear basis in the evidence and requirements for approval, the Planning Commission may recommend against re-designating and rezoning an entire property and may recommend in favor of re-designating and rezoning only part of it.

2. During the course of the hearing with the Planning Commission, it was apparently unclear that the applicants' engineer, Branch Engineering, had performed a 154 page TRAFFIC IMPACT ANALYSIS dated November 6, 2009 in support of the plan amendment zone change application and that this document had been included in the record for this application. This document addressed the impacts of the proposed RV park development on the State Highway System and local roads.

   Page 6 of the Lane County staff report quoted a 12-23-09 written statement from ODOT, "After review of the Blue River TIA, ODOT concurs there is no significant affect per the TPR and does not have any further comment on this zone change application". The applicants' TIA and the evaluation from ODOT provide the basis for Lane County to conclude that the proposed plan amendment and zone change will not impact the nearby State highway.

   Lane County Public Works staff Mark Bernard commented at the hearing that the estimated traffic for an RV park is at the high end of estimated traffic for commercial uses. This information is important because the applicants' TIA does not underestimate the potential traffic and instead addressed the traffic impacts at the high end of the scale for commercial uses. The staff report lists some of the requirements in LC 15 for driveway management and that it will be necessary to close the existing driveway on Blue River Drive and to take access from River Street in order to comply with LC 15. The applicants appreciate the heads-up concerning the LC 15 driveway access requirements and plan to comply with these requirements as part of the land use application process that would normally follow the approval of this application. Looking ahead, it appears that access could be extended from River Drive through abutting tax lots 300 and 400 and to tax lot 1800 that is next to the parking lot on tax lot 300. Further study will be needed to determine if it would be practicable to extend this access all the way to tax lots 1700 and 1600.

Thanks for the opportunity to submit these additional comments.

Sincerely,

James A. Mann LLC

Copy to: Chris and Julie LaVoie
Attachment

Jim Mann

From: KENDALL Jerry [Jerry.KENDALL@co.lane.or.us]

Sent: Wednesday, May 19, 2010 3:11 PM

To: 'jamannllc@comcast.net'

Subject: Lavoie followup

Jim:

As you may recall. during last night's hearing for PA 07-6215, the LCPC asked staff to advise if taking action on only one tax lot (300) would be an option for them, leaving the remainder as RR. I will do so, and you may wish to add your own comments, both to this question, as well as to the issues below.

Related to the above, is RCP Gl. 2, policy 11(b), and the issue raised by Comm. Nichols, specifically, does a "tract" exist in light of the different legal ownerships of the 5 tax lots? Her concern appeared to be that if no "tract" exists, where is the justification to take action on any tax lot other than 300, where all the existing development is?

If no tract exists, is the proposal in conflict with this policy? Also, assuming that the "lodge" building is the "existing use", I would suggest an explict argument be presented supporting such assertion.

Lastly, is RCP Gl. 2 policy 11(b) a "make or break" standard? In other words, if the LCPC does not accept that the standard has been satisfied, and concludes that the proposal is in conflict with this policy, should the proposal be denied?

Your response to the above would be helpful to the LCPC.

Thank you.

Jerry Kendall/Associate Planner/Lane County Oregon
PSB/LMD
125 E. 8th Ave.
Eugene, Or. 97401
ph: 541-682-4057
FAX: 541-682-3947
Jerry.Kendall@co.lane.or.us

KENDALL Jerry

From: Chris LaVoie [chrisl@doctorschoice.org]
Sent: Tuesday, June 01, 2010 3:47 PM
To: KENDALL Jerry
Cc: 'Jim Mann'
Subject: PA 07-6215
Attachments: Rezoning-map PA 07-6215.pdf

Jerry,

You may also want to know that **we own the property at end of Rose St** next to highway (6 lots) just across the river form us. As you would guess, as owners of that property, we are in favor of our rezoning request. (Tax lots 1600,1700, 1900, 2000 and 4200).

I faxed over some letters from neighbors in support of our rezoning. There are about 19 in the last fax. I have a few more coming in as well.

I have also **enclosed a pdf of a visual map that highlights the past commercial activity zones** in the area – understanding where the business happened historically will be helpful for the committee members to see how our commercial usage fits in with past usage.

