



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

Zone Change/Comp Plan Amendment Application

Zoning Map Amendment Fee \$6,000.00

File Number # _____

Applicant Name OREGON 97 INVESTMENTS LLC Phone 720.876.8771 Fax _____
C/O MAA Group LLC
 Address 2095 Fairmont Blvd City Eugene State OR Zip Code 97403
 Email tareq@maagroupco.com
 Property Owner OREGON 97 INVESTMENTS LLC Phone _____ Fax _____
 Address PO BOX 1680 City La Pine State OR Zip Code 97739
 Email (optional) _____

ZONE CHANGE/ COMP PLAN DESCRIPTION

Property Location (address, intersection of cross street, general area)
2110360000107, South of Rosland Road, situated east of Drafter Road

Assessors Parcel Number T-15, R-13, Section _____ Tax Lot(s) 2110360000107



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Present Zoning I Total Land Area _____ (Square Ft.) 2.88 (acres)

Present Land Use Vacant

Proposed Zoning CMX Total Land Area _____ (Square Ft.) 2.88 (acres)

Attach a statement explaining evidence you plan to present to the Planning Commission to enable them to make a decision (See Attached). Applications will not be accepted without a detailed preliminary site plan drawn to scale. I understand that false statements made on this application may cause subsequent approval to be NULL AND VOID.

FOR OFFICE USE ONLY

Received By: _____

Amendment Fee Paid: _____

Receipt #: _____

AMENDMENTS

Authorization to Initiate Amendments. An amendment to the text of these standards, or to a zoning or plan map may be initiated by either City Council or the Planning Commission. A property owner may initiate a request for a map or text amendment by filing an application with the City using the form(s) prescribed.

Zone/Plan Map Amendments. The City shall, within 45 days after filing of a petition by a property owner for a zone change/plan amendment hold a public hearing in accordance with the



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provisions of the procedures. Prior to the hearing the City shall refer the proposed amendment to the Planning Commission for their review and a recommendation; the recommendation of the Commission shall be made a part of the record at the hearing.

Justifying the zone change or plan amendment. The burden of proof is upon the applicant to show how the proposed zone change or plan amendment is:

- (1) In conformity with all applicable State statutes
- (2) In conformity with the State-wide planning goals where applicable
- (3) In conformity with the Comprehensive Plan, land use requirements and policies;
- (4) Needed due to a change of circumstances or a mistake in the original zoning .

Tentative Approval. Based on the facts presented at the hearing and the recommendation of the Planning Commission, if the City determines that the applicant has met all applicable criteria for the proposed change, the City shall give tentative approval of the proposed change. Such approval shall include any conditions, stipulations or limitations which the City determines to be necessary to meet the criteria. An appeal of the City's decision shall be effected in the manner provided for in the standards. Upon completion of hearings process, the council shall, by order, effect the zone reclassification of the property. Provided, however, if the applicant fails to abide by the conditions attached to the rezoning the Council may, at a later date, rezone the affected property to its original zoning by order.

Public Hearing on Amendments. If a map change is initiated by the Planning Commission or City Council, or if an amendment to the text of these standards is to be considered, the City Council shall hold a public hearing on the proposed change. Notice of the hearing shall be

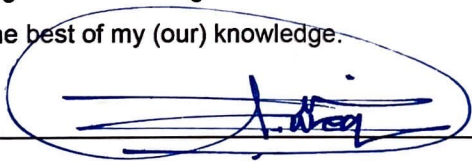


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published in a newspaper of general circulation in the City the week prior to the hearing. Before establishing a map change, the Council shall make findings that the proposed change meets the criteria set forth in code. Any change affected under this section shall be by ordinance.

By signing, the undersigned certifies that he/she has read and understood the requirements outlined above, and that he/she understands that omission of any listed item may cause delay in processing this application.

I (We) the undersigned acknowledge that the information supplied in this application is complete and accurate to the best of my (our) knowledge.

Applicant:  Date: 09.29.2023
Signature

Owner/Agent: Raymond S. Dantz Date: 9-29-23
(Circle One) Signature

If you are the authorized agent, please attach the letter of authorization signed by the owner.

NOTE: This may not be a complete list of information required to process and decide this request, and additional information may be required after further

288528 AM

After recording send to:

Return to:


Send tax statements to:
Oregon 97 Investments LLC
17045 Whitney Rd.
La Pine, OR 97739

Deschutes County Official Records	2019-22522
D-D	
Stn=1 BN	06/28/2019 02:10 PM
\$40.00 \$11.00 \$10.00 \$61.00 \$6.00	\$128.00
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	

Name / title of transaction: Warranty Deed

Statement of Consideration required by ORS 93.030:
The true and actual monetary consideration for this transfer is \$8,050,000.

Grantor / Direct Party Name and Address:
Liberty Oregon 97 LLC, an Oregon limited liability company

Grantee / Indirect Party Name and Address:
Oregon 97 Investments LLC, an Oregon limited liability company
17045 Whitney Rd.
La Pine, OR 97739

WARRANTY DEED
(in statutory form)

GRANTOR: Liberty Oregon 97 LLC, an Oregon limited liability company
conveys and warrants to

GRANTEE: Oregon 97 Investments LLC, an Oregon limited liability company

the real property described in EXHIBIT "A", free of encumbrances except as specifically set forth in EXHIBIT "A".

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

Return to: 

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: June 27, 2019

LIBERTY OREGON 97 LLC,
an Oregon limited liability company

by: Samit
Samit Soniminde, managing member

STATE OF OREGON)
County of Deschutes) ss.

On June 27, 2019, the above-named Samit Soniminde, being first duly sworn, stated that, as the managing member of Liberty Oregon 97 LLC, he duly executed the foregoing deed on behalf of Liberty Oregon 97 LLC and he acknowledged the foregoing deed on behalf of Liberty Oregon 97 LLC.

Diane E
Notary Public for Oregon
My Commission Expires:

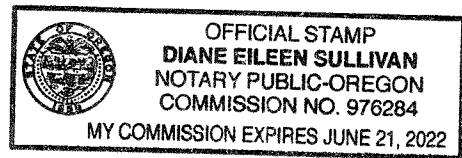


EXHIBIT "A"
LEGAL DESCRIPTION

PARCEL 1:

Lots 2, 3, 4, 5 and 6, WICKIUP COMMERCIAL COMPLEX, recorded November 3, 1999 in Cabinet E, page 355, Deschutes County, Oregon.

Together with that vacated portion of Wendy Road and vacated Whitney Road which inured to said Lots by Ordinance No. 2018-03 recorded June 18, 2018 as Instrument No. 2018-24937, Deschutes County Records.

EXCEPTING THEREFROM that portion of Lots 4 and 5 conveyed to the State of Oregon, by and through its Department of Transportation by Warranty Deed recorded October 21, 2014, Instrument No. 2014-35221, Deschutes County, Records.

PARCEL 2:

Lot 1, Block 3, LAPINE MEADOWS NO., recorded November 30, 1979 in Cabinet B, Page 703, Deschutes County, Oregon

PARCEL 3:

A parcel of land lying in the SE1/4SE1/4 of Section 36, Township 21 South, Range 10 East, Willamette Meridian, Deschutes County, Oregon and being a portion of that property, designated as Parcel 2, described in that Warranty Deed to the State of Oregon, by and through its State Highway Commission, recorded June 1, 1953 in Book 104, Page 187 Deschutes County Records; the said parcel being the Westerly and Northwesterly 100.00 feet of said property lying Southerly of the relocated Rosland Road, as described in that Commissioners Journal Order No. 81-238, recorded April 29, 1981 in Book 37, Page 825, Deschutes County Records.

ALSO a parcel of land lying in the SW1/4SE1/4 of Section 36, Township 21 South, Range 10 East, Willamette Meridian, Deschutes County, Oregon and being a portion of that property described in that Warranty Deed to the State of Oregon, by and through its State Highway Commission, recorded October 7, 1953 in Book 105, Page 251, Deschutes County Records; the said parcel being the Northwesterly 100.00 feet of said property.

SUBJECT TO:

1. An easement including the terms and provisions thereof, affecting the portion of said premises and for the purposes stated therein as reserved in instrument:

Recorded: November 21, 1908

Instrument No.: 5-372

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Recorded: November 21, 1908
Instrument No.: 5-372

2. An easement including the terms and provisions thereof, affecting the portion of said premises and for the purposes stated therein as set forth in instrument:

Granted To: Pacific Telephone and Telegraph Company

Recorded: September 8, 1928

Instrument No.: 46-244

3. Limited access provisions contained in Deed from Inez Toledano Kellems, also known as Inez Toledano Kellams and Jesse Randolph Kellems to State of Oregon, by and through its State Highway Commission, which provided that no right or easement of right of access to, from or across the State Highway other than expressly therein provided for shall attach to the abutting property,

Recorded: June 1, 1953

Instrument No.: 104-187

4. Limited access provisions contained in Deed from W. Ovid Evans and Helen S. Evans, husband and wife to State of Oregon, by and through its State Highway Commission, which provided that no right or easement of right of access to, from or across the State Highway other than expressly therein provided for shall attach to the abutting property,

Recorded: October 7, 1953

Instrument No.: 105-251

5. Covenants, conditions and restrictions, but omitting any covenant or restriction based on race, color, religion, sex, sexual orientation, disability, handicap, familial status, marital status, ancestry, national origin or source of income, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law.

Recorded: November 30, 1979

Instrument No.: 312-437

6. Setback Line as shown on the official plat of La Pine Meadows No.

7. An easement including the terms and provisions thereof, affecting the portion of said premises and for the purposes stated therein as set forth in instrument:

Granted To: State of Oregon, by and through its Department of Transportation

Recorded: June 7, 1996

Instrument No.: 412-0334

(Affects Lot 2)

Said easement also shown on the official plat of said land.

8. An easement including the terms and provisions thereof, affecting the portion of said premises and for the purposes stated therein as set forth in instrument:

Granted To: La Pine Special Sewer District

Recorded: May 28, 1998

Instrument No.: 495-1306

(Affects Lots 2, 4 & 5)

Said easement also shown on the official plat of said land.

9. An easement including the terms and provisions thereof, affecting the portion of said premises and for the purposes stated therein as set forth in instrument:

Granted To: Midstate Electric Cooperative, Inc., a cooperative

Recorded: August 10, 1999

Instrument No.: 1999-39013

Said easement also noted on official plat of said land.

10. US West telephone line as shown on the official plat of said land.

(Affects Lot 5)

11. Public access and utility easement as shown on the official plat of said land.

12. Conditions of Approval Agreement, including the terms and provisions thereof,

Recorded: November 22, 1999

Instrument No.: 1999-55973

Between: Deschutes County, a political subdivision of the State of Oregon

And: Gordon W. Wanek and Henrietta A. Wanek, husband and wife

(Affects Lot 5)

13. Building Use Restrictions as disclosed in document,

Recorded: February 22, 2001

Instrument No.: 2001-08114

14. License to Use Right of Way, including the terms and provisions thereof,

Recorded: December 31, 2008

Instrument No.: 2008-50755

Between: City of La Pine, an Oregon Municipal Corporation

And: Wickiup, LLC, an Oregon Limited Liability Company

15. Road Maintenance Agreement, including the terms and provisions thereof,

Recorded: December 31, 2008

Instrument No.: 2008-50772

Between: Wickiup, LLC, an Oregon Limited Liability Company

And: City of La Pine, an Oregon Municipal Corporation

16. Water Easement Agreement, including the terms and provisions thereof,
Recorded: February 1, 2016
Instrument No.: 2016-03618
Between: Wickiup, LLC, an Oregon Limited Liability Company
And: City of La Pine, an Oregon Municipal Corporation
(Affects Lot 4)

17. Water Easement Agreement, including the terms and provisions thereof,
Recorded: February 1, 2016
Instrument No.: 2016-03619
Between: Wickiup, LLC, an Oregon Limited Liability Company
And: City of La Pine, an Oregon Municipal Corporation
(Affects Lot 6)

18. Water Easement Agreement, including the terms and provisions thereof,
Recorded: February 1, 2016
Instrument No.: 2016-03620
Between: Wickiup, LLC, an Oregon Limited Liability Company
And: City of La Pine, an Oregon Municipal Corporation
(Affects Lot 5)

19. Declaration of Covenants, conditions and restrictions, but omitting any covenant or restriction based on race, color, religion, sex, sexual orientation, disability, handicap, familial status, marital status, ancestry, national origin or source of income, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law.
Recorded: May 27, 2016
Instrument No.: 2016-020611

20. An easement including the terms and provisions thereof, affecting the portion of said premises and for the purposes stated therein as set forth in instrument:
Granted To: J R Zukin Corp, a California corporation, dba Meadow Outdoor Advertising
Recorded: May 27, 2016
Instrument No.: 2016-020615
Re-recorded: June 26, 2016
Instrument No.: 2016-024346
Re-recorded: June 22, 2016
Instrument No.: 2016-024724
(Affects Lot 2)

21. Conditions, Reservations and Restrictions as disclosed in document,
Recorded: July 15, 2016

Instrument No.: 2016-28167

22. Easement for existing public utilities in vacated street area and the conditions imposed thereby.

Reserved by vacation order recorded: June 18, 2018

Instrument No.: 2018-24937

23. Rights of tenants under existing leases or tenancies.

City of La Pine
Comprehensive Plan Map Amendment and Zone Change
Burden of Proof Narrative

- Applicant:** Oregon 97 Investments LLC
C/O MAA Group LLC
2095 Fairmont Blvd
Eugene, OR 97403
- Owner:** Oregon 97 Investments LLC
Rajinder Singh Dhote
2368 Kokanee Way
Lebanon, OR 97355
- Engineer:** Ashley and Vance Engineering, Inc.
Jack Mitchell
33 NW Franklin Avenue, Suite 110
Bend, OR 97703
- Traffic Engineer:** Transight Consulting, LLC
Joe Bessman
61271 Splendor Lane
Bend, OR
- Planner:** Blackmore Planning and Development Services, LLC
Greg Blackmore
19454 Sunshine Way
Bend, OR 97702
- Location:** The property is located in the northeast quadrant of the City of La Pine, east of Hwy 97 and south of Rosland Road. The western (triangular) portion of the site has been assigned the address of 17125 Rosland Road and the properties are identified by the Deschutes County Tax Assessor as 211036DC00100 and 2110360000107.
- Request:** The proposal is for a Comprehensive Plan Map Amendment and Zone Change to convert the 2.88-acre strip of land from an Industrial (I) Designation and Zone, to a Mixed Use Commercial (CMX) Designation and Zone.

I. Applicable Criteria and Procedures:

1. City of La Pine Development Code

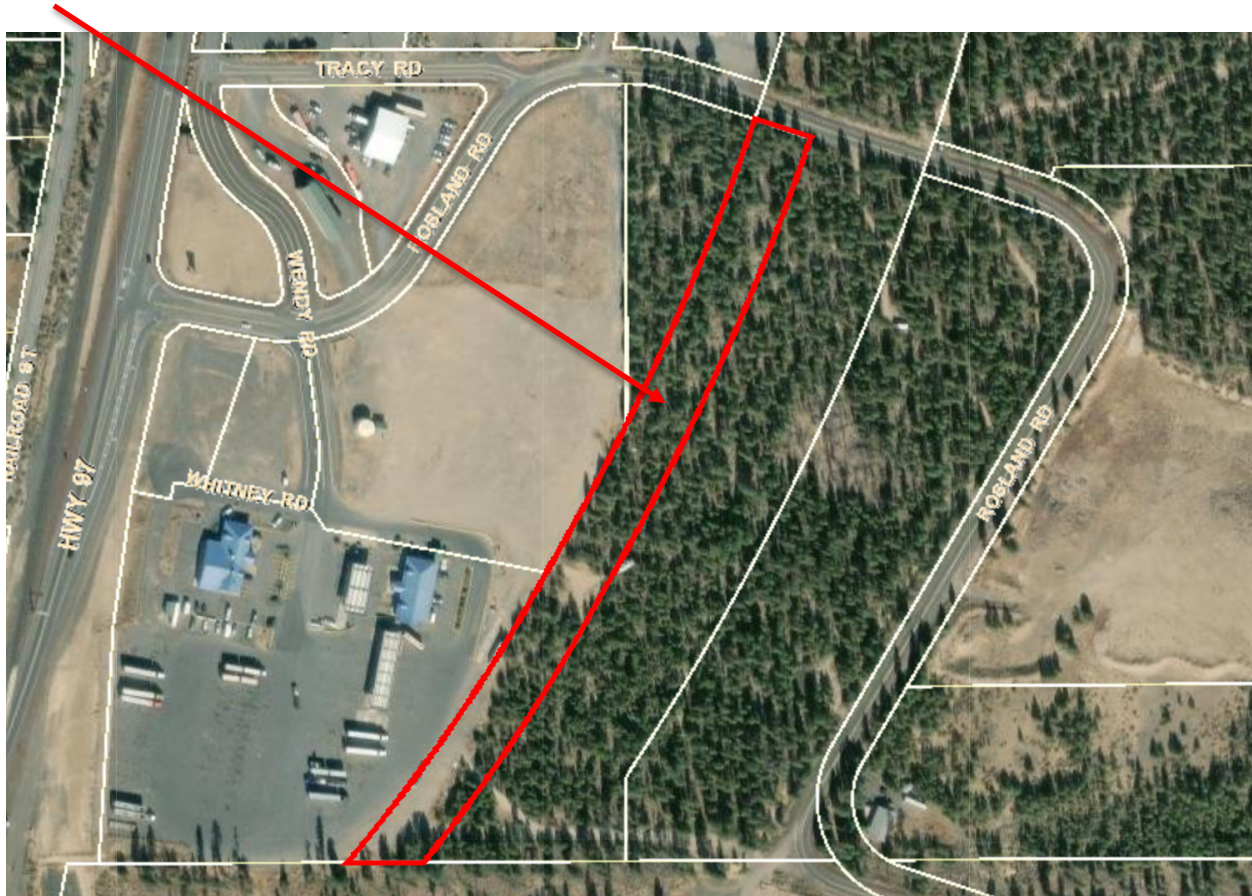
- ARTICLE 3 – ZONING DISTRICTS
 - Chapter 15.22 - Commercial and Mixed-Use Zones
 - Chapter 15.24 – Industrial and Public Facilities Zones
- ARTICLE 7 - PROCEDURES
- ARTICLE 8 – APPLICATIONS AND REVIEWS
 - Chapter 15.334 – Text and Map Amendments

2. Oregon Administrative Rules (OAR)

- 660-012 Transportation Planning Rule (TPR)
- 660-015 Oregon Statewide Planning Rule

II. General Facts:

1. LOCATION: The property is located in the northeast quadrant of the City of La Pine, east of Hwy 97 and south of Rosland Road. The property has not been assigned the address; it is identified by the Deschutes County Tax Assessor as 2110360000107.

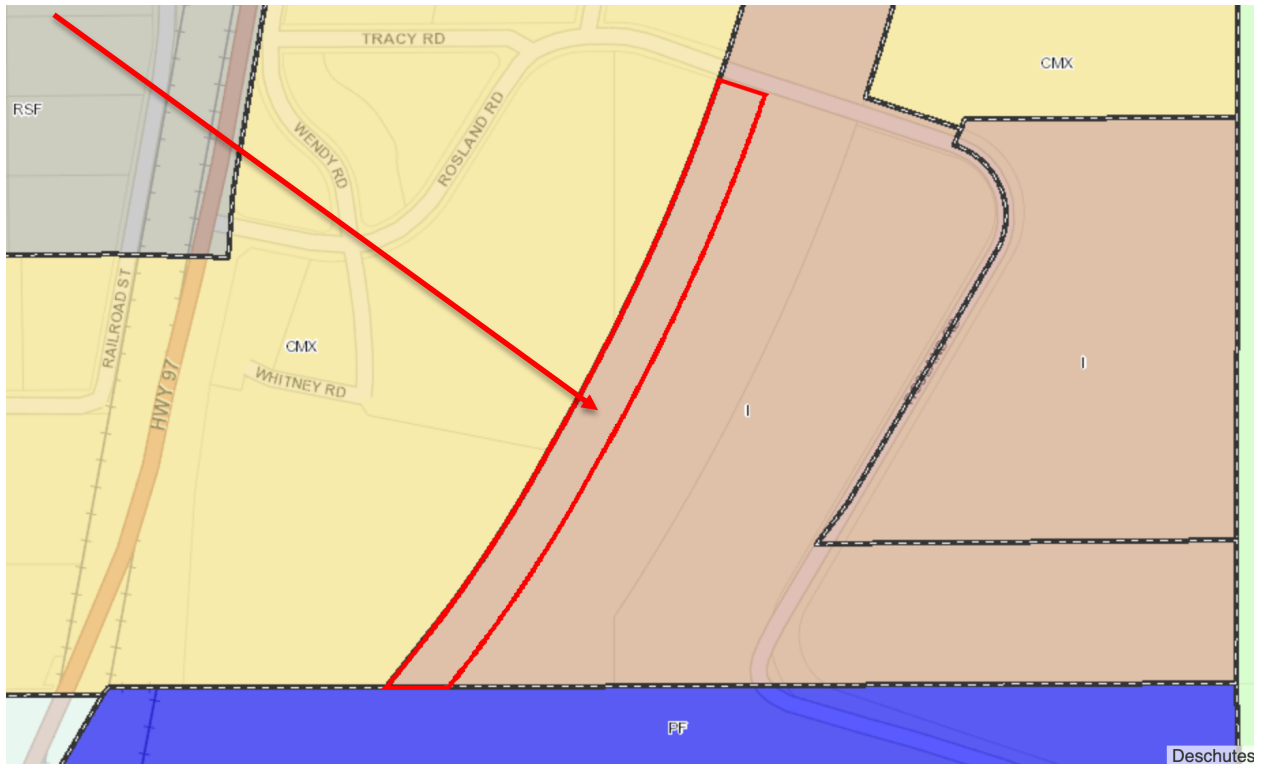


2. EXISTING ZONING AND COMPREHENSIVE PLAN DESIGNATIONS: The property is zoned and designed Industrial (I). With this application the applicant proposes to change the Industrial (I) zone and designation to Commercial Mixed Use (CMX).

3. SITE DESCRIPTION & SURROUNDING USES: The property is 2.88 acres in size and irregular in shape. The overall property is vacant and vegetated with native vegetation including antelope bitterbrush and Idaho fescue, along with lodge pole pine trees. Soils consist of NRCS 115A Soil – Shananan loamy coarse sand. The property generally level and unimproved; it is intersected by a couple informal trails. The property is located outside of any FEMA designated floodway and/or floodplain.

Surrounding Zoning -

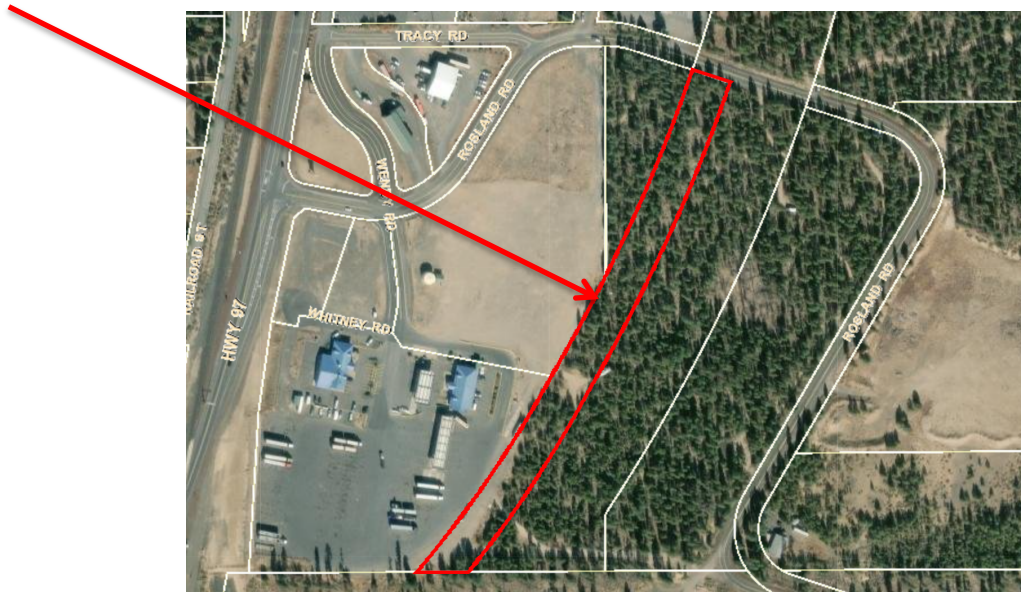
An excerpt from the La Pine Zoning Map is included below:



As shown on the map, the properties to the west and northeast are zone CMX, an area to the north (ODOT property) is zoned I, the properties to the east are zoned I, and the properties to the south are zoned Public Facilities (PF).

Surrounding Development –

An aerial image documenting the surrounding development is included below:



The property to the northwest is developed with the Moose Lodge. The remaining properties to the north, east, and south are vacant and undisturbed. The area to the northwest is vacant but has previously been cleared and the area to the southwest is developed with the La Pine Travel Center, including fuel stations, a convenience store, and a restaurant.

Rosland Road (abutting the property to the north) is classified as a local road and developed within 60 feet of right-of-way. It contains travel lanes without curbs, sidewalks or bike lanes. Water and sewer mains are located within Rosland Road, west of Drafter Road.



4. PROPOSAL: The proposal consists a Comprehensive Plan Map Amendment and Zone Change that will convert the 2.88-acre area of land property from an Industrial (I) Designation and Zone, to a Mixed Use Commercial (CMX) Designation and Zone.

5. EXHIBITS: In addition to this burden of proof statement, the applicant submits the following exhibits in support of this proposal:

- Application Form and Fee
- Ownership Deed
- Title Report
- Existing and Proposed Comprehensive Plan and Zoning Map
- Architectural Plan Set – *Concept Plan for the site*
 - Title Sheet
 - Site Plans
 - Elevations
 - Trash Enclosure Details

- Engineering Plan Set – *Concept Plan for the site*
 - Title Sheet
 - Existing Conditions and Demo Plan
 - Site and Utility Plans
 - Grading and Drainage Plan
- Landscape Plans – *Concept plan for the site*
- Traffic Report

6. APPLICATIONS: The applicant plans to entitle the property for the development of an RV park.

Comprehensive Plan Map Amendment and Zone Change– Current application for the eastern 2.88 acre unit of land, changing the zone and designation from I to CMX. Details of conformance with applicable standard and criteria are addressed herein.

Site Plan/Design Review & CUP – Future application for the combined 1.53 and 2.88 acre unit of land.

Property Line Adjustment / Consolidation – Separate from this application, but prior to submittal of the Site Plan and CUP, the applicant intends on submitting an application for a Property Line Adjustment / Consolidation, to reconfigure the property into the single unit of land, consistent with the configuration noted on the Plan Set.

III. Conformance with Procedures, Standards, and Approval Criteria that are Applicable to the Comprehensive Plan Map Amendment and Zone Change

Article 7 - PROCEDURES

CHAPTER 15.202. - SUMMARY OF APPLICATION TYPES AND GENERAL PROVISIONS

Sec. 15.202.010. - Purpose and applicability.

- A. Purpose.** The purpose of this chapter is to establish decision-making procedures that will enable the city, the applicant, and the public to reasonably review applications and participate in the local decision-making process in a timely and effective way. Table 15.202-1 provides a key for determining the review procedure and the decision-making body for particular applications.

Applicant Response: This section establishes a purposes statement and does not contain any measurable development standards or approval criteria.

B. *Applicability of review procedures.* All land use and development permit applications, except building permits, shall be decided by using the procedures contained in this article as modified by any applicable application-specific procedures identified in articles 8 and 9. The procedure "type" assigned to each application governs the decision-making process for that application. There are four types of review procedures as described in subsections 1—4 below. Table 15.202-1 lists the city's land use and development applications and corresponding review procedure(s).

- 1. *Type I procedure (ministerial staff review with no notice).*** Type I decisions are made by the city planning official, or his or her designee, without public notice and without a public hearing. A Type I procedure is used in applying city standards and criteria that do not require the use of discretion (i.e., there are clear and objective standards). The city planning official may elect to process a Type I application under a Type II procedure.
- 2. *Type II procedure (administrative/staff review with notice).*** Type II decisions are made by the city planning official, with public notice and an opportunity for appeal to the planning commission. Alternatively, the city planning official may refer a Type II application to the planning commission for its review and decision in a public meeting.
- 3. *Type III procedure (quasi-judicial review - public hearing).*** Type III decisions are made by the planning commission after a public hearing, with an opportunity for appeal to the city council except for decisions on all quasi-judicial comprehensive plan amendments and zone changes which must be adopted by the city council before becoming effective. Quasi-judicial decisions involve discretion but implement established policy. They involve the application of existing law or policy to a specific factual situation.
- 4. *Type IV procedure (legislative review).*** The Type IV procedure applies to the adoption of law or policy applicable citywide or to a broad geographical area of the city. Legislative actions provide for the establishment and modification of land use plans, policies, regulations, and guidelines. Type IV reviews are considered by the planning commission, which makes a recommendation to city council. City council makes the final decision on a legislative proposal through the enactment of an ordinance.

Table 15.202-1. Summary of Approvals by Type of Review Procedure

<i>Application*</i>	<i>Review Procedures</i>	<i>Applicable Regulations</i>
Map amendment (quasi-judicial zone change)	Type III	Chapter 15.344 [15.334]

Applicant Response: Changing the designation and zone from Industrial (I) to Commercial Mixed Use (CMX) is a quasi-judicial Map Amendment / Zone Change, which is processed as a Type III review.

Sec. 15.202.020. - Time limit and consolidated review.

