



Community Development Department
 PO Box 2460
 16345 Sixth Street
 La Pine, Oregon 97739
 Phone: (541) 536-1432, Fax: (541) 536-1462
 Email: info@ci.la-pine.or.us

Site Plan Application

File Number # _____

Fee: Less than 1,000 sq ft	Fee: \$ 1,100.00
Fee: 1,001 to 5,000 sq ft	Fee: \$ 2,000.00
Fee: 5,001 to 10,000 sq ft	Fee: \$ 3,500.00
Fee: More than 10,000 sq ft	Fee: \$ 4,000.00

PROPERTY OWNER AND APPLICANT INFORMATION

Applicant Name Knottworks Construction Phone 541-992-4405 Fax _____
 Address PO Box 197 City Otis State OR Zip Code 97368
 Email Knottworks@gmail.com; Laura.Knottworks@gmail.com

Property Owner Knott Family Trust Phone 541-992-4405 Fax _____
 Address PO Box 197 City Otis State OR Zip Code 97368
 Email Knottworks@gmail.com

PROPERTY DESCRIPTION

Property Location (address, intersection of cross street, general area) _____
16565 Reed Rd. La Pine, OR

Tax lot number: _____ Section _____ Tax Lot(s) 221014BA00500

Zoning CMX Total Land Area _____ (Square Ft.) 5 (Acres)

Present Land Use Retail food store

Describe Project (i.e. type of use, hours of operation, other project characteristics):
New 44-unit manufactured home park. All units to remain in ownership of property owner above,
and to be leased for long term residential occupancy.

PROJECT DESCRIPTION

Please give a brief description of the project: Existing buildings to be removed, construction of
new utilities and site development to support a 44-unit manufactured home park as described on
attached plans.

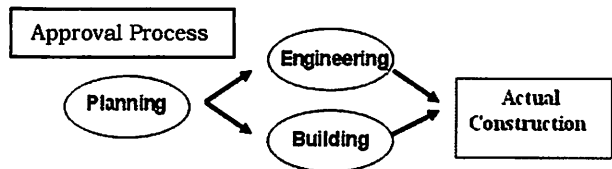


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PROFESSIONAL SERVICES

Architect/Designer/Engineer Studio 3 Phone 503/ 390-6500 Fax /
 Address 275 Court St. NE City Salem State OR Zip Code 97301
 Email Gene@studio3architecture.com

FOR OFFICE USE ONLY
 Date Received: 8/29/2023
\$4,000.00 CK#11935
 receipt# 9001874
 Rec'd By: Amanda Melcalf



CHECKLIST

REQUIRED ITEMS TO BE SUBMITTED FOR SITE AND DESIGN REVIEW.

Note: additional information may be required depending on the actual project.

- Complete Application. The application *must be signed by the property owner and the applicant.*
- Burden of proof statement, three (3) copies addressing approval criteria.
- Title Report or Subdivision Guarantee verifying ownership, *including legal description of land.*
- Fee Schedule (please see attached).
- Site and Landscape plan; Building Elevations; seven (7) full sized copies of each which must be folded individually, or in sets to 8 ½" X 11" in size and 1 reduced (8 ½ by 11 or 11 by 17) copy.
- Floor plans, three copies for each building which must be folded individually, or in sets to 8 ½" X 11" in size, plus 1 reduced (8 ½ by 11 or 11 by 17). Include the class of construction.
- Vicinity map.
- Trip Generation statement prepared by a professional transportation planner or equivalent. 5 copies, Note: if more than 200 ADT result (or at the discretion of the City Engineer), a Traffic Impact Study may be required.
- Preliminary Grading and Storm Drainage Plan. 3 copies (11" x 17")
- Fire Flow Analysis
- CD or electronic version of submittal items (Word, Jpeg or PDF)



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SITE PLAN

- Project name, scale (not to exceed 1" = 50'), north arrow.
- Date the site plan is prepared.
- Street names and locations of all existing and proposed streets, curbs, and sidewalks within or adjacent to the proposed development. Show distance to centerline of street.
- Zoning of each adjacent property.
- Square footages by use – existing and proposed (storage, office, meeting, etc.)
- Percentage of lot coverage and square footage by;
 - a) structures
 - b) recreation areas
 - c) landscaping
 - d) non-permeable surfaces (including parking areas, access aisles)
- Total number of parking spaces (existing and proposed).
- Total landscaped area square footage (existing and proposed).
- All vehicle and pedestrian access points and paths.
- Location of all proposed and existing buildings, fences and structures within the project area. Indicate which ones are to remain and which are to be removed.
- Location and size of all public utilities in and adjacent to the site, including:
 - a) Water lines and meter sizes.
 - b) Sewers, manholes and cleanouts.
 - c) Storm drains and catch basins.
- The proposed location of:
 - a) Connection to the City water system.
 - b) Connection to the City sewer system.
 - c) The proposed method of drainage of the site.
 - d) Postal box locations, if more than 7 units are proposed.
- Location of existing canals and laterals.
- Retention of on-site drainage.
- Existing easements on the property.
- Location and size of any public areas within the development.
- All fire hydrants, existing and proposed, within 500 feet of the site.
- A topographic map of the site if the slope of the site exceeds 5%.
- Locations of all existing natural features including trees, natural drainage ways, rock outcroppings, et cetera.

BUILDING ELEVATIONS

- Drawings or sketches of all four views of each new structure.
- Building materials, colors (fascia, doors, trim, etc.), pitch of roof, shape and other design features of the building(s).
- All exterior mechanical devices.

LANDSCAPE PLAN (may be included on the site plan for smaller projects)

- Tree and plant species.



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- Tree and plant sizes (new only).
- All trees having a six-inch trunk diameter 3' above grade or greater shall be shown on the landscape plan.
- Location/placement of existing and proposed vegetation to be retained, planted or removed.
- Approximate location of irrigation lines, and type of irrigation system to be used.

FLOOR PLAN

- All significant rooms within each structure; label or number rooms, including square footage for each room.
- Electrical / mechanical equipment areas.

LIGHTING PLAN

- All exterior light locations.
- Brochure, illustration, cut sheet or photo for each light fixture type to be used.

By signing this application, the undersigned certifies that he / she has read and understands the submittal requirements stated above. Note: if the applicant makes a misstatement of fact on the application regarding ownership, authority to submit the application, acreage, or any other fact material relied upon in making a decision, the City may upon notice to the applicant and subject to an applicant's right to a hearing declare the application void.

Owner: _____ Date: 8/21/23
Signature

Applicant: _____ Date: 8/21/23
Signature



Knottworks Construction, Inc.
PO Box 197
Otis, OR 97368
CCB #184887

August 21, 2023

City of La Pine, Oregon
PO Box 2460
La Pine, OR 97739

Attn: Brent Bybee

Re: Site Plan Review application
16565 Reed Rd., La Pine

Dear Mr. Bybee,

Knottworks Construction and the Nathan and Angie Knott Trust respectfully submit the attached Site Plan Application and supporting documents for a project contemplated for a parcel in La Pine as described in the narrative below:

Summary:

The 5-acre site is identified as Map and Tax Lot 221014BA00500. Reed Road is the site's north property line. The site is zoned CMX. The properties to the south, east, and west are all zoned Industrial. The property to the north of the site is zoned Mixed Use Commercial. The site is 5 acres and is developed as a retail food store with appurtenant structures and landscaping. All existing structures, buildings, impervious surfaces, and landscaping will be removed in preparation for the new manufactured home park.

The proposed manufactured home park will contain 44 manufactured homes. The land and all 44 manufactured homes will remain in the ownership of the developer/owner (Knott Family Trust, Nathan S. Knott and Angie S. Knott, Trustees, PO Box 197, Otis, OR 97368). Units will be rented individually as long-term rentals to tenants.

Each 12-foot-tall manufactured home will have an approximate living area of 761 square feet and a porch. Each space will contain an asphalt-paved 14-foot-wide by 34-foot-long driveway. Each space will have an individual trash enclosure for individual residential waste receptacles. Each space will have a mix of grass, rocks, trees, and shrubs. Spaces will be screened from each other with sight-obstructing shrubs.

Spaces will be accessed via a new one-way private street. The private street and drive aisles will be paved in asphalt. No parking will be allowed on either side of the private street, and "no parking" signs shall be installed as needed. There will be a 30-foot-wide entrance from Reed Road and a 20-foot-wide exit to Reed Road. The distance between the entrance and exit is 91 feet. A six-foot-tall chain link fence will be installed on the south, east, and west property lines and will contain privacy slats. The same chain link fence with privacy slats will also be installed on the north portion of the site, but set back 20 feet from the north property line. The mailbox area will be at the north end of the site in the middle. Two recreation areas will provided, as will a snow storage area.

All new electrical, telephone, and other utility lines shall be installed underground. All required street frontage improvements shall take place as part of the project. All water, sewer, and stormwater installations shall be as per city code and city engineering design standards.

An analysis of the relevant code with our responses are detailed on the following pages.



Sec. 15.22.300. - Use regulations.

A. Permitted uses (P). Uses allowed outright in the commercial and mixed-use zones are listed in Table 15.22-1 with a "P".

Response: The project proposes to develop the site as a manufactured dwelling park. Table 15.22-1 lists a manufactured dwelling park as a permitted use, subject to the standards of Section 15.104.060. Accordingly, the proposed use is permitted and this requirement is met. Compliance with Section 15.104.060 is discussed later in this narrative.

Sec. 15.22.400. - Development standards.

B. Development Standards

Standard	CMX Required	Project Provided
Minimum lot width	None	No minimum lot width requirement
Minimum setbacks	—	—
- Front or street-side yard	20 feet	24 feet
- Side yard	10 feet; None for townhomes	10 feet; no townhomes proposed
- Rear yard	10 feet	20 feet
Maximum building height	45 feet	45 feet
Maximum lot coverage	60% or 103,680 square feet	39,230 square feet
Minimum landscaped area		
<p>Response: Compliance with landscaping is discussed later in this narrative.</p>		
Minimum and maximum density requirements		
<p>are those of the RMF zone, or 5 units per acre for minimum and 40 units per acre for maximum density.</p> <p>Response: The site is 5 acres, which gives a Minimum density of 25 (5 acres x 5) and a maximum density of 200 (5 acres x 40). The project proposes 44 manufactured dwelling units. The density requirements are met.</p>		



The submitted site plan shows 10 feet between the side (east and west) property lines and the manufactured dwelling units, at least 24 feet between the front (north, also Reed Road) property line and manufactured dwelling units, and at least 20 feet between the south (rear) property line and the manufactured dwelling units. Distances between the units and the property lines are depicted on the submitted site plan. The setback requirements are met.

The submitted elevations for the proposed units shows a ridge height of 12 feet and an eave height of 8 feet. The maximum building height requirement is met.

The site is 5 acres. The maximum building coverage is 60% or 130,680 square feet. The project proposes to provide 39,230 square feet of building coverage, which is well under the maximum. The building coverage requirement is met.

Landscaping requirements are addressed later in this narrative.

Minimum density required is 5 units per acre. Maximum density allowed is 40 units per acre. The site is 5 acres, which gives a minimum density requirement of 25 units and a maximum density requirement of 200. The project proposes 44 dwelling units, which meets the minimum and doesn't exceed the maximum. The density requirements are met.

Sec. 15.22.500. - Additional standards.

A. Corner lot frontages. For commercial uses located on corner lots where one street is predominantly residential, and one street is predominantly commercial, any commercial structure shall front on the street that is predominantly commercial.

Response: The property is not a corner lot, so this standard is not applicable.

B. Landscaping standard. Any portion of a lot developed for commercial uses which are not used for buildings, other structures, parking or loading spaces, or aisles, driveways, sidewalks, and designated storage areas shall be planted and maintained with grass or other all-season groundcover vegetation. Grass shall be kept neatly mowed. Landscaping with trees and shrubs is permitted and encouraged.

Response: The use proposed is a residential use, not commercial. However, all areas not shown or noted as covered by asphalt, building or other impervious surface, will be landscaped with plantings and/or landscape materials as allowed by the city municipal code. Plantings will be irrigated, and each unit space will have a mix of grass, rocks, trees, and shrubs.

C. Screening requirements.

1. Outdoor activities. Any business, servicing, or processing shall be conducted within a completely enclosed building, except for parking and loading facilities and for "drive-in" type establishments offering goods or services to customers waiting in parked motor vehicles.

Response: The proposed project is a manufactured dwelling park. No commercial activities are proposed, outdoor or otherwise. This standard is not applicable to this residential project.

2. Outdoor storage. All areas of a site containing or proposed to contain outdoor storage of materials, equipment, and vehicles, and areas containing junk, salvage materials, or similar contents, shall be screened from view from adjacent rights-of-way and residential uses by a sight-obscuring fence, wall, landscape screen, or combination of screening methods.

Response: The proposed project is a manufactured dwelling park. No outdoor storage is proposed. This standard is not applicable to this residential project.



3. *Outdoor merchandise display. The outdoor display of merchandise for sale is not required to be screened from view, provided that all merchandise is located behind building setback lines unless otherwise approved by the city (e.g., to allow sidewalk sales).*

Response: The proposed project is a manufactured dwelling park. No outdoor merchandise display is proposed. This standard is not applicable to this residential project.

D. Vehicle access. Access driveways and entrances shall be permitted in a number and locations in which sight distance is adequate to allow safe movement of traffic in or out of the driveway or entrance, the free movement of normal highway traffic is not impaired, and the driveway or entrance will not create a hazard or an area of undue traffic congestion on highways to which it has access.

