

M E M O R A N D U M

October 18, 1984

To: Lane County Board of Commissioners  
Springfield and Eugene City Councils  
Metropolitan Area Planning Advisory Committee (MAPAC)

From: Metropolitan Area Planning Departments

Subj: Findings Supporting Metropolitan Plan Amendments  
Related To Rural Industrial And Commercial Designations

Recently, because of expansion plans of the Emporium warehouse/office facility on McVay Highway, the Planning Commissions of all three jurisdictions have:

1. Recommended adoption of a new Metropolitan Plan Rural Industrial designation for application to existing industrial activities in adopted exception areas.
2. Recommended adoption of criteria for use of this new designation.
3. Recommended application of the Rural Industrial designation to the Bloomberg Road (Emporium) and Knight Trucking exception areas.
4. Recommended application of Rural Commercial designation in the Bloomberg Road exception area.

Exceptions are taken to the Statewide Goals and Guidelines when, during the application of the goals, it is not possible to apply the appropriate goal to specific properties.

As a result of MAPAC recommendations and public testimony, the metropolitan area planning departments, relying primarily on information provided by representatives of the Emporium, have prepared materials to support the proposed amendments to the Metropolitan Plan.

Those materials include:

1. Attachment 1 -- Proposed amendments to the Metropolitan Plan.
2. Attachment 2 -- "Metropolitan Plan Update Exceptions Working Paper - Addendum", 1984 for the Bloomberg Road Exception Area.

3. Attachment 3 -- Findings supporting the creation of the Rural Industrial designation; findings supporting application of these designations to the Bloomberg Road (Emporium) and Knight Trucking exception areas; and findings demonstrating compliance with criteria necessary to justify a commitment to non-resource use on land developed outside an urban growth boundary.

At its regular meeting on October 17, 1984, the Metropolitan Area Planning Advisory Committee (MAPAC) reviewed an October 15th draft of these materials and recommended approval of the Plan text, diagram, and exceptions working paper amendments and an amended version of findings supporting the above. The amendments to findings recommended by MAPAC are reflected in the materials attached to this memorandum.

Following is a schedule of future actions on these items:

1. Springfield City Council public hearing -- October 15, 1984. Final action scheduled for November 5, 1984.
2. MAPAC continued deliberations -- October 17, 1984.
3. Eugene City Council continued deliberations -- October 22, 1984.
4. Lane County Board of Commissioners public hearing --October 24, 1984.
5. LCOG Board adoption -- December 13, 1984.

The materials which support these actions are intended to comply with State law, Oregon Administrative Rules, and local plans, policies and regulations. These materials respond to public testimony given at several hearings. The materials, and preparation of the supporting documents, are the result of work by the metropolitan area planning departments working directly with representatives of the Emporium.

pljfmel0

# Attachment 1

September 21, 1984

## Recommended Metropolitan Plan Amendments

Shown in legislative format: *additions*, [omissions]

### 7. Rural Residential, Rural Commercial, and Rural Industrial (p II-E-11)

*The prefix "rural" refers to the location of these designations on rural portions of the Plan outside the urban growth boundary. The actual uses may or may not be rural in nature. [These areas are located outside the urban growth boundary.] These [two] rural designations reflect existing patterns of development or commitment to rural lifestyle and have been carefully documented and described with appropriate findings as exceptions to agricultural or forest resource goals. Development on vacant or underdeveloped "rural residential" "rural commercial", or "rural industrial" designated parcels is permissible when rural level services are approved and when such development is done in accordance with other applicable policies.*

*The rural industrial uses in adopted exception areas are light-medium industrial in nature. Application of Lane County's M-2, light industrial zoning district is appropriate to implement the Metropolitan Plan's rural industrial designation.*

*Commercial or industrial development shall take place within the Urban Growth Boundary, unless such development:*

- a. Is necessary for the continuation of existing commercial or industrial operations, including plant or site expansion;*
- b. Will be located in an adopted exception area; and*
- c. Can be adequately served with rural level services (defined on page III-G-2).*

*The minimum lot size for "rural residential" areas located outside "urban reserve" areas shall be five acres. The minimum lot size for "rural residential" areas located within "urban reserve" areas shall be subject to policies 12 and 13 in Chapter II-B, "Fundamental Principles" (i.e. land divisions of less than ten acres are subject to the conditions of policy 12; land divisions of less than five acres are subject to the conditions of policies 12 and 13).*

### 8. Exceptions (as adopted amendment in 1984)

*All new exceptions to or expansion of adopted exceptions onto rural resource lands for residential, commercial, industrial or government nonresource diagram designations or uses outside the urban growth boundary, but within the Plan boundary require application of Plan amendment procedures in Chapter IV and Appendix A. Those new or expanded exceptions must meet requirements of statewide goals and administrative rules and must comply with applicable Plan policies. Background information on all adopted exception areas is detailed in the "Exceptions" working paper and "Addendum".*

Within adopted exception areas, uses and densities must be consistent with zoning and Plan designations and policies. Changes to use, density or zone which are not consistent with the Plan require a Plan amendment following the process in Chapter IV and Appendix A. Such amendments must be accompanied by an explanation of the reason for the amendment (proposed use, intensity, size, timing, available and proposed service and facility improvements) and must be in compliance with other applicable Plan policies and the following criteria:

- i. compatibility with existing development pattern and density;
- ii. adequacy of on-site sewage disposal suitability, or community sewerage;
- iii. domestic water supply availability;
- iv. adequate access;
- v. availability of rural level services (refer to page III-G-2)
- vi. lack of natural hazards
- vii. compatibility with resource lands adjacent to the exception area;

1. Exceptions greater than five acres in size are shown on the Plan diagram. They include the following:

- a. Clearwater Lane, Area No. 1
- b. East Thurston, Areas No. 2A, 2B, 2C
- c. North 47th Street, Area No. 3
- d. Chapman Drive, Area No. 4
- e. River Loop No. 1, Area No. 5
- f. Willamette Valley Dog Kennel, Area No. 6
- g. Royal Avenue, Area No. 7
- h. Bonnie Heights, Area No. 8
- i. Oak Hill Drive, Area No. 9
- j. Willow Creek Road, Area Nos. 10A and 10B
- k. Gimpl Hill Road, Area Nos. 11A and 11B
- l. Bailey Hill Road, Area No. 12
- m. Bloomberg Road, Area No. 12
- n. Mahlon Sweet Airport
- o. Lane Community College
- p. Knight Trucking

2. Exceptions five acres or less in size are now shown on the Plan diagram. These exceptions are subject to the Chapter IV and Appendix A Plan amendment procedures. They include the following:

- a. Starwood Nursery
- b. Bond Kennel

Renumber the following sections of Section 11-E accordingly.

SG:clb/ddpa

**METROPOLITAN PLAN UPDATE  
EXCEPTIONS WORKING PAPER - ADDENDUM**

- I. INTRODUCTION
- II. REVISED EXCEPTIONION
  - A. Bloomberg Road Area Nos. 13A and 13B

**September 1984**

**Lane Council of Governments  
125 East 8th Avenue  
Eugene, OR 97401**

This working paper is an addendum to the "Exceptions" working paper, L-COG, November 1981. This paper has particular importance in terms of LCDG Goal 2, "Land Use Planning", Goal 3, "Agricultural Lands", and Goal 4 "Forest Lands".

## I. INTRODUCTION

The original "Exceptions" working paper was published in November 1981. That paper was the subject of a joint public hearing before the Eugene and Springfield City Councils and the Lane County Board of Commissioners in December 1981. The recommendations of that working paper were reflected in the jointly adopted Metropolitan Area General Plan (Metropolitan Plan) which was adopted by the three governments by ordinance in February and March 1982.

The Bloomberg Road area was one of several areas which were declared "built upon and committed" lands pursuant to the exception requirements of LCDC Statewide Goal 2 - Land Use Planning. The area was designated Rural Residential and Rural Commercial on the Metro Area Plan Diagram.

This paper contains the analysis and findings supporting the revised exception. The Introduction, and Background and Abbreviations Sections of the original working paper are applicable to this addendum.

### Bloomberg Road, Area Nos. 13A and 13B

This proposed "built upon or committed" exception is located east of Eugene in Township 18, range 3, Sections 10 and 11. McVay Road borders on the east and extends west along Bloomberg Road (See Maps IV-13A and IV-13B, subject property is outlined).

### Findings of Fact:

1. This area is located on agricultural soil capability classification III and VI related soils. This area is defined as "agricultural land" in the Metropolitan Plan agricultural inventory.
2. This area is not defined as "forest land" in the Metropolitan Plan forestry inventory.
3. Surrounding land uses are mainly agricultural with a number of adjacent parcels being vacant (See Maps IV-13A and IV-13B and Tables IV-13A and IV-13B).
4. Forty-seven of the 60 tax lots included in this request, are zoned in Lane County as RR-5/RCP. The remaining 13 tax lots located along McVay Highway, are zoned in Lane County as Neighborhood Commercial (C-2) District and Rural Commercial (CR) District (See Maps IV-13A and IV-13B and Tables IV-13A and IV-13B for further details).
5. The following services are available to this area:
  - a. Public water is provided by Willamette Water Corp. under contract with Eugene Water and Electric board.
  - b. Bloomberg Road and McVay Highway are paved.
  - c. Sewage disposal is provided by individual subsurface sewage disposal systems.
  - d. Police protection is provided by the Lane County Sheriff's Office.
  - e. School facilities and services are provided by Springfield School District No. 19 except for the extreme western portion which is served by Eugene School District No. 4J.

