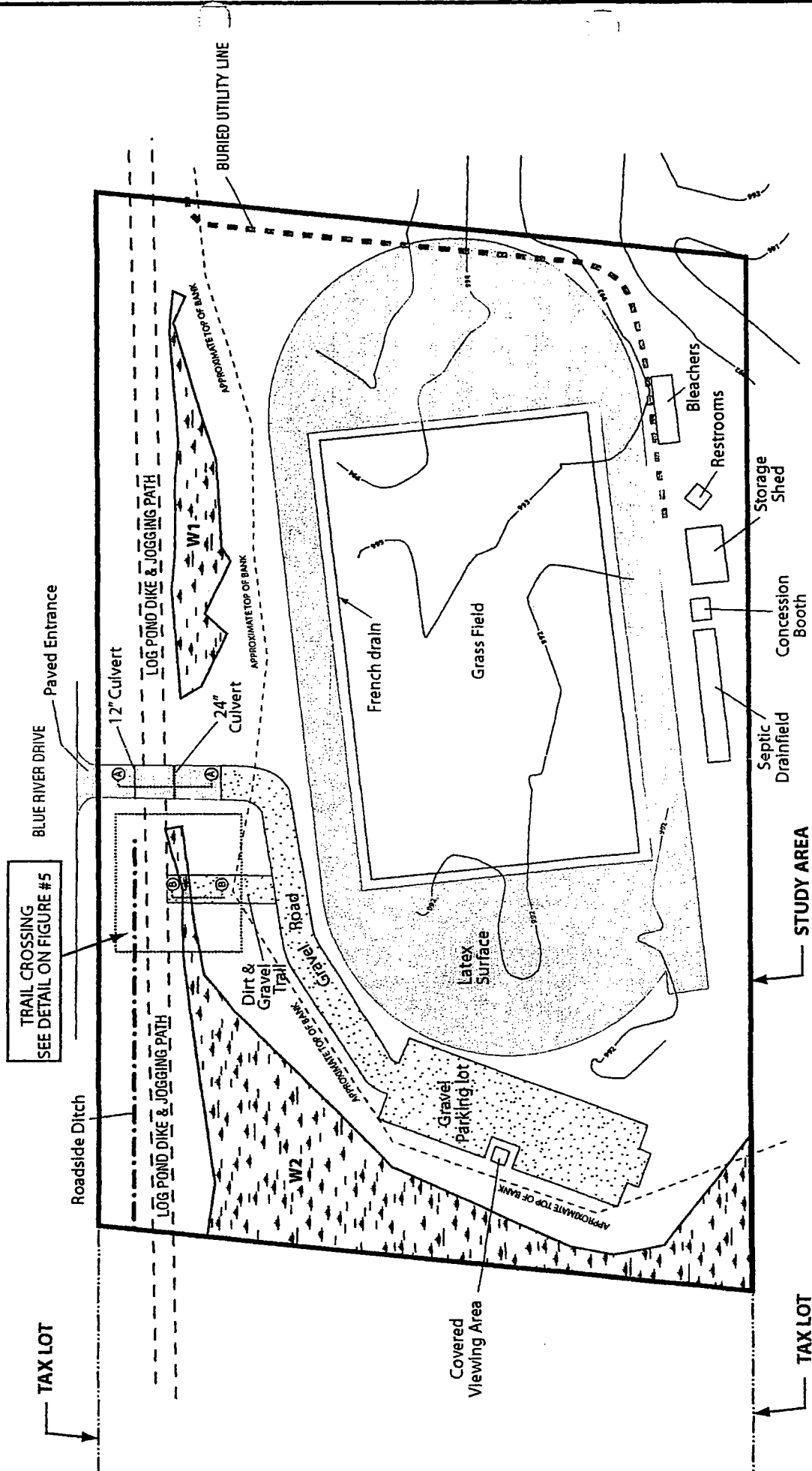


N

FIGURE 6: 2002 Aerial Photo

Scale undetermined



Wetlands

Wetland impact = 0.005 ac PEM Cowardin class & Depressional HGM class.

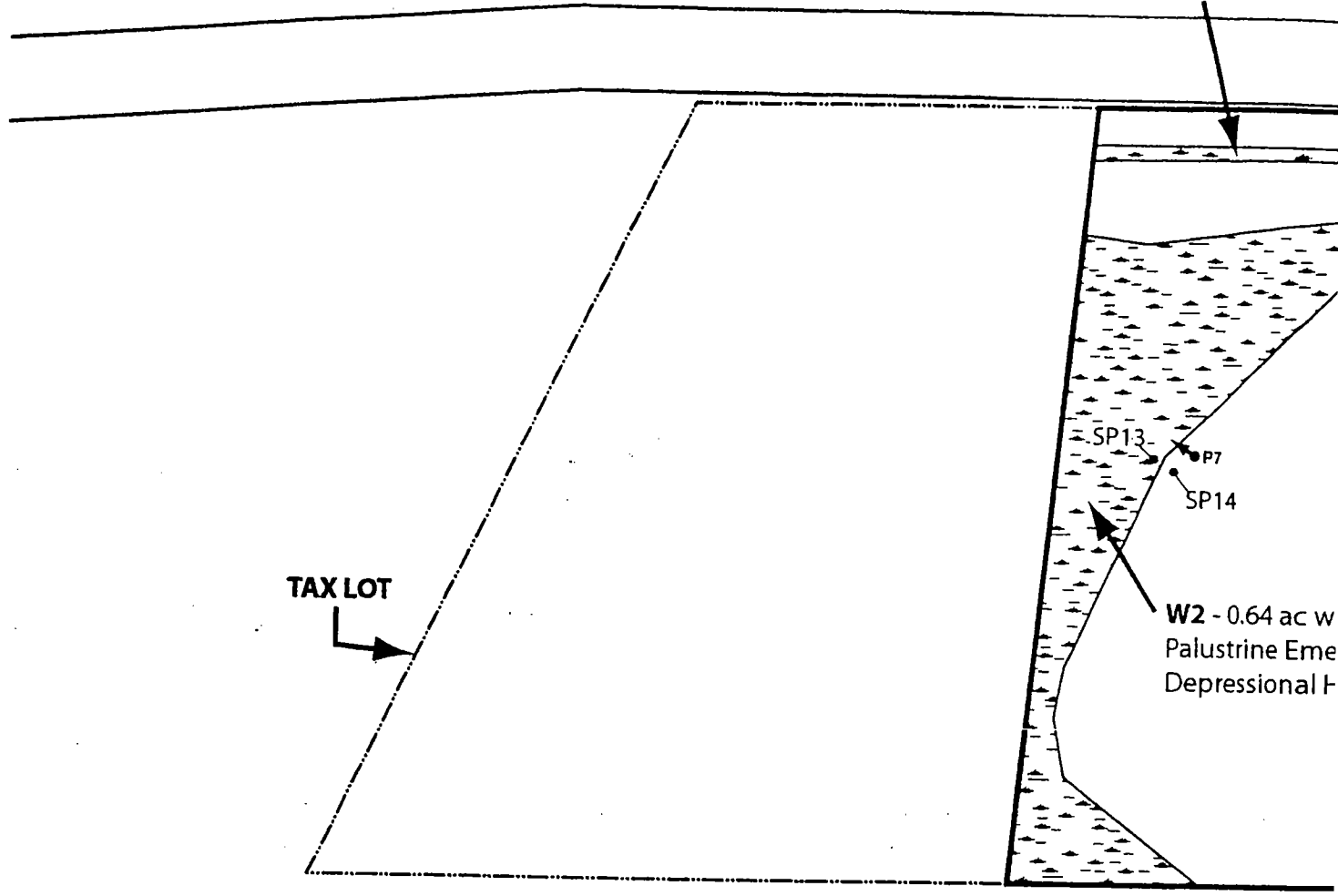
Partial topographical survey has been done on the site - Date of survey 2004

FIGURE 4: Proposed Site Plan

Scale: 1" = 100'




W3 - 0.04 ac roadside ditch with
Palustrine emergent Cowardin cl
Riverine Flow-through Hydrogec