Response: Access to the 44 manufactured dwelling units will be via a one-way internal private street accessed with approaches on Reed Road. The western approach (entrance) is 30 feet wide, and the eastern approach (exit) is 20 feet wide. There is 91 feet between the entrance and exit. The submitted site plan shows the entrance and exit widths and the distance between them.

E. Emissions. No use shall emit any noxious, toxic, or corrosive fumes or gases nor shall it emit any offensive odors.

Response: The proposed use is a manufactured dwelling park, which is a residential use. No commercial or industrial uses are proposed. Residential uses do not generally produce any noxious, toxic, or corrosive fumes or gases or emit any offensive odors.

F. Noise. All uses shall provide necessary shielding or other protective measures against interference occasioned by mechanical equipment or uses or processes with electrical apparatus.

Response: The proposed use is a manufactured dwelling park, which is a residential use. The use of mechanical equipment or uses or processes with electrical apparatus that will emit noise outside of what is allowed by the city's noise ordinance is not generally produced by residential uses.

G. Lighting. All exterior lighting shall be so placed and shielded so as not to create a nuisance for adjacent properties.

Response: The manufactured dwelling units shall have standard exterior residential light fixtures affixed to them. Such exterior light fixtures shall be placed and shielded so as to not create a nuisance for the adjacent dwelling units. Light poles with downward facing fixtures shall be installed appropriately to provide lighting of the private street. The cut sheet for the light pole light fixture is included with the submittal. Note 1 on the site plan states that all exterior lighting shall be so placed and shielded so as to not create a nuisance for adjacent properties.

Sec. 15.104.060. - Manufactured dwelling parks.

A. Applicability. Manufactured dwelling parks, where permitted, are subject to compliance with the following standards.

Response: The proposed project is a manufactured dwelling park, so the standards of Section 15.104.060 are applicable.

B. Standards.

1. General standards. Development of manufactured and mobile home parks, including placement of manufactured and mobile homes with a park, shall comply with applicable building codes and state requirements for mobile home and manufactured dwelling parks in ORS 446.

Response: Compliance with ORS 446 shall be demonstrated at the time of submittal of the building/placement permit applications for each manufactured home.



Knottworks Construction, Inc.
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2. Access drives. Internal roadways shall be not less than 30 feet in width if parking is permitted on the margin of the roadway, or not less than 20 feet in width if parking is not permitted on the edge of the roadway and shall be surfaced with asphalt, concrete, compacted crushed gravel or similar surface.

Response: The proposed internal roadway is a one-way private street. As shown on the submitted site plan, the west portion of the private street is 30 feet wide, and the south and east portions are 20 feet wide. The private street shall be surfaced with asphalt. This is stated in Note 12 of the submitted site plan. Note 11 states that no parking will be allowed on either side of the internal roadways. Note 11.A states that "no parking" signs shall be installed as needed. This requirement is met.

3. Perimeter screening and landscaping. Except for the access roadway into the park, the park shall be screened on all sides by a sight obscuring fence not less than six feet in height, unless otherwise approved by the city. Additionally, when manufactured dwellings are oriented with their back or side yards facing a public right-of-way, the city may require planting of a landscape buffer of five to ten feet in width between the right-of-way and a manufactured home park for the privacy and security of park residents or for privacy of adjacent residences.

Response: The project proposes to install a 6-foot tall chain link fence on the south, east, and west property lines. The chain link fence shall include privacy slats to provide the required screening. The 6-foot tall chain link fence with privacy slats shall be installed along the north portion of the site, but set back 20 feet from Reed Road. Notes 4 and 5 on the submitted site plan state installation of the fence, and its illustrated on the site plan. Sight-obscuring shrubbery is proposed between unit spaces and on the north side of the northernmost units to provide additional screening between the unit and Reed Road.

4. Outdoor storage. A neat appearance shall be maintained at all times. Except for vehicles, there shall be no outside storage of materials or equipment belonging to the park or to any guest of the park.

Response: Note 2 of the submitted site plan states that a neat appearance shall be maintained at all times and that, except for vehicles, there shall be no outside storage of materials or equipment belonging to the park or to any guest of the park. This requirement is met.

Sec. 15.82.010. - Landscaping and buffering requirements.

Response: As stated in Note 13 of the submitted site plan, all areas not shown or noted as covered by asphalt, building, or other impervious surface, will be landscaped with plantings and/or landscape materials as allowed by city municipal code. Plantings will be irrigated. The space for each unit will contain a mix of grass, rocks, trees, and shrubs. Recreation/grass areas are depicted on the submitted site plan. There are three grass areas along the north area of the project. The two recreation areas are in the middle row of unit spaces, with one immediately to the south of the north grass area and one towards the south end of the middle row.

Sec. 15.86.030. - Off-street parking - required.

Response: Each manufactured home requires one paved parking space with dimensions of at least 9 feet wide by 20 feet long. The required parking space will be provided via an individual asphalt-paved driveway of 14 feet wide by 34 feet long. The off-street parking requirement for each manufactured home is met.

Sec. 15.86.060. - Snow storage areas.

Response: The required snow storage area is in the middle of the site towards the south end, between the second recreation area and a 24-foot wide drive aisle. The snow storage area is 6,961.5 square feet as depicted on the submitted site plan.



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PO Box 197
Otis, OR 97368
CCB #184887

Included and attached with this application are the following supporting documents:

Site Plan
Preliminary Engineering plans
Manufactured home floor plan and elevation sheets
Traffic generation memo
Proof of ownership (Preliminary title and Warranty Deed)

These documents were also emailed on August 21.

We look forward to your review and input, and bringing more housing options to the City of La Pine and its citizens.

Sincerely,

A handwritten signature in blue ink, appearing to be "Nathan Knott".

Nathan Knott
President

SITE PLAN NOTES:

- ALL EXTERIOR LIGHTING SHALL BE SO PLACED AND SHIELDED SO AS TO NOT CREATE A NUISANCE FOR ADJACENT PROPERTIES.
- A NEAT APPEARANCE SHALL BE MAINTAINED AT ALL TIMES. EXCEPT FOR VEHICLES, THERE SHALL BE NO OUTSIDE STORAGE OF MATERIALS OR EQUIPMENT BELONGING TO THE PARK OR TO ANY GUEST OF THE PARK.
- INTERNAL ROADWAYS AND DRIVE AISLES SHALL BE SURFACED WITH ASPHALT.
- A 6-FOOT TALL SIGHT-OBSTRUCTING FENCE MADE OF CHAIN LINK FABRIC WITH OBSCURING/ PRIVACY SLATS SHALL BE PLACED AROUND THE PERIMETER OF THE SITE.
- 6-FT TALL CHAIN LINK FENCE WITH PRIVACY SLATS, SET BACK 20FT FROM NORTH PROPERTY LINE.
 - PRIVACY FENCE IS LOCATED ON EAST, WEST AND SOUTH PROPERTY LINES.
 - FENCE ON NORTH-SIDE MUST SET BACK 20' FROM REED ROAD.
- THE SITE IS CURRENTLY DEVELOPED WITH A RETAIL FOOD STORE AND AFFILIATED STORAGE STRUCTURES.
 - ALL EXISTING STRUCTURES, BUILDINGS, AND LANDSCAPING WILL BE REMOVED IN PREPARATION FOR THE NEW MANUFACTURED HOME PARK.
 - THE PROJECT DOES NOT PROPOSE ANY PUBLIC AREAS.
- FENCES SHALL BE MAINTAINED IN A CONDITION OF REASONABLE REPAIR AND SHALL NOT BE ALLOWED TO BECOME AND REMAIN IN A CONDITION OF DISREPAIR INCLUDING NOTICEABLE LEANING, MISSING SECTIONS, BROKEN SUPPORTS, NON-UNIFORM HEIGHT AND UNCONTROLLED GROWTH OF VEGETATION.
- IN NO INSTANCE SHALL A FENCE EXTEND BEYOND THE PROPERTY LINE INTO A PUBLIC RIGHT-OF-WAY. IT IS THE RESPONSIBILITY OF THE PROPERTY OWNER TO DETERMINE THE PROPERTY LINE.
- ALL NEW ELECTRICAL, TELEPHONE OR OTHER UTILITY LINES SHALL BE UNDERGROUND UNLESS OTHERWISE APPROVED BY THE CITY.
- NO PARKING WILL BE ALLOWED ON EITHER SIDE OF THE INTERNAL ROADWAYS.
 - "NO PARKING" SIGNS SHALL BE INSTALLED AS NEEDED, SEE NOTE 16.
- INTERNAL ROADWAYS ARE SURFACED IN ASPHALT.
- ALL AREAS NOT SHOWN OR NOTED AS COVERED BY ASPHALT, BUILDING, OR OTHER IMPERVIOUS SURFACE, WILL BE LANDSCAPED WITH PLANTINGS AND/OR LANDSCAPE MATERIALS AS ALLOWED BY CITY OF LA PINE CODE. PLANTINGS WILL BE IRRIGATED. EACH UNIT WILL HAVE A MIX OF GRASS, ROCKS, TREES AND SHRUBS.
 - WE WILL PROVIDE A DETAILED LANDSCAPE PLAN AFTER FINAL APPROVAL.
- EACH MANUFACTURED HOME SPACE HAS AN INDIVIDUAL TRASH ENCLOSURE FOR INDIVIDUAL WASTE RECEPTACLES.
- EACH MANUFACTURED DWELLING LOT SHALL BE IDENTIFIED WITH 3-INCH HIGH NUMBERS ON HOME PER OMD&P SECTION 10-3.3(c).
- CONTINUOUS RED STRIPE TO BE PAINTED ON CURB OF BOTH EAST AND WEST SIDES OF INTERNAL ROADWAY, MARKING SHALL STATE "FIRE LANE- NO PARKING" TO BE REFLECTED IN MINIMUM OF 3" TALL BLOCK LETTERING EVERY 25 FEET.
- EACH MANUFACTURED DWELLING PARK SHALL BE PROVIDED WITH AN ACCESSIBLE ROUTE FROM EACH MANUFACTURED DWELLING LOT TO THE PUBLIC WAY. PARK STREET WITHOUT SIDEWALKS SHALL COMPLY WITH OMD&P SECTION 10-5.4(b)-(g) AND 10-5.4(f).

OWNER:

KNOTT FAMILY TRUST
KNOTT, NATHAN S. & ANGIE S.
TRUSTEES
PO BOX 197
OTIS, OR 97368

MINIMUM SETBACKS:

FRONT 20'-0" - 24'-0" PROVIDED
STREET 20'-0" - 24'-0" PROVIDED
SIDE 10'-0" - 10'-0" PROVIDED
REAR 10'-0" - 24'-0" PROVIDED

ACREAGE OF SITE 5.00 ACRES

MAX HEIGHT: 45'-0"
12'-0" PROVIDED

MAP AND TAX LOT
221014BA00500

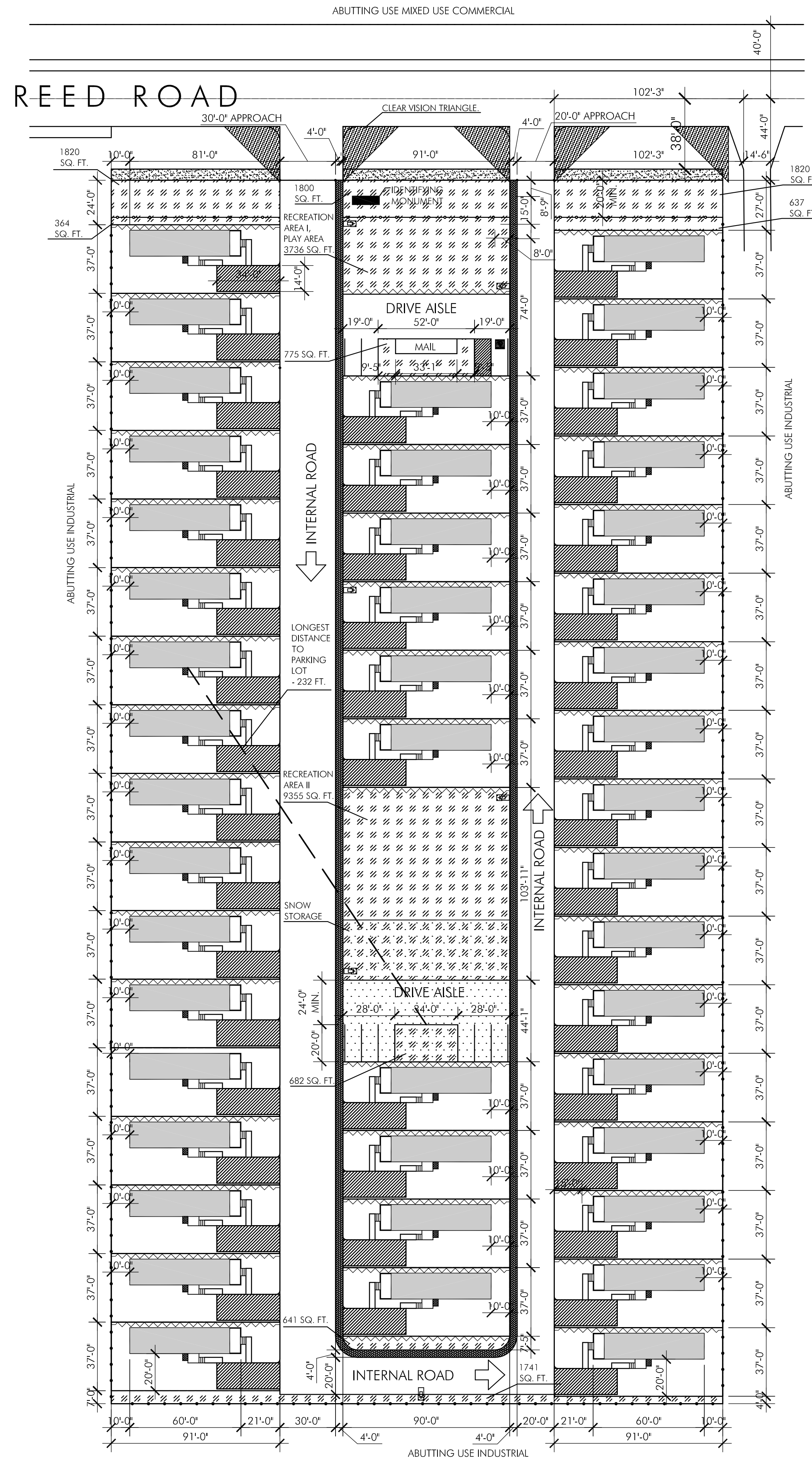
MAX LOT COVERAGE: 60%
103,680 SF MAX
39,230 SF PROVIDED

ZONE: COMMERCIAL MIXED USE
(CMX)

6,961.5 SQ FT OF SNOW STORAGE PROVIDED.