- f. Fire protection is provided by the Goshen Rural Fire District.
6. The ownership pattern is fragmented (See Maps IV-13A and IV-13B and Tables IV-13A and IV-13B for ownerships within the "built upon and committed" area and surrounding adjacent parcels).
7. Parcel sizes are small ranging from 0.2 to 5 acres (See Maps IV-13A and IV-13B and Tables IV-13A and IV-13B for further details).
8. Predominate use of parcels within this area is single-family residential; 38 of the 66 tax lots have single-family dwellings located on them; 20 are vacant and 7 have retail commercial uses; and one parcel has an industrial use.
9. Findings for revision of plan designation from Rural Residential to Rural Industrial for property owned by Troutman and Barthelemy Ins. Agency.
- a. The Metro Plan Designation of Rural Residential, Rural Commercial and Rural Industrial is intended to "reflect existing patterns of development or commitment to rural lifestyle...". This statement is expressed in the alternative, and therefore only one of the qualifiers needs to be met.
- b. Development on portions of tax lots 2100 and 1100, and tax lot 2300, Map 18-03-10-1 will be oriented to the east and existing commercial uses. Because of their proximity to existing commercial uses, it is unlikely that these parcels will ever be developed for residential uses.
- c. The nearest residence is 100 feet to the proposed expanded Emporium use. This is directly to the north. To the west and south the nearest residence is approximately 150 feet to the proposed industrial zoning boundary.
- d. Any adverse visual impacts can be mitigated by proper landscaping as proposed in site review file PA 1781-84.
- e. Existing facilities, such as water supply, sewage disposal, fire protection, and access are adequate. The required level of rural services are available.
- f. Except for possible drainage problems on tax lots 2100, 1100 and 2300, no natural hazards are evident. Adequate drainage facilities can be made a part of the parking lot design and construction.
- g. The proposed industrial zoning abuts resource land along its north boundary for a distance of about 150 feet. This resource land is not defined as forest land and it is not currently being utilized for farm or forest uses.
- h. Since originally constructed in 1977, the Emporium distribution center is now serving twice the number of stores, and has doubled its office space. The facility occupies 62,500 sq.ft. The facility will need to serve two additional stores in the near future and is expected to double the present number in the next five to seven years. A 50,000 sq.ft. expansion is planned within the next year or two. Professionals have been retained for the expansion project, and except for the location of the parking lot, no definitive plans are available.

10. Findings for revision of plan designation from Rural Residential to Rural Commercial for property at the corner of 30th Avenue and McVay Highway.
- a. The Metro Plan Designation of Rural Residential and Rural Commercial is intended to "reflect existing patterns of development or commitment to rural lifestyle...". This statement is expressed in the alternative, and therefore only one of the qualifiers needs to be met.
  - b. Properties along the west side of McVay Highway have an existing development pattern of commercial, and industrial uses:
    1. The businesses include: a repair garage, Emporium distribution center, three service stations, a motel, a restaurant, and an equipment storage yard.
    2. These businesses all have direct access onto McVay Highway.
    3. Parcels immediately south of existing commercial uses are currently zoned C-2 and CR District. Commercial zoning terminates at 30th Avenue.
  - c. McVay Highway is an I-5 frontage road which serves as a connector between the south bound exit of I-5 and 30th Avenue. 30th Avenue serves as the primary access link to Lane Community College. McVay Highway also serves a highway-oriented commercial function for I-5 and nearby Highway 99.
  - d. The businesses along McVay Highway are rural commercial uses only in the sense that they are located outside the urban growth boundary of the Metro Plan. The area is relatively isolated from more developed areas and lacks key urban services. Existing services which are adequate for existing uses include: public water supply, on-site sewage disposal, electricity, fire protection and paved roadway.
  - e. The two southern most tax lots are restricted from access directly onto McVay Highway. These parcels must gain access further north off Fir Cove Drive. This limitation avoids an undesirable aspect of strip commercial in that no additional driveways can be constructed along McVay Highway, particularly near the 30th Avenue intersection.
  - f. These southern most parcels will unlikely ever be developed for residential uses, given the proximity to the intersection. Commercial uses would not be out of character with the commercial uses in the area.
11. The small lot size, the pattern of ownership, the current state of development for single-family residential use, and the commitment to rural residential living, commercial and industrial uses through subdivision and fragmented public and private service delivery and improvements render this area unsuitable for resource (agricultural) use; lots in this area could not be logically combined with adjacent, surrounding parcels to form economic farming or forest management units.

#### RECOMMENDATION

The Plan should be amended to:

1. Designate the following parcels "Rural Commercial"; Map 18-03-10-1, tax lots 1000, 2400, 2500, 2600, 3100, 3200; Map 18-03-11-3, tax lots 700, 800, 900, 1000, 1400, 1800, 1900, 2000, 2101, 2200, 4000.


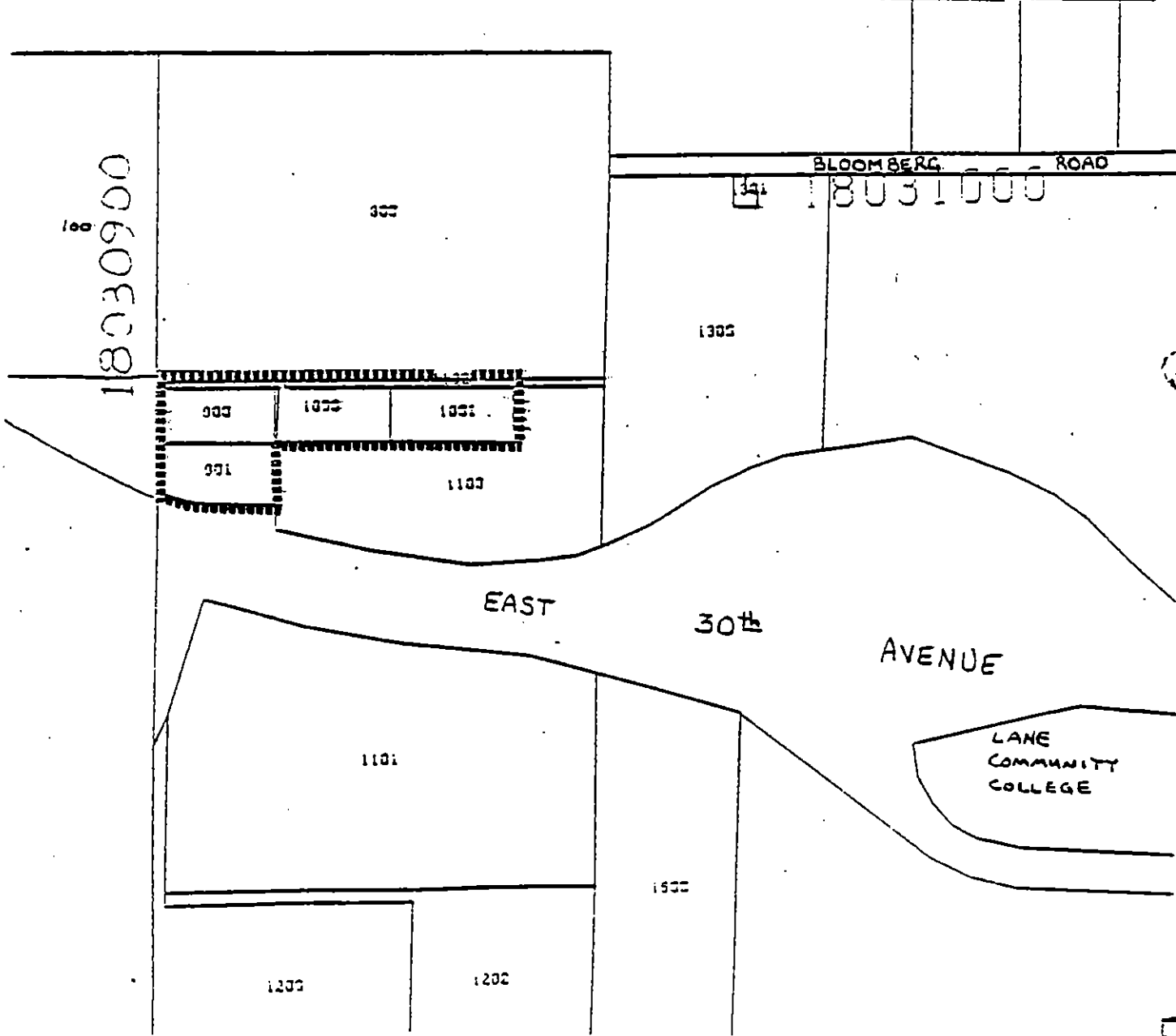
2. Designate the following parcels "Rural Industrial"; M 18-03-10-1, tax lots 1101, 2300, the east portion of 1100, and the north portion of 2100.
3. Designate all other parcels within the exception area "Rural Residential".
4. Those tax lots designated "Rural Commercial" should be zoned C-2/RCP, those tax lots designated "Rural Industrial" should be zoned M-2/RCP; and those tax lots designated "Rural Residential" should be zoned RR-5/RCP.