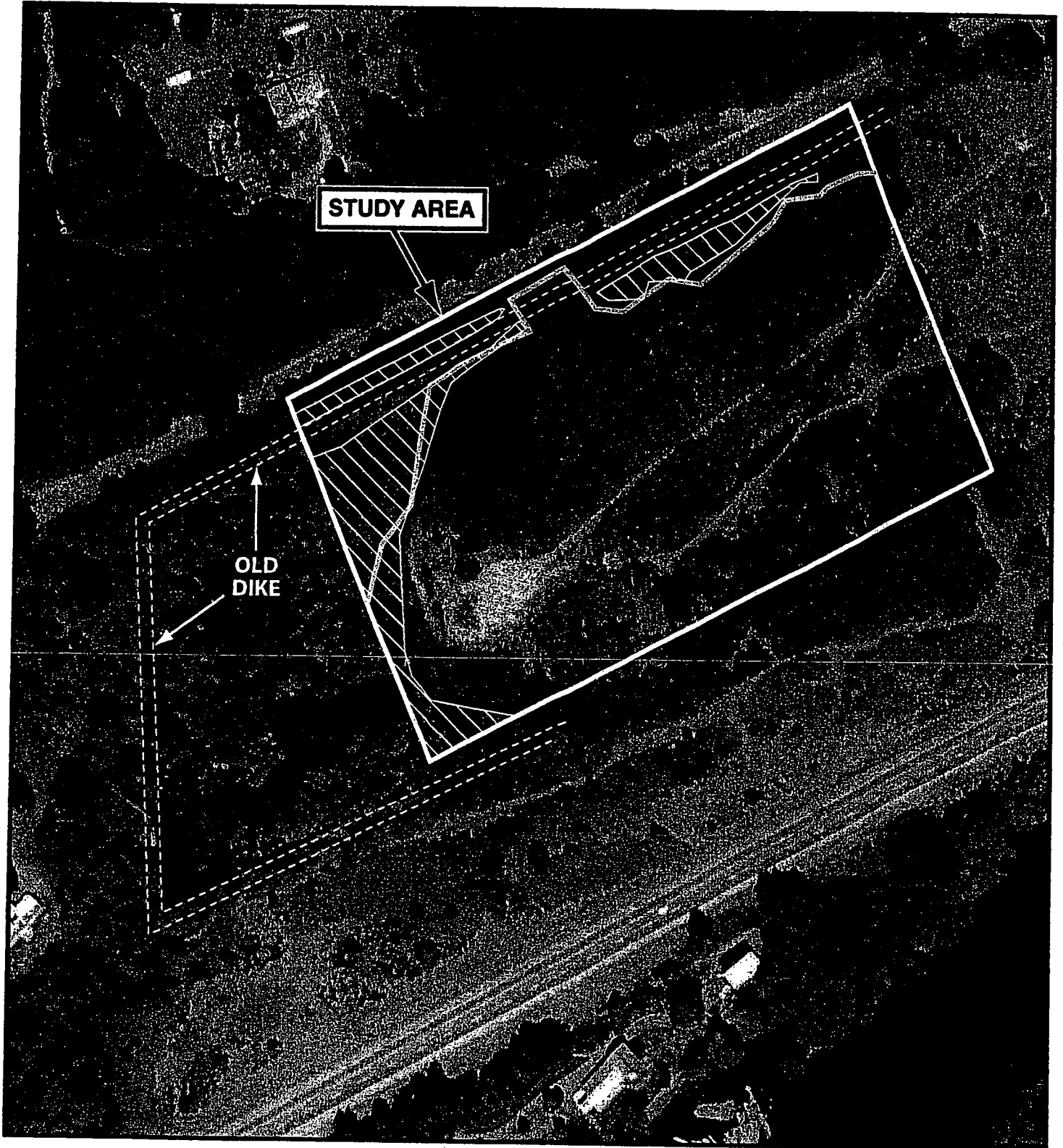


TAX LOT



W2 - 0.64 ac w
Palustrine Eme
Depressional H

LEGEND

-  Wetland
- SP1 • Sample point
- ←•P5 Photo point



LEGEND

	Wetlands per 2006 study
	Maximum extent of old fill

**FIGURE 6A: Wetland delineation and
Maximum Old Fill Line on 2002 Aerial Photo**

Scale undetermined

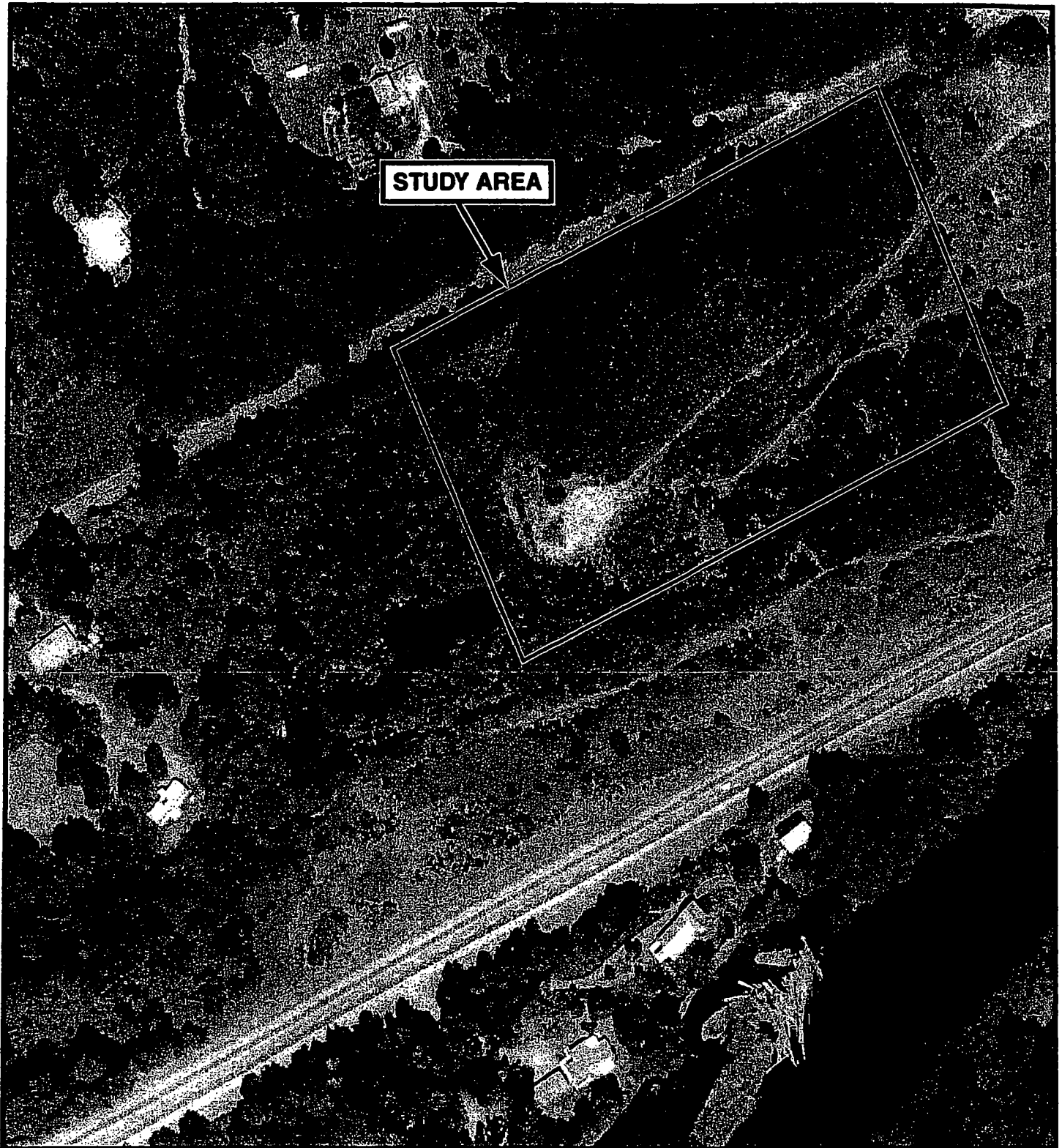
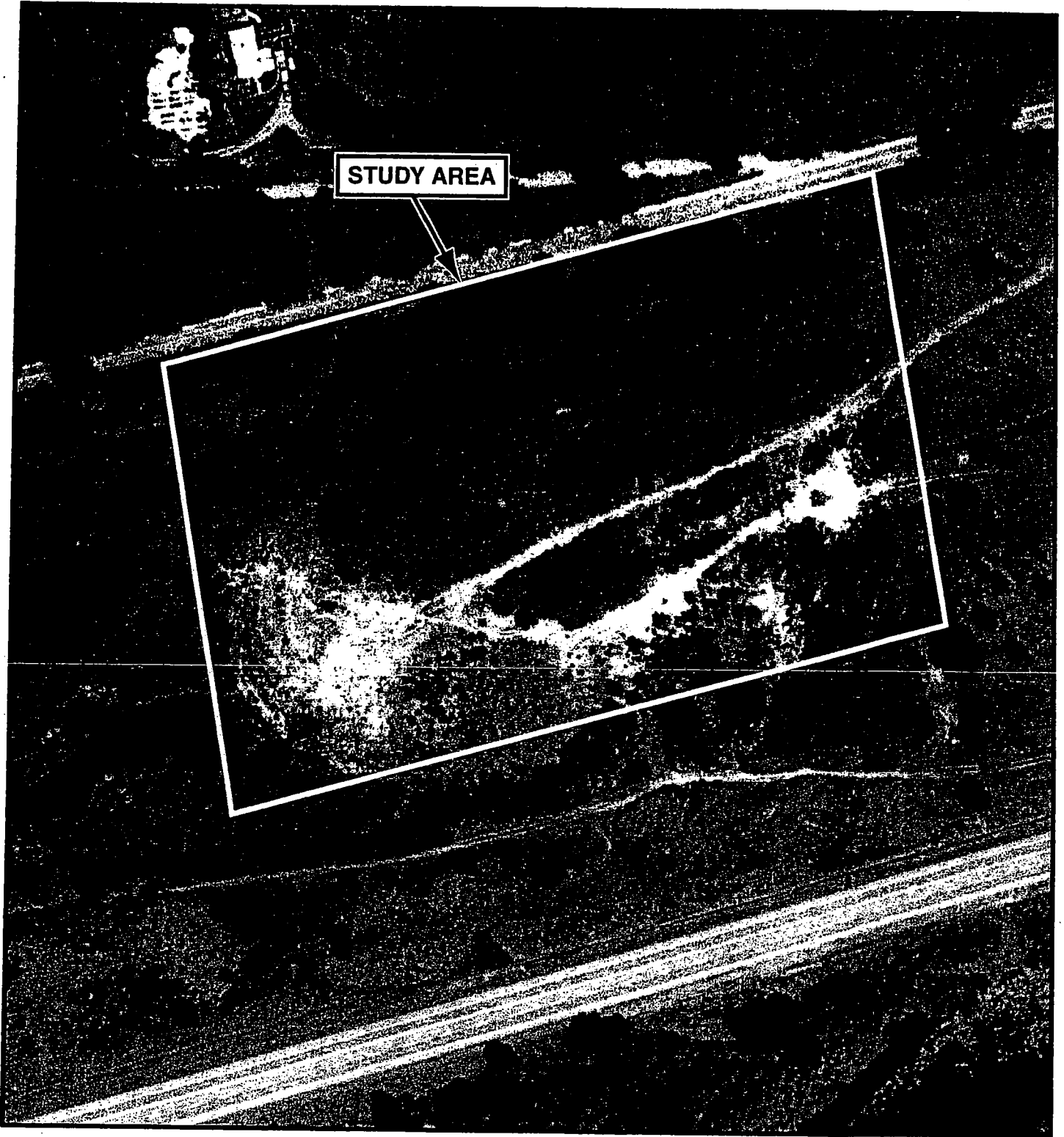