PROPOSAL: 44 UNIT MANUFACTURED HOME DEVELOPMENT WITH ALL 44 UNITS AND THE LAND OWNED BY KNOTT FAMILY TRUST, UNITS WILL BE RENTED INDIVIDUALLY TO TENANTS AS LONG TERM RENTALS.

MINIMUM LOT WIDTH: NONE



SITE PLAN LEGEND:

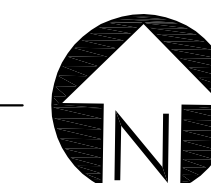
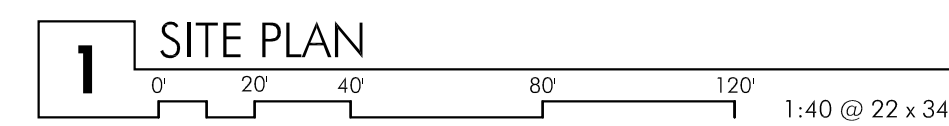
- SITE OBSCURING SHRUBBERY BETWEEN UNIT SPACES.
- 6-FT CHAIN LINK PRIVACY FENCE.
- 4-FT INTERNAL WALKWAY, SURFACE IS ASPHALT. MEETS ADA REQUIREMENTS.
- PRIVATE DRIVEWAY, SURFACE IS ASPHALT.
- UNIT TRASH ENCLOSURE.
- ARROWS REFER TO DIRECTION OF "ONE WAY" STREETS.
- RECREATION AREA/GRASS.
- PUBLIC SIDEWALK.
- OVERFLOW PARKING SPACE.
- STREET LIGHTS.
- SNOW STORAGE.
- CLEAR VISION TRIANGLE.

LIGHTING REQUIREMENTS:

MANUFACTURED DWELLING PARK STREETS, ALLEYS, SIDEWALKS, WALKWAYS, SHALL BE ILLUMINATED TO PROVIDE FOR THE SAFETY OF ALL PARK RESIDENTS AND GUESTS ACCORDING TO THE FOLLOWING:

- PARK LUMINAIRES (LIGHTING FIXTURES) SHALL BE LOCATED TO PROVIDE THE FOLLOWING LEVELS OF ILLUMINATION.
 - PARK STREETS, ALLEYS, AND ABUTTING SIDEWALKS OR WALKWAYS SHALL HAVE LUMINAIRES THAT PROVIDE AN AVERAGE OF 4.0 LUX MAINTAINED OVER THE ENTIRE SURFACE, WITH AVERAGE TO MINIMUM UNIFORMITY RATIO NOT TO EXCEED 6 TO 1;
 - PARK SIDEWALKS OR WALKWAYS NOT ABUTTING A STREET SHALL HAVE LUMINAIRES THAT PROVIDE AN AVERAGE OF 4.0 LUX MAINTAINED OVER THE ENTIRE SURFACE, WITH AVERAGE TO MINIMUM UNIFORMITY RATIO NOT TO EXCEED 6 TO 1;
 - THE PARK STREET CONNECTING TO THE PUBLIC WAY SHALL HAVE LUMINAIRES THAT PROVIDE AN AVERAGE OF 6.0 LUX MAINTAINED OVER THE ENTIRE SURFACE, WITH AVERAGE TO MINIMUM UNIFORMITY RATIO NOT TO EXCEED 4 TO 1.
 - PARK LUMINAIRES SHALL BE CONTROLLED BY PHOTOCELLS SET TO TURN ON AUTOMATICALLY AT DUSK AND OFF AT DAWN;
 - PARK LUMINAIRES SHALL NOT BE CONTROLLED BY INDIVIDUAL PARK RESIDENTS;
 - PARK LUMINAIRES MAY BE CONTROLLED FOR MAINTENANCE PURPOSES ONLY BY THE PARK OWNER OR OPERATOR OR BY A CONTRACTING UTILITY COMPANY;

VICINITY MAP:



After recording, return to:
Robert A. Smejkal, P.C.
PO Box 1758
Eugene, OR 97440

Until a change is requested,
send tax statements to:
Kayser Properties, LLC
29866 Gimpl Hill Road
EUGENE OR 97402

Deschutes County Official Records 2015-002792	
D-D	01/27/2015 08:16:03 AM
Stn=4 BN	
\$5.00 \$11.00 \$10.00 \$6.00 \$21.00	\$53.00
I, Nancy Blankenship, County Clerk for Deschutes County, Oregon, certify that the instrument identified herein was recorded in the Clerk records.	
Nancy Blankenship - County Clerk	

STATUTORY WARRANTY DEED

Star Wood Products, Inc., an Oregon corporation, Grantor, conveys and warrants to Kayser Properties, LLC, an Oregon limited liability company, Grantee, that certain real property located in Deschutes County, Oregon, and more particularly described as follows:

"The West Half of the Northeast Quarter of the Northeast Quarter of the Northwest Quarter of Section 14 in Township 22 South of Range 10, East of the Willamette Meridian, Deschutes County, Oregon."

This conveyance is free of monetary liens and encumbrances but subject to covenants, conditions, restrictions, and easements of record.


The true consideration for this conveyance is other than money.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 and 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010 TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

DATED this 26 day of January, 2015.

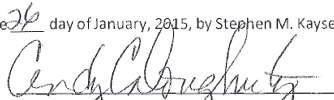


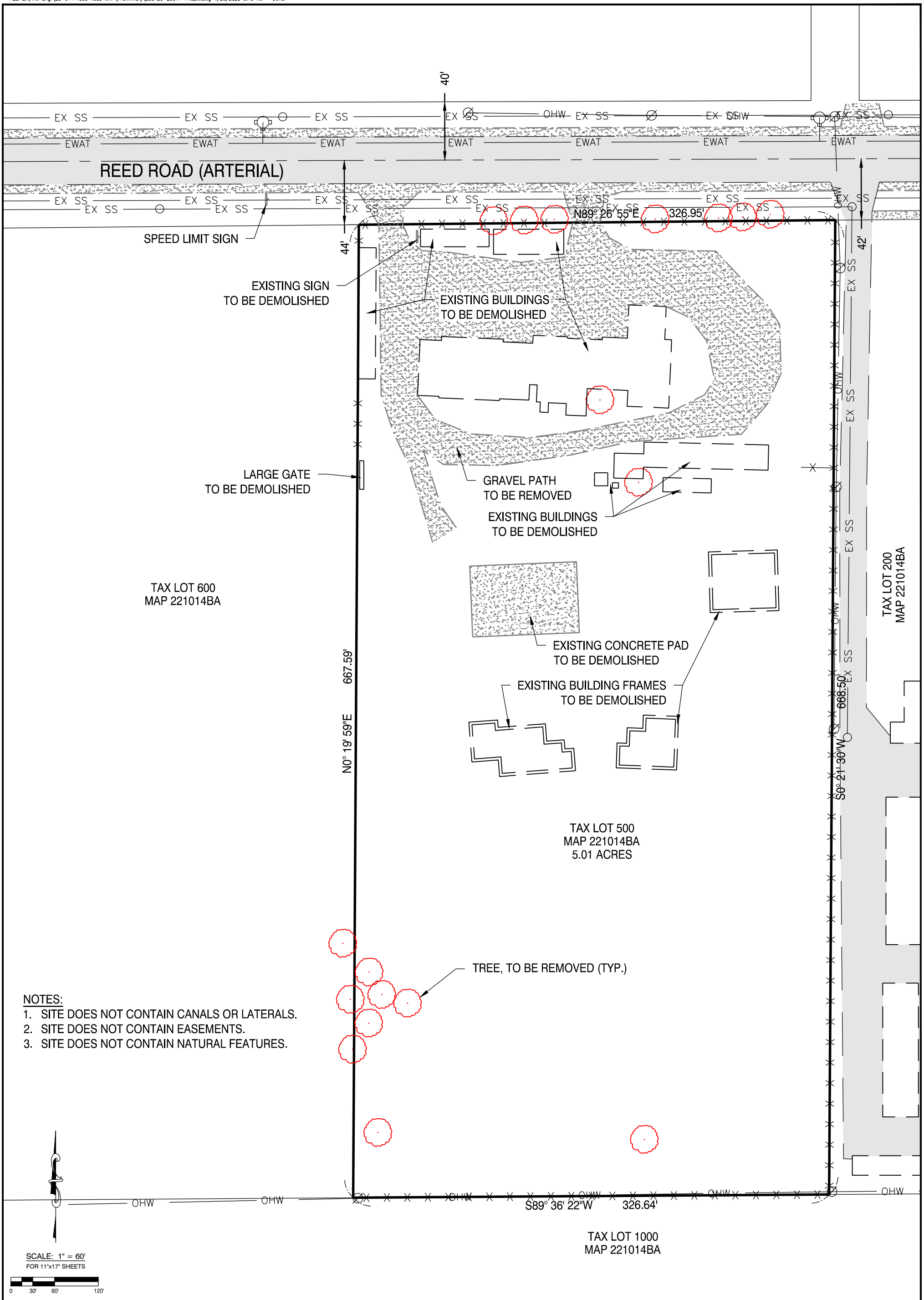
GRANTOR:
STAR WOOD PRODUCTS, INC.


Stephen M. Kayser, Vice-President

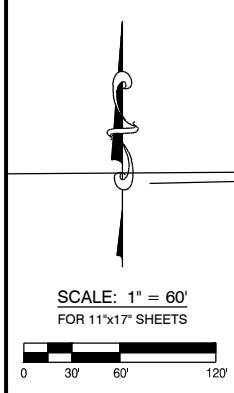
STATE OF OREGON, County of Lane) ss.

This instrument was acknowledged before me on the 26 day of January, 2015, by Stephen M. Kayser, Vice-President of Star Wood Products, Inc.

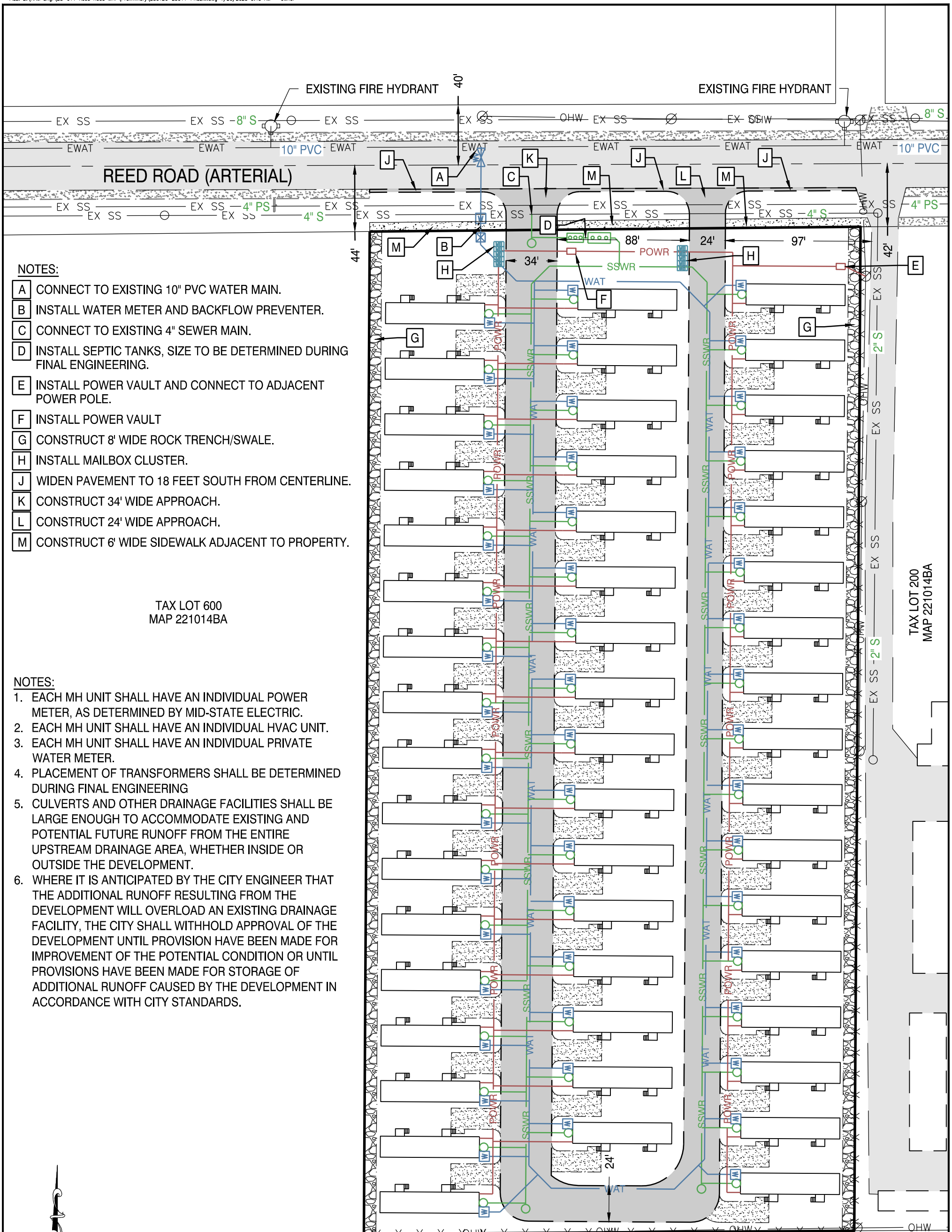

NOTARY PUBLIC FOR OREGON



- NOTES:**
1. SITE DOES NOT CONTAIN CANALS OR LATERALS.
 2. SITE DOES NOT CONTAIN EASEMENTS.
 3. SITE DOES NOT CONTAIN NATURAL FEATURES.



