

# La Pine Urban Renewal Plan

**Adopted by the City of La Pine  
July 23, 2014  
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List of Participants

Mayor: Ken Mulenex

City Council: Kathy Agan  
Greg Jones  
Stu Martinez  
Karen Ward  
Conrad Parker

Planning Commission: Doug Ward, Chair  
Gloria Fleming, Vice Chair  
Rolando Alonzo  
Don Greiner  
Norm McClung

Interim City Manager: Rick Allen  
City Planner: Deborah McMahon  
Office Utility Specialist: Ashley Williams  
Administrative Assistant: Patti Morgan

Urban Renewal Citizens' Advisory Committee:

Tony De Bone	Deschutes County Commissioner
Todd Dunkelberg	Director Deschutes County Library
Gloria Fleming	Planning Commission City of La Pine
Ann Gawith	Director La Pine Chamber of Commerce
Mike Jensen	Bend-La Pine School District Board of Directors
Corrine Martinez	Business – Wilderness Garbage
Ken Mulenex	Mayor City of La Pine
Vicky Russell	Business – Vic Russell Construction
Dave Schneider	General Manager Mid State Electric
Bob Schulz	Director La Pine Parks and Recreation District
Gary Tingey	Business – High Lakes Realty
Dan Varcoe	Business – Newberry Eagle
Steve Dodd	Business – Ace Hardware
Vacant	La Pine Rural Fire Protection District

Consultant Team: Elaine Howard Consulting LLC, Elaine Howard  
ECONorthwest, Nick Popenuk, Tessa Krebs, Rob Wyman  
Jeannette Launer, Legal Counsel  
Leslie Vanden Bos, Editor

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## **I. DEFINITIONS**

“Area” means the properties and rights of way located within the La Pine urban renewal boundary.

“Citizens’ Advisory Committee” means the committee formed from private individuals to provide input on the La Pine Urban Renewal Plan. Those members are identified on the acknowledgement page of the urban renewal plan.

“City” means the City of La Pine, Oregon.

“City Council” or “Council” means the City Council of the City of La Pine.

“Comprehensive Plan” means the City of La Pine Comprehensive Land Use Plan and its implementing ordinances, policies, and standards.

“County” means Deschutes County.

“Fiscal year” means the year commencing on July 1 and closing on June 30.

“Frozen base” means the total assessed value including all real, personal, manufactured, and utility values within an urban renewal area at the time of adoption. The county assessor certifies the assessed value after the adoption of an urban renewal plan.

“Increment” means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in an urban renewal area, or portion thereof, over the assessed value specified in the certified statement.

“Maximum indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

“ORS” means the Oregon revised statutes, specifically Chapter 457, which relates to urban renewal.

“Planning Commission” means the La Pine Planning Commission.

“Tax increment financing (TIF)” means the funds that are associated with the division of taxes accomplished through the adoption of an urban renewal plan.

“Tax increment revenues” means the funds allocated by the assessor to an urban renewal area due to increases in assessed value over the frozen base within the area.

“Urban renewal agency” or “agency” means an urban renewal agency created under ORS 457.035 and 457.045. This agency is responsible for administration of the urban renewal plan.

“Urban renewal area” means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.160.

“Urban renewal plan” or “plan” means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “project” means any work or undertaking carried out under ORS 457.170 in an urban renewal area.

“Urban renewal report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.085(3).

## **II. INTRODUCTION**

The La Pine Urban Renewal Plan (Plan) has been developed for the La Pine City Council (City Council) with the cooperative input of a Citizens' Advisory Committee. The Plan contains goals, objectives, and projects for the development of the La Pine Urban Renewal Area (Area). The overall purpose of the Plan is to use tax increment financing to overcome obstacles to the proper development of the Area.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. The Area has infrastructure needs, lacks adequate streetscape and parking, and does not have a program for assistance to business owners.

Urban renewal allows for the use of tax increment financing (TIF), a financing source that is unique to urban renewal, to fund its projects. Tax increment revenues – the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established – are used to repay borrowed funds. The funds borrowed are used to pay for urban renewal projects.

In general, urban renewal projects can include construction or improvement of streets, utilities, and other public facilities; assistance for rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces. The specific projects to be approved in this Plan are outlined in Sections IV and V.

Urban renewal is put into effect when the local government (the City of La Pine, in this case) adopts an urban renewal plan. The urban renewal plan defines the urban renewal area, states goals and objectives for the area, lists projects and programs that can be undertaken, provides a dollar limit on the funds borrowed for urban renewal projects, and states how the plan may be changed in the future.

The Area, shown in Figure 1, consists of approximately 577.13 total acres: 498.02 acres in parcels and 79.11 acres of public right-of-way.

The Plan will be administered by the La Pine Urban Renewal Agency (Agency), which was established by the La Pine City Council as the City's Urban Renewal Agency (Ordinance No. 2014-06. Substantial changes to the Plan, if necessary, must be approved by the City Council, as outlined in Section IX of this Plan.

The Plan is accompanied by the City of La Pine's Urban Renewal Report (Report) that contains additional information, as required by ORS 457.085. The technical information in the Report includes:

- A description of the physical, social, and economic conditions in the area;
- The expected impact of the Plan, including fiscal impact in light of increased services;
- The reasons for selection of each area in the Plan;
- The relationship between each project to be undertaken and the existing conditions;
- The total cost of each project and the source of funds to pay such costs;
- The estimated completion date of each project;

- The estimated amount of funds required in the Area, and the anticipated year in which the debt will be retired;
- A financial analysis of the Plan;
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the urban renewal area; and
- A relocation report.

It is anticipated that the Plan will take 25 years of tax increment collections (through FY 2039-40) to implement. The maximum amount of indebtedness (amount of tax increment financing for projects and programs) that may be issued for the Plan is \$7,019,000 (seven million nineteen thousand dollars).

### **III. GOALS AND OBJECTIVES**

The goals of the Plan represent the basic intents and purposes. Accompanying each goal are objectives, which generally describe how the Agency intends to achieve the goals. The urban renewal projects identified in Sections IV and V of the Plan are the specific means of meeting the objectives. The goals relate to adopted plans, as detailed in Section XI, and were developed with input from the La Pine Urban Renewal Plan Citizens' Advisory Committee, and community input from the urban renewal open house. The goals and objectives will be pursued as economically as is feasible and at the discretion of the urban renewal agency. The goals and objectives are **not ranked by priority**.

#### **1. Public Involvement**

Provide for community input in urban renewal planning and administration.

##### **Objectives**

- a. Include the community in a Citizens' Advisory Committee for planning the urban renewal area.
- b. Provide opportunities for community-wide input in the urban renewal plan planning process.
- c. Have an informal open house at the Chamber/Event Center to help inform the urban renewal planning process.
- d. Include citizens in the urban renewal agency.

#### **2. Economy**

Promote the role of the Area as an energetic community of local businesses that is supported by the residents of both La Pine and outlying areas and by tourists travelling through La Pine.

##### **Objectives**

- a. Develop programs and incentives to encourage expansion of existing businesses, and development of new business activity to create additional jobs in the Area.
- b. Provide for a pleasing visual perception of La Pine by providing assistance for storefront improvements to businesses in the Area.
- c. Form public-private partnerships and use public investment to generate private investment.

- d. Encourage the creation of a focused area of commercial activity to both strengthen existing businesses and create new business activity.
- e. Promote an entrepreneurial climate for business expansion and growth, including a potential business incubator building.
- f. Identify opportunities to support tourist/recreational related businesses, activities, and growth.

### **3. Create an Identifiable Town Center as a Hub of Community Activity**

The Town Center would be a compact area that is centrally located and planned for easy walking access. The uses would be comprised of a mixture of commercial businesses, civic buildings, and other community uses.<sup>1</sup>

Within this Town Center, create a unique identity that strengthens the sense of place, promotes economic development through resident and tourist visits, encourages return patronage, and leverages private investment.