FIGURE 6: 2002 Aerial Photo

Scale undetermined



N

FIGURE 7: 1994 Aerial Photo

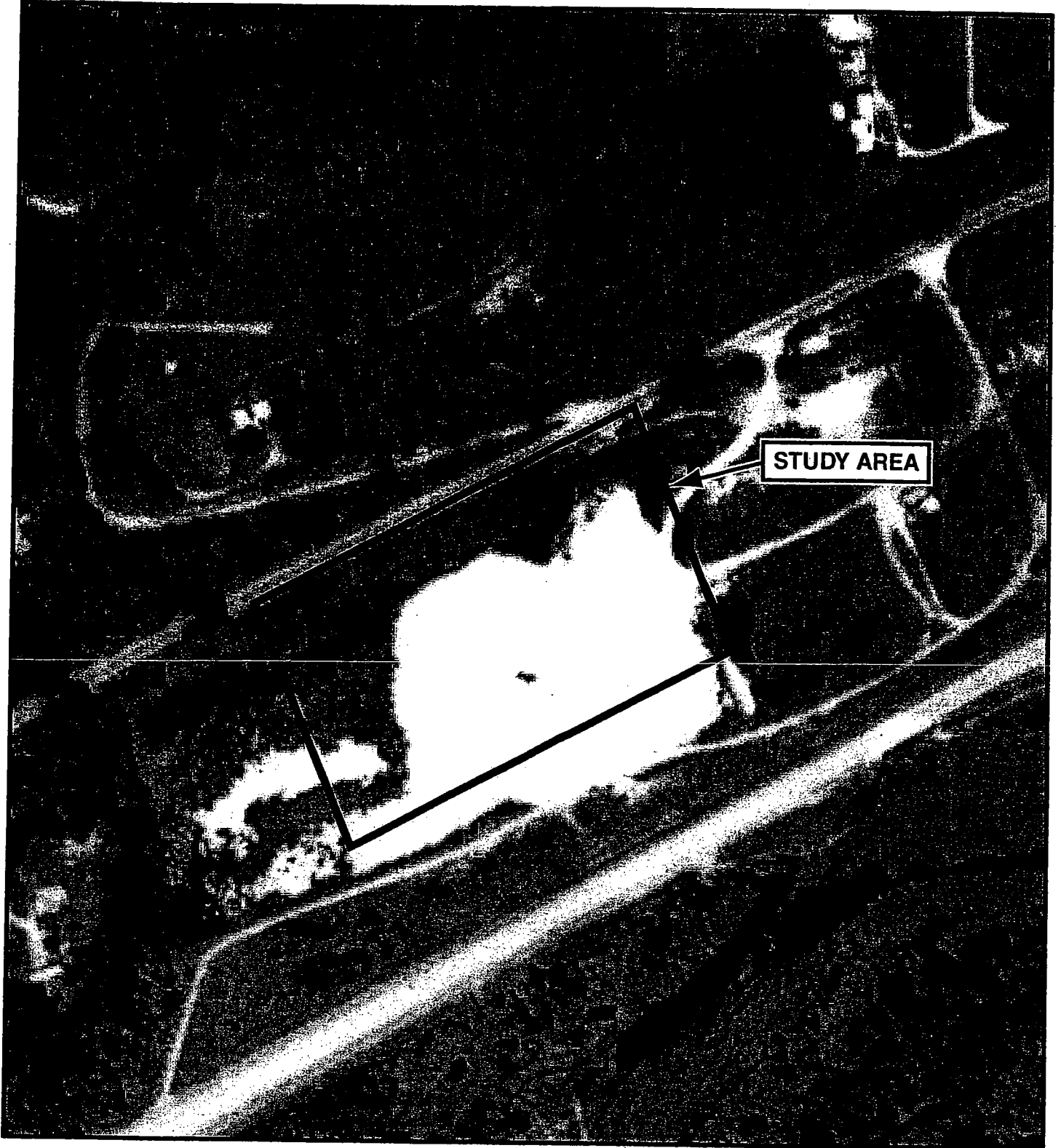
Scale undetermined



N

FIGURE 8: 1991 Aerial Photo

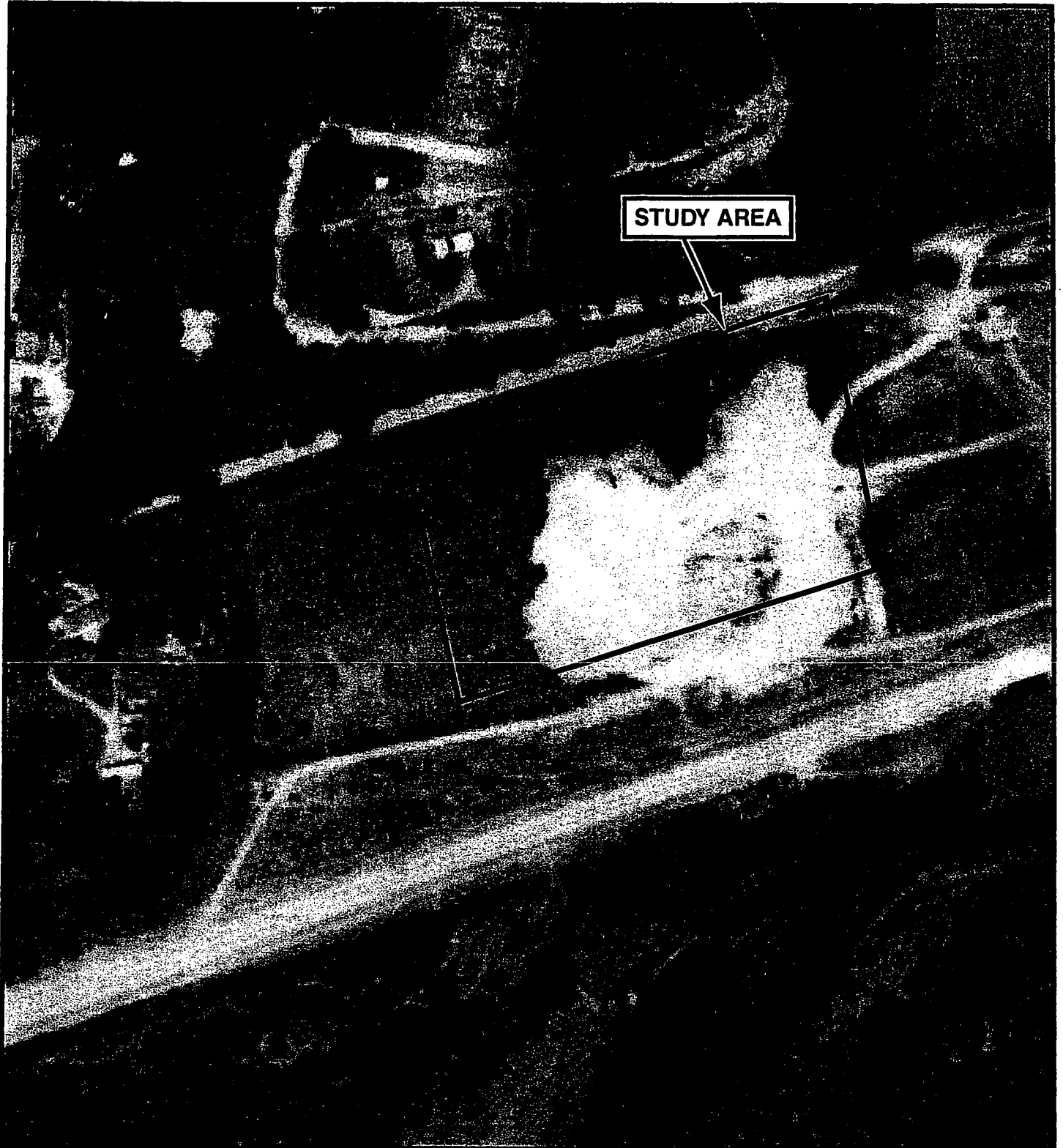
Scale undetermined



N

FIGURE 9: 1981 Aerial Photo

Scale undetermined



N

FIGURE 10: 1980 Aerial Photo

Scale undetermined



N

FIGURE 11: 1972 Aerial Photo

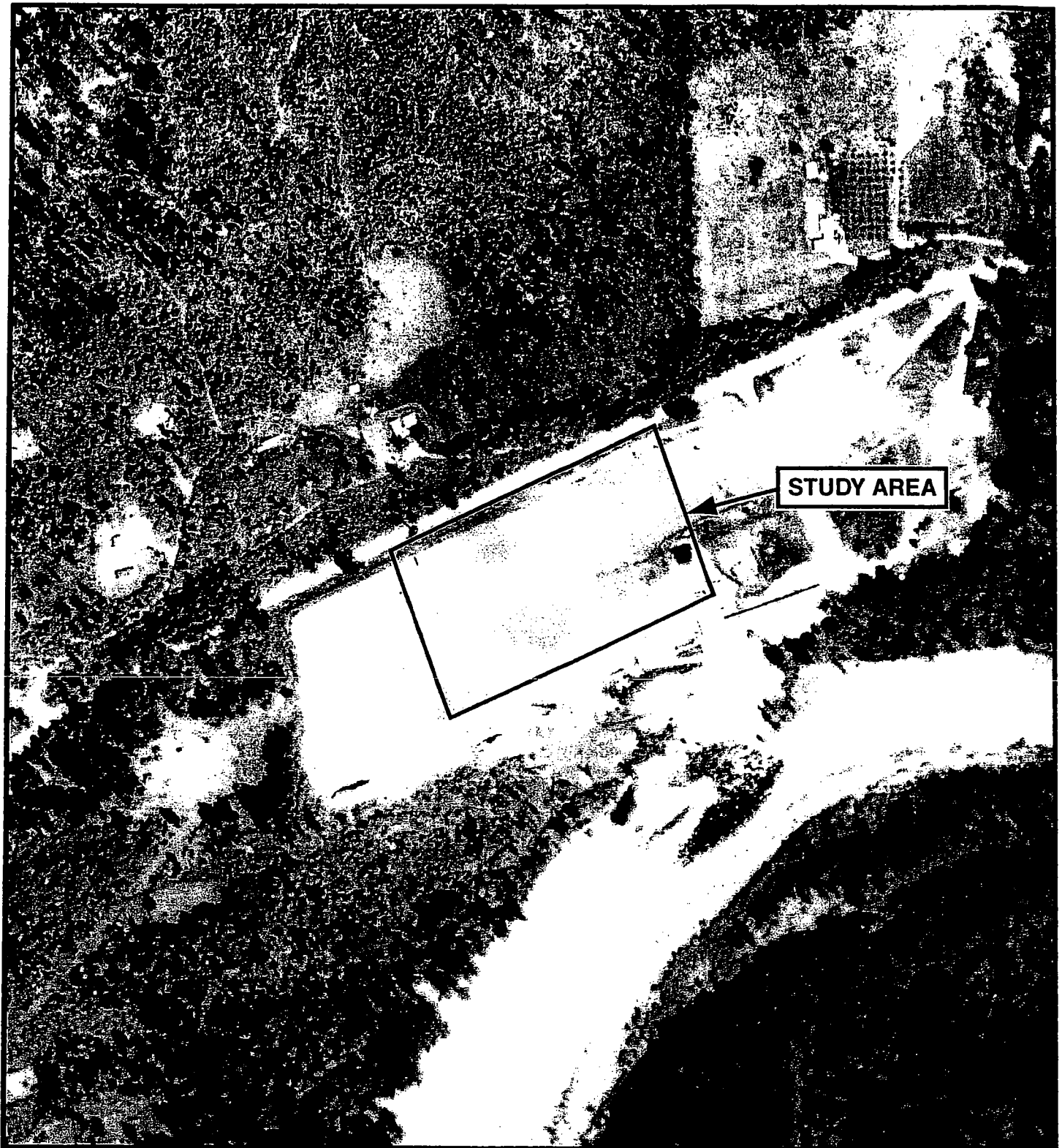
Scale undetermined



N

FIGURE 12: 1967 Aerial Photo

Scale undetermined



N

FIGURE 13: 1959 Aerial Photo

Scale undetermined



STUDY AREA



N

FIGURE 14: 1952 Aerial Photo

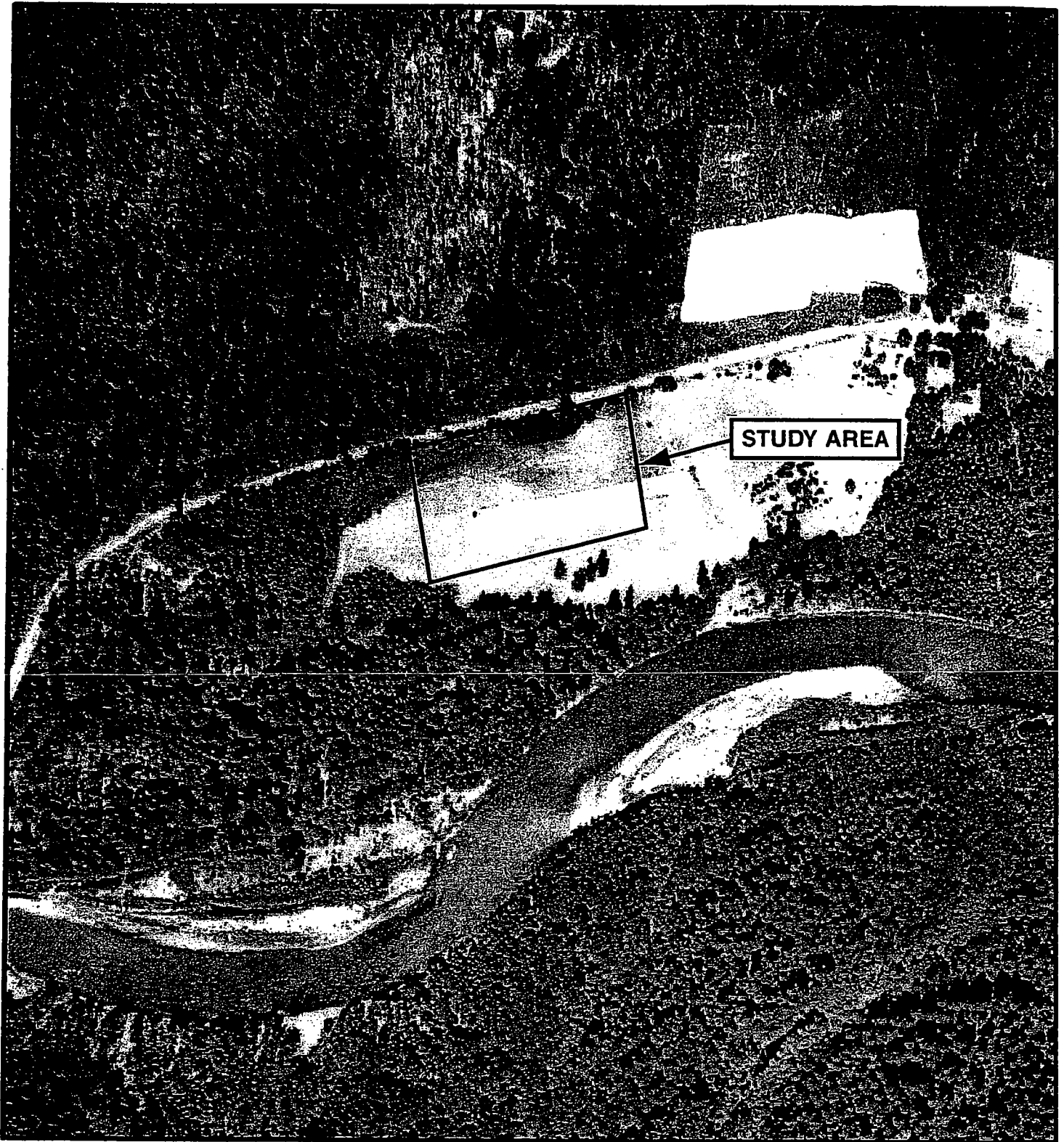
Scale undetermined



N

FIGURE 15: 1945 Aerial Photo

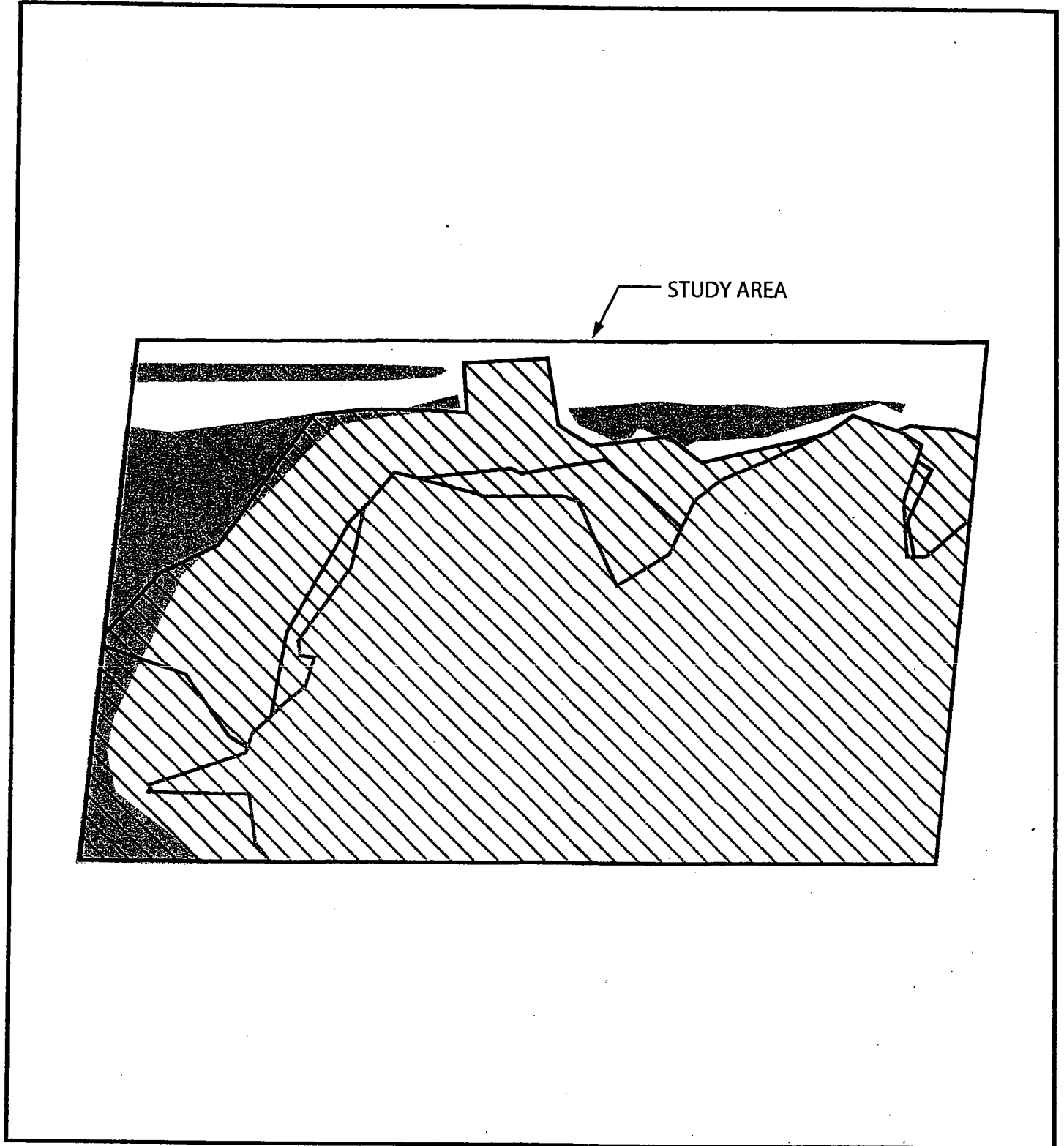
Scale undetermined







N

FIGURE 16: 1936 Aerial Photo

Scale undetermined



LEGEND

-  Fill to 1980
-  Fill to 1981
-  Fill to 1994
-  Wetlands 2006

**FIGURE 17: Wetland Delineation with
Historic Fill Lines**

Scale: Undetermined

Please note this information is preliminary and subject to revision.
 Official and certified climatic data can be accessed at the National
 Climatic Data Center (NCDC)
 (<http://www.ncdc.noaa.gov/oa/ncdc.html>).

000
 CDUS46 KPQR 191144
 CLIEUG

CLIMATE REPORT
 NATIONAL WEATHER SERVICE PORTLAND OREGON
 441 AM PDT SAT AUG 19 2006

.....
 ...THE EUGENE CLIMATE SUMMARY FOR AUGUST 18 2006...

CLIMATE NORMAL PERIOD 1971 TO 2000
 CLIMATE RECORD PERIOD 1931 TO 2006

WEATHER ITEM	OBSERVED VALUE	TIME (LST)	RECORD VALUE	YEAR	NORMAL VALUE	DEPARTURE FROM NORMAL	LAST YEAR
--------------	----------------	------------	--------------	------	--------------	-----------------------	-----------

.....
 TEMPERATURE (F)

YESTERDAY

MAXIMUM	92	501 PM	98	1950	82	10	84
MINIMUM	48	536 AM	39	1996	51	-3	52
AVERAGE	70				66	4	68

PRECIPITATION (IN)

YESTERDAY	0.00		0.46	1979	0.03	-0.03	0.00
MONTH TO DATE	0.00	<i>-0% normal</i>			0.49	-0.49	T
SINCE OCT 1	44.98	<i>-92% normal</i>			48.86	-3.88	24.29
SINCE JAN 1	26.14	<i>-91% normal</i>			28.78	-2.64	14.50

SNOWFALL (IN)

YESTERDAY	0.0
MONTH TO DATE	0.0
SINCE JUN 1	0.0
SINCE JUL 1	0.0
SNOW DEPTH	0

DEGREE DAYS

HEATING

YESTERDAY	0	1	-1	0
MONTH TO DATE	26	18	8	2
SINCE JUN 1	163	215	-52	178
SINCE JUL 1	56	63	-7	9

COOLING

YESTERDAY	5	3	2	3
-----------	---	---	---	---

**Please note this information is preliminary and subject to revision.
 Official and certified climatic data can be accessed at the National
 Climatic Data Center (NCDC)
 (<http://www.ncdc.noaa.gov/oa/ncdc.html>).**

000
 CDUS46 KPQR 031146
 CLIEUG

CLIMATE REPORT
 NATIONAL WEATHER SERVICE PORTLAND OREGON
 443 AM PDT TUE OCT 3 2006

.....
 ...THE EUGENE CLIMATE SUMMARY FOR OCTOBER 2 2006...

CLIMATE NORMAL PERIOD 1971 TO 2000
 CLIMATE RECORD PERIOD 1931 TO 2006

WEATHER ITEM	OBSERVED TIME VALUE	(LST)	RECORD YEAR VALUE	NORMAL VALUE	DEPARTURE FROM NORMAL	LAST YEAR
--------------	---------------------	-------	-------------------	--------------	-----------------------	-----------

.....
 TEMPERATURE (F)

YESTERDAY

MAXIMUM	74	251 PM	94	1980	71	3	56
MINIMUM	37	652 AM	32	1999	43	-6	44
AVERAGE	56				57	-1	50

PRECIPITATION (IN)

YESTERDAY	0.00		1.38	1967	0.06	-0.06	0.48
MONTH TO DATE	0.00	-0% normal			0.12	-0.12	0.50
SINCE OCT 1	0.00	-0% normal			0.12	-0.12	0.50
SINCE JAN 1	26.66	-86% normal			30.94	-4.28	16.42

SNOWFALL (IN)

YESTERDAY	0.0
MONTH TO DATE	0.0
SINCE SEP 1	0.0
SINCE JUL 1	0.0
SNOW DEPTH	0

DEGREE DAYS

HEATING

YESTERDAY	9	8	1	15
MONTH TO DATE	20	15	5	26
SINCE SEP 1	127	130	-3	165
SINCE JUL 1	205	206	-1	185

COOLING

YESTERDAY	0	0	0	0
-----------	---	---	---	---

REFERENCES

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US Army Corps of Engineers Wetlands Delineation Manual. January 1987: On-Site Determination Method for areas larger than 5 acres in size.

Whitson, Tom D. , editor. 2000. Weeds of the West, 9th edition. Printed by Grand Teton Lithography, Jackson, WY.

GLOSSARY OF TERMS

frequency of occurrence in wetlands. These categories, referred to as the "wetland indicator status" are: obligate wetland plants (OBL), facultative wetland (FACW), facultative (FAC), facultative upland (FACU), and Obligate upland (UPL).

