



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

Subdivision Application

Fee \$ 4,000.00
+\$50 per lot

File Number #

Name of Subdivision: Finley Butte Ranch

Number of Lots: 89

Applicant Name Evans Property Holdings LLC Phone 541-408-2938 Fax _____

Address 17140 Shawnee Circle

City Sun River State OR Zip Code 97707

Email evanspropertyholdings@gmail.com / directdrilling@gmail.com

Property Owner Same Phone _____ Fax _____

Address _____

City _____ State _____ Zip Code _____

Email _____

PROPERTY DESCRIPTION

Property Location (address, intersection of cross street, general area) _____
51035 Evans Way

Legal Description: Tax Map & Lot Number(s) 221014CD00100

Present Zoning RSF

Total Land Area _____ (Square Ft.) 18.97 (Acres)

Present Land Use Undeveloped



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PROJECT DESCRIPTION

Describe Project

89 Lot single family residence subdivision in three phases

PROFESSIONAL SERVICES

Architect/Surveyor/Engineer BECON Phone 541-633-3140 Fax
Address 549 SW Mill View Way,Suite 100 City Bend State OR Zip 97702

Builder or Agent Phone Fax
Address City State Zip

Applicant: [Signature] Date: 4/14/24
Signature

Owner/Agent: [Signature] Date: 4/14/24
(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 land use requirements. Dependent on the specifics of the
proposal, additional information may be required after further review.

FOR OFFICE USE ONLY

Date Received:

Rec'd By:

Fee Paid:

Receipt #:



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SUBMITTAL REQUIREMENTS

Step 1: Tentative Plan Review

The following information and material must be submitted by the applicant. Other information may be required in some cases.

- Application. The application must be signed by the owner(s) and include information requested on the application form. If the owner does not sign, then a letter of authorization must be signed by the owner for the agent.
- Title Report or subdivision guarantee.
- Application Fee.
- Burden of Proof Statement documenting compliance with approval criteria for Subdivisions
- A vicinity map.
- A trip generation letter. Additional traffic analyses may be required, based on the results of the trip generation estimates.
- Supplemental information: All agreements with local governments that affect the land and proposed use of property.
- Tentative Plan. Three (3) copies of the tentative plan. The tentative plan should be on a sheet 18" x 24 inches. Standard engineering scales of 1 inch equals 10, 20, 30, 40, 50, or 60, 100 or 200 feet shall be used. Electronic copies of all documents shall be submitted.

The tentative plan must include:

- Identification of the drawing as a tentative plan for a subdivision.
- Adjacent property boundaries, property owners and abutting land uses.
- A north arrow, scale and date of map and property identified.
- Location of the property by section, township and range, and a legal description defining the location and boundaries of the proposed tract to be divided.
- Names, addresses, and telephone numbers of the property owner(s), applicant(s), the engineer or surveyor.



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- The date of the plan preparation.
- Existing and proposed streets and alleys: The locations, name, pavement widths, rights-of-way width, approximate radius of curves, and street grades.
- Postal box location(s): Centralized box units (CBUs) shall be shown on the site plan and installed by applicant/developer, and accompanied by a 'letter of confirmation' from the U.S. Post Office.
- Future streets: The pattern of future streets from the boundary of the property to include other tracts surrounding and adjacent to the property unless a future street plan has been adopted.
- Access: The locations and widths of existing and proposed access points along with any off-site driveways effected by the proposal.
- Easements: The locations, widths, and purposes of all existing and proposed easements on or abutting the property.
- Utilities: The location of all existing and proposed public and private sanitary sewers, water lines and fire hydrants on and abutting the property.
- Statement from each utility company proposed to serve the proposed subdivision stating that each such company is able and willing to serve the proposed subdivision as set forth in the tentative plan, and the conditions and estimated costs of such service. Each utility purveyor shall be noted on the tentative plan.
- Drainage Plan: The location of water drainage points on the property and grades necessary to prevent off-site drainage.
- Topography: Ground elevations shown by contour lines at two foot intervals for ground slopes less than 5% and at 5 foot intervals for ground slopes 5% or greater. Such elevations shall be related to an established bench mark or other acceptable engineering datum. Source of datum shall be indicated on the plan.
- Trees: All trees with a diameter of six inches or greater measured three feet above ground level.
- Water Features: Irrigation canals, ditches & areas subject to flooding or ponding.
- Other natural features (Rock outcroppings, canyon walls, etc.)
- Lot & parcel dimensions: Dimensions of existing and proposed lots and parcels.



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- Lot & parcel numbers: Parcel numbers for partitions and lot numbers and blocks for subdivisions.
- Lot and parcel size: All proposed sizes in either square feet or acres.
- Existing uses: Setback from all property lines and present uses of all structures.
- All tracts of land intended to be deeded or dedicated for public use.
- Overlay zones: The location and dimensions of any special district which is located on or abutting the property.
- Any Proposed deed restrictions or protective covenants, if proposed to be utilized for the proposed development.

Step 2: Final Plat Application and Approval

- Signatures Required. The final plat must be signed by the City Manager, City Public Works Director, the County Surveyor, and the County Assessor.
- Recording the Final Plat. Following City approval of the final plat, the replat shall be recorded by the **applicant** within two (2) years unless an extension request is filed by the applicant and approved by the City. Platting may not occur until required public improvements have been completed, inspected and accepted, or bonded and a Land Division Agreement recorded.
- Building permits. Building permits can only be issued after the plat is recorded and improvements have been completed, inspected and accepted unless otherwise approved. Public Works issues the final letter of completion when construction of all public improvements is accepted.
- Occupancy permit. Occupancy permits can only be issued after any required Public Improvements have been accepted by Public Works.



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By signing, the undersigned certifies that he/she has read and understood the submittal 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: 4/14/24
Signature

Owner/Agent:  Date: 4/14/24
(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 land use requirements. Dependent on the specifics of the proposal, additional information may be required after further review.



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City of La Pine Land Division Code, Requirements for approval of tentative plat for a subdivision

- (l) Requirements for approval. An outline development plan or a tentative plan for a subdivision shall not be approved unless it is found, in addition to other requirements and standards set forth by this chapter and other applicable City of La Pine ordinances, standards and regulations, that the following requirements have been met:
- (1) The proposed development is consistent with applicable goals, objectives and policies set forth by the City's Comprehensive Plan.
 - (2) The proposal is in compliance with the applicable zoning regulations applicable thereto.
 - (3) The proposal is in compliance with the design and improvement standards and requirements set forth in Section 10.0.0, or as otherwise approved by the city, or that such compliance can be assured by conditions of approval.
 - (4) The subdivision will not create an excessive demand on public facilities and services required to serve the proposed development, or that the developer has proposed adequate and equitable improvements and expansions to the facilities with corresponding approved financing therefore to bring the facilities and services up to an acceptable capacity level.
 - (5) The development provides for the preservation of significant scenic, archaeological, natural, historic and unique resources in accordance with applicable provisions of this chapter and the Comprehensive Plan.
 - (6) The proposed name of the subdivision is not the same as, similar to or pronounced the same as the name of any other subdivision in the city or within a six mile radius thereof, unless the land platted is contiguous to and platted as an extension of an existing subdivision. (ORS 92.090)
 - (7) The streets and roads are laid out so as to conform to an adopted Transportation System Plan for the area, and to the plats of subdivisions and maps of major partitions already approved for adjoining property as to width, general direction and in all other respects unless the city determines it is in the public interest to modify the street or road pattern.
 - (8) Streets and roads for public use are to be dedicated to the public without any reservation or restriction; and streets and roads for private use are approved by the city as a variance to public access requirements.
 - (9) Adequate mitigation measures are provided for any identified and measurable adverse impacts on or by neighboring properties or the uses thereof or on the natural environment.



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- (10) Provisions are made for access to abutting properties that will likely need such access in the future, including access for vehicular and pedestrian traffic, public facilities and services and utilities.
- (11) Provisions of the proposed development provide for a range of housing needs, particularly those types identified as needed or being in demand.

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

After recording return to:

c/o Christopher Clute
17140 Shawnee Circle
Bend, Oregon 97707

Until a change is requested, send tax statements to:

c/o Christopher Clute
17140 Shawnee Circle
Bend, Oregon 97707

STATUTORY BARGAIN AND SALE DEED

Christopher M. Clute and Crystal D. Clute, as tenants by the entirety ("**Grantor**"), hereby convey to Evans Property Holdings, LLC, an Oregon limited liability company ("**Grantee**"), Grantor's entire right, title and interest in and to the real property located in Deschutes County, Oregon and legally described as follows (the "**Property**");

Parcel 1 of PARTITION PLAT 2018-45 as recorded in Partition Cabinet 4, Page 546, Records of Deschutes County, Oregon.

The Property is free of encumbrances except all covenants, conditions, restrictions, easements, reservations, rights of way and any other items of record and those apparent on the land, if any, as of the date of this Deed, including those shown on any recorded plat or survey, if any.

The true consideration for this conveyance is other value given or promised.

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

[Signature page follows.]

By execution of this Deed, Grantor certifies that Grantor is not a "foreign person" as that term is defined in the Internal Revenue Code, Section 1445.

Effective date: July 23, 2021

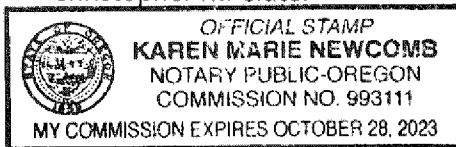
GRANTOR:

[Signature]
Christopher M. Clute

[Signature]
Crystal D. Clute

STATE OF OREGON)
) ss.
County of Deschutes)

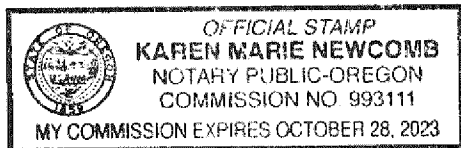
The foregoing instrument was acknowledged before me on this 23^d day of July, 2021, by Christopher M. Clute.



[Signature]
Notary Public for Oregon
My commission expires: 10/28/2023

STATE OF OREGON)
) ss.
County of Deschutes)

The foregoing instrument was acknowledged before me on this 23^d day of July, 2021, by Crystal D. Clute.



[Signature]
Notary Public for Oregon
My commission expires: 10/28/2023



**PUBLIC RECORD REPORT
FOR NEW SUBDIVISION
OR LAND PARTITION**

THIS REPORT IS ISSUED BY THE ABOVE-NAMED COMPANY ("THE COMPANY") FOR THE EXCLUSIVE USE OF THE FOLLOWING CUSTOMER:

Becon Engineering
Phone No.: (541)323-0143

Date Prepared: March 26, 2024
Effective Date: March 18, 2024 / 05:00 PM
Charge: \$300.00
Order No.: WT0260819
Reference:

The information contained in this report is furnished to the Customer by Western Title & Escrow Company (the "Company") as an information service based on the records and indices maintained by the Company for the county identified below. This report is not title insurance, is not a preliminary title report for title insurance, and is not a commitment for title insurance. No examination has been made of the Company's records, other than as specifically set forth in this report ("the Report"). Liability for any loss arising from errors and/or omissions is limited to the lesser of the fee paid or the actual loss to the Customer, and the Company will have no greater liability by reason of this report. This report is subject to the Definitions, Conditions and Stipulations contained in it.

REPORT

- A. The Land referred to in this report is located in the County of Deschutes, State of Oregon, and is described as follows:
As fully set forth on Exhibit "A" attached hereto and by this reference made a part hereof.
- B. As of the Effective Date, the tax account and map references pertinent to the Land are as follows:
As fully set forth on Exhibit "B" attached hereto and by this reference made a part hereof.
- C. As of the Effective Date and according to the Public Records, we find title to the land apparently vested in:
As fully set forth on Exhibit "C" attached hereto and by this reference made a part hereof.
- D. As of the Effective Date and according to the Public Records, the Land is subject to the following liens and encumbrances, which are not necessarily shown in the order of priority:
As fully set forth on Exhibit "D" attached hereto and by this reference made a part hereof.