#### **Objectives**

- a. Establish an identity that promotes a sense of character, providing a community for existing businesses and residents and inviting visitors to bring additional commerce to the Area.
- b. Establish gateway features to delineate the Town Center and show pride in the community by providing improved aesthetic features.
- c. Improve sidewalks, streetscape, walkways, and bike pathways to provide easier access to the commercial area and to promote activity within the Town Center.
- d. Provide business and way finding signage.
- e. Create gathering places that will provide focal points and draw patronage to the Area.
- f. Assess parking needs to support the business district.
- g. Assist in the development of public facilities that expand or enhance the services provided in the Town Center and that serve the interests of the citizens of La Pine and tourist activity in La Pine.

### **4. Housing/Mixed-Use Development**

Encourage development in the Mixed-Use Commercial Residential District of the Area.

#### **Objectives**

- a. Encourage development of workforce housing opportunities, commercial support services, and office opportunities in proximity to the housing.
- b. Help facilitate the development of public spaces within the mixed-use area.

### **5. Infrastructure**

Assist in providing infrastructure (water, sewer, storm water) to encourage development in La Pine.

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<sup>1</sup> Language from La Pine Comprehensive Plan



Objectives

- a. Upgrade/provide infrastructure as necessary to allow for the development or redevelopment of parcels within and adjacent to the urban renewal area.

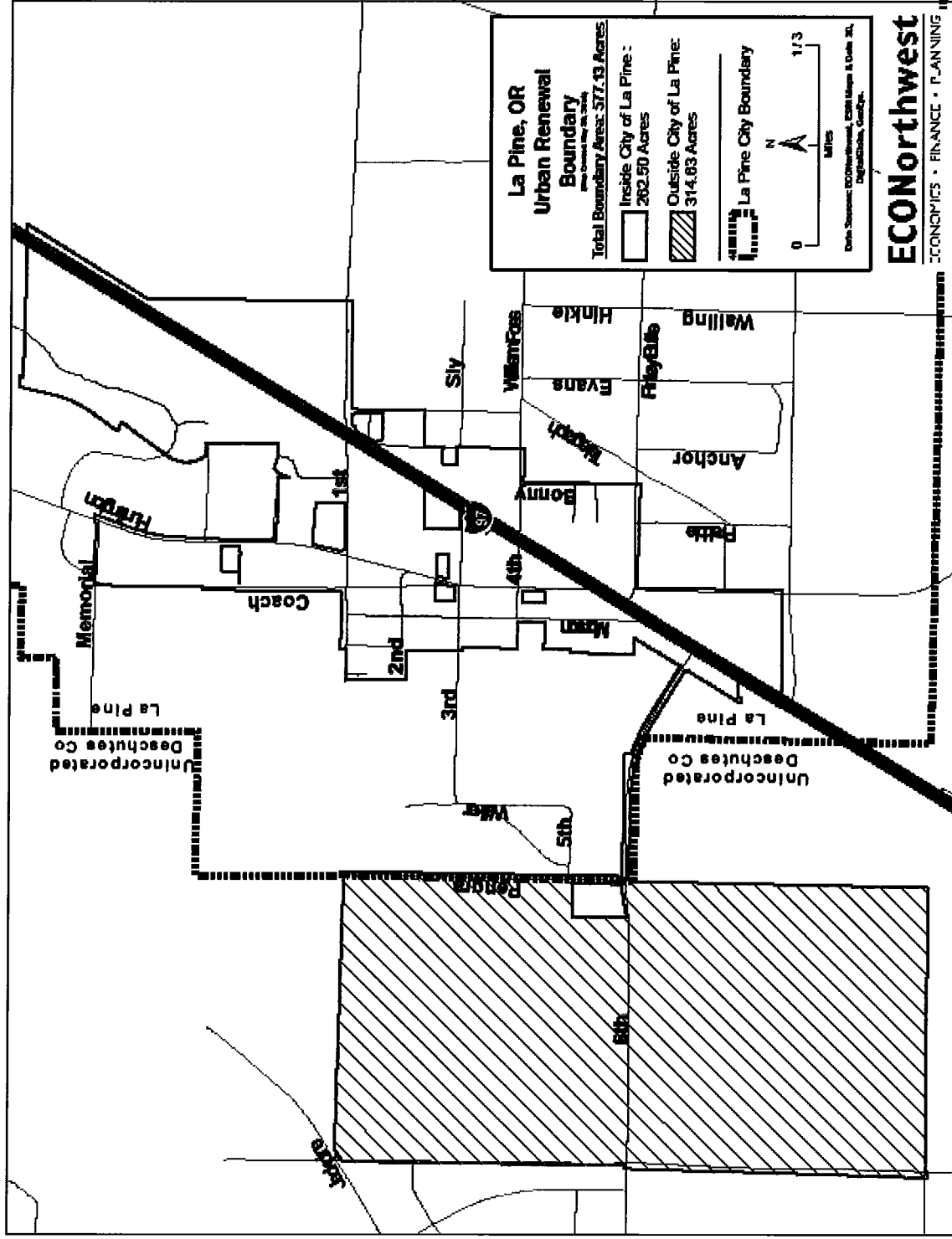
**6. Public Facilities**

Provide opportunities for residents and visitors alike to shop and recreate in La Pine, supporting public service providers and existing businesses and providing stimulus for new economic activity.

Objectives

- a. Assist in development and redevelopment of public facilities that provide vital services (fire, police, and medical), gathering spaces, and other services for the community, including the proposed Rodeo and Events site.

Figure 1 – Urban Renewal Area Boundary



#### **IV. OUTLINE OF MAJOR URBAN RENEWAL PROJECT ACTIVITIES**

The projects within the Area include:

- A. District identity/transportation improvements*
- B. Planning and development assistance programs*
- C. Public facilities/Infrastructure*
- D. Debt service and project administration*
- E. Property acquisition*

#### **V. URBAN RENEWAL PROJECTS**

Urban renewal projects authorized by the Plan are described below. Public improvements authorized under the Plan include assistance to help create a district identity for the Area, upgrade of utilities to encourage development, and economic assistance to developers. The projects are in conformance with the La Pine Comprehensive Plan, The La Pine Corridor Plan, and the La Pine Transportation Systems Plan as detailed in Section XI of this Plan.

As shown in the Report, urban renewal funds will be combined with existing and other future sources of funding to finance project costs. Projects authorized by the Plan are:

##### ***A. District Identity/Transportation Improvements***

###### **1. Sidewalk improvements**

Improve sidewalks within the Area to allow for greater access for pedestrians to the commercial district.

###### **2. Signage: business and way-finding**

Support effective signage for businesses and for way-finding to allow citizens and visitors to frequent the commercial area and to know of other opportunities the La Pine community has to offer.

###### **3. Streetscape**

Improve the streetscape in the Area to encourage citizens and visitors to visit the Area. Streetscape includes sidewalks, signage, trees, benches, landscaping, public art, archways, bus shelters, lighting and other improvements to enhance the overall appearance of the Area and encourage development and redevelopment of the Area.

###### **4. Bicycle paths**

Add bike paths within the Area to encourage greater access to the commercial district.

###### **5. Gathering spaces**

Develop gathering spaces to add to the overall positive environment of the Area, encouraging visits to the Area by citizens of La Pine and visitors to the Area.

###### **6. Parking**

Assess parking needs for the Area.

***B. Planning and development assistance programs to support economic development***

**1. Assist with development of mixed-use area**

Encourage development of the mixed-use area by providing amenities to help make the area more desirable.

**2. Encourage/support business expansion**

Work with business owners to develop and redevelop properties within the Area, leveraging public investment with private investment.

**3. Storefront Improvements**

Work with business owners to improve the overall appearance of the exteriors of their properties.

**4. Support for incubator businesses**

Look for opportunities to help facilitate the development of new businesses within La Pine.

***C. Public Facilities/Infrastructure***

**1. Rodeo/Event Site development**

**2. Development and redevelopment of public facilities that provide vital services (fire, police, and medical), gathering spaces, and other services for the community.**

**3. Upgrade/provide infrastructure as necessary to allow for the development or redevelopment of parcels within and adjacent to the urban renewal area.**

***D. Debt service and project administration***

This project will allow for the repayment of costs associated with the preparation of an urban renewal plan, including the potential repayment of the initial planning costs for the development of the urban renewal plan, including the adoption, and implementation of the La Pine Urban Renewal Plan. It also includes ongoing administration and any financing costs associated with issuing long-term debt, relocation costs, and other administrative costs.