Growing Season:

"The portion of the year when soil temperatures at 19.7" below the soil surface are higher than biological zero (41 F, 5 C)". The growing season for any given site is determined from the US Natural Resource Conservation Service (NRCS) data and information. The length of the season can be approximated from frost-free days, based on air temperature.

Wetland Classification:

The classification of wetlands as defined by plants, soils, and the frequency of flooding is described in "Classification of Wetlands and Deepwater Habitats of the United States". (USFWS 1979).

Riverine System:

Includes all wetlands and deepwater habitats contained within a channel but not including palustrine emergent, scrub/shrub, or forested wetlands, or estuarine systems. The riverine system is generally all freshwater rivers, creeks, and their tributaries.

Lacustrine System:

Includes areas where there is open water greater than 6.6' deep, with an area greater than 20 acres, and which is unvegetated by trees, shrubs, and persistent emergents, emergent mosses or lichens. Lacustrine waters may be tidal or nontidal, but ocean-derived salinity is always less than 0.5%.

Palustrine System:

All nontidal wetlands dominated by trees, shrubs, persistent emergents, emergent mosses or lichens, and all such wetlands that occur in tidal areas where salinity is less than 0.5%. This includes areas traditionally called swamps, marshes, fens, as well as shallow, permanent or intermittent water bodies called ponds.

Unconsolidated Bottom:

All wetland and deepwater habitats with at least 25% cover of particles smaller than stones, and a vegetative cover less than 30%.

Aquatic Bed:

All wetlands and deepwater habitats dominated by plants that grow principally on or below the surface of the water for most of the growing season in most years. This class includes rooted and floating vascular plants, as well as algal beds and aquatic mosses.

Emergent Wetland:

These wetlands have rooted herbaceous vegetation which stand erect above the water or ground surface.

Scrub/Shrub Wetland:

Wetlands dominated by shrubs and tree saplings that are less than 20' tall.

Forested Wetland:

Wetlands dominated by trees that are greater than 20' tall.

JPA

EXHIBIT G



Oregon

Theodore R. Kulongoski, Governor

Department of State Lands
775 Summer Street NE, Suite 100
Salem, OR 97301-1279
(503) 378-3805
FAX (503) 378-4844
www.oregonstatelands.us.

November 6, 2006

State Land Board

Jeff Sherman
McKenzie River Track and Field Committee
54800 East King Road
Blue River, OR 97413

Theodore R. Kulongoski
Governor

Bill Bradbury
Secretary of State

Re: Wetland Delineation Report for McKenzie River Track and Field Project,
Blue River Drive, Blue River; Lane County; T16S R4E Sec. 29B,
Tax Lot 1300 (portion); WD #06-0607; App. #37339; ENF. #6353

Randall Edwards
State Treasurer

Dear Mr. Sherman:

The Department of State Lands has reviewed the wetland delineation report prepared by Environmental Solutions LLC for the site referenced above. Please note that the study area only includes a portion of the tax lot stated above. Based on the information presented in the report, we concur with the wetland boundaries as mapped in Figure 5 of the report. Within the study area, 3 wetland units were identified, totaling 0.82 acres. Nancy Holzhauser provided a very thorough and clearly written report. Based on the aerial photos and information provided in the report, we conclude that the original log pond was non-jurisdictional because it was artificially created from uplands per OAR 141-085-0015 (5g). Therefore, the wetlands identified within the study area are the remaining areas of the log pond and are non-jurisdictional.

This concurrence is based on information provided to the agency. The jurisdictional determination is valid for five years from the date of this letter, unless new information necessitates a revision. Circumstances under which the Department may change a determination and procedures for renewal of an expired determination are found in OAR 141-090-0045 (available on our web site or upon request). The applicant, landowner, or agent may submit a request for reconsideration of this determination in writing within 60 calendar days of the date of this letter.

Thank you for having the site evaluated. Please phone me at extension 252 if you have any questions.

Sincerely,


Jill Myatt
Wetlands Specialist

Approved by


Janet C. Morlan, PWS
Wetlands Program Manager

cc: Nancy Holzhauser, Environmental Solutions LLC
Lane County Planning Department
Shelly Hanson, Corps of Engineers
Lane County Permit Coordinator, DSL



Oregon

Theodore R. Kulongoski, Governor

Department of State Lands
775 Summer Street NE, Suite 100
Salem, OR 97301-1279
(503) 378-3805
FAX (503) 378-4844
www.oregonstatelands.us.

November 7, 2006

JMR600/37339
MCKENZIE COMMUNITY TRACK & FIELD COMMITTEE
ATTN JEFF SHERMAN
54800 EAST KING RD
BLUE RIVER OR 97413

State Land Board

Theodore R. Kulongoski
Governor

Bill Bradbury
Secretary of State

Randall Edwards
State Treasurer

Re: State Application Number 37339-NSP
Wetland, McKenzie Community Track & Field Facility Construction

Dear Mr. Sherman:

We have received your application fill 37 cyds of wetlands to construct a track and field facility in Township 16S, Range 4E, Section 29, Tax Lot 1300, Lane County, Oregon. The Department of State Lands requires a permit if you plan to remove, fill or alter 50 cubic yards or more of material within the banks of most waters of the state or designated wetlands. State-designated Essential Salmon Habitat streams and State Scenic Waterways are exceptions in that any amount of removal, fill or alteration typically requires a permit.

Based on your application, your project involves removal or filling of less than 50 cubic yards of material in waters that are not currently designated Essential Salmon Habitat or State Scenic Waterways. Therefore, a state removal-fill permit is not required. Please be advised, all new stream/road crossings must meet Oregon Department of Fish & Wildlife criteria for providing fish passage.

You must also receive authorization, when required, from the U.S. Army Corps of Engineers and local planning department before beginning construction. Please be aware that you must comply with Oregon Fish Passage Laws. Contact your local Oregon Department of Wildlife office for more information.

If you have any questions, please call Bob Lobdell at (503) 378-3805, extension 282.

Sincerely,

Michael Morales
Western Region Operations Manager
Wetlands and Waterways Conservation Division
Oregon Department of State Lands

cc: AnnKreager, Oregon Dept. of Fish and Wildlife
Shelly Hanson, Corps of Engineers, Portland District
Lane County Planning Dept.
Nancy Holzhauser, Environmental Solutions LLC

MM:jr
J:\Attachment\westLAS\NSP No State Permit Required LAS\37339-NSP.doc



Oregon

Theodore R. Kulongoski, Governor

Department of State Lands
775 Summer Street NE, Suite 100
Salem, OR 97301-1279
(503) 378-3805
FAX (503) 378-4844
www.oregonstatelands.us.

April 4, 2007

RL600/6353
Jeff Sherman
54860 King Road
Blue River, OR 97413

State Land Board

Theodore R. Kulongoski
Governor

Bill Bradbury
Secretary of State

Randall Edwards
State Treasurer

RE: Closure of Enforcement File No. 6353

Dear Mr. Sherman:

The Department of State Lands is closing the above referenced case file regarding your property (T. 16S, R. 4E, Section 29, Tax Lot 1300) located in Lane County. The earthwork conducted on said property was done in a non-jurisdictional capacity. No violation occurred on this property. The Cease and Desist Order, DSL Enforcement File 6353 ENF dated September 6, 2006 has been lifted. Compliance with the consent agreement signed September 19, 2006 is no longer required.

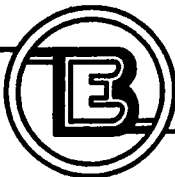
Thank you for your cooperation in this matter. If you have any further questions, please contact Bob Lobdell at 503-378-3805, extension 282.

Sincerely,

Michael Morales
Western Region Operations Manager
Wetlands and Waterways Conservation Division
Oregon Department of State Lands

RL:gh

cc: Garrett Dorsey, Corps of Engineers, Eugene District



Branch Engineering, Inc.

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

PRINCIPALS:

James A. Branch, P.E., P.L.S.

René Fabricant, S.E., P.E.

Michael Lane Branch, P.E.

Damien Gilbert, P.E.

Renee Clough, P.E.

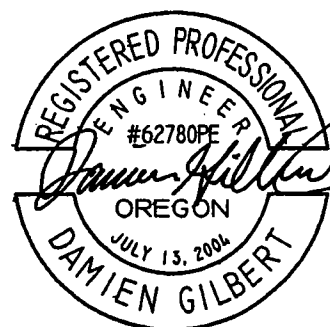
TECHNICAL MEMORANDUM

Date: December 4, 2007

To: Shashi Bajracharya, P.E.
Sr. Engineering Associate
Lane County Transportation Planning Division
3040 North Delta Highway
Eugene, OR 97408

From: Damien Gilbert, P.E.

Re: McKenzie Community Track and Field
Branch Project No. 07-254



EXPIRES: JUNE 30, 2009

In an effort to identify if a Traffic Impact Analysis (TIA) will be required as a part of the Zone Change and Comprehensive Plan Amendment application by Lane County, I am supplying this memorandum summarizing the expected changes in site generated traffic associated with the proposed McKenzie Community Track and Field facility project. This is not intended to be a formal TIA, but is intended to address Goal 12 (Transportation Planning Rule), and to be the basis for determining if further analysis will be required.

Existing Conditions

The subject property is located on the south side of Blue River Drive, approximately one-quarter of one mile east of McKenzie School, and one mile west of the town of Blue River. The property is vacant, and has been used for lumber operations in the past.

Proposed Development

The primary objective of this application is to rezone the 12.87 acre property (Tax Lot 1300) from Rural Industrial to Rural Park and Recreation. The recreational use will consist of a track and field facility. This facility will provide benefit to the McKenzie School District and local community in the upper McKenzie Valley. The future development, pending the zone change, is expected to include the construction of park amenities and facilities, including a soccer field, hiking trail, driveway, parking lot, event concession stand, restrooms, storage building and a trail between the McKenzie school (east side of the proposed development) and the proposed track and field facility. The improvements will primarily serve the nearby High School that does not currently have these facilities.

Existing Trip Generation

Based on the permitted land-uses in the existing Rural Industrial Zoning District, and after referencing Trip Generation, 7th Edition, published by the Institute of Transportation Engineers (ITE), General Light Industrial (ITE Land Use 110) was selected for the reasonable worst case development scenario under the existing designation. Based on that land use, the following table summarizes the potential trip generation for this site under the current designation:

Trip Generation Rates (General Light Industrial)			
Time Period	Average Rate per Unit	Number of Units	Total Trips
AM Peak Hour	7.51 Trips per Acre	12.87 Acres	97
PM Peak Hour	7.26 Trips per Acre	12.87 Acres	94
Saturday Peak Hour of Generator	0.96 Trips per Acre	12.87 Acres	13
Average Weekday	51.80 Trips per Acre	12.87 Acres	667

Proposed Trip Generation

Based on the information in the application for zone change, the selected representative use for the Peak hour trip generation rate is the Soccer Complex (ITE Land Use 488). This land use typically includes ancillary amenities such as a fitness trail, playgrounds, picnic grounds, activities shelter, an aquatic center, and basketball and tennis courts.

On a typical day during the peak design hour, no new primary vehicle trips are expected to be generated by this development, as it will primarily serve as a complimentary use to the existing nearby High School. There will be some diverted link traffic that would otherwise route to the existing school parking lot. The students from the school will be the primary users of this facility. Students will access the new track and field through the new trail between the school and the facility. The following table summarizes the projected trip generation for the proposed land use under the proposed designation:

Trip Generation Rates (Soccer Complex)			
Time Period	Average Rate per Unit	Number of Units	Total Trips
AM Peak Hour	1.40 Trips per Field	1.0	2
PM Peak Hour	20.67 Trips per Field	1.0	21
Saturday Peak Hour of Generator	28.73 Trips per Field	1.0	29
Average Weekday	71.33 Trips Per Field	1.0	71

Relevant Criteria

To determine if the nearby transportation facilities would be affected by the zone change and plan amendments, Oregon Administrative Rules (OAR) was 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.

Additionally, Lane Code (LC) Section 15.697(a) requires a Traffic Impact Analysis be performed for any development generating more than 50 vehicle trips during a peak hour.

Analysis

The following summarizes the applicability of the relevant criteria:

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

OAR 660-12-060(1)(b) is not applicable, as the proposed amendment will continue to allow types or levels of land uses which would result in levels of travel or access which are consistent with the functional classification of the relevant transportation facilities.

OAR 660-12-060(1)(c)(A) is not applicable, as the increased vehicle trips generated by the proposed zone change and plan amendments 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 applicable and is satisfied, as a reasonable worst case development scenario under the proposed zone change and plan amendments will result in less traffic than the existing zone, and therefore was 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 applicable and is satisfied, as the proposed development is not projected to worsen the performance of a transportation facility that is already projected to perform below the mobility standard.

Based on LC 15.697(a) it is not expected the County will require a Traffic Impact Analysis for this development, as it does not exceed the threshold of 50 peak hour trips, and does not include heavy vehicles as a part of the normal daily operations.

Conclusion

In summary, based on the analysis performed herein, the potential site generated traffic associated with the proposed development is less than the potential site generated traffic under the existing zoning. Therefore, there is no significant impact as defined in OAR 660-012-0060(c), and a Traffic Impact Analysis is not expected to be required based on LC 15.697(a).

If Lane County Transportation Planning determines at the time of Special Use Permit application that further analysis is required, one will be prepared.



223 A Street, Suite D
Springfield, Oregon 97477-4500

(541) 746-9621
FAX (541) 746-4109

Exhibit C A-3

Joseph J. Leahy
Matthew J. Cox
Bonnie R. Williams
Mary Bridget Smith, Of Counsel

December 11, 2007

Lane County Planning Commission
c/o Deanna Harris, Planner
Department of Public Works
Land Management Division
125 E. 8th Avenue
Eugene, OR 97401-2926

RE: Applicant McKenzie Community Track and Field, Comprehensive Plan
Amendment and Zone Change Application (File No. PA 07-5588)

Dear Ms. Harris:

This letter is written to provide additional information to the Lane County Planning Commission in support of McKenzie Community Track and Field's application for a comprehensive plan amendment and zone change (File No. PA 07-5588) in response to issues raised during the Planning Commission hearing that was held on December 4, 2007.

1. The Applicant has taken the necessary precautions with respect to environmental protection and remediation.

Mr. Harry Bonini and other opponents mentioned that the applicant has not complied with applicable environmental requirements. The following is a summary of actions taken by the applicant with respect to environmental protection and remediation.

As mentioned in the revised application and written comments the prior owner, Seneca Timber, provided for two environmental assessments in 2002 and 2003 for the western area of Tax Lot 202, including the mill pond and current metes and bounds of the subject parcel, Tax Lot 1300. See Bonini Exhibit F, copy attached. On April 19, 2004, the Oregon Department of Environmental Quality (DEQ) issued a letter to Seneca Sawmill, stating that based on the two environmental assessments no further action is required under DEQ's Environmental Cleanup Program. See Bonini Exhibit E, copy attached.