Western Title & Escrow Company
Public Record Report for New Subdivision or Land Partition
Order No. WT0260819

EXHIBIT "A"
(Land Description)

Parcel 1, Partition Plat 2018-45, as recorded December 11, 2018, in Partition Cabinet 4, Page 546, Document No. 2018-48789, Records of Deschutes County, Oregon.

Western Title & Escrow Company
Public Record Report for New Subdivision or Land Partition
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EXHIBIT "B"
(Tax Account and Map)

APN/Parcel ID(s) 184045 as well as Tax/Map ID(s) 221014CD00100

Western Title & Escrow Company
Public Record Report for New Subdivision or Land Partition
Order No. WT0260819

EXHIBIT "C"
(Vesting)

Evans Property Holdings, LLC, an Oregon limited liability company

EXHIBIT "D"
(Liens and Encumbrances)

1. City Liens, if any, in favor of the City of La Pine.
2. Regulations, levies, liens, assessments, rights of way and easements of La Pine Special Sewer District.
3. Covenants and conditions, including the terms and provisions thereof, as disclosed in Indemnity Selection,
Recording Date: June 1, 1993
Recording No.: 300-2146
4. Reservation of rights for ditches and canals, including the terms and provisions thereof, as disclosed in Indemnity Selection,
Recording Date: June 1, 1993
Recording No.: 300-2146
5. Rights for electric power transmission line purposes granted to Midstate Electric Coop., by right-of-way OR 9051, including the terms and provisions thereof, as disclosed in Indemnity Selection,
Recording Date: June 1, 1993
Recording No.: 300-2146
6. Easements, conditions, restrictions and notes as delineated on Partition Plat No. 2018-45
7. License Agreement, including the terms and provisions thereof,
Recording Date: November 21, 2019
Recording No: 2019-45441
Between: Christopher M. Clute and Crystal D. Clute
And: Huntington Park, LLC, an Oregon limited liability company
8. Please be advised that our search did not disclose any open Deeds of Trust of record.

Note: Property taxes for the fiscal year shown below are paid in full.

Fiscal Year: 2023-2024
Amount: \$5,229.48
Levy Code: 1108
Account No.: 184045
Map No.: 221014CD00100

Please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.

DEFINITIONS, CONDITIONS AND STIPULATIONS

1. **Definitions.** The following terms have the stated meaning when used in this report:
 - (a) "Customer": The person or persons named or shown as the addressee of this report.
 - (b) "Effective Date": The effective date stated in this report.
 - (c) "Land": The land specifically described in this report and improvements affixed thereto which by law constitute real property.
 - (d) "Public Records": Those records which by the laws of the state of Oregon impart constructive notice of matters relating to the Land.
2. **Liability of Company.**
 - (a) This is not a commitment to issue title insurance and does not constitute a policy of title insurance.
 - (b) The liability of the Company for errors or omissions in this public record report is limited to the amount of the charge paid by the Customer, provided, however, that the Company has no liability in the event of no actual loss to the Customer.
 - (c) No costs (including without limitation attorney fees and other expenses) of defense, or prosecution of any action, is afforded to the Customer.
 - (d) In any event, the Company assumes no liability for loss or damage by reason of the following:
 - (1) Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records.
 - (2) Any facts, rights, interests or claims which are not shown by the Public Records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
 - (3) Easements, liens or encumbrances, or claims thereof, which are not shown by the Public Records.
 - (4) Discrepancies, encroachments, shortage in area, conflicts in boundary lines or any other facts which a survey would disclose.
 - (5) (i) Unpatented mining claims; (ii) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (iii) water rights or claims or title to water.
 - (6) Any right, title, interest, estate or easement in land beyond the lines of the area specifically described or referred to in this report, or in abutting streets, roads, avenues, alleys, lanes, ways or waterways.
 - (7) Any law, ordinance or governmental regulation (including but not limited to building and zoning laws, ordinances or regulations) restricting, regulating, prohibiting or relating to (i) the occupancy, use or enjoyment of the land; (ii) the character, dimensions or location of any improvement now or hereafter erected on the land; (iii) a separation in ownership or a change in the dimensions or area of the land or any parcel of which the land is or was a part; or (iv) environmental protection, or the effect of any violation of these laws, ordinances or governmental regulations, except to the extent that a notice of the enforcement thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the Public Records at the effective date hereof.
 - (8) Any governmental police power not excluded by 2(d)(7) above, except to the extent that notice of the exercise thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the Public Records at the effective date hereof.
 - (9) Defects, liens, encumbrances, adverse claims or other matters created, suffered, assumed, agreed to or actually known by the Customer.
3. **Report Entire Contract.** Any right or action or right of action that the Customer may have or may bring against the Company arising out of the subject matter of this report must be based on the provisions of this report. No provision or condition of this report can be waived or changed except by a writing signed by an authorized officer of the Company. By accepting this form report, the Customer acknowledges and agrees that the Customer has elected to utilize this form of public record report and accepts the limitation of liability of the Company as set forth herein.
4. **Charge.** The charge for this report does not include supplemental reports, updates or other additional services of the Company.

LIMITATIONS OF LIABILITY

"CUSTOMER" REFERS TO THE RECIPIENT OF THIS REPORT.

CUSTOMER EXPRESSLY AGREES AND ACKNOWLEDGES THAT IT IS EXTREMELY DIFFICULT, IF NOT IMPOSSIBLE, TO DETERMINE THE EXTENT OF LOSS WHICH COULD ARISE FROM ERRORS OR OMISSIONS IN, OR THE COMPANY'S NEGLIGENCE IN PRODUCING, THE REQUESTED REPORT, HEREIN "THE REPORT." CUSTOMER RECOGNIZES THAT THE FEE CHARGED IS NOMINAL IN RELATION TO THE POTENTIAL LIABILITY WHICH COULD ARISE FROM SUCH ERRORS OR OMISSIONS OR NEGLIGENCE. THEREFORE, CUSTOMER UNDERSTANDS THAT THE COMPANY IS NOT WILLING TO PROCEED IN THE PREPARATION AND ISSUANCE OF THE REPORT UNLESS THE COMPANY'S LIABILITY IS STRICTLY LIMITED. CUSTOMER AGREES WITH THE PROPRIETY OF SUCH LIMITATION AND AGREES TO BE BOUND BY ITS TERMS

THE LIMITATIONS ARE AS FOLLOWS AND THE LIMITATIONS WILL SURVIVE THE CONTRACT:

ONLY MATTERS IDENTIFIED IN THIS REPORT AS THE SUBJECT OF THE REPORT ARE WITHIN ITS SCOPE. ALL OTHER MATTERS ARE OUTSIDE THE SCOPE OF THE REPORT.

CUSTOMER AGREES, AS PART OF THE CONSIDERATION FOR THE ISSUANCE OF THE REPORT AND TO THE FULLEST EXTENT PERMITTED BY LAW, TO LIMIT THE LIABILITY OF THE COMPANY, ITS LICENSORS, AGENTS, SUPPLIERS, RESELLERS, SERVICE PROVIDERS, CONTENT PROVIDERS AND ALL OTHER SUBSCRIBERS OR SUPPLIERS, SUBSIDIARIES, AFFILIATES, EMPLOYEES, AND SUBCONTRACTORS FOR ANY AND ALL CLAIMS, LIABILITIES, CAUSES OF ACTION, LOSSES, COSTS, DAMAGES AND EXPENSES OF ANY NATURE WHATSOEVER, INCLUDING ATTORNEY'S FEES, HOWEVER ALLEGED OR ARISING, INCLUDING BUT NOT LIMITED TO THOSE ARISING FROM BREACH OF CONTRACT, NEGLIGENCE, THE COMPANY'S OWN FAULT AND/OR NEGLIGENCE, ERRORS, OMISSIONS, STRICT LIABILITY, BREACH OF WARRANTY, EQUITY, THE COMMON LAW, STATUTE OR ANY OTHER THEORY OF RECOVERY, OR FROM ANY PERSON'S USE, MISUSE, OR INABILITY TO USE THE REPORT OR ANY OF THE MATERIALS CONTAINED THEREIN OR PRODUCED, **SO THAT THE TOTAL AGGREGATE LIABILITY OF THE COMPANY AND ITS AGENTS, SUBSIDIARIES, AFFILIATES, EMPLOYEES, AND SUBCONTRACTORS SHALL NOT IN ANY EVENT EXCEED THE COMPANY'S TOTAL FEE FOR THE REPORT.**

CUSTOMER AGREES THAT THE FOREGOING LIMITATION ON LIABILITY IS A TERM MATERIAL TO THE PRICE THE CUSTOMER IS PAYING, WHICH PRICE IS LOWER THAN WOULD OTHERWISE BE OFFERED TO THE CUSTOMER WITHOUT SAID TERM. CUSTOMER RECOGNIZES THAT THE COMPANY WOULD NOT ISSUE THE REPORT BUT FOR THIS CUSTOMER AGREEMENT, AS PART OF THE CONSIDERATION GIVEN FOR THE REPORT, TO THE FOREGOING LIMITATION OF LIABILITY AND THAT ANY SUCH LIABILITY IS CONDITIONED AND PREDICATED UPON THE FULL AND TIMELY PAYMENT OF THE COMPANY'S INVOICE FOR THE REPORT.

THE REPORT IS LIMITED IN SCOPE AND IS NOT AN ABSTRACT OF TITLE, TITLE OPINION, PRELIMINARY TITLE REPORT, TITLE REPORT, COMMITMENT TO ISSUE TITLE INSURANCE, OR A TITLE POLICY, AND SHOULD NOT BE RELIED UPON AS SUCH. THE REPORT DOES NOT PROVIDE OR OFFER ANY TITLE INSURANCE, LIABILITY COVERAGE OR ERRORS AND OMISSIONS COVERAGE. THE REPORT IS NOT TO BE RELIED UPON AS A REPRESENTATION OF THE STATUS OF TITLE TO THE PROPERTY. THE COMPANY MAKES NO REPRESENTATIONS AS TO THE REPORT'S ACCURACY, DISCLAIMS ANY WARRANTY AS TO THE REPORT, ASSUMES NO DUTIES TO CUSTOMER, DOES NOT INTEND FOR CUSTOMER TO RELY ON THE REPORT, AND ASSUMES NO LIABILITY FOR ANY LOSS OCCURRING BY REASON OF RELIANCE ON THE REPORT OR OTHERWISE.

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Order No. WT0260819

IF CUSTOMER (A) HAS OR WILL HAVE AN INSURABLE INTEREST IN THE SUBJECT REAL PROPERTY, (B) DOES NOT WISH TO LIMIT LIABILITY AS STATED HEREIN AND (C) DESIRES THAT ADDITIONAL LIABILITY BE ASSUMED BY THE COMPANY, THEN CUSTOMER MAY REQUEST AND PURCHASE A POLICY OF TITLE INSURANCE, A BINDER, OR A COMMITMENT TO ISSUE A POLICY OF TITLE INSURANCE. NO ASSURANCE IS GIVEN AS TO THE INSURABILITY OF THE TITLE OR STATUS OF TITLE. CUSTOMER EXPRESSLY AGREES AND ACKNOWLEDGES IT HAS AN INDEPENDENT DUTY TO ENSURE AND/OR RESEARCH THE ACCURACY OF ANY INFORMATION OBTAINED FROM THE COMPANY OR ANY PRODUCT OR SERVICE PURCHASED.