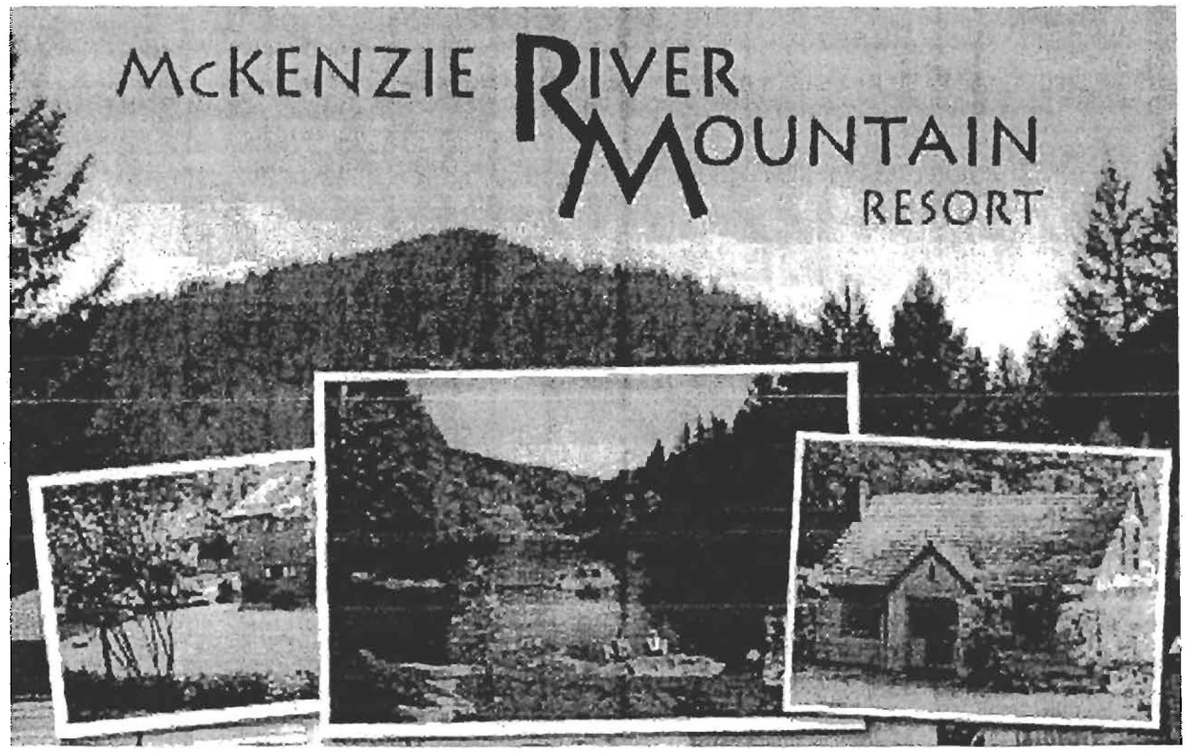
Some retired neighbors prefer little to no economic activity to preserve their peace. I understand that desire. However, returning our site back into commercial use is key to the community's survival. **The ranger station was the heartbeat of the community.** Our successful operations will help bring money and jobs into the community and provide a base for the downtown to rebuild.