METROPOLITAN PLAN UPDATE 1981  
 MAP NO IV - 13B  
 BLOOMBERG ROAD, AREA NO. 13B

----- Exception Area

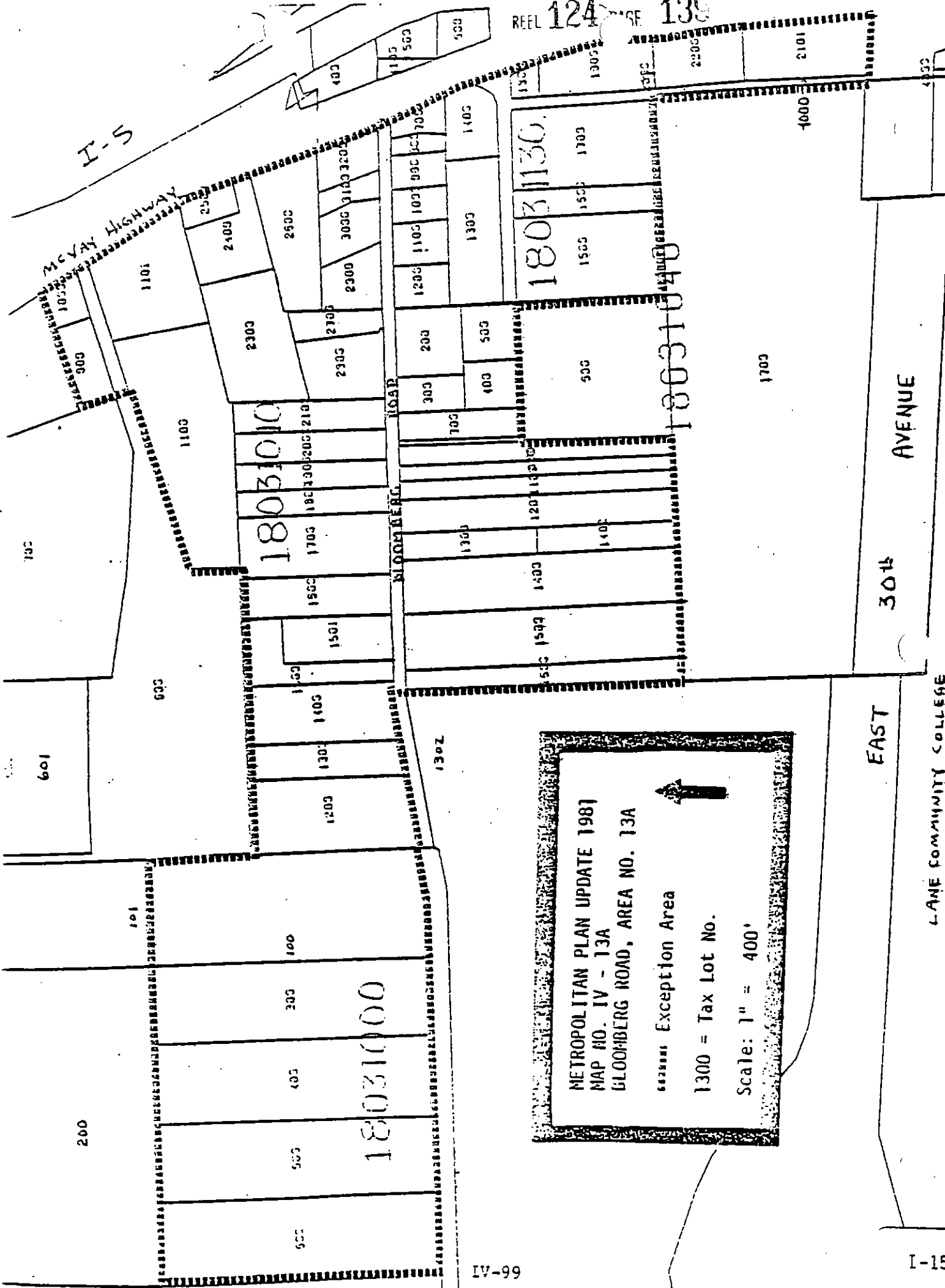
1300 = Tax Lot No.

Scale: 1" = 400'

I-5

McVAY Highway



METROPOLITAN PLAN UPDATE 1981  
 MAP NO. IV - 13A  
 GLOOMBERG ROAD, AREA NO. 13A

↑  
 Exception Area

1300 = Tax Lot No.

Scale: 1" = 400'

EAST

3014 AVENUE

L-ANE COMMUNITY COLLEGE

MAPLOT	LAND USE(S)	USE CODE	PCL	SCL	IMPR\$	AGRES	ZN3	PD2000	OWNER NAME(S)
BLOOMBERG RD. AREA 13A - EXCEPTIONS									
18 03 10 10 01500	9100	V	130	000	\$000	1.18	AGT	R	HOUARDY ALBERTA CHARLOTTE
18 03 10 10 01501	1111	S	131	140	\$29,430	1.17	AGT	R	HOUARDY ALBERTA CHARLOTTE
18 03 10 10 01600	1111	S	131	130	\$12,620	1.42	AGT	R	LORICKE JOSEPH C
18 03 10 10 01700	9100 1111	V S	131	130	\$30,500	2.16 1.20 0.96	AGT	R	MURRAY EDWARD + ETHEL E
18 03 10 10 01800	1111	S	131	130	\$24,180	0.92	AGT	R	MARTIN CARL D & DOROTHY E
18 03 10 10 01900	1111	S	131	130	\$34,080	0.95	AGT	R	JONES EARL L & FLORENCE C
18 03 10 10 02000	1111	S	131	130	\$18,280	1.07	AGT	R	JONES EARL L + FLORENCE C
18 03 10 10 02100	9100	V	130	000	\$000	1.09	AGT	R	BARTHELEMY EDWARD N & M M
18 03 10 10 02300	9100	V	130	000	\$000	2.32	AGT	R	BARTHELEMY EDWARD N & M M
18 03 10 10 02400	1300 1111	M S	221	411	\$69,150	1.23 0.45 0.79	C2	Q	KINYON ROBERT R
18 03 10 10 02500	5530	R	221	444	\$61,280	0.44	C2	Q	SANDELMAN SANFORD
18 03 10 10 02600	9100 5530 9100	O R V	221	444	\$54,910	1.89 0.32 0.43 1.13	C2	Q	YATES JACK R & IKUKO

MAPLOT	LAND USE(S)	USE CODE	PCL	SCL	IMPRS	EXCEPTIONS	ACRES	ZN3	PD2000	OWNER NAME(S)
BLOOMBERG RD, AREA 13A -										
18 03 10 00 00100	1111	S	431	150	\$69,950	17.60	AGT	F		WALD JAMES & WANDA
18 03 10 00 00300	1111	S	431	160	\$95,500	5.08	AGT	R		JONES DONALD W & HAZEL S
18 03 10 00 00400	1111	S	431	150	\$57,200	5.24	AGT	R		CHRUSZCZ TONY & BERTHA
18 03 10 00 00500	1111	S	431	150	\$57,520	4.98	AGT	R		BERKEY VICTOR II & DELORAS J
18 03 10 00 00600	1111	S	431	140	\$55,180	5.40	AGT	R		CHAMBERLAIN DONALD R & MARY
18 03 10 10 00900	1111 9100	S V	131	130	\$25,770	0.79 0.39 0.40	AGT	R		CHURCH EARL T + ZELDA F IR
18 03 10 10 01000	1111	S	221	130	\$48,820	0.41	C2	Q		ATKINSON LARKIN J & IDA L
18 03 10 10 01100	9100	V	220	000	\$000	4.57	AGT	R		TROUTMAN DALLAS & JOY E
18 03 10 10 01101	6379 9100	I V	221	701	\$1,015,350	2.39 0.42 1.96	C2	Q		TROUTMAN DALLAS C & JOY E
18 03 10 10 01200	9100 1111	V S	131	130	\$42,550	2.88 1.17 1.68	AGT	R		SINGLER JOSEPH G & MARY R
18 03 10 10 01300	1150	X	131	307	\$070	1.31	AGT	R		WILLEMS GREG ALAN & PAULA K
18 03 10 10 01400	9100	V	130	000	\$000	2.12	AGT	R		VIDMAR ALBERT & ELIZABETH N

MAPLOT	LAND USE(S) USE CODE	PCL SCL	BLOOMBERG RD, AREA 13A - EXCEPTIONS IMPR\$	AGRES	ZN3	PD2000 OWNER NAME(S)
18 03 10 40 01100	8040 1111 A S	131 140	\$40,870	1.23 0.62 0.60	AGT R	BRAINARD SARAH JANE
18 03 10 40 01200	1111 8040 S A	131 130	\$20,250	2.10 1.04 1.06	AGT R	STACEY PATRICIA G
18 03 10 40 01300	1111 8040 S	131 140	\$50,380	0.83	AGT R	GANDY JUANITA & A W
18 03 10 40 01400	1111 8040 S A	131 130	\$39,180	3.49 0.87 2.62	AGT R	BROHN CALVIN B & JUNE L
18 03 10 40 01500	1111 8040 Y S A	130 000	\$000	0.85	AGT R	GANDY A W JR & JUANITA S
18 03 10 40 01600	8040 1111 A S	131 130	\$16,560	3.66 1.81 1.84	AGT R	PARIRIDGE DENNIS B & K G
18 03 11 30 00700	5530 R	221 444	\$19,560	1.45 0.76 0.68	AGT A	HOWARD GALEN
18 03 11 30 00800	1120 D	221 242	\$24,660	0.24	C2 Q	POWELL CLOYD C & JEANETTE
18 03 11 30 00900	1111 S	131 140	\$32,730	0.43	C2 Q	DODSON FRED L & MARY N
18 03 11 30 01000	9100 Y	130 000	\$000	0.44	C2 Q	DENTON MARVIN L & LINDA L
						GRAY EDGAR L + D K