NO THIRD PARTY IS PERMITTED TO USE OR RELY UPON THE INFORMATION SET FORTH IN THE REPORT, AND NO LIABILITY TO ANY THIRD PARTY IS UNDERTAKEN BY THE COMPANY.

CUSTOMER AGREES THAT, TO THE FULLEST EXTENT PERMITTED BY LAW, IN NO EVENT WILL THE COMPANY, ITS LICENSORS, AGENTS, SUPPLIERS, RESELLERS, SERVICE PROVIDERS, CONTENT PROVIDERS, AND ALL OTHER SUBSCRIBERS OR SUPPLIERS, SUBSIDIARIES, AFFILIATES, EMPLOYEES AND SUBCONTRACTORS BE LIABLE FOR CONSEQUENTIAL, INCIDENTAL, INDIRECT, PUNITIVE, EXEMPLARY, OR SPECIAL DAMAGES, OR LOSS OF PROFITS, REVENUE, INCOME, SAVINGS, DATA, BUSINESS, OPPORTUNITY, OR GOODWILL, PAIN AND SUFFERING, EMOTIONAL DISTRESS, NON-OPERATION OR INCREASED EXPENSE OF OPERATION, BUSINESS INTERRUPTION OR DELAY, COST OF CAPITAL, OR COST OF REPLACEMENT PRODUCTS OR SERVICES, REGARDLESS OF WHETHER SUCH LIABILITY IS BASED ON BREACH OF CONTRACT, TORT, NEGLIGENCE, THE COMPANY'S OWN FAULT AND/OR NEGLIGENCE, STRICT LIABILITY, BREACH OF WARRANTIES, FAILURE OF ESSENTIAL PURPOSE, OR OTHERWISE AND WHETHER CAUSED BY NEGLIGENCE, ERRORS, OMISSIONS, STRICT LIABILITY, BREACH OF CONTRACT, BREACH OF WARRANTY, THE COMPANY'S OWN FAULT AND/OR NEGLIGENCE OR ANY OTHER CAUSE WHATSOEVER, AND EVEN IF THE COMPANY HAS BEEN ADVISED OF THE LIKELIHOOD OF SUCH DAMAGES OR KNEW OR SHOULD HAVE KNOWN OF THE POSSIBILITY FOR SUCH DAMAGES.

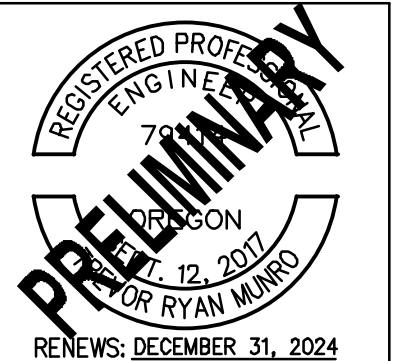
END OF THE LIMITATIONS OF LIABILITY



VICINITY MAP
NTS

FINLEY BUTTE RANCH RESIDENTIAL SUBDIVISION

APRIL 2024
TAXLOT: 221014CD00100
CITY PROJECT NUMBER: TBD
CITY OF LA PINE, DESCHUTES COUNTY, OREGON



PRELIMINARY

FINLEY BUTTE RANCH
RESIDENTIAL SUBDIVISION
COVER SHEET
CITY OF LA PINE, DESCHUTES COUNTY, OREGON

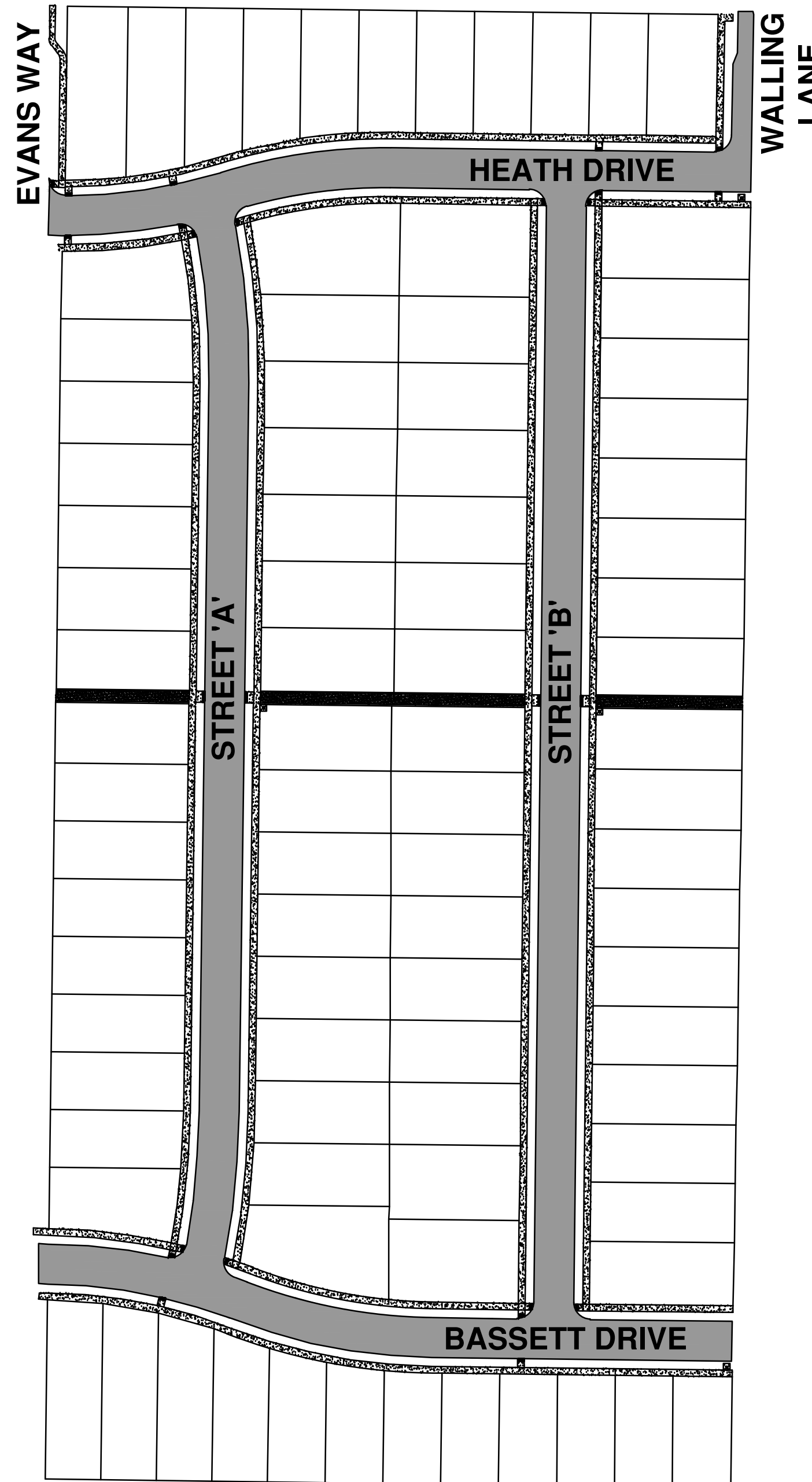
LEGEND: EXISTING

PROPERTY LINE	---
ROW CENTERLINE	- - - -
EASEMENT LINE	- - - -
MAJOR CONTOURS	--- 3580 ---
MINOR CONTOURS	--- 3581 ---
EXISTING WATER	— w —
EXISTING SEWER	— SS —
EX OVERHEAD POWER	— OH —
EXISTING FENCE	— X —
EXISTING CONCRETE	[Pattern]
EXISTING ASPHALT	[Pattern]
EXISTING WATER VALVE	[Symbol]
EXISTING HYDRANT	[Symbol]
EXISTING SURVEY MONUMENT	[Symbol]

LEGEND: PROPOSED

PROPERTY LINE	---
ROW CENTERLINE	- - - -
EASEMENT LINE	- - - -
MAJOR CONTOURS	--- 3580 ---
MINOR CONTOURS	--- 3581 ---
JOINT UTILITY TRENCH	— UT —
PROPOSED WATER	— w —
PROPOSED SEWER	— SS —
PROPOSED CONCRETE	[Pattern]
PROPOSED ASPHALT	[Pattern]
PROPOSED AC WALKWAY	[Pattern]
PROPOSED WATER METER	[Symbol]
PROPOSED HYDRANT	[Symbol]
PROPOSED WATER VALVE	[Symbol]
PROPOSED SEWER CLEAN OUT	● CO
PROPOSED POWER PEDESTAL	[Symbol]
PROPOSED POWER VAULT	[Symbol]
PROPOSED STREET LIGHT	[Symbol]

EVANS WAY ESTATES
PHASES 1-5
(NAP)



SITE MAP
1" = 100'

OWNER:
EVANS PROPERTY HOLDINGS
17140 SHAWNEE CIR
SUNRIVER, OR 97707

ENGINEER & SURVEYOR:
BECON CIVIL ENGINEERING & LAND SURVEYING
549 SW MILL VIEW WAY, SUITE 100
BEND, OREGON 97702

UTILITY PROVIDERS:
CITY OF LA PINE WATER
CITY OF LA PINE SEWER
MIDSTATE ELECTRIC COOPERATIVE
CASCADE NATURAL GAS
TDS
LUMEN

SHEET INDEX:
C1.0 COVER SHEET
C1.1 CONSTRUCTION NOTES
C2.0 EXISTING CONDITIONS
C3.0 TENTATIVE SUBDIVISION PLAT
C4.0 - C4.8 ROAD IMPROVEMENTS
C5.0 DETAILS

REVISIONS:

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SUITE 100
BEND, OREGON 97702
(541) 633-3140
www.beconeg.com

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DRAWN BY: SMA
SCALE: 1" = 100'
FILE: 24004
DATE: 04/10/2024

VERIFY SCALES
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BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

SHEET:
C1.0

01 OF 14

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PLANNING SET

CITY OF LA PINE NOTES

GENERAL NOTES:

1. CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL EXISTING UTILITIES WHICH MAY BE IN THE WORK AREA BEFORE CONSTRUCTION IS UNDERTAKEN. THE NEW UTILITIES SHALL BE INSTALLED TO AVOID CONFLICT WITH THE EXISTING UTILITIES.
2. CONTRACTOR TO OBTAIN ALL PERMITS.
3. ALL WORK AND MATERIALS SHALL CONFORM WITH THE ODOT/AMERICAN PUBLIC WORKS SPECIFICATIONS FOR CONSTRUCTION (2018).
4. ALL WORK AND MATERIALS SHALL CONFORM WITH THE CORRESPONDING STANDARDS AND SPECIFICATIONS OF THE JURISDICTION, LATEST EDITION. CONTRACTOR SHALL MAINTAIN A CURRENT COPY OF STANDARDS AND SPECS ON SITE.
5. CONTRACTOR TO PROVIDE TRAFFIC CONTROL PER THE MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES.
6. ALL WORK SHALL BE DONE IN CONFORMANCE TO ALL APPLICABLE STATE & LOCAL PLUMBING CODES.
7. THE ENGINEER HAS NOT BEEN RETAINED OR COMPENSATED TO PROVIDE DESIGN AND CONSTRUCTION REVIEW SERVICES RELATING TO THE CONTRACTOR'S SAFETY PRECAUTIONS.
8. ONLY APPROVED CONTRACTORS TO PERFORM CONSTRUCTION IN THE PUBLIC RIGHT OF WAY.
9. ACCESSIBLE RAMPS SHALL CONFORM TO ODOT STANDARDS.
10. CITY ENGINEER'S SIGNATURE DOES NOT GRANT APPROVAL TO COMMENCE CONSTRUCTION. A PRE-CONSTRUCTION CONFERENCE SHALL BE CONDUCTED PRIOR TO COMMENCING WORK.
11. OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER AT (503) 232-1987.