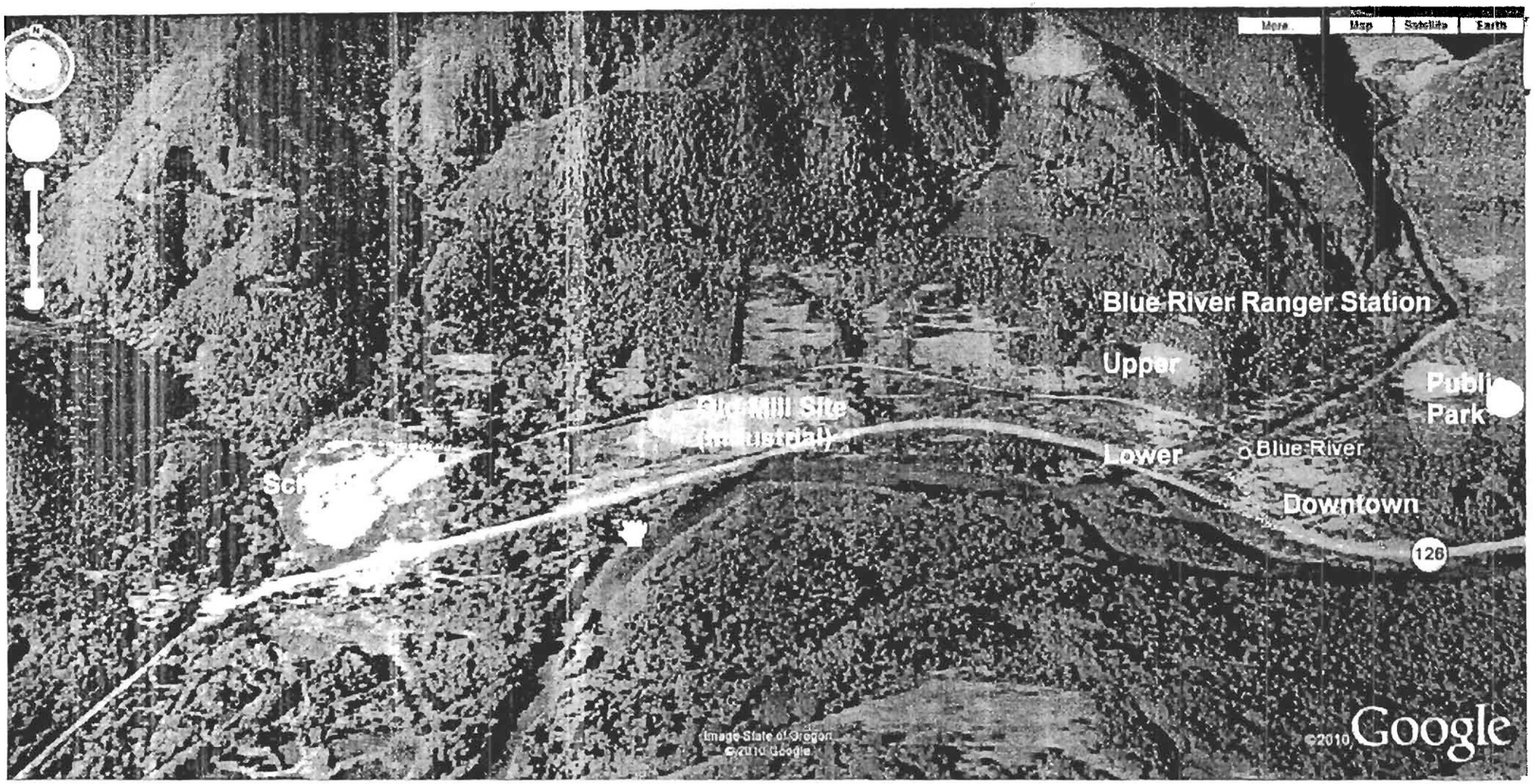
Most of the locals know this – that's why it was so easy to get them to support our rezoning request.

Thanks,

Chris LaVoie
541-822-6272 www.McKenzieRiverMountainResort.com

106-3/8.


McKENZIE RIVER MOUNTAIN
RESORT



Please note above map. You can see that the town - from the old mill site to the downtown core was filled with a lot of commercial use in the past. The old stage stop and hotel still exists between the old mill site and the ranger station site. Some would have you beleive that the site was always rural and that our use is a big change in use. In fact, the Ranger Station was the largest industrial and commercial business in Blue River for much of the 1900's. It was the key economic engine that made the town run. My point - more jobs, more commerce, more light industrial use all took polace on our site - not downtown. Our rezoning request is consistent with past useage. We are increasing our footprint but drastically lowering the intensity of use when compared to the past.

Chris LaVoie PA 07-6215

KENDALL Jerry

From: Jim Mann [jamannllc@comcast.net]
Sent: Tuesday, June 15, 2010 12:56 PM
To: KENDALL Jerry
Subject: Applicants' Written Response to Materials Submitted into the Record between May 18,2010 and June 1, 2010 for PA07-6215
Attachments: JAMLLC 6-15-2010 Letter to J. Kendall.pdf

Jerry,

Attached is the applicants' response to the written materials submitted into the record between May 18, 2010 and June 1, 2010 for application PA076215.

Jim

James A. Mann LLC
P.O. Box 51081
Eugene, OR 97405
Phone: 541-514-3051

FILE # PA_____
EXHIBIT # 109 — 5p.

James A. Mann LLC

Land Use Planning & Development Permit Services
P.O. Box 51081
Eugene, Oregon 97405-0902
Telephone: (541) 514-3051 FAX: (541) 484-2761
Email: jamannllc@comcast.net

June 15, 2010

Jerry Kendall, Associate Planner
C/O Lane County Land Management Division
125 East 8th Ave.
Eugene, OR 97401

Subject: Plan Amendment Zone Change Application PA 07-6215
Blue River Development proposed by Chris and Julie Lavoie
Map 16-45-28-20 Tax Lots 300 & 400 & Map 16-45-29 Tax Lots 1600, 1700 & 1800

Dear Jerry,

This letter is in response to the issues and concerns raised in the written materials submitted into the record for this application following the Lane County Planning Commission hearing on May 18, 2010 and until 5 P.M. June 1, 2010. The information submitted included: 1) only one new piece of technical information, submitted by Jim Baker, the "Blue River Community Survey", 2) written comments either in support of the application or opposed to the application. The following applicants' responses are to each of the, above, two categories of written information.