With respect to the wetlands, the applicant has not unlawfully filled any wetlands on the subject property. In fact, the Oregon Department of State Lands (DSL) has issued two letters stating that the "wetlands identified within the study area are the remaining areas of the log pond and are non-jurisdictional" pursuant to OAR 141-085-0015(5)(g). See Letters from Oregon Department of State Lands (Nov. 6 and 7, 2006), copy attached.

The letter dated November 6, 2006 acknowledged that the applicant had filled only 37 yards, and therefore a fill permit was not required. The applicant received another letter from DSL, dated April 4, 2007, indicating that the applicant had not violated any fill requirements and that the enforcement file was closed, copy attached. A copy of the wetland delineation report dated October 2006 is attached.

In response to Mr. Bonini's Formal Petition for Superfund Preliminary Assessment (PA) dated August 15, 2008, copy attached, submitted under Section 105(d) of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), the Environmental Protection Agency (EPA) conducted a preliminary assessment of the site. This preliminary assessment included a site visit, interviews and review of available information. The EPA determined that the "[i]nformation regarding site operations and waste characteristics do not indicate the presence of a potential source of CERCLA hazardous substances at the Former Blue River Veneer Saw Mill & Pond Site."

The EPA also dismissed the citizen's concerns regarding the drinking water supply. Citing the Annual Drinking Water Quality Reports issued by the Blue River Water District for the years 2004-2006, the EPA stated that Blue River's drinking water supply is safe and meets federal and state requirements. Based on its analysis, the EPA stated that no further action under CERCLA is warranted at this site. See letters dated April 30 to Harry Bonini, Bonini Exhibit I, and McKenzie Track and Field, copies attached. See EPA Preliminary Assessment Trip Report, copy attached.

DEQ, DSL, EPA, and the Army Corps of Engineers have responded to complaints regarding potential contamination issues; however, each agency has determined that the property is not in violation of the applicable state or federal laws, and therefore no enforcement actions have been taken. See Bonini Exhibits H and K, copies attached.

2. The Applicant has conducted the required traffic impact analysis.

As discussed in previous comments submitted to Lane County Land Management, a full traffic impact analysis is not required for the purposes of this application. Branch Engineering has prepared a minor traffic study estimating the net trip changes associated with this proposal and addressing Goal 12, as requested by Lane County Transportation. See Exhibit 10, a letter dated December 4, 2007 to Ms. Harris

regarding compliance with Rural Comprehensive Plan policies, copy attached. See Exhibit 11, Facility Permit issued by Lane County Department of Public Works, copy attached. See Exhibit 12, Technical Memorandum prepared by Damien Gilbert, PE, Branch Engineering, Inc., copy attached.

The minor traffic study provides an analysis of existing trip generation and proposed trip generation as well as discussion of relevant criteria. Based on this information, the study concludes that the "potential traffic associated with the proposed development is less than the potential site generated traffic under the existing zoning." As such, a full traffic impact analysis is unlikely to be required under LC 15.697(a). However, in the event that Lane County Transportation determines that a traffic impact analysis is required during the special use permit application process, then the applicant will prepare one. See Exhibit 12, Page 4.

3. Weed Abatement Program.

See letter dated December 3, 2007 from R. David Cousineau, Gardens by Elizabeth, Inc., copy attached, regarding precautions taken with respect to the weed abatement program.

4. The unincorporated Blue River community is not limited to the small downtown area but rather encompasses a much larger area.

Please find enclosed a map indicating the range of McKenzie School District 68. Commences at approximately above Leaburg at Milepost 23 on the McKenzie Highway and terminates near EWEB at Milepost 53, a range of + or - 30 miles. Please find attached a petition executed by staff of McKenzie Schools and by students of the McKenzie Middle School and High School endorsing the track as a safe place near the school to practice and host track meets, and as a good place for the staff and community have all comers meets and to meet and exercise.

Please also find enclosed a copy of the geographic boundaries of the Blue River Fire District depicting Tax Lot 1300.

Also enclosed are two prints depicting the former industrial area of the mill. The copy of the Mel Vincent watercolor depicts the general area looking east while the photograph taken depicts the general area looking west. In the photograph the school grounds area would be to the right off the photograph at the base of the ascending hill.

5. Compliance with Lane County Rural Comprehensive Plan.

Mr. Bonini has cited a number of sections of the Lane County Comprehensive Plan. These are as follows:

- A. Paragraph "15 d. The former veneer mill site in Blue River (map 29-16-4E, t1202) is vacant land and, until Lane County's year 2000 periodic review, was designated industrial and zoned Light Industrial, M-2. The industrial designation and M-2 zone allowed the veneer mill to operate as a permitted use and allowed the operation of other industries. The industrial designation and industrial zoning on this land shall be maintained but does not preclude a future change of plan designation and zoning for this land. Any division of this land for the creation of parcels or lots shall demonstrate that the soil of the lots or parcels does not contain any contaminants that pose a hazard to its use."

Please note that the reference to the former veneer mill site and the industrial designation specifically provides that the "industrial designation and industrial zoning on this land shall be maintained but does not preclude a future change of plan designation and zoning for this land."

- B. Paragraph "18 c. Small isolated non-resource tracts surrounded by farm and forest lands shall be discouraged if such non-resource designation would create compatibility problems."

For the reasons set forth in the Applicant's application and as described in the Staff Report, compatibility problems would not be created. Further, the language simply provides for discouragement in the event of a compatibility problem not a prohibition. In the present circumstances any inconsequential compatibility problems may be addressed through the Special Use Permit required of this application.

- C. Mr. Bonini has also cited Paragraph 19 a, d, and g. This paragraph relates to residential densities and is not applicable.
- D. Mr. Bonini has cited Paragraph 21 b. This paragraph relates to destination resorts and is not applicable.
- E. Mr. Bonini has cited Paragraph 23. This paragraph relates to cluster subdivisions and is not applicable.

Deanna Harris
December 11, 2007
Page 5

Thank you for your attention to this matter and your continuing courtesy and cooperation.

Sincerely,

LEAHY & COX

JOSEPH J LEAHY

Joseph J. Leahy
JJL:AJ:llk



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Springfield, Oregon 97477-4500

(541) 746-9621
FAX (541) 746-4109

Joseph J. Leahy
Matthew J. Cox
Bonnie R. Williams
Mary Bridget Smith, Of Counsel

December 14, 2007

Lane County Planning Commission
c/o Deanna Harris, Planner
Department of Public Works
Land Management Division
125 E. 8th Avenue
Eugene, OR 97401-2926

RE: Applicant McKenzie Community Track and Field, Comprehensive Plan
Amendment and Zone Change Application (File No. PA 07-5588)

Dear Ms. Harris:

This letter is written to supplement the original application in the above referenced matter, the letter to you dated December 11, 2007 with substantial attachments and exhibits, and to respond to the memo dated December 11, 2007 to you from Harry Bonini.

Mr. Bonini's video "documentaries" and narration of personal opinion have been previously well considered. Mr. Bonini continues to recycle, before the Lane County Planning Commission, the previous allegations and charges he made against McKenzie Community Track and Field with various regulatory entities, Department of Environmental Quality, Division of State Lands, Environmental Protection Agency and the Army Corps of Engineers. Each of those entities have responded to Mr. Bonini's complaints, and each of those agencies has determined that the property is not in violation of the applicable state or federal laws and therefore no enforcement actions have been taken.

Frankly, the applicant believes that Mr. Bonini's charges are irrelevant and unrelated to the Amendment and Zone Change Application. Nevertheless, given the fact that Mr. Bonini continues to recycle these allegations, the applicant would again suggest that the Planning Commission thoroughly review the attachments to the December 11, 2007 letter.

Deanna Harris
December 14, 2007
Page 2

Perhaps the responses to Mr. Bonini's allegations may best be capsulized by an email response to Mr. Bonini provided by Louise Solliday, Director, Division of State Lands. That response is as follows:

"Mr. Bonini. I have reviewed the entire file, including the video you provided to the agency.

I am not sure what stalling you are referring to. We received your complaint and investigated it. You are aware of the results of the investigation. Our enforcement file is closed and there is no further action contemplated on our part." See Bonini, Exhibit H, top of page.

With reference to transportation issues raised by Mr. Bonini, we are attaching the Statement of George Letchworth, Vice President, McKenzie Community Track and Field. This Statement addresses the contemplated use for the facility in the event that approval is granted. It also addresses the access from the north side of Blue River Drive to the south side of Blue River Drive.

McKenzie Community Track and Field intends to comply with the applicable requirements of the Lane Code with respect to transportation. As noted, the applicant concurs in the Condition suggested by the Development Services Director that if the Lane County Transportation Planning determines at the time of Special Use Permit Application that a Traffic Impact Analysis is required, one will be prepared.

Members of the Commission are reminded that this is a Comprehensive Plan Amendment and Zone Change Application. If approved, the applicant is subsequently required to submit a Special Use Permit Application, and undergo the rigors associated with that application.

Thank you for your attention to this matter, and hopefully your anticipated approval of this Amendment and Zone Change for the Blue River Community.

Sincerely,

LEAHY & COX, LLP

JOSEPH J LEAHY

Joseph J. Leahy
JL:llk

cc: George Letchworth

**STATEMENT OF GEORGE LETCHWORTH
PA 07-558, MCKENZIE TRACK AND FIELD PLAN AMENDMENTS/ZONE
CHANGE PROPOSAL
REGARDING TRACK AND FIELD FACILITY**

The Plan Amendment Zone Change Application for the proposed project will increase the recreational as well as the economic opportunities in the Blue River community by providing a state-of-the-art track and field facility that attracts schools and individuals to the area for local and regional events, meets, training camps and fitness activities. See Exhibit D, McKenzie Community Track and Field, Executive Summary and Vision Statement.

By focusing on the "state-of-the-art" facility accommodating regional events, meets and training camps some of you may have jumped to a conclusion inconsistent with the facts presently before the Commission. Essentially, this will be a high school track with two soccer fields and a educational wetlands for the community and students of the McKenzie School District. It will provide a home field for the track team rather than all events being on the road. In that sense, it will host regional events and meets. It will provide a safe and up to date training facility for the high school track team.

While our enthusiasm for this community facility has been linked to the 2008 Olympic Trials, I can assure you that there are no Olympic Events scheduled at a yet uncompleted high school track in Blue River, Oregon. The 2008 Olympic Trials provides a vehicle for track enthusiasm in Lane County and in Oregon. Blue River wishes to share in that enthusiasm. While the distance from Eugene and the size of the track would make it clear to any reasonable person that there will be no events, we can share in the enthusiasm. Further, it is not beyond belief that a few Olympic track and field competitors might be lured from Eugene for a cameo appearance at the track, instruction for Blue River athletes, and serve as role models for the youth.

I can categorically and emphatically assure you that there are no Olympic events, Olympic meets, Olympic training camps, Olympic fitness activities scheduled for this proposed track in Blue River. If approved and built it will be used for the type of events traditionally held at a good high school and community track given the fact that it is situated in Blue River, Oregon.

With reference to the plan to develop a trail along the north side of the Blue River Drive which will enable local students and community members to safely walk and/or ride their bicycles to the facility, and the apparent concern that it has raised, this again should be viewed as information for the Planning Commission and will be further developed at the time of the submission of a Special Use Permit. Basically, the facts, as

they exist right now, are that the Blue River High School is on the north side of Blue River Drive. The proposed track and field facility is on the south side of Blue River Drive approximately 1/4 mile from the school. Thus, people who are utilizing the high school for parking or who simply are at the school and desire to go to the track and field facility will be required to walk for some distance along the north side of Blue River Drive (10 feet? 20 feet? 100 feet?) before traversing to the south side of Blue River Drive. The exact particulars of that will need to be ironed out at the time of the request for the Special Use Permit. As I understand it this is a zone change that has been proposed, not a Special Use Permit.

The use of the Special Use Permit process provides sufficient opportunity to review these as yet uncompleted plans and improvements.

At present, because this is simply a rezoning and the potential site generated traffic associated with the proposed development is less than the potential site generated traffic under the existing zoning, there is no significant impact as defined in OAR 660-012-0060(c) and the Traffic Impact Analysis and the Independent Contractor, Damien Gilbert, PE Branch Engineering, retained by McKenzie Track and Field, has determined that the Traffic Impact Analysis may not be required based on Lane Code 15.697(a).

Therefore, I ask you to accept the recommendation of the Development Services Department and the Lane County Transportation Planning determines at the time of Special Use Permit application that further analysis is required, a Traffic Impact Analysis will be prepared.

Thank you for your volunteer time in considering this application.


George Letchworth

12-14-2007
Date



LAND MANAGEMENT DIVISION
http://www.LaneCounty.org/PW_LMD/

STAFF REPORT

DATE: November 21, 2007 (Date of Memo)
 December 4, 2007 (Date of Public Hearing)

TO: LANE COUNTY PLANNING COMMISSION
FROM: Deanna Harris, Planner
APPLICATION: PA 07-5588 (Ordinance No. PA 1244)
APPLICANT: McKenzie Community Track and Field

I. MOTION

The Lane County Planning Commission recommends that the Board of County Commissioners approve PA 07-5588 (Ordinance No. PA 1244) to:

- Amend Official Plan Map – Plot No. 619 to re-designate tax lot 1300 of Assessor's map 16-45-29 from "I" (Industrial) to "PR" (Park and Recreation); and
- Amend Official Zoning Map – Plot No. 619 to re-designate tax lot 1300 of Assessor's map 16-45-29 from "RI/C" (Rural Industrial) to "RPR/C" (Rural Park and Recreation).

II. SUMMARY

The Planning Commission is being asked to consider an amendment to the Official Plan Map - Plot 619 designation for the subject property, tax lot 1300 of Assessor's Map 16-45-29 from "Industrial" to "Park and Recreation" and amendment to the Official Zoning Map – Plot 619 for the subject property from "Rural Industrial" (RI/C) to "Rural Park and Recreation" (RPR/C) as implemented by Lane Code 16.295.

The subject property is 12.87 acres in size and located in the western portion of the adopted and acknowledged unincorporated rural community boundary of Blue River. Lands to the west are zoned Rural Residential (RR1/C and RR5/C) and Rural Public Facility (RPF/C). The northern boundary is abutted by Blue River Drive which provides access to the subject property and lands further to the north across the county road are zoned Rural Residential (RR5/C). Property to the east and south are zoned Rural Industrial (RI/C).

The applicant requires the change in zoning designation to facilitate the development of a "track and field facility" on the land which is allowable through a special use permit in the Rural Park and Recreation Zone (RPR) subject to approval by the Planning Director



in a subsequent action if these amendments are adopted by the Board of Commissioners. The approval of such a facility is not part of this application or Ordinance.