BLOOMBERG RD, AREA 13A - EXCEPTIONS  
 PCL SCL IMPRS AGRES ZN3 PD2000 OWNER NAME(S)

MAPLOT	LAND USE(S)	USE CODE	PCL	SCL	IMPRS	AGRES	ZN3	PD2000	OWNER NAME(S)
18 03 10 10 02700	1111	S	131	130	\$21,430	0.56	AGT	R	CHEVRON USA INC
18 03 10 10 02800	1111	S	131	140	\$45,050	1.23	AGT	R	BRISTOW KENNETH W & ROSIE
	9100	V				0.57			
						0.66			GRANTHAM JOE E & ROSA LEE
18 03 10 10 02900	1111	S	131	130	\$19,590	0.77	AGT	R	PEERSON JOHN & VIOLET
18 03 10 10 03000	1111	S	131	130	\$16,560	0.71	AGT	R	PEERSON JOHN A & VIOLET E
18 03 10 10 03100	1111	S	221	140	\$23,820	0.34	C2	Q	OAKES CLINTON MAX
18 04 10 10 03200	5530	R	221	444	\$14,080	0.59	C2	Q	DEMOTT MABEL J & RALPH
18 03 10 40 00200	1111	S	131	130	\$16,670	1.08	AGT	R	SANFORD CHARLES & MARJORIE
18 03 10 40 00300	1111	S	131	140	\$39,600	0.56	AGT	R	RODIN JOANNE
18 03 10 40 00400	1111	S	131	150	\$41,740	0.57	AGT	R	EKBERG CHESTER J & ORVILLA
18 03 10 40 00500	1111	S	131	140	\$27,850	0.67	AGT	R	METEER HAROLD B & GLADYS B
18 03 10 40 00700	1111	S	131	130	\$22,760	0.79	AGT	R	MCGUIRE SPENCER I & CLARA
18 03 10 40 01000	6371	V	131	307	\$4,910	0.96	AGT	R	LUND DONALD D + DOVA A
	8040	A				0.48			
		A				0.48			

BLOOMBERG RD, AREA 13A - EXCEPTIONS  
PCL SCL IMPR\$ ACRES ZN3 PD2000 OWNER NAME(S)

MAPLOT LAND USE(S) USE CODE

\*\*\*\*\*  
\*\*\*\*\* EMERALD TRAILER SALES INC \*\*\*\*\*  
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MAPLOT	LAND USE(S) USE CODE	BLOOMBERG RD, AREA 13A - EXCEPTIONS PCL SCL	IMPR\$	ACRES	ZN3	PD2000 OWNER NAME(S)
18 03 11 30 01100	1111 S	131 150	\$37,690	0.57	AGT R	GRAY EDGAR L + D K
18 03 11 30 01200	5999 R 1111 S	131 150	\$65,840	0.56 0.28 0.28	AGT R	DOORN WIM & CORNELIA
18 03 11 30 01300	9100 V	130 000	\$000	1.80	AGT R	WHEELER CLIFFORD D & MAXINE
18 03 11 30 01400	5530 R	221 444	\$26,570	0.83	C2 Q	WHEELER CLIFFORD D & MAXINE
18 03 11 30 01500	6371 A	131 307	\$2,160	2.81	AGT R	LORICKE MARY G & HIRAM W
18 03 11 30 01600	9100 V	130 000	\$000	0.91	AGT R	LORICKE MARY G
18 03 11 30 01700	9100 V	130 000	\$000	2.77	AGT R	LORICKE HIRAM W & MARY G
18 03 11 30 01800	1111 S	221 130	\$23,670	0.18	C2 Q	MCCOWN CHARLES E
18 03 11 30 01900	8040 A 1111 S	221 140	\$43,150	1.20 0.69 0.50	C2 Q	LEWIS ORLEY I 1-6
18 03 11 30 02000	6999 0	221 499	\$9,380	0.04	C2 R	POWELL CLOYD G & JEANNETTE
18 03 11 30 02101	9100 V	130 000	\$000	1.67	AGT R	EMERALD TRAILER SALES INC
18 03 11 30 02200	8040 A	220 000	\$000	1.16	AGT R	EMERALD TRAILER SALES INC
18 03 11 30 04000	9100 V	001 000	\$000	0.73	AGT A	

MAPLOT	LAND USE(S) USE CODE	BLOOMBERG RD, AREA 13A - SURROUNDING AREA	PCL SCL	IMPR\$	ACRES	ZN3	PD2000 OWNER NAME(S)
18 03 10 00 00101	9100 V	431 000	\$000	7.01	AGT R	THE MURPHY COMPANY THE MURPHY COMPANY	
18 03 10 00 00200	9100 V	430 000	\$000	53.28	AGT F	WEISETH WARREN M & FAYE WEISETH WARREN M & FAYE	
18 03 10 00 00700	9100 V	420 000	\$000	241.59	AGT F	OSU FOUNDATION 1-2 OSU FOUNDATION 1-2 OSU FOUNDATION 1-2	
18 03 10 00 01302	9100 V	420 000	\$000	50.52	AGT A	LANE CO SCHOOL DIST 4-J LANE CO SCHOOL DIST 4-J	
18 03 10 10 00600	1111 S 9100 V	431 150	\$68,220	11.80 0.67 11.19	AGT F	VON OHLEN CECIL R + B M	
18 03 10 10 00700	9100 V 1111 S	431 170	\$155,850	11.52 10.83 0.67	AGT F	ROBERTS NORENE E & GALE M	
18 03 10 10 00800	6719 G	430 000	\$000	7.39	AGT F	OREGON STATE OF	
18 03 10 40 00600	8040 A	430 000	\$000	5.13	AGT R	DEMOTT MABEL J BAIRD	
18 03 10 40 01700	8040 A	430 000	\$000	27.16	AGT A	ZELLNER GEORGE L & EMILY K	



B. Development within adopted exception areas was considered in developing area-wide transportation plans, and will not require diversion from the direction established by T-2000.

C. Criteria IV of the proposed Metropolitan Plan amendment requires that a finding of "adequate access" be made as part of the approval of Rural Commercial or Industrial designations within adopted exception areas.

D. Because of these findings the proposed Plan amendment is consistent with Goal 12.

#### Goal 13. Energy Conservation

A. The creation of the Rural Industrial designation which will be applied to existing and expanding industrial uses outside the urban growth boundary has negligible energy consequences.

B. Because of these factors, the proposed Plan amendment is consistent with Goal 13.

#### Goal 14. Urbanization

A. Goal 14 is intended to ensure that an orderly transition from rural to urban land uses occurs.

B. All exception areas are outside the jointly adopted and LCDC acknowledged urban growth boundary of the Metropolitan Area General Plan.

C. Page V-3 of the Metropolitan Plan defines the urban growth boundary as, "A site-specific line, delineated on a map or by written description, that separates the projected urban service from rural land (refer to graphic on page V-4)."

D. The proposed plan amendments only will apply to expanding uses within adopted exception areas.

E. It is premature to extend the minimum range of key urban services and facilities to adopted exception areas.

F. The proposed amendment requires positive findings of: compatibility with existing development patterns and density; the adequacy of on-site sewage disposal; domestic water supply availability; adequate access; the availability of rural level of services (see Metropolitan Plan, page III-G-2); and compatibility with resource lands adjacent to the exception area.

G. Because of these factors, the intent of Goal 14 is met.

#### Goal 15. Willamette River Greenway

A. The proposed Plan amendment applies only to adopted exception areas.

B. Pages III-D-1 through III-D-5 of the Metropolitan Plan provide direction on land-use decisions relating to the Willamette Greenway if future exception areas are within the Greenway boundaries.

D. Amendments of the Metropolitan Plan to create a Rural Industrial designation, and to provide policy direction governing its application, address the deficiency in the existing Plan concerning expansion of existing industrial activities within the Plan's jurisdictional boundary but outside the urban growth boundary.

E. Based on existing Plan policies, the proposed amendment to the Metropolitan Plan creating a new Rural Industrial designation (to be applied in adopted exception areas to existing industrial uses) and the criteria for application of the Rural Industrial and Commercial designations, the requirements of Goal 9 are satisfied.

#### Goal 10. Housing

A. Goal 10 is intended to ensure that a diversity of housing types and costs are provided for all citizens.

B. The Metropolitan Plan "Housing Working Papers" considered only land within the urban growth boundary in developing land supply needed to meet future housing demands.

C. Lands within the exception areas were not considered in the inventory for residential land needed to meet future housing demands.

D. Because of the acknowledgment process, it can be determined that sufficient land exists within the urban growth boundary to meet demands for future residential growth needs of the metropolitan area.