A. Time limits.

1. Determination of completeness.

- a. Upon receipt of an application, the city planning official shall review the application for completeness.
 - i. Incomplete applications shall not be reviewed until all required information has been submitted by the applicant;
 - ii. If incomplete, the applicant shall be notified and shall have 180 days from the date the application was first submitted to supply the missing information or notify the city planning official in writing to process the application without missing information.
- b. The application shall be deemed complete either:
 - i. Upon receipt of the additional information; or
 - ii. [When]the applicant provides written notice to the city planning official to process the application without the missing information.
- c. Applications may be forwarded to affected agencies and departments for review and comment. If a county road or state highway might be impacted, referrals should be sent to Deschutes County public works and/or ODOT. Developments on any land illustrated on the NWI/LWI maps shall be referred within five days of receipt to the Oregon Division of State Lands.
- d. An applicant shall not submit any evidence to supplement its application during the 30 days following submittal of its application, except to respond to a request for additional information made under subsection
 - a. Any other evidence submitted by an applicant will not be considered in determining whether the application is complete and will be returned to the applicant.

2. 120-day rule. The city shall take final action on administrative and quasi-judicial land use applications, pursuant to this chapter,

including resolution of all appeals, within 120 days from the date the city planning official deems the application complete for purposes of processing, unless the applicant requests an extension in writing. Any exceptions to this rule shall conform to the provisions of ORS 227.178. (Note: The 120-day rule does not apply to legislative land use decisions.)

3. **100-day rule.** The city must take final action, including resolution of all local appeals on qualifying applications under ORS 227.180, within 100 days after the application is deemed complete. An application qualifies if it is submitted under ORS 227.175 and meets the following criteria:
 - a. The application is for development of a multi-family residential building containing five or more residential units within the urban growth boundary;
 - b. At least 50 percent of the residential units included in the development will be sold or rented as affordable housing. For the purposes of this section, "affordable housing" means housing that is affordable to households with incomes equal to or less than 60 percent of the median family income for the county in which the development is built or for the state, whichever is greater; and
 - c. The development is subject to a covenant appurtenant that restricts the owner and each successive owner of the development or a residential unit within the development from selling or renting any residential unit described in [paragraph] b of this section [3] as housing that is not affordable housing for a period of 60 years from the date of the certificate of occupancy.
 4. The periods set forth in this section during which a final decision on an application must be made may be extended for a reasonable period of time at the written request of the applicant, but total of all extensions, except as provided in subsection ORS 227.178(11) for mediation, may not exceed 245 days.
- B. *Time periods.*** In computing time periods prescribed or allowed by this chapter, the day of the act or event from which the designated period of time begins shall not be included. The last day of the period shall be included, unless it is a Saturday, Sunday, or a legal holiday, in which case the period runs until the end of the next day that is not on a weekend or legal holiday.
- C. *Consolidated review of applications.*** When an applicant applies for more than one type of application for the same one or more contiguous parcels of land, the proceedings shall be consolidated for review and decision. When proceedings are consolidated, required notices may be consolidated, provided the notice shall identify each application to be decided. When more than one application is reviewed in a hearing, separate findings and decisions shall be made on each application.

State Law reference— Applications for permits, etc., ORS 22.175; final action, ORS 117.178; application review, ORS 227.180.

Applicant Response: The applicant understands the time limit provisions of these sections and anticipates that the application will be processed in accordance with the applicable time limitations of this section¹.

Sec. 15.202.030. - City planning official's duties and development review committee.

- A. *City planning official's duties.*** The city planning official, or his or her designee, shall perform all of the following duties with regard to administration of this Development Code:
- 1. Prepare application forms based on the provisions of this Development Code and applicable state law;**
 - 2. Prepare required notices and process applications for review and action;**
 - 3. Assist the planning commission and city council in administering the hearings process;**
 - 4. Answer questions from the public regarding the city's land use regulations;**
 - 5. Prepare staff reports summarizing pending applications, including applicable decision criteria;**
 - 6. Prepare findings consistent with city decisions on land use and development applications;**
 - 7. Prepare notices of final decisions, file the notices in the city's records, and mail a copy of the notices to all parties entitled to notice under this Development Code; and**
 - 8. Maintain and preserve the file and record for each application.**

B. *Development review committee.* The development review committee may assist the city planning official in the review of proposed development and preparation of staff reports.

- 1. The following persons, parties and agencies shall constitute the membership of the city development review committee:**
 - a. Public works official.**
 - b. Engineering official.**
 - c. Police and/or county sheriff as applicable.**
 - d. Fire and rescue.**
 - e. Public utility representatives (water and sewer districts).**
 - f. School district representatives.**
 - g. Parks and recreation district director.**
 - h. Building official.**

¹ The development does not include residential units, therefore Sec. 15.202.020.3 does not apply.
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- i. **Any other person, party or agency deemed by city staff to be affected by the land use proposal or to have specific knowledge or expertise in regard to the specific proposal.**

Applicant Response: These sections establish duties of the Planning Department and the reviewing bodies. The applicant anticipates that the duties will be carried out as noted in these sections.

Sec. 15.202.040. - Pre-application conference.

- A. **A pre-application conference is encouraged for complex applications or for applicants who are unfamiliar with the land use process and is required for all Type III applications. The purpose of the conference shall be to acquaint the applicant with the substantive and procedural requirements of the applicable land use codes, to provide for an exchange of information regarding applicable requirements of the comprehensive plan, zoning code or land division code and to identify issues likely to arise in processing an application. The applicable zoning code may require that a pre-application conference be held for particular types of applications.**
- B. **Required pre-application conferences must be held no more than one year prior to the submittal of a Type III land use application. Requests for pre-application conferences shall be made on a form provided by the city.**

State Law reference— Planning and zoning hearings and review, ORS 227.160 et seq.

Applicant Response: A pre-application meeting was held with the City on May 17, 2023, in conformance with these provisions.

Sec. 15.202.050. - Neighborhood contact.

- A. ***Purpose and applicability.* Unless waived by the city planning official, applicants for master plans, subdivisions with more than ten lots, major variances and property owner-initiated for zone changes are required to contact neighboring property owners and offer to hold a meeting with them prior to submitting an application. This is to ensure that affected property owners are given an opportunity to preview a proposal and offer input to the applicant before a plan is formally submitted to the city, thereby raising any concerns about the project and the project's compatibility with surrounding uses early in the design process when changes can be made relatively inexpensively.**
- B. ***Notice.* Notice of the meeting must be given in writing to all property owners whose property is located within 100 feet of the site, at their addresses of record at the Deschutes County Assessor's office, at least 14 days before the meeting and at least 21 days before submitting the application to the city. The notice must state the time, place, and purpose of the meeting, including a description of the proposed development.**

- C. **Meeting place, date, and time.** The meeting must be held within the city limits at a location obtained or provided by the applicant with sufficient room for the expected attendance. The meeting place must be accessible to persons with disabilities. It must be scheduled at a date and time reasonably calculated to allow maximum participation by interested property owners.
- D. **Conduct of meeting.** At the meeting, the applicant, or the applicant's agent, must present sufficient information about the proposed development to inform the property owners in attendance of the nature of the proposal and impacts it may have on neighboring properties, including transportation impacts. Persons attending must be allowed to ask questions and make comments. The applicant, or the applicant's agent, shall complete a form prescribed by the city to certify the occurrence of the meeting.
- E. **Filing requirements.** The meeting certification form, even if no affected property owners attend, is required and must be submitted to the city with a land use application for the application to be deemed complete. Copies of the following information must accompany the meeting certification form: a copy of the notice mailed, all addresses for which notice was mailed (e.g., copy of mailing labels), and copies of all other written materials provided prior to or distributed at the meeting.

Applicant Response: As documented in the record, the applicant noticed and held a “Neighborhood Contact” meeting as prescribed in the above provisions. Notice was mailed on October 9, 2023, the meeting was held on October 25, 2023 (over 14 days from the notice), and the formal submittal is occurring more than 21 days from the date of the mailing.

CHAPTER 15.204. - APPLICATION PROCEDURES

Sec. 15.204.030. - Type III procedure (quasi-judicial review - public hearing).

Type III decisions are made by the planning commission after a public hearing, with an opportunity for appeal to the city council. Except that prior to becoming effective, all quasi-judicial comprehensive plan amendments and zone changes shall be adopted by the city council. In considering all quasi-judicial comprehensive plan amendments and zone changes on which the planning commission has authority to make a decision, the city council shall, in the absence of an appeal or review initiated by the council, adopt the planning commission decision. No argument or further testimony will be taken by the council.

- A. **Application requirements.**
 - 1. **Application forms.** Applications requiring quasi-judicial review shall be made on forms provided by the city planning official.
 - 2. **Submittal information.** The city planning official shall advise the applicant on application submittal requirements. At a

minimum, the application shall include all of the following information:

- a. The information requested on the application form;
- b. Plans and exhibits required for the specific approval(s) being sought;
- c. A written statement or letter explaining how the application satisfies each and all of the relevant criteria and standards in sufficient detail;
- d. Information demonstrating compliance with prior decision(s) and conditions of approval for the subject site, as applicable;
- e. The required fee; and
- f. Evidence of neighborhood contact, as applicable, pursuant to [section 15.202.050](#).

Applicant Response: As detailed in the submittal materials, the application packet contains all of the requirements of this section.

B. *Mailed and posted notice of a public hearing.*

1. The city shall mail public notice of a public hearing on a quasi-judicial application at least 20 days before the hearing date to the individuals and organizations listed below. The city planning official shall prepare an affidavit of notice, which shall be made a part of the file. The affidavit shall state the date that the notice was mailed. However, the failure of a property owner to receive mailed notice shall not invalidate any land use approval if the planning official can show by affidavit that such notice was given. Notice shall be mailed to:
 - a. The applicant;
 - b. Owners of record of property as shown on the most recent property tax assessment roll of property located within 100 feet of the property that is the subject of the notice where any part of the subject property is within an urban growth boundary;
 - c. The owner of a public use airport if the airport is located within 10,000 feet of the subject property;
 - d. The tenants of a mobile home park when the application is for the rezoning of any part or all of a mobile home park;
 - e. The planning commission;
 - f. Any neighborhood or community organization formally recognized by the city council, whose boundaries include the site;
 - g. Any person who submits a written request to receive a notice; and

- h. Any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the city and any other affected agencies. At a minimum, the city planning official shall notify the road authority if different than the City of La Pine. The failure of another agency to respond with written comments on a pending application shall not invalidate an action or permit approval made by the city under this Development Code.
2. In addition to notice by mail and posting, notice of an initial hearing shall be published in a newspaper of general circulation in the county at least ten days prior to the hearing.
3. At least 14 days before the first hearing, the city shall post notice of the hearing on the project site in clear view from a public right-of-way.
4. Notice of a quasi-judicial hearing to be mailed and published per subsection 1 above shall contain all of the following information:
 - a. A summary of the proposal and the relevant approval criteria, in sufficient detail to help the public identify and locate applicable Development Code requirements;
 - b. The date, time, and location of the scheduled hearing;
 - c. The street address or other clear reference to the location of the proposed use or development;
 - d. A disclosure statement that if any person fails to address the relevant approval criteria with enough detail, he or she may not be able to appeal to the city council, land use board of appeals, or circuit court, as applicable, on that issue, and that only comments on the relevant approval criteria are considered relevant evidence;
 - e. A statement that a copy of the application, all documents and evidence submitted by or for the applicant, and the applicable criteria and standards shall be available for review at the office of the city planning official, and that copies shall be provided at a reasonable cost;
 - f. A statement that a copy of the city's staff report and recommendation to the hearings body shall be available for review at no cost at least seven days before the hearing, and that a copy shall be provided on request at a reasonable cost;
 - g. A general explanation of the requirements to submit testimony, and the procedure for conducting public hearings; and

- h. A statement that after the public hearing closes, the city will issue its decision, and the decision shall be mailed to the applicant and to anyone else who submitted written comments or who is otherwise legally entitled to notice.
- C. ***Setting the hearing.***
 - A. After an application is deemed accepted a hearing date shall be set. A hearing date may be changed by the city staff, or the hearings body up until the time notice of the hearing is mailed. Once the notice of hearing is mailed any changes in the hearing date shall be processed as a continuance in accordance with subsection G.
 - B. If an applicant requests that a hearing date be changed, such request shall be granted only if the applicant agrees that the extended time period for the hearing shall not count against the 120-day time limit set forth in [section 15.202.020](#).
- D. ***Ex parte contact, personal knowledge and bias.***
 - 1. The public is entitled to an impartial hearing body as free from potential conflicts of interest and pre-hearing ex parte (outside the hearing) contacts as reasonably possible. Where questions related to ex parte contact are concerned, members of the hearing body shall follow the guidance for disclosure of ex parte contacts contained in ORS 227.180. Where a real conflict of interest arises, that member or members of the hearing body shall not participate in the hearing, except where state law provides otherwise. Where the appearance of a conflict of interest is likely, that member or members of the hearing body shall individually disclose their relationship to the parties in the public hearing and state whether they are capable of rendering a fair and impartial decision. If they are unable to render a fair and impartial decision, they shall be excused from the proceedings.

Prior to making a decision, the hearings body or any member thereof shall not communicate directly or indirectly with any party or his representative in connection with any issue involved in a pending hearing except upon notice and opportunity for all parties to participate. Should such communication whether written or oral occur, the hearings body member shall:

- a. Publicly announce for the record the substance of such communication; and
- b. Announce the parties' right to rebut the substance of the ex parte communication during the hearing.

Communication between city staff and the hearings body shall not be considered to be an ex parte contact.

- 2. If the hearings body or any member thereof uses personal knowledge acquired outside of the hearing process in rendering a decision, the hearings body or member thereof shall state the substance of that knowledge on the record and allow all parties the opportunity to rebut such statement on the record. For the purposes of this section, a site visit by the hearings body shall be deemed to fall within this rule. After the site visit has concluded, the hearings body must disclose its observations and conclusions gained from the site visit in order to allow for rebuttal by the parties.**
- 3. Prior to or at the commencement of a hearing, any party may challenge the qualification of the hearings body, or a member thereof, for bias, prejudice or personal interest. The challenge shall be made on the record and be documented with specific reasons supported by facts. Should qualifications be challenged, the hearings body or the member shall disqualify itself, withdraw or make a statement on the record of its capacity to hear.**

E. *Conduct of a quasi-judicial public hearing.* A hearing shall be conducted as follows:

- 1. The hearings body shall explain the purpose of the hearing and announce the order of proceedings, including reasonable time limits on presentations by parties.**
- 2. A statement by the hearings body regarding pre-hearing contacts, bias, prejudice or personal interest shall be made.**
- 3. Any facts received, noticed or recognized outside of the hearing shall be stated for the record.**
- 4. Challenges to the hearings body's qualifications to hear the matter shall be stated and challenges entertained.**
- 5. The hearings body shall list applicable substantive criteria, explain that testimony and evidence must be directed toward that criteria or other criteria in the comprehensive plan or land use regulations that the person believes to apply to the decision, and that failure to address an issue with sufficient specificity to afford the decision maker and the parties an opportunity to respond precludes appeal to LUBA based on that issue.**
- 6. Order of presentation:**
 - 1. Open the hearing.**
 - 2. Staff report.**
 - 3. Proponents' presentation.**
 - 4. Opponents' presentation.**
 - 5. Proponents' rebuttal.**

6. Opponents' rebuttal may be allowed at the hearings body's discretion.
7. Staff comment.
8. Questions from or to the chair may be entertained at any time at the hearings body's discretion.
9. Close the hearing.
7. [10.]The record shall be available for public review at the hearing.
8. [11.]At the conclusion of the initial evidentiary hearing, the hearing body shall deliberate and make a decision based on the facts and arguments in the record.
9. [12.]Throughout all local land use proceedings, the burden of proof rests on the applicant.
10. [13.]Any interested person may appear and be heard in a land use action hearing, except that in appeals heard on the record, a person must have participated in a previous hearing on the subject application. Any person appearing on the record at a hearing (including appeals) or presenting written evidence in conjunction with an administrative action or hearing shall have standing and shall be a party. A person whose participation consists only of signing a petition shall not be considered a party.

F. *Close of the record.*

1. Except as set forth herein, the record shall be closed to further testimony or submission of further argument or evidence at the end of the presentations before the hearings body.
2. If the hearing is continued or the record is held open under subsection G, further evidence or testimony shall be taken only in accordance with the provisions of subsection G.
3. Otherwise, further testimony or evidence will be allowed only if the record is reopened under subsection H.
4. An applicant shall be allowed, unless waived, to submit final written arguments in support of its application after the record has closed within such time limits as the hearings body shall set. The hearings body shall allow applicant at least seven days to submit its argument, which time shall be counted against the 120-day time limit for decision.

G. *Continuances or record extensions.*

1. *Grounds.*
 - a. Prior to the date set for an initial hearing, an applicant shall receive a continuance upon any request if accompanied by a corresponding

suspension of the 120-day limit for decision. If a continuance request is made after the published or mailed notice has been provided by the city, the hearings body shall take evidence at the scheduled hearing date from any party wishing to testify at that time after notifying those present of the continuance.

- b. Any party is entitled to a continuance of the initial evidentiary hearing or to have the record left open in such a proceeding in the following instances:
 - i. Where additional documents or evidence are submitted by any party; or
 - ii. Upon a party's request made prior to the close of the hearing for time to present additional evidence or testimony. For the purposes of subsection i, "additional documents or evidence" shall mean documents or evidence containing new facts or analysis that are submitted after notice of the hearing.
- c. The grant of a continuance or record extension in any other circumstance shall be at the discretion of the hearings body.

2. *Continuances.*

- a. If the hearings body grants a continuance, the hearing shall be continued to a date, time and place certain at least seven days from the date of the initial hearing.
- b. An opportunity shall be provided at the continued hearing for persons to rebut new evidence and testimony received at the continued hearing.
- c. If new written evidence is submitted at the continued hearing, any person may request prior to the conclusion of the continued hearing that the record be left open for at least seven days to allow submittal of additional written evidence or testimony. Such additional written evidence or testimony shall be limited to evidence or testimony that rebuts the new written evidence or testimony.

- 3. ***Leaving record open.*** If at the conclusion of the hearing the hearings body leaves the record open for additional written evidence or testimony, the record shall be left open for at least 14 additional days, allowing at least the first seven days for submittal of new written evidence or testimony and at least seven additional days for

response to the evidence received while the record was held open. Written evidence or testimony submitted during the period the record is held open shall be limited to evidence or testimony that rebuts previously submitted evidence or testimony.

D. [a.] A continuance or record extension granted under subsection [G.2] shall be subject to the 120-day time limit unless the continuance or extension is requested or otherwise agreed to by the applicant. When the record is left open or a continuance is granted after a request by an applicant, the time period during which the 120-day time limit is suspended shall include the time period made available to the applicant and any time period given to parties to respond to the applicant's submittal.

H. *Reopening the record.*

A. The hearings body may at its discretion reopen the record, either upon request or on its own initiative. The hearings body shall not reopen the record at the request of an applicant unless the applicant has agreed in writing to a suspension of the 120-day time limit.

B. Procedures.

1. Except as otherwise provided for in this section, the manner of testimony (whether oral or written) and time limits for testimony to be offered upon reopening of the record shall be at the discretion at the hearings body.
2. The hearings body shall give written notice to the parties that the record is being reopened, stating the reason for reopening the record and how parties can respond. The parties shall be allowed to raise new issues that relate to the new evidence, testimony or criteria for decision-making that apply to the matter at issue.

I. *Notice of quasi-judicial decision.* A hearings body's decision shall be in writing and mailed to all parties; however, one person may be designated by the hearings body to be the recipient of the decision for a group, organization, group of petitioners or similar collection of individual participants. The notice of quasi-judicial decision shall contain all of the following information:

- a. A description of the applicant's proposal and the city's decision on the proposal, which may be a summary, provided it references the specifics of the proposal and conditions of approval in the record;

- b. The address or other geographic description of the property proposed for development, including a map of the property in relation to the surrounding area (a copy of assessor's map may be used);
 - c. A statement of where the city's decision can be obtained;
 - d. The date the decision shall become final, unless appealed; and
 - e. A statement that all persons entitled to notice may appeal the planning commission's decision to city council pursuant to subsection K or may appeal the city council's decision to the state land use board of appeals, as applicable.
- J. ***Effective date of decision.*** Unless the conditions of approval specify otherwise, a quasi-judicial decision becomes effective 12 days after the city mails the decision notice, unless the decision is appealed pursuant to subsection K or unless the decision is called up for review by the city council pursuant to section 15.204.020.G. No building permit shall be issued until a decision is final. Appeal of a final decision to LUBA does not affect the finality of a decision at the local level for purposes of issuing building permits, but any development that occurs during the pendency of appeals beyond the local level are at the sole risk of the applicant and the city may require execution of an instrument acknowledging such fact prior to issuance of any building permits.
- K. ***Appeal of planning commission decision.*** The planning commission's decision may be appealed to the city council as follows:
- 1. ***Who may appeal.*** The following people have legal standing to appeal:
 - a. The applicant or owner of the subject property; and
 - b. Any other person who testified orally or in writing during the subject public hearing before the close of the record.
 - 2. ***Appeal filing procedure.*** Appeals shall be filed in accordance with [chapter 15.212](#).

Applicant Response: The provisions of these sections establish how the City will notify the public of the application and public hearings, how the hearings will be set, conducted, and held, how continuances and extensions will be entertained and processed, how reopening the record could occur, and ultimately how decisions will be made, noticed and appeals processed (if needed). The applicant anticipates that the City will process and review the applications as established in this section.

Article 8 - APPLICATIONS AND REVIEWS

CHAPTER 15.334. - TEXT AND MAP AMENDMENTS

Sec. 15.334.010. - Purpose.

The purpose of this chapter is to provide standards and procedures for legislative amendments to the comprehensive plan and map and to this Development Code and zoning map. Amendments may be necessary from time to time to reflect changing community conditions, to correct mistakes, or to address changes in the law.

Applicant Response: This section is a purpose statement and it does not contain any measurable development standards or approval criteria. Furthermore, while this section references legislative amendments, given that the standards of the section address both legislative and quasi-judicial amendments, it is understood that the provisions of this section are intended to be applied to both legislative and quasi-judicial amendments, such as the one proposed.

Sec. 15.334.020. - Applicability.

A. Legislative amendments generally involve broad public policy decisions that apply to other than an individual property owner. These include, without limitation, amendments to the text of the comprehensive plans, Development Code, or changes in zoning maps not directed at a small number of property owners. The following amendments are considered generally considered legislative:

- 1. All text amendments to Development Code or comprehensive plan (except for corrections).**
- 2. Amendments to the comprehensive plan map and/or zoning map that affect more than a limited group of property owners.**

Applicant Response: The proposal is for a Comprehensive Plan Map Amendment and Zone Change for a 2.88 acre area that is privately owned. The proposal does not amend the text of the Development Code or the Comprehensive Plan, and the proposal does not affect more than a single property owner; therefore the Comprehensive Plan Map Amendment and Zone Change need not be processed as a Legislative Amendment.

B. Amendments to the comprehensive plan and/or zoning map (zone change) that do not meet the criteria under subsection A may be processed as quasi-judicial amendments. However, the distinction between legislative and quasi-judicial changes must ultimately be made on a case-by-case basis with reference to case law on the subject.

Applicant Response: The proposed Comprehensive Plan Map Amendment and Zone Change does not meet the criteria of subsection A. The proposal will change the Comprehensive Plan Designation and Zoning of a privately owned 2.88 acre area from Industrial (I) to Commercial Mixed Use (CMX); therefore the proposal can be processed as a quasi-judicial amendment.

C. Requests for text and map amendments may be initiated by an applicant, the planning commission, or the city council. The city planning official may

request the planning commission to initiate an amendment. Initiations by a review body are made without prejudice towards the outcome.

Applicant Response: The map amendment application is being requested by an applicant (the property owner), which is allowed by this section.

Sec. 15.334.030. - Procedure type.

- A. Legislative amendments are subject to Type IV review in accordance with the procedures in [article 7](#)**
- B. Quasi-judicial amendments are subject to Type III review in accordance with the procedures in [article 7](#), except that quasi-judicial comprehensive plan amendments and zone changes which must be adopted by the city council before becoming effective.**

Applicant Response: As noted above, the application is appropriately processed via the Type III review procedures. A complete review of article 7 was included above and as detailed therein, to date, the application has, and will (through City processing) conform to all procedural requirements of article 7. Therefore, the review can and will conform to the requirements of this section, by the City processing it in accordance with the established procedures.

Sec. 15.334.040. - Approval criteria.

Planning commission review and recommendation, and city council approval, of an ordinance amending the zoning map, Development Code, or comprehensive plan shall be based on all of the following criteria:

- A. The proposal must be consistent with the comprehensive plan (the comprehensive plan may be amended concurrently with proposed changes in zoning). If the proposal involves an amendment to the comprehensive plan, the amendment must be consistent with the statewide planning goals and relevant Oregon Administrative Rules; and**

Applicant Response: The proposal does not include an amendment to the Comprehensive Plan document (only the map); therefore while consistency with Statewide Planning Rules applies (detailed below), consistency with other Oregon Administrative rules do not directly apply to the review. A complete review of consistency with the Comprehensive Plan and Statewide Planning Goals is included below.

- B. The proposal must be found to:**
 - 1. Be in the public interest with regard to community conditions; or**
 - 2. Respond to changes in the community; or**
 - 3. Correct a mistake or inconsistency in the subject plan or code; and**

Applicant Response: As written in this section, the proposal only needs to meet one of these criteria. The criterion that the proposal most broadly adheres to is #2.

Historically, the I Zone has extended to the western edge of ODOT controlled land and planned facility; such a zoning condition would have allowed for the area to the west of the ODOT facility to be CMX and the area to the east of the ODOT facility be I. Differing zones and uses in these distinctly different (and separated) areas would have been divided by a substantial ODOT facility. When considering facility needs in the area, ODOT has recently determined that the land needed for their facility is less than originally planned. As such, in 2016, ODOT sold the 100 foot wide strip of property (west side of the planned facility), retaining the eastern 200 feet. With the sale of the property, there now is a narrow (100 foot wide) strip of I zoned land that abuts the CMX Zone to the west and a future ODOT facility to the east. However, this I zoned land is separated from other developable I zoned land by over 200 feet, which is anticipated to accommodate a rather large ODOT facility. This change in and of itself ensures conformance with this provision (#2).

Furthermore, it could also be argued that changing the 100 foot wide strip of I zoned land to CMX would also be in the public interest (#1). With an I zone, the employment opportunities provided on the property are less than those in the CMX Zone. Furthermore, with an I zone, the allowed uses often necessitate larger piece of land, so that larger uses and buildings can occupy the space. Development of larger uses and buildings on the narrow strip of land is challenging, given the need for access (possibly a road), parking, and building space requirements.

Changing the designation and zone to CMX will provide greater development options (in terms of uses) and also allow for uses that could effectively and efficiently be developed on the otherwise restricted property (due to location and shape), in particular the RV Park that is planned. The proposed Comprehensive Plan Map Amendment and Zone Change will allow for development, which will provide employment opportunities in the City of La Pine, it will increase the tax base, it will enhance the tourist opportunities in the City (which the Comprehensive Plan establishes as a Target Industry), and the added tourists will have in indirect (multiplier) economic effect, by shopping at local stores, eating at local restaurants, buying fuel, etc. Overall, approving the Comprehensive Plan Map Amendment and Zone Change, will allow for the planned RV Park development to occur, which will benefit the public in multiple ways, and thus be in the public's interest.

C. The amendment must conform to section 15.344.060 [15.334.050], transportation planning rule compliance; and

Applicant Response: Section 15.334.050 is addressed below. As detailed in the TPR Analysis and Traffic Report, and the referenced section, the proposal conforms to the Transportation Planning Rule; therefore the proposal conforms to this reference provision.

D. For a quasi-judicial zone change the applicant must also provide evidence substantiating that the following criteria are met:

1. Approval of the request is consistent with applicable statewide planning goals;

Applicant Response: There are 19 Statewide Planning Goals that express Oregon's land use desires. Each local government throughout the State of Oregon, including the City of La Pine, must adopt a Comprehensive Plan to implement the Statewide Planning Goals. The City of La Pine has adopted the La Pine Comprehensive Plan and as detailed below, the proposed Comprehensive Plan Map Amendment and Zone Change conforms to all applicable policies and other elements of that plan. Additionally, the City of La Pine has adopted local land use regulations, including the Development Code, to implement the goals, policies, and overall intent of the Comprehensive Plan. As documented throughout this Burden of Proof narrative, the proposal conforms to the approval criteria of the applicable Development Code, and it is consistent with the relevant policies and provisions of the Comprehensive Plan; therefore the proposal is consistent with the relevant Statewide Planning Goals.

The applicant understands that of the 19 Statewide Planning goals that have been enacted, goals 1, 2, 9, 11, and 12 are relevant for additional discussion in this Comprehensive Plan Map Amendment and Zone Change Application. All other Statewide Planning goals have been determined to either not apply to this application, or are clearly satisfied through the City's acknowledged comprehensive plan, local land use regulations, and/or functional plans.

Goal 1 - Citizen Involvement, "To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process."

Applicant Response: A discussion of Goal 1 is relevant because the proposal includes a quasi-judicial review; thus ensuring the opportunity for citizen involvement is necessary.

Conformance with Goal 1 is achieved in La Pine through *Chapter 2, Citizen Involvement Program* of the Comprehensive Plan and through the implementation procedures that have been adopted in the Development Code. Chapter 2 of the Comprehensive Plan identifies various Citizen Involvement Committees for the City, including the Planning Commission and the City Council. The City Council adopted the procedures in the Development Code, and the procedures have been acknowledged by the Land Conservation and Development Commission (LCDC). The adopted procedures of the Development Code contain provisions to ensure an appropriate level of citizen involvement is achieved for the application type, including the Type III procedures for Quasi-judicial Comprehensive Plan Map Amendment / Zone Change applications, which require hearings before both the Planning Commission and the City Council.