1. The "Blue River Community Survey" (The Survey).

Jim Baker, President of the Blue River Community Development Corporation submitted this survey and included the following written comments in reference to this survey, "We wish to recommend this proposed zone change as it will help a desperate community pull it's self up out of poverty see attachment (Blue River Survey report doc) and a serious decline of infrastructure".

The Survey was done in 2003 by the Lane County Community and Economic Development Program and included a survey to assess the community's low to moderate income thresholds. The survey involved collecting personal income information in which 60 families provided the information and 23 families declined to provide the information. The median income of the respondents was $30,000 and the average income was $32,738.08.

The relevance of The Survey to this application is that it shows that a large number of families in Blue River are not earn high income earners and that it is objective information showing that economic revitalization and jobs are needed in Blue River. This information supports compliance of the application with the following plan amendment criteria in LC 16.400(6)(h)(iii)(ii-ii)m and shows that there is a community need for the economic revitalization in Blue River that approval of this application can help:

"B. Plan Amendment Criteria at LC 16.400(6) (h) Method of Adoption and Amendment.

(iii) The Board may amend or supplement the Rural Comprehensive Plan upon making the following findings:

(ii-ii) necessary to fulfill an identified public or community need for the intended result of the component or amendment".

2. Written Comments in Support of the Application and Written Comments Opposed to the Application

Common concerns from the written pro and con comments from residents in Blue River is that the residents care about their community, that Blue River is or can be a desirable place to live and that economic development should be nurtured. The following applicants' responses are to the pro and con written comments received from the Blue River residents regarding the proposed application.

Opposition Comments

- Commercial development should be kept east of the bridge.

  Applicants' Response: The applicants' property includes the former Blue River Ranger Station (BRRS) and adjacent property that are located on the south side of Blue River Drive and on the west side of the bridge. The current RR zoning of the former BRRS does not recognize the past office and commercial nature and is not the appropriate zoning for the future use of the BRRS facilities. The core commercial development area of Blue River can be maintained and revitalized by the proposed commercial designation and zoning.

- Existing undeveloped commercial land in Blue River is adequate to meet the needs of the applicant.

  Applicants' Response: The written testimony from others and owners of properties in downtown Blue River indicates that the existing supply of vacant commercially zoned lands are inadequate for two reasons. First, small commercial businesses depend on larger commercial businesses, like the applicants' resort, to bring business in for them. Second, many commercially zoned parcels in Blue River are too small to accommodate on-site sewage disposal system systems and then to accommodate the needed commercial uses.

- The residential zoning needs to be maintained and used for housing to increase families and help schools.

  Applicants' response: The residential zoning on the former BRRS should not be maintained because it makes the existing office facility a nonconforming use with no practicable way to use it. Changing the residential zoning for the applicants' property will allow the former BRRS facilities to be used and for adequate related opportunities to expand the commercial use on adjacent properties south of Blue

River Drive. The commercial tax base for schools can be helped by the commercial zoning.

- Noise, additional traffic and litter will affect the quality of life.

  Applicants' response. The traffic impacts have been favorably addressed by the applicants' lengthy and detailed Traffic Impact Analysis (TIA) prepared by Branch Engineering and submitted earlier into the record as part of the application. There is written testimony from ODOT that this agency has no issues with the TIA. As far as the applicant knows, the County Public Works does not have any issues with the TIA. The applicant plans to comply with the requirements in LC 15 for the commercial development of their property if this application is approved.

- RCP already designates Rainbow and McKenzie Bridge as tourist designations.

  Applicants' response: Rainbow and McKenzie Bridge are designated by the Rural Comprehensive Plan as Rural Unincorporated Communities and not as tourist designations. Like Blue River, Rainbow and McKenzie Bridge are located in a major recreation area and have facilities located their to support the tourist industry and the local economy.

- River Street single lane in poor condition, currently used by a substantial number of local residents and cannot handle additional traffic.

  Applicant's response: River Street is a paved public road "used by a substantial number of local residents". The applicants' TIA analyzed existing and potential traffic volumes on River Street and concluded on page 1, "In summary, the proposed development will not cause significant adverse impact on the performance of the existing transportation system. No mitigation is necessary to accommodate the traffic generated by the proposed development". If the plan amendment and zone change are approved, the applicants would undertake steps to comply with LC 15 for the use of River Street.