E. Application of the proposed Rural Industrial designation will only occur within adopted exception areas.

F. Because the metropolitan supply of land for future residential demand is not affected by the proposed amendment, Goal 10 is satisfied.

#### Goal 11. Public Facilities And Services

A. Goal 11 is intended to ensure that public services are extended in an efficient and orderly manner.

B. The Metropolitan Plan (specifically policy 7, Page II-B-IV) directs that urban services be provided by cities only through annexation, and that the urban growth boundary is the furthest anticipated extension of these urban services within the planning period.

C. Application of the Rural Commercial and Industrial designation is not intended to require, immediately or ultimately, a higher level of public services as a result of the plan designation or implementing zoning district(s).

D. Because of the intent of the Rural Commercial and Industrial plan designations and the criteria which govern their application, Goal 11 requirements are satisfied.

#### Goal 12. Transportation

A. The Eugene-Springfield Area 2000 Transportation Plan (T-2000) provides long-range direction for transportation improvements throughout the metropolitan area.

- A. The "Natural Assets and Constraints Working Paper" of the Metropolitan General Plan, addresses Goal 7 issues.
- B. The "Natural Assets and Constraints Water Working Paper" identifies small pockets of soils which may be subject to erosion in some of the adopted exception areas.
- C. The "Natural Assets and Constraints Working Paper", Map H2 shows that similar pockets of soils subject to erosion, are located throughout the metropolitan area.
- D. Policy 4, page III-C-7 directs that "Local governments shall require site-specific soil surveys and geologic studies where potential problems exist. When problems are identified, local governments shall require special design considerations and construction measures be taken to offset the soil and geologic constraints present, to protect life property, and to protect environmentally-sensitive areas.
- E. Figure A1, of the "Natural Assets and Constraints-Flood Hazards Working Paper" show identified floodway fringe areas within the jurisdictional boundaries of the Metropolitan Plan.
- F. Metropolitan Plan policies 2 and 3, page III-C-7 directly address development standards in floodway and floodway fringe areas.
- G. Criteria VI of the proposed Plan amendment requires the avoidance of areas with natural hazards if development is to occur in the Rural Industrial or Commercial designation areas.
- H. Based on existing policy direction and information contained within the "Natural Hazards and Constraints Working Paper", Goal 7 is satisfied.

Goal 8. Recreational Needs

- A. The adopted diagram for the Eugene-Springfield Metropolitan Area General Plan designates parks and open space areas.
- B. None of the adopted exception areas, with existing commercial or industrial uses, contain land designated for Parks and Open Space in the Metropolitan Plan.
- C. Because Rural Industrial and Commercial designations can only be applied in adopted exception areas, the requirements of Goal 8 are satisfied.

Goal 9. Economy

- A. The "Economic Working Paper" (1978) and the "Economic - Addendum" (1981) of the Metropolitan Plan describe the area's economy.
- B. The acknowledged Metropolitan Plan contains policy language (policies 1, 2, 5, 10, 20 -- pages III-B-4 and III-B-5) which encourages expansion of local industrial activities.
- C. Policies within the Metropolitan Plan do not address expansion of existing industrial activities outside the urban growth boundary but inside the Plan's jurisdictional boundary.

Goal 5. Open Spaces, Scenic and Historic Areas and Natural Resources

- A. The Metropolitan Plan, "Natural Assets And Constraints Working Paper", 1978, (and addenda), identified significant Goal 5 related areas.
- B. That working paper did not identify significant areas related to Goal 5 within adopted exception areas.
- C. The proposed Rural Industrial plan designation will only be applied to existing industrial uses within adopted exception areas.
- D. Policies within Sections III-C, III-D, III-H and III-I of the Metropolitan Plan address Goal 5 issues in other potential exception areas.
- E. Based on these findings, Goal 5, "Open Spaces, Scenic and Historic Areas, and Natural Resources", requirements have been met.

Goal 6. Air, Water and Land Resources Quality

- A. The Metropolitan Plan "Natural Assets and Constraints Working Paper", 1978 (and addenda), addresses Goal 6 issues.
- B. Figures 1 and 2 of the "Natural Assets and Constraints Working Paper" present development constraints based on a composite of the following characteristics: 1) significant vegetation and wildlife areas; 2) wetlands; 3) sand and gravel; 4) forest lands; 5) significant archeological sites; 6) soil conditions; 7) floodway fringe areas; 8) natural sites of visual prominence; and 9) water areas.
- C. Policies within the Metropolitan Plan (specifically policies 2 and 6, page III-E-3 and policies 20, page III-C-9 and 25 page III-C-10), ensure protection of natural features within the entire area under the Plan's jurisdiction.
- D. Figures 1 and 2 of the "Natural Assets and Constraints Working Paper" do not identify natural features which prohibit development within adopted exception areas.
- E. The Metropolitan area is a portion of the southern Willamette Valley air shed, and its air quality is effected by outside sources.
- F. Development within the Metropolitan Area influences air quality through the combined effects of point source emissions, entrained road dust, and motor vehicle usage.
- G. Expansion of existing activities in adopted exception areas, occurring in conjunction with local regulations, will have minimal effect on air quality throughout Hhe metropolitan area.
- H. Based on adopted policy direction and information presented in Figures 1 and 2 of the "Natural Assets and Constraints Working Paper", including the Air Quality Analysis, development of the proposed amendment to the Metropolitan Plan complies with Goal 6, Air, Water and Land Resource Quality.

Goal 7. Areas Subject To Natural Disasters and Hazards

E. The Metropolitan Plan does not address potential expansion of existing commercial or industrial activities in the area between the urban growth boundary and the jurisdictional boundary.

F. The proposed legislative text amendments to the Metropolitan Plan to add the Rural Industrial land-use designation and accompanying policies are intended to address this omission.

G. Changes to the Metropolitan Plan creating a Rural Industrial designation and policies guiding use of the Rural Commercial and Industrial uses, are intended to be applied in specific situations involving expansion of existing industrial or commercial activities contiguous to existing operations on land within an adopted exception area.

H. Implementation of the new designation will occur through regulations contained in Lane County's code.

I. Because the list of activities allowed within a zoning district classification could change, uses allowed under a specific zoning classification applied by Lane County to implement Rural Industrial or Commercial Plan designations could ultimately require a higher level of public services than the use occurring as part of the original expansion.

J. The Rural Industrial and Commercial designation are meant to limit the requirements for public services to those specified at the time of the application of the land-use designation.

K. Criteria which must be addressed as part of the application of the Rural Commercial or Industrial designation involve: 1) compatibility with existing development pattern and density; 2) adequacy of on-site sewage disposal suitability, or community sewerage; 3) domestic water supply availability; 4) adequate access; 5) availability of rural level services (see page III-G-2, Metropolitan Plan); 6) lack of natural hazards; and 7) compatibility with resource lands adjacent to the exception area.

L. Based upon existing Metropolitan Plan policies and these findings, the modification of the Eugene-Springfield Metropolitan Area General Plan to include a Rural Industrial designation and policy and criteria governing the application of the Rural Industrial and Commercial designations requirements of Goal 2, Land Use Planning are satisfied.

#### Goals 3. and 4. Agricultural and Forest Lands

A. One criterion to be satisfied when applying the Rural Commercial or Industrial designations is a finding that application of the designation is "compatible with resource lands adjacent to the exception area."

B. Application of the Rural Industrial or Commercial designation can occur only within an adopted exception area.

C. Land within an adopted exception area is already found to be devoted to existing or future use other than agricultural or timber activities.

D. Based on the application of these criteria, the requirements of Goal 3, Agricultural Lands, and Goal 4, Forest Lands, are met.

## II. FINDINGS FOR PROPOSED PLAN TEXT AMENDMENT

Goal 1. Citizen Involvement

A. Each jurisdiction has advertised public hearings on the proposed amendments to the Eugene-Springfield Metropolitan Area General Plan. These advertisements were in accord with individual jurisdictions regulations governing public meeting notification on legislative matters and in accord with regulations governing public meeting notification contained in Oregon's Public Meeting Law.

B. Public hearings on the proposed plan amendments were conducted before: the Eugene Planning Commission on October 2, 1984; the Springfield Planning Commission on October 3, 1984; and the Lane County Planning Commission on September 18, 1984. Notice of these public meetings were done in accordance with State Law and individual jurisdictional notice requirements.

C. The Metropolitan Area Planning Advisory Committee (MAPAC), the designated citizen advisory committee for the Metropolitan Plan, conducted a review of the proposed amendments at its meetings of October 3, 1984 and October 17, 1984. The meeting and agenda item were announced in accordance with Oregon's Public Meetings Law.

D. Public hearings on the proposed plan amendments were conducted before the Eugene City Council at its meeting of October 8, 1984; and the Springfield City Council at its meeting of October 24, 1984. The L-COG Board of Directors approved the amendments on October 25, 1984. Notice of these public meetings were done in accordance with State Law and individual jurisdictional meeting requirements.

E. Citizens of the metropolitan area have had opportunities to be involved in all phases of development and adoption of this Eugene-Springfield Metropolitan Area General Plan amendment and adoption process.

F. Through the above processes, Goal 1, Citizen Involvement has been met.

Goal 2. Land Use Planning

A. The Metropolitan Plan was adopted by Eugene, Springfield, and Lane County by Ordinance in 1982 as follows:

- Eugene - Ordinance No. 18927 (2-8-82)
- Springfield - Ordinance No. 5024 (3-1-82)
- Lane County - Ordinance No. 856 (2-3-82)

By reference, those adopting ordinances also adopted the working papers which were developed as supporting documents to the Metropolitan Plan.