***E. Property Acquisition***

This project will fund acquisition and assembly of key properties for redevelopment, public open space, public parking, trail corridor, housing, or other use consistent with the goals and objectives of this plan, consistent with the property acquisition section of this Plan (Section VI).

## **VI. PROPERTY ACQUISITION AND DISPOSITION**

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use.

### ***A. Property acquisition for public improvements***

The Agency may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means, including use of eminent domain. Good faith negotiations for such acquisitions must occur prior to institution of eminent domain procedures.

### ***B. Property acquisition from willing sellers***

The Plan authorizes Agency acquisition of any interest in property within the Area that the Agency finds is necessary to support private redevelopment, but only in those cases where the property owner wishes to convey such interest to the Agency. The Plan does not authorize the Agency to use the power of eminent domain to acquire property from a private party to transfer property to another private party for private redevelopment. Property acquisition from willing sellers may be required to support development of projects within the Area.

### ***C. Land disposition***

The Agency will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for the construction and/or maintenance of the public improvement. The Agency may retain such property during the construction of the public improvement.

The Agency may dispose of property acquired under Subsection B of Section VI of this Plan by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in such plan. Because fair reuse value reflects limitations on the use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that the Agency determines is reasonable.

## **VII. RELOCATION METHODS**

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance.

## **VIII. TAX INCREMENT FINANCING OF PLAN**

Tax increment financing consists of using annual tax increment revenues to make payments on loans, usually in the form of tax increment bonds. The proceeds of the bonds are used to finance the urban renewal projects authorized in the Plan. Bonds may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative *increase* in assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is adopted. (Under current law, the property taxes for general obligation (GO) bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.)

### ***A. General description of the proposed financing methods***

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from the federal, state, or local governments, or other public bodies;
- Loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited to, assessment districts; and
- Any other public or private source.

Revenues obtained by the Agency will be used to pay or repay the costs, expenses, advancements, and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

### ***B. Tax increment financing and maximum indebtedness***

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency, as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion, is \$7,017,000. This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness.

### ***C. Prior indebtedness***

Any indebtedness permitted by law and incurred by the Agency or the City of La Pine in connection with the preparation of this Plan or prior planning efforts that support the preparation or implementation of this Plan may be repaid from tax increment revenues from the Area when, and if, such funds are available.

## **IX. FUTURE AMENDMENTS TO PLAN**

The Plan may be amended as described in this section.

### ***A. Substantial Amendments***

Substantial Amendments are amendments that:

- Add land to the urban renewal area, except for an addition of land that totals not more than 1% of the existing area of the urban renewal area; or
- Increase the maximum amount of indebtedness that can be issued or incurred under the Plan.

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan, under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Planning Commission, and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City of La Pine, as required by ORS 457.120. Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

### ***B. Council Approved Amendments***

Council approved amendments are those amendments that provide for the addition of improvements or activities that cost more than \$500,000 in 2014 dollars. The \$500,000 amount will be adjusted annually from the year 2014 according to the "Engineering News Record" construction cost index for the Northwest Area.

### ***C. Minor Amendments***

Minor Amendments are amendments that are not Substantial Amendment nor Council Approved Amendments in scope. They require approval by the Agency by resolution.

### ***D. Amendments to the La Pine Comprehensive Plan and/or La Pine Zoning Ordinance***

Amendments to the La Pine Comprehensive Plan and/or La Pine Zoning Ordinance that affect the Urban Renewal Plan and/or the Urban Renewal Area shall be incorporated automatically within the Urban Renewal Plan without any separate action required by the Agency or the City Council.





## **X. LAND USES**

The land uses in the Area are shown in Table 1 of the Report accompanying the Plan. The land uses are defined by the Deschutes County Assessor. They are:

Industrial, Commercial (partially exempt, improved, miscellaneous, and vacant), Manufactured Residential, Manufactured Structure, State Responsibility, Tract, Multi-Family, and Exempt.

The zoning categories are shown in Table 2 of the Report accompanying the Plan. The zones are Traditional Commercial, Forest Use 1, Public Facility, Master Plan Residential, and Public Land/Bureau of Land Management (BLM).

The densities and building requirements are detailed in the City of La Pine Zoning Ordinance, Ordinance No. 2011-03. This ordinance may be updated from time to time, and those updates are hereby incorporated into this Plan.

## **XI. RELATIONSHIP TO LOCAL OBJECTIVES**

The Plan relates to local planning and development objectives contained within the City of La Pine's Comprehensive Plan, La Pine Zoning Ordinance, the La Pine Corridor Plan, and the La Pine Transportation Systems Plan. The following section describes the purpose and intent of these plans, the particular goals and policies within each planning document to which the proposed Plan relates, and an explanation of how the Plan relates to these goals and policies. The numbering of the goals, policies, and implementation strategies will reflect the numbering that occurs in the original document. Italicized text is text that has been taken directly from an original planning document. The Comprehensive Plan designations are shown in Figure 2.

This is not a comprehensive list of all parts of the above referenced documents that are supported by this Plan. This list includes the major Goals and Policies from the Comprehensive Plan that are supported, however, there may be other Goals and Policies that are not listed but are still supported by this Plan.

### ***A. City of La Pine Comprehensive Plan***

#### ***Goal 1 Citizen Involvement***

*The City shall:*

- 1. Establish a process to involve a cross section of affected citizens, ensure effective communication between citizens and elected officials, and assure citizens will receive a response from policy makers.*
- 2. Assure compliance with all state requirements for open meetings and open records, as well as defining the process for standing for advisory committees in La Pine land use actions.*
- 3. Provide two bodies for assisting in citizen involvement in La Pine:*
  - a. The Committee for Citizen Involvement (CCI) shall be an advisory body to the City Council to assure that the intent and purposes of this chapter are met.*
  - b. Citizen Advisory Committees (CAC's) shall insure plan amendments are developed in accordance with an overall City plan and advise the Council on individual land use matters. The La Pine Planning Commission is one example of such an advisory committee.*

The Plan conforms with the intent of Goal I Citizen Involvement because, even though this was not the development of or amendments to the comprehensive plan, a Citizens Advisory Committee was formed to provide input to the urban renewal plan. In addition, there was a public open house, an open Planning Commission meeting, and a City Council hearing that was noticed to all citizens of La Pine. In addition, the city council has included citizens on the board of the urban renewal agency.

***Goal V State Planning Goals 5, Natural Resources, Scenic and Historic Areas, and Open Spaces***

*Goal 1: Protect and enhance identified Goal 5 resources and other features of the natural environment using a variety of methods and strategies.*

***Policies***

- *The City shall coordinate with the BLM and Forest Service for the preservation of the natural forest environment on lands under their respective jurisdictions that are within and adjacent to the City, including transitions from urban to rural environments.*
- *Programs are needed to address the protection of the natural environment in a balanced and fair fashion given the urban development goals of the City.*
- *The City shall coordinate efforts with and among the La Pine Water and Sewer District, and Deschutes County to ensure appropriate provisions for connections to the La Pine sewer system for new and existing development in order to maintain safe groundwater.*
- *The City shall coordinate wildfire protection plans with the La Pine Rural Fire protection District and shall implement wildfire protection regulations for new development.*

The Plan conforms with Goal V by allowing for development and redevelopment assistance, which may be used to help meet needs expressed by this goal.