Also, prior to submittal of the application, the applicant is required to notify and hold a Neighborhood Meeting, which (as documented in the record) has been completed. Upon submittal, it is anticipated that the City will hold hearings before the Planning

Commission and the City Council. Prior to the public hearings, the City will send notice to all property owners within 500 feet of the property, along with interested agencies. In addition to mailed notices, it is anticipated that public notice will be published in a local newspaper. The published and posted notices inform citizens about the hearings and indicate that any interested parties may participate by submitting written or verbal testimony. The applicant held the required Neighborhood Meeting and submitted an application form; the applicant understands that public hearings, before the Planning Commission and the City Council, will be noticed and held in conformance with the public involvement procedures of the Development Code. The adopted procedures will therefore ensure consistency with Statewide Planning Goal 1.

Goal 2 – Land Use Planning, “To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.”

Applicant Response: A discussion of Goal 2 is relevant because the proposal includes a planning review, which must be based on a factual basis.

The proposal includes a plan to amend the Comprehensive Plan Map and Zoning Map. The proposal will be reviewed in accordance with the planning processes and policy framework that have been established in the adopted La Pine Comprehensive Plan, along with the Development Code (an acknowledged local land use regulation). It is anticipated that the proposed Comprehensive Plan Map Amendment and Zoning Map Amendment will follow the established local planning processes, and will neither alter the process for administration of the local land use regulations, nor the acknowledged procedural requirements (which ensure a factual base for all decisions). By following the adopted procedures of the Development Code, the review of the proposal will be consistent with Statewide Planning Goal 2.

Goal 3, Agricultural Lands

Applicant Response: Goals 3 is not applicable because the subject property is within the La Pine Urban Growth Boundary and intended for urban development. It is not agriculture land that requires additional protection pursuant to Goal 3.

Goal 4, Forest Lands

Applicant Response: Goals 4 is not applicable because the subject property is within the La Pine Urban Growth Boundary and intended for urban development. It is not forestland that requires additional protection pursuant to Goal 4.

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

Applicant Response: Pursuant to Goal 5, cities are required to establish inventories and adopt protections for natural, scenic, and historic areas along with open spaces. The City of La Pine has conducted the required process and the subject property has

not been identified as being a Goal 5 resource or containing a Goal 5 resource; therefore Goal 5 is not applicable to the current proposal.

Goal 6, Air, Water and Land Resources

Applicant Response: Goal 6 is not applicable because the proposed Comprehensive Plan Map Amendment and Zone Change only amend a map; it does not include development and will not have any impacts on air, water or land resources. In association with Map Amendments, the applicant has planned an RV park development on the property. With the planning of that project, the associated development it has been shown that sewage treatment and water supply can and will be supplied in accordance with the adopted design standards, thus maintaining water and land resource quality on and around the property. Also, there are no streams or other water resources in the vicinity that would be adversely affected by the associated development. For the above stated reasons, the Goal 6 is not applicable to the current proposal.

Goal 7, Areas Subject to Natural Hazards

Applicant Response: The intent of Goal 7 is to protect people and property from the dangers of natural disasters. The Comprehensive Plan Map Amendment and Zone Change elements of the proposal do not include the development and property is not subject to any significant natural hazards, including those identified under Goal 7. The site is not within the 100-year flood plain of the Little Deschutes (or another waterway), there are no known geologic faults in the area, and the earthquake hazard is considered to be moderate. There is no designation of the property that make it more of a hazard than other properties in the area, thus the proposal is consistent with this goal and additional assessment is not necessary.

Goal 8, Recreational Needs

Applicant Response: The property is not designated for a recreational purpose or a destination resort within the Comprehensive Plan, other community plans, or any implementing ordinances. Through adopted long range planning efforts, the property has not been identified as necessary to meet recreational needs of the City of La Pine, thus the planned amendments do not conflict with this statewide planning goal and additional assessment is not required.

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

Applicant Response: The proposal will change the Comprehensive Plan designation and zone of the property from its current Industrial (I) designation and zone to Mixed Use Commercial (CMX). As I zoned and designated land, the property is extremely challenging to develop, because it is narrow, not able to support uses to the west, not

able to accommodate needed drives (or roads), parking, building sizes and other design requirements of the I Zone, whereas the CMX Zone is consistent with the zoning of the properties to the west, it allows the property to be combined / consolidated with the property to the northwest, and for the combined property to be developed with a use that is needed and desired in the community (namely tourism supportive). The Comprehensive Plan Map Amendment and Zone Change element of the proposal is the first step to entitle the property for a commercial use. The proposal and the associated (future) RV Park Development review, will ultimately result in development occurring on the site, it will add economic opportunities to the City, will draw in and serve tourist, who will benefit the local economy and employment sector (visiting restaurants, retail store, etc.), which will ultimately improve economic opportunities in La Pine, in conformance with this goal.

Goal 10 – Housing, “To provide for the housing needs of Citizens of the state.”

Applicant Response: The proposal does not add or remove any residential lands from the La Pine Urban Growth Boundary, thus will not impact the availability of residential lands or Goal 10. Therefore this goal is not applicable.

Goal 11- Public Facilities and Services, “To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.”

Applicant Response: OAR 660-11 implements Goal 11, and notes, “Cities or counties shall develop and adopt a public facility plan for areas within an urban growth boundary containing a population greater than 2,500 persons...” The most recent 2022 Portland State University population forecast for La Pine documents a population of 2,838. While the population is over 2,500; the City has not yet developed Water or Sewer Public Facilities Plans (PFPs). Even though the City does not have water and sewer PFPs to analyze consistency with, the associated Site Plan and CUP include Utility Plans that have assessed public facility availability in the area, and the submitted plans document how public facilities can and will be extended to the site with the associated development, in a timely, orderly and efficient manner.

Goal 12 – Transportation, “To provide and encourage a safe, convenient and economic transportation system.”

Applicant Response: Goal 12 is implemented through the Transportation Planning Rule, OAR 660-12-0060, in addition to local land use regulations. The proposal includes a TPR analysis (attached as an Exhibit), which has been prepared by Transight Consulting LLC; detailed findings of the TPR analysis are included below and in the attached Exhibit. As detailed therein, with the proposed limit on PM peak hour trips, the proposed Comprehensive Plan Map Amendment and Zone Change will not significantly impact any transportation facility and thus will comply with the TPR (OAR 660-12-0060). In regards to the local land use regulations, the City of La Pine has adopted a Transportation System Plan (TSP) and a Development Code; conformance

with these documents ensures compliance with Goal 12. The Development Code includes requirements that transportation capacity exist, or be provided, in association with new developments and/or land division, and that improvements be consistent with the TSP. The application and review processes that will occur in association with Site Plan and CUP review (below) ensure compliance with Goal 12.

The detailed review of the TPR and associated development's compliance with the transportation section of the Development Code therefore provide consistency with this statewide planning goal.

Goal 13 Energy – “To conserve energy.”

Applicant Response: The proposal includes an amendment to the Comprehensive Plan Map and Zoning Map, thus this goal is addressed. Development will be reviewed in the future (Site Plan and CUP) and with said review, the design will be required to conform to the applicable Development Code standards. The Development Code has been designed and acknowledged to be consistent with this Goal, thus the Comprehensive Plan Map Amendment and Zone Change is consistent with this Goal.

Goal 14 Urbanization – “To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.”

Applicant Response: Goal 14 requires local governments to provide for an orderly and efficient transition from rural to urban land uses, and to accommodate urban population and employment inside urban growth boundaries, while ensuring efficient use of land. The subject property is located within the urbanized city limits and the proposal will facilitate an RV Park development, which will use existing public facilities and services (which are reviewed with the associated site development and CUP applications below) in an efficient and functional land use patterned. Given that the proposal does not expand the urban growth boundary, this goal is not relevant to the proposed amendment.

Goals 15 through 19 –

Applicant Response: These goals are not applicable because they only pertain to areas in western Oregon.

Based upon the projects conformance with the procedural requirements of this land use review process and based upon the projects conformance with the TPR, the proposed Comprehensive Plan Map Amendment and Zone Change is consistent with the relevant Statewide Planning Goals. Should City Staff, or an interested party, identify other Goals or Administrative Rules that warrant discussion, the applicant will address accordingly at, or before the public hearing.

2. Approval of the request is consistent with the relevant policies of the comprehensive plan;

Applicant Response: The Applicant has reviewed past land use decisions and consulted with City Staff in the design of the project and the preparation of this application, including the identification of the relevant Comprehensive Plan elements. As described below, the proposed Comprehensive Plan Map Amendment and Zone Change conforms to all applicable Comprehensive Plan Policies and relevant elements of the Plan. In the event that Staff or another interested party believes that additional policies, goals, or overview sections are relevant, the Applicant will supplement the record with written documentation of conformance, as needed.

Introduction

This chapter takes a reader through basic information related to comprehensive plans, including the history of La Pine, what a comprehensive plan is, a summary of Oregon’s Statewide Planning Goals (addressed above), the purpose and intent of the Comprehensive Plan, the process and the methodology, along with a summary, recommendations, and a process for amending the plan. This Introduction section of the Plan does not include any policy directives, thus does not include any elements to measure the proposals conformance with.

Chapter 1 – Community Characteristics

After detailing the history of the City of La Pine, from demographics, to development groups, and land use patterns, this chapter goes on note that, “These historic types of land uses do not currently support sustainability and the reduction of vehicle miles travels.” (Page 19 – La Pine Comprehensive Plan). The chapter ends with a series of bullet points, identifying imbalances that the community wants to correct, to improve neighborhoods. The stated imbalances that relate to the current proposal include the following:

- ***Planned growth with commensurate infill policies that permit increased density but recognize that compatibility is an essential feature of maintaining and improving La Pine’s livability***
- ***Opportunities for additional tourism support services and activities***

The area around this development contain the La Pine Travel Center and is generally focused around tourism services. Allowing a Comprehensive Plan Map Amendment and Zone Change from I to CMX is the first step to entitle the property for development, so that it can be developed with a use that is consistent with the surrounding area and a desire of the community. If the entitlement process is successful, the applicant will be to proceeding with the development of an RV Park on the property. The initial development will result in facilities and services provided to and through the property, including access and pedestrian ways, in accordance with adopted development standards. Furthermore, the planned CMX zone allows for the planned RV Park use, which, upon development, will provide additional employment and commercial

opportunities in the area, allow for efficient infill development, consistent with the nearby uses and provide opportunities for tourist to stay in La Pine. The proposal is consistent with the applicable elements of this chapter.

Chapter 2 – Citizen Involvement Program

This chapter identifies State rules related to citizen involvement, along with the community's purpose and intent with regard to citizen involvement. Furthermore, this chapter identifies issues and goals, policies and programs, it establishes roles and responsibilities, and establishes specific Citizen Advisory Committees (CACs). One of the CACs that are identified in this chapter is a Planning Commission, which the City has established for Planning and Land Use purposes. It is understood that the proposal will be processed and reviewed in accordance with the public notification procedures that have been established in the Development Code, and that hearings will be held before both the Planning Commission and the City Council. Ultimately, it is anticipated that the application will be review by the City established citizen advisory committees, and in accordance with the adopted notification procedures, thus will be consistent with this chapter.

Chapter 3 – Agricultural Lands

This chapter addresses agricultural lands. The property is within the Urban Growth Boundary and not considered Agricultural Land; this chapter does not apply.

Chapter 4 – Forest Lands

This chapter addresses forest lands. The property is within the Urban Growth Boundary and not considered Forest Land; this chapter does not apply.

Chapter 5 – Natural Resources and Environment

This Comprehensive Plan chapter is intended to address Oregon Statewide Planning Goals 5, 6, and 7 which address natural resources, historic area, and open spaces, air water and land resources and protection from natural hazards. The subject property is a vacant 2.88 acre area that has not been identified as having any protected natural resources, historic elements, or designated open spaces. Furthermore, the proposal changes the Comprehensive Plan Map and Zoning Map, and the associated development (not directly subject to this chapter) will not result in any impacts to air, water or land resources. Also, the property is not subject to any significant natural hazards, including those identified under Goal 7. The site is not within the 100-year flood plain of the Little Deschutes (or another waterway) and there are no known geologic faults in the area, and the earthquake hazard is considered to be moderate. There is no designation of the property that make it more of a hazard than other properties in the area and the City, thus the proposal is consistent with this chapter.

Chapter 6 - Parks, Recreation, and Open Space

This Chapter is intended to carry out Statewide Planning Goal 8, Parks, Recreation and Open Space. Recognizing that quality of life is impacted by the location and function of area parks, natural areas and open spaces, this chapter encourages corporation between the City, the La Pine Park and Recreation District, County, State and Federal Agencies, in an effort to develop an appropriate park system for the City. In the La Pine area, the La Pine Park District has existed since 1990. This district has an adopted Master Plan, which identifies park needs, locational needs, desires and deficiencies. The Park District does not identify a park need on or around the subject property. Because the property has not been identified as being needed to meet recreational needs of the City, the planned map amendments do not conflict with this chapter.

Additional vehicular, bicycle and pedestrian connections, and development standards will be reviewed in association with land development (Site Plan Review and CUP) below. Given that there are no identified park, recreation or open space needs on the property and given that development will be required to make connections as established in the Development Code, the applicant concludes that the policies in this section do not apply to Comprehensive Plan Map Amendment and Zone Change.

Chapter 7 – Public Facilities and Services

This chapter is intended to carry out Statewide Planning Goal 11. While the City has not yet developed Water or Sewer Public Facilities Plans, it is anticipated that water and sewer availability will be reviewed through the subsequent Site Plan/CUP review. The policies of this Chapter are directed at development and are carried out through the implementing Development standards (which apply to Site Plan and CUP review). The policies of this section do not apply to Comprehensive Plan Map Amendment and Zone Change, and instead only apply to development, via the adopted Development Code provisions. It is anticipated that the elements of this chapter that have been incorporated into the Development Code will be imposed upon development review, which will ensure consistency with this Chapter.

Chapter 8 – Transportation

This chapter is intended to carry out Statewide Planning Goal 12. This chapter provides details of the transportation elements in the City of La Pine, including roads, bicycle ways, pedestrian routes, and public transit. Furthermore, this chapter addresses long range planning needs, air and rail, pipelines, and funding. The majority of the policies of this section have been incorporated into the Development Code and implementing regulations, which will be imposed upon development, via the applicable Site Plan and CUP provisions (addressed in the future). The Comprehensive Plan Map Amendment and Zone Change are not themselves development. Therefore, the policies of this chapter do not apply to the Comprehensive Plan Map Amendment and Zone Change portion of the proposal and instead are imposed upon development, via the Site Plan and CUP provisions, as adopted into the applicable implementing regulations.

Chapter 9 – Economy

This Chapter is intended to carry out Statewide Planning Goal 9, Economic Development. This Chapter includes an extensive analysis of the La Pine economy, noting (page 105) that one of the target industries is “Tourism related services”.

The proposed Comprehensive Plan Map Amendment and Zone Change will specifically make land (that would otherwise be limited in its developability) available to be combined with other land (triangle of land to the northwest), such that the combined area can be developed with an RV Park. The zone change will provide land that will accommodate tourism related activities, which is an identified target industry in the La Pine.

This chapter further provides reasons that La Pine is desirable for economic development, it identifies key industrial areas, commercial areas, it addresses mixed-use areas, drivers of the economy, existing conditions, trends statistics industries and employers, along with desired industries. Beyond those elements, the chapter provides details of land inventory and needs. Ultimately, the chapter concludes that there is an adequate supply of employment lands within the City to meet the 20-year need. The proposal will change the designation and zone from one employment type (I), to a different employment type (CMX). The proposal will not reduce that amount of employment land in the City.

The subject property, situated on the northeast side of town, is located near a Hwy 97 commercial strip. The area is developed with tourist related services, including a travel center that service large vehicle. The narrow strip of I zoned land could not be efficiently developed with industrial uses and Industrial lands here would not be consistent with the existing development pattern and nearby CMX zones. The proposed Comprehensive Plan Map Amendment and Zone Change in combination with the planned RV Park use will enhance and broaden the community tourism service base in this area and provide for a variety of services to the existing and future users, enhancing the tourism focus concept in this area of town, in accordance with this chapter.

Policies

- ***Frequent updates to the inventories may be required in response to redevelopment, proposed zone changes, mixed-use development techniques and planned unit developments that enable “Complete Neighborhood” concepts and economic development opportunities.***

Applicant Response: As noted above a complete community begins with providing enough jobs, education, services, and industry to sustain the community without heavy reliance upon other nearby cities such as Bend and Redmond. The current proposal is being submitted with an intention to develop an RV park on the property, thereby enhancing tourism related service focus of the area. This policy recognizes the need for

La Pine RV Park

Comprehensive Plan Map Amendment / Zone Change, Site Plan & CUP

Page 32 of 37

these types of changes and anticipates that updates to provide for efforts such as this. Allowing the update would be consistent with this policy.

Chapter 10 – Housing

This chapter addresses housing and State Planning Goal 10. The proposed Comprehensive Plan Map Amendment and Zone Change will not alter the availability of housing or residential lands in the City of La Pine. The property does not exist as a residentially designated parcel, and the planned designation is Commercial Mixed Use (CMX), which is not primarily residential. The proposal does not add or remove any residential lands from the La Pine Urban Growth Boundary, thus will not impact the availability of residential lands, Goal 10, or this chapter.

Chapter 11 – Energy Conservation

This chapter carries out Oregon State Planning Goal 13. After providing background, purpose and intent, this Chapter identifies issues with travel, existing development patterns, and energy supply opportunities. The policies of this chapter address residential density, along with development and design desires. The Comprehensive Plan Map Amendment and Zone Change element of the proposal does not include any development, thus the policies of this chapter do not apply to Comprehensive Plan Map Amendment and Zone Change element proposal. It is anticipated that some of the policies of this section will be imposed upon site development, as reviewed with the Site Plan and CUP, as implemented through adopted Development Code provisions.

Chapter 12 – Urbanization

This chapter carries out State Planning Goal 14, which requires that cities provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities. This chapter provides details of Buildable Lands, residential and commercial land needs, ultimately determining that the amount of land within the City Limits is sufficient to accommodate the 20 year land needs.

In addition to detailing land needs, this chapter provides guidance and direction on future development within the UGB area. This chapter notes, “The City of La Pine currently contains over a thousand acres of forest and BLM lands. These acres are located on the eastern part of the community and mostly east of the BNSF rail line. These acres will be used for public facilities such as sewer expansion ROW for the ODOT overpass, energy production and other public use.” It is possible that some of these lands could be converted to I zoning. This rezoning has already occurred. With a substantial amount of I Zoned Lands in the City, the City has a substantial oversupply of Industrial lands.

3. **Adequate public facilities, services, and transportation networks are in place or are planned to be provided concurrently with the development of the property;**

Applicant Response: With this Comprehensive Plan Map Amendment and Zone Change Application the applicant has prepared a set of plans and supporting documents for a Site Plan and CUP for a 47 unit RV Park. The proposed design / development is for a very specific use, whereby water, sewer and transportation needs can be considered and analyzed. As detailed on the conceptual plan for the Site Plan / CUP (attached), the design will extend water and sewer mains to serve the property and surrounding area. The improvements will be coordinated with the City Engineer and Public Works director, such that adequate capacity can be determined. Furthermore, the design will extend franchise utilities to the property, as needed to serve the site and surrounding area. Lastly, the Site Plan / CUP design will include right-of-way dedication and improvements, including water and sewer main in Rosland Road. Overall, the existing conditions, along with the improvements that are planned with the Site Plan / CUP will ensure that adequate facilities, services and transportation networks are extended to the site and to the surrounding area.

4. **For nonresidential changes, the proposed zone, if it allows uses more intensive than other zones appropriate for the land use designation, will not allow uses that would destabilize the land use pattern of the area or significantly adversely affect adjacent properties.**

Applicant Response: If considering a worst case scenario, the CMX Zone would allow more intensive uses than the I Zone, however the Comprehensive Plan Map Amendment and Zone Change is planned to accommodate a 47 unit RV Park. If a worst case scenario were being considered (any CMX allowed use could occur on the property) then an additional analysis of whether the use would destabilize the land use pattern of the area would be needed, however given that the Comprehensive Plan Map Amendment and Zone Change will be limited and only for a 47 unit RV Park, including a limit on the number of PM peak hour trips, only the planned site specific use needs to be considered. The planned use is not more intensive than other uses allowed in the I zone; therefore the Comprehensive Plan Map Amendment / Zone Change and site specific development plan will not destabilize the land use pattern in the area.

Sec. 15.334.050. - Transportation planning rule compliance.

Proposals to amend the comprehensive plan or zoning map shall be reviewed to determine whether they significantly affect a transportation facility pursuant to OAR 660-012-0060 (Transportation Planning Rule - TPR). Where the city, in consultation with the applicable roadway authority, finds that a proposed amendment would have a significant effect on a transportation facility, the city shall work with the roadway authority and applicant to modify the request or mitigate the impacts in accordance with the TPR and applicable law.

Applicant Response: In association with this proposal, a Transportation Planning Rule (TPR) Analysis was conducted by Transight Consulting, LLC. The TPR Analysis is included in this proposal as an Exhibit. The findings of the TPR analysis indicate that by utilizing a PM peak hour trip cap, that the Comprehensive Plan Map Amendment and Zone Change from Industrial (I) to Mixed Use Commercial (CMX) for a 47 unit RV Park will not significantly affect any existing or planned transportation facility, thus the proposal is in conformance with the TPR. The complete analysis is included in the referenced Exhibit, findings of which are incorporated herein.

IV. Conformance with Procedures, Standards, and Approval Criteria that are Applicable to the Site Plan Review and Conditional Use Permit

Article 3 – Zoning Districts:

Chapter 15.22 – Commercial and Mixed-Use Zones

15.22.100 Purpose

Chapter 15.22 regulates allowed land uses (“uses”) and sets forth lot and development standards, including minimum dimensions, area, density, coverage, structure height, and other provisions that control the intensity, scale, and location of development in the commercial and mixed-use zones. The regulations of this chapter are intended to implement the City Comprehensive Plan.

Applicant Response: This section is a purpose statement; it does not establish and measurable development standards or approval criteria. It is understood that a project that conforms to the standards of this and other sections of the Code will carry out this stated purpose.

15.22.200 Characteristics of the Commercial and Mixed-Use Zones

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.

- C. *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.

Applicant Response: With the Comprehensive Plan Map Amendment and Zone Change, the property will be zoned Commercial Mixed Use (CMX). The overall project will allow the development of a tourist service in an area that provide many other tourist services and it is consistent with the desired characteristics.

15.22.300 Use Regulations

Uses may be designated as Permitted, Limited, Conditional, or Prohibited in the commercial and mixed-use zones. As noted in Table 15.22-1, a use may also be subject to Special Use Standards of Article 6.

- A. **Permitted uses (P).** Uses allowed outright in the commercial and mixed-use zones are listed in Table 15.22-1 with a "P." In the C zone, any use that emits fumes or noxious odors, requires an air quality permit from the Oregon Department of Environmental Quality (DEQ), or emits noise beyond 20 decibels (dB) is required to obtain a conditional use permit pursuant to [chapter 15.316](#), conditional uses...
- C. **Conditional uses (CU).** Uses which are allowed if approved through the conditional use review process are listed in Table 15.22-1 with a "CU." These uses are allowed, provided they comply with the conditional use requirements of [chapter 15.316](#), conditional uses. Uses listed with a "CU" that also have a footnote number in the table are subject to the regulations cited in the footnote.

Table 15.22-1. Use Regulations in the Commercial and Mixed-Use Zones

Use Category	CMX
Campgrounds and RV parks	CU

Applicant Response: The proposal will allow for the future development of an RV Park in the CMX Zone, which is consistent with the use allowances.

15.22.400 Development Standards...

15.22.500 Additional Standards..

Applicant Response: Development is not reviewed with this application, but will be reviewed with subsequent Site Plan and CUP review.

V. Summary and Conclusion:

Based on the discussion above, as well as the exhibits included with this application, the Applicant has documented that the Comprehensive Plan Map Amendment and Zone Change, request meets the applicable approval criteria. Because the proposal conforms to all applicable criteria and standards, the applicant respectfully requests that the City approve the Site Plan as proposed.

LA PINE RV PARK

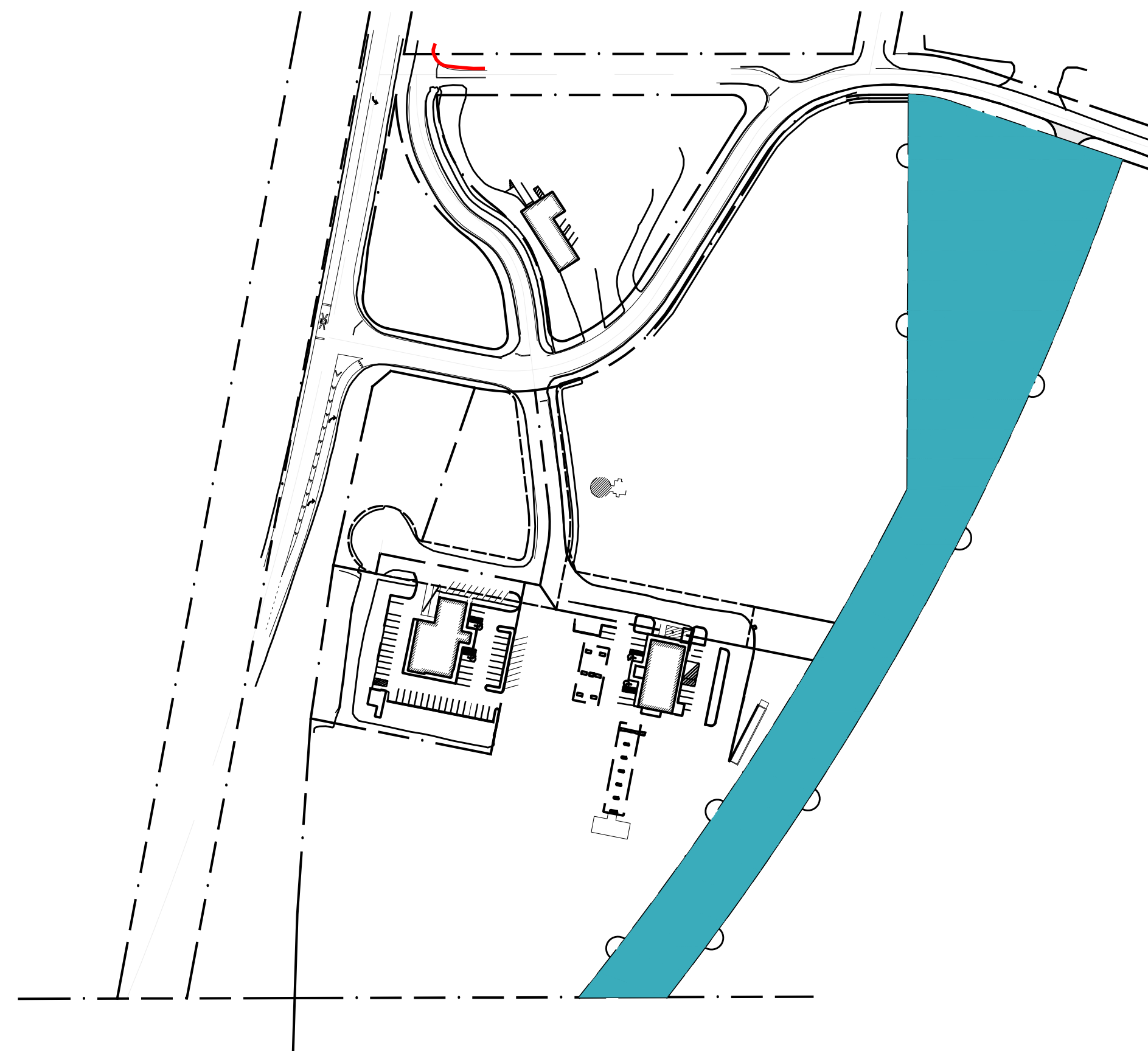
**TAX LOT NO.: 211036DC00100 AND
TAX LOT NO.: 2110360000107
SITUATED EAST OF DRAFTER ROAD**

**LEGAL DESCRIPTION: SOUTHEAST 1/4 OF SECTION 36,
TOWNSHIP 21 S, RANGE 10 E, WILLAMETTE MERIDIAN
T-15 / R-15**

**17125 ROSELAND ROAD
LA PINE, OREGON 97702**

SEPTEMBER, 2023

PLAN VIEW (NOT-TO-SCALE)



PROJECT TEAM

OWNER
OREGON INVESTMENT LLC
2368 KOKANEE WAY
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CIVIL ENGINEERING
ASHLEY AND VANCE ENGINEERING
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LANDSCAPE ARCHITECT
SUE MATHIS LANDSCAPE DESIGN
16340 LOWER HARBOR ROAD, SUITE 1-337
BROOKINGS, OR 97415
CONTACT: SUE MATHIS
661-256-4261

PROJECT INFORMATION

VICINITY MAP



PROPERTY INFORMATION

- PROPERTY ADDRESS: 17125 ROSELAND ROAD, LA PINE, OR 97702
- COUNTY: DESCHUTES
- TAX LOT #: 211036DC00100 AND 2110360000107
- ZONING: CMX AND I
- SITE AREA: 4.41 ACRES

SCOPE OF WORK

- DEVELOPMENT OF A 47 SPACE RV PARK

DRAWING LIST

DRAWING #	DESCRIPTION	Scale
T-01	TITLE SHEET	N.T.S.
A-101	SITE PLAN	1/64" = 1'-0"
A-110	SITE PLAN - PART A	1/32" = 1'-0"
A-111	SITE PLAN - PART B	1/32" = 1'-0"
A-201	PLANS / ELEVATIONS - CH	1/8" = 1'-0"
A-701	TRASH ENCLOSURE	1/8" = 1'-0"
C-0.0	CIVIL TITLE SHEET	N.T.S.
C-1.0	EXIST. COND. & DEMO PLAN	1" = 60'
C-2.0	UTILITIES PLAN - SOUTH	1" = 30'
C-2.1	UTILITIES PLAN - NORHT	1" = 30'
C-3.0	GRADING & DRAINAGE PLAN	1" = 50'
LC1	LANDSCAPE PLAN - PART A	1" = 20'
LC2	LANDSCAPE PLAN - PART B	1" = 20'
LC3	LANDSCAPE PLAN - PART C	1" = 20'

NOTES

- All drawings are to be read not to be scaled.