JOB NO. 23-011 DRAWN BY: JW DRAWING: P1.0	SHEET TITLE: EXISTING CONDITIONS AND DEMOLITION PLAN	PROJECT: REED ROAD MHP PROJECT LOCATION: LAPINE, OR CLIENT: KNOTT FAMILY TRUST	 HAYS A. MCCOY P.E., P.L.S., C.W.R.E. 541-923-7554 hays@ham-engr.com	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>DRAWING STATUS:</th> <th>DATE:</th> <th>No.</th> <th>REVISION:</th> <th>DATE:</th> </tr> </thead> <tbody> <tr> <td><input checked="" type="checkbox"/> PRELIM. LAYOUT</td> <td>01/26/23</td> <td>△</td> <td></td> <td></td> </tr> <tr> <td><input type="checkbox"/></td> <td></td> <td>△</td> <td></td> <td></td> </tr> <tr> <td><input type="checkbox"/></td> <td></td> <td>△</td> <td></td> <td></td> </tr> <tr> <td><input type="checkbox"/></td> <td></td> <td>△</td> <td></td> <td></td> </tr> <tr> <td><input type="checkbox"/></td> <td></td> <td>△</td> <td></td> <td></td> </tr> </tbody> </table>	DRAWING STATUS:	DATE:	No.	REVISION:	DATE:	<input checked="" type="checkbox"/> PRELIM. LAYOUT	01/26/23	△			<input type="checkbox"/>		△			<input type="checkbox"/>		△			<input type="checkbox"/>		△			<input type="checkbox"/>		△			
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NOTES:

- A** CONNECT TO EXISTING 10" PVC WATER MAIN.
- B** INSTALL WATER METER AND BACKFLOW PREVENTER.
- C** CONNECT TO EXISTING 4" SEWER MAIN.
- D** INSTALL SEPTIC TANKS, SIZE TO BE DETERMINED DURING FINAL ENGINEERING.
- E** INSTALL POWER VAULT AND CONNECT TO ADJACENT POWER POLE.
- F** INSTALL POWER VAULT
- G** CONSTRUCT 8' WIDE ROCK TRENCH/SWALE.
- H** INSTALL MAILBOX CLUSTER.
- J** WIDEN PAVEMENT TO 18 FEET SOUTH FROM CENTERLINE.
- K** CONSTRUCT 34' WIDE APPROACH.
- L** CONSTRUCT 24' WIDE APPROACH.
- M** CONSTRUCT 6' WIDE SIDEWALK ADJACENT TO PROPERTY.

TAX LOT 600
MAP 221014BA

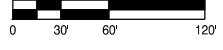
NOTES:

1. EACH MH UNIT SHALL HAVE AN INDIVIDUAL POWER METER, AS DETERMINED BY MID-STATE ELECTRIC.
2. EACH MH UNIT SHALL HAVE AN INDIVIDUAL HVAC UNIT.
3. EACH MH UNIT SHALL HAVE AN INDIVIDUAL PRIVATE WATER METER.
4. PLACEMENT OF TRANSFORMERS SHALL BE DETERMINED DURING FINAL ENGINEERING
5. CULVERTS AND OTHER DRAINAGE FACILITIES SHALL BE LARGE ENOUGH TO ACCOMMODATE EXISTING AND POTENTIAL FUTURE RUNOFF FROM THE ENTIRE UPSTREAM DRAINAGE AREA, WHETHER INSIDE OR OUTSIDE THE DEVELOPMENT.
6. WHERE IT IS ANTICIPATED BY THE CITY ENGINEER THAT THE ADDITIONAL RUNOFF RESULTING FROM THE DEVELOPMENT WILL OVERLOAD AN EXISTING DRAINAGE FACILITY, THE CITY SHALL WITHHOLD APPROVAL OF THE DEVELOPMENT UNTIL PROVISION HAVE BEEN MADE FOR IMPROVEMENT OF THE POTENTIAL CONDITION OR UNTIL PROVISIONS HAVE BEEN MADE FOR STORAGE OF ADDITIONAL RUNOFF CAUSED BY THE DEVELOPMENT IN ACCORDANCE WITH CITY STANDARDS.

TAX LOT 200
MAP 221014BA

TAX LOT 1000
MAP 221014BA

SCALE: 1" = 60'
FOR 11"x17" SHEETS



JOB NO. 23-011
DRAWN BY: JW
DRAWING: P1.1

SHEET TITLE:
PRELIMINARY STREET,
DRAINAGE, AND
UTILITY PLAN

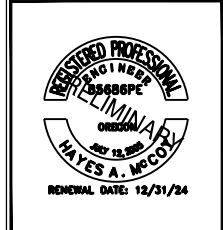
PROJECT:
REED ROAD MHP

PROJECT LOCATION:
LAPINE, OR

CLIENT:
KNOTT FAMILY TRUST

H.A. McCOY
ENGINEERING & SURVEYING, LLC
1180 SW Lake Road, Ste 201, Beadmont, OR 97286
Hayes McCoy
PE, PLS, CWRB
541-923-7554 hayes@ham-engr.com

DRAWING STATUS:	DATE:	No.	REVISION:	DATE:
<input checked="" type="checkbox"/> PRELIM. LAYOUT	01/26/23	1		
<input type="checkbox"/>		2		
<input type="checkbox"/>		3		
<input type="checkbox"/>		4		
<input type="checkbox"/>		5		





Dual Deal Pole Combo

Eagle Series Area Light and
Straight Steel Pole Combo



PROJECT INFORMATION

JOB NAME	
FIXTURE TYPE	Eagle Area Light & Pole Combo
CATALOG NUMBER	
APPROVED BY	

EAGLE SPECIFICATIONS

Construction:

Designed for commercial and industrial applications, providing cooler operating temperatures, brighter light and longer LED life. The die cast aluminum housing utilizes external airflow fins allow for greater heat dissipation. The easy access driver compartment is a thermally independent compartment, separate from LED generated heat, for cooler operation and longer driver life.

Optics:

Atlas Eagle Series fixtures utilize precision engineered individual lenses for maximum light intensity. The lens is made of optical grade polycarbonate. Advanced one piece optic board engineered for maximum light intensity. Types III, V and Forward Throw distributions are available.

Mounting:

The easy mount bracket makes installation to any style pole quick and easy. Tenon and other mounting accessories also available.

Thermal Management:

Atlas Eagle Series Pro fixtures are designed as a complete system to optimize LED life and light output. The thermal stacking heat removal technology extracts heat from within the housing moving it away from LEDs and components. The lower temperatures result in long LED life (200,000+ hrs¹) and component life and also allows for higher light output.

Listings:

Luminaire is certified to UL/cUL Standards for Wet Locations.

AC Input: 120/208/240/277/347/480 V

Driver:

Constant current, 120-277 VAC, 50-60 Hz
High Efficiency – min. 88%
O-State Power: 0 Watts
0-10 V Dimming

LEDs:

Available in 4000K, 4500K and 5000K, CCT
Epoxy Guard™ protective conformal coated boards

Reduced Glare:

Positioning of the LED modules within the housing result in light directed to desired locations and reduces offensive light.

Testing:

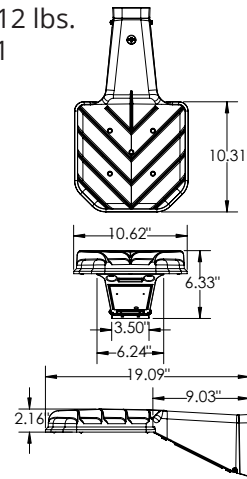
Atlas LED luminaires have been tested by an independent laboratory in accordance with IESNA LM-79 & LM-80.

Warranty: Five-year limited warranty

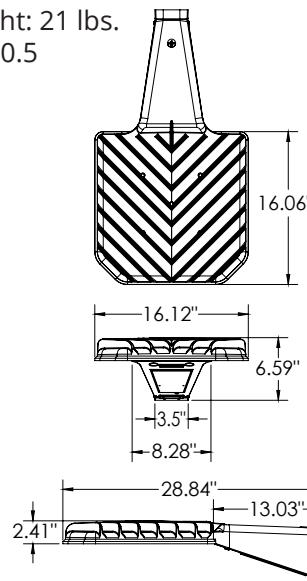


DIMENSIONS

Weight: 12 lbs.
EPA: 0.51



Weight: 21 lbs.
EPA: 0.5



Rebates and Incentives are available in many areas.
Contact an Atlas Representative for more information.

¹LED Life Span Based Upon LM-80 Test Results



Dual Deal Pole Combo

Eagle Series Area Light and
Straight Steel Pole Combo

POLE SPECIFICATIONS

Pole Shaft:

- Straight pole is 4" square.
- Pole shaft is electro-welded ASTM-A500 Grade C steel tubing with a minimum yield strength of 50,000 psi.

Hand-Hole:

- Standard hand-hole location is 12" above pole base.
- 12' pole has a 2" x 4" non-reinforced hand-hole.
- 20' pole has a 2" x 4" non-reinforced hand-hole.
- 25' pole has a 3" x 6" reinforced hand-hole.

Base:

- Pole base is ASTM-A36 hot-rolled steel plate with a minimum yield strength of 36,000 psi.
- Two-piece square base cover is optional.

Anchor Bolts:

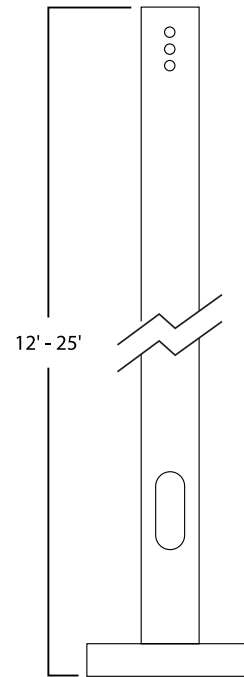
- Poles are furnished with anchor bolts featuring zinc-plated double nuts and washers. Galvanized anchor bolts are optional.
- Anchor bolts conform to ASTM F 1554-07a Grade 55 with a minimum yield strength of 55,000 psi.

Ground Lug:

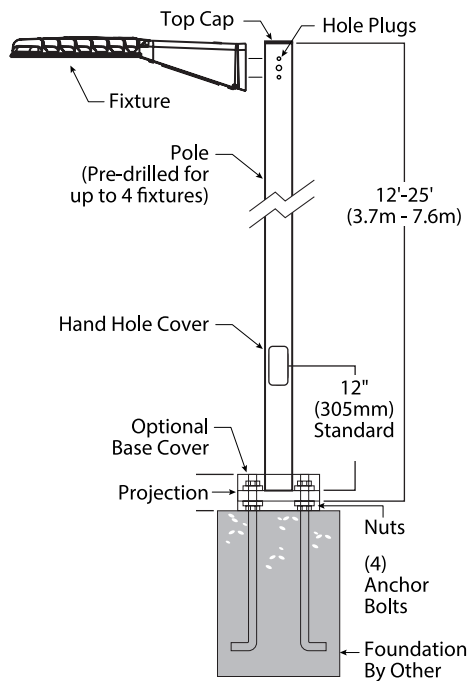
- Ground lug is standard.



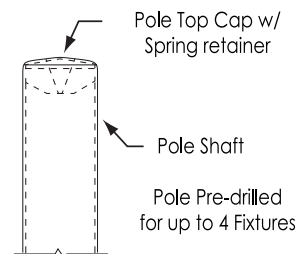
POLE DIMENSIONS



POLE DETAILS



POLE TIP DETAILS



Atlas Lighting Products, Inc.

PO Box 2348 | Burlington, NC 27216

800-849-8485 | fax: 1-855-847-2794 | www.atlasled.com

*The majority of Atlas Lighting Products are assembled in USA facilities by an American Workforce utilizing both Domestic and Foreign components. Meets Buy American requirements within the ARRA.