***Goal VI Parks, Recreation and Open Space***

*Goal 1: Create a system of parks, recreational facilities, and open space areas that provide quality active and passive recreational experiences for all urban area residents.*

***Policies***

- *The City shall coordinate the development of new parks and recreation opportunities, and programs with the La Pine Park and Recreation District.*
- *The City shall encourage the continual involvement of private recreation providers to citizens.*
- *The City shall encourage recreational opportunities within the community to acknowledge and encourage use by visitors and tourists to the community.*
- *Given the various agencies involved in providing open space, parks, trails, and recreational opportunities – a high level of coordination and planning will be required in order to maximize efficiency and reduce duplication.*
- *The addition of new parks and recreational opportunities shall be sought in the most cost effective way possible, including land grants from County, State and Federal agencies.*
- *Local parks and recreational opportunities tend to be distributed throughout the community without connecting links other than streets; La Pine's citizens desire to connect existing and future parks and recreation facilities by sidewalks, trails, and other mechanisms. Such*

*connections provide greater opportunities for citizens, particularly children, to safely access parks without vehicle use.*

- *Open space and/or recreational areas should be available to residents within ¼ mile of their homes unless an exception is granted by the City as new development occurs.*
- *New parks, linkages, and recreational facilities should be incorporated into new developments as a way to distribute resources throughout the community and reduce vehicle miles traveled.*
- *Older neighborhoods and redevelopment areas should consider incorporating parks, trails, and other recreational facilities as a way to enhance the community.*
- *New parks to serve new residents should be developed without community subsidy, while new trails and regional community recreational facilities may require additional funding through those sources available to the City and LPRD.*

The Plan conforms with Goal VI Parks, Recreation, and Open Space by designating gathering spaces as a project in the Plan. Linkages will be supported by streetscape improvements. Funding for the support for entrepreneurial ventures will potentially support the recreation alternatives of citizens. The development of the Rodeo/Events facility will provide additional activities to citizens and tourists who will support the local economy through their visits.

#### ***Chapter VII Public Facilities and Services***

*Goal 1: Coordinate intra-agency efforts, including coordination with private service and Special District providers, and create a system of public facilities for the planning horizon.*

- *The La Pine Rural Fire Protection District shall continue to provide fire protection service within the City of La Pine.*
- *Although many of the public facilities and services are not currently provided by the City, the City shall take an active role in coordinating and ensuring that such services are adequate for existing residents and businesses without adverse effects from anticipated future growth.*
- *Providing needed services in an economically viable and effective manner is good business and a good growth management tool.*

*Goal 2: Create a system of conservation practices for public resources, services, and related facilities.*

- *Services such as public sewer collection facilities, public water sources, solid waste disposal, other point of contact public services, and services related to emergency response will need to be carefully managed to ensure supply and duration.*

The Plan conforms with Goal VII by stating that providing for public facilities development is one of the goals of the Plan and is in the project list for the Plan. Assisting in the provision of infrastructure to the Rodeo/Event site will assist in the development of the site, a goal for the community.

#### ***Goal VII Transportation***

*Goal 1: Create a safe, convenient, balanced, functional and economical transportation system to maximize and extend the life of transportation facilities and improve livability throughout the La Pine community.*

- *Vehicle use is the primary and most important form of transportation for the majority of La Pines citizens, but increased alternate mode use is essential to the livability of the community and to preserve valuable resources.*
- *The street system shall be fully functional for the safe and efficient delivery of emergency services.*
- *Alternate mode use is essential for providing a full complement of transportation choices and that land use regulations need to require an analysis of transportation impacts, needs, and mitigation options.*
- *The proper function and increased mobility of Highway 97 to and through the community contributes to the local economy and bring goods and services into the community bolstering local commerce and tourism.*
- *Balancing the needs of the local community with regional transportation needs must include open dialogue with citizens, state agencies/ODOT, Deschutes County, local business interests, special interest groups, and tourism professionals.*
- *Traffic calming measures in core commercial areas and residential neighborhoods can reduce vehicular speeds on roadways and create a safe pedestrian/bicycle environment.*
- *The community, as a whole, will benefit from transportation systems that provide sidewalks, trails, bike lanes and transit amenities to encourage alternate mode use and promote a high level of livability.*
- *The community will benefit from streets that are designed to permit emergency service vehicles to access all parts of the community in an efficient manner.*
- *Street trees, pedestrian amenities, separated sidewalks; curb extensions, traffic calming, and other related devices can be useful design elements especially when supported by a cost benefit analysis showing they are appropriate.*
- *A transportation system that includes alternate modes in addition to vehicle needs is a State requirement. The term "Alternate Mode" includes anything, besides single occupant vehicles, capable of moving people and goods such as rail, pedestrian facilities, bike lanes, air transport, transit, and the like.*

#### *Bicycle and Pedestrian Policies*

- *Encourage pedestrian and bicycle movement as a safe, feasible alternative to the automobile.*
- *Require that all proposed subdivisions consider bicycle and pedestrian paths, integrated with other bicycle and pedestrian path systems within the City.*
- *Insure that bicycle and pedestrian paths, not along street right-of-ways are well lit and provide visual surveillance from the street.*
- *Preserve space along existing and proposed Arterial streets and require at least one combined bicycle and pedestrian path.*
- *Require all proposed activity centers generating large amounts of traffic to provide safe and convenient off-street bicycle parking space and routes in their design.*
- *Insure neighborhoods and activity centers, including public loading and pickup areas, are served by pedestrian and bicycle routes.*
- *Provide curb cuts at all corners, intersections, or locations where bicycle and pedestrian routes and paths intersect with streets.*

- *Provide for paving of pedestrian and bicycle ways where appropriate.*
- *Improve signs, markings, and safety features on existing bicycle and pedestrian paths.*

The Plan conforms with Goal VII Transportation by providing infrastructure improvements to the Area, including sidewalk and streetscape improvements and bike path improvements that will support economic activity, create a sense of identity, and help with the efficiency of transportation system in the Area, thereby attracting more businesses and retail activity in the Area.

### ***Goal IX Economy***

*Goal 1: Provide adequate industrial and commercial land inventories to satisfy the urban development needs of La Pine for the 20-year planning horizon.*

*Goal 2: Develop an “Economic Development Strategic Plan” and other mechanisms necessary for supporting and enhancing the local economy.*

- *Successful economic development strategies require cooperation with a variety of agencies and other groups to develop a plan that best meets the requirements of a growing community.*
- *Successful economic opportunities rely upon the communities’ ability to support and connect various elements of the economic development into an integrated framework.*
- *Promoting an entrepreneurial climate for existing and new businesses is a key factor in strategic planning.*
- *Providing a strong public partnership with local businesses is key to successful economic development.*
- *Ensuring a high quality of life and the small town atmosphere is essential to addressing citizen concerns about growth and economic development.*

The Plan conforms with Goal IX Economy by providing infrastructure improvements to the Area that will support economic activity in the Area. The Plan also allows for assistance programs for businesses located in the Area to improve their appearance and condition, as well as financial and technical assistance for entrepreneurial business activity in the Area. These programs will help grow the economy in La Pine, provide employment opportunities, and enhance the well-being of the community.

### ***Goal X Housing***

*Goal 1: Encourage a wide range housing types satisfying the urban development needs of the La Pine community.*

- *It is essential to develop strategies that increase the variety of housing choices in the community. These strategies must include an inventory and analysis of needed housing types, existing housing supplies, and strategies for meeting the changing community demographic.*
- *It is necessary to accommodate growth and provide mechanisms to ensure that a variety of housing options for all income levels are available in both existing neighborhoods and new residential areas.*

- *It is necessary to encourage development and redevelopment of residential areas to make them safe, convenient, and attractive places to live and located close to schools, services, parks, shopping and employment centers.*
- *La Pine desires to encourage and sustain affordable housing while protecting the physical characteristics of land relating to the carrying capacity of the land, drainage, natural features, and vegetation.*

*Goal 4: Promote and protect neighborhood qualities that reflect the small town appeal of La Pine and improve compatibility between various uses.*