Project Name and Address
La Pine RV PARK

17545 Whitney Rd
La Pine, OR 97739

Client Name and Address
Oregon 97 Investment LLC

2368 Kokanee Way
Lebanon, OR 97355

Lead Consultant and Designer



Planning Consultant
Blackmore Planning
AND DEVELOPMENT SERVICES, LLC

19454 Sunshine Way
Bend, OR 97702
Tel: 541-419-1455

Transportation Engineering Consultant



Civil Engineering Consultant



Landscape Architect
**SUE MATHIS LANDSCAPE
DESIGN**

16340 Lower Harbor Rd.
Suite 1-337
Brookings, OR 97415-8303
Tel: 661-256-4261

Stamp

No.	Revision/Issue	Date
A	ENTITLEMENT PHASE	09.29

Sheet Name
TITLE SHEET

Date
09.29.23

Scale
N.T.S.

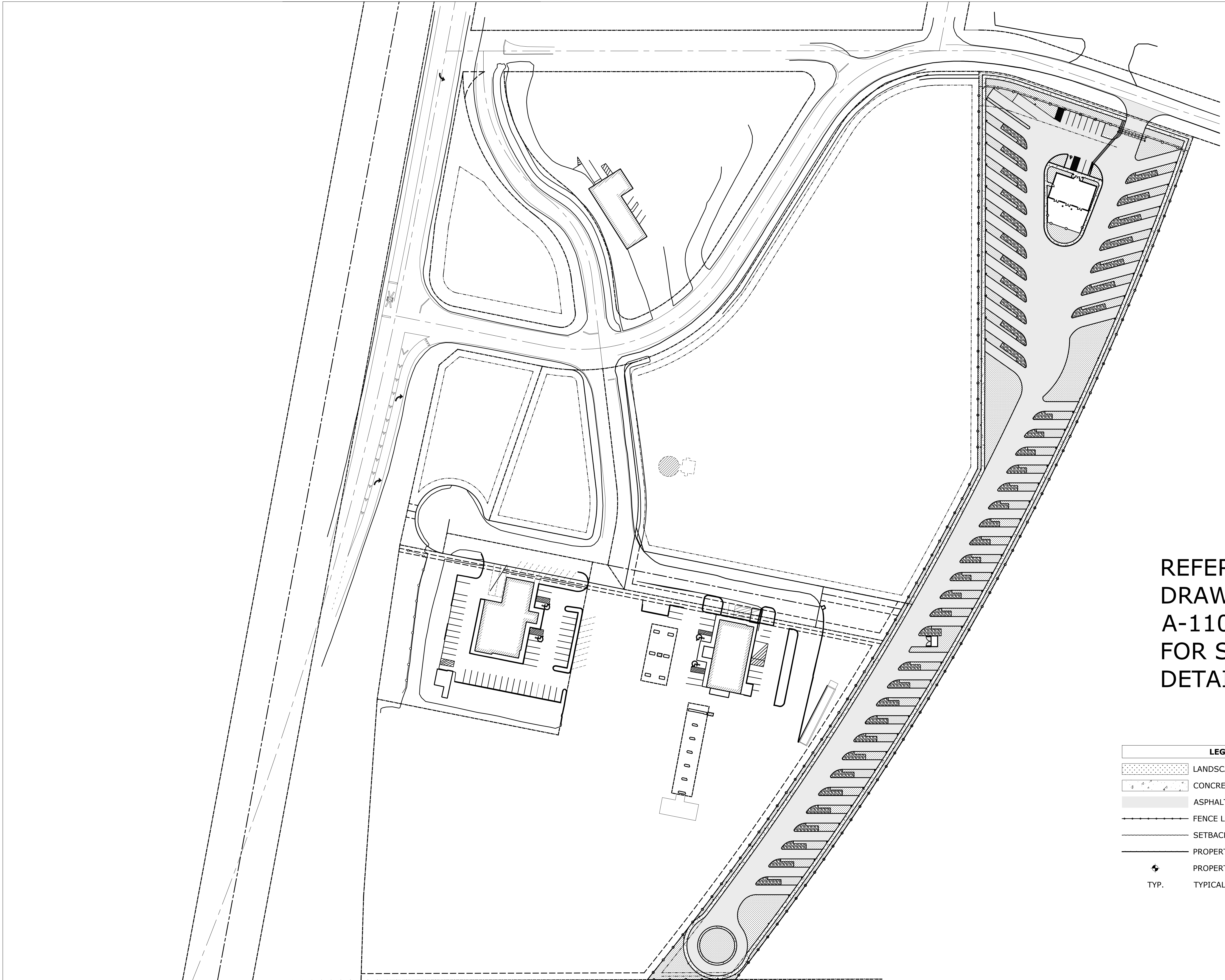
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Sheet No.
T-01

NOT FOR CONSTRUCTION

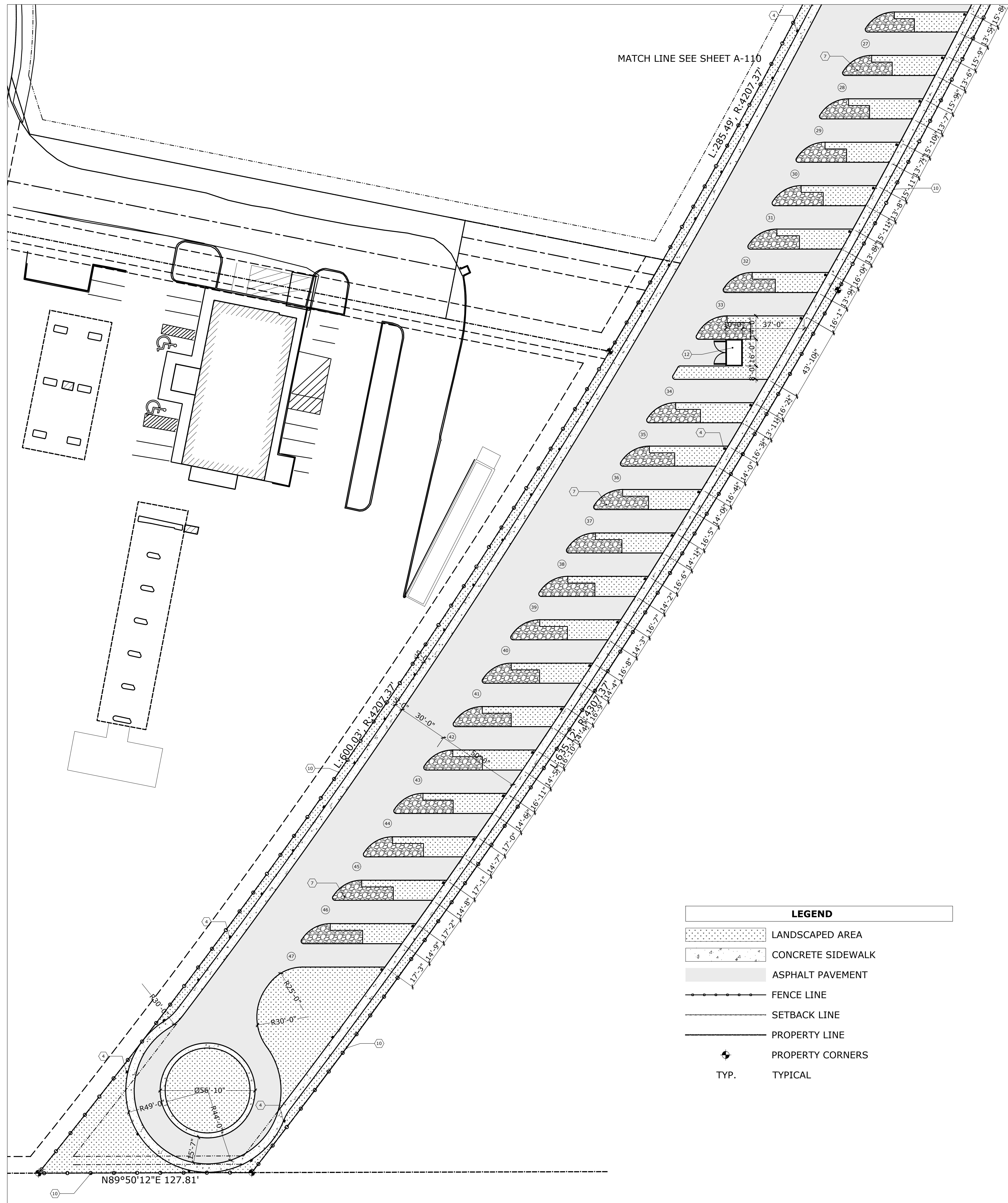


REFER TO
DRAWINGS
A-110 AND A-111
FOR SITE PLAN
DETAILS

LEGEND	
	LANDSCAPED AREA
	CONCRETE SIDEWALK
	ASPHALT PAVEMENT
	FENCE LINE
	SETBACK LINE
	PROPERTY LINE
	PROPERTY CORNERS
TYP.	TYPICAL

NOT FOR CONSTRUCTION

Project Name and Address La Pine RV PARK 17045 Whitray Rd La Pine, OR 97739								
Client Name and Address Oregon 97 Investment LLC 2266 Kalama Way Lebanon, OR 97355								
Lead Consultant and Designer MAA Group LLC 2095 Fairmount Blvd Eugene, OR 97403 Tel: 720-876-8771 CCB 231533								
Planning Consultant Blackmore Planning AND DEVELOPMENT SERVICES, LLC 19454 Sunshine Way Bend, OR 97702 Tel: 541-419-1455								
Transportation Engineering Consultant TRANSIGHT CONSULTING LLC 61271 Splendor Ln Bend, OR 97702 Tel: 503-302-9565								
Civil Engineering Consultant Ashley & Vance ENGINEERING, INC. 33 NW Franklin Ave Bend, OR 97703 Tel: 541-647-1445								
Landscape Architect SUE MATHIS LANDSCAPE DESIGN 18340 Lower Harbor Rd. Suite 1-307 Brookings, OR 97415-8303 Tel: 861-258-4281								
Stamp								
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A	CITY OF LA PINE - ENTITLEMENT	09.29						
No.	Revision/Issue	Date						
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Date 09.29.2023								
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Drawn By TMA		Check By TMA						
Sheet No. A-101								



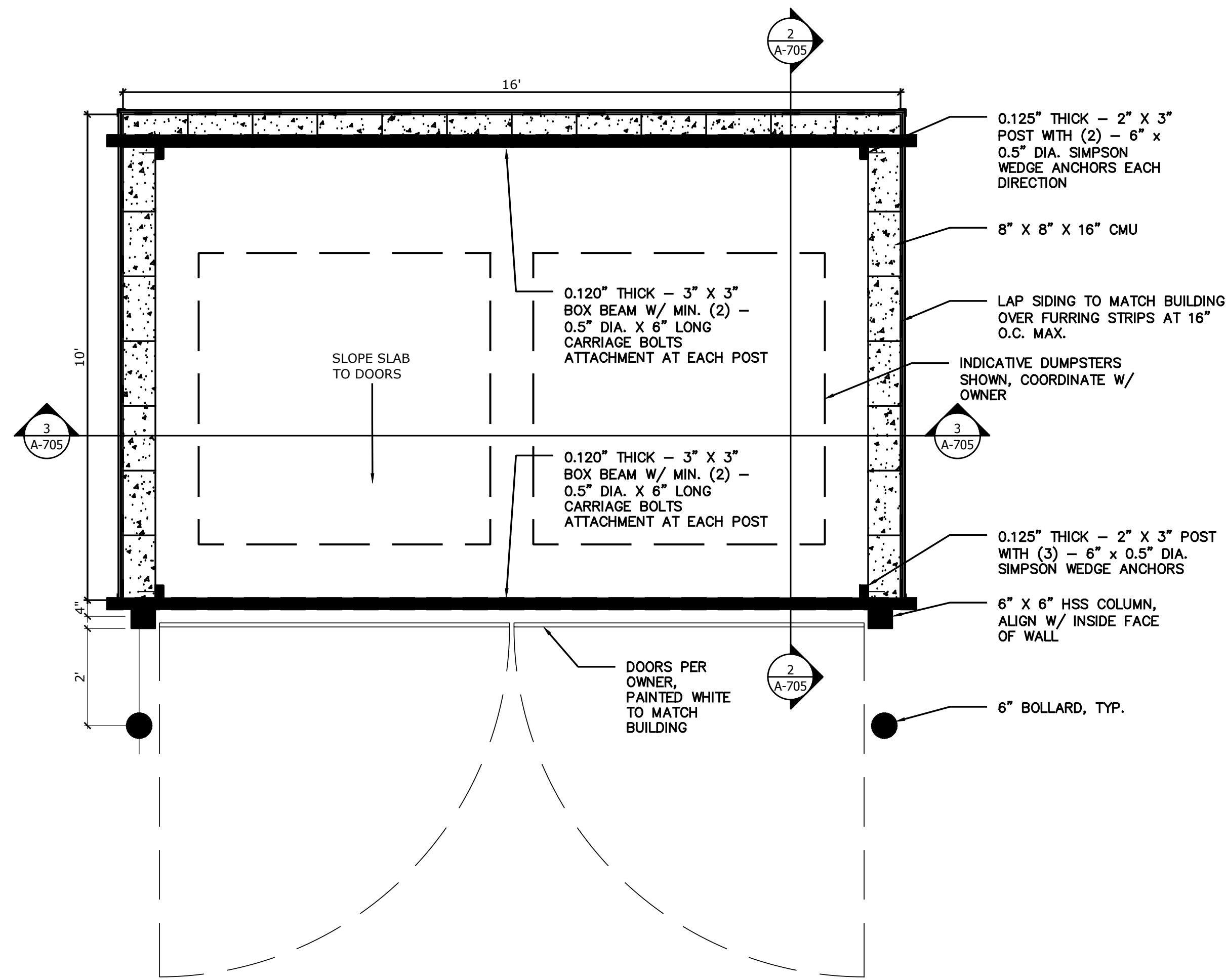
Sec. 15.108.020. - Campgrounds and recreational vehicle parks.	
DESCRIPTION	COMMENTS
A. Applicability. Campgrounds allow for transient (nonresidential) use. These standards apply to campgrounds in all zones where they are permitted.	
B. Site design standards.	
1. Minimum lot area shall be two acres.	4.41 ACRES
2. Access to the site shall be from an arterial or collector street.	REFER TO PLANNING NARRATIVE AND TRAFFIC REPORT
3. Except for the access roadway into the campground, the campground shall be screened on all sides by a sight obscuring fence not less than six feet in height, unless otherwise approved by the city.	6 FEET in height sight obscuring fence PROVIDED
4. Drainage of increased stormwater runoff caused by the development shall be managed so as to prevent ponding, accelerated erosion, or flooding of adjacent properties and roads.	COMPLIED, REFER TO CIVIL DRAWINGS
5. No tent, camp site, or building shall be located within 50 feet of a neighboring lot line.	COMPLIED
6. Trash receptacles for the disposal of solid waste materials shall be provided in convenient locations for the use of guests of the campground and located in such number and of such capacity that there is no uncovered accumulation of trash at any time.	TRASH RECEPTACLES IS PROVIDED AT EACH RV STALL AND CENTRAL TRASH AND RECYCLING ENCLOSURE IS PROVIDED
7. The space provided for each recreational vehicle shall not be less than 700 square feet exclusive of any space used for common areas such as roadways, general use structures, walkways, parking spaces for vehicles other than recreational vehicles and landscaped areas.	RV STALLS ARE RANGING FROM 1,400 SF TO 2,100 SF PER SPACE
8. A space provided for a recreational vehicle shall be covered with crushed gravel or paved with asphalt, concrete, or similar material and be designed to provide for the control of runoff of surface water. The part of the space, which is not occupied by the recreational vehicle, not intended as an access way to the recreational vehicle or part of an outdoor patio, need not be paved or covered with gravel provided the area is landscaped or otherwise treated to prevent dust or mud.	COMPLIED
9. A recreational vehicle space shall be provided with piped potable water and sewage disposal service. A recreational vehicle staying in the park shall be connected to the water and sewage service provided by the park if the vehicle has equipment needing such service.	COMPLIED
10. A recreational vehicle space shall be provided with electrical service.	COMPLIED
11. The total number of parking spaces in the campground, except for the parking provided for the exclusive use of the manager or employees of the campground, shall be one space per recreational vehicle space. Parking spaces shall be covered with crushed gravel or paved with asphalt, concrete or similar material.	COMPLIED, 47 PROVIDED
12. The campground shall provide toilets, lavatories and showers for each sex in the following ratios: For each 15 recreational vehicle spaces or any fraction thereof, one toilet, one urinal, one lavatory and one shower for men; two toilets, one lavatory and one shower for women. The toilets and showers shall afford privacy and the showers shall be provided with private dressing rooms. Facilities for each sex shall be located in separate buildings, or, if in the same building, shall be separated by a soundproof wall.	COMPLIED, REFER TO ARCHITECTURAL DRAWING A-201 FOR CALCULATIONS
13. The campground shall provide one utility building or room containing one clothes washing machine, one clothes drying machine and 15 square feet of space for clothes drying lines for each ten recreational vehicle spaces or any fraction thereof, unless such facilities are available within a distance of three miles and are adequate to meet these standards.	COMPLIED, REFER TO ARCHITECTURAL DRAWING A-201 FOR CALCULATIONS
C. Use standards.	
1. No recreational vehicle shall remain in the campground for more than 30 days in any 60-day period.	WE WILL COMPLY
2. Required building spaces shall be lighted at all times of night and day, shall be ventilated, shall be provided with heating facilities which shall maintain a room temperature of 68 degrees Fahrenheit, shall have floors of waterproof material, shall have sanitary ceiling, floor and wall surfaces and shall be provided with floor drains adequate to permit easy cleaning.	WE WILL COMPLY
3. 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 campground or to any guest of the park.	WE WILL COMPLY
4. Evidence shall be provided that the campground will be eligible for a certificate of sanitation as required by state law.	WE WILL COMPLY

KEYNOTES	
①	CLUB HOUSE BUILDING, REFER TO ARCHITECTURAL DRAWING A-201 FOR DETAILS
②	OUTDOOR PATIO
③	PAINTED WOOD PORTAL GATEWAY
④	LIGHT BOLLARD, MANUFACTURER: ANP LIGHTING, MODEL: BL8521 - LED, FINISH: POWDER COATED BLACK
⑤	DEDICATED AREA FOR BIKE RACKS TO ACCOMMODATE 12 LOCKABLE BIKES
⑥	DEDICATED AREA FOR CHILDREN PLAYGROUND
⑦	DEDICATED 9'-0" X 20'-0" CAR PARKING FOR RV STALL
⑧	DOG PLAY AREA
⑨	4 FEET HIGH PAINTED METAL TRANSPARENT FENCE
⑩	6 FEET PAINTED WOOD FENCE
⑪	RV STALL UTILITY CONNECTION, REFER TO CIVIL DRAWINGS FOR DETAILS
⑫	TRASH / RECYCLE ENCLOSURE, REFER TO ARCHITECTURAL DRAWING A-701
⑬	WALKWAY CONNECTION FROM OFFICE/CLUB HOUSE TO ROW
⑭	ADA RAMP TO TO/FROM WALKWAY CROSSING
⑮	2 FEET ROW DEDICATION
⑯	3'-0" X 6'-0" GATE TO MATCH FENCE MATERIAL

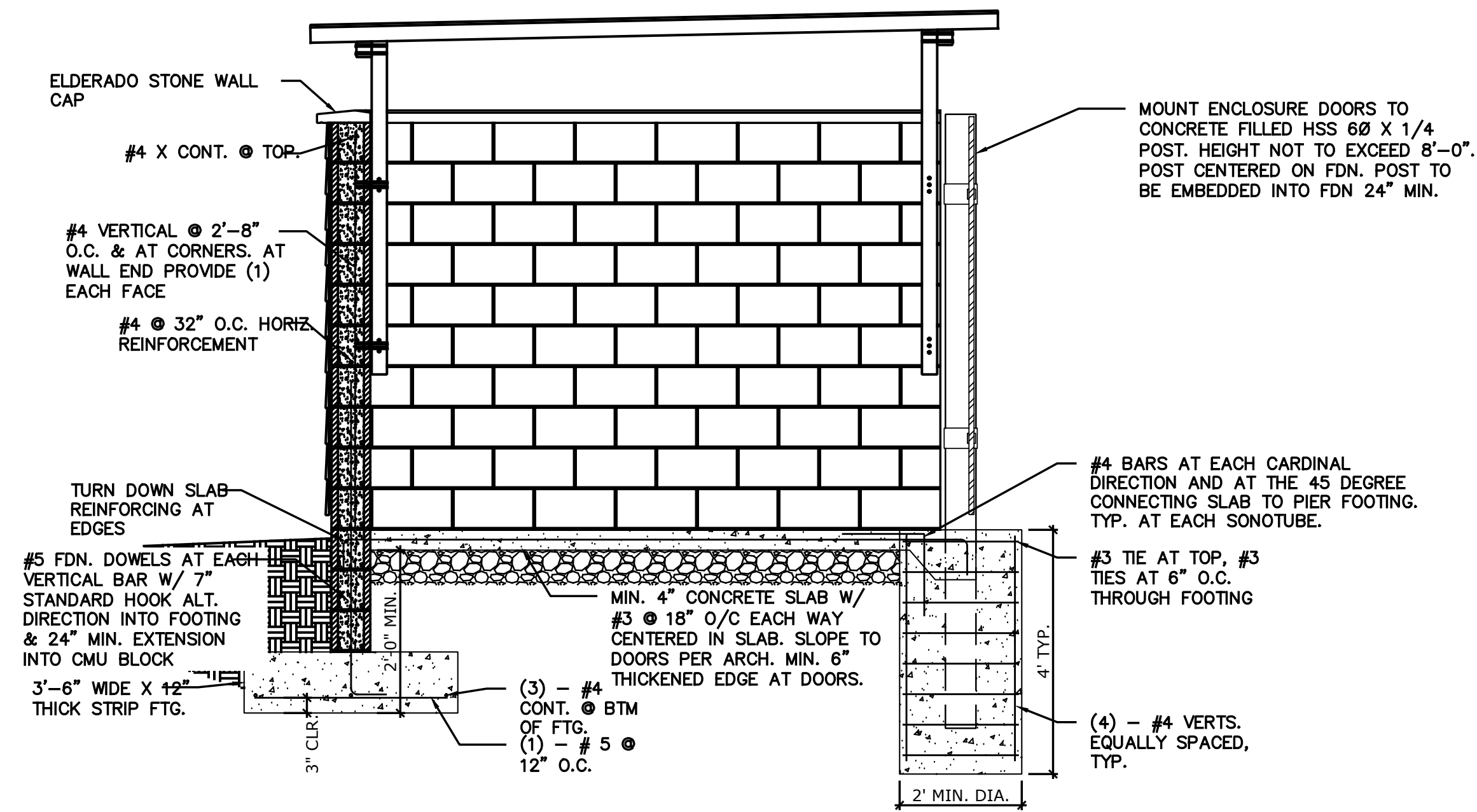
SURFACE COVERAGES		
DESCRIPTION	AREA (SF)	COVERAGE (%)
TOTAL LOT AREA (ACRES)	4.41	
TOTAL LOT AREA (SF)	192,100	
DRIVEWAY + RV STALLS + PARKING AREA	122,904	64.0%
RV STALL AMENITIES / UTILITIES	6,502	3.4%
LANDSCAPE AREA	44,248	23.0%
CONCRETE SIDEWALK	16,046	8.4%
CLUB HOUSE / OFFICE BUILDING	2,400	1.2%

NOT FOR CONSTRUCTION

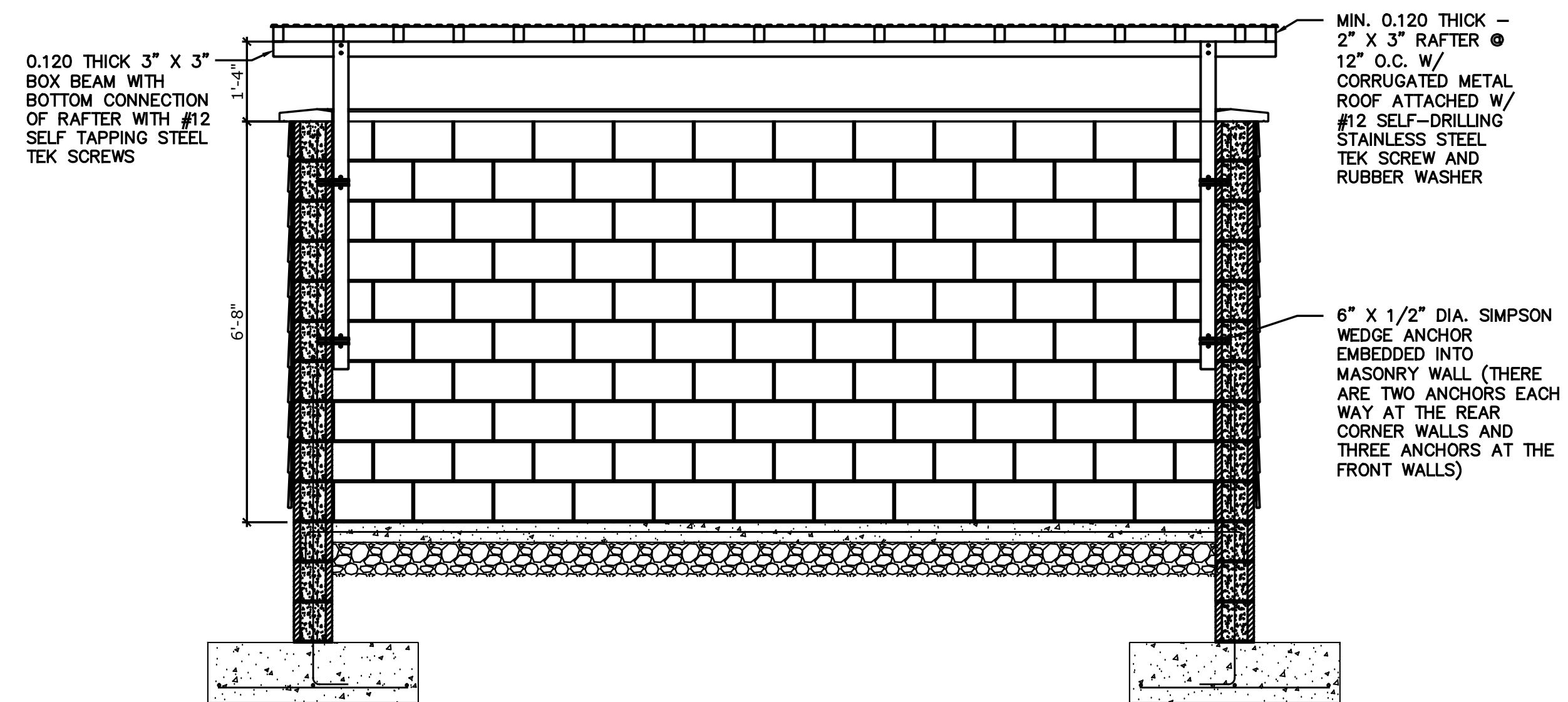
Project Name and Address La Pine RV PARK 17045 Whitway Rd La Pine, OR 97739		
Client Name and Address Oregon 97 Investment LLC 2206 Kalanooa Way Lebanon, OR 97355		
Lead Consultant and Designer MAA Group LLC 2095 Fairmount Blvd Eugene, OR 97403 Tel: 720-876-8771 CCB 231533		
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Landscape Architect SUE MATHIS LANDSCAPE DESIGN 16340 Lower Harbor Rd. Suite 1307 Brookings, OR 97415-8303 Tel: 661-258-4281		
Stamp		
A	CITY OF LA PINE - ENTITLEMENT	09.29
No.	Revision/Issue	Date
Sheet Name SITE PLAN - RV PARK PART A Date 09.29.2023 Scale 1/32" = 1'-0" Scale Bar 0 25' 50' Drawn By: TMA Check By: TMA		
Sheet No. A-111		



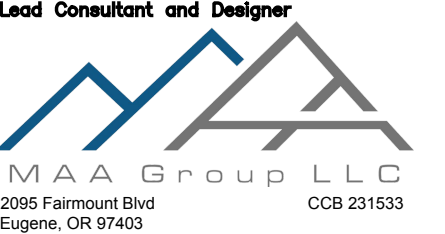


1 DUMPSTER ENCLOSURE FLOOR PLAN



2 DUMPSTER ENCLOSURE SECTION



3 DUMPSTER ENCLOSURE SECTION

Project Name and Address La Pine RV PARK 17045 Whitney Rd La Pine, OR 97739										
Client Name and Address Oregon 97 Investment LLC 2368 Kokanee Way Lebanon, OR 97355										
Lead Consultant and Designer  MAA Group LLC 2095 Fairmount Blvd Eugene, OR 97403 Tel: 726-978-8771 CDB 231533										
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Stamp										
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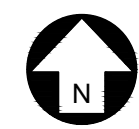
NOT FOR CONSTRUCTION

LA PINE RV PARK

TENTATIVE CIVIL SITE IMPROVEMENT PLANS

17125 ROSLAND RD
LA PINE, OR 97739

VICINITY MAP



SURVEY NOTES

EXISTING TOPOGRAPHIC AND BOUNDARY INFORMATION SHOWN HEREON PER SURVEY BY S&F LAND SERVICES DATED OCTOBER 10, 2022.

HORIZONTAL DATUM (BASIS OF BEARINGS): NAD83(91) BASED ON THE CENTRAL OREGON COORDINATE SYSTEM (COCS) ESTABLISHED BY AN ONLINE POSITION USER SERVICE (OPUS) SOLUTION AT CONTROL POINT NO. 3.