Support Comments – The applicant agrees with these comments.

- The ranger station was the former "heart beat of the community".
- The ranger station employed over 80 people.
- Blue River has declined since demise of timber industry.
- There are 3 businesses now in city proper and new businesses are needed in town.
- Rezoning will help continue improvements.
- McKenzie River Mountain Resort is adding to the community.
- McKenzie River Mountain Resort is providing employment opportunities for local residents.
- Patrons will help other businesses.
- The ranger station employed over 80 people.
- McKenzie River Tourism Group's top promotion is resorts.

Thanks for the opportunity to submit these additional comments.

Sincerely,

James A. Mann LLC

Copy to: Chris and Julie LaVoie

KENDALL Jerry

From: BERNARD Mark A
Sent: Wednesday, June 16, 2010 2:11 PM
To: KENDALL Jerry
Cc: BARRY Celia; BAJRACHARYA Shashi; FIELDS Phil; PETSCH John S; LEMHOUSE Brad
Subject: Revised Comments for PA 07-6215 La Voie (Blue River Drive)

Attachments: PA 07-6215, zone change application, Lavoie, Blue River Dr; BlueRiverDr.doc

File No.: PA 07-6215
Applicant: Chris & Julie La Voie
Owners: Julie La Voie & Lamar Family Limited Partnership (TL 300 on 16-45-28-20)
Kona Sunset LLC (TL 400 on 16-45-28-20 and TL 1600, 1700 & 1800 on 16-45-29)
Agent: James A. Mann LLC
Location: 51688 Blue River Drive
TRS: 16-45-28-20; 16-45-29
Tax Lot: 300 & 400; 1600, 1700 & 1800
Proposal: Comprehensive Plan Amendment from Rural land to Rural Commercial land and zone change from Rural Residential 2 acre minimum (RR-2) to Rural Commercial/Community

Revised Comments from Lane County Transportation Planning:

The following comments are revised and supersede comments sent on May 11, 2010.

The subject properties have frontage along Highway 126, which is a State of Oregon (ODOT) facility, Blue River Drive, which is a Lane County maintained road (LCR) and River Street, which is a Local Access Road (LAR). Highway 126 has a minimum right-of-way width of 100 feet (that being 50 feet each side of centerline of Highway 126) for development setback purposes [LC 15.070(1)(c)(iii) and LC 15.075] and an existing right-of-way that is greater than the minimum right-of-way width specified in LC 15.075 according to Assessor's maps. Blue River Drive is classified as a Rural Minor Collector road having a minimum right-of-way width of 80 feet (that being 40 feet each side of centerline of Blue River Drive) for development setback purposes [LC 15.070(1)(c)(i)(ee)] and an existing right-of-way width of 60 feet according to Assessor's maps. River Street is a Local Access Road having a minimum right-of-way width of 50 feet (that being 25 feet each side of centerline of River Street) for development setback purposes [LC 15.070(1)(c)(ii)] and an existing right-of-way width that varies between 50 and 90 feet along the subject properties' frontage according to Assessor's maps.

The applicant's proposal involves a Comprehensive Plan amendment and zone change from the existing rural residential Plan designation and zoning to a commercial Comprehensive Plan designation and zoning. This proposal has been the subject of prior comments from Shashi Bajracharya, P.E. dated September 24, 2009 and January 20, 2010 regarding a Traffic Impact Analysis (TIA) which are attached below and incorporated here by reference. The January 20, 2010 comments recognized RV Park uses as the most likely intense land use for the proposed commercial Comprehensive Plan designation and zoning. The subject properties have existing access to Blue River Drive and River Street according to the November 6, 2009 TIA. The January 20, 2010 comments sent by Shashi Bajracharya, P.E. stated that an RV Park and restaurant is unlikely to have significant impacts on Blue River Drive, the only LCR adjacent to the proposal. The January 20, 2010 comments also identified inadequate site distance at the existing Blue River Drive driveway location for safe RV turning movements and recommended restricting left turn movements into and out of the driveway. Should the Comprehensive Plan amendment and zone change proposal be approved, a Special Use Permit (SUP) will be required for any subsequent land use proposals on the subject properties according to Jerry Kendall, the LMD planner processing this proposal. Access to the subject properties, including the existing driveway access on Blue River Drive, will be evaluated by Transportation Planning staff as part of a future SUP land use referral.