- *Compatibility standards are effective tools for making sure neighborhood uses are consistent with community goals and design standards.*
- *The La Pine community demands a quality living experience for all residents and multi-family developments. Thus, site plans for multi-family developments or attached single-family housing are required to provide for adequate yard space for residents and play space for children which have distinct area and definite shape, appropriate for the proposed use, and are not just the residue left after buildings are designed and placed on the land. It is necessary for the public health and safety of the community to monitor and manage neighborhood uses.*
- *The La Pine community desires to preserve, protect, and strengthen the vitality and stability of existing neighborhoods while permitting uses that make neighborhoods more "complete" and reduce vehicle miles traveled.*
- *Multi-modal access should be provided internally and to adjacent new and existing neighborhood developments.*
- *Higher density developments should be in close proximity to schools, services, parks, shopping, employment centers, and public transit.*
- *Areas developed or designated for multi-family development should be compatible with adjoining land uses and not detract from the character of existing residential areas.*
- *The location of most multi-family housing will be best suited near the City core, major transportation corridors, schools, services, parks, shopping, employment centers, and transit corridors.*

*Goal 5: Promote quality affordable housing and recognize that lack of affordable housing is an economic issue negatively affecting the vitality and sustainability of La Pine.*

- *Affordable housing should be available for all income levels in the community. This issue affects all citizens because the economic health of the community is tied to providing greater choices in housing types.*
- *It is necessary for the public health, safety, and economic values of the community to improve awareness of affordable housing problems and to encourage affordable housing for all income levels.*
- *A lack of particular housing choices create traffic congestion as people commute from one community to another, increase costs for businesses related to employee travel time, employee absences, unnecessary street expansions and parking demand, reduced mobility for*

*certain disadvantaged groups, and unnecessary community subsidy to remedy these and other impacts.*

*Goal # 6: Recognize that addressing the housing needs of the community is essential to the successful future of La Pine as desirable place to live, work, shop, and play.*

- *Strategies to improve the type and range of housing choices in the community must be based upon careful examination of demographic data, trends, and local demands.*
- *The vitality of the City depends not just on the health of one aspect of housing but preferably by taking a systemic approach to growth and development, preservation and continuity.*

The Plan conforms with Goal X Housing by providing streetscape improvements will help create a sense of identity and provide a pleasant atmosphere for living in the Area and in the city of La Pine. A project in the Plan is the development of open space in mixed-use developments in the Area.

#### ***Goal XI Energy Conservation***

*Goal 1: Create an arrangement and density of land uses to encourage energy conservation.*

- *The City will seek ways to require and will encourage the further development of sidewalks, trails and other bike and pedestrian paths.*
- *The City shall increase the efficiency of all City operations where possible.*

The Plan conforms with Goal XI Energy Conservation 1 by providing infrastructure improvements that will help facilitate development of properties within the Area that will create a more compact retail core, encourage different types of transportation, and support the development of mixed-use properties in the Area.

#### ***Goal XII Urbanization***

*Goal 1: It is expected that Forest and Agricultural lands within the City limits will be converted to urban uses.*

*Goal 2: Land within the City limits is adequate to serve as the La Pine Urban Growth Boundary unless special circumstances are identified and established as reasonable and supportable.*

- *At such time as a transfer of land from the Bureau of Land Management to a government agency (City of La Pine or Deschutes County) occurs along the southwest City boundary, the use of such lands for rodeo facilities shall be examined. The City desires such land to be included within the City limits, with future administration of the lands and facilities used as rodeo grounds to be determined by mutual agreement of the City and the La Pine Park and Recreation District.*

The Plan conforms with Goal XII Urbanization by providing programs and infrastructure improvements to the Area, which lies within the current Urban Growth Boundary and is the downtown core of La Pine. This will help maximize the efficient use of land by encouraging more intense uses on lands already developed or designated for urban development, and will help keep the urban pattern compact. There is also a project in the Plan to assist with the future development of the BLM property into a Rodeo/Event site.

**B. La Pine Zoning Ordinance**

The Plan conforms to the La Pine Zoning Ordinance as all projects envision the present zoning of properties. The Plan also conforms to the Deschutes County Zoning Code, Title 18 for the property that is outside the city limits.

**C. La Pine Corridor Plan**

The La Pine Corridor Plan (Corridor Plan) was adopted in July 2011. The Corridor Plan addresses multi-modal and capacity needs for the downtown La Pine corridor between 1<sup>st</sup> Street and 6<sup>th</sup> Street.

Key study findings are:

*Frequent pedestrian and bicycle crossings occur at the US 97/First Street intersection throughout the course of the day. There are no delineated pathways or crosswalks at the intersection and field observations reveal frequent “near misses” between the pedestrians and oncoming traffic. This situation is further compounded by high vehicular speeds from southbound traffic entering the city from the rural segment of US 97.*

*Many of the existing intersections along US 97 intersect the highway at a skewed angle, which make pedestrian crossings and turning onto and off of the highway difficult.*

*There are continuous sidewalks on the eastside of US 97 but not on the west. The presence of multiple driveways along the corridor presents conflicts between pedestrians and turning motorists.*

*There are no bicycle lanes along US 97 so cyclists must share the road or walk their bicycles along the sidewalk.*

*The 1<sup>st</sup> Street –Reed Road, Huntington Road, Finley Butte, and 6<sup>th</sup> Street intersections with US 97 meet minimum volume thresholds for the installation of a traffic signal today.*

*Although the highway has five-lanes in areas of the downtown core, the curb-side lanes are primarily for used for passing or decelerating maneuvers. The wide striped shoulder toward the north end of the City serves as a deceleration area. This wide cross-section makes pedestrian and bicycle crossings of the highway difficult and provides a level of discomfort for those walking or cycling alongside the highway.*

*La Pine is planning for significant industrial and employment growth on the east side of the city during the next twenty years. This growth will further exacerbate the multimodal connectivity and capacity needs near the US 97/First Street intersection. This growth will also require multimodal connectivity on city streets that parallel US 97 to provide residents with non-highway options to access their homes and jobs.*

The Plan conforms to the Corridor Plan as there are streetscape improvements identified as a project in the Plan. These improvements will help address some of the deficiencies identified in the Corridor Plan, including pedestrian and bicycle deficiencies.

**D. La Pine Transportation Systems Plan**

The La Pine Transportation Systems Plan (TSP) was completed in October 2013. The TSP tended to provide the City, County and ODOT with guidance for operating and improving a multimodal transportation system within the La Pine Urban Growth Boundary. The TSP focuses on priority projects, policies and programs for the next twenty years but also provides a vision for longer term projects that could be implemented should funding become



available. The TSP is intended to be flexible to respond to changing community needs and revenue sources over the next twenty years and will be updated every 5–7 years.

Key projects identified are:

#### *Pedestrian Projects*

*All roadway upgrades within the City of La Pine should include pedestrian facilities, as specified in the street design standards, to create a network of continuous sidewalks that enable residents to travel via walking. Priority for pedestrian projects should be given to:*

*Providing pedestrian access across US 97 within Wickiup and downtown La Pine.*

*Creating a connected trail system between the downtown and Wickiup, particularly along the west side of the highway where the majority of developable lands are located.*

*Considering pedestrian connectivity for recreational trips, such as those to existing and planned parks and trails.*

#### *Bicycle Projects*

*A network of continuous bicycle facilities, whether they are bike lanes or shared-use paths, should be developed to encourage bicycling as a form of transportation within the City. Improving bicycle facilities and connectivity will provide more opportunities for bicyclists of all abilities to travel throughout the City. Priority for bicycle facility improvements projects should be given to:*

*Providing east-west connections within the Cagle subdivision where roadways are currently unpaved.*

*Providing trail system connectivity between the downtown and Wickiup, particularly along the west side of the highway where the majority of the developable lands are located.*

The Plan conforms to the Transportation Systems Plan as there are streetscape improvements identified as a project in the Plan. These improvements will help address some of the deficiencies identified in the Transportation Systems Plan, including pedestrian and bicycle deficiencies.