GENERAL NOTES (CONTINUED):

12. ALL CONSTRUCTION WORK SHALL BE PERFORMED BY APPROVED CONTRACTORS.
13. HOT TAPS TO EXISTING SEWER OR WATER FACILITIES MUST BE COMPLETED BY A CONTRACTOR APPROVED BY THE LA PINE PUBLIC WORKS.
14. ALL DRIVEWAY APPROACHES SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY STANDARD DRAWINGS AND SPECIFICATIONS.
15. TEN FOOT SEPARATION IS REQUIRED BETWEEN SEWER AND WATER SERVICES. NO UTILITIES SHALL BE PLACED WITHIN TEN FEET OF WATER MAINS OR SERVICES.
16. SEWER AND WATER SERVICES EXTENDED BEYOND PUBLIC RIGHT-OF-WAYS AND EASEMENTS SHALL BE INSPECTED BY THE COUNTY BUILDING DEPARTMENT.
17. UTILITIES SHALL HAVE THE RIGHT TO INSTALL, MAINTAIN AND OPERATE THEIR EQUIPMENT ABOVE AND BELOW GROUND AND ALL OTHER RELATED FACILITIES WITHIN THE PUBLIC UTILITY EASEMENTS (PUE) IDENTIFIED ON THIS PLAN AS MAY BE NECESSARY OR DESIRABLE IN SERVING THE LOTS IDENTIFIED HEREIN, INCLUDING THE RIGHT OF ACCESS TO SUCH FACILITIES AND THE RIGHT TO REQUIRE THE REMOVAL OF ANY OBSTRUCTIONS INCLUDING TREES AND VEGETATION THAT MAY BE PLACED WITHIN THE PUE AT THE LOT OWNER'S EXPENSE. AT NO TIME MAY PERMANENT STRUCTURES BE PLACED WITHIN THE PUE OR ANY OTHER OBSTRUCTION WHICH INTERFERES WITH THE USE OF THE PUE WITHOUT THE PRIOR WRITTEN APPROVAL OF THE UTILITIES AND FACILITIES IN THE PUE.
18. THE CONTRACTOR SHALL EXPOSE, VERIFY, AND/OR MATCH EXISTING UTILITIES AND IMPROVEMENTS, IN CONFORMANCE WITH THE INTENT OF THESE PLANS AND SPECIFICATIONS, TO PROVIDE COMPLETE AND OPERATIONAL SYSTEMS. ANY DISCREPANCIES AT PROPOSED CONNECTION POINTS SHALL BE REPORTED TO THE ENGINEER AND AFFECTED UTILITY PRIOR TO PROCEEDING WITH CONSTRUCTION.
19. DRY UTILITY TRENCHING SHALL BE COMPLETED IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS OF THE APPLICABLE UTILITY COMPANY. CONTRACTOR SHALL COORDINATE TRENCH EXCAVATION, BEDDING, BACKFILL, AND LOCATION OF TRENCH AND LOCATION OF RISERS, VAULTS, AND OTHER APPURTENANCES WITH THE APPROPRIATE UTILITY REPRESENTATIVE.

WATER NOTES:

1. EXISTING WATER LINE & SERVICES TO BE MAINTAINED UNTIL NEW SERVICES ARE COMPLETED. COORDINATE WITH THE LA PINE WATER DIST. ON THE NUMBER AND LOCATION OF EXISTING SERVICES. ABANDONED WATER SERVICES SHALL BE CUT AT THE WATER MAIN.
2. ALL WORK AND MATERIALS SHALL CONFORM WITH THE CORRESPONDING STANDARDS AND SPECIFICATIONS OF THE JURISDICTION, LATEST EDITION. CONTRACTOR SHALL MAINTAIN A CURRENT COPY OF STANDARDS AND SPECS ON SITE.
3. A 10' MINIMUM SEPARATION FROM ANY OTHER UTILITY LINE SHALL BE MAINTAINED EXCEPTING CROSSINGS.
4. THRUST BLOCKS TO BE PROVIDED AT ALL TEES, PLUGS, CAPS, BENDS, AND AT ALL OTHER LOCATIONS WHERE UNBALANCED FORCES EXIST. CONCRETE TO BE POURED AGAINST UNDISTURBED EARTH.
5. DISINFECTION PROCEDURE FOR NEW WATER LINE TO BE PERFORMED IN COMPLIANCE WITH ADMINISTRATIVE RULES CHAPTER 333, LATEST EDITION AND LA PINE WATER DIST. STANDARDS AND SPECIFICATIONS.
6. **INSPECTION REQUIRED:** NO THRUST BLOCKS SHALL BE POURED AND NO PIPE SHALL BE BACKFILLED UNTIL PUBLIC WORKS HAS GIVEN APPROVAL.
7. CONTRACTOR SHALL REFERENCE THE STANDARD DRAWINGS IN THE LA PINE CONSTRUCTION STANDARDS, LATEST EDITION.
8. THE LA PINE PUBLIC WORKS REQUIRES THAT ALL WORK BE INSPECTED AND TESTED BY THE LA PINE PUBLIC WORKS OR REPRESENTATIVE THEREOF.
9. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH ACCURATE AS-BUILT DRAWINGS SHOWING DISTANCES BETWEEN SERVICES, ALONG WITH ANY OTHER CHANGES TO THE APPROVED PLANS. THE DEVELOPER'S ENGINEER SHALL PROVIDE THE CITY OF LA PINE WITH MYLARS OR TRACINGS, AND TWO (2) SETS OF AS-BUILT PRINTS OF THE COMPLETED PROJECT. THE DEVELOPER'S ENGINEER SHALL PROVIDE AS-BUILTS IN DIGITAL FORM TO ALLOW THE WORK TO BE ADDED TO THE DISTRICT'S RECORDS.
10. TWO INCH WARNING TAPE AND TONING WIRE SHALL BE PLACED WITHIN ONE FOOT OF ALL WATER LINES.
11. ANY SINGLE HOME WATER SERVICE SHALL BE ONE INCH DIAMETER.
12. ALL FITTINGS TO CONFORM TO LA PINE PUBLIC WORKS STANDARD DETAILS.
13. BACKFILL CLASSES SHALL BE IN ACCORDANCE WITH DESCHUTES COUNTY PUBLIC WORKS STANDARDS.
14. PRESSURE TESTING OF NEW WATER LINES TO COMPLY WITH AWWA STANDARDS. NO PRESSURE TESTING AGAINST WATER VALVES. NEW WATER LINE TO BE TESTED TO BE WITHIN 10' OF EXISTING WATER LINE TO CONNECT TO. JOINTS TO BE RESTRAINED DURING PRESSURE TESTING PER AWWA STANDARDS. ALL TESTING SHALL BE PERFORMED IN THE PRESENCE OF A REPRESENTATIVE OF THE LAPINE PUBLIC WORKS.
15. VALVE AND BLOW OFF ASSEMBLY TO BE INSTALLED AT WATER MAIN ENDS INCLUDING PHASE LINES WHERE PHASES ARE NOT CONSTRUCTED CONSECUTIVELY.
16. ALL PUBLIC WATER SYSTEM CONSTRUCTION TO COMPLY WITH OAR 333-061-0050

SEWER NOTES:

1. ALL WORK AND MATERIALS SHALL CONFORM WITH THE CORRESPONDING STANDARDS AND SPECIFICATIONS OF THE JURISDICTION, LATEST EDITION. CONTRACTOR SHALL MAINTAIN A CURRENT COPY OF STANDARDS AND SPECS ON SITE.
2. CLEAN OUTS SHALL BE 45° "WYE" WITH A 24" SPOOL, FOLLOWED BY A 45° BEND, ALL ENCASED IN 2000 PSI CONCRETE. A "BROOKS" VALVE BOX MARKED "SEWER" SHALL BE SET IN CONCRETE (OR A/C IN ROADWAY) OVER THE LID, AT GRADE. CLEANOUTS SHALL BE PROVIDED IN ALL DIRECTIONS FROM EVERY TEE AND CROSS TO THE MAIN LINE, AND WITHIN 5 FEET OF THE INTERSECTION.
3. CONTRACTOR SHALL REFERENCE THE STANDARD DRAWINGS IN THE CITY OF LA PINE CONSTRUCTION STANDARDS, LATEST EDITION.
4. ALL TESTING SHALL BE PERFORMED IN THE PRESENCE OF A REPRESENTATIVE OF THE LAPINE PUBLIC WORKS. PROCEDURES SHALL BE IN CONFORMANCE WITH CITY POLICIES.
5. ALL WORK SHALL BE PERFORMED BY DISTRICT APPROVED CONTRACTORS.
6. TRENCH BACKFILL SHALL BE IN ACCORDANCE TO THE DESCHUTES COUNTY ROAD DEPARTMENT STANDARDS.
7. TWO INCH WARNING TAPE AND TONING WIRE SHALL BE PLACED WITHIN ONE FOOT OF ALL SEWER LINES.
8. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH ACCURATE AS-BUILT DRAWINGS SHOWING DISTANCES BETWEEN SERVICES, ALONG WITH ANY OTHER CHANGES TO THE APPROVED PLANS. THE DEVELOPER'S ENGINEER SHALL PROVIDE THE SEWER DISTRICT WITH MYLARS OR TRACINGS, AND TWO (2) SETS OF AS-BUILT PRINTS OF THE COMPLETED PROJECT. THE DEVELOPER'S ENGINEER SHALL PROVIDE AS-BUILTS IN DIGITAL FORM TO ALLOW THE WORK TO BE ADDED TO THE DISTRICT'S RECORDS.
9. A LENGTH OF AT LEAST 20 LF OF C900 PIPE SHALL BE USED FOR SANITARY SEWER AND SEWER SERVICES WHENEVER THEY CROSS WITHIN 18" OF A WATER MAIN.

BECON NOTES

CITY OF LA PINE NOTES ON THIS SHEET TAKE PRECEDENCE

CONSTRUCTION NOTES:

1. NO CONSTRUCTION SHALL BE STARTED WITHOUT A NOTICE TO PROCEED BY THE CITY ENGINEERING DEPARTMENT. THE CITY ENGINEERING DEPARTMENT AND THE DESIGN ENGINEER SHALL BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION. ANY CONSTRUCTION WORK DONE PRIOR TO NOTICE TO PROCEED BEING ISSUED OR WITHOUT INSPECTION WILL BE REJECTED.
2. CONTRACTOR SHALL VERIFY ALL CONDITIONS ON THE JOB SITE INCLUDING BUT NOT LIMITED TO, ALL DIMENSIONS, GRADES, ELEVATIONS, EXTENT AND COMPATIBILITY TO THE EXISTING SITE CONDITIONS, AND WITH THE WORK DESCRIBED ON THE ENGINEER'S DRAWINGS. ANY DISCREPANCIES OR UNEXPECTED CONDITIONS THAT AFFECT OR CHANGE THE WORK DESCRIBED IN THE CONTRACT DOCUMENTS SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION IMMEDIATELY. CONTRACTOR SHALL NOT PROCEED WITH ANY OF THE WORK IN THE AREA OF DISCREPANCIES UNTIL ALL SUCH DISCREPANCIES ARE RESOLVED. IF THE CONTRACTOR CHOOSES TO DO SO, THEN IT IS UNDERSTOOD THAT THE CONTRACTOR IS CHOOSING TO PROCEED AT THE CONTRACTOR'S OWN RISK AND SHALL INCUR ALL COSTS, IF ANY TO RESOLVE THE ISSUES TO THE SATISFACTION OF THE ENGINEER.
3. A CITY INSPECTOR ACTING ON BEHALF OF THE CITY MAY REQUIRE REVISIONS IN PLANS TO SOLVE UNFORESEEN PROBLEMS THAT MAY ARISE IN THE FIELD.
4. ALL CONSTRUCTION WORK AND INSTALLATIONS SHALL CONFORM TO THE CURRENT CITY PUBLIC WORKS STANDARDS & SPECIFICATIONS REQUIREMENTS, AND ALL WORK SHALL BE SUBJECT TO THE APPROVAL OF THE CITY.
5. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT "UNDERGROUND LOCATE SERVICE" AT 1-800-332-2344 AT LEAST 48 BUSINESS-DAY HOURS PRIOR TO THE START OF CONSTRUCTION FOR THE LOCATION OF POWER, GAS, CABLE TV AND TELEPHONE UNDERGROUND FACILITIES. THE CONTRACTOR WILL ALSO BE RESPONSIBLE FOR CONTACTING THE APPROPRIATE PUBLIC AGENCY FOR THE LOCATION OF UNDERGROUND FACILITIES.
6. ALL UTILITIES SHOWN ARE ACCURATE TO THE EXTENT OF AVAILABLE RECORDS AND KNOWLEDGE. NO POT-HOLING TO VERIFY LOCATIONS AND ELEVATIONS WAS AUTHORIZED BY THE OWNER. THE CONTRACTOR HAS THE TOTAL RESPONSIBILITY TO VERIFY THE LOCATION OF EXISTING UNDERGROUND UTILITIES AND TO NOTIFY THE UTILITY COMPANIES WHEN WORKING IN THEIR PROXIMITY. CONTRACTOR TO VERIFY LOCATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER. THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503)232-2987.
7. ALL GRADING SHALL BE IN CONFORMANCE WITH THE CURRENT CITY STANDARDS AND SPECIFICATIONS AND CURRENT GRADING ORDINANCE. ALL SUBGRADE MATERIAL SHALL BE CONSIDERED CLASS A AND COMPACTED TO 95% OF OPTIMUM DENSITY. AS SPECIFIED IN THESE PLANS. ALL FILL MATERIAL SHALL BE COMPACTED TO 95% RELATIVE COMPACTION PER THE CITY TESTING REQUIREMENTS.
8. ALL FINAL CUT SLOPES SHALL NOT EXCEED A GRADE OF 2 TO 1 VERTICAL UNLESS OTHERWISE APPROVED. FILL SLOPES SHALL NOT EXCEED A GRADE OF 2 HORIZONTAL TO 1 VERTICAL UNLESS OTHERWISE APPROVED BY THE ENGINEER.

CONSTRUCTION NOTES (CONT):

9. ALL UNSUITABLE SOILS MATERIALS, RUBBISH AND DEBRIS RESULTING FROM GRADING OPERATIONS SHALL BE REMOVED FROM THE JOB SITE AND DISPOSED OF PROPERLY.
10. THE CONTRACTOR SHALL EMPLOY ALL LABOR, EQUIPMENT, AND METHODS REQUIRED TO PREVENT DUST IN AMOUNTS DAMAGING TO PROPERTY, CULTIVATED VEGETATION AND DOMESTIC ANIMALS OR CAUSING A NUISANCE TO PERSONS OCCUPYING BUILDINGS IN THE VICINITY OF THE JOB SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE CAUSED BY DUST RESULTING FROM CONSTRUCTION.
11. THE CONTRACTOR SHALL FOLLOW ALL APPLICABLE INDUSTRIAL SAFETY REGULATIONS. THE CITY AND DESCHUTES COUNTY AND THEIR OFFICIALS, THE ENGINEER, AND THE OWNER SHALL NOT BE RESPONSIBLE FOR ENFORCING SAFETY REGULATIONS.
12. MATERIAL QUANTITIES USED, NOTED, OR PROVIDED IN A SEPARATE ITEMIZED QUANTITY TAKE-OFF ARE AN ENGINEER'S OPINION OF PROBABLE MATERIAL REQUIREMENTS, AND IS AN ESTIMATE ONLY. CONTRACTOR'S HAVE THE SOLE RESPONSIBILITY OF MAKING THEIR OWN QUANTITY TAKE-OFF AND COST ESTIMATE.
13. ALL WORK SHALL BE PERFORMED BY A CITY APPROVED CONTRACTOR.
14. UTILITIES SHALL HAVE THE RIGHT TO INSTALL, MAINTAIN, AND OPERATE THEIR EQUIPMENT ABOVE AND BELOW GROUND AND ALL OTHER RELATED FACILITIES WITHIN THE PUBLIC UTILITY EASEMENTS (PUE) IDENTIFIED ON THIS PLAT MAP AS MAY BE NECESSARY OR DESIRABLE IN SERVING THE LOTS IDENTIFIED HEREIN, INCLUDING THE RIGHT OF ACCESS TO SUCH FACILITIES AND THE RIGHT TO REQUIRE THE REMOVAL OF ANY OBSTRUCTIONS INCLUDING TREES AND VEGETATION THAT MAY BE PLACED WITH IN THE PUE AT THE LOT OWNERS EXPENSE. AT NO TIME MAY ANY PERMANENT STRUCTURES BE PLACED WITHIN THE PUE OR ANY OTHER OBSTRUCTION WHICH INTERFERES WITH THE USE OF THE PUE WITHOUT PRIOR WRITTEN APPROVAL OF THE UTILITIES AND FACILITIES IN THE PUE.
15. CITY ENGINEER'S SIGNATURE DOES NOT CONSTITUTE APPROVAL OF FACILITIES PROPOSED ON PRIVATE PROPERTY. SEPARATE PERMITS ISSUED BY THE BUILDING DEPARTMENT ARE REQUIRED AND SHALL BE OBTAINED BY THE DEVELOPER FOR FACILITIES LOCATED OUTSIDE OF THE PUBLIC RIGHT-OF-WAY.
16. ANY WORK WITHIN EXISTING PUBLIC RIGHT-OF-WAY OR DEDICATED CITY EASEMENTS REQUIRES A SEPARATE RIGHT-OF-WAY EXCAVATION PERMIT OBTAINED FROM THE CITY ENGINEERING DIVISION.
17. ACCESS TO EXISTING PROPERTIES/RESIDENTS AFFECTED BY CONSTRUCTION ACTIVITIES WILL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR. EMERGENCY ACCESS AND COORDINATION OF EMERGENCY SERVICES WILL BE REQUIRED.
18. SURVEY MONUMENTS, CONTROLS, OR PROPERTY CORNERS WHICH ARE DISTURBED OR DESTROYED BY CONSTRUCTION ACTIVITIES WILL BE RE-ESTABLISHED, RESTORED, AND/OR REPLACED AT THE CONTRACTOR'S EXPENSE.
19. ALL NECESSARY CHANGES TO DESIGN PLANS, REVEALED DURING CONSTRUCTION, MUST BE APPROVED BY THE DESIGN ENGINEER AND THE CITY.

**FINLEY BUTTE RANCH
RESIDENTIAL SUBDIVISION
CONSTRUCTION NOTES**

CITY OF LA PINE, DESCHUTES COUNTY, OREGON



REVISIONS:

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549 SW MILL VIEW WAY
SUITE 100
BEND, OREGON 97702
(541) 633-3140
www.beconeg.com

BECON
Civil Engineering
& Land Surveying

DESIGNED BY: TRM
DRAWN BY: SMA
SCALE: NTS
FILE: 24004
DATE: 04/10/2024

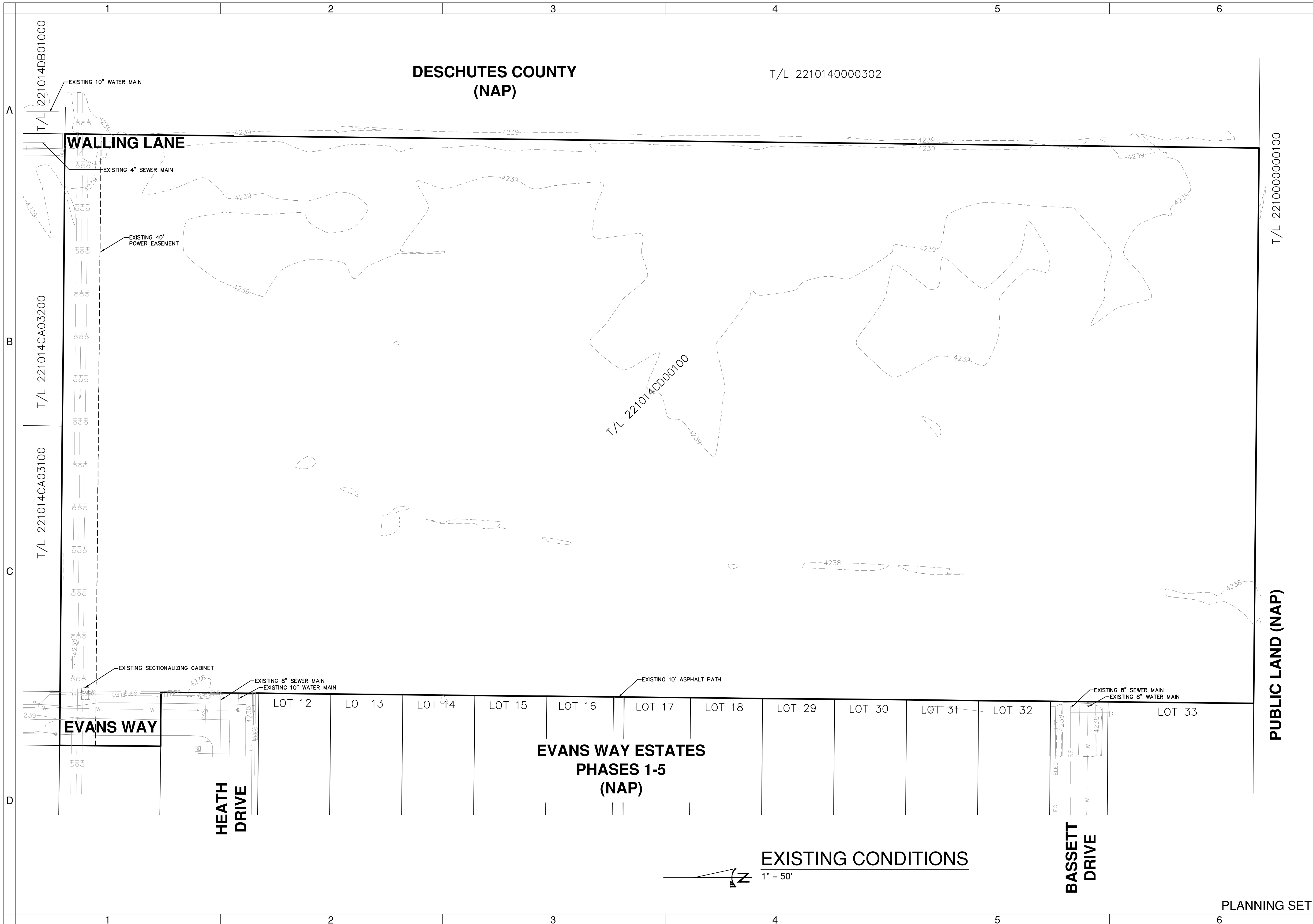
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02 OF 12

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PLANNING SET



DESCHUTES COUNTY
(NAP)

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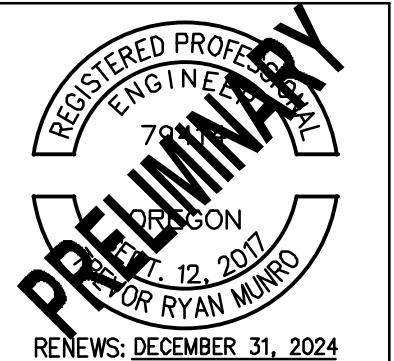
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PUBLIC LAND (NAP)