LC 15.010(35)(vii) defines a Public Road as follows: A road over which the public has a right of use that is a matter of record. For purposes of this chapter, a Public Road is a road that has been dedicated for use by the public for road purposes either by good and sufficient deed presented to and accepted by the Board, or by a partition map and plat or a subdivision plat presented to and accepted by the Board. Once accepted and placed on record, Public Roads are held in trust for the public by the County, and shall specifically exclude private roads, private ways, Private Access Easements or agreements, Forest Service Roads, Bureau of Land Management Roads, any Gateway or Way of Necessity as defined by ORS Chapter 376 and any other road which has nominally or judicially gained a "public character" by prescriptive or adverse use. A Public Road is not normally maintained by the County unless it has been accepted by the Board as a County Road as defined in this section, but the County may regulate its use. (Common terms for this type of road are "Dedicated Public Road" and "Local Access Road.")

FILE # PA_____
EXHIBIT # 110 — 7p.

The following is informational regarding LARs and building setback requirements for County Roads:

Pursuant to ORS 368, the County and its officers, employees and/or agents, is not liable for failure to improve Local Access Roads nor keep them in repair. ORS further provides that a County may spend moneys on such roads only ***if*** *it is determined that the work is an emergency or if:*

(aa) the Director recommends the expenditure; ***and***

(bb) the public use of the road justifies the expenditure proposed; ***and***

(cc) the Board enacts an order or resolution authorizing the work and designating the work to be either a single project or a continuing program.

More information about LARs can be found by choosing "local access roads" in the "documents" section at the bottom of the Transportation Planning & Traffic page at the following link
http://www.lanecounty.org/Departments/PW/TransPlanning/Pages/default.aspx

LC 15.070 Building Setback Requirements for County Roads

- 15.070(1) a lot or parcel of land adjoining a road designated as a Local Access Road, Public Road, County Road or State Road or Highway shall have a building setback line which conforms to the following minimum requirements.
- 15.070(1)(c) setbacks shall be measured at right angles to the centerline of a straight road or as radial on a curved road to the nearest point of the front wall of the building.
- 15.070(1)(d) when a road has an existing right-of-way width greater than the minimum right-of-way specified above, the building setback line shall be measured from said existing right-of-way line rather that the minimum right-of-way line. The existing right-of-way of River Street varies between 50 and 90 feet along the subject property's frontage according to Assessor's maps (or between 25 and 45 feet from the existing right-of-way centerline) which is greater than the minimum right-of-way specified above. Additionally, Highway 126 has an existing right-of-way that is greater than the minimum right-of-way width specified in LC 15.075 according to Assessor's maps.
- 15.070(1)(e) setback lines for those areas requiring an additional setback pursuant to LC 15.083 below shall be measured as specified in LC 15.070(1)(c)(i)(ee) above, plus the distance specified in LC 15.083.
- 15.070(1)(f) cornices, canopies, eaves and similar architectural features may be extended beyond the front wall a distance not exceeding two and one-half feet.
- 15.070(1)(g) uncovered porches, platforms, landing places, stairways and fire escapes may extend beyond the front wall a distance not exceeding three and one-half feet, provided that such porch, platform or landing place shall not have its floor no higher than the entrance or first floor of the building.
- 15.070(1)(h) signs conforming to all other applicable standards and requirements may project beyond the setback line.
- 15.070(1)(i) fences, walls or hedges, and guard railings, or other similar landscaping or architectural devices, may be established within the setback area provided that they do not exceed three and one-half in height and further provided they comply with Visual Clear Zone requirement specified in LC15.093(3).

LC 15.083 Additional Setback Requirements

Blue River Drive has an additional 10' setback on each side of the road, per LC 15.083. Additional setbacks are described in LC 15.010(4).

Lane Manual 15.515 - Drainage

(1) Roadside ditches and other drainage facilities shall be designed solely to promote drainage of the roadway without interfering with natural waterways. Whenever a road crosses a natural channel or waterway, culverts shall be installed to maintain the natural water flow. Such natural waterway shall be identified by survey of the topography and/or aerial photography of surrounding terrain.

(2) Water shall not be diverted from a natural channel or otherwise from private property down a county or public roadside ditch.

Thank you for the opportunity to further comment on this proposal.

Mark Bernard
Senior Planner
Lane County Public Works Transportation Planning
3040 North Delta Hwy
Eugene, OR 97408-1696
541.682.6930
mark.bernard@co.lane.or.us

PA 07-6215, zone change applic...