## **APPENDIX A: LEGAL DESCRIPTION**

## APPENDIX A: LEGAL DESCRIPTION

### LA PINE URBAN RENEWAL DISTRICT BOUNDARY

LOCATED IN PORTIONS OF SECTIONS 10, 11, 14 AND 15,  
TOWNSHIP 22 SOUTH, RANGE 10 EAST, W.M.  
DESCHUTES COUNTY, OREGON

A TRACT OF LAND LOCATED WITHIN THE CITY OF LA PINE,  
DESCHUTES COUNTY, OREGON, MORE PARTICULARLY DESCRIBED  
AS FOLLOWS:

COMMENCING AT A 3" BRASS CAP MONUMENTING THE SECTION CORNER  
COMMON TO SECTIONS 9, 10, 15 & 16, TOWNSHIP 22 SOUTH, RANGE  
10 EAST, WILLAMETTE MERIDIAN, THE INITIAL POINT AS WELL AS  
THE POINT OF BEGINNING;

THENCE EAST ALONG THE NORTH LINE OF SAID SECTION 15 –  
APPROXIMATELY 2602 FEET TO THE EAST LINE OF THE WEST HALF  
OF SAID SECTION 15;

THENCE SOUTH ALONG SAID EAST LINE – APPROXIMATELY 2072  
FEET, FROM WHICH THE CENTER OF SAID SECTION 15 BEARS  
SOUTH – 560 FEET;

THENCE WEST (PARTIALLY ALONG THE NORTH LINE OF A TRACT OF  
LAND DESCRIBED IN A ROLL CHANGE DATED 4/20/1981, RECORDED  
3/29/1990 AS ORDER NO. 90-044, OFFICIAL RECORDS) – 330 FEET;

THENCE SOUTH AND PARALLEL WITH THE EAST LINE OF SAID  
WEST HALF OF SECTION 15 – 495 FEET TO THE NORTH RIGHT-OF-WAY  
(R/W) OF IMPROVED 6th STREET;

THENCE EASTERLY ALONG SAID NORTH R/W, AND ALONG THE ARC OF  
A 305 FOOT RADIUS CURVE, CONCAVE NORTH, TO THE INTERSECTION  
OF THE PROLONGATION OF THE SOUTH LINE OF BLOCK 3 OF TOMES  
ADDITION TO LA PINE, DESCHUTES COUNTY SURVEY NO. 10222  
(CS10222) AND THE WEST LINE OF THE EAST 30 FEET OF SAID  
WEST HALF OF SECTION 15;

THENCE EAST – 30 FEET TO THE INTERSECTION OF THE SOUTH  
LINE OF SAID BLOCK 3 AND THE EAST LINE OF THE WEST HALF OF  
SAID SECTION 15;

THENCE EAST ALONG THE SOUTH LINE OF BLOCKS 3, 6 & 10,  
TOMES ADDITION AND ALONG THE NORTH LINE OF SIXTH STREET PER  
TOMES ADDITION AND ALONG THE NORTH R/W LINE OF IMPROVED 6TH  
STREET CONNECTION TO HIGHWAY 97 – APPROXIMATELY 805 FEET;

THENCE LEAVING THE NORTH LINE OF SIXTH STREET PER SAID TOMES  
ADDITION – SOUTHEASTERLY ALONG THE NORTH R/W OF IMPROVED 6TH  
STREET CONNECTION TO HIGHWAY 97 – APPROXIMATELY 1400 FEET  
THE CENTERLINE OF VACATED HILL STREET;

THENCE N31°E ALONG THE CENTERLINE OF SAID VACATED STREET –  
APPROXIMATELY 497 FEET TO THE SOUTH LINE OF SIXTH STREET,  
PER THE PLAT OF LA PINE (CS07935);

THENCE WEST ALONG SAID SOUTH LINE OF SIXTH STREET –  
APPROXIMATELY 151 FEET TO THE WEST LINE OF STILLWELL  
STREET PER THE PLAT OF LA PINE;

THENCE NORTH ALONG SAID WEST LINE OF STILLWELL STREET –  
570 FEET TO THE SOUTH LINE OF FIFTH STREET PER THE PLAT  
OF LA PINE;

THENCE EAST ALONG SAID SOUTH LINE OF SAID FIFTH STREET – 30 FEET TO THE CENTERLINE LINE OF STILLWELL STREET PER THE PLAT OF LA PINE;  
 THENCE NORTH ALONG SAID CENTERLINE OF STILLWELL STREET (VACATED) 250 FEET TO THE PROLONGATION OF THE SOUTH LINE OF LOT 8, BLOCK 27, PER SAID PLAT OF LA PINE;  
 THENCE EAST ALONG THE SOUTH LINE OF LOTS 8 AND 29 OF SAID BLOCK 27 – 245 FEET TO THE WEST LINE OF MORSON STREET PER SAID PLAT OF LA PINE;  
 THENCE NORTH ALONG SAID WEST LINE OF MORSON STREET – 240 FEET TO THE CENTERLINE OF VACATED FOURTH STREET PER SAID PLAT OF LA PINE;  
 THENCE WEST ALONG SAID CENTERLINE – 245 FEET TO THE CENTERLINE OF SAID STILLWELL STREET (VACATED);  
 THENCE NORTH ALONG SAID CENTERLINE OF STILLWELL STREET – 490 FEET TO THE SOUTH LINE OF THIRD STREET PER SAID PLAT OF LA PINE;  
 THENCE WEST ALONG SAID SOUTH LINE OF THIRD STREET – 30 FEET TO THE WEST LINE OF STILLWELL STREET PER SAID PLAT OF LA PINE;  
 THENCE NORTH ALONG SAID WEST LINE OF SAID STILLWELL STREET – 510 FEET TO THE SOUTH LINE OF SECOND STREET PER THE PLAT OF LA PINE;  
 THENCE WEST ALONG SAID SOUTH LINE OF SECOND STREET – 275 FEET TO THE WEST LINE OF SALZER STREET PER THE PLAT OF LA PINE;  
 THENCE NORTH ALONG SAID WEST LINE OF SALZER STREET – 534 FEET TO THE NORTH LINE OF 30 FOOT WIDE FIRST STREET PER THE PLAT OF LA PINE;  
 THENCE EAST ALONG SAID NORTH LINE OF FIRST STREET – 274 FEET TO THE WEST LINE OF SAID STILLWELL STREET;  
 THENCE NORTH ALONG THE PROLONGATION OF SAID WEST LINE OF STILLWELL STREET – 60 FEET TO THE NORTH LINE OF THE SOUTH 60 FEET SAID SECTION 10;  
 THENCE EAST ALONG SAID NORTH LINE – APPROXIMATELY 522 FEET TO THE WEST LINE OF THE EAST 30 FEET OF SAID SECTION 10;  
 THENCE NORTH ALONG SAID WEST LINE – APPROXIMATELY 1258 FEET TO THE NORTH LINE OF THE SE1/4 SE1/4 OF SAID SECTION 10;  
 THENCE EAST ALONG SAID NORTH LINE – APPROXIMATELY 30 FEET TO THE SOUTH 1/16TH CORNER COMMON TO SAID SECTIONS 10 AND 11;  
 THENCE NORTH ALONG THE WEST LINE OF THE NW1/4 SW1/4 OF SAID SECTION 11 – APPROXIMATELY 988 FEET TO THE SOUTH LINE OF LOT 1, NEWBERRY NEIGHBORHOOD (CS15579);  
 THENCE EAST ALONG SAID SOUTH LINE OF LOT 1 – APPROXIMATELY 566 FEET TO THE WEST R/W LINE OF HUNTINGTON ROAD;  
 THENCE NORTHERLY ALONG SAID WEST R/W LINE – APPROXIMATELY 36 FEET TO THE PROLONGATION OF THE NORTH LINE OF LOT 3 OF SAID NEWBERRY NEIGHBORHOOD;  
 THENCE EAST (S89°55'36"E PER CS15579) ALONG SAID PROLONGATION – APPROXIMATELY 60 FEET TO THE NW CORNER OF SAID LOT 3, AND TO THE EAST R/W OF HUNTINGTON ROAD, BEING 30 FEET FROM THE CENTERLINE OF SAID ROADWAY;  
 THENCE SOUTHERLY ALONG SAID EAST R/W OF HUNTINGTON ROAD – APPROXIMATELY 1680 FEET TO THE SOUTH LINE OF THE N1/2 OF THE SW1/4 SW1/4 OF SAID SECTION 11;