EVANS WAY ESTATES
PHASES 1-5
(NAP)

EXISTING CONDITIONS
1" = 50'



FINLEY BUTTE RANCH
RESIDENTIAL SUBDIVISION
EXISTING CONDITIONS
CITY OF LA PINE, DESCHUTES COUNTY, OREGON



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CIVIL ENGINEERING & LAND SURVEYING
549 SW MILL VIEW WAY
SUITE 100
BEND, OREGON 97702
(541) 633-3140
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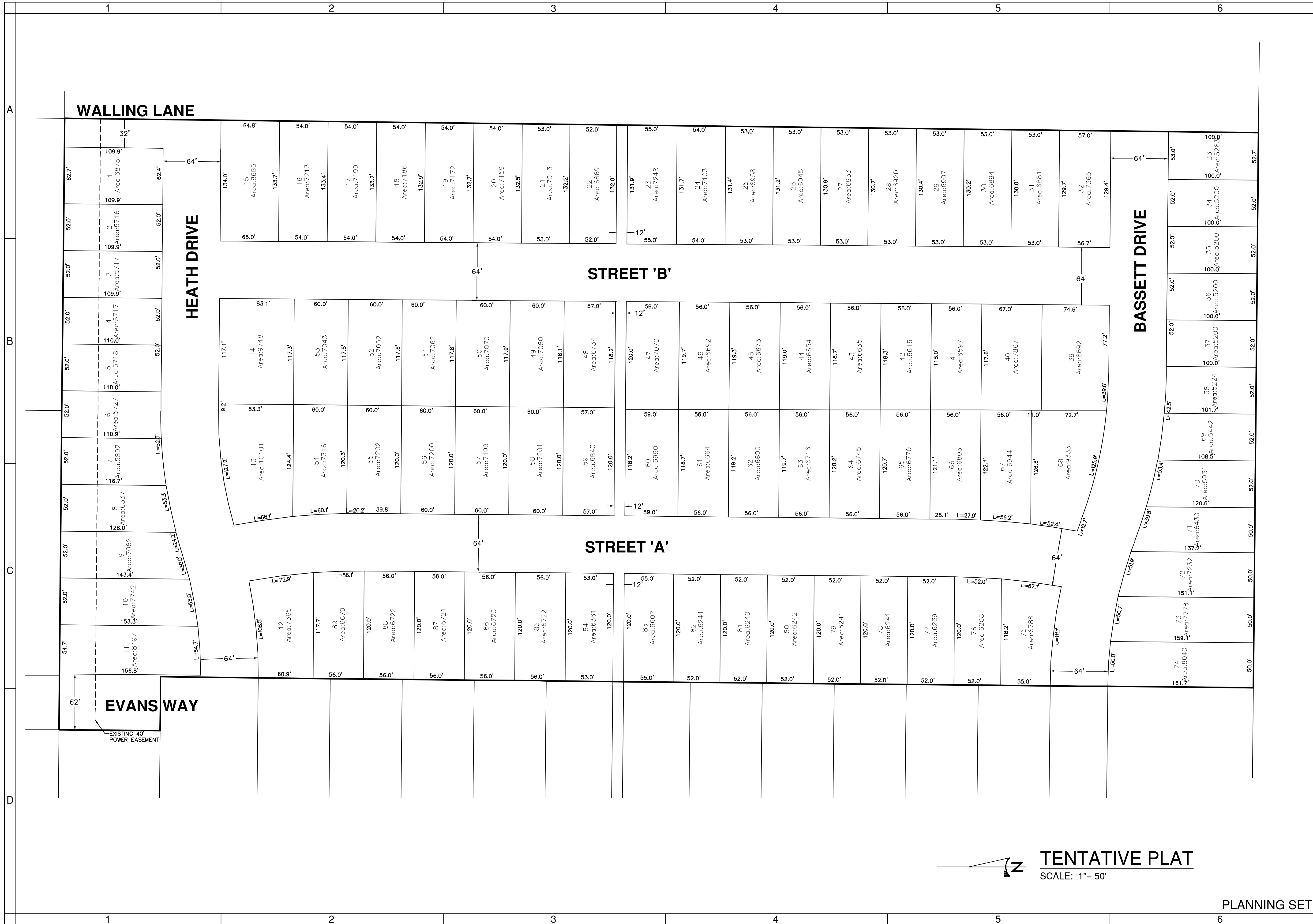
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03 OF 12

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FINLEY BUTTE RANCH
RESIDENTIAL SUBDIVISION
 TENTATIVE PLAT



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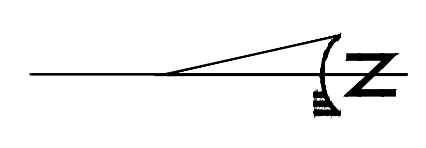
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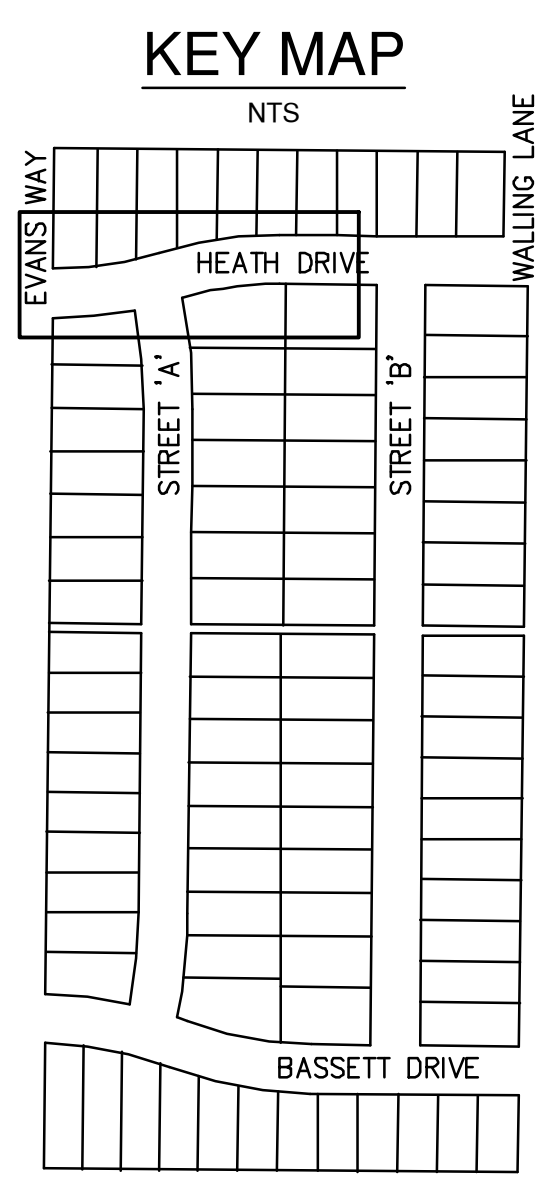
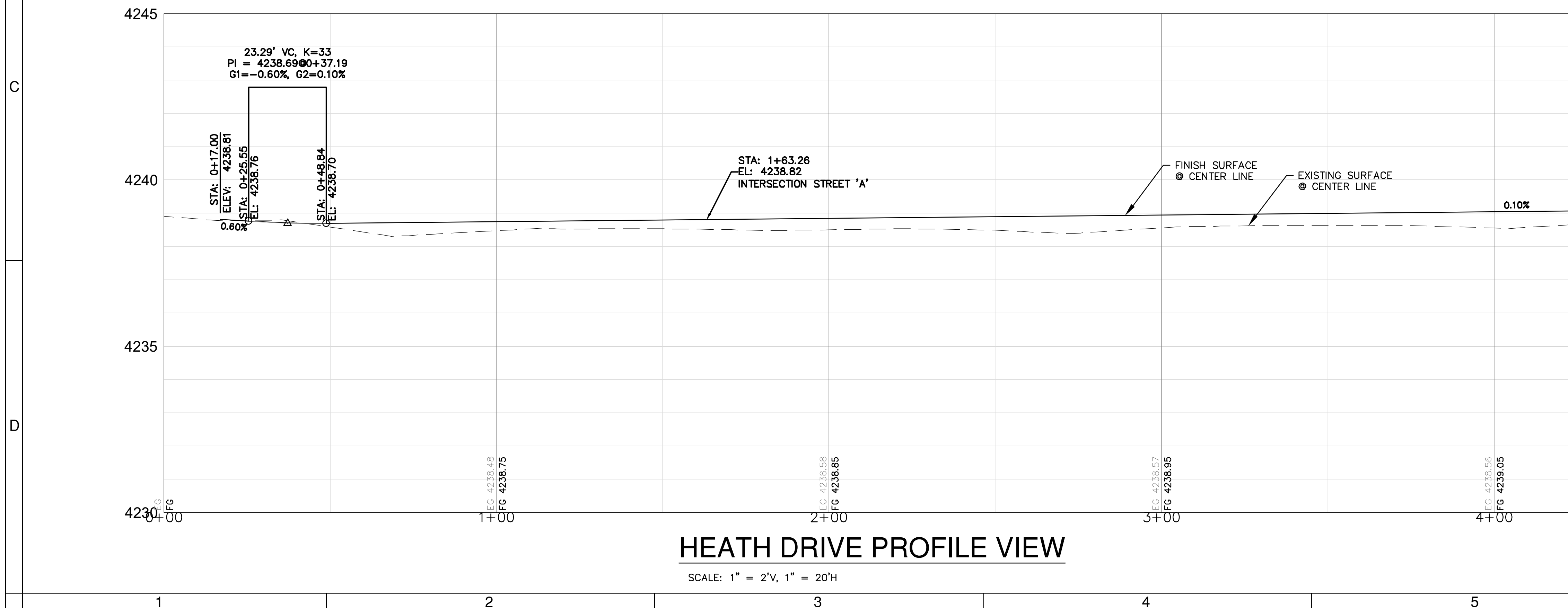
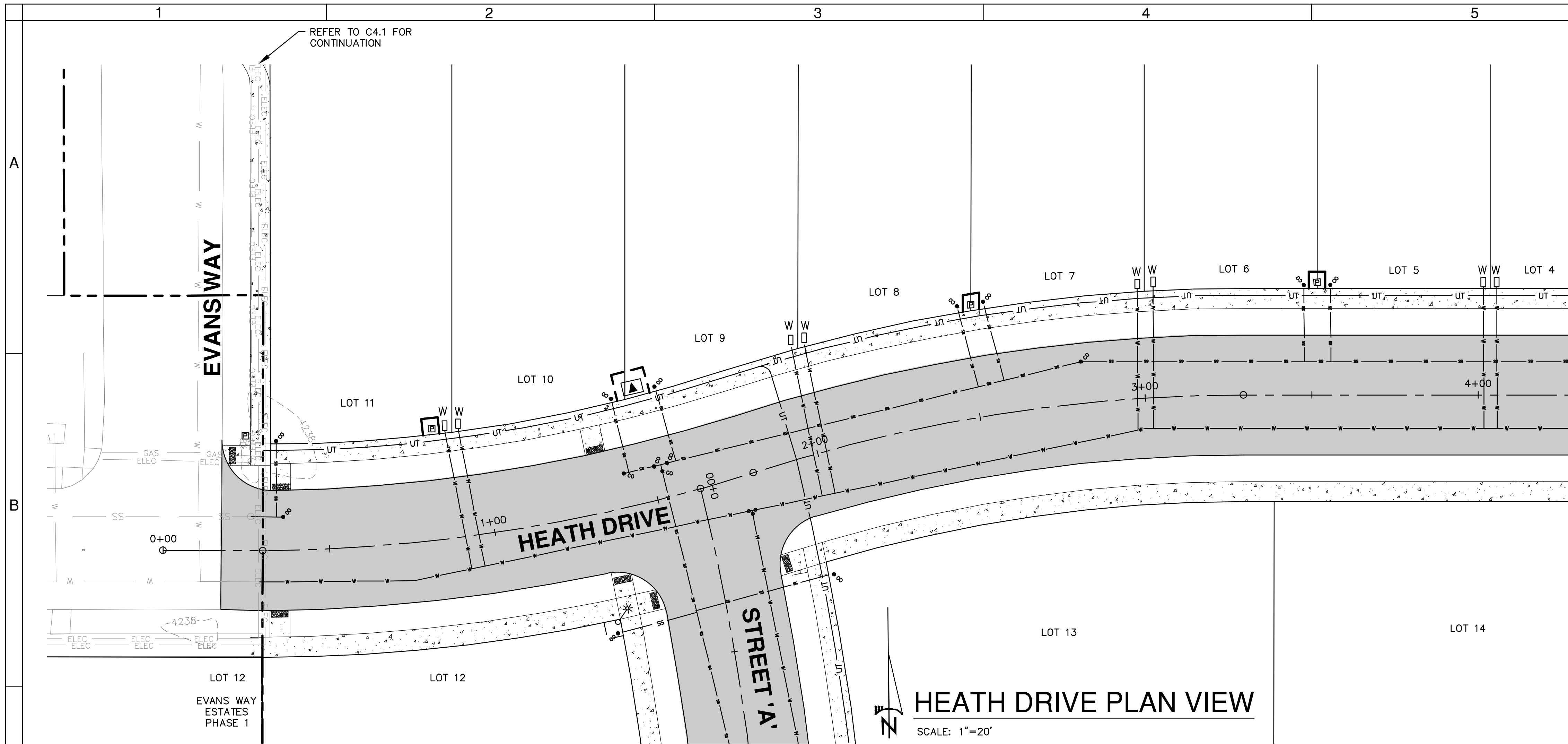
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TENTATIVE PLAT
 SCALE: 1" = 50'