Dual Deal Pole Combo

Eagle Series Area Light and
Straight Steel Pole Combo



ORDERING INFORMATION

PXSLPM	3	18L	1	40	4SQ20		
PRODUCT SERIES	DISTRIBUTION	LUMEN PACKAGE	QUANTITY	COLOR TEMP.	SQUARE STRAIGHT POLE	FIXTURE COLOR	ANCHOR BOLTS
PXSLPS = Small Eagle/Pole Combo PXSLPM = Medium Eagle/Pole Combo	3 = Type 3 ¹ 5 = Type 5 FT = Forward Throw ¹ PXSLPM only	6-12L = 6,000-12,000 Selectable Lumens ¹ 18L = 18,000 Lumens ² 24L = 24,000 Lumens ² 43L = 43,000 Lumens ² 50L = 50,000 Lumens ² ¹ PXSLPS only ² PXSLPM only	1 = Single Head 2 = Double Head @ 180° 3 = Triple Head @ 90° 4 = Quad @ 90°	40 = 4000k 45 = 4500k 50 = 5000k	4SQ12 = 4", 12 feet steel 11-gauge ¹ 4SQ15 = 4", 15 feet steel 11-gauge ¹ 4SQ20 = 4", 20 feet steel 11-gauge ² 4SQ25 = 4", 25 feet steel 11-gauge ² ¹ PXSLPS only ² PXSLPM only	Blank = Bronze	Blank = with anchor bolts/template LAB = Less anchor bolts/template

EAGLE PERFORMANCE DATA

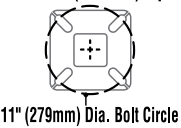
LUMEN PACKAGE	DISTRIBUTION	CRI	4000K CCT		4500K CCT		5000K CCT		WATTAGE	REPLACES UP TO
			DELIVERED LUMENS	EFFICACY (LPW)	DELIVERED LUMENS	EFFICACY (LPW)	DELIVERED LUMENS	EFFICACY (LPW)		
PXSLPS										
6L-12L	FT	70	5,899	140	5,859	139	5,859	139	42	250W MH
	T5	70	5,812	138	5,812	138	5,812	138		
	FT	70	8,743	138	8,684	137	8,684	137	63	
	T5	70	8,614	136	8,614	136	8,614	136		
	FT	70	11,488	134	11,410	133	11,410	133	86	
	T5	70	11,319	132	11,319	132	11,319	132		
18L	T3	70	19,489	160	18,493	152	18,493	152	122	400W MH
	FT	70	19,182	157	18,201	149	18,201	149		
	T5	70	19,650	161	18,645	153	18,645	154		
24L	T3	70	25,425	149	24,125	141	24,125	141	171	400W MH
	FT	70	25,025	146	23,745	139	23,745	139		
	T5	70	25,635	150	24,324	142	24,324	142		
43L	T3	70	42,070	153	41,575	151	41,575	151	275	1000W MH
	FT	70	41,617	151	41,127	150	41,127	150		
	T5	70	42,470	154	41,970	152	41,970	152		
50L	T3	70	49,190	148	48,324	145	48,324	145	333	1000W MH
	FT	70	47,891	144	47,048	142	47,048	142		
	T5	70	49,524	149	48,652	146	48,652	146		

POLE DATA





MOUNTING HEIGHT LENGTH (FT)	CATALOG NUMBER	SHAFT			POLE BASE			MAXIMUM LOADING									
		BASE O.D. (IN)	WALL THK. (GA)	GROSS WEIGHT (LBS)	BOLT CIRCLE RANGE	PLATE WIDTH (IN)	PLATE THICK (IN)	110 MPH	115 MPH	120 MPH	130 MPH	140 MPH	150 MPH	160 MPH	170 MPH	180 MPH	
								EPA (FT ²)	EPA (FT ²)	EPA (FT ²)	EPA (FT ²)	EPA (FT ²)	EPA (FT ²)	EPA (FT ²)	EPA (FT ²)	EPA (FT ²)	EPA (FT ²)
12	SSS12411BZ	4	11	90	8" - 11"	10.125	0.75	13.9	12.5	11.3	9.2	7.6	6.3	5.2	4.3	3.6	
15	SSS15411BZ	4	11	113	8" - 11"	10.125	0.75	8.2	7.2	6.4	4.9	3.8	2.9	2.1	1.5	1.0	
20	SSS20411BZ	4	11	150	8" - 11"	10.125	0.75	4.6	3.9	3.2	2.1	1.2	0.6	n/a	n/a	n/a	
25	SSS25411BZ	4	11	188	8" - 11"	10.125	0.75	4.6	3.7	3	1.7	0.7	n/a	n/a	n/a	n/a	



BOLT CIRCLE

	<p>4" (102mm) square 10-1/8" (257mm) sq.</p>  <p>11" (279mm) Dia. Bolt Circle</p>
Bolt Circle	Slotted 8" - 11"
Anchor Bolt Size	0.75" x 30"
Anchor Bolt Projection	3.25"
Base Plate Opening for Wireway Entry	3.625"
Base Plate Dimensions	10.125" sq. x 3/4" thk.
Pole Gauge	11

EPA

FIGURE 1	CONFIGURATION	EPA
	Single	0.6
	2 @ 180°	0.7
	3 @ 90°	2.1
	4 @ 90°	2.1



Date:	January 18, 2022
To:	Alexa Repko, City of La Pine
From:	Joe Bessman, PE
Project Reference No.:	1673
Project Name:	Reed Road Rezone



The purpose of this memorandum is to provide a zone change analysis for a parcel located within the City of La Pine, Oregon. The parcel address is 16565 Reed Road, which is a five-acre parcel that has access to Reed Road. The location of the parcel is shown in Figure 1. The parcel is currently zoned and designated for *La Pine Industrial (I)* and is proposed to be rezoned to *Commercial Mixed-Use (CMX)* for consistency with the adjacent zoning. As discussed herein, given the wide variation in trip generation potential within a commercial mixed-use zone we have effectively recommended that the site's trip generation potential be limited to allow up to 100 multifamily units and 40,000 square-feet of mini-storage space through a trip cap. This measure substantially reduces the change in trip generation potential and avoids the significant impacts that could otherwise occur. Additional details are provided herein.



Figure 1. Site Vicinity Map. Source: Deschutes County DIAL.

TRANSPORTATION PLANNING RULE COMPLIANCE

The purpose of the Transportation Planning Rule (OAR 660-012) is to ensure that transportation plans are coordinated with Counties and the State, that agencies prepare infrastructure plans that are based on County job and population projections, and that the transportation system can be safe, efficient, accessible, and support multimodal travel options. Within the Transportation Planning Rule, Section -0060 details how changes to the land use assumptions within these adopted and coordinated plans should be reviewed for compliance. Effectively, if the change in land use assumptions impacts transportation facilities in a way that requires additional improvements or changes in facility designations, these changes must again be coordinated with the transportation system plan, and improvements must include some type of funding mechanism and provide mitigation for any significant impacts created by the rezone.

The subject application proposes a Comprehensive Plan amendment and rezone of a parcel from *La Pine Industrial (I)* to *Commercial Mixed-Use (CMX)*. This overall application is intended as a first step in allowing the parcel to support multifamily housing.

The stated purpose of the current *La Pine Industrial* zoning is as follows:

Industrial and public facility zones accommodate a mix of intensive and less intensive uses engaged in manufacturing, processing, warehousing, distribution, and similar activities. Two industrial zoning districts, one for light industrial uses and one for general industrial uses, provide for the full range of planned industrial land uses within the city. Both districts are intended to provide for efficient use of land and public services, provide a high-quality environment for business, offer a range of parcel sizes and locations for industrial site selection, avoid encroachment by incompatible uses, provide transportation options for employees and customers, and facilitate compatibility between dissimilar uses.

- *Light Industrial Zone (LI).* The LI zone is intended to allow for a mix of industrial and manufacturing businesses alongside industrial services, research and development, and small-scale retail and professional services.
- *Industrial Zone (I).* The I zone allows for the same uses as the LI zone, but also provides suitable locations for more intensive industrial uses, such as those with processing, manufacturing, assembly, packaging, distribution, or other activities.

In contrast, the purpose of the Commercial Mixed-use Zone (CMX) is described as follows:

Commercial zones accommodate a mix of commercial services, retail, and civic uses, along with residential uses permitted in some circumstances. Four commercial zones provide for the full range of commercial land uses within the city. The zoning district regulations are intended to promote the orderly development and improvement of walkable commercial areas; facilitate compatibility between dissimilar land uses; provide employment opportunities in proximity, and with direct connections, to housing; and to ensure efficient use of land and public facilities.

- *Commercial Mixed-Use Zone (CMX).* The CMX zone is intended to allow for a wide range of both commercial and residential uses. Unlike the CRMX zone, residential uses are not limited and are allowed to be developed on standalone sites. Some commercial uses that may not be compatible with residential uses are prohibited or limited. The CMX zone allows for flexible uses that can respond to market demand.

As described, the industrial zone would allow a mix of limited commercial and industrial uses, whereas the Commercial Mixed-Use zone would allow a combination of commercial and residential uses.

A comparison of the more intense allowable uses (from a trip generation perspective) between the two zoning designations is summarized in Table 1.

Table 1. Allowable Use Table

Use	Allowed in / Zone?	Allowed in CMX Zone?	ITE Land Use and Trip Rate*
Single-Family Townhomes, Multifamily, Micro-Units	No	Yes	
<ul style="list-style-type: none"> Cottage Cluster 	No	Yes	ITE 220: Multifamily (Low-Rise): 0.51/unit
<ul style="list-style-type: none"> Duplex 	No	Yes	ITE 215: Single-Family Attached Housing: 0.57/unit
<ul style="list-style-type: none"> Townhome 	No	Yes	ITE 215: Single-Family Attached Housing: 0.57/unit
<ul style="list-style-type: none"> Multifamily 	No	Yes	ITE 220: Multifamily (Low-Rise): 0.51/unit
Commercial Lodging	No	Yes	ITE 310: Hotel: 0.59/Room
Eating and Drinking Establishments	Limited**	Yes	ITE 934: Fast-Food Restaurant with Drive-Through Window: 33.03/ksf ITE 926: Food Cart Pod: 6.16/cart
Retail Sales/Services	No	Yes	ITE 821: Shopping Plaza (40-150k): 9.03/ksf
Marijuana Dispensary	No	Yes	ITE 882: Marijuana Dispensary: 18.92/ksf
Office	No	Yes	ITE 712: Small Office Building: 2.16/ksf
Self-Storage	Yes	Yes	ITE 151: Mini-Warehouse: 0.15/ksf
Daycare	No	Yes	ITE 565: Day Care Center: 11.12/ksf
Schools	No	Yes	ITE 530: Private School (K-8): 0.26/student
Light/General Manufacturing	Yes	No	ITE 110: General Light Industrial: 0.65/ksf ITE 140: Manufacturing: 0.74/ksf
Wholesale sales	Yes	No	ITE 860: Wholesale Market: 1.76/ksf

*Weekday p.m. peak hour trip rate from ITE *Trip Generation Manual, 11th Edition*.

**Eating and drinking establishments limited to Mobile Food Units.

As shown in Table 1, the CMX zoning permits more intense retail and service establishments while I zoning is limited to manufacturing, storage, and wholesale uses with mobile food units. As a result, the zone change has the potential to increase the trip generation potential of the site.

Development standards were also reviewed to identify how the two sites compare in terms of buildable area. From the perspective of the lot shape and size, setbacks could have an impact on the development potential of the property. Table 2 summarizes a comparison between the two uses.

Table 2. Comparison of Development Standards

Use	I Zone	CMX Zone
Front Yard Setback	None	20 feet
Rear Yard Setback	None	10 feet
Side Yard Setbacks	None	10 feet
Maximum Building Height	75 feet	45 feet
Maximum Lot Coverage	80%	60%

Table 2 shows that the I zoning allows a higher building height, more lot coverage, and no minimum setbacks. These provisions allow a higher floor-to-area ratio assuming that the parcel could take advantage of this flexibility while meeting other land use requirements related to landscaping, parking, and utility requirements. The CMX zoning has less buildable area due to the required setbacks, but allows more intense uses.

TRIP GENERATION COMPARISON

Existing Zoning Potential

A comparative trip generation scenario is typically used to identify the change in intensity. In terms of outright allowable uses based on the existing property zoning, Table 1 shows the most intense allowable use is a mobile food unit followed by a manufacturing business. A mobile food unit would only take a small portion of the site. So, this review will focus first on manufacturing. The information in the most recent *ITE Trip Generation Manual*, defines *Manufacturing* as the following:

ITE 140: Manufacturing – *A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, a manufacturing facility typically has an office and may provide space for warehouse, research, and associated functions.*

The sites surveyed for the ITE Manual ranged in size from just over a 1,000 square-feet to just over a million square-feet with the average being around 208,000 square-feet. Manufacturing facilities are typically more land intensive single-story buildings. While employee parking is limited, these facilities typically require expansive access areas to accommodate trucks. An assumed Floor-to-Area-Ratio (FAR) of 0.30 was applied to the overall site. This resulted in 65,300 square-feet of building space, which is within the surveyed range.

Section 15.24.300 of the La Pine Development Code also indicates that mobile food units are permitted within I zoning. Section 15.318.010 states that

Mobile food units, which are defined in OAR 333-150-0000¹, can provide opportunities to enliven under-utilized parking lots, allow individual entrepreneurship at a small scale, and provide unique eating establishments for the public. The purpose of this section [chapter] is to allow for mobile food unit sites or "cart pods" where mobile food units (carts) can be parked on a long-term basis. As with temporary uses, permanent site improvements may not be required; however, the standards of this section [chapter] are intended to ensure that mobile food unit sites are conducted as lawful uses and in a manner that is not detrimental or disruptive in terms of appearance or operation to neighboring properties and residents.