III. STATEMENT OF CRITERIA

- Lane Code 16.400 Rural Comprehensive Plan Amendment
- Lane Code 16.252 Procedures for Zoning, Rezoning and Amendments to Requirements
- Statewide Planning Goals
- Oregon Administrative Rules (OAR) 660-022 (Unincorporated Community Rule) as post-acknowledgement plan amendments (PAPA)
- Rural Comprehensive Plan

IV. STAFF RECOMMENDATION AND FINDINGS OF FACT

No recommendation can be made until Goal 12 (Transportation) issues have been adequately addressed. LC 15.697(1)(c) requires a Traffic Impact Analysis (TIA) when a plan amendment proposal is considered. The applicant has been advised to submit a TIA at the Planning Commission hearing and have begun this analysis.

When the above analysis has been found to be satisfactory, staff will recommend:

- approval of the Plan Amendment to Park and Recreation (PR).
- approval of the Zone change, to Rural Park and Recreation (RPR/C).

Finding 1. Rural Comprehensive Plan – Lane Code 16.400 provides for the processing of post-acknowledgement plan amendments based on compliance with the adopted policy statement in Lane Code 16.400(1), which are the implementing guidelines for Rural Comprehensive Plan amendments:

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 Industrial, 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).

Lane Code 16.400(6)(h) Method of Adoption and Amendment

Lane Code 16.400(6)(h)(iii) states the Board may amend the Rural Comprehensive Plan if the Plan Amendment meets (i-i) to (v-v). Item (ii-ii) allows a Plan Amendment if is necessary to fulfill a public need for the intended result of the amendment. Considering that neither the local

schools nor the Upper McKenzie community has a track and field or soccer facility, the proposed project fulfills a public or community need by:

- providing a much-needed recreational facility for local students and members of the Upper McKenzie community who are involved in track and field, cross country, soccer, and adult fitness activities;
- creating an outdoor science laboratory by developing the wetlands into an accessible and educational site for students and community members;

and,

- fostering economic development by attracting neighboring schools, families and individuals to the facility for track events, invitational meets, soccer games, training camps and fitness activities.

Finding 2. Lane Code 16.400(6)(h) Compliance with the Statewide Planning Goals

For Minor Amendments such as this, the Amendment shall be consistent with the specific purposes of the zone classification proposed and Statewide Planning Goals. Based on the applicant's findings and conclusions in PA 07-5588 application, Ordinance No. PA 1244, complies with applicable state laws and Statewide Planning Goals, except for Goal 12 – Transportation, which was discussed earlier in this report in Staff Recommendations.

Finding 3. Lane Code 16.400(6)(h) Compliance with Oregon Administrative Rules

This amendment shall be consistent with Oregon Administrative Rules (OAR). General Plan Policies: Goal Two, Policy 10 was amended by Ordinance No. PA 1173 (April 17, 2002) and re-designated eight "communities" within the McKenzie Watershed that had been designated as "Communities" by Ordinance No. 884 (February 1984) as "Unincorporated Rural Communities" in compliance with Oregon Administrative Rule 660-022 (Unincorporated Community Rule). One of those eight unincorporated rural communities designated in Policy 10. d. vi., is Blue River. The subject property, tax lot 1300 of Assessor's Map 16-45-29, is within the adopted and acknowledged boundaries of the unincorporated rural community of Blue River. Amendments to the Plan and Zoning designations for the subject property are subject to compliance with OAR 660-022 (Unincorporated Community Rule) as post-acknowledgement plan amendments (PAPA).

Finding 4. Lane County Ordinance No. PA 1173 amended the Plan designation of the subject property from "Community" to "I" Industrial and amended the Zoning designation from "M-2" Light Industrial to "RI/C" Rural Industrial (Lane Code 16.292).

Finding 5. Rural Comprehensive Plan – General Plan Policies: Goal Two, Policy 15. d.

Ordinance No. PA 1173 also established *McKenzie Watershed Land Use Policies* as part of the Rural Comprehensive Plan. Policy 15.d. specifically addressed "The former veneer mill site in Blue River (Assessor's Map 16-45-29, tax lot 202) is vacant land, was designated industrial and zoned Light Industrial, M-2. The industrial designation and M-2 zone allowed the veneer mill to operate as a permitted use and allowed the operation of other industries. The industrial designation and industrial zoning on this land shall be maintained but does not preclude a future change of plan designation and zoning for this land. Any division of this land for the creation of parcels or lots shall demonstrate that the soil of the lots or parcels does not contain any contaminants that pose a hazard to its use."

The subject property, map 16-45-29, tax lot 1300, was a portion of the "former veneer mill site", tax lot 202, in 2002. The prior owner of the tract conducted Phase I and Phase II environmental site assessments in 2002 and 2003 for the western area of tax lot 202 including the mill pond and current metes and bounds of the subject parcel, tax lot 1300. On April 19, 2004, the Oregon Department of Environmental Quality (DEQ) notified the property owner, Seneca Sawmill Company that based on the two assessments no further action (NFA) is required under DEQ's Environmental Cleanup Program for the western portion of the former mill site unless new information becomes available indicating an additional investigation is necessary. On April 4, 2007, DEQ concluded stating the earthwork conducted on said property was not in violation and closed the case. No additional information has been forthcoming since that determination.

Finding 6. Lane Code 16.252(1): This section of Lane Code requires that as the Rural Comprehensive Plan for Lane County is implemented, changes in zone and other requirements of this chapter will be by ordinances. Ordinance No. PA 1244 complies with this policy and requirement.

Finding 7. Statewide Planning Goal 2 Lane Use Planning requires, "Opportunities shall be provided for review and comment by citizens during the preparation, review and revision of plans and implementation ordinances." Lane County provides the opportunities identified below via LC 16.400 and LC 16.252, for citizens to review and comment on the preparation and review of PA 07-5588 (Ordinance No. PA 1244). These opportunities were adequate to comply with Goal 2.

- On October 18, 2007- LMD mailed to the Oregon Department of Land Conservation and Development (DLCD) a notice of the first evidentiary hearing and pending adoption, and two copies of the proposed Ordinance No PA 1244.
- On November 14, 2007, a legal ad was published in *The Register Guard*, providing notice of the Lane County Planning Commission public hearings in Harris Hall of the Lane County Public Service Building on December 4, 2007.
- On November 15, 2007, written notice was provided to surrounding property owners pursuant to Lane Code 14.050 of the Lane County Planning Commission public hearings in Harris Hall of the Lane County Public Service Building on December, 4 2007.

Finding 8. Legal Lot Status The subject property identified as Tax Lot 1300 is considered a legally created lot approved in Planning File, PA 04-5322 Legal Lot Verification.

V. CITIZEN COMMENTS

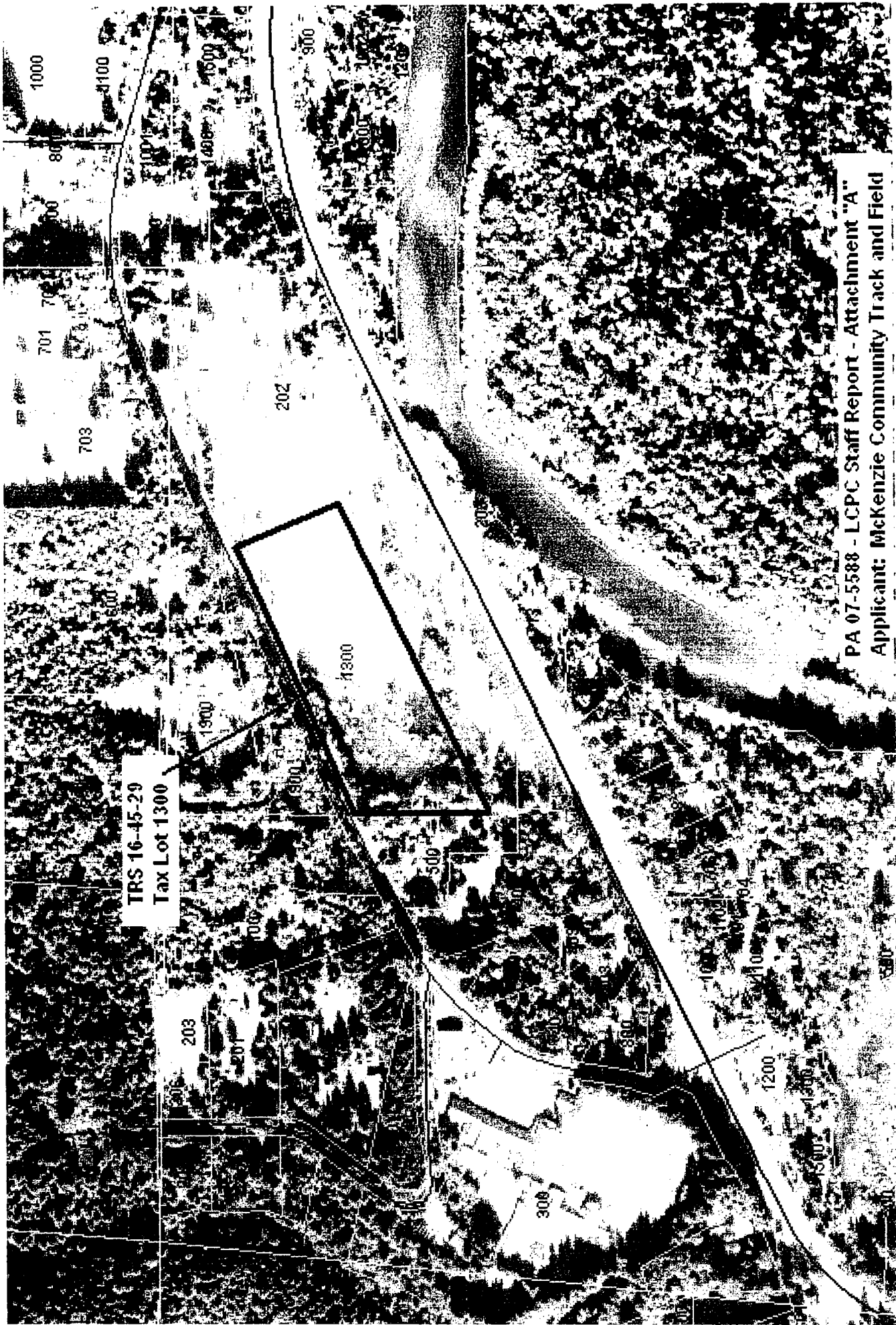
Comments received:

1. Comments in support of the application were received by LMD from the following people: Ellie de Klerk, Betsy Gabriel, Catherine Thienes, Rick Ewoniuk, Michael Fitch, Carolyn Gabriel, Joyce Brooks, Kathleen Shelley, Nena Lovinger and Bob Emmons, David Jensen, Leonard Soper, Paula Jones, Marlene Dutli, Fred Dutli, Stephen Birkovich,

Robin French, Gary Guttormsen, Deborah Noble, William Bowerman, Jr., Allen and Shirley Boothe, Tom and Janet Heinonen, Rick Gardner, Susan McCracken, Ted and Leslie West, Jeff Sherman, Linda Schaefers, Neil Carcannon, Jack and Brenda Holthaus, Beveren and Ann Overstreet, Janet and William Crandall, Mike Kerrick, Wendy King, Gilbert Porter, Brad and Jessica Hambright, Rod and Sharon Fouts, Kurt Cox, Kathryn Price, Jane DeGroot, and Adrienne Launer (Refer to Attachment "E, 1-40").

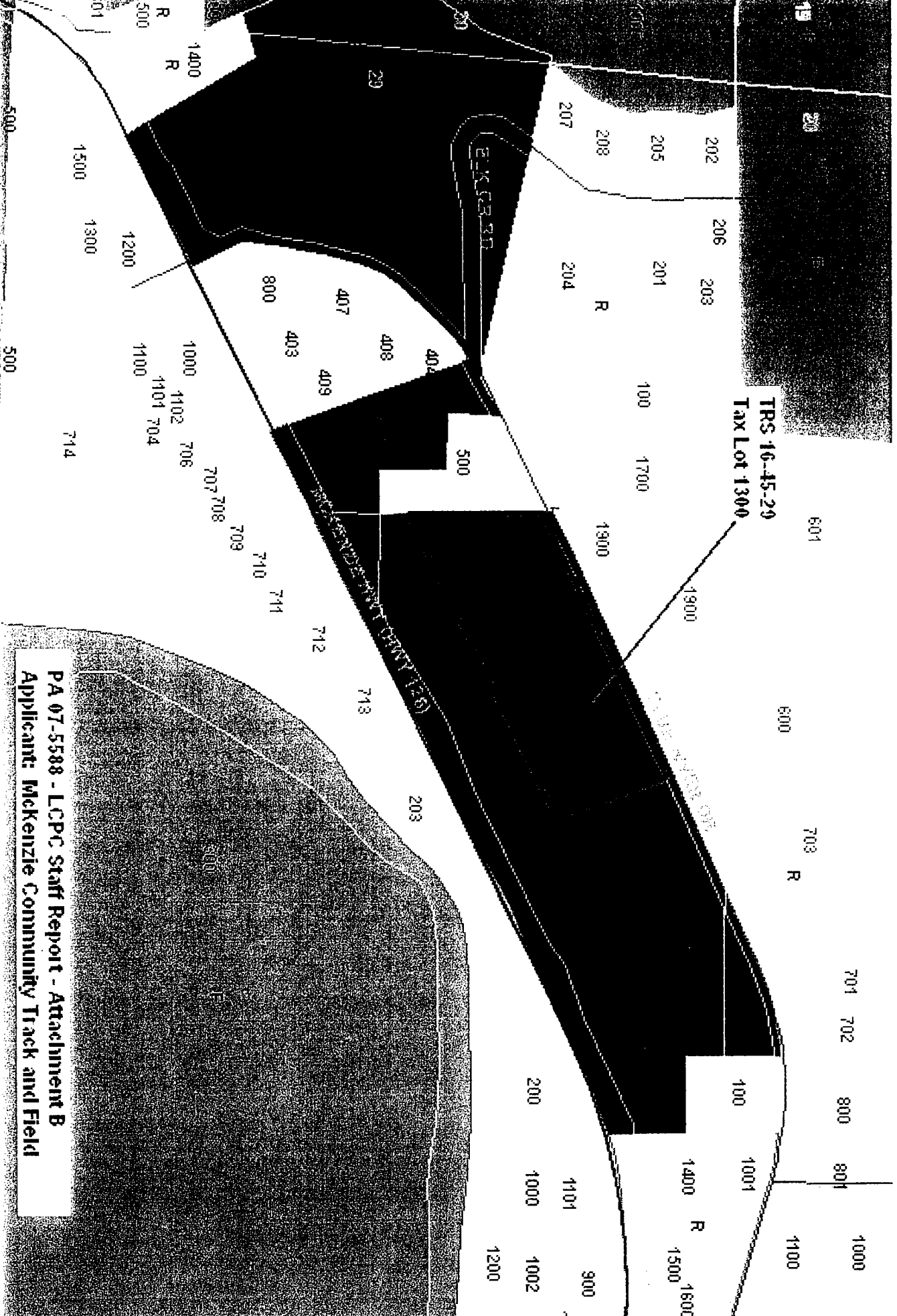
VI. ATTACHMENTS

- A. 2005 Aerial Photograph depicting subject property and surrounding parcelization.
- B. Plan diagram designations: subject property and western portion of Plan Map - Plot 619 (Blue River).
- C. Zoning diagram designations: subject property and western portion of Plan Map - Plot 619 (Blue River)
- D. Application PA 07-5588
- E. Correspondence (1-40) in support of the application as of November 21, 2007
- F. Copy of the Legal Announcement published in the Register Guard on November 13, 2007
- G. Copy of the Notice mailed to adjacent property owners and appropriate agencies