PLANNING SET



**FINLEY BUTTE RANCH
RESIDENTIAL SUBDIVISION
ROAD IMPROVEMENTS - HEATH DRIVE**



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549 SW MILL VIEW WAY
SUITE 100
BEND, OREGON 97702
(541) 633-3140
www.beconeng.com

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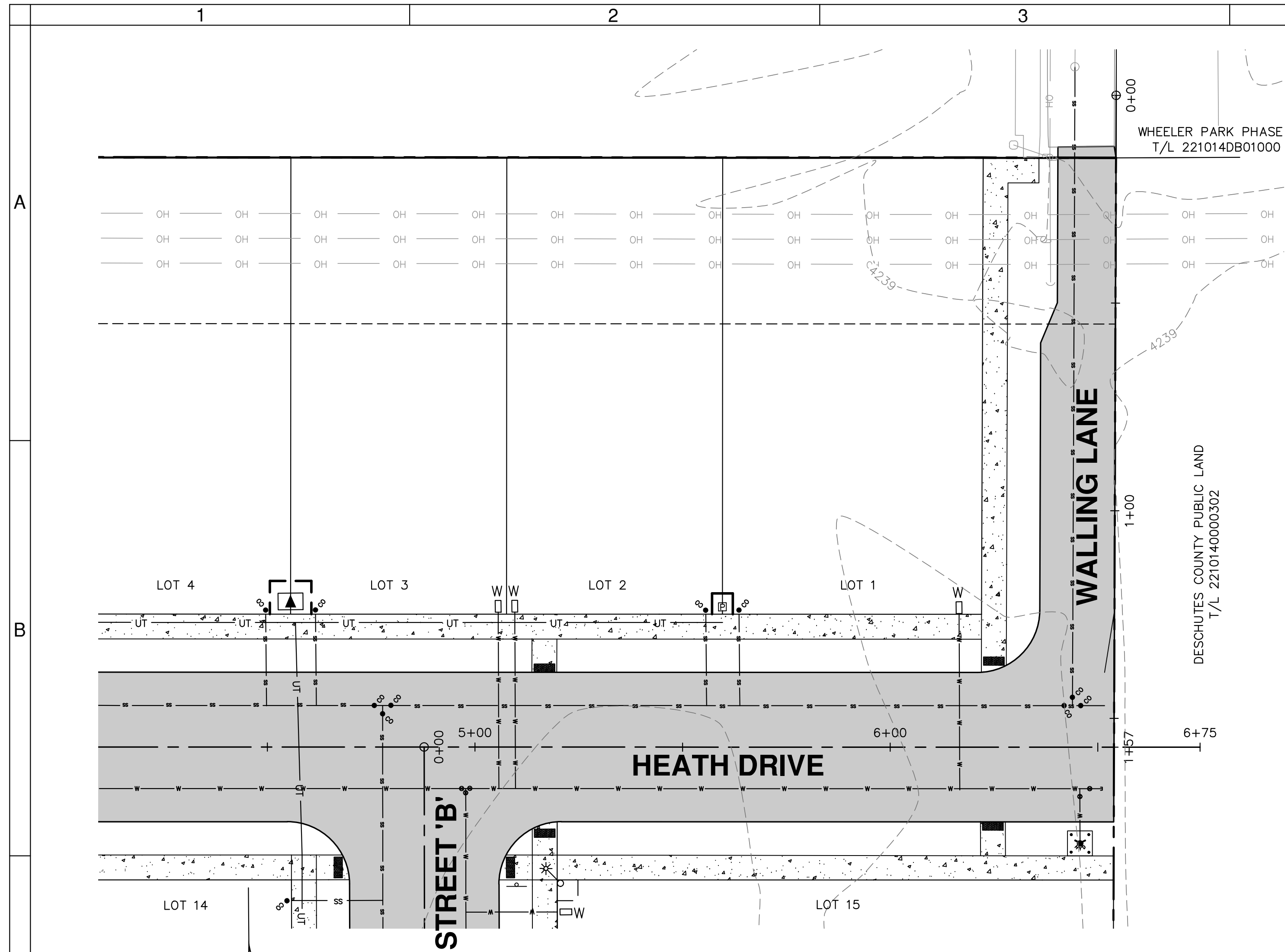
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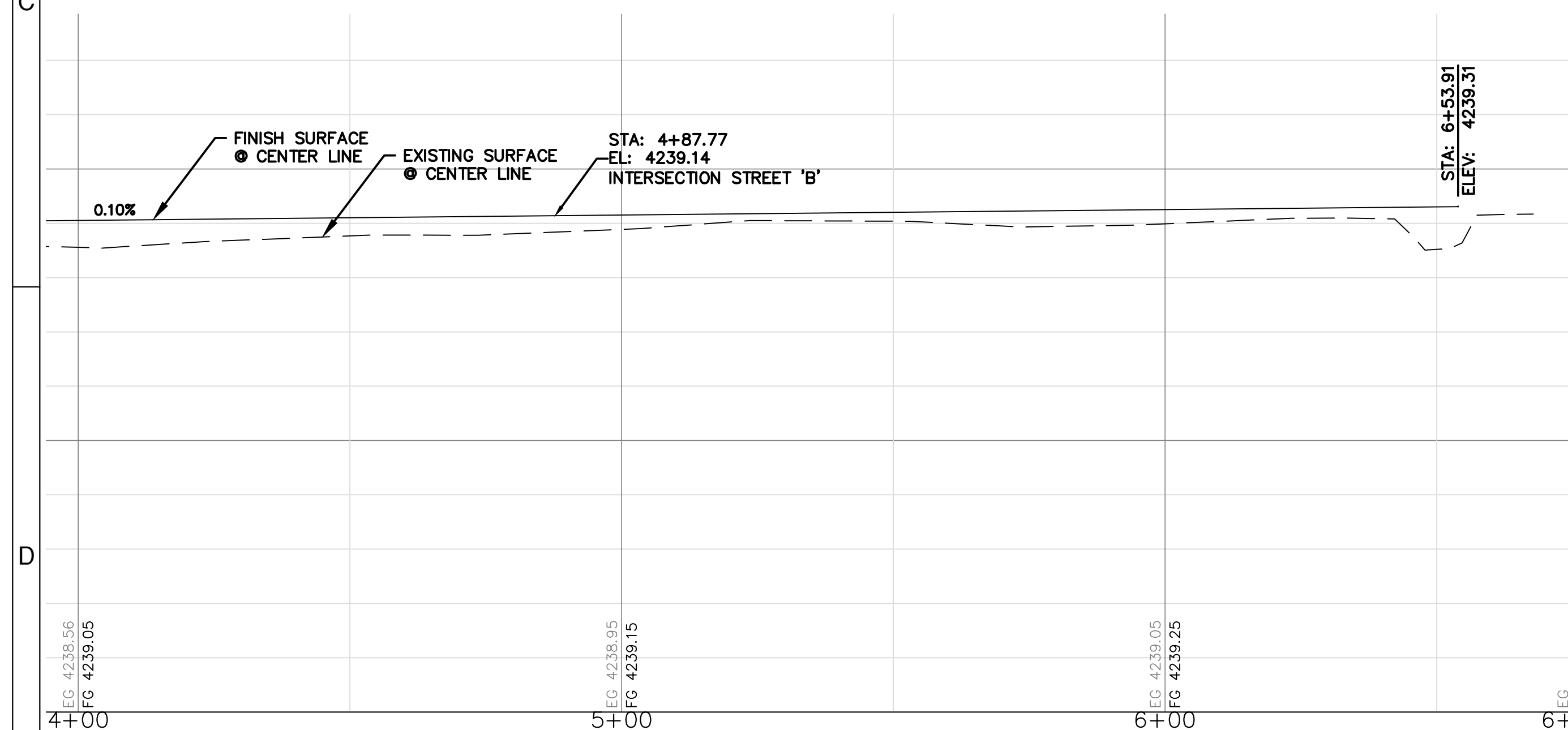
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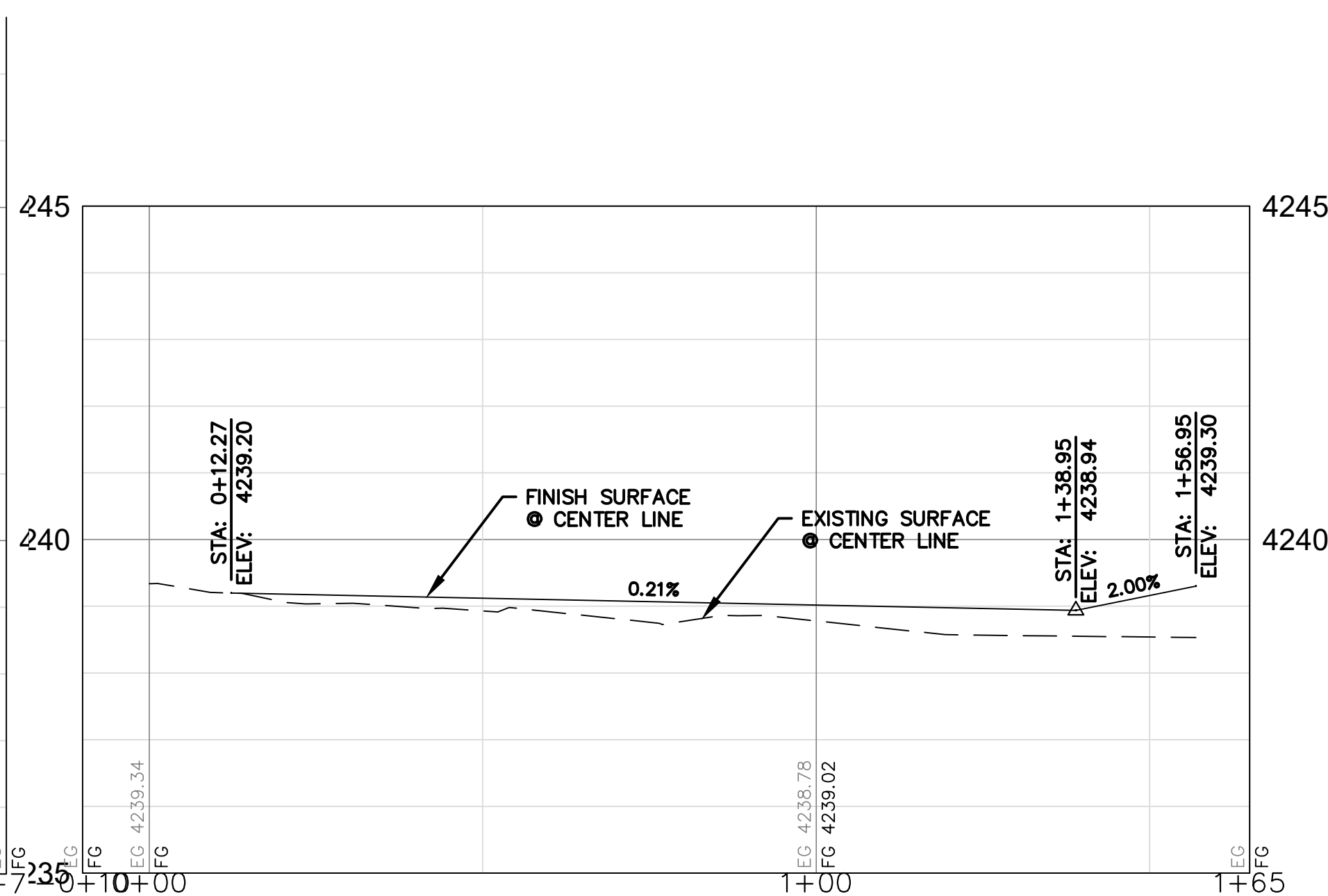
HEATH DRIVE & WALLING LANE PLAN VIEW