BlueRiverDr.doc (39 KB)

KENDALL Jerry

From: BAJRACHARYA Shashi
Sent: Wednesday, January 20, 2010 10:02 AM
To: KENDALL Jerry
Cc: BAJRACHARYA Shashi; BARRY Celia; BERNARD Mark A; FIELDS Phil; LEMHOUSE Brad; PETSCH John S
Subject: PA 07-6215, zone change application, Lavoie, Blue River Dr

TP File No.: 9540
LMD File No.: PA 07-6215
Applicant: Chris and Julie LaVoie
Agent: Jim Mann
Location: Blue River Road Area
TRS: 16-45-28-20 , 16-45-29
Tax lot: 300,400, 1600,1700,1800

Proposal: Plan amendment and zone change from Rural Residential Zone to Rural Commercial Zone

Transportation Planning (TP) Comments

Transportation Planning completed a review of the updated November 6, 2009 Traffic Impact Analysis (TIA) prepared for PA 07-6215, a zone change application for property located in the Blue River Drive area, identified on the Assessor Map as 1645282000300(400) and 1645290001600(1700)(1800). The proposed zone change to Rural Commercial from Rural Residential (RR2) would allow the applicant to develop the subject property for a commercial use. In the submitted analysis, the applicant has proposed to use the subject property as an RV Park.

Earlier, TP provided comment on the completeness of a draft TIA prepared for the proposal. In the September 24, 2009 comments, staff raised an issue that a RV Park use may not reflect the worst-case scenario permitted under the proposed zone. While the proposal stated the properties would be used for other land uses such as, restaurants, commercial shops, offices, and a Recreational Vehicles (RV) Park, only RV trips were accounted for in the analysis. Since McKenzie Hwy, a state highway, is the primary facility providing access to the site, TP deferred to Oregon Department of Transportation for determining the adequacy of the submitted TIA for a "significantly affect" test required under the OAR 660-012-0060 Transportation Planning Rule requirements.

The updated TIA included a trip analysis for other land use types permitted under the new zoning. Among other land uses, a private school on the property would have generated the worse case traffic, about 1,000 trips per hour. Considering the rural nature of the area and being far away from Eugene-Springfield, a private school having daily morning commute of this scale is unlikely. The next highest trip generator is a Middle School, potentially attracting 350 trips during the morning peak hour. Since a school is already exist on Blue River Dr serving the community, staff considers another school on Blue River Drive is also unlikely. Therefore, the subject property will most likely be used for small-scale rural commercial uses, e.g., an RV Park, restaurants etc. Staff accepted the existing analysis methodology, which assumes an RV Park as a new land use with an understanding that any future land-use proposals other than an RV Park can be addressed in a Special Use Permit application. This TP review therefore focuses more on safety issues than capacity issues for this proposal.

The following comments rely on the available information that the subject property is intended for use

just as an RV Park.

TP review of the submitted TIA indicates that the proposed RV Park is unlikely to have significant impacts on the County Transportation System, except inadequacies related to local site access. The existing traffic volume on Blue River Drive and new added traffic from the proposed RV Park are not significant enough to raise capacity issues on the Lane County facilities. In the worse case scenario in a 20-year planning horizon, v/c ratio is projected to reach up to about 0.11 on county-controlled facilities, well below the adopted performance standard of 0.75 and about 0.42 on state controlled facility. There is no reported crash history nearby to evaluate safety issues. However, the TP review finds that the proposed access location is inadequate to serve RV movements safely due to insufficient intersection sight distance at the driveway location. The TIA, on page 23, analyzed sight distance for passenger vehicles, indicating insufficient sight distance in one direction for passenger cars. Understanding that the site will be mostly used by RVs, the available intersection sight distances will not be adequate for safe operation since RVs take comparatively longer time to clear an intersection than a passenger car. TP requests that this safety improvement requirement be addressed in the Conditions of Approval should the zone change application be approved.

(1) The zone change be approved for the proposed land use as RV Park with required improvements. Any other land use allowed under the new zoning shall be subject to a Special Use Permit review, including Traffic Impact Analysis.
(2) A minimum of 630 feet of intersection sight distance calculated per American Association of State Highway Officials published *A Policy on Geometric Design of Highways and Streets 2004* distance shall be maintained at the site driveway. If limitations exist for mitigating the deficiency, the applicant shall restrict left turn movements for RVs exiting the site by driveway modifications or median treatments together with appropriate signing.

Thanks for providing the opportunity to comment on the proposal.