TRS 16-45-29
Tax Lot 1300

PA 07-5588 - LCPC Staff Report - Attachment "A"
Applicant: McKenzie Community Track and Field

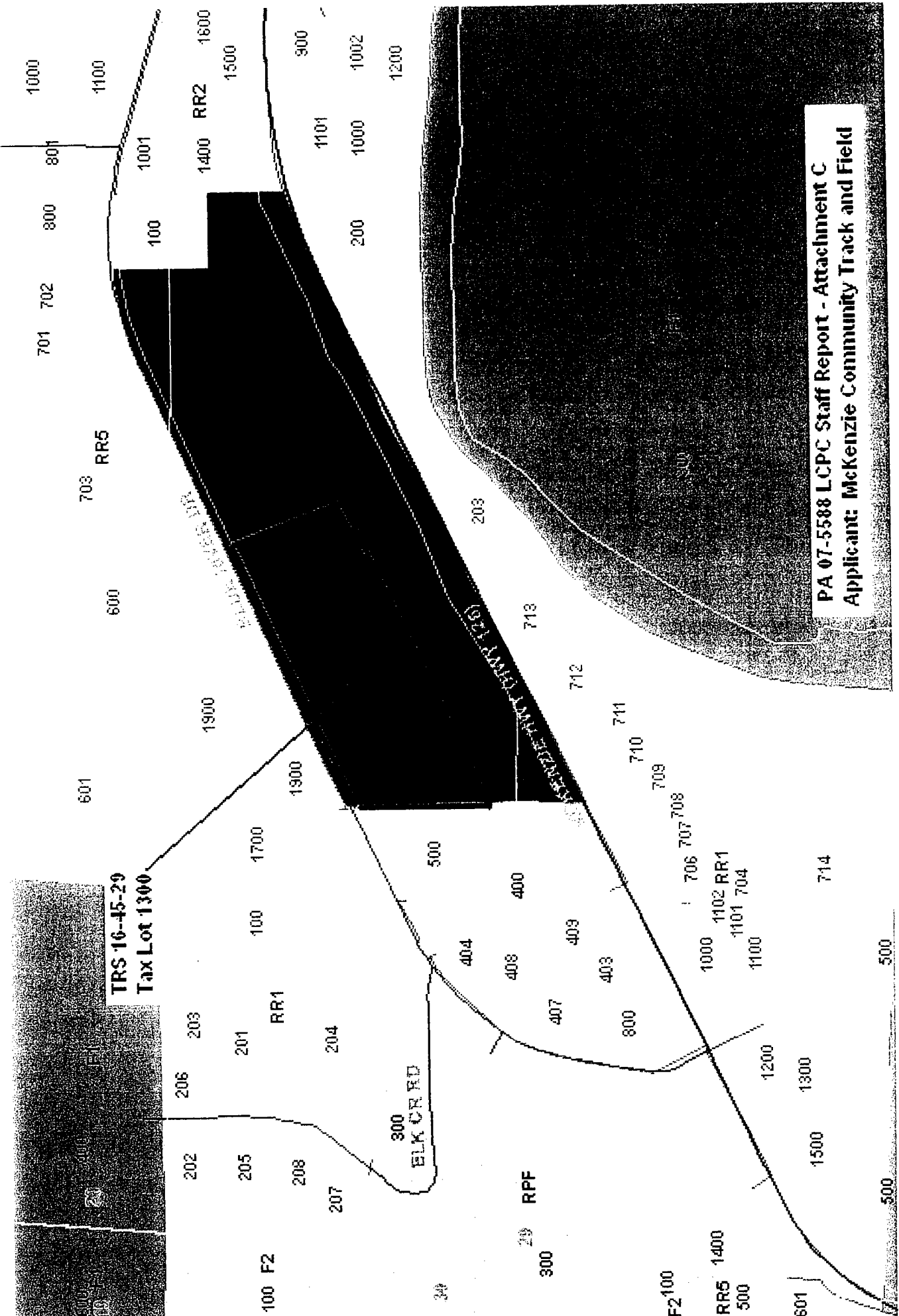


TRS 16-45-29
Tax Lot 1300

ELK CREEK

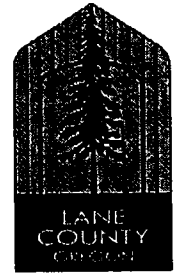
MCKENZIE COMMUNITY TRACK

PA 07-5588 - LCPC Staff Report - Attachment B
Applicant: McKenzie Community Track and Field



TRS 16-45-29
Tax Lot 1300

PA 07-5588 LCPC Staff Report - Attachment C
Applicant: McKenzie Community Track and Field



December 11, 2007

TO: Deanna Harris, LMD Planning Section
FROM: Celia Barry, Transportation Planning

RE: PA 07-5588, McKenzie Track and Field Plan Amendment/Zone Change Proposal

Transportation Planning staff reviewed Branch Engineering's Technical Memorandum and Leahy & Cox's supplemental document, both dated December 4, 2007. We have the following comments.

Regarding proposed findings for Policy 3-c

Facility permit 04-0088 was issued with the following comment: "This permit is to allow access to the vacant parcel and does not constitute approval for future development. A change of use may require a change in access. . ." For informational purposes, a review of the existing driveway will be required under a new facility permit, prior to development of the property.

Regarding other proposed findings

As noted in comments submitted by Transportation Planning on November 29, 2007, the plan amendment/zone change application states, "the proposed project will increase the recreational as well as economic opportunities in the Blue River community by providing a state-of-the-art track and field facility that attracts schools and individuals to the area for local and regional events, meets, training camps, and fitness activities. See Exhibit D, McKenzie Community Track and Field, Executive Summary and Vision Statement."

Branch Engineering's December 4, 2007 Technical Memorandum estimated the new trips resulting from the proposed land use to be less than what would be allowed under the current zoning, and states that since there would be less traffic associated with the proposed zone than with a worse case scenario under the existing zone, there would not be a significant traffic impact on the road. However, the question of whether there would be significant impacts to Blue River Drive from development under the current zoning is not addressed, so the findings addressing OAR 660-012-0060(1)(c)(B) are insufficient.

Secondly, The *Trip Generation* manual data relied upon is for Land Use 488, Soccer Complex. The technical memorandum does not address the anticipated number or scale of local and regional events, meets, training camps, and fitness activities referenced in the applicant's first submittal (see Transportation Planning comments submitted November 29, 2007, and the Plan Amendment Zone Change application, page 2). While *Trip Generation* manual data is provided, it is anticipated that a 'state of the art' facility accommodating "regional events, meets, and training camps" would generate traffic beyond what is contemplated in the manual for the use category cited. In addition, the manual states, "Caution should be used when applying these data," because the trip generation data includes only 3 studies. Therefore, there is inadequate information to determine whether the minimum acceptable performance standard identified in the Lane County TSP would be reduced (OAR 660-012-0060(1)(c)(B)). Performance standards are specified in TSP policy 4-b.

Page 2 of Leahy & Cox's December 4, 2007 submittal, in findings for policy 6-d, states, "the applicant plans to develop a trail along the north side of Blue River Drive, which will enable local students and community members to safely walk and/or ride their bicycles to the facility. From this trail, the students will then cross Blue River Drive to reach the nature trail along the south side of Blue River Drive, which provides safe access to the track and field facility."

Pedestrian or bicycle facility within the right-of-way of Blue River Drive must meet requirements of Lane Code Chapter 15. Lane Code 15.703(12) specifies pedestrian facility standards on rural minor collectors, and states, "Sidewalks or walkways are permissible and may be required pursuant to adopted Transportation System Plan Bicycle and Pedestrian policies. Walkways may be provided behind the ditch in the road right-of-way, but only at private expense. Any proposed pedestrian facilities are subject to approval by the County Engineer or designee." For informational purposes, if the developer anticipates that transportation improvements necessary to serve the proposed development will be at public expense, this is a policy decision that must be made by the Lane County Board of Commissioners. Also, any road improvements to Blue River Drive would be subject to review as to Assessment requirements in LC 15.600-15.645.

If the proposed trail or other facilities would be located outside the right-of-way of Blue River Drive, or if additional off-site right-of-way dedications are needed, we are unaware of any documentation that these facilities have been documented to be endorsed by applicable property owners or whether the facilities are otherwise feasible.

Under Policy 20-d, page 3 of Leahy & Cox's December 4, 2007 submittal states, "The McKenzie Highway, however, is a state road, which is not subject to Lane County's functional classification system, and therefore is not considered in this analysis."

OAR 660-012-0060(1) states, "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. . ." The OAR provision goes on to specify how to determine whether a plan amendment would significantly affect a transportation facility.

There is no exemption from addressing state facilities in the OAR provision. The Oregon Department of Transportation has its own functional classifications and performance standards, and should be consulted with regard to impacts on its facilities.

TSP Policy 22-a requires, "The dedication of adequate right-of-way and construction of road improvements may be required to serve traffic that will be generated due to the development." With regard to this policy, on page 4 of Leahy & Cox's submittal, reference is made to the TSP project list where rural modernization improvements are listed for Blue River Drive. Inclusion on the TSP project list was relied upon to document consistency with policy 22-a. Transportation Planning wishes to clarify that the projects listed are based upon a geometric/technical needs assessment. TSP Section 6.2 Financial Overview, states, "It is important to clarify the relationship between expenditure priorities and the project list included in the TSP. The Needs Assessment prepared for the TSP is based on a review of

roadway conditions and county road standards. The resulting project list is based solely upon the road network's physical assessment and not on a predicted revenue stream nor on priority established through public involvement. Priority setting occurs as part of the yearly budget and CIP adoption process. As revenues contract, there will be an emphasis on basic county operation, maintenance, and preservation. . ." (page 64, last paragraph).

At this time no improvements to Blue River Drive are anticipated. Lane County's road fund is experiencing a period of contracting revenues and this circumstance is expected to worsen, including permanent loss of a primary source of Road Fund monies within the next one to five years. TSP Policy 24-c states, "As a second priority (Enhanced Program) and as funding allows, improve the County Road System to meet modern County design and safety standards." Based upon anticipated future financial circumstances, there is little or no likelihood of Blue River Drive being improved as a public road project within the next 20 years, unless the Board of Commissioners prioritizes and authorizes the project.

Based upon these concerns Transportation Planning does not agree that consistency with OAR 660-012-0060(1) has been demonstrated. In order to demonstrate consistency, it is necessary for the local government to "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. . ." Pursuant to OAR 660-012-0060(1)(c), impacts are required to be as measured at the end of the planning period identified in the adopted transportation system plan. The county TSP was adopted in 2004 and identifies itself as a 20-year planning document (Introduction, Purposes statement, 2nd sentence, page 1).

Pursuant to OAR 660-012-0060(2)(e), we request that approval of the plan amendment/zone change be subject to findings adopted as part of the adopting ordinance specifying the following:

Prior to approval of any development of the subject parcel, a special use permit or site review permit will be required in which process the requirements in Lane Code Chapter 15 will be required to be addressed by an Oregon certified engineer with expertise in transportation issues. The information required to be submitted as part of the special use permit or site review application, shall at minimum include:

1. the anticipated number and scale of local and regional events, meets, training camps, and fitness activities;
2. traffic impacts, pedestrian and bicycle safety through a planning horizon extending to 2024;
3. on-site traffic circulation and parking capacity information;
4. necessary dedications and improvements to Blue River Drive; and
5. a proposal demonstrating how and when any necessary dedications, assessments, and improvements to serve the development will be implemented and financed, including those associated with Blue River Drive and off-site private properties.

PA075588

Lane County Land Management Division
Planning Commission
125 E 8th Ave.
Eugene, OR 97401

November 11, 2007

To Whom It May Concern,

In my early years of growing up on the McKenzie River close to Blue River, I would often hear adults say to just burn down the establishments, to torch the whole thing and make it all disappear. Not too many years later, by no fault of anyone specifically, two of the most prominent businesses in Blue River, the Forest Glenn Restaurant and the Blue River Tavern burned to the ground. Shortly following thereafter the remainder of the more attractive and healthier forms of businesses such as the White Water Café and Blue River Market closed. I believe this was greatly influenced by today's all too familiar group of transient individuals who began to set up house in the vacant buildings .

Today I go to Blue River only once a week to get my mail from the post office. I don't drive through Blue River. I'm embarrassed by what I see and I also feel very unsafe there.

Being a teacher I am always trying to find some way to better myself, to connect with my community, and to help the young people with whom I work to take responsibility to make a positive connection with the environment in which they live.

Two summers ago I worked with my daughter, who this year is a senior at McKenzie High School, to transform a hollow-gray storage facility into a bright, and expressive symbol of pride for all the students who attend her school. Side by side I assisted my daughter and several other young students along with their summer art teacher to create a form of art that symbolizes their respect and appreciation for the community in which they live. This was a project that was funded through the McKenzie Arts Foundation. This was a project in which the students worked in cold and rainy temperatures as well as the sweltering rays of the summer's heat. Over the course of six weeks the students not only transformed their canvas of the gray-storage unit into a storyboard about achievement and pride, but they also learned about who they were and how valuable their outlook upon where they live influences their success as contributing members of a community.

Our community needs more programs such as the one in which my daughter was involved. The children of our community need to see what happens with decisions that are based upon healthy choices and positive action. What is currently available in Blue River is that which will only increase negative behavior. Children will continue to grow up and make decisions reinforced by disease infested role models now available to them.

Or they can be part of a community that wants to replace such unhealthy practices with positive community programs, such as what the track development idea will provide.

I want to one day proudly tell people I live in the community of Blue River. I hope a careful review of the track proposal will influence this to become a reality for me and for my children.

Sincerely,

A handwritten signature in black ink, appearing to read "Paula Jones". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Paula Jones

PO Box 175

Blue River, Oregon 97413

November 17, 2007

Lane County Land Management Division
Planning Commission
125 E. 8th Ave
Eugene OR 97401

Re: PA075588

Please add my name to the list of the many community members of the McKenzie Valley who urge you to rezone the property of the McKenzie Community Track and Field from Rural Industrial to Parks and Recreation.