UNITS: INTERNATIONAL FEET

VERTICAL DATUM: NGVD29 BASED ON THE CENTRAL OREGON COORDINATE SYSTEM (COCS) ESTABLISHED BY AN ONLINE POSITION USER SERVICE (OPUS) SOLUTION AT CONTROL POINT NO. 3.

SURVEY MONUMENT PROTECTION:

PROTECT AND PRESERVE, IN PLACE, ALL SURVEY MONUMENTS AND BENCHMARKS. DO NOT DISTURB, MOVE, OR RELOCATE MONUMENTS OR BENCHMARKS WITHOUT THE PRIOR REVIEW AND APPROVAL BY THE AGENCY HAVING JURISDICTION OVER THE MONUMENT OR BENCHMARK. THE CONTRACTOR SHALL CONTRACT WITH A LICENSED SURVEYOR FOR MONUMENTS REQUIRING DISTURBANCE OR REMOVAL, AND THE SURVEYOR SHALL RESET THE MONUMENTS OR PROVIDE PERMANENT WITNESS MONUMENTS AND FILE THE REQUIRED DOCUMENTATION WITH THE AUTHORITY HAVING JURISDICTION, PURSUANT TO ALL APPLICABLE BUSINESS AND PROFESSIONAL CODES.

STANDARD ABBREVIATIONS

AC	ASPHALTIC CONCRETE	IE	INVERT ELEVATION
BLDG	BUILDING	INV	INVERT
BCR	BEGIN CURB RETURN	LA	LANDSCAPE AREA
BVC	BEGIN VERTICAL CURVE	NG	NATURAL GRADE
BW	BOTTOM OF WALL	PA	PLANTER AREA
CB	CATCH BASIN	PCC	PORTLAND CEMENT CONCRETE
C/L	CENTERLINE	P/L	PROPERTY LINE
CMU	CONCRETE MASONRY UNIT	POC	POINT OF CONNECTION
CONC	CONCRETE	PS	PARKING STRIPE
DW	DRIVEWAY	PVC	POLYVINYL CHLORIDE
ECR	END CURB RETURN	RW	RIGHT OF WAY
EG	EXISTING GRADE	SD	STORM DRAIN
EP	EDGE OF PAVEMENT	SG	SUB-GRADE ELEVATION
EVC	END VERTICAL CURVE	SS	SANITARY SEWER
FF	FINISHED FLOOR	TC	TOP OF CURB, CONCRETE
FG	FINISHED GRADE	TF	TOP OF FOOTING
FH	FIRE HYDRANT	TG	TOP OF GRATE
FL	FLOW LINE	TW	TOP OF WALL
FS	FINISHED SURFACE	VC	VERTICAL CURVE
GB	GRADE BREAK		

UTILITY PURVEYORS

ELECTRICITY: MIDSTATE ELECTRIC COOPERATIVE, INC.
16755 FINLEY BUTTE RD
LA PINE, OR 97739
(541) 536-2126

TV/TELEPHONE: BEND BROADBAND
63090 SHERMAN RD
BEND, OR 97701
(541) 382-5551

INTERNET: BEND BROADBAND
63090 SHERMAN RD
BEND, OR 97701
(541) 382-5551

ALT TELE/INT: LUMEN
100 NW KEARNEY AVE
BEND, OR 97703
(877) 837-5738

SEWER: CITY OF LA PINE UTILITY DEPARTMENT
16345 SIXTH STREET
LA PINE, OREGON 97739
(541) 536-1432

SEWER: CITY OF LA PINE UTILITY DEPARTMENT
16345 SIXTH STREET
LA PINE, OREGON 97739
(541) 536-1432

NATURAL GAS: CASCADE NATURAL GAS
64500 O.B. RILEY RD
TUMALO, OR 97703
(888) 522-1130

PROJECT INFORMATION

CLIENT: OREGON 97 INVESTMENT LLC
2368 KOKANEE WAY
LEBANON, OR 97355

LEAD CONSULTANT AND DESIGNER: MAA GROUP LLC
2095 FAIRMOUNT BLVD
EUGENE, OR 97403
(720) 876-8771

SURVEYOR: S&F LAND SERVICES
901 NW CARLON AVE #3
BEND, OR 97703

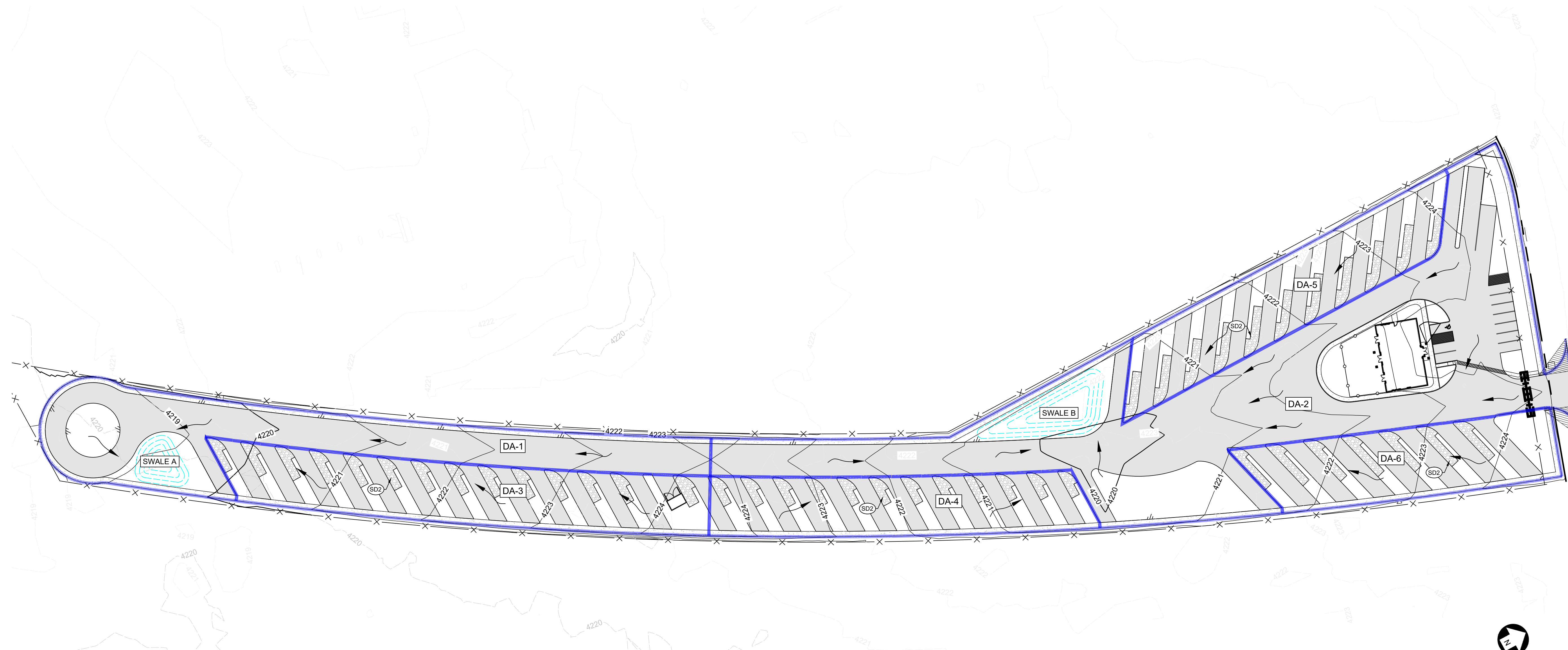
APN: 211036DC00100 & 2110360000107

SITE AREA: 4.41 AC
AREA DISTURBED: 4.41 AC

SHEET INDEX

SHEET	SHEET TITLE
C-0.0	TITLE SHEET
C-1.0	TENTATIVE EXISTING CONDITIONS AND DEMOLITION PLAN
C-2.0	TENTATIVE CIVIL SITE AND UTILITY PLAN - SOUTH
C-2.1	TENTATIVE CIVIL SITE AND UTILITY PLAN - NORTH
C-3.0	TENTATIVE GRADING AND DRAINAGE PLAN

Project Name and Address La Pine Mixed Use 17045 Whitney Rd La Pine, OR 97739		
Client Name and Address Oregon 97 Investment LLC 2368 Kokanee Way Lebanon, OR 97355		
Lead Consultant and Designer MAA Group LLC 2095 Fairmount Blvd Eugene, OR 97403 Tel: 720-876-8771 CDB 231533		
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Landscape Architect SUE MATHIS LANDSCAPE DESIGN 16340 Lower Harbor Rd. Suite 1-337 Brookings, OR 97415-6303 Tel: 661-256-4261		
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A	ENTITLEMENT	09.29
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Date 10.23.2023	North Direction	↑
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GENERAL NOTES:

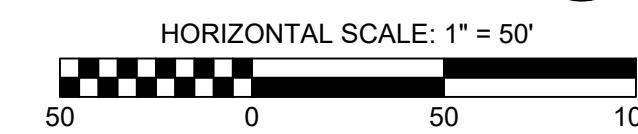
ALL STORMWATER SHALL REMAIN ONSITE, COLLECTED AND INFILTRATED IN DRYWELLS OR SWALES AS SHOWN. ALL GRADING SHOWN IS TENTATIVE AND SUBJECT TO CHANGE. NO RETAINING WALLS ARE PROPOSED. CATCH SLOPES SHALL NOT EXCEED 2:1.

STORM DRAIN CONSTRUCTION NOTES:

- (SD1) CONSTRUCT STORMWATER SWALE WITH MAX. 4:1 SIDE SLOPES AND 4 FT MAX. DEPTH. PLANTINGS PER LANDSCAPE PLANS.
- (SD2) CONSTRUCT ROCK DRAINAGE GALLERY (TYP), DRAINAGE GALLERY TO ACCEPT AND INFILTRATE ALL RUNOFF FROM ADJACENT RV PARKING STALL.

DRAINAGE CALCULATIONS:

Basin	Total Area (SF)	Impervious Cover (SF)	Imperv. CN	Pervious CN	Storm Event					Peak Storage Volume			Swale Information			
					6 Mo. Storm Flow/Volume	25 YR Storm Flow/Volume	100 YR Storm Flow/Volume	6 Mo. Peak	25 YR Peak	100 YR Peak	Designation	Area (sf)	Avail. Storage (cf)			
<i>Post-Development</i>																
DA-1	30,585	30,585	98	67	0.42 cfs	2259 CF	1.09 cfs	6029 CF	1.26 cfs	7042 CF	2259 CF	2082 CF	2651 CF	Swale-A	1687	2762
DA-2	78,349	78,349	98	67	1.09 cfs	5786 CF	2.79 cfs	15446 CF	3.24 cfs	18040 CF	5786 CF	5559 CF	7063 CF	Swale-B	4046	7313
DA-3	24,830	24,830	98	67	0.34 cfs	1834 CF	0.88 cfs	4895 CF	1.03 cfs	5717 CF	1834 CF	852 CF	1077 CF	Rock Gallery	4149	2074.5
DA-4	19,156	19,156	98	67	0.27 cfs	1415 CF	0.88 cfs	3776 CF	0.79 cfs	4411 CF	1415 CF	675 CF	853 CF	Rock Gallery	3053	1526.5
DA-5	21,558	21,558	98	67	0.30 cfs	1592 CF	0.77 cfs	4250 CF	0.89 cfs	4964 CF	1592 CF	649 CF	829 CF	Rock Gallery	4443	2221.5
DA-6	18,053	18,053	98	67	0.25 cfs	1333 CF	0.64 cfs	3559 CF	0.75 cfs	4157 CF	1333 CF	630 CF	797 CF	Rock Gallery	2928	1464



GRADING AND DRAINAGE LEGEND

- PROPERTY LINE
- - - PROPOSED EASEMENT
- SETBACK
- CENTERLINE
- BUILDING
- CONCRETE SIDEWALK
- AGGREGATE
- AC PAVEMENT
- - - FENCE
- STRIPING
- SWALE
- DRAINAGE BASIN
- PROPOSED MAJOR CONTOUR (5' INTERVAL)
- PROPOSED MINOR CONTOUR (1' INTERVAL)
- MAJOR CONTOUR (5' INTERVAL)
- MINOR CONTOUR (1' INTERVAL)

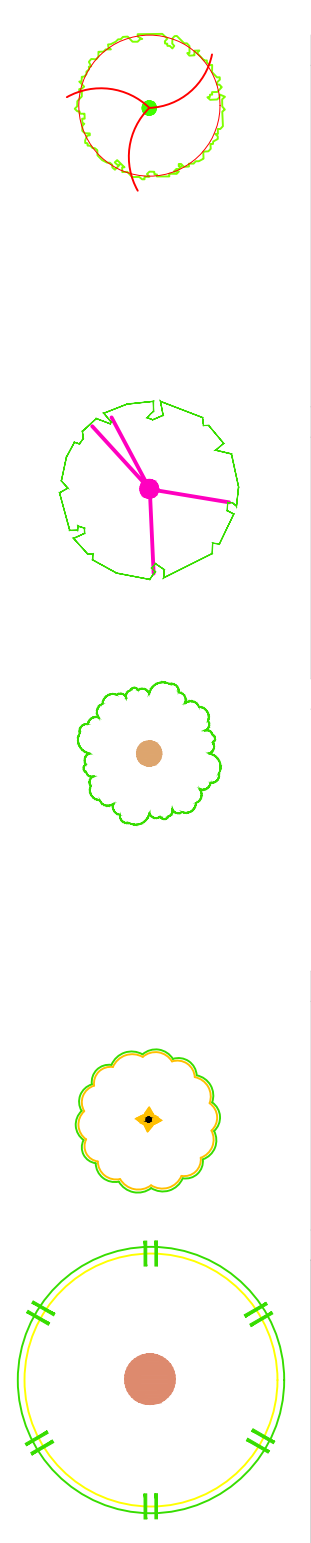
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Drawn By JWM		
Check By JWM		
Sheet No. C-3.0		



PLANT KEY

NOTE: SEE PLANT LIST FOR SIZES AND QUANTITIES

TREES	TOTAL TREES: 107
<i>Acer circinatum</i> Vine Maple Deciduous, mod. water, full sun-shade, mod growth, multi-stemmed, shrubby, spreading habit to 10-20'h x 20'w, reddish new bark leaves soft green turning red-orange-yellow in fall, summer flowers turn to red winged seed pods in fall. Native.	QTY: 0 15 GAL.
<i>Cercis occidentalis</i> Western Redbud Deciduous, low water, sun to part shade, multi-trunked to 10-18'h x 18'w, handsome blue-green leaves turns yellow or red in fall, magenta spring flowers. Drought tolerant.	QTY: 0 24" BOX
<i>Acer rubrum 'Armstrong'</i> Armstrong Maple Deciduous, mod. water fast growth to 45'h x 15'w, red twigs, branchlets, cut leaves with 3-5 lobes, shiny green above, pale beneath, brilliant orange to red fall color.	QTY: 0 15 GAL.
<i>Populus tremuloides 'Prairie Gold'</i> Prairie Gold Quaking Aspen Deciduous, mod. water, full sun, upright growth to 40'h x 15'w, dainty glossy green leaves turn golden yellow in fall. Native, disease resistant.	QTY: 0 24" BOX
<i>Pinus ponderosa</i> Ponderosa Pine Evergreen, low water, mod. to fast growth to 50-100'h x 25-30'w, open irregular crown, yellow-green to dark green needles in 3's, lt. brown to red-brown cones, orange-brown bark with butterscotch fragrance. Native.	QTY: 0 24" BOX



SHRUBS TOTAL SHRUBS: 805

<i>Arctostaphylos Uva Ursi 'Massachusetts'</i> Massachusetts Kinnikinnick Evergreen, mod.water, full sun-part shade, prostrate compact growth to .5-1'h x 3-6'w, small medium-dark green leaves turn bronze in winter, abundant white to pinkish flowers late spring-summer, red fruit in winter. Tolerates drought coastal conditions, wet & poor soil, native.	Qty: 326 5 Gallon
<i>Cornus alba 'Elegantissima'</i> Variegated Red Twig Dogwood Deciduous, mod. water, to 6-8'h x 4-6'w, variegated foliage with white margins, fragrant white flowers followed by white berries in fall. Attractive red bark.	Qty: 29 5 Gallon
<i>Helictotrichon sempervirens 'Blue Oat'</i> Blue Oat Grass Evergreen, mod. water, clumping ornamental grass to 2-3'h x 2-3'w, powder blue foliage creates bold look. Full sun, drought tolerant once established.	Qty: 24 1 Gallon
<i>Hesperaloe parviflora</i> Red Yucca, Red Hesperaloe Evergreen, low water, to 3-4'h x 3-4'w, gray-green leaf clumps bearing bright red flowers on 5' spikes, spring-summer. Remove spent flower spikes to prolong bloom time.	Qty: 9 5 Gallon
<i>Pieris japonica 'Fire N Ice'</i> Fire N Ice Lily of the Valley Evergreen, mod. water, acid soil, part shade, slow compact growth to 5'h x 5'w, new growth red and white in spring, green foliage in summer deep green, showy white flowers in spring. Low maint., specimen, needs good drainage.	Qty: 480 5 Gallon
<i>Pinus mugo</i> Mugo Pine Evergreen, mod. water, slow growing, rounded habit to 4-8'h x 8-15'w, dark green needles.	Qty: 13 5 Gallon
<i>Ribes aureum</i> Golden Currant Evergreen, low water, sun-part shade, 3-5'h x 3-5'w, 3 lobed maple-like leaves, yellow flowers in spring. Drought tolerant, native.	Qty: 189 5 Gallon
<i>Spirea japonica 'Anthony Waterer'</i> Anthony Waterer Spirea Deciduous, mod. water, mod. growth to 3-5'h x 3-5'w, reddish purple new growth matures bright green, rosy-pink flowers in spring, fall color.	Qty: 102 5 Gallon

BOULDERS

24" MINIMUM SIZE BOULDER. BURY 1/3 FOR A NATURAL LOOK. SEE PLAN FOR LOCATIONS.	QTY: 9
30" MINIMUM SIZE BOULDER. BURY 1/3 FOR A NATURAL LOOK. SEE PLAN FOR LOCATIONS.	QTY: 5

GROUNDCOVER

ROCK MULCH: 3/4" CRUSHED ROCK, TAN COLOR	15,945 SQ. FT.
BARK MULCH: "WALK-ON" BARK	34,270 SQ. FT.
LAWN: WARM SEASON TURF	27,105 SQ. FT.

TOTAL LANDSCAPE AREA (SQ. FT.): 77,320

CONCEPTUAL PLAN NOTES

DESIGN CONCEPT STATEMENT

THE LANDSCAPE DESIGN USES A COMBINATION OF EVERGREEN AND DECIDUOUS TREES AND SHRUBS THAT PROVIDE COLOR THROUGHOUT THE YEAR. TREES WERE USED TO PROVIDE SHADE IN THE PARKING LOT AND ALONG THE STREET AND GOOD FALL COLOR. TREES WERE CAREFULLY PLACED TO AVOID BLOCKING CLEAR ACCESS TO RV SITES WITH THE RECREATIONAL VEHICLES. PLANTS WERE SELECTED TO MAINTAIN CLEAR LINE OF SITE FOR CAR AND PEDESTRIAN SAFETY. A HEDGE BETWEEN EACH RV SITE ALLOWS FOR PRIVACY TO EACH GUEST. A WALKING PATH AROUND THE PROPERTY ALLOWS FOR GUESTS TO WALK AND EXERCISE IN THE PARK. NATIVE PLANTS WERE USED WHENEVER POSSIBLE. LAWN AREAS FOR PETS AND CHILDREN TO PLAY ARE PROVIDED.

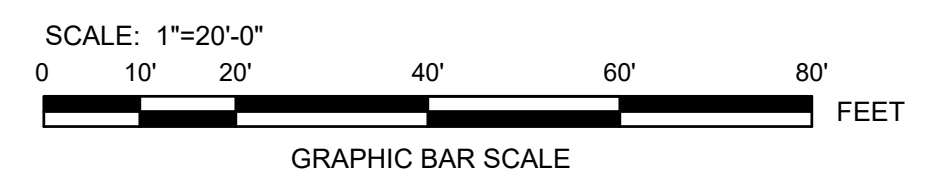
IRRIGATION

1. AN AUTOMATIC IRRIGATION SYSTEM USING A SMART CONTROLLER AND UNDERGROUND PIPING SHALL BE USED. A BACKFLOW DEVICE SHALL BE INSTALLED AFTER THE LANDSCAPE POINT OF CONNECTION PER CITY AND COUNTY REQUIREMENTS. THE IRRIGATION SYSTEM SHALL PROVIDE ADEQUATE COVERAGE OF THE SITE AND MAINTAIN PLANT HEALTH AND SURVIVABILITY.

PLANTING

1. THE LANDSCAPE PLAN SHALL INCLUDE TREES AND SHRUBS SUITABLE FOR THE CLIMATE AND MEET THE COVERAGE REQUIREMENTS PER CITY STANDARDS.
2. STREET TREES PLANTED IN THE CITY RIGHT OF WAY SHALL BE FROM THE APPROVED STREET TREE LIST.
3. A COMBINATION OF PLANT MATERIAL AND MULCH SHALL BE USED TO PROVIDE ADEQUATE COVERAGE OF ALL PLANTERS.
4. THE PLANTING SHALL BE MAINTAINED BY THE OWNER TO MATCH THE APPROVED LANDSCAPE PLANS. PLANTS NOT IN GOOD HEALTH OR MISSING SHALL BE REPLACED.

SEE SHEET LC2



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CITY OF LA PINE

CHECKED BY: _____

DATE: _____

NOT FOR CONSTRUCTION

Project Name and Address La Pine RV Park 17045 Whitney Rd La Pine, OR 97739		
Client Name and Address Oregon 97 Investment LLC 2368 Kokanee Way Lebanon, OR 97355		
Lead Consultant and Designer MAA Group LLC 2095 Fairmount Blvd Eugene, OR 97403 Tel: 726-876-8771		
Planning Consultant Blackmore Planning AND DEVELOPMENT SERVICES, LLC 19454 Sundown Way Bend, OR 97702 Tel: 541-419-1455		
Transportation Engineering Consultant TRANSIGHT CONSULTING, LLC 61271 Splendor LN Bend, OR 97702 Tel: 503-202-5565		
Civil Engineering Consultant Ashley Vance ENGINEERING, INC. 33 NW Franklin Ave Bend, OR 97703 Tel: 541-647-1445		
Landscape Architect SUE MATHIS LANDSCAPE DESIGN 16340 Lower Harbor Rd. Suite 1-337 Brookings, OR 97415-8303 Tel: 661-256-4261		
Stamp 		
No.	Revision/Issue	Date
Sheet Name CONCEPTUAL LANDSCAPE PLAN		
Date	North Direction	
10-24-2023		
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SMM	SMM	
Sheet No. LC1		

NOTE: IF DWG. IS NOT 24"x36", IT IS NOT FULL SIZE



SEE SHEET LC1

SEE SHEET LC3

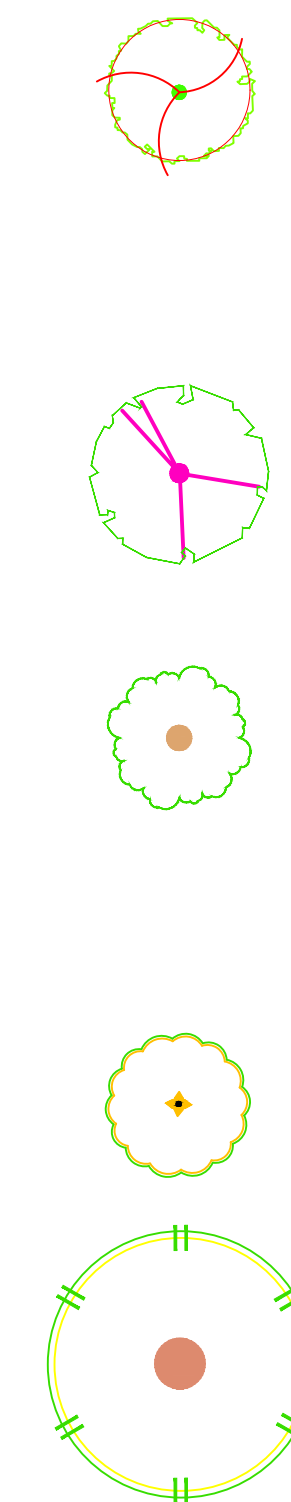
PLANT KEY

NOTE: SEE PLANT LIST FOR SIZES AND QUANTITIES

TREES

TOTAL TREES: 107

<i>Acer circinatum</i> Vine Maple Deciduous, mod. water, full sun—shade, mod growth, multi-stemmed, shrubby, spreading habit to 10–20'h x 20'w, reddish new bark leaves soft green turning red–orange–yellow in fall, summer flowers turn to red winged seed pods in fall. Native.	QTY: 0 15 GAL.
<i>Cercis occidentalis</i> Western Redbud Deciduous, low water, sun to part shade, multi-trunked to 10–18'h x 18'w, handsome blue–green leaves turns yellow or red in fall, magenta spring flowers. Drought tolerant.	QTY: 0 24" BOX
<i>Acer rubrum 'Armstrong'</i> Armstrong Maple Deciduous, mod. water fast growth to 45'h x 15'w, red twigs, branchlets, cut leaves with 3–5 lobes, shiny green above, pale beneath, brilliant orange to red fall color.	QTY: 0 15 GAL.
<i>Populus tremuloides 'Prairie Gold'</i> Prairie Gold Quaking Aspen Deciduous, mod. water, full sun, upright growth to 40'h x 15'w, dainty glossy green leaves turn golden yellow in fall. Native, disease resistant.	QTY: 0 24" BOX
<i>Pinus ponderosa</i> Ponderosa Pine Evergreen, low water, mod. to fast growth to 50–100'h x 25–30'w, open irregular crown, yellow–green to dark green needles in 3's, lt. brown to red–brown cones, orange–brown bark with butterscotch fragrance. Native.	QTY: 0 24" BOX



BOULDERS

24" MINIMUM SIZE BOULDER. BURY 1/3 FOR A NATURAL LOOK. SEE PLAN FOR LOCATIONS.	QTY: 9
30" MINIMUM SIZE BOULDER. BURY 1/3 FOR A NATURAL LOOK. SEE PLAN FOR LOCATIONS.	QTY: 5

SHRUBS

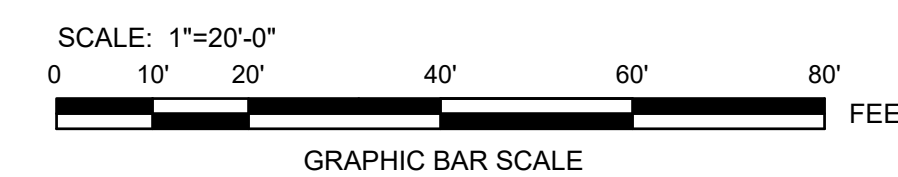
TOTAL SHRUBS: 805

<i>Arctostaphylos Uva Ursi 'Massachusetts'</i> Massachusetts Kinnikinnick Evergreen, mod. water, full sun–part shade, prostrate compact growth to .5–1'h x 3–6'w, small medium–dark green leaves turn bronze in winter, abundant white to pinkish flowers late spring–summer, red fruit in winter. Tolerates drought coastal conditions, wet & poor soil, native.	Qty: 326 5 Gallon
<i>Cornus alba 'Elegantissima'</i> Variegated Red Twig Dogwood Deciduous, mod. water, to 6–8'h x 4–6'w, variegated foliage with white margins, fragrant white flowers followed by white berries in fall. Attractive red bark.	Qty: 29 5 Gallon
<i>Helictotrichon sempervirens 'Blue Oat'</i> Blue Oat Grass Evergreen, mod. water, clumping ornamental grass to 2–3'h x 2–3'w, powder blue foliage creates bold look. Full sun, drought tolerant once established.	Qty: 24 1 Gallon
<i>Hesperaloe parviflora</i> Red Yucca, Red Hesperaloe Evergreen, low water, to 3–4'h x 3–4'w, gray–green leaf clumps bearing bright red flowers on 5' spikes, spring–summer. Remove spent flower spikes to prolong bloom time.	Qty: 9 5 Gallon
<i>Pieris japonica 'Fire N Ice'</i> Fire N Ice Lily of the Valley Evergreen, mod. water, acid soil, part shade, slow compact growth to 5'h x 5'w, new growth red and white in spring, green foliage in summer deep green, showy white flowers in spring. Low maint., specimen, needs good drainage.	Qty: 480 5 Gallon
<i>Pinus mugo</i> Mugo Pine Evergreen, mod. water, slow growing, rounded habit to 4–8'h x 8–15'w, dark green needles.	Qty: 13 5 Gallon
<i>Ribes aureum</i> Golden Current Evergreen, low water, sun–part shade, 3–5'h x 3–5'w, 3 lobed maple–like leaves, yellow flowers in spring. Drought tolerant, native.	Qty: 169 5 Gallon
<i>Spiraea japonica 'Anthony Waterer'</i> Anthony Waterer Spiraea Deciduous, mod. water, mod. growth to 3–5'h x 3–5'w, reddish purple new growth matures bright green, rosy–pink flowers in spring, fall color.	Qty: 102 5 Gallon

GROUNDCOVER

ROCK MULCH: 3/4" CRUSHED ROCK, TAN COLOR	15,945 SQ. FT.
BARK MULCH: "WALK-ON" BARK	34,270 SQ. FT.
LAWN: WARM SEASON TURF	27,105 SQ. FT.