B. That portion of the Eugene-Springfield Metropolitan Area General Plan within the urban growth boundary was acknowledged by the Land Conservation and Development Commission (LCDC) in August 1982.

C. That portion of the adopted Eugene-Springfield Metropolitan Area General Plan between the urban growth boundary and jurisdictional boundary is under a continuance order by the LCDC.

D. The proposed amendments to the Metropolitan Plan apply only within adopted exception areas which are within the area under continuance, i.e., the area between the urban growth boundary and the jurisdictional boundary.

2. Supporting application of the Rural Industrial designation in two existing exception areas--the Knight Trucking and Bloomberg Road exception areas (see adopted "Exceptions Working Papers" --1984 and 1981 respectively).

3. Supporting an exception to Goal 3, Agricultural Lands and Goal 4, Forest Lands as part of the application of the Rural Industrial designation.

ATTACHMENT #3  
AS REVISED BY MAPAC  
October 17, 1984

## I. INTRODUCTION

The Eugene-Springfield Metropolitan Area General Plan was adopted by Lane County and the cities of Springfield and Eugene in February and March of 1982. The area within the adopted urban growth boundary received acknowledgement by the Land Conservation and Development Commission (LCDC) in August 1982. The Metropolitan Plan sets direction for all three jurisdictions to make land-use decisions within the Eugene-Springfield metropolitan area--the second largest metropolitan area in the State of Oregon. The Plan achieves this objective through common agreement by all three jurisdictions on policies which guide decisions by individual jurisdictions on specific land-use issues.

The Metropolitan Plan is partially predicated on the concepts (see pages II-B-1 through II-C-1) that: 1) urban uses will occur within the acknowledged urban growth boundary; 2) one of the two cities are the ultimate providers of urban services; 3) the cities because of their responsibility for providing services will commit to providing an urban level of services out to the the urban growth boundary; and 4) the Plan would have jurisdiction outside the urban growth boundary within an agreed upon jurisdictional boundary. The area between the jurisdictional boundary and the urban growth boundary is under an LCDC continuance order and remains unacknowledged.

The Metropolitan Plan clearly directs new development to occur within the urban growth boundary (see Policy 7, page II-B-4). However, it is less specific about the expansion of existing industrial or commercial activities located within the area between the urban growth boundary and the jurisdictional boundary. Consequently an amendment to the Metropolitan Plan is proposed in order to address this deficiency. The amendment:

1. Creates a Rural Industrial designation to be applied to existing industrial activities within exception areas between the urban growth boundary and the jurisdictional boundary.
2. Sets policy for the application of this new land-use designation and for the adopted Rural Commercial designation only within existing exception areas.
3. Sets forth criteria for the application of this new land-use designation and for the application of the existing Rural Commercial designation when expansion of uses is proposed.

The proposed amendments recognize that specific activities will be governed by Lane County, generally through its Land Use Code.

Following are a set of findings which:

1. Support the proposed amendments to the Metropolitan Plan creating the Rural Industrial designation and the policies governing the use of the new designation and the existing Rural Commercial designation.

TABLE IV-13B

PARCEL	LAND USE(S)	USE CODE	BLOOMBERG RD., AREA #13B- SURROUNDING AREA	ZN3	OWNER NAME(S)
			PCL SCL IMPRS ACRES		
18 03 10 00 00800	6719	G	420 000 \$000 21.34	AGT	EUGENE CITY OF
18 03 10 00 01103	9100	V	420 000 \$000 5.96	AGT	MURPHY TED R BLUM LEWIS S

Goal 8. Recreational Needs.

- A. The Metropolitan Plan does not designate parks or open space within the Bloomberg Road exception area.
- B. Consequently, Goal 8 requirements are satisfied.

Goal 9. Economy

- A. The "Economic Working Paper" (1978) and the "Economic - Addendum" (1981) of the Metropolitan Plan describe the area's economy.
- B. The acknowledged Metropolitan Plan contains policy language (policies 1, 2, 5, 10, 20 -- pages III-B-4 and III-B-5) which encourages expansion of local industrial activities such as those contemplated within the Bloomberg exception area.
- C. Policies within the Metropolitan Plan do not address expansion of existing industrial activities outside the urban growth boundary but inside the Plan's jurisdictional boundary.
- D. Currently it is the intent of the Emporium to expand its operation. This expansion involves: 1) construction of a 50,000 square-foot facility at a cost exceeding \$2 million; 2) permanent employment of over 50 - 60 more distribution/office employees; and 3) the equivalent of 21 jobs for one year for the construction workers.
- E. Application of the Rural Industrial designation, and policy direction governing its application to the Bloomberg Road exception area, will be consistent with emphasis in the Metropolitan Plan encouraging expansion of existing businesses.
- F. The company purchases goods and services from more than 250 local businesses each year at a cost exceeding \$2 million.

Goal 10 Housing.

- A. Goal 10 is intended to ensure that a diversity of housing types and costs are provided for all citizens.
- B. Because of acknowledgment of the area within the urban growth boundary, it can be determined that sufficient land exists within to meet demands for future residential growth needs of the metropolitan area.
- C. The Metropolitan Plan "Housing Working Papers" considered only land within the urban growth boundary in developing land supply needed to meet future housing demands.
- D. Land within the Bloomberg Road exception area was not considered in the inventory for residential land needed to meet future housing demands.
- E. Application of the proposed Rural Industrial designation will only occur within adopted exception areas -- including the Bloomberg Road exception area.
- F. Measures to mitigate visual and noise pollution and to control drainage will be necessary to minimize adverse impacts the proposed expansion will have on surrounding residences.

2. The proposed Rural Industrial tax lots are buffered from those agriculturally designated areas by land which is designated Rural Residential and Rural Commercial within the Bloomberg Road exception area.

3. The tax lots in the proposed Rural Industrial designation are completely surrounded by residences or commercial structures. Their densities vary from compact on the northeast and southeast to more rural on the northwest, west and southwest.

4. The land in the general area has not been farmed for many years. The development of the property will have no effect on the use of adjacent lands for resource use, because they are not used for resource purposes and are built upon for non-resource uses.

D. Based on the information found in the existing working paper, Goal 3, Agricultural Lands, has been met.

#### Goal 4. Forest Lands.

A. The area is not defined as forest land in the Metropolitan Plan Forest Lands Inventory. (Forest Lands - Revised working paper, L-COG, 1981).

B. Facts and findings documenting this area as a non-resource built-upon and committed exception are contained in the "Metropolitan Plan Update Exceptions Working Paper - Addendum" dated September 1984.

C. Adjacent lands north of the exception area are designated "Forest" in the Metropolitan Plan. Approximately 150 feet of the proposed Rural Industrial designation on tax lot 1100 are contiguous to that "Forest" designation.

D. The uses proposed on the Rural Industrial lands (warehouse/office) are compatible with normal forest-practices (timber harvest, road construction, tree planting, commercial thinning).

E. Based on the information found in the existing working paper, Goal 4, Forest Lands, has been met.

#### Goal 5. Open Spaces, Scenic and Historic Areas and Natural Resources.

A. The Metropolitan Plan, "Natural Resources and Assets Working Paper", 1978, identified significant Goal 5 related areas. That working paper identified no ecological, or scientifically significant areas; no significant wilderness areas; no significant wildlife habitats; no historical sites or structures; no archeological sites; no needed open spaces; and no other characteristics pertinent to Goal 5 within the Bloomberg Road Exception Area.

B. Based on information found within the existing working paper, Goal 5 Open Spaces, Scenic and Historic Areas, and Natural Resources has been met.

#### 6. Goal 6. Air, Water and Land Resources Quality.

A. The Metropolitan Plan, "Natural Assets and Constraints Working Paper", 1978 (and Addenda), address Goal 6 issues.

### III. PROPOSED PLAN DESIGNATION AMENDMENTS FINDINGS

Following are findings supporting modifications to Metropolitan Plan designations in the Bloomberg Road and Knight Trucking exception areas.

#### A. Bloomberg Road And Knight Trucking Exception Areas

##### Goal 1. Citizen Involvement

A. Lane County notified affected parties in compliance with the County's notice and hearings procedures regulations. These were mailed October 10, 1984 and published in the Register-Guard on October 10, 1984.

B. Public hearings on the proposed plan amendments were conducted before: 1) the Eugene Planning Commission on October 2, 1984; the Springfield Planning Commission on October 3, 1984; and the Lane County Planning Commission on September 18, 1984. Notice of these public meetings was done in accordance with State law and individual jurisdictional notice requirements.

C. The Metropolitan Area Planning Advisory Committee (MAPAC), the designated citizen advisory committee for the Metropolitan Plan, conducted a review of the proposed amendments at its meetings of October 3, 1984 and October 17, 1984. The meetings and agenda item were announced in accordance with Oregon's Public Meetings law.

D. Public hearings on the proposed plan amendments were conducted before the: 1) the Eugene City Council at its meeting of October 8, 1984; 2) the Springfield City Council at its meeting of October 15, 1984; 3) the Lane County Board of Commissioners at its meeting of October 24, 1984; and 4) the LCOG Board of Directors approved the amendments on October 25, 1984. Notice of these public meetings was done in accordance with State Law and individual jurisdictional meeting requirements.