THENCE EAST ALONG SAID SOUTH LINE – APPROXIMATELY 540 FEET TO THE SOUTHWEST CORNER OF THE SE1/4 NE1/4 OF SAID SW1/4 SW1/4;  
 THENCE CONTINUING ALONG SAID SOUTH LINE – EAST – 67 FEET TO THE NORTH BOUNDARY OF A TRACT OF LAND DESCRIBED IN DEED DOCUMENT NO. 2004-06273, OFFICIAL RECORDS (THIS COURSE CITED AS S89°51'00"E – 67.45 FEET IN SAID DEED);  
 THENCE EASTERLY ALONG SAID NORTH BOUNDARY – 163 FEET (CITED IN SAID DEED AS FOLLOWS: 24.81 FEET ALONG THE ARC OF A 170.00 FOOT RADIUS CURVE TO THE RIGHT, THE LONG CHORD OF WHICH BEARS N42°59'14"E – 24.79 FEET; THENCE 24.38 FEET ALONG THE ARC OF A 515.00 FOOT RADIUS CURVE TO THE LEFT, THE LONG CHORD OF WHICH BEARS N45°48'46"E – 24.38 FEET; THENCE S71°49'51"E – 113.85 FEET) TO THE SOUTH LINE OF SAID N1/2 SW1/4 SW1/4 AND TO THE NORTHEAST CORNER OF LOT 1, "BLUEWOOD" SUBDIVISION (CS12140);  
 THENCE EAST ALONG SAID SOUTH LINE – APPROXIMATELY 116 FEET TO THE EAST LINE OF THE SW1/4 SW1/4 OF SAID SECTION 11;  
 THENCE NORTH ALONG SAID EAST LINE – APPROXIMATELY 654 FEET TO THE SOUTH LINE OF THE NW1/4 SW1/4 OF SAID SECTION 11;  
 THENCE WEST ALONG SAID SOUTH LINE – APPROXIMATELY 115 FEET TO THE EAST LINE OF PARCEL 3 OF PARTITION PLAT NO. 2009-17 (CS14970);  
 THENCE NORTHERLY ALONG SAID EAST LINE – APPROXIMATELY 893 FEET TO THE NORTHEAST CORNER OF SAID PARCEL 3, AND TO THE EAST R/W OF 90 FOOT WIDE CRESCENT CREEK DRIVE, CREATED BY PARTITION PLAT NO. 2007-30 (CS17316);  
 THENCE WESTERLY ALONG THE PROLONGATION OF THE SOUTH LINE OF PARCEL 1 OF SAID PARTITION PLAT NO. 2007-30 – 90 FEET TO THE WEST R/W OF CRESCENT CREEK DRIVE;  
 THENCE NORTHERLY ALONG SAID WEST R/W – APPROXIMATELY 707 FEET TO THE NORTH LINE OF SAID PARCEL 1, AND TO THE SOUTH R/W OF 60 FOOT WIDE CALDWELL DRIVE;  
 THENCE NORTHERLY ALONG SAID WEST R/W – APPROXIMATELY 62 FEET TO THE NORTH R/W OF SAID CALDWELL DRIVE;  
 THENCE EAST – PARALLEL WITH THE NORTH LINE OF PARCEL 2 OF SAID PARTITION PLAT 2007-30 – APPROXIMATELY 95 FEET TO THE EAST R/W OF CRESCENT CREEK DRIVE;  
 THENCE SOUTHERLY ALONG SAID EAST R/W – APPROXIMATELY 31 FEET TO THE NORTH LINE OF SAID PARCEL 2, PARTITION PLAT 2007-30;  
 THENCE EAST ALONG THE NORTH LINE OF SAID PARCEL 2, AND ITS PROLONGATION – APPROXIMATELY 1382 FEET TO THE EAST R/W OF STATE HIGHWAY U.S. NO. 97, BEING 100 FEET EAST FROM THE CENTERLINE OF SAID HIGHWAY;  
 THENCE S31°W ALONG SAID EAST R/W – APPROXIMATELY 1260 FEET TO THE EAST LINE OF THE WEST HALF OF SAID SECTION 11;  
 THENCE SOUTH ALONG SAID EAST LINE – APPROXIMATELY 1880 FEET TO THE SOUTH LINE OF SAID SECTION 11;  
 THENCE WEST ALONG THE LINE COMMON TO SAID SECTIONS 11 & 14 – APPROXIMATELY 980 FEET TO THE PROLONGATION OF THE EAST LINE OF PARTITION PLAT 1995-57 (CS12436);  
 THENCE SOUTH ALONG SAID PROLONGATION AND SAID EAST LINE – APPROXIMATELY 666 FEET TO THE SOUTH LINE OF SAID PARTITION PLAT 1995-57;

THENCE WEST ALONG SAID SOUTH LINE – APPROXIMATELY 326 FEET TO THE EAST LINE OF THE NW1/4 NW1/4 OF SAID SECTION 14;  
THENCE SOUTH ALONG SAID EAST LINE – APPROXIMATELY 164 FEET TO THE NORTHEAST CORNER OF TRACT "A", AS DESCRIBED IN A DEED RECORDED 1/6/1998 IN BOOK 475, PAGE 2257, OFFICIAL RECORDS (SURVEYED AND MONUMENTED IN CS12930);  
THENCE WEST ALONG THE NORTH LINE OF SAID TRACT "A" – 155 FEET TO THE WEST LINE OF SAID TRACT "A";  
THENCE SOUTH ALONG SAID WEST LINE – 124 FEET TO THE SOUTH LINE OF SAID TRACT "A";  
THENCE EAST ALONG SAID SOUTH LINE – 155 FEET TO THE EAST LINE OF THE NW1/4 NW1/4 OF SAID SECTION 14;  
THENCE SOUTH ALONG SAID EAST LINE – APPROXIMATELY 610 FEET TO THE SOUTH R/W OF WM. FOSS ROAD (4TH STREET), BEING 30 FEET FROM CENTERLINE OF SAID ROADWAY;  
THENCE WEST ALONG SAID SOUTH R/W – APPROXIMATELY 300 FEET TO THE EAST R/W OF BONNIE WAY, BEING 25 FEET FROM CENTERLINE OF SAID ROADWAY, AND TO THE WEST LINE OF BLM LOT 10;  
THENCE SOUTH ALONG SAID EAST R/W AND THROUGH BLM LOTS 10, 15, 16, 20, 21, 26 AND 27 – APPROXIMATELY 1070 FEET TO THE SOUTH R/W OF 60 FOOT WIDE FINLEY ROAD (NEAR THE SOUTH LINE OF THE NW1/4 OF SAID SECTION 14);  
THENCE WEST ALONG SAID SOUTH R/W – APPROXIMATELY 940 FEET TO THE EAST R/W OF 60 FOOT WIDE HUNTINGTON ROAD (NEAR THE EAST LINE OF THE WEST 60 FEET OF THE NE1/4 SE1/4 OF SAID SECTION 15);  
THENCE SOUTH ALONG SAID EAST R/W – APPROXIMATELY 1380 FEET TO THE PROLONGATION OF THE SOUTH LINE OF EIGHTH STREET AS PER SAID PLAT OF LA PINE;  
THENCE WEST ALONG SAID SOUTH R/W AND ITS PROLONGATION – APPROXIMATELY 1100 FEET TO THE WEST R/W OF 100 FOOT WIDE STATE HIGHWAY U.S. NO. 97;  
THENCE N31°E ALONG SAID WEST R/W – APPROXIMATELY 985 FEET TO THE SOUTH R/W OF THE IMPROVED 6TH STREET CONNECTION TO HIGHWAY 97, BEING 60 FEET SOUTHERLY FROM THE PREVIOUSLY DESCRIBED NORTH R/W LINE;  
THENCE NORTHWESTERLY ALONG SAID SOUTH R/W – APPROXIMATELY 1560 FEET TO NORTH LINE OF BLOCK 11 OF SAID TOMES ADDITION TO LA PINE;  
THENCE WESTERLY ALONG THE NORTH LINE OF BLOCKS 11, 5 AND 4 OF SAID TOMES ADDITION – APPROXIMATELY 761 FEET TO THE NORTHWEST CORNER OF SAID BLOCK 4;  
THENCE SOUTH ALONG THE WEST LINE OF SAID BLOCK 4 – 50 FEET TO THE SOUTH LINE OF SAID BLOCK 4;  
THENCE WEST ALONG THE SOUTH LINE OF SAID TOMES ADDITION – 44 FEET TO THE EAST LINE OF THE WEST HALF OF SAID SECTION 15;  
THENCE SOUTH ALONG SAID EAST LINE – APPROXIMATELY 2610 FEET TO THE SOUTH LINE OF SAID SECTION 15;  
THENCE WEST ALONG SAID SOUTH LINE – APPROXIMATELY 2600 FEET TO THE WEST LINE OF SAID SECTION 15;  
THENCE NORTH ALONG SAID WEST LINE – APPROXIMATELY 5346 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THE FOLLOWING DESCRIBED SEVEN PARCELS  
OF LAND WITHIN THE ABOVE DESCRIBED PARCEL, BUT NOT A PART  
OF THIS URBAN RENEWAL DISTRICT:

EXCEPTION 1

DEED RECORDED IN BOOK 384, PAGE 1391 ON SEP. 11, 1995,  
DESCHUTES COUNTY OFFICIAL RECORDS  
EXCEPTING ROAD IN DOCUMENT NO.2005-90111 ON DEC. 30 2005,  
DESCHUTES COUNTY OFFICIAL RECORDS  
TAX ACCOUNT: 22-10-11CC-1300

EXCEPTION 2

DEED RECORDED IN DOCUMENT NO. 2011-034416 ON SEP. 30, 2011,  
DESCHUTES COUNTY OFFICIAL RECORDS  
TAX ACCOUNT: 22-10-14BA-700

EXCEPTION 3

DEED RECORDED IN DOCUMENT NO. 2013-07087 ON FEB.19, 2013,  
DESCHUTES COUNTY OFFICIAL RECORDS  
TAX ACCOUNT: 22-10-15AD-900

EXCEPTION 4

DEED RECORDED IN DOCUMENT NO. 2014-014178 ON MAY 7, 2014,  
DESCHUTES COUNTY OFFICIAL RECORDS  
TAX ACCOUNT: 22-10-14BB-301

EXCEPTION 5

DEED RECORDED IN BOOK 202, PAGE 2147 ON FEB. 15, 1990,  
DESCHUTES COUNTY OFFICIAL RECORDS  
TAX ACCOUNT: 22-10-14BB-600

EXCEPTION 6

DEED RECORDED IN DOCUMENT NO. 2001-26497 ON JUN. 5, 2001,  
DESCHUTES COUNTY OFFICIAL RECORDS  
TAX ACCOUNT: 22-10-11CC-405  
DEED RECORDED IN DOCUMENT NO.2013-025509 ON JUN. 18, 2013,  
DESCHUTES COUNTY OFFICIAL RECORDS  
TAX ACCOUNT: 22-10-11CC-407  
DEED RECORDED IN BOOK 150, PAGE 95 ON AUG. 26, 1966  
DESCHUTES COUNTY DEED RECORDS  
TAX ACCOUNT: 22-10-11CC-408  
DEED RECORDED IN DOCUMENT NO. 2013-025509 ON JUN. 18, 2013,  
DESCHUTES COUNTY OFFICIAL RECORDS  
TAX ACCOUNT: 22-10-11CC-409

EXCEPTION 7

DEED RECORDED IN DOCUMENT NO.2000-13718 ON APR. 10, 2000,  
DESCHUTES COUNTY OFFICIAL RECORDS  
TAX ACCOUNT: 22-10-15AA-5900

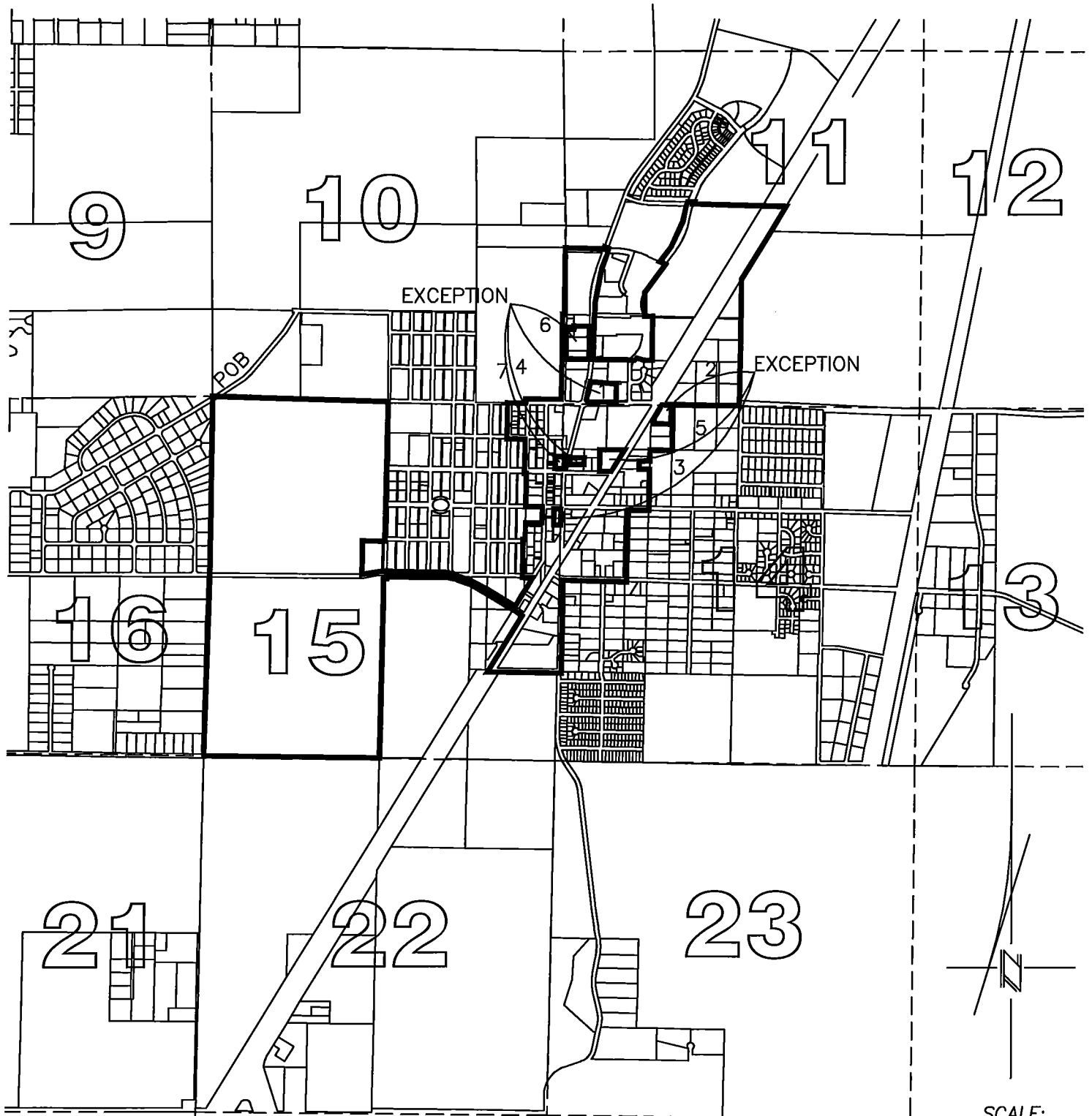
REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

POVEY AND ASSOC. LAND SURVEYORS  
P.O. BOX 131, REDMOND, OR 97756  
(541) 548-6778 14-070B.DWG

OREGON  
JULY 14, 1978  
ROBERT R. POVEY  
1652

Renewal Date: 12/31/14

THE CITY OF LAPINE URD, LOCATED IN  
TOWNSHIP 22 SOUTH, RANGE 10 EAST, WILLAMETTE MERIDIAN,  
SITUATED IN DESCHUTES COUNTY, OREGON



SCALE:  
1" = 2000'