TOTAL LANDSCAPE AREA (SQ. FT.): 77,320



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La Pine RV Park
17045 Whitney Rd
La Pine, OR 97739

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2368 Kokanee Way
Lebanon, OR 97355

Lead Consultant and Designer
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2055 Fairmount Blvd
Eugene, OR 97403
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Landscape Architect
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16340 Lower Harbor Rd.
Suite 1-337
Brookings, OR 97415-8303
Tel: 661-256-4261

Stamp
REGISTERED 683 NOT FOR CONSTRUCTION LANDSCAPE ARCHITECT
SUSAN M. MATHIS
OREGON
12-31-2023

No.	Revision/Issue	Date

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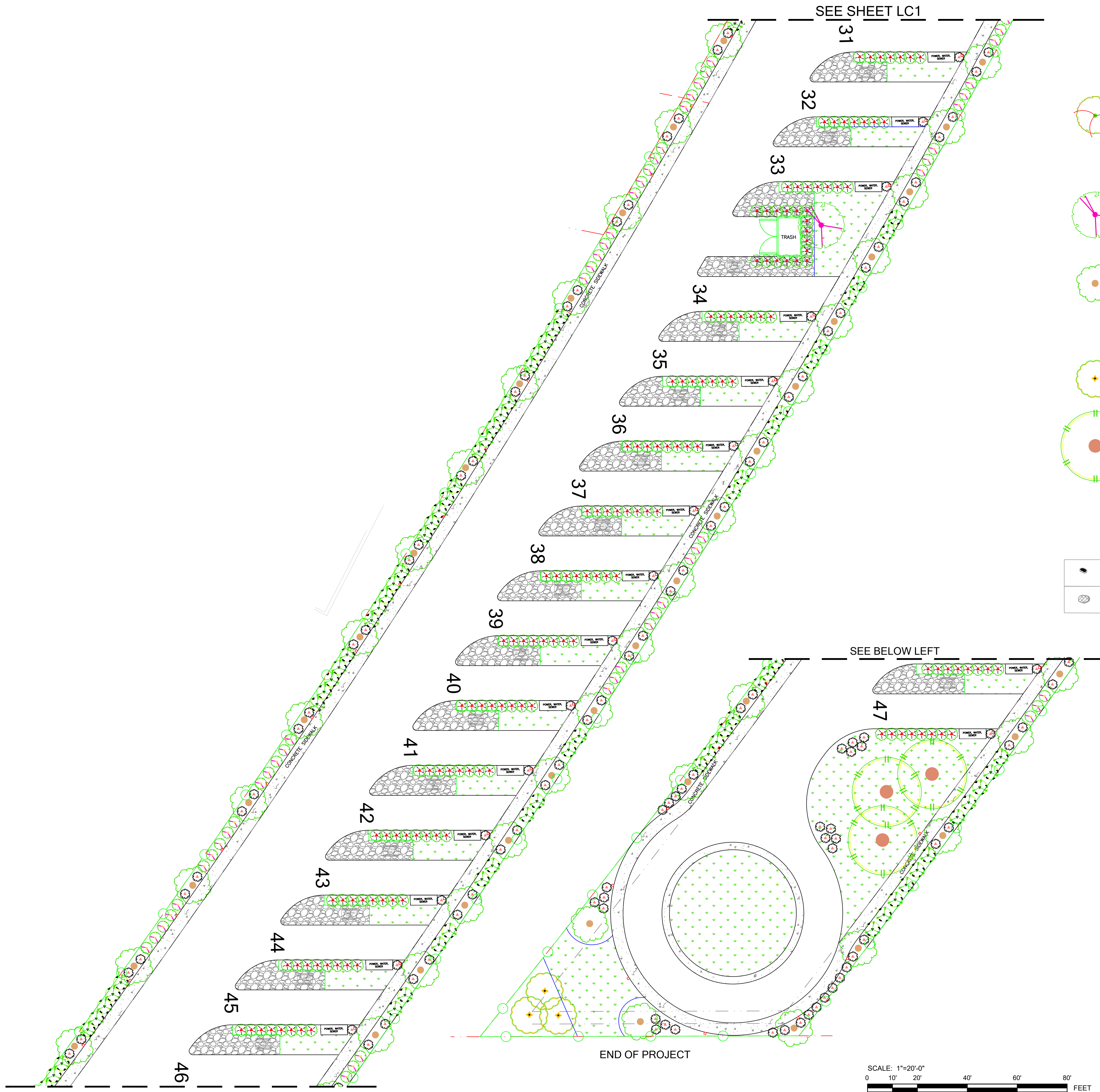
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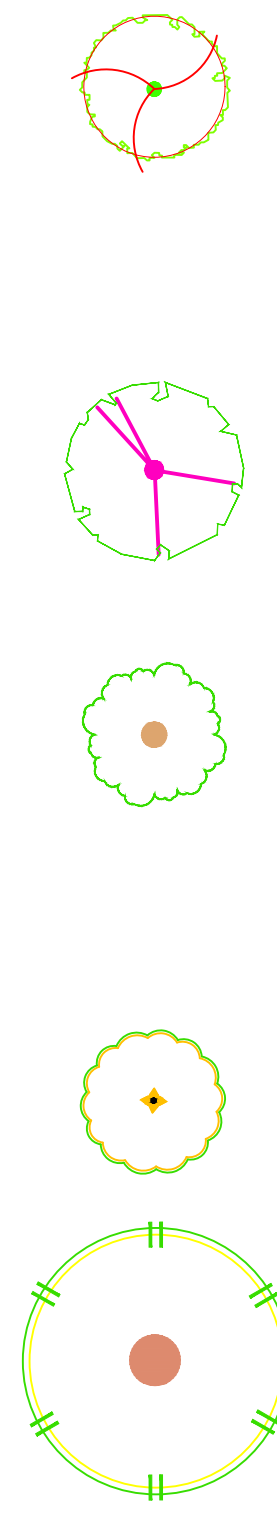
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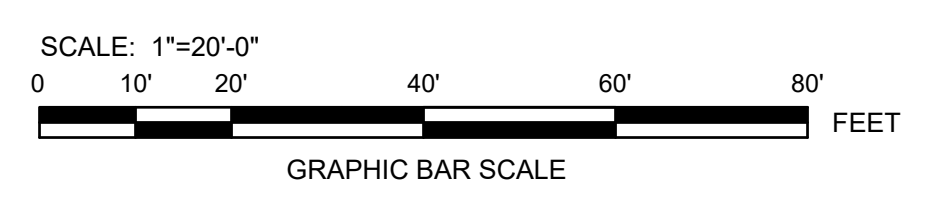
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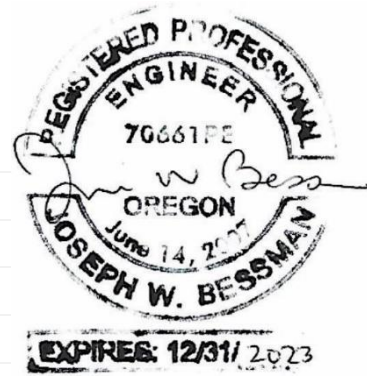
Drawn By
 SMM

Check By
 SMM

Sheet No.
LC3

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Date:	October 6, 2023
To:	Brent Bybee, AICP & Geoff Wullschlager
From:	Joe Bessman, PE
Project Reference No.:	1856
Project Name:	La Pine RV Park

This memorandum provides formal scoping materials for the next phase of development adjacent to the La Pine Travel Center (former Gordy's Truck Stop) located in the Wickiup Junction area of La Pine, Oregon. Current development plans are to rezone the 2.88-acre Tax Lot 2110360000107 from *La Pine Industrial* (LPIND) to *Commercial Mixed-Use* (CMX), allowing a proposed RV Park that will be accessed from Rosland Road at a driveway located east of Drafter Road. Figure 1 illustrates the layout of the RV Park.

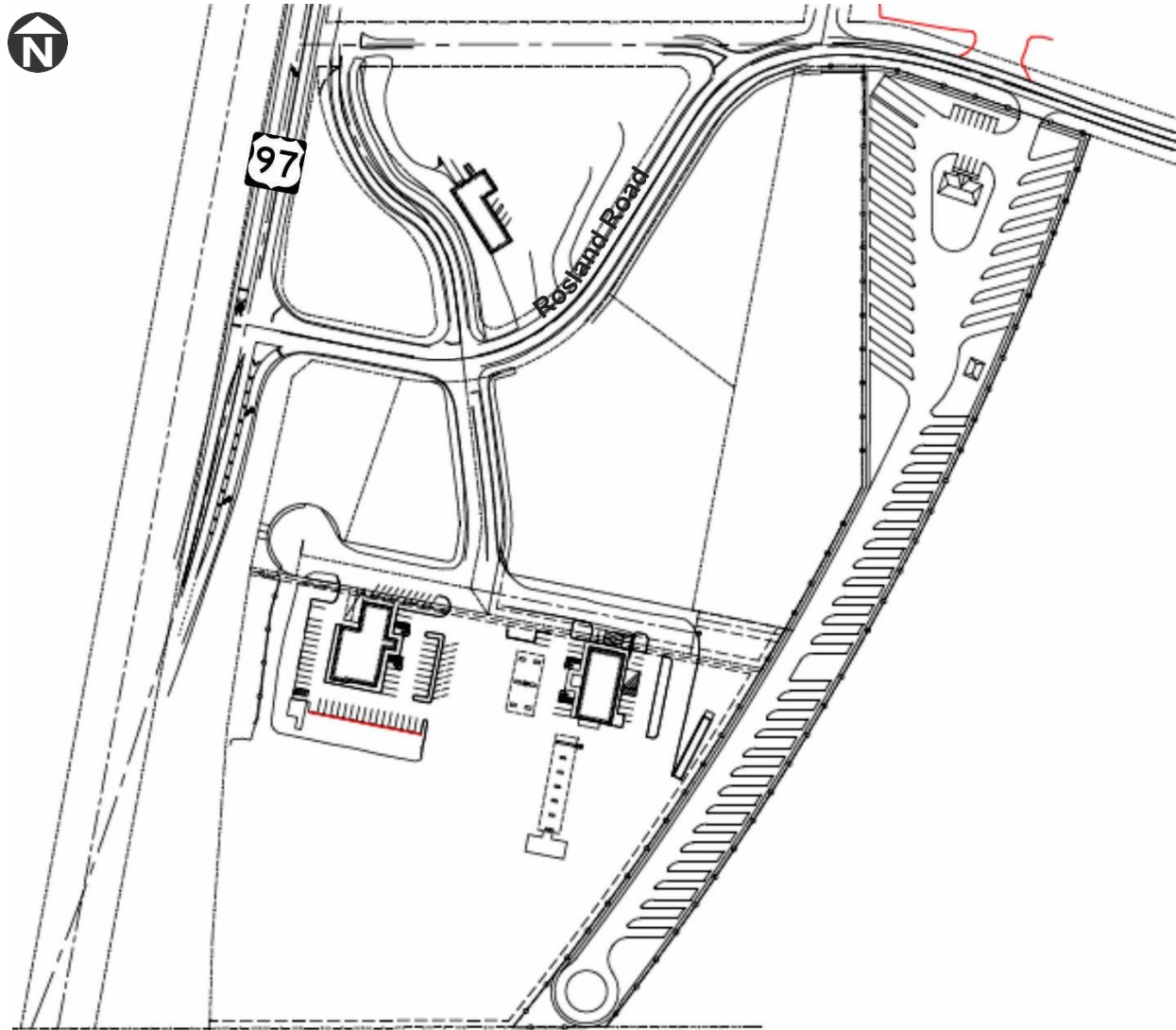


Figure 1. Conceptual rendering of the proposed RV Park Layout. Source: MAA Group.

PROJECT BACKGROUND/LITERATURE REVIEW

Improvement plans within La Pine's Wickiup Junction area include a rail overcrossing project to remove the last at-grade railroad crossing of the BNSF mainline along the US 97 corridor. This project was fully funded through ODOT's Statewide Transportation Improvement Program but was placed on indefinite hold due to settlement issues that were encountered in 2017. ODOT removed the overcrossing beams as the foundation settlement had reduced the clearance below what was required by BNSF. The entire project budget had not been allocated when the settlement occurred, but the remaining funds had been earmarked for development of an interim plan and implementation of near-term safety and capacity improvements.

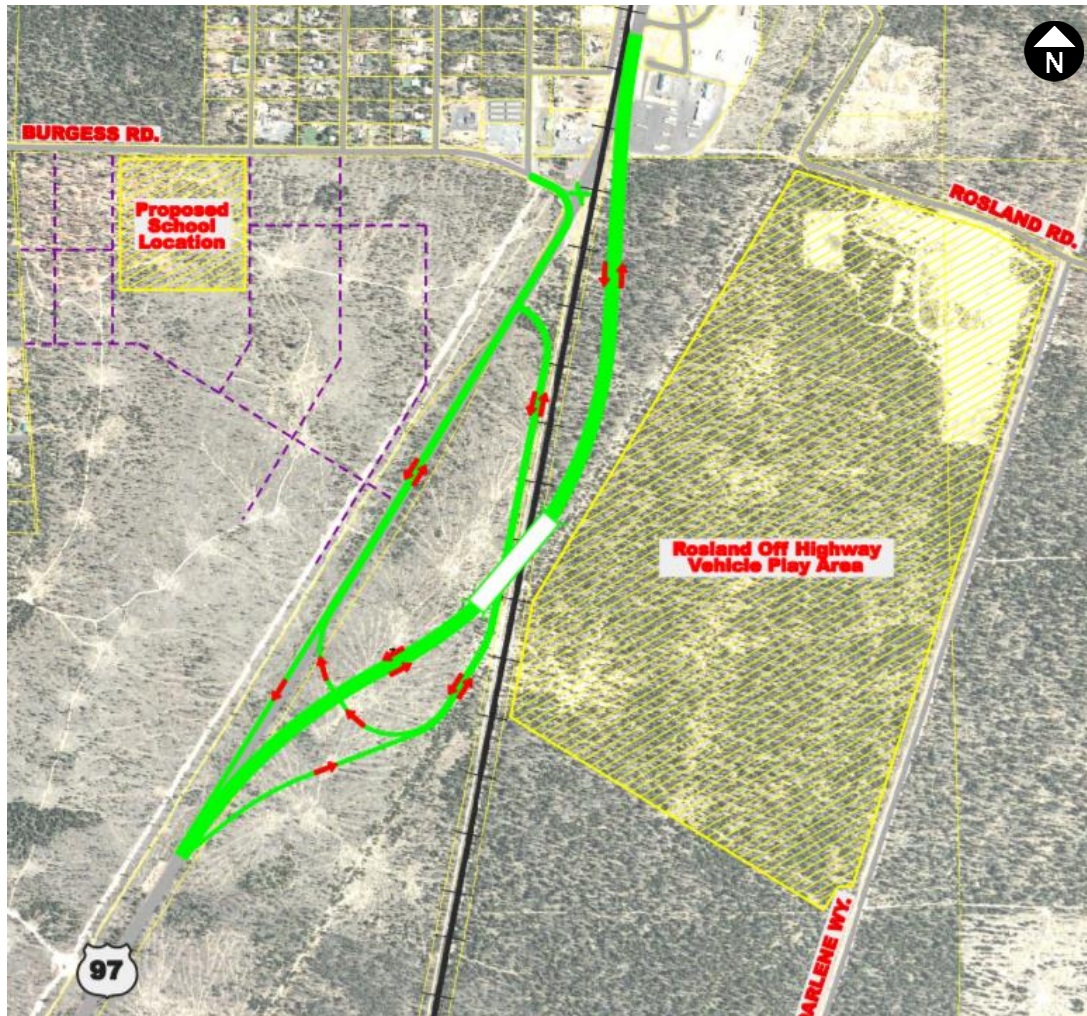


Figure 2. US 97 at Wickiup Junction Project Design Map source: Oregon.gov

ODOT is continuing to monitor the settlement to determine if there has been a change in the rate of settlement or if there are geotechnical methods that could be employed to stabilize the structure and complete the overcrossing. In the interim, a Refinement Plan was completed in 2020 in coordination with ODOT, City of La Pine, and Deschutes County. This plan maintains the same overcrossing as the long-term improvement for the Wickiup Junction but provides additional interim measures to address current safety and capacity concerns. The Refinement Plan shows that currently all area intersections operate acceptably, but there are crash issues at the signalized Huntington Road/Burgess Road intersection and at the US 97/Rosland Road intersection. By 2040, with continued population and travel growth there are several failing locations on the US 97 corridor, including Rosland Road, Burgess Road, 1st Street – Reed Lane, and the US 97/Frontage Road.

To address these deficiencies, key outcomes of this plan include the following:

- US 97 Streetscape Design considers a potential section (shown in Figure 3 and noted as subject to additional refinement as part of future project funding) that would include widening throughout the Wickiup Junction area to a three-lane section with curbing along the commercial uses, and a buffered 10-foot multi-use pathway. The refinement plan does not establish a formal section (or even specify where the pathway will be located, noting that it could follow Pam Lane or “could follow the highway alignment or utilize local circulation roads.”

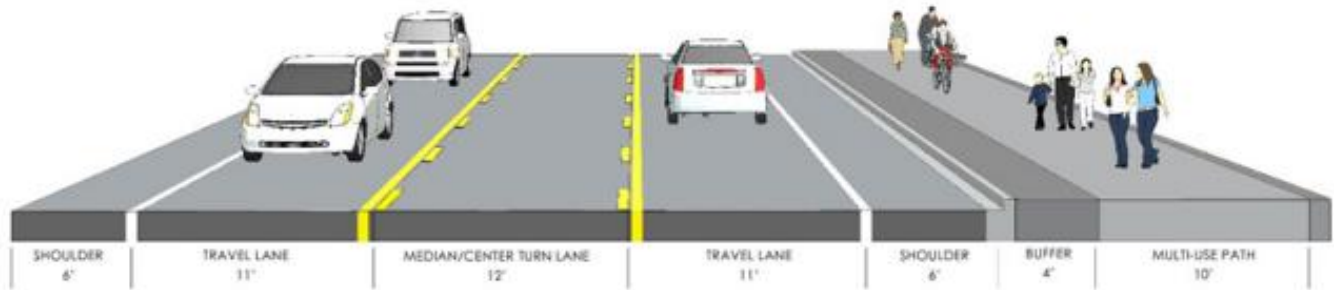


Figure 3. Potential cross-section for US 97 in Wickiup Junction area.

- The plan identifies that a traffic signal at the US 97/Rosland Road “and possibly other locations” will be needed to support “long-term economic vitality within the City and Region.” The plan explored traffic signals at both Rosland Road and Burgess Road, noting that signal progression could be used to manage queues between the two traffic signals. This assumes that Burgess Road is relocated approximately 400-feet south of its current intersection, with adjacent lands under Deschutes County ownership.
- Passing lane removal is being contemplated within the City’s urban limits. The Refinement Plan notes that these passing lanes are not needed for mobility, with the pavement restriped/reallocated to other uses.
- Local circulation system improvements are planned that would rely on highway access consolidation, turn lane improvements, and extension of local streets to form a system of frontage and backage roads.
- This plan shows that long-term capacity improvements would be required at the US 97/Drafter Road intersection (presumably a traffic signal or roundabout, though no details are provided within the plan), turn lane improvements at the US 97/Pam Lane intersection, conversion of the existing access near Chevron to right-in, right-out, and signalization of Rosland Road.

Figure 5: Local Connections



Figure 4. Local Circulation system of frontage and backage Roads.

- Highway intersection improvements would be required to support this overall plan. The following projects were identified:
 - US 97/Rosland Road: New traffic signal that should be designed “with enough space for northbound vehicles on US 97 to not block the rail crossing” and “compatible with the final construction of the Wickiup Junction Overcrossing Project.” The signal will require interconnect with the railroad. Estimated cost: \$3M.
 - US 97/Pam Lane: Widening of the highway to a three-lane section to add a southbound left-turn lane. Estimated cost: \$2.3M.
 - US 97/Wendy Road: Restrict movements to right-in, right-out, with left-turns connected to the new signal at Rosland Road or to US 97/Pam Lane. Estimated cost: \$350,000.

- US 97/Drafter Road: Improvements would include new turn lanes (southbound left-turn and northbound right-turn lane). Estimated cost: \$800,000.
- US 97/Burgess Road: Southern realignment of the intersection with non-specific improvements “consistent with the Wickiup Junction Overcrossing Project.” The Refinement Plan lists signalization. Estimated cost: \$3.3M.
- US 97/1st Street: Addition of left-turn lanes on 1st Street – Reed Lane consistent with the US 97/La Pine Corridor Plan. Estimated cost: TBD.

The overall cost estimates within the Refinement Plan appear to be overly conservative, and it was noted that the cost to relocate, signalize, and interconnect the US 97/Burgess Road intersection was nearly identical to provided costs for a new traffic signal with no widening or turn lane improvements at US 97/Rosland Road. The left-turn lane at Drafter Road was estimated at \$800,000, but a similar turn lane at the US 97/Pam Lane intersection was \$2.3M. Also, the improvements at Pam Lane only show a pork-chop island on Pam Lane but includes a cost of \$350,000. It does not appear that the cost estimates were based on engineering takeoffs or costs incurred on similar projects in Central Oregon, and would not be reliable for development of funding plans, which will require more detailed design and preparation of engineering estimates.

The overall costs of the Refinement Plan (which includes \$19.8M in broader regional system connections) is \$35,150,000. The budget for the BNSF Overcrossing was \$17 million, with \$12.4 million spent prior to the settlement issues halted construction. An overall summary of the estimated funding is provided in Figure 5.

Table 1. Summary of Key Projects

IMPROVEMENT	NEED ADDRESSED	PLANNING LEVEL COST ESTIMATE
Regional Connections		
Realign Burgess Road and construct intersection changes at US 97/Burgess Road	Address identified safety, capacity, and local connectivity	\$3,300,000
Multi-use Path from Crescent Creek to northern City limits	Support regional connectivity for those walking or riding bikes	\$2,400,000
Passing Lane Removal	Support urbanization of La Pine community and reduce speeds	To be determined based on future design
Pave Darlene Way from Rosland Road to Reed Road	Support regional connectivity	\$5,300,000
North-South Collector: Burgess Road to Crescent Creek Drive	Support regional connectivity	\$6,200,000
East-West Collector: Huntington Road to US 97	Support regional connectivity	\$2,600,000
	Subtotal:	\$19,800,000
Local Connections		
Pam Lane Extension to Rosland Road	Support local circulation within the Wickup Junction Business District	\$2,200,000
East-west road from Pam Lane Extension to Drafter Road	Support local circulation within the Wickup Junction Business District	\$600,000
Access consolidation "backage" road	Support local circulation within the Wickup Junction Business District and reduce conflict points on US 97	\$3,400,000
	Subtotal:	\$6,200,000
Intersection Alternatives		
US 97/Rosland Road	Address identified congestion and safety needs	\$3,000,000
US 97/Burgess	Address identified congestion and safety needs	Included in Burgess Road Realignment
US 97/Pam Lane	Support access to/from Wickup Junction Business District	\$2,300,000
Huntington Road/Burgess Road	Address rear-end collision crash history	\$2,700,000 (long-term solution)
US 97/Frontage Road (Wendy Road)	Reduce conflict points and route vehicles to improved intersections	\$350,000
US 97/Drafter Road	Provide long-term access	\$800,000
US 97/1st Street/Reed Road	Provide long-term capacity at intersection	To be determined based on future design
	Subtotal:	\$9,150,000
	Total:	\$35,150,000

Figure 5. Wickiup Refinement Plan Conceptual Cost Estimates.

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 (as well as other transportation providers), 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 the planned RV Park.

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 *La Pine 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 lower-intensity manufacturing, storage, and wholesale uses with mobile food units.

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. The long and rectangular strip of land is 100-feet wide, so assuming that the side yard setbacks would apply in the north-south direction, these setbacks could have a substantial impact by reducing the available land area by about 20 percent, retaining about 2.3 acres of the parcel as buildable land within the proposed zoning scenario.

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. However, some type of food cart pod would only take a small portion of this 8-acre site. 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 37,635 square-feet of building space.

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, leaving about 2.37 acres of the site. Applying the FAR of 0.30 to the remaining space would result in a 30,971 square-foot manufacturing facility in addition to the food cart pod.

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 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*

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.

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*, despite the off-highway location of the subject property.

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	140	30,971 SF	147	23	7	16
Food Cart Pod	926	4 Carts	191	25	14	11
<i>Internal Trips (10%)</i>			-19	-3	-2	-1
<i>Pass-by Trips (43%)</i>			-74	-9	-5	-4
Total Trips			338	48	21	27
<i>Internal Trips</i>			-19	-3	-2	-1
<i>Pass-by Trips</i>			-74	-9	-5	-4
Estimated Net Trips			245	36	14	22

Proposed Zoning Potential

As was shown in Table 1, CMX zoning allows many different types of uses ranging from residential to retail. Unless limitations are applied, the zone change analysis needs to consider a reasonable worst-case scenario. Of the uses shown in Table 1, retail and dining establishments have the highest trip generation potential.

For a project of this scale the site could contain a mix of commercial uses, such as two or three separate buildings (most likely integrated with adjacent parcels given the relatively narrow shape of the parcel). While scenarios could be prepared based on various levels of convenience commercial versus office space, these assumptions are simplified with the more generic application of an overall “flex retail” classification such as ITE’s *Shopping Plaza*.

The description for the category from the ITE is as follows:

ITE 821: Strip Retail Plaza (<40 KSF) – *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 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Trips associated with a Strip Retail Plaza are based on Gross Leasable Area. Applying a typical retail floor to area ratio (FAR) of 0.25 to the overall parcel, excluding 20% of the land for setbacks, would result in approximately 25,091 square-feet of commercial space. 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, 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%)¹</i>	822	25,091 SF	1,366 -546	165 -66	83 -33	82 -33
Estimated Net Trips			820	99	50	49

TRIP GENERATION POTENTIAL COMPARISON

The site is close to the highway and surrounding land uses include the truck stop and fuel center 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 6.

Table 6. Comparative 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	140	30,971 SF	147	23	7	16
Food Cart Pod	926	4 Carts	191	25	14	11
<i>Internal Trips (10%)</i>			-19	-3	-2	-1
<i>Pass-by Trips (43%)</i>			-74	-9	-5	-4
Total Trips			338	48	21	27
<i>Internal Trips</i>			-19	-3	-2	-1
<i>Pass-by Trips</i>			-74	-9	-5	-4
Estimated Net Trips			245	36	14	22
Proposed CMX Zoning						
Strip Retail Plaza (<40KSF)	822	25,091 SF	1,366	165	83	82
<i>Pass-by Trips (40%)</i>			-546	-66	-33	-33
Total Trips			820	99	50	49
Trip Generation Difference (Proposed – Existing)						
Trip Difference (Proposed Zoning – Existing Zoning)			+575	+63	+36	+27

As summarized in Table 6, 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, limitations of allowable land uses, or other measures to show that a “significant impact” does not occur. As the prior plans for the area already show system deficiencies with limited funding committed toward solutions, operational analysis of the zone change impacts would show a “Significant Impact” per OAR 660-012-0060(1)(C), as it would “Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.”

SIGNIFICANT IMPACT MITIGATION

With a finding of a significant impact, local governments must ensure that, unless the balancing test or partial mitigation test is used, that one of the following measures be pursued:

- a) Adopting measures that demonstrate allowed land uses are consistent with the performance standards of the transportation facility.

Response: Measures that could be adopted could include changes to the City’s zoning Code to limit the more intense uses. This is not anticipated to occur, as any solutions to the finding of a significant impact are expected to be resolved as part of the development project. Accordingly, measures such as a trip cap, or a specific binding site plan that results in the same or less trips than the existing Industrial zoning would allow the rezone to comply outright.

- b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements, or services adequate to support the proposed land uses consistent with the requirements of this division. Such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.

Response: The Wickiup Refinement Plan conservatively identifies project costs, but these costs have not been integrated into the City's SDC methodology or any other funding mechanism. A potential mitigation could be to refine the cost estimates provided and develop some type of SDC overlay fee for the impacted area to help contribute toward long-term solutions.

c) Amending the TSP to modify the performance standards of the transportation facility.

Response: Alternative performance standards were not adopted as part of the Wickiup Refinement Plan. No specific measures were identified that would help remove the development barriers within this area. These mechanisms would need to follow (or revise) the outcomes of the Wickiup Refinement Plan.

d) *Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.*

Response: Improvements could be provided by the development, particularly those that contribute toward the long-term needs of the Wickiup Junction area. As the rezone would have the most impact at the US 97/Rosland Road intersection, and the plan identifies a \$3M cost for the improvement, it is unlikely that mitigation could be provided to offset the incremental impact of the project under this provision.

e) *Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, if:*

(A) The provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all performance standards;

(B) The providers of facilities being improved at other locations provide written statements of approval; and

(C) The local jurisdictions where facilities are being improved provide written statements of approval.

Response: Mitigation consistent with Section e could be possible within the Wickiup Junction area. This approach could avoid the need for improvements strictly at the US 97/Rosland Road intersection, and would make available various types of pro-rata contributions, local system improvements, or even safety improvements.

Accordingly, measures that should be explored to mitigate the finding of a significant impact include adoption of land use measures/restrictions, adoption of a localized SDC overlay district or other type of funding measure, or pursuit of improvements to locations other than the affected facility.

TPR MITIGATION APPROACH

The properties that are proposed for the rezone include an approximately 47-stall RV Park. This type of use provides a fairly low trip generation intensity, particularly during the weekday evening commute period which is the time period that the operational standards are centered around. Trip generation estimates for the proposed use are provided in Table 7.

Table 7. Proposed RV Park Use, ITE Trip Generation 11th Edition

Land Use	ITE Code	Size	Daily Trips	Weekday PM Peak Hour		
				Total	In	Out
Campground/RV Park	416	47 Campsites	Est. 100 to 200	10	4	6

Table 7 shows that the proposed RV Park produces an overall trip rate that is approximately 28 percent of what the existing zoning could generate in a reasonable worst-case trip generation scenario. Accordingly, rezoning the property to support the actual plans can be accomplished through OAR 660-012-0060(2)(a), and the simplest means that will provide design flexibility is to implement a trip cap based on the existing trip generation potential (36 PM Peak Hour Trips). Site development that remains at or below this threshold will not create a significant impact at any of the adjacent transportation facilities and therefore maintains compliance with the Transportation Planning Rule.