Rezoning this area can only benefit the McKenzie community. The McKenzie School District will gain much from the development of the track and surrounding area as a park and education center. It will provide a safe place to train our athletes, and an area to provide hands-on science and environmental classes.

I sincerely hope we have your support in this rezoning petition.

Thank you,

A handwritten signature in cursive script that reads "Marlene Dutli".

Marlene Dutli
91638 Horse Creek Road
McKenzie Bridge, OR 97413

November 17, 2007

Lane County Land Management Division
Planning Commission
125 E. 8th Ave
Eugene OR 97401

Re: PA075588

I urge you to approve the McKenzie Community Track and Fields request to rezone the area needed for this important community project.

Our community is in need of a place where people can safely walk, run or just enjoy the pond and wildlife viewing.

The McKenzie School District lacks both the area and the funding for a school track. The proposed area is near the school and the communities of Blue River, Finn Rock, McKenzie Bridge and Vida. Other organizations are willing to pay for and maintain the facility that will be used by them and at no cost to the school district. The school will also benefit by using this area not only for athletic purposes, but for science and environmental classes. What better use for an old mill site.

This area could also become a drawing place for athletes who are competing in the Olympic Trials in Eugene and who wish to train in an environment free of pollen and pollution. By rezoning this area from "Rural Industrial" to "Parks and Recreation" can only better serve our community. .

Thank you for your consideration and support for this request.

Sincerely,



Fred Dutli
91638 Horse Creek Road
McKenzie Bridge, OR 97413

Lane County Land Management Division
Planning Commission
125 E. 8th Ave.
Eugene, OR. 97401

Re:PA075588

A dream is soon to become a reality. The future home for track and field events for McKenzie High School is an opportunity for the local residents of all ages, all Northwest visitors to the area and all lovers of track and field. It will offer the possibility to visitors to recreate on a beautiful site on a state of the art track and field.

Can you visualize the enthusiastic joy the individuals, different teams from Middle school and High School students and the senior citizens who will have the opportunity to enjoy the restorative energy and the inner peace one experiences from running or walking in a safe environment among the beautiful surroundings in the Cascade hills?

Your assistance in obtaining the required rezoning will help us to bring this project to the finish line. This will provide a location in the community for all its members enabling them to participate in a healthy recreation, channel their energy away from drugs to personal accomplishments and will build their personal esteem. . The community has worked diligently to raise the funds plus provided the physical labor to complete this project.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Stephen F. BirsKovich". The signature is written in black ink and is positioned above the typed name and address.

Stephen F. BirsKovich M.D.
91082 Leashore Dr.
Vida, Oregon 97488
541 896-0548

Robin French

56948 North Bank Road McKenzie Bridge, OR 97413-9626

Tel: 541-822-0822 Fax: 541-822-1154 robin@bomerbandling.com

**Lane County Land Management Division,
Planning Commission**
25 East 8th Avenue
Eugene, OR 97401

Thursday, November 15, 2007

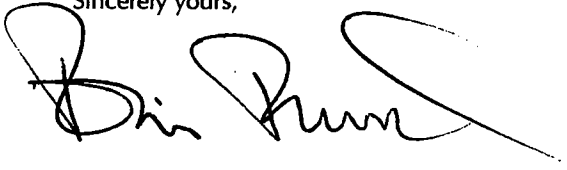
Ref: PA075588

Gentlemen and Ladies,

This letter is written in vigorous support of the rezoning request by McKenzie Community Track and Field to change the zoning of the proposed track from Rural Industrial to Community Park.

This project would greatly benefit the Upper McKenzie Valley area as a whole as well as the Blue River schools and their students, and, in fact, Lane County in general. There can be no reasonable objection.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Robin French", with a long, sweeping underline that extends to the right.

Robin French

HARRIS Deanna M

From: Gary Guttormsen [guttormsen1@msn.com]
Sent: Sunday, November 18, 2007 2:59 PM
To: HARRIS Deanna M
Subject: Ref: PA075588

Dear Ms. Harris,

I would like to go on record in support of the request by the the McKenzie Community Track and Field group to rezone the area that they want to build their track facility from "Rural Industrial " to "Parks and Recreation". This rezoning request makes sense because it will benefit a community that is trying to redefine their economic base and, it would provide a place for both McKenzie School District students and the citizens of the upper McKenzie Valley community a safe place to run and exercise.

Ref: PA075588
The McKenzie Community Track and Field rezoning request

Thank you,
Gary Guttormsen
Walterville

11/19/2007

HARRIS Deanna M

From: DNoble4990@aol.com

Sent: Sunday, November 18, 2007 10:50 PM

To: HARRIS Deanna M

Subject: Ref: PA075588 The McKenzie Community Track and Field rezoning request

Dear Lane County Commissioners:

I am writing in support for the rezoning request for The McKenzie Community Track & Field which rezones the property from Rural Industrial to Parks & Recreation (PA075588). The planning Commission hearing is December 4, 2007 at 7:00.

Thanks You,
Deborah Noble
57971 Drury Ln.
McKenzie Bridge, OR
97413

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13 November 2007

**Lane County Land Management Division
Planning Commission
125 E. 8th St.
Eugene, OR 97404**

11-15-07 11:07 RWD

Ref: PA075588

Dear Members of the Planning Commission,

You have undoubtedly received letters of support for rezoning of the property that the McKenzie School District requests to use as a Track and Field facility. Let me add my unqualified support to that proposal. The amount of support received for this facility in such a short time has been outstanding. That support is not only from the community but from rather significant corporate foundations. They have raised a significant amount of the required funds to build a nice competitive facility.

There is no doubt that this facility is needed. The students now train on the highways and byways in and around the school and community. This, at times, can be a rather dangerous undertaking since they are competing with automobiles on the roadway.

These things aside, I would like to address the issue from a little different perspective. To begin with let me give you a little of my background so you may know from where I speak.

For several years I was a member of a planning commission and city council (as mayor pro-tem) of a city in California. I was also appointed to a state wide computer software planning group by the then Gov. Ronald Reagan. I served as vice chair of this committee. During these times of service I experienced various levels of commitment by citizen on projects they were interested in. In no case have I ever witnessed the high level of involvement, enthusiasm and commitment of a community as I have seen with the McKenzie Schools staff, student, parents and friends. It is extraordinary to see what they have accomplished in a relative short period of time, and it is extraordinary what they plan to accomplish in a very short time span to meet the Olympic Trials schedule. If for nothing else, the zone change should be granted.

However, I do realize that other factors fit into the formula for granting a zone change. One of those is the use of the land. As it sits now it is, for all intents and purposes fallow land. Not only will the zone change give this land a very good use but will be good for the environment since there is a planned nature reserve on the south end of the facility. When built, it will give a much safer place for the athletes to train for their sport. We do need, and I think you will agree, places where we can take our children off of streets and byways.

11-16-07 11:07 AM

Automobile traffic, congestion, should be of little concern since it is off of the main highway 126 and on a local street that has very little traffic, as most rural roads and streets.

I thank you for listening to my thoughts. Again, I whole heartedly support this endeavor and request that you grant the requested zone change quickly since there is a schedule crunch of sorts.

Sincerely,



**Leonard G. Soper
PO Box 148
Vida, OR 97488-0148
541-510-5760
dcnlgjms@earthlink.net**

11-19-07P12:37 RCVD

PA075588

**Support Letters collected to date by
McKenzie Community Track & Field**

William J. Bowerman, Jr.
P.O. Box 4248
Sunriver, OR 97707
November 11, 2007

11-19-07P12:37 RCYD

Lane County Land Management Division
Planning Commission
125 E. 8th Ave., Eugene, OR 97401

REGARDING: PA075588


This letter is in support of the proposal to allow the development and completion of the McKenzie community track and field project.

Although I am not a resident of Lane County, I am a land owner in the county, and pay county property taxes. I grew up on the McKenzie River and attended Coburg and North Eugene High Schools. In the 7th through the 10th grades, I ran track against distance runners from McKenzie school district, and established life-long friendships with several of them. McKenzie then, as now, had the best running program in our athletic conference. Sadly they do not currently have a track on which to train and compete.

There are many reasons to support the creation of the track near Blue River. I will offer three reasons that are personally important to me: (1) This is a community with a long and storied history of good runners, and deserves to have a track. (2) Such a track would serve many outside the school system as a beautiful and safe place for life-long exercise. (3) This track will provide another premier site for elite athletes, such as will come to Eugene for the Olympic Trials, to train where they can avoid some of the heavy pollen counts and greater pollution that exists in the lower valley.

Lane County has a great tradition in Track and Field, known world-wide. I believe it is in the interest of, and consistent with the philosophy of, Lane County to grant approval for completion of the track.

Sincerely,


William J. Bowerman, Jr.

54789 East King Road
Blue River, OR 97413

November 29, 2007

Lane County Land Management Division
Planning Commission
125 E. 8th Avenue
Eugene, OR 97401

RE: PA075588, McKenzie Community Track and Field Rezoning

Dear Planning Commission,

We are property owners and residents in Blue River, OR. We are writing to express our whole-hearted support for rezoning the old lumber mill site near McKenzie High School in Blue River to "Parks and Recreation" use.


The proposed use of this site for a community track, field and park is just what this community needs. Not only will McKenzie High School benefit from having a regulation athletic field, but the people of the community will benefit from having a park-like setting for group events and individual exercise in the fresh air.

The proposed use is far more desirable than either the vacant land that now exists or any industrial use such as the old mill that used to be on the site.

A broad segment of the community is behind this park and track development. We have personally given money and volunteered our time to help clear the site and prepare it so the proposed project can become a reality.

Please vote in favor of the rezoning requested. Thank you.

Sincerely,


Allen P. Boothe, P.E.


Shirley R. Boothe

Tom & Janet Heinonen
1012 E. 21st Ave.
Eugene, OR 97405
(541) 344-0498

Nov. 1, 2007

Lane County Land Management Division
Planning Commission
125. E. 8th Ave.
Eugene, OR 97401

To Whom it May Concern:

We were pleased to learn that the rezoning hearing for the McKenzie Community Track and Field project has been moved up to Dec. 4. We urge the Planning Commission to approve the zoning, giving organizers time to complete the track in advance of the U.S. Olympic Trials in Eugene next summer.

The track will be a wonderful asset to the Blue River community--for people of all ages. Having it ready in time for the Olympic Trials will help athletes preparing for that competition, as well as provide another draw to the McKenzie River area for visiting fans.

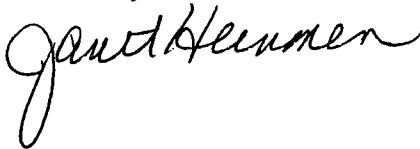
Over the long term, Blue River will find the track to be a community builder, a fitness motivator and a vote of support for local school athletes who've never had a home for their track and cross country teams.

Build it and they will come.

Sincerely,



Tom & Janet Heinonen



McKENZIE SCHOOL DISTRICT
No. 68

51187 Blue River Drive - Finn Rock, Oregon 97488

October 31, 2007

Lane County Land Management Division
Planning Commission
125 East 8th Avenue
Eugene, OR 97401

Dear Commissioners,

I am writing this letter to give my support to the McKenzie Community Track which is designated by reference number PA075588. As the principal and athletic director at McKenzie Middle and High Schools the completion of this facility will have a tremendous benefit to our students.

Purely from a safety standpoint the track will greatly benefit our kids. Currently, our cross country and track programs must train on the roads around the school. The track will provide our student athletes with a safe venue to practice. The track will also provide a safe place for our staff and other community members to walk or jog and will provide in the infield area and additional field for our youth soccer programs to practice.

The McKenzie Community Track will also be an attraction to draw people to the area. I hope that it may be a lure to bring new families to our area that are looking for big time facilities in a small school setting. The possibility of hosting a track meet at McKenzie is very exciting.

The track will also be a financial boon to our community as it will be a prime training ground for area athletes and a place for future Olympians to train during the 2008 Olympic Trials.

The members of the McKenzie Community Track Foundation have worked tirelessly to make this dream a reality. I urge the commission to approve the rezoning application before them. The benefits to our school, students and the community will be immeasurable.

Sincerely,



Rick Gardner
Principal/Athletic Director
McKenzie Middle and High School

McKENZIE SCHOOL DISTRICT
No. 68

51187 Blue River Drive - Finn Rock, Oregon 97488

Lane County Land Management Division
Planning Commission
125 E. 8th Ave.
Eugene, OR 97401

10/30/07

To: Lane County Planning Commission
Re: PA075566

This letter is written to the LCPC in reference to the McKenzie Community Track and Field's request to rezone property from "Rural Industrial" to "Parks and Recreation". I fully support this request and urge the Commission to approve the request.

The track project has been one which has grown from a few people in this community and it reaches out to a multitude in many positive ways. While the McKenzie Community is rich in natural resources and there are activities geared to hiking, camping, fishing, hunting and boating, there are fewer locations for other enrichment activities.

The track offers great potential for the McKenzie area, particularly to students and families of the McKenzie School District. With the track, both serious and recreational runners and walkers will have a place to walk/run for their own fitness and health. We like the idea of getting students off the busy Highway 126 where they currently do their training. Highway 126 is not conducive to the safety of our students nor is it a good surface for running. McKenzie would be able to host both school and community track meets

In addition, this venue is proposed as a park and educational center, opening up possibilities for many other types of events which could directly effect the economy of this area.

With the Olympic Trials in Eugene in 2008 this track offers another training venue for athletes. Olympic Trial organizers are very interested in the potential of this project.

As an educator in the McKenzie School District, I strongly urge your positive vote in the rezone request. Thank you.

Sincerely,



District Superintendent
541-822-3338

High School Principal
541-822-3313

Elementary School Principal
541-822-3315

November 12, 2007

Leslie and Ted West
PO Box A
Vida, OR 97488


Lane County Land Management Division
Planning Commission
125 E 8th Ave
Eugene, OR 97401

Re: PA075588

To whom it may concern:

As members of this community for 18 years, local business owners, parents of children who completed their school years at McKenzie, [and as one of the local Health Care Providers], Ted and I are writing to support the rezoning of the McKenzie Community Track and Field property in Blue River from Rural Industrial to Parks and Recreation. Rezoning of this property just makes sense. There has been no industry on this site for many years, and there is no foreseeable reason for this to change. Our community needs more activity for both youth and community members, and the proposed property lends itself well to providing a place for this to happen. It is anticipated that as well as providing a place for track and field events for our local school members, this will be a meeting area for community groups, a 'classroom' for students learning about wetlands, a place for our older, or younger, folks to walk or run, a training place for the upcoming Olympic Trials participants, and a central meeting point for other appropriate activities.

Thank you for your consideration,



Leslie West



Ted West