Shashi Bajracharya, P.E.
Engineering Analyst
Transportation Planning Division
Lane County PWD,
3040 N Delta Highway
Eugene, OR 97408
☎(541) 682-6932
🖷(541) 682-8554

MEMORANDUM

DATE: June 6, 2008

TO: Damien Gilbert, PE, Branch Engineering

FROM: Shashi Bajracharya, Lane County, Transportation Planning

SUBJECT: Scope of TIA for addressing Goal 12 and TPR for the Blue River Dr properties zone change proposal

Further to our discussions on the Traffic Impact Analysis (TIA) requirement for the proposed Plan and Zone Change proposal on Blue River Dr property, I am providing a written scope for the analysis. Transportation Planning agrees to require a minimal traffic analysis to address Goal 12 and the state required OAR 6660-012-0060 Transportation Planning Rule (TPR) test at this time. This scope is prepared with an understanding that the applicant will be required to apply for a Site Review if the proposal is approved, and a detailed traffic impact study will be provided during the Site Review stage.

The subject property, identified on Map # 16-45-28-20 and 16-45-28-29 abuts Blue River Dr. and River Street. Blue River Dr. is a County Facility, functionally classified as a Rural Minor Collector Road. The property is also accessed from McKenzie Hwy through River Street. McKenzie Hwy is a State facility and River St is a Local Access Road. The 12.33 acre property is proposed for RR/C, RR2/C to RC/C zoning designation. The rezoning would allow the property owners to conduct business operations, including cabin and RV park operations.

Pursuant to LC 15.697 (1) (c), a TIA is required as part of a complete land use application when any plan amendment to Lane County Rural Comprehensive Plan is proposed. The following are the LC requirements:

Traffic Analysis Requirements

The TIA shall evaluate how the existing transportation facilities can provide safe, convenient, and economical transportation to people, material and services responsive to the proposed change. The TIA shall discuss how the future land uses will be consistent with the existing infrastructure capacity, their conditions, their adopted performance standards, and their functional class classification. The analysis shall document how the proposal is consistent with Statewide Goal 12 in relation to Lane County Comprehensive Plan Goal 12 and the related Lane County Transportation System Plan (TSP). Our review of the TSP leads us to recommend TSP policy 3-b, 3-c, 3-f, 4-a, 4-c, 4-g, 6-d, 20-c, 20-d and 22-a statements for findings.

The analysis shall determine, under OAR 660-012-0060 TPR, findings for a "significant effect" for the proposal based on a capacity analysis of the following two intersections in the vicinity.

(a) Blue River Road and River Street intersection
(b) River Street and McKenzie Hwy intersection

LC 15.696, table 4 provides the performance standard maximum volume to capacity ratio (v/c) for peak hour operating conditions on Lane County roads that are required to be maintained. Per this table, the peak hour operating condition expressed in v/c shall not exceed 0.85. In addition to the v/c standards, the TIA shall predict a level of service (LOS) of each intersection for a full build-out year and the build-out year plus twenty year planning horizon. At the intersection of a County and a state highway, state highway standards must be achieved or maintained for the state highway. If the cited performance standard cannot be achieved for the affected intersection / road, the analysis shall propose mitigation measures or implementation demand management strategies or road dedications and improvements for capacity increases, or combination of the above.

The analysis results shall be tabulated for the existing condition, existing zone worse case scenario, no-change future worse-case scenario, and worse-case plan change scenario.

Trip Generation estimate shall be based on ITE, Trip Generation, 7th Edition for a worse case allowed land use AM and PM peak hour scenario. For background traffic projection, Lane Council of Government (LCOG) trip forecast data based on a Transportation model may be used with applicable adjustments.

The Highway Capacity Manual 2000 shall be the guiding standard for completion of the traffic impact analysis. The McTrans' HCS+ Software or other approved software compatible to HCM 2000 may be used for the analysis. In the absence of a county adopted standard for a particular design element, LM 15.450(2) specifies the LC approved Engineering Guidelines, Road Design Standards, Software and References.

The TIA shall analyze existing traffic issues including crash data and recommend improvements to rectify the issues if any.

Improvement and Dedication Recommendations

Blue River Dr is listed in the County TSP for Rural Modernization based upon technical needs analysis. This improvement is reasonably unlikely to occur in the foreseeable future. The analysis shall generally discuss improvement requirements for any transportation impacts the proposal may have on the transportation system. Detailed improvements shall be determined in a follow up TIA during Site Review stage.

The Lane County Traffic Impact Analysis Guidelines can be found on-line at http://www.lanecounty.org/TransPlanning/documents/TIAScopingGuidelines.pdf. Please feel free to contact me at 682-6932 should you have any questions regarding this scope.

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