SITE PLAN ENTITLEMENTS

While the preceding section shows that the RV park complies with the Transportation Planning Rule, a specific analysis of the proposed use was also prepared to assess whether the area has sufficient capacity to accommodate the proposed RV park. The City of La Pine has not adopted Transportation Impact Analysis requirements, so this assessment generally follows typical traffic study requirements and those of Deschutes County as codified within DCC 18.116.310. While Rosland Road is located within the City of La Pine it is managed and maintained by Deschutes County.

The existing transportation system was reviewed in September 2023. In the vicinity of the RV park, all of the non-highway streets are two-lane roadways, and it appears that Rosland Road was recently restriped and chip-sealed from the edge of City limits east. A multiuse pathway extends along the frontage of the Gordy’s site, extending between Drafter Road to Wendy Road, proceeding south to Whitney Road and the fuel center and convenience market.

The City’s Transportation System Plan identifies Rosland Road as a *Minor Collector* to Drafter Road, then continuing to the rural residential lands to the east as a *Local Street*. There are no other classified roads within the site vicinity. The City’s standard local street section is provided in Figure 6. It is recommended that in lieu of this section that the existing roadway design to the west be continued to the eastern property boundary, continuing the multiuse pathway along Rosland Road toward City limits shown in Figure 7.



Figure 6. City of La Pine Local Street Cross-Section. *Source: City of La Pine TSP.*



Figure 7. Existing Rosland Road Cross-Section with a multiuse pathway and bicycle lane.

The study area for this analysis was assumed to comprise the segment of Rosland Road from US 97 to the new entrance across from Drafter Road, as this will serve as the travel route for nearly all site-generated trips. Traffic counts were collected at the Rosland Road intersections with Drafter Road, Wendy Road, and US 97 on Tuesday, September 19, 2023. The traffic counts showed that traffic volumes outside of the highway are very low, with Rosland Road serving about 100 bidirectional vehicles east of Wendy Road.

During the peak hour (4:00 to 5:00 p.m.) US 97 carried just over 1,100 bidirectional trips. A summary of the peak hour traffic volumes along Rosland Road are provided in Figure 8.

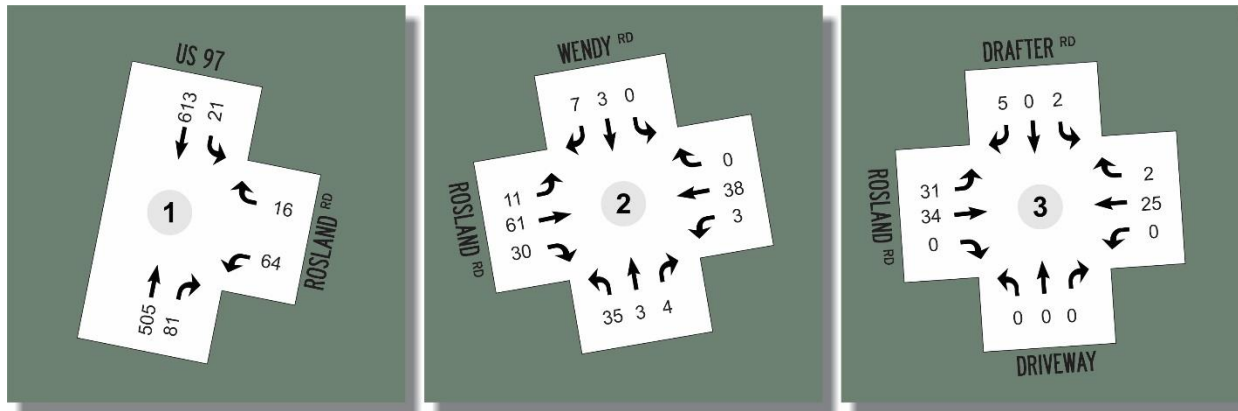


Figure 8. Summary of Peak Hour (4:00 to 5:00 p.m.) Traffic Volumes. Count Date: September 19, 2023.

The traffic counts were seasonally adjusted using ODOT Automatic Traffic Recorder 09-003, which is located south of Bend near Lava Butte. This count station is expected to reflect the Central Oregon commute trends along the highway. The count station shows that the peak travel month on the US 97 corridor occurs in July, with September travel approximately 13 percent lower. The US 97 through traffic volumes shown in Figure 8 were increased by this value to replicate design hour conditions on the highway. Comparison to the Wickiup Refinement Plan noted that area traffic volumes were very similar to those reported within the 2020 analysis.

Historical Traffic Safety

ODOT crash records were obtained throughout the study area for the most recent five-year period on record, which extends from January 2017 through December 2021. Collisions that are required to be reported to the DMV are those that involve at least one motor vehicle, any level of personal injury, or more than \$1,500 (increased to \$2,500 in 2018) in property damage.

Review of the crash records show only a single collision on Rosland Road outside of its intersection with US 97. An angle crash was reported on December 9, 2019 at 7:00 p.m. and involved a motorist traveling through the stop sign without yielding, which was faulted as Careless Driving. The crash resulted in minor injuries.

At the US 97/Rosland Road intersection there were nine reported crashes in the past five years, with these crashes showing an increasing trend throughout the five-year period (see Figure 9). These were predominantly turning/angle collisions (8 of 9), with a single rear-end crash. Trucks with trailers were involved in two of the collisions, and two of the collisions occurred during snowy or icy weather.

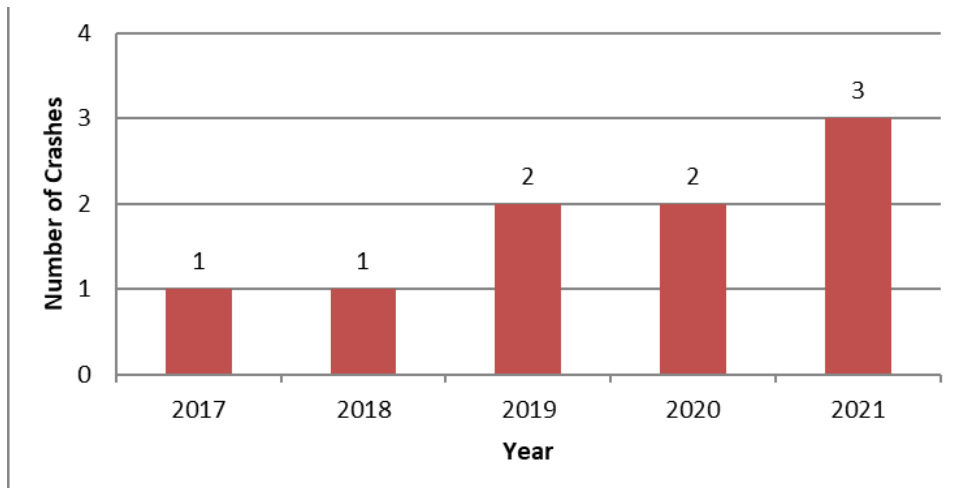


Figure 9. US 97/Rosland Road Annual Crash Frequency.

Review of the crash diagrams shows that the high-delay westbound left-turn onto Southbound US 97 were involved in four of the nine collisions, and westbound right-turns were not represented in any collisions. The overall crashes did not present any specific patterns, with improper turns and failure to yield listed as the most common crash causes. Table 8 summarizes the overall crash experience at the surrounding intersections and provides a comparison to ODOT’s 90th percentile rates of similarly configured intersections. This table shows that the crash rate at the US 97/Rosland Road intersection exceeds that of other similarly configured intersections statewide (it is not listed on the SPIS). As the Wickiup Refinement Plan addressed safety and operational needs, further assessment of this location is not provided within this report.

Table 8. Crash Summary (January 2017 through December 2021)

Intersection	Number of Crashes	Crash Severity			Crash Rate per MEV	ODOT 90 th % Rate
		Fatal	Injury	Non-Injury		
US 97/ Rosland Road	9	0	4	5	0.38	3ST: 0.293 Urban
Rosland Road/ Wendy Road	1	0	1	0	0.28	4ST: 0.408 Urban
Rosland Road/ Drafter Road	0	0	0	0	0	3ST: 0.293 Urban

Intersection Sight Distance

The proposed RV Park will connect to the public street network through a new driveway onto Rosland Road located east of Drafter Road. Sight distance information and minimum recommendations are based on the standard reference *A Policy on Geometric Design of Highways and Streets, 7th Edition* published by the American Association of State Highway and Transportation Officials (AASHTO) in 2018, commonly referred to as the *Green Book*.

Intersection Sight Triangles

Given the minor-street stop-control that will be installed at the driveway sight triangles were developed based on guidance cited within Conditions B1 (left-turn from minor road) and B2 (right-turn from minor

road) of the *Green Book*. All distances were measured from a vertex point located 14.5 feet from the major-road travel way along the center of the approaching travel lane, accounting for comfortable positioning distance from the travel way (6.5 feet) and the distance from the front of the vehicle to the driver eye (8.0 feet). The assumed eye height is 3.5 feet above the departing road and the object height is also 3.5 feet above the major road, providing enough space on the approaching vehicle to recognize it.

Intersection sight triangles vary based on the speed of the roadway and the number of travel lanes that a driver must cross. Based on an assumed speed of 35 mph (Rosland Road is a *local street*) and the two-lane cross-section, Figure 10 illustrates the minimum recommended intersection sight distance measurements at the driveway.

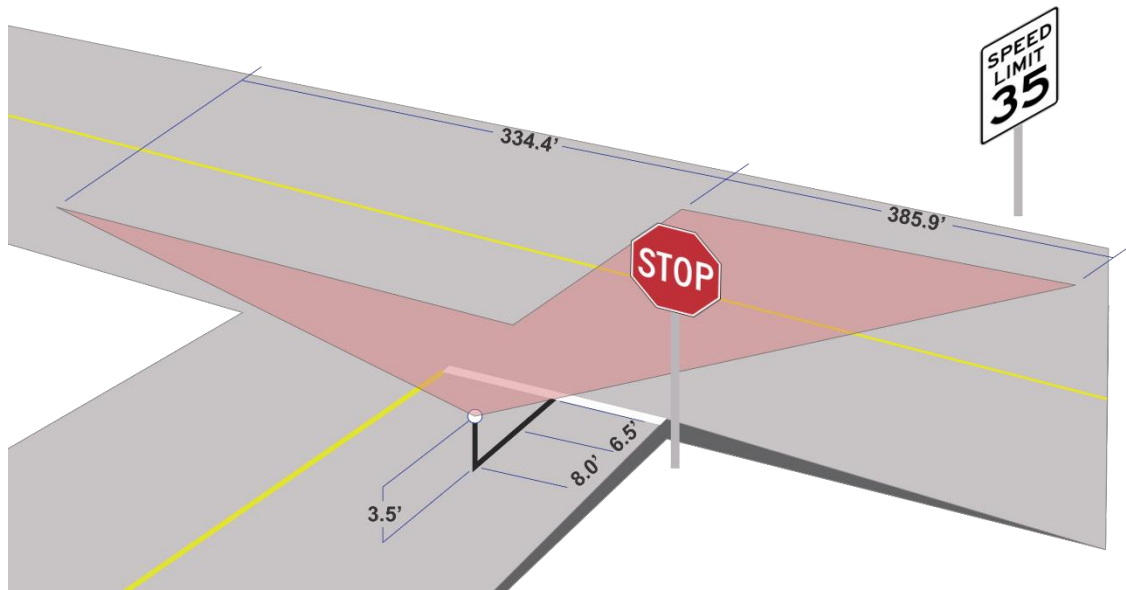


Figure 10. Rosland Road access driveway Passenger Car Intersection Sight Triangle Measurements for Case B1 (Left-Turn from Stop) and Case B2 (Right-Turn from Stop).

Case B1: Left-Turn From Stop

Recommended intersection sight distances are based on the distance an approaching vehicle travels during the time it takes a side-street vehicle to make a decision and safely accelerate into the travel lane without unduly interfering with major-street traffic. Given the generally flat slopes and two-lane cross-sections, a time gap of 7.5 seconds was applied based on a typical passenger car. AASHTO Formula 9-1 summarizes the recommended sight distances.

$$\text{Intersection Sight Distance} = 1.47 V_{\text{major}} (\text{mph}) t_{\text{gap}} (\text{sec})$$

Case B2: Right Turn from the Minor Road

Views for vehicles exiting the site toward the drivers' left must be adequate to accommodate a right-turn. The right-turn maneuver requires that the driver select a gap, enter, and accelerate along the road. A time gap of 6.5 seconds is applied to account for this maneuver, reflecting the shorter distance of crossing into a single lane and the shorter time gap acceptance by drivers turning right.

The location of the proposed access was visited to ensure that no sight distance obstructions were present that would prevent these sight distances from being achieved. Figures 11 and 12 illustrate the available sight distance at the future driveway location, showing that the minimum distances are exceeded.



Figure 11. View along Rosland Road facing east. *Photo date: September 2023.*



Figure 12. View along Rosland Road facing west. *Photo date: September 2023.*

Traffic Operations

An operational analysis was conducted using the Highway Capacity Manual 6th Edition methodology and Synchro analysis software. The analysis of all the study intersections applies the unsignalized methodology, and includes standard calibration factors such as peak hour factors, heavy vehicles, pedestrians, and cyclists. A summary of the existing conditions analysis is provided in Table 8.

Future year 2025 traffic conditions were developed through the application of a two-percent growth rate to the study area intersections, consistent with the approach used in the recent Wickiup Junction Refinement Plan for City facilities. The Wickiup Junction plan applied a 1.6% growth rate to the highway, but given the near-term analysis the higher local growth rate was applied throughout the system.

The future analysis was prepared by adding site-generated trips to the transportation network. For a conservative assessment we assumed that all 10 net new weekday p.m. peak hour trips would distribute evenly northbound and southbound along US 97. While it is likely that some trips will visit other businesses within the Wickiup Junction, this scenario places the highest demands on the US 97/Rosland Road intersection. The resultant volumes were added to the future “No Build” forecast, with the operations analysis summarized in Table 8.

It is assumed that there will be no improvements to the existing intersection configurations along Rosland Road by 2025, and there were no substantial “in-process” projects identified that would impact the study

area intersections during this two-year planning period. Figure 13 illustrates the forecast traffic volumes for each of the analysis scenarios.

Table 8. Design Hour Conditions, Weekday PM Peak Hour

Intersection	Performance Standard	LOS	Delay (s)	v/c Ratio	95 th % Queue (veh)	Acceptable?
Year 2023 Existing Conditions						
US 97/ Rosland Rd	ODOT v/c < 0.90	WB: LOS F	WB: 51.4 s	WB: 0.55	WB: 2.8 veh SBL: 1 veh	Yes
Rosland Rd/ Wendy Rd	County LOS "D"	NB: LOS B SB: LOS A	NB: 10.2 s SB: 9.0 s	NB: 0.07 SB: 0.01	NB: 1 veh SB: 1 veh	Yes
Rosland Rd/ Drafter Rd	Country LOS "D"	SB: LOS A	SB: 8.7 s	SB: 0.01	SB: 1 veh	Yes
Year 2025 Future "Without Project" Conditions						
US 97/ Rosland Rd	ODOT v/c < 0.90	WB: LOS F	WB: 65.7 s	WB: 0.58	WB: 2.9 veh SBL: 1 veh	Yes
Rosland Rd/ Wendy Rd	County LOS "D"	NB: LOS B SB: LOS A	NB: 10.3 s SB: 9.1 s	NB: 0.07 SB: 0.01	NB: 1 veh SB: 1 veh	Yes
Rosland Rd/ Drafter Rd	Country LOS "D"	SB: LOS A	SB: 8.7 s	SB: 0.01	SB: 1 veh	Yes
Year 2025 "With Project" Conditions						
US 97/ Rosland Rd	ODOT v/c < 0.90	WB: LOS F	WB: 57.2 s	WB: 0.61	WB: 3.1 veh SBL: 1 veh	Yes
Rosland Rd/ Wendy Rd	County LOS "D"	NB: LOS B SB: LOS A	NB: 10.4 s SB: 9.1 s	NB: 0.07 SB: 0.01	NB: 1 veh SB: 1 veh	Yes
Rosland Rd/ Drafter Rd	Country LOS "D"	SB: LOS A	SB: 8.8 s	SB: 0.01	SB: 1 veh	Yes
Rosland Rd/ Site Access	County LOS "D"	NB: LOS A	NB: 8.9 s	NB: 0.01	NB: 1 veh	Yes

As shown in Table 8, all of the study area intersections operate acceptably today and in the future with or without the RV park. While minor street delays making a left-turn onto US 97 are high (Level of Service "F"), the v/c ratio remains below ODOT's mobility target. The Wickiup Refinement Plan was developed to address the extensive delays following the settlement of the overcrossing abutments, and this plan identifies a future traffic signal at this location. The specific funding mechanism for this project remains unknown following the current pause in the overcrossing project. As a plan has been adopted by the City, County, and ODOT for this area no further discussion of improvements is provided in this report. In review of the plan it does not appear that any type of pro-rata funding mechanism was adopted for this area.

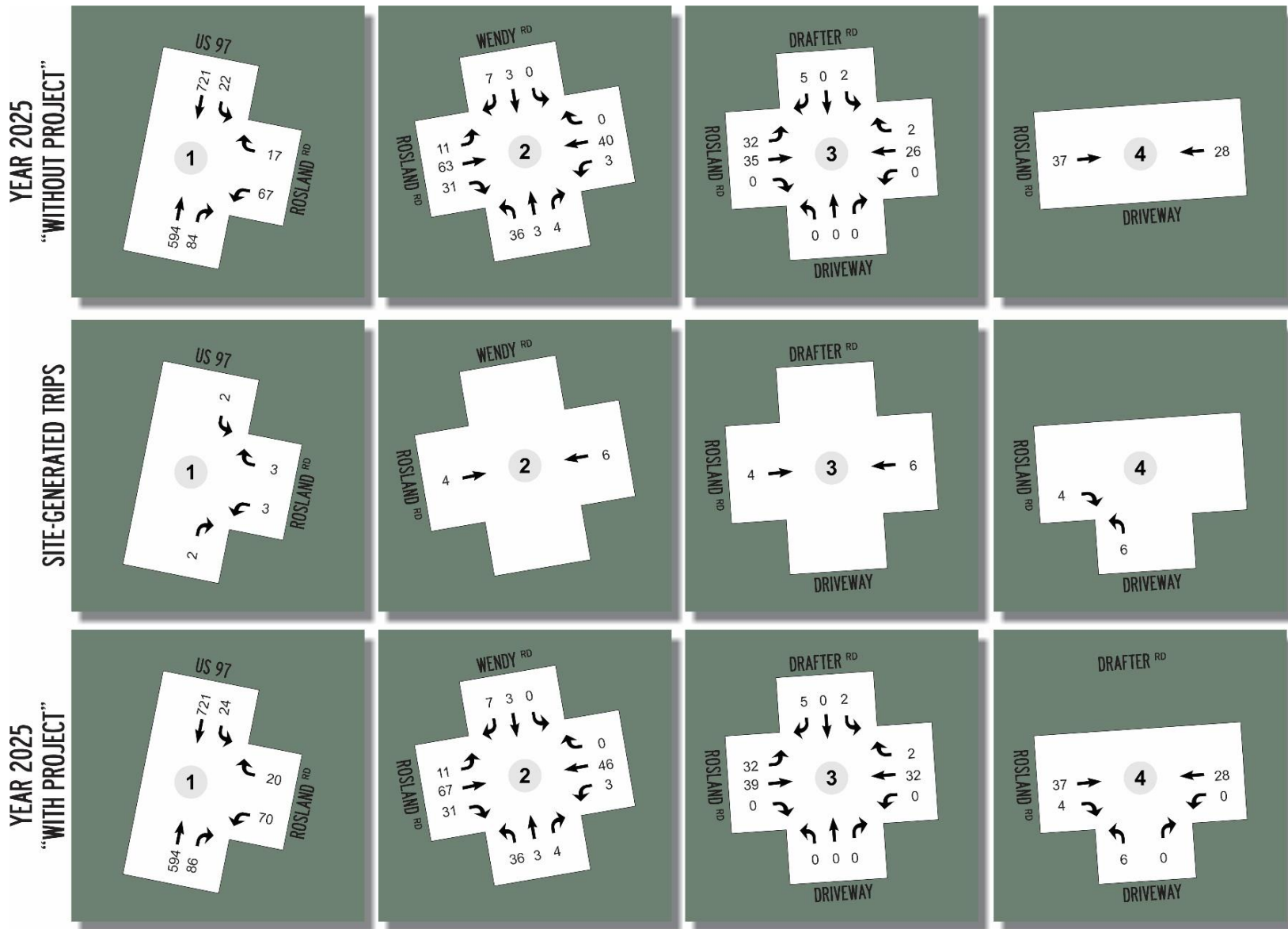


Figure 13. Future Traffic Volumes, Weekday PM Peak Hour.

CAMPGROUND AND RECREATIONAL PARKING SITING CRITERIA

The City of La Pine has special standards for campgrounds and recreational vehicle parks within Section 15.108.020 of its Development Code. The site design standards specifically state that access to the site shall be from an arterial or collector street, whereas the proposed access shown in the preliminary site plan will be provided onto Rosland Road, which is classified as a *Local Street* east of Drafter Road.

Our team's understanding of the intent of this requirement is to avoid trips from an RV Park impacting residential areas or streets that are not built to accommodate the heavier vehicle types. However, with the property's current Industrial zoning, without the proposed rezone and development of the site as an RV park it is likely that even heavier trucks would be permitted access onto Rosland Road outright. Due to the unique characteristics of Rosland Road there are no residential uses within the vicinity that are impacted, as the site is contiguous to commercial uses including the adjacent Gordy's Truck Stop.

In review of the prior planning within this area it was noted that Rosland Road was contemplated as a *Collector* to the conceptual southern Darlene Way extension to Reed Road (see Figure 14), with this connection serving as a backage road that would allow restriction of access onto US 97 with the future development of lands between the Wickiup Junction and La Pine core area. The TSP advanced this street configuration, along with pedestrian and bicycle connections, but with the future alignment of the north-south connection unknown (and not expected to develop within the next twenty years) the Darlene Way connection was modified as a "future vision" project and Rosland Road's *Collector* classification was terminated at Drafter Road.

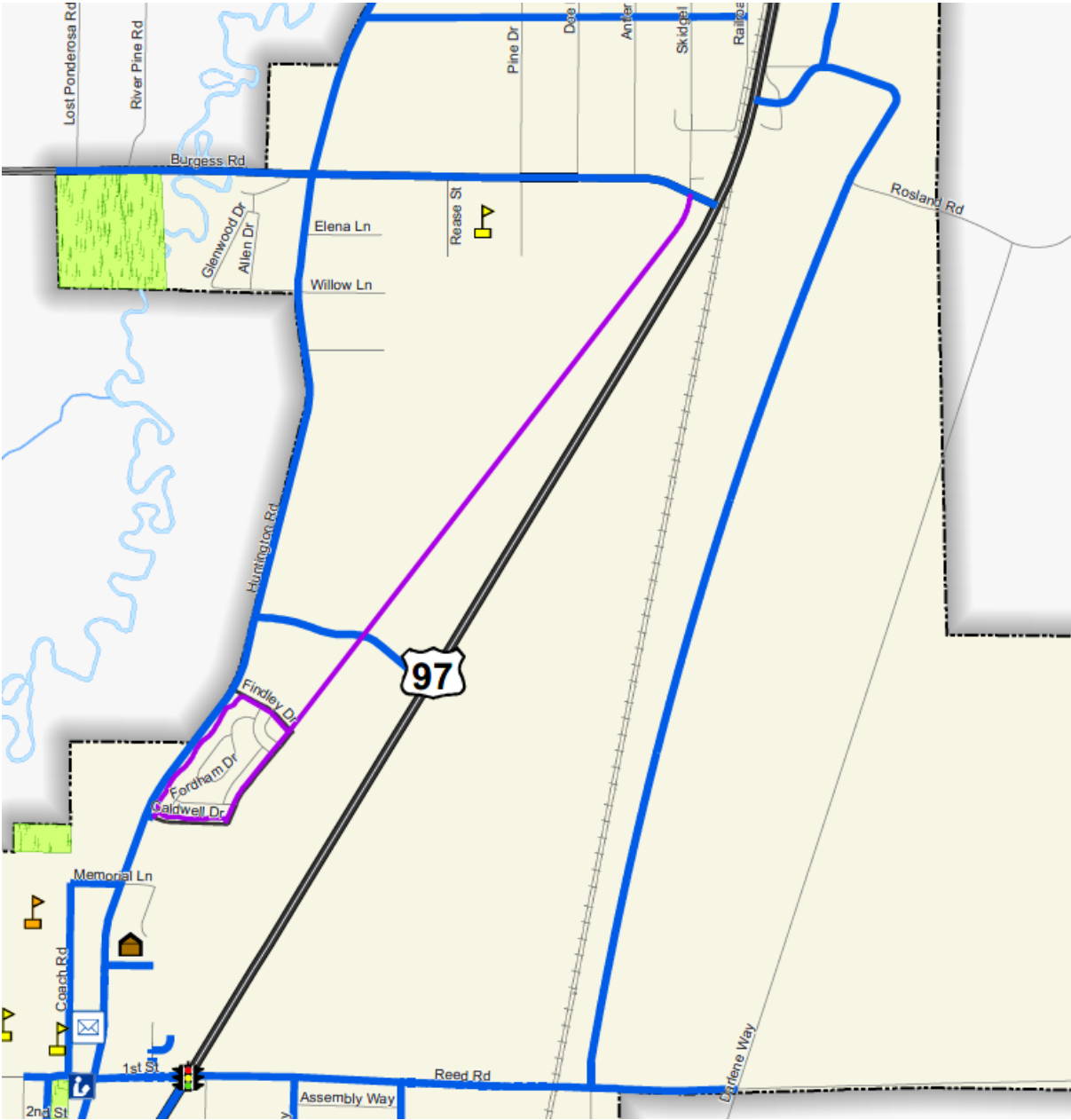


Figure 14. Draft TSP Collector Alignment showing Rosland to Reed Road as a Collector alignment.

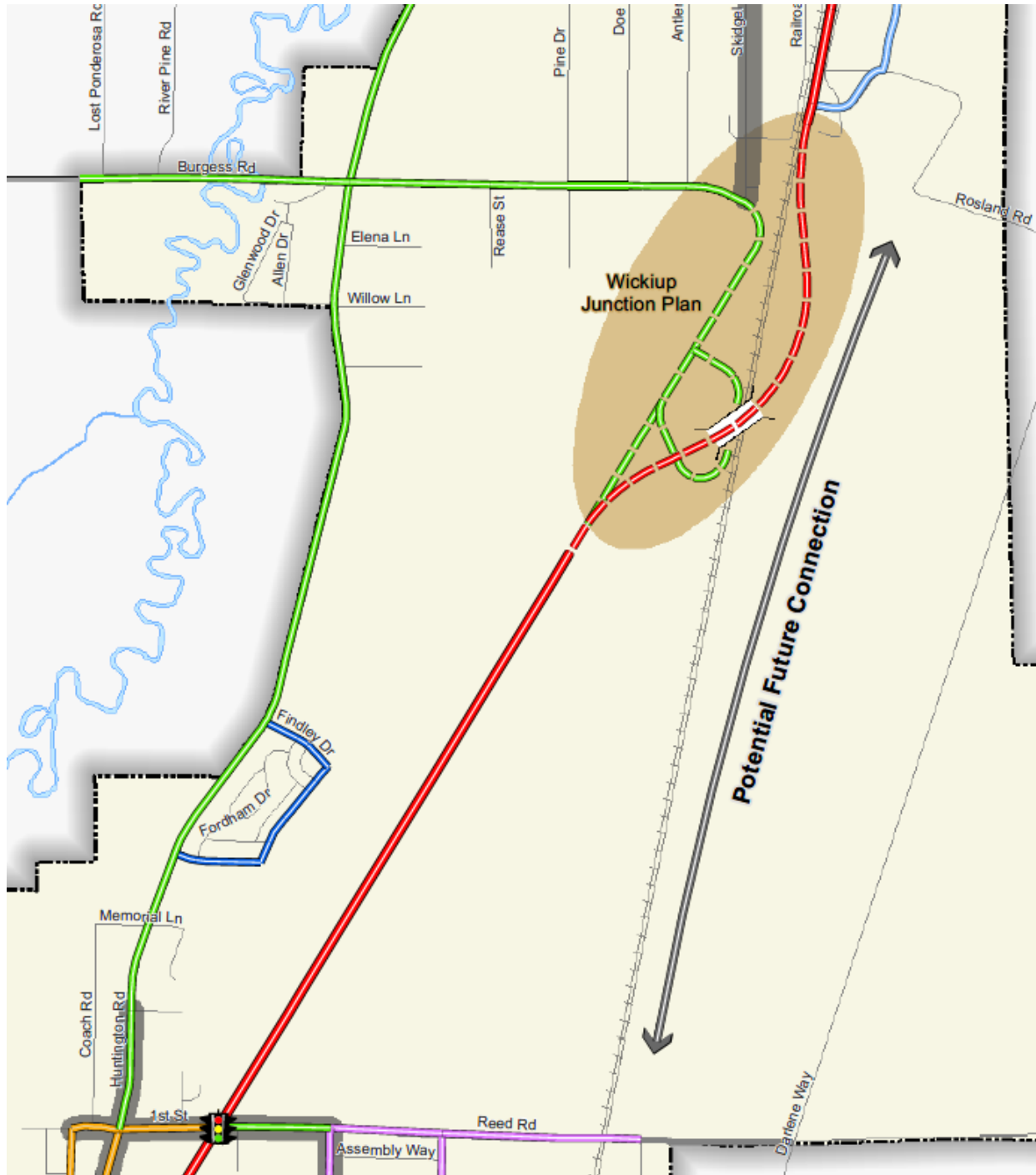


Figure 15. Adopted TSP Collector Alignment showing Rosland's classification terminate at Drafter Road.