The size of a lot devoted to food carts and associated uses varies from site to site. The recently submitted application for the Wetlands Food Cart Pod near the US 97/6th Street intersection in La Pine includes up to four food carts and a separate beverage center with indoor seating on a 0.51-acre site. If we assume half of the site is devoted to the food carts and associated parking, this would amount to approximately 11,100 square-feet for four food carts. A review of recent food cart studies around Deschutes County shows that four food carts in a pod is a typical arrangement, with some having more and some less.

If we assume that four food carts could be located on this site utilizing 11,100 square feet that would leave 206,700 square-feet of buildable area. Applying an FAR of 0.30 would result in a 62,000 square-foot manufacturing facility in addition to the food carts.

The ITE Manual has a land use code for *Food Cart Pod*, which was considered the most appropriate classification for the four food carts, with any adjacent seating. The ITE manual describes the land use as follows:

ITE 926: Food Cart Pod – *A food cart pod is a group of food carts or food trucks congregated in an established location such as a parking lot, on a semi-permanent or regular basis. A food cart pod typically operates during both the lunch and dinner timeframes. A food cart pod often includes limited covered seating or a dining area. A food cart pod may also include the sale of alcoholic beverages.*

Data for this use is current and based on sites in Oregon. However, as the *Food Cart Pod* land use is a relatively new addition to the ITE Trip Generation manual the available data is limited. There is no included information on daily trip rates, directional distribution, or pass-by trips. Review and incorporation of other land use classifications was completed to provide this missing information.

There is also no weekday daily trip information for the food cart pod; daily traffic volumes are commonly estimated from weekday p.m. peak hour trips by multiplying the trip rate by a factor of ten. With the more lunch-oriented peak hour of a food cart pod this relationship does not necessarily hold true. The ITE land

¹ ORS 333-150-0000(4)(x) "Mobile food unit" means any vehicle that is self-propelled or that can be pulled or pushed down a sidewalk, street, highway or waterway, on which food is prepared, processed or converted or which is used in selling and dispensing food to the ultimate consumer.

use category that most closely mimics the lunch-oriented peaking characteristics of the *Food Cart Pod* is ITE Land Use 930: *Fast Casual Restaurant*. The description for the category from the ITE is as follows:

ITE 930: Fast Casual Restaurant – *A fast casual restaurant is a sit-down restaurant with no (or very limited) wait staff or table service. A customer typically order off a menu board, pays for food before the food is prepared, and seats themselves. The menu generally contains higher-quality, made-to-order food items with fewer frozen or processed ingredients than at a fast food restaurant.*

Applying the relationship between the weekday p.m. peak hour trip rates and the daily rates of this category to the *Food Cart Pod* weekday p.m. peak hour trip rates was used to approximate daily rates for the food cart pod, as summarized in Table 3.

Table 3. Estimates of Daily Food Cart Pod Trips

Fast Casual		Ratio (daily:pm peak)	Food Cart Pod	
Daily Trips (trips/1,000sf)	Weekday PM Peak Hour (trips/1,000sf)		Weekday PM Peak Hour (trips/cart)	Extrapolated Daily Trips (trips/cart)
97.14	12.55	7.74	6.16	47.68

Directional Distribution: In the absence of information on the directional split we can again apply data from ITE Land Use Code 930, *Fast Casual*, as the directional distributions from the Weekday PM Peak Hour of Adjacent are expected to closely mimic the behavior at the proposed food cart pod. These percentiles are: 55% entering, 45% exiting.

Pass-by Trip Percentages: The ITE Handbook does not contain any data for Pass-by Trips for the category *Fast Casual*, but a significant percentage of the trips generated by the development will certainly be pass-by trips due to the convenience-commercial uses. Data for the pass-by trip rates were obtained from ITE Land Use 932 *High-Turnover (Sit-Down) Restaurant*. This land use classification includes a similar requirement that site patrons park and walk in to eat. The dwell time for a visit to a food cart is more similar to a sit-down restaurant than a fast-food location with an approximately one-hour total visit time and the requirement to park. Accordingly, a pass-by trip percentage of 43% was applied to the *Food Cart Pod*.

Table 4 summarizes the resulting reasonable worst-case trip generation potential of the existing / zoning.

Table 4. Existing I Zoning Trip Generation Potential, ITE Trip Generation 11th Edition

Land Use	ITE Code	Size	Daily Trips	Weekday PM Peak Hour		
				Total	In	Out
Manufacturing <i>Internal Trips (10%)</i>	140	62,000 SF	295 -30	46 -4	14 -1	32 -3
Food Cart Pod <i>Internal Trips (10%)</i> <i>Pass-by Trips (43%)</i>	926	4 Carts	191 -19 -74	25 -3 -9	14 -2 -5	11 -1 -4
Total Trips			486	71	28	43
<i>Internal Trips</i>			-49	-7	-3	-4
<i>Pass-by Trips</i>			-74	-9	-5	-4
Estimated Net Trips			363	55	20	35

Proposed Zoning Potential

As was shown in Table 1, CMX zoning allows many different types of uses ranging from residential to retail. Although there are plans to develop this parcel into multi-family housing and supporting mini-warehousing (which is already allowed in the industrial zoning), the zone change analysis needs to consider a reasonable worst-case scenario. As shown in Table 1, retail and dining establishments have the highest trip generation potential.

Three commercial scenarios were reviewed to determine what might be reasonable assumptions for the proposed CMX zoning on this lot assuming that no land use limitation or trip cap was necessary, as outlined below.

Scenario 1: Shopping Plaza

Of the overall 5-acre parcel, approximately 4.48 acres is buildable after the front, back and side setbacks are taken into consideration. Based on a typical retail floor to area ratio (FAR) of 0.25 this would result in approximately 48,800 square-feet of dining and commercial space.

A straightforward and simple approach would be to analyze the entirety of the buildable space as a *Shopping Plaza*. The description for the category from the ITE is as follows:

ITE 821: Shopping Plaza (40-150k) – *A shopping plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has between 40,000 and 150,000 square feet of gross leasable area (GLA). The term “plaza” in the land use name rather than “center” is simply a means of distinction between the different shopping center size ranges. Various other names are commonly used to categorize a shopping plaza within this size range, depending on its specific size and tenants, such as neighborhood center, community center, and fashion center.*

Its major tenant is often a supermarket but many sites are anchored by home improvement, discount, or other stores. A shopping plaza typically contains more than retail merchandising facilities. Office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities are common tenants. A shopping plaza is almost always open-air and the GLA is the same as the gross floor area of the building.

As shown by the description, this land use can also include restaurants and office space in addition to retail. Utilizing this land use code would result in the trip generation shown in Table 5.

Table 5. Proposed CMX Zoning Trip Generation Potential – Scenario 1, ITE Trip Generation 11th Edition

Land Use	ITE Code	Size	Daily Trips	Weekday PM Peak Hour		
				Total	In	Out
Shopping Plaza (with Supermarket) <i>Pass-by Trips (40%)</i>	821	48,800 SF	4,611 -1,844	441 -176	212 -85	229 -91
Estimated Net Trips			2,767	265	127	138

Scenario 2: Fast Food, Dispensary, and Shopping Plaza

A second approach would be to break out some of the retail or service uses that may not adequately be addressed under the shopping plaza land use category. We could add in high-intensity uses such as a fast-food restaurant with drive-through window and a marijuana dispensary to represent a reasonable worst-

case scenario. Assuming the fast-food restaurant is 3,000 square-feet and the marijuana dispensary is 3,000 square-feet results in 42,800 square-feet of shopping plaza. The *Fast-Food Restaurant with Drive-Through Window* is defined in the ITE Manual as follows:

ITE 934: Fast-Food Restaurant with Drive-Through Window – *This land use includes any fast-food restaurant with a drive-through window. This type of restaurant is characterized by a large drive-through and large carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. The restaurant does not provide table service. A patron generally orders from a menu board and pays before receiving the meal. A typical duration of stay for an eat-in patron is less than 30 minutes.*

The *Marijuana Dispensary* is defined in the ITE Manual as follows:

ITE 882: Marijuana Dispensary – *A marijuana dispensary is a stand-alone facility where cannabis is sold to patients or retail consumers in a legal manner.*

The dispensary is still a relatively new land use category in the ITE Manual and some of the data is limited. For example, pass-by trip generation data is not provided in the ITE Manual. However, it is assumed that a portion of the trips to the marijuana dispensary will be trips already on US 97 diverting to the site. For comparison purposes, the trip generation data for Pharmacy/Drugstore without Drive-Through in the ITE Manual was also reviewed and shows a 53-percent pass-by rate. In addition, another study conducted in Brookline, Massachusetts by Hayes Engineering Inc. found that an existing marijuana dispensary had a combined pass-by and diverted trip rate of 53.7-percent. To be conservative, the analysis for this trip generation will use a 25-percent pass-by rate with the assumption that all of these trips will be from US 97 (thereby continuing to show impacts to the highway).

Table 6 summarizes the resulting trip generation with this approach using an assumed internalization rate of 10-percent between the land uses. As shown in Table 6, the overall trip generation is slightly higher than what was shown in Table 5.

Table 6. Proposed CMX Zoning Trip Generation Potential – Scenario 2, ITE Trip Generation 11th Edition

Land Use	ITE Code	Size	Daily Trips	Weekday PM Peak Hour		
				Total	In	Out
Fast-Food Restaurant with Drive-Through <i>Internal Trips (10%)</i> <i>Pass-by Trips (55%)</i>	934	3,000 SF	1,402 -140 -694	99 -10 -49	51 -5 -25	48 -5 -24
Marijuana Dispensary <i>Internal Trips (10%)</i> <i>Pass-by Trips (25%)</i>	882	3,000 SF	633 -63 -143	57 -6 -13	28 -3 -6	29 -3 -7
Shopping Plaza (with Supermarket) <i>Internal Trips (10%)</i> <i>Pass-by Trips (40%)</i>	821	42,800 SF	4,044 -404 -1,456	386 -39 -139	185 -19 -67	201 -20 -72
Total Trips			6,079	542	264	278
<i>Internal Trips</i>			-607	-55	-27	-28
<i>Pass-by Trips</i>			-2,293	-201	-98	-103
Estimated Net Trips			3,179	286	139	147

Scenario 3 – Multifamily and Commercial

Still another approach would be to add in some of the higher density residential use consistent with the zoning. If we assume half of the site will be dedicated to multifamily housing with 40 units per gross acre, which is the highest density permitted in the *Residential Multi-Family Zone* (though easily exceeds typical high-density sites that are generally in the range of 20 to 24 units per acre), the development could include 100 multifamily homes and approximately 24,500 square-feet of commercial space. Separating the commercial space into a *Fast Casual Restaurant* and *Coffee/Donut Shop without Drive-through Window* with the remainder to *Strip Retail Plaza* would provide a reasonable assessment of potential commercial uses on the other half of the property.

The description for *Fast Casual Restaurant* was provided earlier in this memo. The ITE Manual describes a *Coffee/Donut Shop without Drive-Through Window* as the following:

ITE 936: Coffee/Donut Shop without Drive-Through Window – *This land use includes any coffee and donut restaurant that does not have a drive-through window. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food/drink products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. The restaurant marketing and sales may emphasize coffee beverages over food (or vice versa).*

There is also no weekday daily trip information for the *Coffee/Donut Shop without Drive-Through Window*. However, there is information on the daily trip generation for a *Coffee/Donut Shop with Drive-Through Window*. This trip generation is expected to be higher than the one without the drive-through window due to the convenience of a drive-through but the relationship between the daily trips and weekday p.m. trips is expected to be similar.

Applying the relationship between the weekday p.m. peak hour trip rates and the daily rates of this category to the *Coffee/Donut Shop without Drive-Through Window* weekday p.m. peak hour trip rates was used to approximate daily rates, as summarized in Table 7.

Table 7. Estimates of Daily Coffee/Donut Shop without Drive-Through Window

Coffee/Donut Shop With Drive-Through		Ratio (daily:pm peak)	Coffee/Donut Shop Without Drive-Through	
Daily Trips (trips/1,000sf)	Weekday PM Peak Hour (trips/1,000sf)		Weekday PM Peak Hour (trips/1,000sf)	Extrapolated Daily Trips (trips/1,000sf)
533.57	38.99	13.68	32.29	441.73

Pass-by Trip Percentages: The ITE Handbook does not contain any data for Pass-by Trips for the category *Coffee/Donut Shop without Drive-Through Window*, but a significant percentage of the trips generated by the development will certainly be pass-by trips due to the convenience-commercial uses. Data for the pass-by trip rates were obtained from ITE Land Use 932 *High-Turnover (Sit-Down) Restaurant*. This land use classification includes a similar requirement that site patrons park and walk in to eat. Accordingly, a pass-by trip percentage of 43% was applied to the *Coffee/Donut Shop without Drive-Through Window*.

The *Strip Retail Plaza* land use applies to commercial areas totaling less than 40,000 square-feet. It's described in the manual as follows:

ITE 822: Strip Retail Plaza (<40k) – A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The ITE Manual does not include pass-by trip rates for Strip Retail Plazas. However, it does include pass-by rates for *Shopping Center (>150k)* and *Shopping Plaza (40-150k)*. Shopping centers had pass-by rates of 19-percent for the largest sites with gross lease areas of 300,000 to 900,000 square-feet. This increased to 29-percent pass-by trips for sites between 150,000 and 300,000 square-feet. Shopping plazas had pass-by rates of 40-percent during the weekday p.m. peak hour. The data shows that the larger sites have lower pass-by rates. As the *Strip Retail Plaza* is the smallest of the shopping center land uses, it would be reasonable to assume a relatively high pass-by percentage. To be conservative this analysis applies a 40-percent pass-by rate to match the *Shopping Plaza* land use.