E. Owners of land near the site in the Bloomberg Road exception which is proposed to be designated Rural Industrial appeared and spoke at each of the seven hearings. They were represented at the MAPAC meeting by legal counsel.

F. Citizens of the metropolitan area have had opportunities to be involved in all phases of development and adoption of this Eugene-Springfield Metropolitan Area General Plan amendment and adoption process.

G. Through the above processes, Goal 1, Citizen Involvement has been met.

##### Goal 2. Land Use Planning

A. The Metropolitan Plan was adopted by Eugene, Springfield, and Lane County by Ordinance in 1982 as follows:

Eugene - Ordinance No. 18927 (2-8-82)

Springfield - Ordinance No. 5024 (3-1-82)

Lane County - Ordinance No. 856 (2-3-84)

By reference, those adopting ordinances also adopted the working papers which were developed as supporting documents to the Metropolitan Plan.

B. That portion of the Eugene-Springfield Metropolitan Area General Plan within the urban growth boundary was acknowledged by the Land Conservation and Development Commission (LCDC) in August 1982. During the LCDC's hearings on the

G. Because the supply of land for future residential demand is not affected by the proposed action, Goal 10, is satisfied.

Goal 11. Public Facilities And Services.

A. The property is within the Goshen Fire District. The District has expressed no objection to the expansion proposal (Lane County rezoning file PA 1780-84).

B. The property obtains water from the Willamette Water Co., a public water system. The water company states that it has a 1.75 million gallon reservoir near Bloomberg Road which has sufficient capacity for the existing and expanded use. With expansion, a loop distribution system through the Emporium property will be needed to improve service, particularly for fire protection purposes. The Emporium will provide access to the water main serving the area from the property.

C. The Emporium currently utilizes a sand filter system for sewage disposal. It is a 1500 gallon system designed to handle 100 employees. More than 100 employees are currently employed and the system is still in operation. Future expansion will require an evaluation of soil on the property and design of a larger sand filter system.

D. The Emporium property fronts McVay Highway, a State Highway. The existing driveway will accomodate the proposed expansion, and during a recent rezoning review, the State Highway Division indicated road capacity is adequate. The expansion of parking on the site will relieve any traffic congestion generated by Emporium traffic which might otherwise back up from the Emporium property onto McVay Highway.

E. Electricity is provided by the Eugene Water and Electric Board. No problems with electrical service have been revealed.

F. A rural level of services (see Metropolitan Plan, Page III-G-2) is available, and the intent of Goal 11 is met.

Goal 12. Transportation

A. The existing Emporium development has its access to McVay Highway. McVay Highway is classified as a major collector and has a 1983 average daily traffic volume of 8400 vehicles. The development is within a few hundred feet of I-5 and a thousand feet from the access to I-5. The development serves 13 retail stores in Oregon and Washington as a distribution center where packaged products are delivered to the facility by over-highway trucks. The packages are broken down and placed in groups for individual stores and placed on Emporium owned trucks for the same day delivery to the company's stores. Most trucks now serving the facility are partly full. About the same number of trucks will serve the facility after the addition is completed.

B. The proposed expansion of the Emporium will also take access from McVay Highway. The number of new trips generated by the expansion is not of a volume which would cause congestion or require improvements to McVay highway.

C. Bicycle facilities and transit service serving the Bloomberg exception area are poor.

F. It is not economically feasible to extend the metropolitan sewer system into the Russel Creek basin to serve this proposed expansion of an existing business.

G. It is premature to extend the minimum range of key urban services and facilities into the Russel Creek basin to serve this proposed business expansion. Expansion of the urban growth boundary into Russel Creek will most likely involve public facility planning to serve a full urban development mixed use arrangement of balanced land uses.

H. The proposed amendment does not warrant an expansion of the Metropolitan Plan urban growth boundary.

I. The proposed expansion of the Emporium and resulting Plan amendments are consistent with Goal 14.

#### Goal 15. Willamette River Greenway

A. The Bloomberg exception area and this proposed Metropolitan Plan amendment are outside the boundaries of the Willamette River Greenway and are not subject to Goal 15.

#### C. KNIGHT TRUCKING

1. The proposed Metropolitan Area General Plan amendment for the Knight Trucking exception requires a change in the Plan diagram designation from "light-medium industrial" to "rural industrial".

2. The Knight Trucking area description and the findings supporting a "built-upon and committed" exception for a thirteen acre industrial exception are contained in the "Exceptions -Addendum" working paper, L-COG, 1984.

3. The Knight Trucking Exception working paper and the Metropolitan Plan diagram amendment were referred to Eugene, Springfield, and the Metropolitan Area Planning Advisory Committee by Lane County in compliance with Metropolitan Plan amendment procedures. No objections were expressed to the proposed Exception or the Plan amendment by either of the two governing bodies. The Knight Trucking Metropolitan Plan Exception working paper and the resulting Plan diagram amendment were adopted by the Lane County Board of Commissioners on February 29, 1984 by ordinance No. 885.

4. Existing Lane County zoning on the thirteen acre Knight Trucking area is M-2, "Light Industrial".

5. The proposed Metropolitan Plan diagram designation from "light-medium industrial" to "rural industrial" does not require a change in Lane County zoning to implement the Plan designation. The Plan text amendment creating the "rural industrial" designation indicates that Lane County's M-2 zoning district is to be applied to the Knight Trucking exception area to implement the new Plan designation:

6. No change in use or zoning within the Knight Trucking exception area is required as a result of the proposed Plan diagram designation amendment.

#### IV. GOALS 3 AND 4 EXCEPTIONS FOR KNIGHT TRUCKING AND BLOOMBERG ROAD EXCEPTION AREAS

These findings are intended to supplement the existing findings in the 1984 "Exceptions Working Paper" (Bloomberg Road), September 1984 "Exceptions Working Paper - Addendum" (Bloomberg Road), and 1981 "Exceptions Working Paper - Addendum" (Knight Trucking).

Two areas have been identified for application of the Rural Industrial designation, proposed for inclusion in the Metropolitan Plan. Both are located within adopted exception areas.

A. Knight Trucking - The Knight Trucking exception area is located at the southeast corner of Prairie Road and Beacon Drive. Detailed information about this exception is contained in the adopted "Metropolitan Plan Update - Exception Working Papers", Addendum 1981"

B. Bloomberg Road - The Bloomberg Road Exception area is generally located northwest of the Interstate Highway 5 and 30th Avenue interchange. Detailed information about this exception area is contained in the adopted "Metropolitan Plan Update - Exceptions Working Paper - Addendum", September 1984.

This analysis is intended to re-justify an exception to Goal 3, Agricultural Lands and Goal 4, Forestry Lands for these two exception areas in the context of the application of a Rural Industrial land-use designation in the Knight Trucking exception area, and Rural Industrial and Rural Commercial designations in the Bloomberg Road exception area.

The analysis is conducted in the following context:

1. Both areas are located between the urban growth boundary and the jurisdictional boundary of the jointly adopted Metropolitan Plan (1982 and 1984 amendments) which is under a continuance order from the LCDC.
2. Land within the urban growth boundary of the Metropolitan Plan received acknowledgement by the LCDC in 1982.
3. At the time of acknowledgement hearings, no objections were registered concerning either exception areas.
4. The exceptions for both the Bloomberg Road and Knight Trucking area are based on "built and committed" criteria found in the Statewide Goals and Guidelines and Oregon Administrative Rules.
4. This re-justification is based on different land-use designations proposed to occur within the exception areas, but not a change in the boundaries of the exception areas.

A "committed" exception is based upon commitment to non-resource use determined by the following factors:

- a) actual level of development and use;
- b) adjacent uses;

8. A second proposed modification within the Bloomberg Road exception area involves redesignation of three tax lots (18031130 4000, 2200 and 2100), located at the intersection of McVay Highway and 30th Avenue, and which are currently designated Rural Residential. The total area of this redesignation on tax lots 18031130 4000, 2200 and 2100 is about 3.6 acres.