The Deschutes County draft August 2023 Transportation System Plan retains Rosland Road as a Local Street, but proposes the improvement of Darlene Way as a low-priority future Federal Lands Access Program (FLAP) alignment, extending this improvements to the Klamath County border (see Figure 16). It is assumed that this would take the place of the "Potential Future Connection" identified within the TSP, and with its completion would extend the City's *Collector* street network as originally contemplated within the TSP process.

Table 5-9. FLAP Roadways and Associated Cost Estimates

Id	Road	Begin	End	Description	Priority	Cost	County Contribution	Bike/Ped Component of County Contribution
F-1	Three Creeks Rd	Sisters City Limits	Forest Service Boundary	3.7-mile-long segment scoped for widening, pavement rehabilitation, safety improvements, and removal of BR #16060	High	\$2,900,000	\$600,000	\$200,000
F-2	Buckhorn Rd	Lower Bridge Way	OR126	Reconstruction/ pave	Medium	\$6,500,000	\$1,300,000	\$400,000
F-3	Cascade Lakes Hwy	Milepost 21.98	Elk Lake	Widen & overlay; improve side slopes; increase horizontal sight distance; install guardrail; install centerline rumble strips, post-mounted delineators and high-type pavement markings; install shoulder rumble strips or edge line rumble strips; possible structure adjustments and culvert extensions or replacements; install left-turn and right-turn lanes at major destinations	Medium	\$12,200,000	\$2,400,000	\$700,000
F-4	Cascade Lakes Hwy	Elk Lake	S Century Dr	Widen & overlay; improve side slopes; increase horizontal sight distance; install guardrail; install centerline rumble strips, post-mounted delineators and high-type pavement markings; install shoulder rumble strips or edge line rumble strips; possible structure adjustments and culvert extensions or replacements; install left-turn and right-turn lanes at major destinations	Low	\$9,000,000	\$1,800,000	\$500,000
F-5	Darlene Way	Rosland Rd	County Line	County standard improvement of full-length Darlene Way; assumed no row acquisition on existing alignment across BLM land	Low	\$6,800,000	\$1,400,000	\$400,000



Figure 16. Draft August 2023 Deschutes County TSP Update references to Darlene Way improvements.

In terms of functional adequacy, the adopted Wickiup Refinement Plan identifies future signalization of the US 97/Rosland Road intersection as an interim treatment until the overcrossing can be completed. With this planned improvement, regardless of whether the proposed RV Park provides direct access onto Rosland Road, access to Rosland Road through the neighboring La Pine Travel Center property, or otherwise pursues waivers or text amendments, the site will be reliant on the US 97/Rosland Road intersection for highway access and will not impact residential properties through the use of this route.

FINDINGS AND RECOMMENDATIONS

The proposed application involves rezoning the 2.88-acre property from La Pine Industrial to Commercial Mixed-Use, with a concurrent site plan application for an RV park. The proposed use is less intense than uses allowed outright within the industrial zoning, so the project complies with OAR 660-012-0060 requirements for a Plan and Land Use Regulation Amendment.

From an entitlements perspective, the proposed RV Park only generates 10 weekday p.m. peak hour trips. Access is proposed onto Rosland Road east of Drafter Road, where clear sight lines are currently available in both directions. Area intersections, including the new access driveway, function acceptably, albeit with

high delays for turning movements onto US 97. A Refinement Plan was recently adopted for the Wickiup Junction to resolve near- and long-term congestion and safety needs.

The following is recommended to support this application:

- As Deschutes County maintains Rosland Road, an access permit approved by the County will be required.
- The proposed driveway onto Rosland Road should be stop-sign controlled.
- The project will be required to contribute to systemwide needs through payment of Transportation SDC fees.
- While all of the study intersections meet the applicable performance standards/targets today and in the future with project build-out, high delays are experienced on Rosland Road. If a pro-rata methodology was formally adopted through the Wickiup Refinement Plan to contribute toward the planned signalization this project should provide its pro-rata contribution.
- Frontage improvements will be required along Rosland Road to the City's *local street* standards, or as modified within this area with the extension of the adjacent pathway.

Please let me know if you have any questions on this memorandum at (503) 997-4473 or via email at joe@transightconsulting.com.

Attachments:

- Wickiup Refinement Plan Excerpts
- ODOT Seasonal Adjustment Table
- US 97/Rosland Road Crash Summary and Diagrams
- Year 2023 Existing Conditions LOS Worksheets
- Year 2025 Future (Without Project) LOS Worksheets
- Year 2025 Future (With Project) LOS Worksheets



**US 97 / Rosland Rd Intersection
La Pine, OR**

**Figure
6**

PLANNING LEVEL COST ESTIMATES

To help inform the evaluation of the highway, circulation and intersection alternatives, estimated construction cost estimates are provided in Table 1. These costs are order-of-magnitude (i.e., "planning level") estimates that account for design engineering and construction and generally include a 30 percent contingency factor. Right-of-way costs are not included. The costs were calculated for each concept using the methodology and procedures recommended by the American Association of Cost Engineers (Class 5 estimates). All costs are rounded to the nearest \$100,000. Detailed cost estimate sheets are included in Appendix C.

Table 1. Cost Estimate Summary

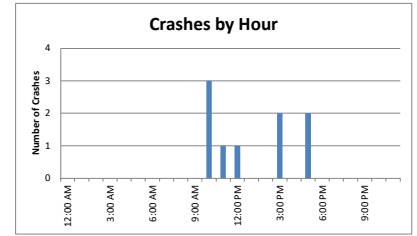
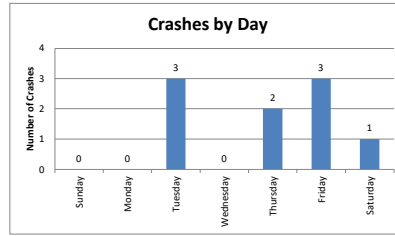
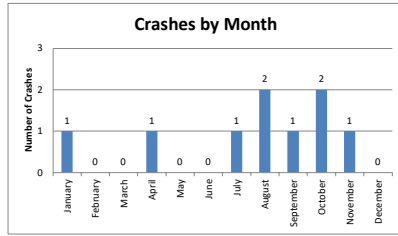
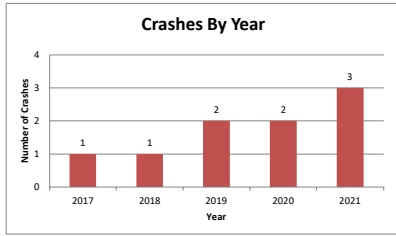
Improvement	Planning Level Cost Estimate	Note
Regional Connections		
North-South Collector: Buress Road to Crescent Creek Drive	\$6,200,000	Assumes 2-lane road with curb, sidewalk, and bike lane
East-West Collector: Huntington Road to US 97	\$2,600,000	Assumes 2-lane road with curb, sidewalk, and bike lane
Pave Darlene Way from Rosland Road to Reed Road	\$5,300,000	Assumes 2-lane road, no curb or sidewalk
Realign Burgess Road and construct intersection improvement at US 97/Burgess Road	\$3,300,000	Assumes 2-lane road with curb, sidewalk, and bike lane. Traffic signal assumed at US 97/Burgess Road.
Multi-use Path from Crescent Creek to northern City limits	\$2,400,000	Assumes 10 foot wide path. Railroad crossing improvement needs and associated costs should be further refined.
<i>Subtotal:</i>	\$19,800,000	
Local Connections		
Pam Lane Extension to Rosland Road	\$2,200,000	Assumes 2-lane road with curb, sidewalk, and bike lane
East-west road from Pam Lane Extension to Drafter Road	\$600,000	Assumes 2-lane road with curb, sidewalk, and bike lane
Access consolidation "backage" road	\$3,400,000	Assumes 2-lane road with curb, sidewalk, and bike lane
<i>Subtotal:</i>	\$6,200,000	
Intersection Alternatives		
US 97/Rosland Road	\$1,000,000	Assumes traffic signal installation and additional westbound right-turn lane
US 97/Burgess	Costs included in Burgess Road realignment	
US 97/Pam Lane	\$2,300,000	Assumes additional southbound left-turn lane and westbound left-turn lane. Improve pavement 500 feet on every approach.
Huntington Road/Burgess Road	\$2,700,000	Assumes single lane roundabout
<i>Subtotal:</i>	\$6,000,000	
Total:	\$32,000,000	

Project Name:
 Project Number:
 Query Information: US 97_Rosland Road
 Date Queried:
 Data Provider: ODOT Crash Analysis Reporting Unit
 Analyst:
 Summary Date: 9/25/2023
 Text File Name:
 Filters Applied: County: Deschutes

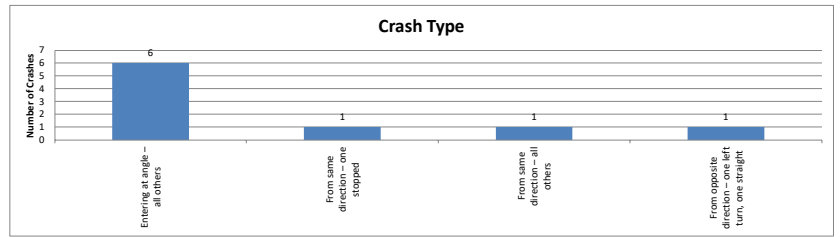
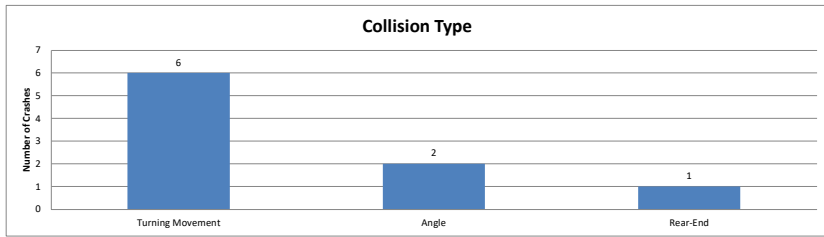
US 97/ Rosland Road

(January 2017 through December 2021)

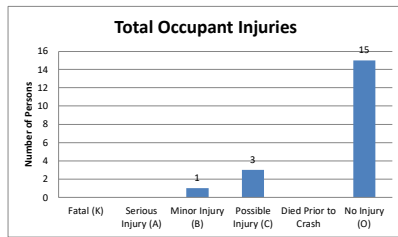
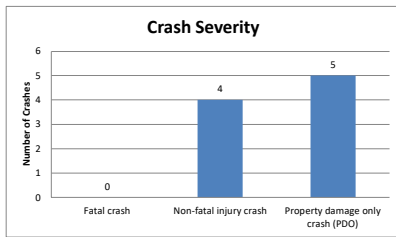
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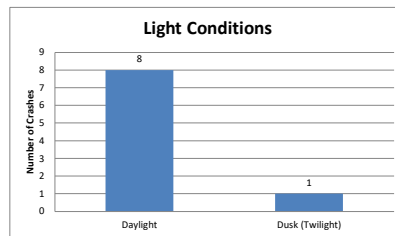
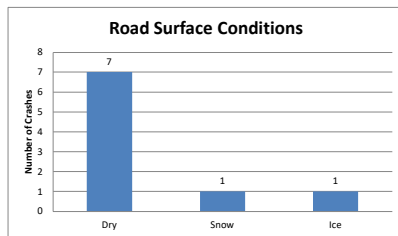
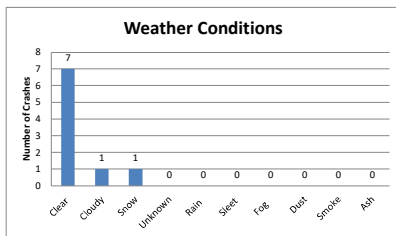
Crash Summary by Type



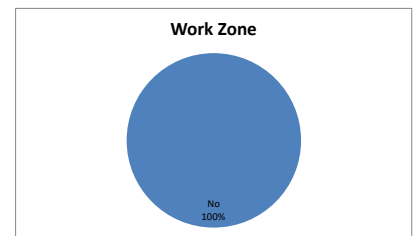
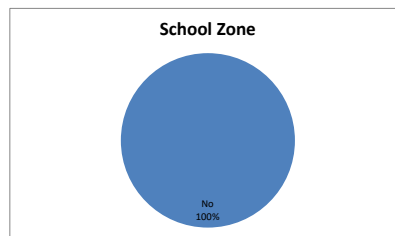
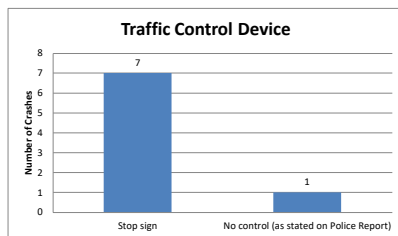
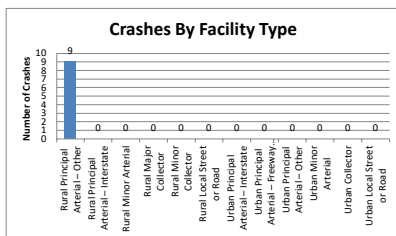
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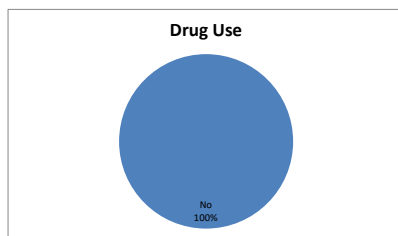
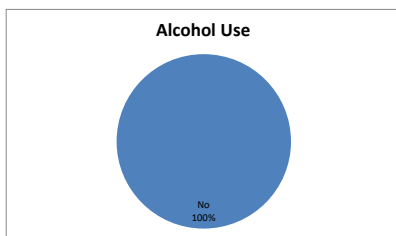
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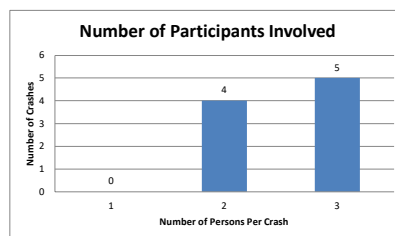
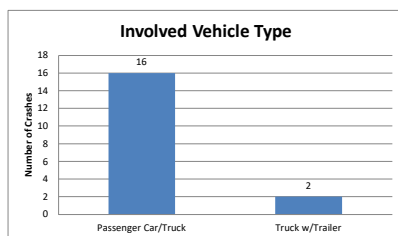
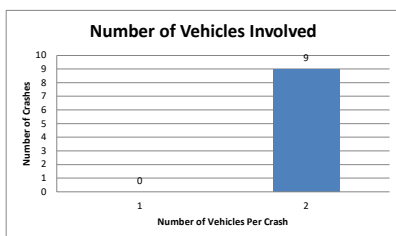
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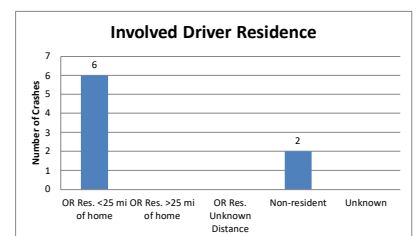
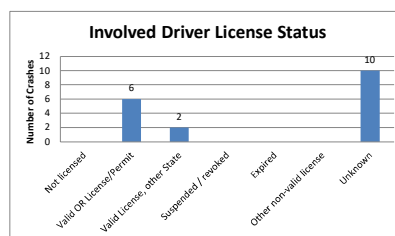
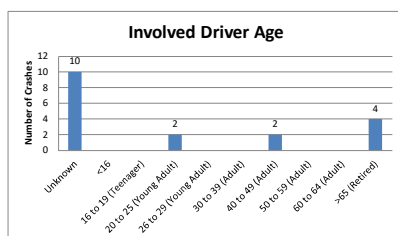
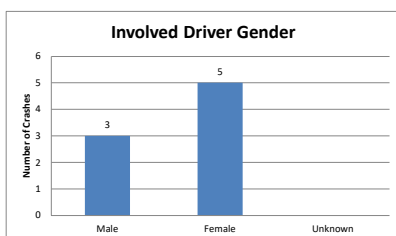
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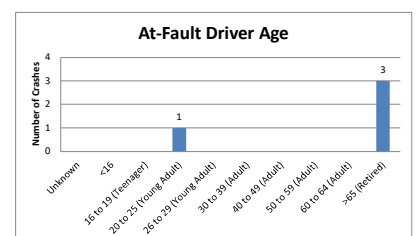
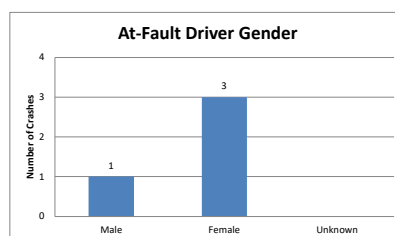
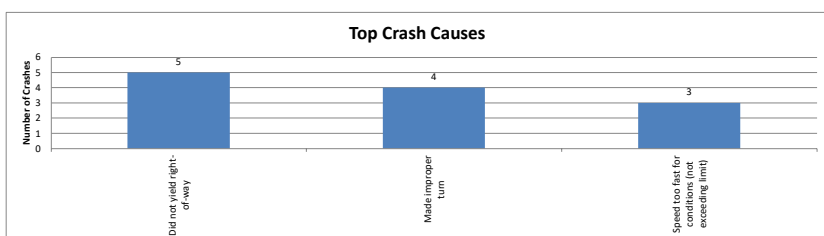
Vehicles and Occupants



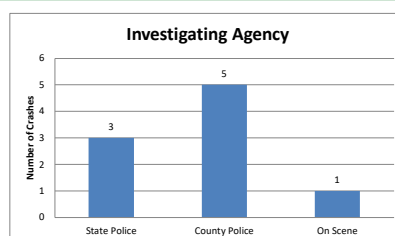
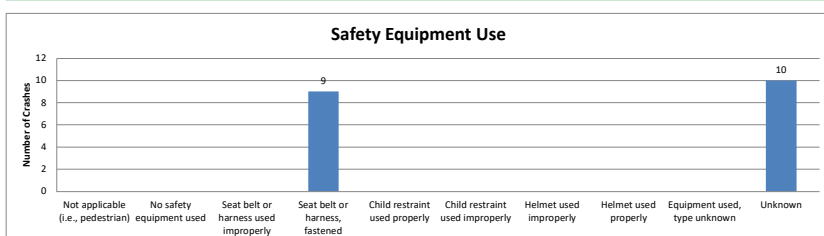
Involved Driver Characteristics



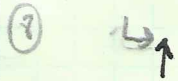
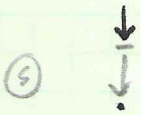
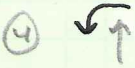
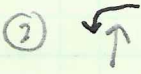
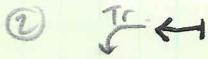
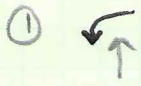
At-Fault Driver Characteristics



Other Crash Characteristics



US 97 / Rosland Rd
January 2017 →
December 2021



ATR 09-003 (Lava Butte)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
2022	86	95	101	101	109	121	126	125	114	108	89
2021	82	85	98	105	111	124	131	123	111	106	97
2020	89	101	87	78	99	121	134	133	121	117	96
2019	85	72	89	100	108	121	128	126	115	105	91
2018	83	85	93	100	107	119	126	123	112	103	94
Average	85.0	87.6	93.6	96.8	106.8	121.2	129.0	126.0	114.6	107.8	93.4
Min	82.0	72.0	87.0	78.0	99.0	119.0	126.0	123.0	111.0	103.0	89.0
Max	89.0	101.0	101.0	105.0	111.0	124.0	134.0	133.0	121.0	117.0	97.0
Total	84.7	88.3	93.3	100.3	108.0	121.0	128.3	124.7	113.7	106.3	93.7
Adj	1.52	1.45	1.38	1.28	1.19	1.06	1.00	1.03	1.13	1.21	1.37

Dec

90

90

94

90

87

90.2

87.0

94.0

90.0

1.43

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↑	↗↘	↘↗	↑
Traffic Vol, veh/h	64	16	571	81	21	693
Future Vol, veh/h	64	16	571	81	21	693
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	330	340	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	8	38	10	4	24	8
Mvmt Flow	70	18	627	89	23	762

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1435	627	0	0	716
Stage 1	627	-	-	-	-
Stage 2	808	-	-	-	-
Critical Hdwy	6.48	6.58	-	-	4.34
Critical Hdwy Stg 1	5.48	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-
Follow-up Hdwy	3.572	3.642	-	-	2.416
Pot Cap-1 Maneuver	143	424	-	-	792
Stage 1	521	-	-	-	-
Stage 2	428	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	139	424	-	-	792
Mov Cap-2 Maneuver	139	-	-	-	-
Stage 1	521	-	-	-	-
Stage 2	416	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	51.4	0	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	161	792
HCM Lane V/C Ratio	-	-	0.546	0.029
HCM Control Delay (s)	-	-	51.4	9.7
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	2.8	0.1

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	61	30	3	38	0	35	3	4	0	3	7
Future Vol, veh/h	11	61	30	3	38	0	35	3	4	0	3	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	23	0	8	0	26	0	0	0	0	0
Mvmt Flow	13	73	36	4	46	0	42	4	5	0	4	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	46	0	0	109	0	0	177	171	93	178	189	46
Stage 1	-	-	-	-	-	-	117	117	-	54	54	-
Stage 2	-	-	-	-	-	-	60	54	-	124	135	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.36	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.36	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.36	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.734	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1575	-	-	1494	-	-	735	726	970	789	709	1029
Stage 1	-	-	-	-	-	-	833	803	-	963	854	-
Stage 2	-	-	-	-	-	-	894	854	-	885	789	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1575	-	-	1494	-	-	720	717	968	773	700	1029
Mov Cap-2 Maneuver	-	-	-	-	-	-	720	717	-	773	700	-
Stage 1	-	-	-	-	-	-	826	796	-	954	851	-
Stage 2	-	-	-	-	-	-	880	851	-	867	782	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.5			10.2			9		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	738	1575	-	-	1494	-	-	902
HCM Lane V/C Ratio	0.069	0.008	-	-	0.002	-	-	0.013
HCM Control Delay (s)	10.2	7.3	0	-	7.4	0	-	9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection

Int Delay, s/veh 2.9

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	31	34	25	2	2	5
Future Vol, veh/h	31	34	25	2	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	4	0	0	0
Mvmt Flow	37	41	30	2	2	6

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	32	0	-	0	146	31
Stage 1	-	-	-	-	31	-
Stage 2	-	-	-	-	115	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1593	-	-	-	851	1049
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	915	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1593	-	-	-	831	1049
Mov Cap-2 Maneuver	-	-	-	-	831	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	915	-

Approach EB WB SB

HCM Control Delay, s 3.5 0 8.7
HCM LOS A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1593	-	-	-	976
HCM Lane V/C Ratio	0.023	-	-	-	0.009
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	36	0	0	27	0	0
Future Vol, veh/h	36	0	0	27	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	4	0	0
Mvmt Flow	43	0	0	33	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	43	0	76
Stage 1	-	-	-	-	43
Stage 2	-	-	-	-	33
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1579	-	932
Stage 1	-	-	-	-	985
Stage 2	-	-	-	-	995
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1579	-	932
Mov Cap-2 Maneuver	-	-	-	-	932
Stage 1	-	-	-	-	985
Stage 2	-	-	-	-	995

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1579	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	67	17	594	84	22	721
Future Vol, veh/h	67	17	594	84	22	721
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	330	340	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	8	36	10	4	23	8
Mvmt Flow	74	19	653	92	24	792

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1493	653	0	0	745
Stage 1	653	-	-	-	-
Stage 2	840	-	-	-	-
Critical Hdwy	6.48	6.56	-	-	4.33
Critical Hdwy Stg 1	5.48	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-
Follow-up Hdwy	3.572	3.624	-	-	2.407
Pot Cap-1 Maneuver	132	412	-	-	775
Stage 1	507	-	-	-	-
Stage 2	414	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	128	412	-	-	775
Mov Cap-2 Maneuver	128	-	-	-	-
Stage 1	507	-	-	-	-
Stage 2	401	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	55.3	0	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	128	412	775
HCM Lane V/C Ratio	-	-	0.575	0.045	0.031
HCM Control Delay (s)	-	-	65.7	14.2	9.8
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	2.9	0.1	0.1

HCM 6th TWSC
2: Wendy Road & Rosland Road

Year 2025 No Build Conditions
Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	63	31	3	40	0	36	3	4	0	3	7
Future Vol, veh/h	11	63	31	3	40	0	36	3	4	0	3	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	22	0	8	0	25	0	0	0	0	0
Mvmt Flow	13	76	37	4	48	0	43	4	5	0	4	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	48	0	0	113	0	0	183	177	97	183	195	48
Stage 1	-	-	-	-	-	-	121	121	-	56	56	-
Stage 2	-	-	-	-	-	-	62	56	-	127	139	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.35	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.35	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.35	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.725	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1572	-	-	1489	-	-	730	720	965	783	704	1027
Stage 1	-	-	-	-	-	-	831	800	-	961	852	-
Stage 2	-	-	-	-	-	-	894	852	-	882	785	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1572	-	-	1489	-	-	715	711	963	767	696	1027
Mov Cap-2 Maneuver	-	-	-	-	-	-	715	711	-	767	696	-
Stage 1	-	-	-	-	-	-	824	793	-	952	849	-
Stage 2	-	-	-	-	-	-	880	849	-	864	778	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.5			10.3			9.1		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	732	1572	-	-	1489	-	-	899
HCM Lane V/C Ratio	0.071	0.008	-	-	0.002	-	-	0.013
HCM Control Delay (s)	10.3	7.3	0	-	7.4	0	-	9.1
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	32	35	26	2	2	5
Future Vol, veh/h	32	35	26	2	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	4	0	0	0
Mvmt Flow	39	42	31	2	2	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	33	0	-	0	152 32
Stage 1	-	-	-	-	32 -
Stage 2	-	-	-	-	120 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1592	-	-	-	844 1048
Stage 1	-	-	-	-	996 -
Stage 2	-	-	-	-	910 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1592	-	-	-	823 1048
Mov Cap-2 Maneuver	-	-	-	-	823 -
Stage 1	-	-	-	-	971 -
Stage 2	-	-	-	-	910 -

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1592	-	-	-	972
HCM Lane V/C Ratio	0.024	-	-	-	0.009
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	0	0	28	0	0
Future Vol, veh/h	37	0	0	28	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	4	0	0
Mvmt Flow	45	0	0	34	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	45	0	79
Stage 1	-	-	-	-	45
Stage 2	-	-	-	-	34
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1576	-	929
Stage 1	-	-	-	-	983
Stage 2	-	-	-	-	994
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1576	-	929
Mov Cap-2 Maneuver	-	-	-	-	929
Stage 1	-	-	-	-	983
Stage 2	-	-	-	-	994

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1576	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	70	20	594	86	24	721
Future Vol, veh/h	70	20	594	86	24	721
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	330	340	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	7	31	10	3	21	8
Mvmt Flow	77	22	653	95	26	792

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1497	653	0	0	748
Stage 1	653	-	-	-	-
Stage 2	844	-	-	-	-
Critical Hdwy	6.47	6.51	-	-	4.31
Critical Hdwy Stg 1	5.47	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-
Follow-up Hdwy	3.563	3.579	-	-	2.389
Pot Cap-1 Maneuver	131	420	-	-	781
Stage 1	509	-	-	-	-
Stage 2	413	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	127	420	-	-	781
Mov Cap-2 Maneuver	127	-	-	-	-
Stage 1	509	-	-	-	-
Stage 2	399	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	57.2	0	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	127	420	781	-
HCM Lane V/C Ratio	-	-	0.606	0.052	0.034	-
HCM Control Delay (s)	-	-	69.5	14	9.8	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	3.1	0.2	0.1	-

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	67	31	3	46	0	36	3	4	0	3	7
Future Vol, veh/h	11	67	31	3	46	0	36	3	4	0	3	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	22	0	7	0	25	0	0	0	0	0
Mvmt Flow	13	81	37	4	55	0	43	4	5	0	4	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	55	0	0	118	0	0	195	189	102	195	207	55
Stage 1	-	-	-	-	-	-	126	126	-	63	63	-
Stage 2	-	-	-	-	-	-	69	63	-	132	144	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.35	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.35	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.35	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.725	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1563	-	-	1483	-	-	717	709	959	769	693	1018
Stage 1	-	-	-	-	-	-	825	796	-	953	846	-
Stage 2	-	-	-	-	-	-	887	846	-	876	782	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1563	-	-	1483	-	-	702	700	957	754	685	1018
Mov Cap-2 Maneuver	-	-	-	-	-	-	702	700	-	754	685	-
Stage 1	-	-	-	-	-	-	818	789	-	944	843	-
Stage 2	-	-	-	-	-	-	873	843	-	858	775	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.5			10.4			9.1		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	720	1563	-	-	1483	-	-	888
HCM Lane V/C Ratio	0.072	0.008	-	-	0.002	-	-	0.014
HCM Control Delay (s)	10.4	7.3	0	-	7.4	0	-	9.1
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	32	39	32	2	2	5
Future Vol, veh/h	32	39	32	2	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	39	47	39	2	2	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	41	0	-	0	165 40
Stage 1	-	-	-	-	40 -
Stage 2	-	-	-	-	125 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1581	-	-	-	830 1037
Stage 1	-	-	-	-	988 -
Stage 2	-	-	-	-	906 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1581	-	-	-	809 1037
Mov Cap-2 Maneuver	-	-	-	-	809 -
Stage 1	-	-	-	-	963 -
Stage 2	-	-	-	-	906 -

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1581	-	-	-	960
HCM Lane V/C Ratio	0.024	-	-	-	0.009
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	4	0	28	6	0
Future Vol, veh/h	37	4	0	28	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	4	0	0
Mvmt Flow	45	5	0	34	7	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	50	0	82 48
Stage 1	-	-	-	-	48 -
Stage 2	-	-	-	-	34 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1570	-	925 1027
Stage 1	-	-	-	-	980 -
Stage 2	-	-	-	-	994 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1570	-	925 1027
Mov Cap-2 Maneuver	-	-	-	-	925 -
Stage 1	-	-	-	-	980 -
Stage 2	-	-	-	-	994 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	925	-	-	1570	-
HCM Lane V/C Ratio	0.008	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-