Table 8 summarizes the resulting trip generation if we analyze half the site with multifamily homes and the remaining half with commercial development. As shown in the table, multifamily homes are a much less intense land use than commercial and while more in line with the plans for this site, do not reflect the most intense allowable land uses under the proposed zoning.

Table 8. Proposed CMX Zoning Trip Generation Potential – Scenario 3, ITE Trip Generation 11th Edition

Land Use	ITE Code	Size	Daily Trips	Weekday PM Peak Hour		
				Total	In	Out
Multifamily Housing (Low-Rise) <i>Internal Trips (10%)</i>	220	100 Units	674 -67	51 -5	32 -3	19 -2
Fast Casual Restaurant <i>Internal Trips (10%)</i> <i>Pass-by Trips (43%)</i>	930	3,000	291 -29 -113	38 -4 -15	21 -2 -8	17 -2 -7
Coffee/Donut Shop without Drive-Through Window <i>Internal Trips (10%)</i> <i>Pass-by Trips (43%)</i>	936	2,000	890 -89 -344	65 -6 -25	32 -3 -12	33 -3 -13
Strip Retail Plaza (<40k) <i>Internal Trips (10%)</i> <i>Pass-by Trips (40%)</i>	822	19,500 SF	1,062 -106 -382	129 -13 -46	64 -6 -23	65 -7 -23
Total Trips			2,917	283	149	134
<i>Internal Trips</i>			-291	-28	-14	-14
<i>Pass-by Trips</i>			-839	-86	-43	-43
Estimated Net Trips			1,787	169	92	77

TRIP GENERATION POTENTIAL COMPARISON

The site is close to the highway and the surrounding land uses include a mini-storage to the east and fast food restaurants, hotel, and gas station to the west. So, a reasonable worst-case analysis for a zone change should consider that the site could all be commercial. Therefore, the comparative “worst-case” trip generation scenarios are presented in Table 9.

Table 9. Trip Generation Estimates (ITE 11th Edition)

Land Use	ITE Code	Size	Weekday Daily Trips	Weekday PM Peak Hour Trips		
				Total	In	Out
Existing I Zoning						
Manufacturing <i>Internal Trips (10%)</i>	140	62,000 SF	295 -30	46 -4	14 -1	32 -3
Food Cart Pod <i>Internal Trips (10%)</i> <i>Pass-by Trips (43%)</i>	926	4 Carts	191 -19 -74	25 -3 -9	14 -2 -5	11 -1 -4
Total Trips <i>Internal Trips</i> <i>Pass-by Trips</i> Estimated Net Trips			486 -49 -74 363	71 -7 -9 55	28 -3 -5 20	43 -4 -4 35
Proposed CMX Zoning						
Fast-Food Restaurant with Drive-Through <i>Internal Trips (10%)</i> <i>Pass-by Trips (55%)</i>	934	3,000 SF	1,402 -140 -694	99 -10 -49	51 -5 -25	48 -5 -24
Marijuana Dispensary <i>Internal Trips (10%)</i> <i>Pass-by Trips (25%)</i>	882	3,000 SF	633 -63 -143	57 -6 -13	28 -3 -6	29 -3 -7
Shopping Plaza (with Supermarket) <i>Internal Trips (10%)</i> <i>Pass-by Trips (40%)</i>	821	42,800 SF	4,044 -404 -1,456	386 -39 -139	185 -19 -67	201 -20 -72
Total Trips <i>Internal Trips</i> <i>Pass-by Trips</i> Estimated Net Trips			6,079 -607 -2,293 3,179	542 -55 -201 286	264 -27 -98 139	278 -28 -103 147
Trip Generation Difference (Proposed – Existing)						
Trip Difference (Proposed Zoning – Existing Zoning)			+2,816	+231	+119	+112

As summarized in Table 9, the rezone increases the trip generation potential of the site on both a daily and weekday p.m. peak hour basis. This will require additional analysis to show that a “significant impact” does not occur.

TRIP DISTRIBUTION AND ASSIGNMENT

A commercial development at this location is expected to primarily serve the surrounding residential communities, with a substantial number of trips also arriving as pass-by trips from US 97. The estimated trip distribution is shown in Figure 2 along with the assignment of the trip difference in primary trips onto the transportation system and pass-by trips.

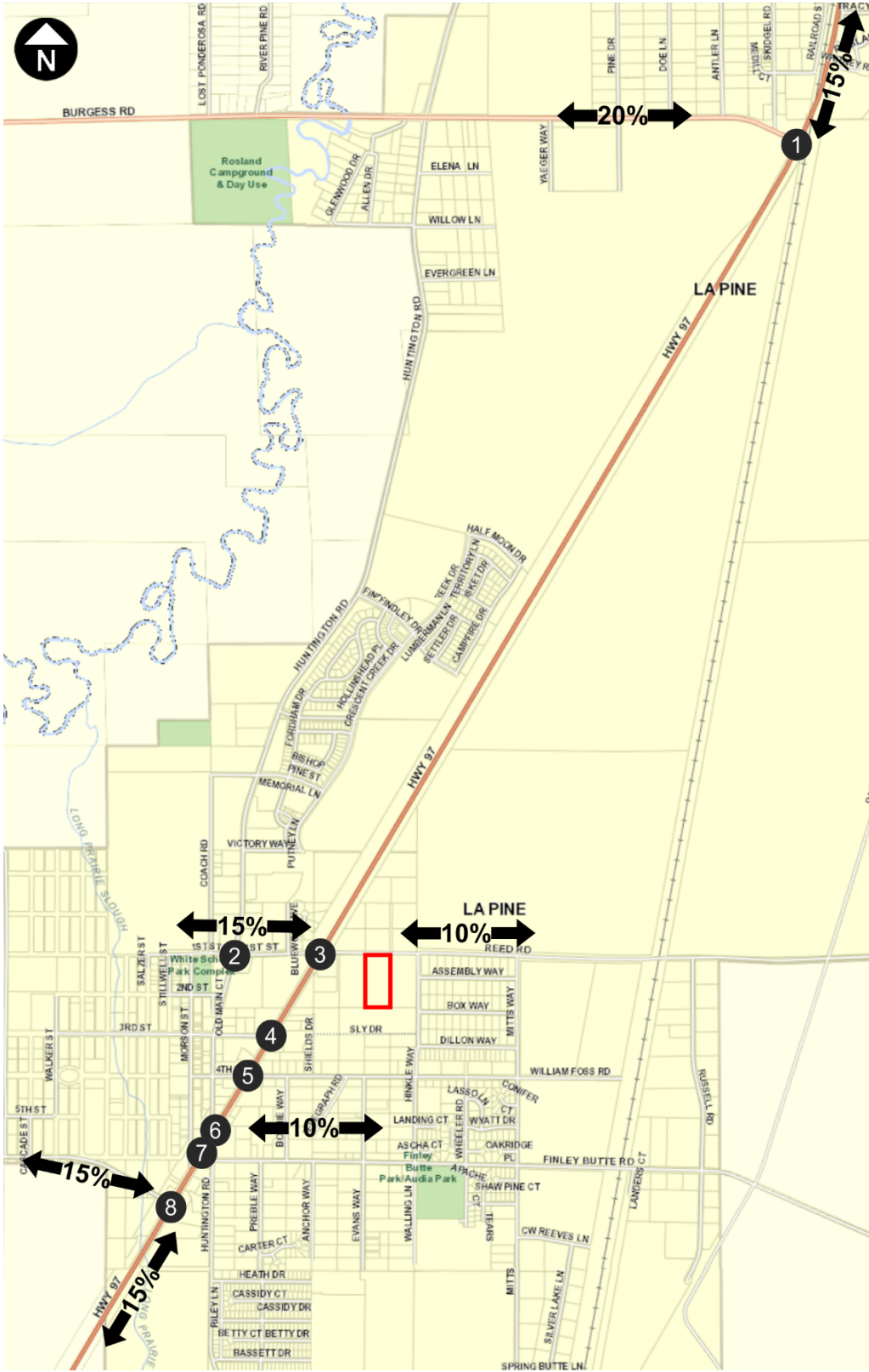
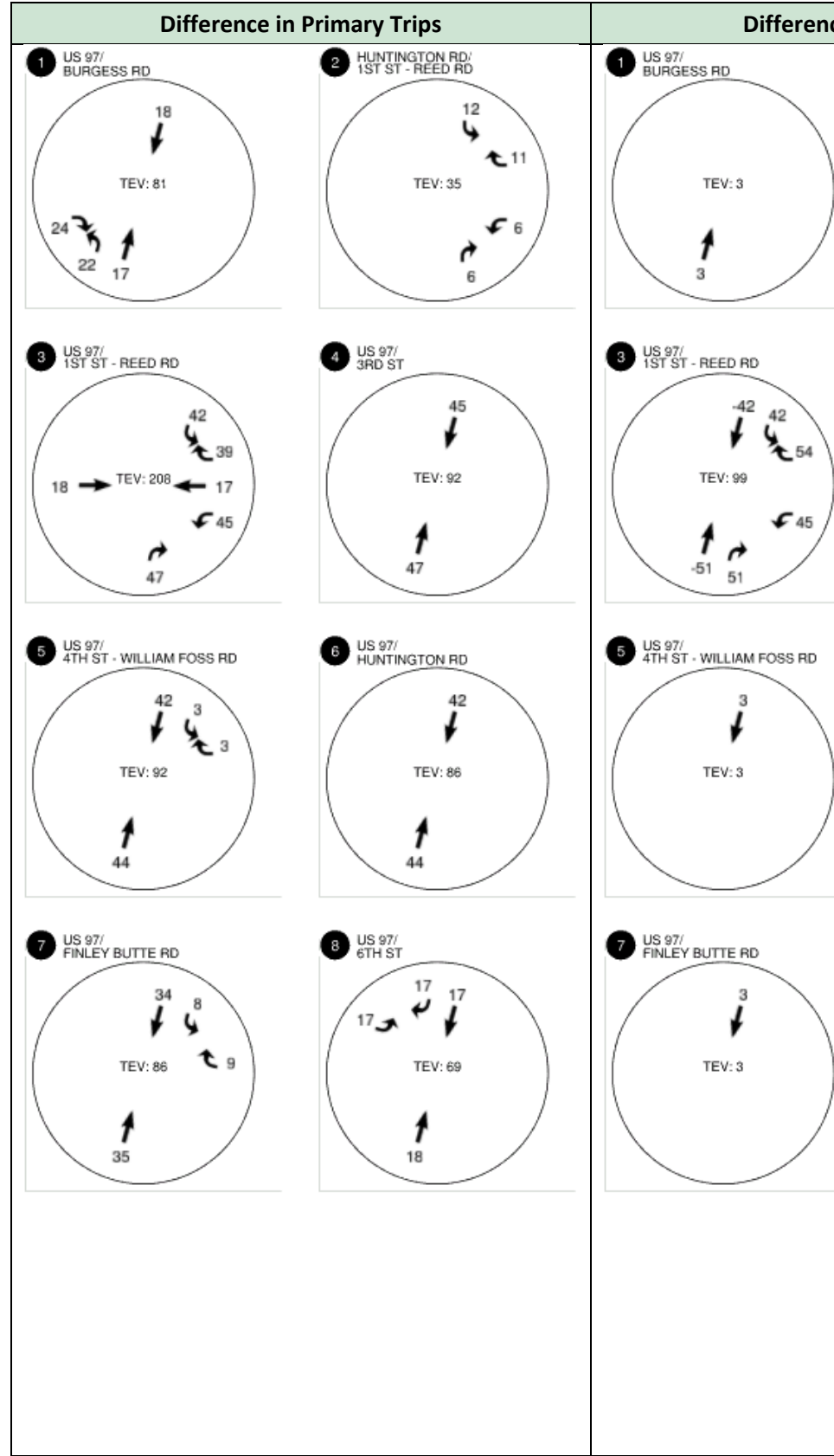


Figure 2. Estimated Trip Distribution and Trip Assignment, Weekday PM Peak Hour.



REVISED APPROACH

The trip generation and assignment data provided in Figure 2 shows a substantial trip increase would occur at the constrained intersection of US 97/1st Street – Reed Road with the rezone, with the land use action adding over 300 weekday p.m. peak hour trips to a location that is already constrained and that has been identified as deficient within other long-term analyses. While the development flexibility of the outright CMX zoning would be beneficial to provide the best and highest property use, a revised scenario was prepared to better reflect actual development plans that are being contemplated for the site. This scenario can be translated to trips and used as a “trip cap” or left as a density and applied as a density cap, as either approach would provide the same impacts.

The proposed density limitation would restrict the five-acre site to 100 apartment units (encompassing about three acres) and 40,000 square-foot of mini-storage space (within the remaining two acres). It was assumed that the residential component consisted of “low-rise” apartments that are two- or three-stories in height. The results of this scenario are presented below in Table 10.