Based on these conditions and the findings within the "Metropolitan Plan Update Exceptions Working Paper - Addendum", requirements for exceptions to Goal 3, Agricultural Land and Goal 4, Forest Land are satisfied.

pljfm29

METROPOLITAN PLAN UPDATE - 1984  
EXCEPTIONS  
MAP No. A-1  
KNIGHT TRUCKING

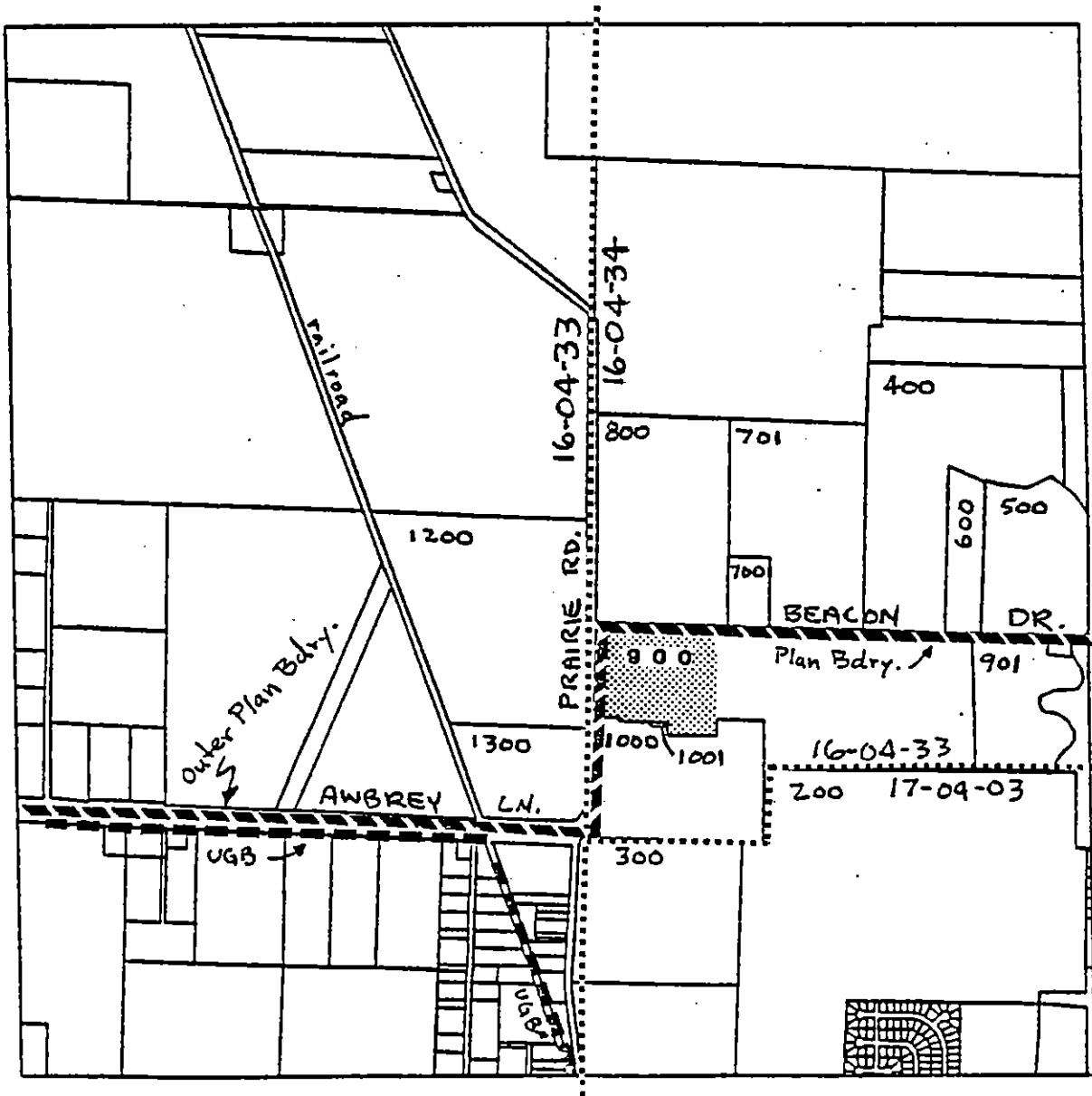
Urban Growth Bdry.

16-04-34  
16-04-33 Township-Range-Section

Exception Area

1001 Tax Lot No.

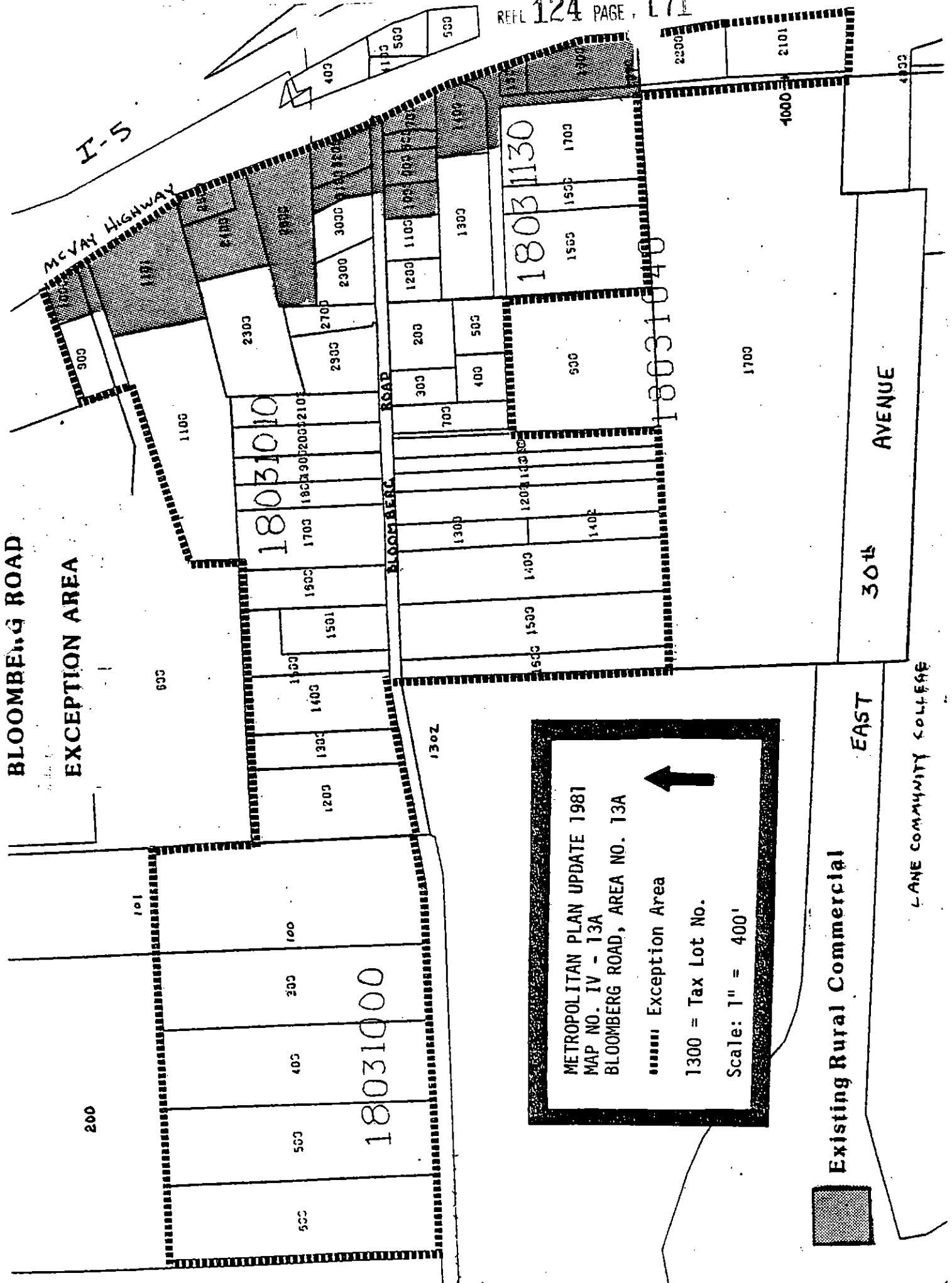
Scale: 1" = approx. 1425'



**BLOOMBERG ROAD  
EXCEPTION AREA**

I-5

McVAY Highway



METROPOLITAN PLAN UPDATE 1981  
 MAP NO. IV - 13A  
 BLOOMBERG ROAD, AREA NO. 13A

----- Exception Area  
 1300 = Tax Lot No.  
 Scale: 1" = 400'

↑

Existing Rural Commercial EAST

LANE COMMUNITY COLLEGE



PA 893

## MEMORANDUM

October 22, 1984

To: Mayor And Council  
From: Planning Department

Subj: Proposed Modifications To Draft Findings

The staff has reviewed the draft findings included in the Council's packets and suggests the following changes:

1. Page 3, Change Finding 1 D To Read: Springfield October 15, 1984; Lane County October 24, 1984. The L-COG Board of Directors approved the amendments on December 13, 1984.
2. Page 15, Add To Finding 11 C To Read, "The owner of the Emporium's property (Tax Lots 1100 and 1101) also owns Tax Lot 700 to the north. A soil scientist report indicates that the soil is capable of supporting a sand filter system serving about 400 employees."
3. Page 19, #4, Change To Read, "The exceptions for both the Bloomberg Road and Knight Trucking area are based on "built and committed" criteria found in ORS 197.732 (1) (a) (b) and Oregon Administrative Rules."
4. If the Council wishes to respond directly to Mr. Kloos's letter dated October 17, 1984 the staff suggests the addition of a Recommendation #5 to the "Bloomberg Road Exceptions Working Paper" to read as follows:
  - "5. In order to prevent premature conversion of surrounding resource land, and in response to criteria for application of the "Rural Industrial" designation, any land use action implementing the Rural Industrial designation in the Bloomberg Road Exception Area shall include methods of addressing the following criteria:
    - A. A transition area between the development and the land designated Rural Residential to the south and west;
    - B. Site and sound buffering measures which will screen the actual development from surrounding residential development;
    - C. An outside lighting plan which will, as much as practible, be arranged so as to reflect the light away from adjacent residential development;
    - D. Elevation plans which places a maximum height of buildings at the current height of existing buildings; and
    - E. A drainage plan which directs storm-runoff away from land designated Rural Residential; and
    - F. A vehicular circulation plan (including circulation for trucks) which orients traffic toward McVay Highway."