Table 10. Limited Trip Generation Scenario (CMX Zoning), ITE 11th Edition

Land Use	ITE Code	Size	Weekday Daily Trips	Weekday PM Peak Hour		
				Total	In	Out
Existing Industrial Zoning						
Manufacturing <i>Internal Trips (10%)</i>	140	62,000 SF	295 -30	46 -4	14 -1	32 -3
Food Cart Pod <i>Internal Trips (10%)</i> <i>Pass-by Trips (43%)</i>	926	4 Carts	191 -19 -74	25 -3 -9	14 -2 -5	11 -1 -4
Total Trips <i>Internal Trips</i> <i>Pass-by Trips</i> Estimated Net Trips			486 -49 -74 363	71 -7 -9 55	28 -3 -5 20	43 -4 -4 35
Proposed (Limited) CMX Zoning						
Multifamily Housing (Low-Rise)	220	100 Units	674	51	32	19
Mini-Warehouse	151	40,000 SF	58	6	3	3
Total Trips			732	57	35	22
Trip Generation Comparison						
Proposed – Existing Trips			+369	+2	+15	-13

Table 10 shows that the proposed mix of uses generate nearly double the overall trips on a weekday daily basis, but during the critical weekday p.m. peak hour (which serves as ODOT’s design hour) this difference is only an increase of +2 weekday p.m. peak hour trips, albeit with some difference between the inbound and outbound travel patterns. When the pass-by trips are assigned to the roadway system (as these trips will continue to impact the US 97/1st Street – Reed Road intersection) this difference is further reduced, as shown within the trip distribution and assignment in Figure 3.

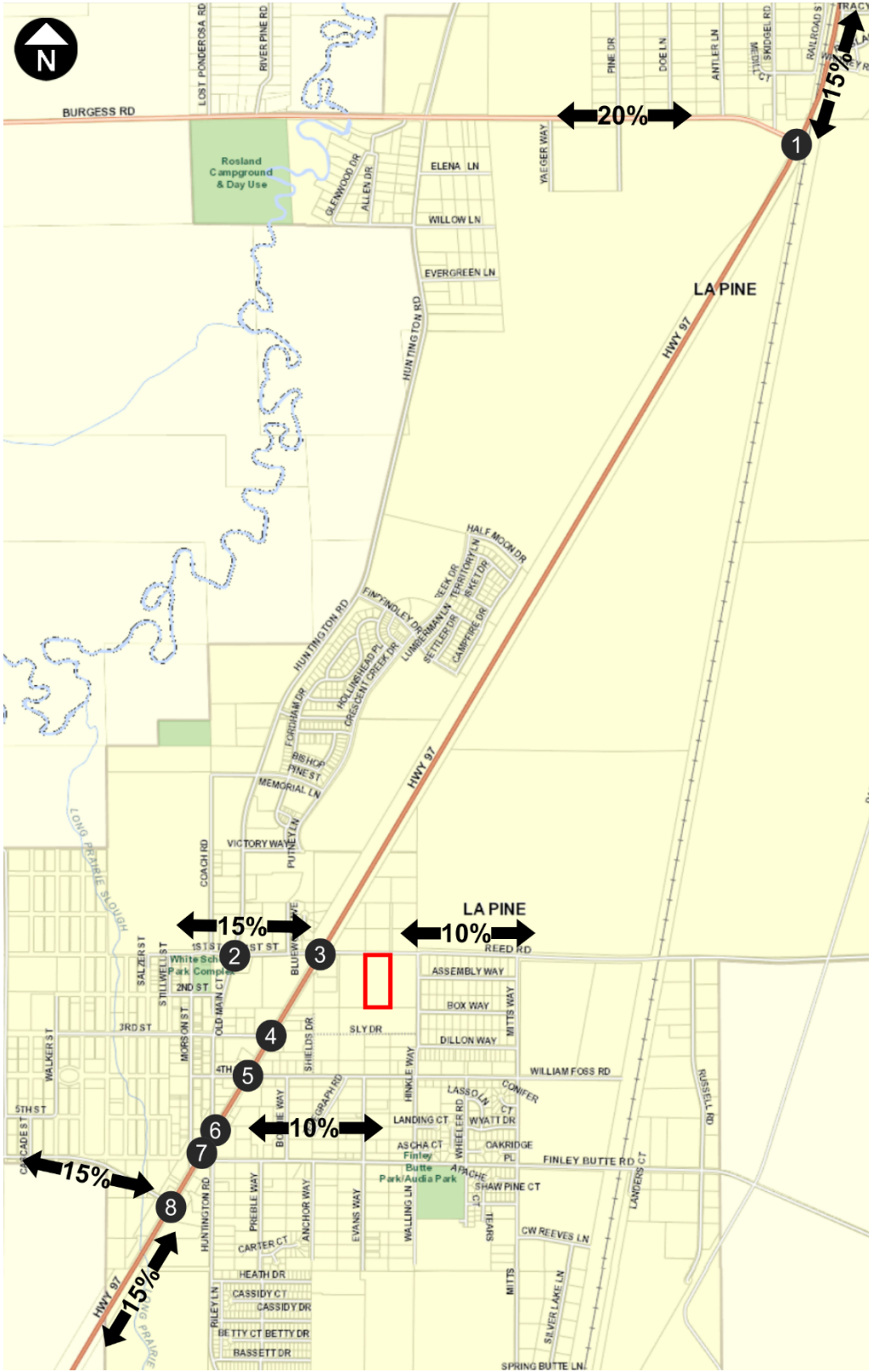


Figure 3. Estimated Trip Distribution and Trip Assignment with Trip Limitation, Weekday PM Peak Hour.

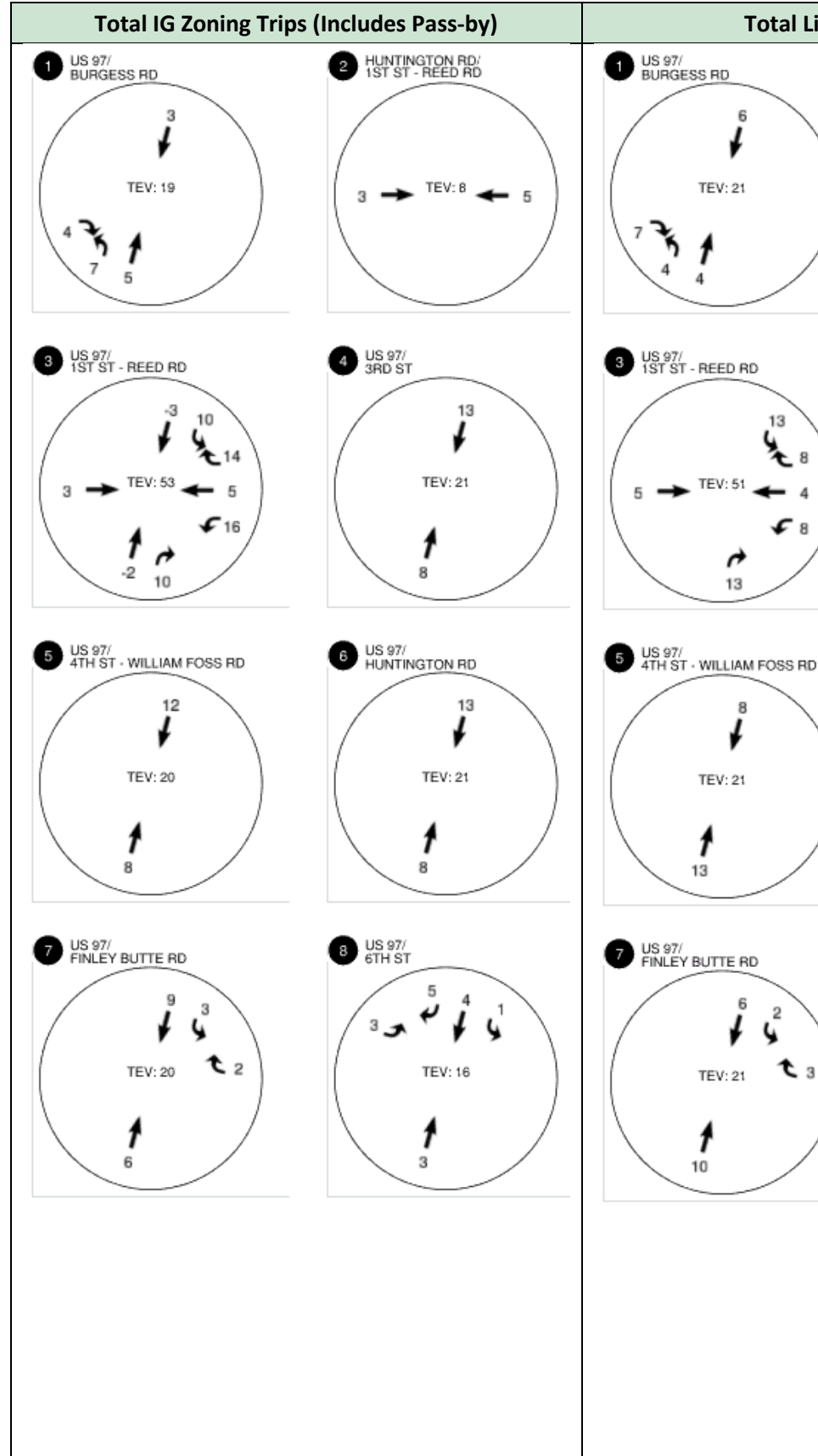


Figure 3 shows that with the land use restrictions in place the rezone does not exceed a two-vehicle impact at any of the nearby study intersections. This level of impact would not trigger additional analysis or be considered significant. While the daily trips show a +369 trip increase, with the 1st Street – Reed Road corridor classified as an *Arterial* and historical (pre-COVID) March 2019 counts showing about 310 peak hour vehicles (about 3,100 daily trips). While a specific volume threshold for La Pine’s arterials was not identified, this level of trips would be well within an acceptable range with or without the rezone, and accounting for forecast growth in La Pine would not alter its designation.

TRANSPORTATION PLANNING RULE COMPLIANCE

Table 11 summarizes the applicable criteria for compliance with the Transportation Planning Rule. Further discussion of the applicable items noted in the table is provided below.

Table 11. Summary of Criteria in OAR 660-012-0060

Section	Criteria	Applicable?
1	Describes how to determine if a proposed land use action results in a significant impact.	Yes, see response below
2	Describes measures for complying with Criterion #1 where a significant impact is determined.	Yes, see response below
3	Describes measures for complying with Criteria #1 and #2 without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility.	No
4	Determinations under Criteria #1, #2, and #3 are coordinated with other local agencies.	Yes
5	Indicates that the presence of a transportation facility shall not be the basis for an exception to allow development on rural lands.	No
6	Indicates that local agencies should credit developments that provide a reduction in trips.	No
7	Outlines requirements for a local street plan, access management plan, or future street plan.	No
8	Defines a mixed-use, pedestrian-friendly neighborhood.	No
9	Outlines requirements under which a local government may find that an amendment to a zoning map does not significantly affect an existing and planned transportation facility.	No
10	Outlines requirements under which a local government may amend a plan without applying performance standards related to motor vehicle traffic congestion, delay or travel time.	No
11	Outlines requirements under which a local government may approve an amendment with partial mitigation.	No

As noted in Table 11, there are three criteria that apply to this specific Plan and Land Use Regulation Amendment. These criteria are provided below in italics with responses shown in standard font.

OAR 660-012-0060 (1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule, 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)(A) Result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(c)(B) Degrade existing or planned facilities such that they would not meet the performance standards in the adopted TSP, or

(c)(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards in the TSP.

Response: The proposed rezone without land use limitations shows the potential to generate over 300 additional trips at the constrained US 97/Reed Road – 1st Street intersection. As this location has already been shown to operate above ODOT’s mobility standard within other nearby rezone projects, this level of impact would create a significant impact.

OAR 660-012-0060 (2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below...

(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.

Response: The rezone proposes a “trip cap” of 57 weekday p.m. peak hour trips or density limitation that would limit the site to 100 multifamily units and 40,000 square-feet of mini-storage uses. Exceeding these thresholds would require re-evaluation of the system to again review its adequacy to support higher levels of development. With this limitation in place the site would generate approximately the same number of trips during the critical weekday p.m. peak hour (ODOT design hour) and result in no changes to adopted transportation plans.

OAR 660-12-0060 (4) Determinations under sections (1)–(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

Response: The proposed rezone is located near an ODOT facility (US 97 corridor). The rezone will therefore require coordination with and approval by ODOT. A copy of this study will be provided to ODOT for their review and comment.

FINDINGS AND RECOMMENDATIONS

This analysis shows that the rezone of the five-acre parcel located on 1st Street in La Pine from Industrial (I) to Commercial Mixed-Use (CMX) has the potential to result in a significant impact on the transportation system, with about +300 added weekday p.m. peak hour trips impacting the nearby traffic signal in a comparative “worst case” trip generation scenario. This level of density and types of uses are not desired by the owner, so a condition is instead requested that would limit the site to generate up to 57 weekday p.m. peak hour trips (based on development of up to 100 apartment units and 40,000 square-feet of mini-storage). With this land use limitation assigned to the overall parcel the difference in trip generation potential would be +2 weekday p.m. peak hour trips, which would not result in a significant impact.

This application only supports the rezone of the property and therefore provides a comparative analysis to the existing zoning potential consistent with the Transportation Planning Rule requirements for Plan Amendments. Further assessment of the actual impacts will be required when specific development plans are finalized, and this assessment will need to consider the full impact of the site in comparison to its current uses.

Please let me know if you have any questions on this report, I can be reached at (503) 997-4473 or via email at joe@transightconsulting.com.

Attachments:

- Historical Year 2019 Traffic Counts