SCALE: 1"=20'



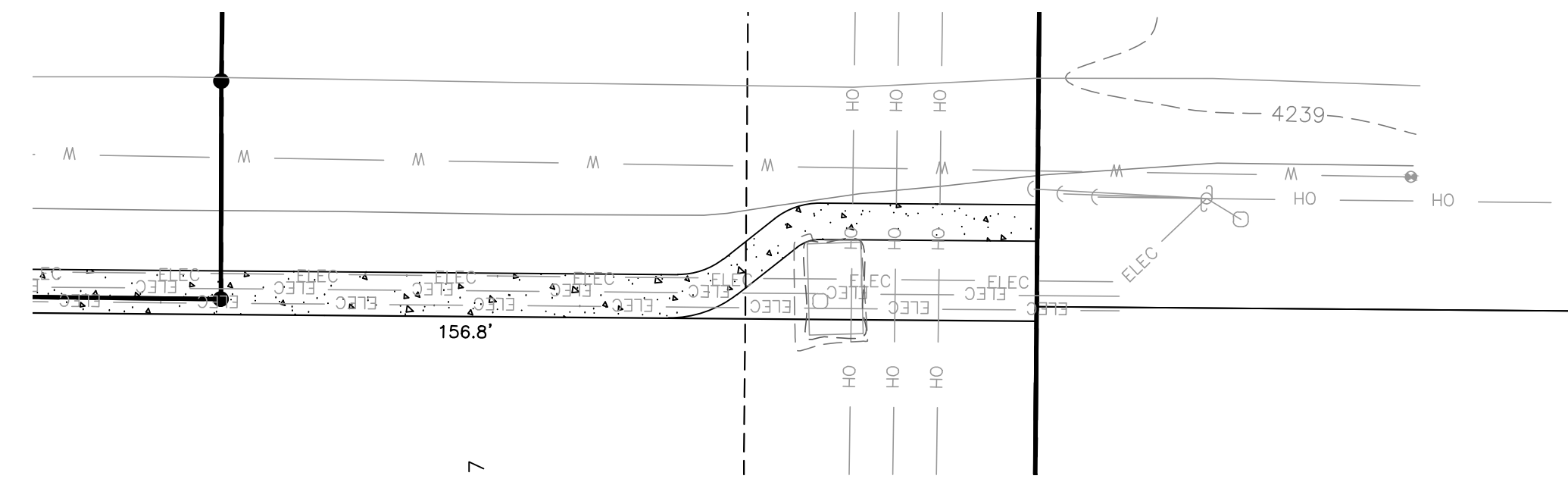
HEATH DRIVE PROFILE VIEW

SCALE: 1" = 2'V, 1" = 20'H

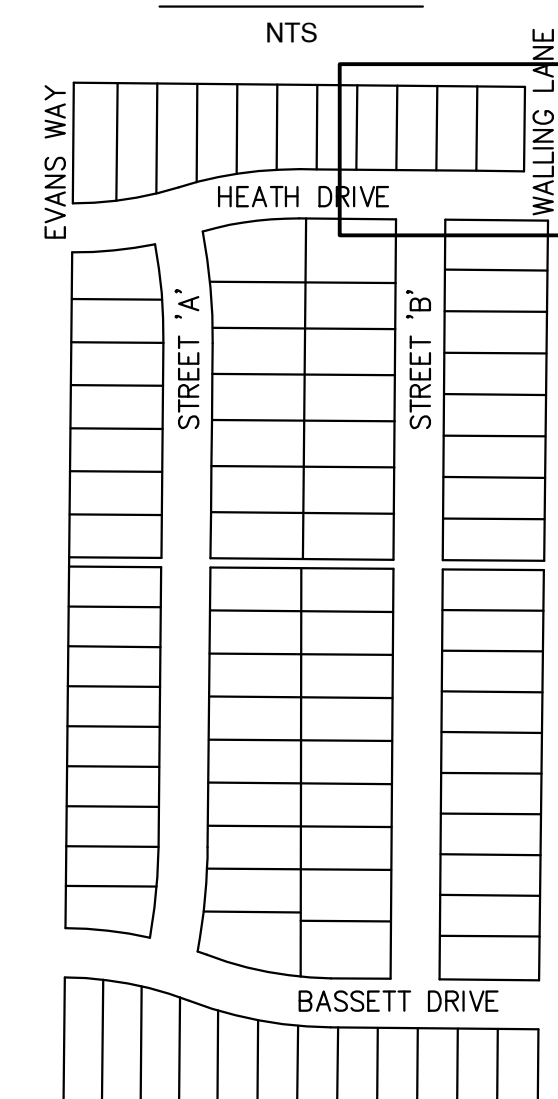


WALLING LANE PROFILE VIEW

SCALE: 1" = 2'V, 1" = 20'H



KEY MAP



PLANNING SET

FINLEY BUTTE RANCH
RESIDENTIAL SUBDIVISION
ROAD IMPROVEMENTS - HEATH DRIVE
CITY OF LA PINE, DESCHUTES COUNTY, OREGON



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549 SW MILL VIEW WAY
SUITE 100
BEND, OREGON 97702
(541) 633-3140
www.becconeng.com

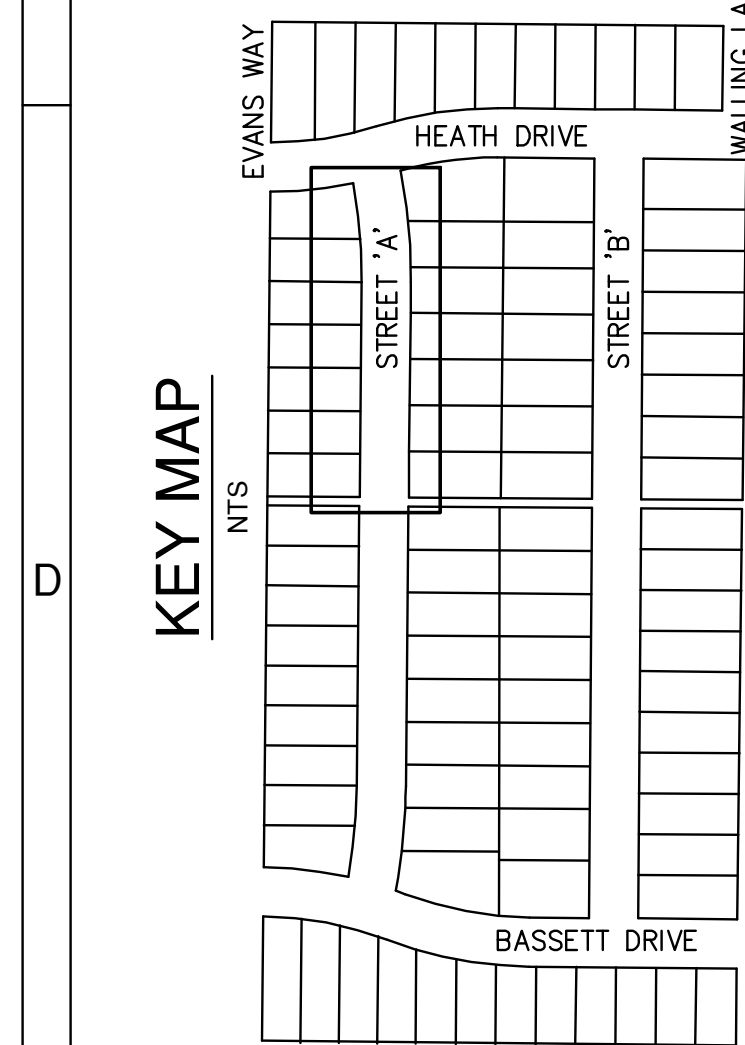
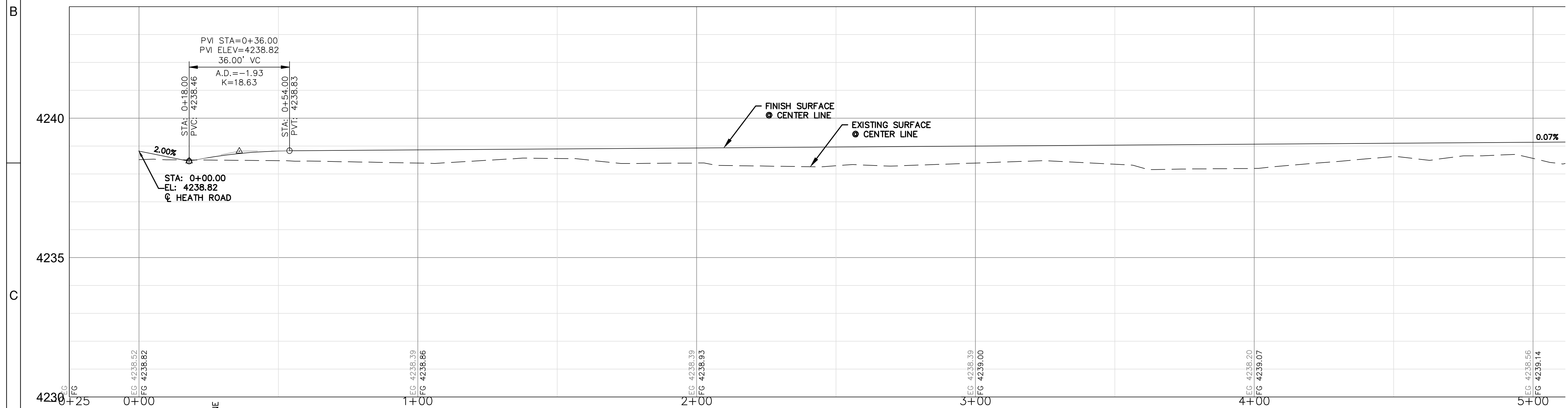
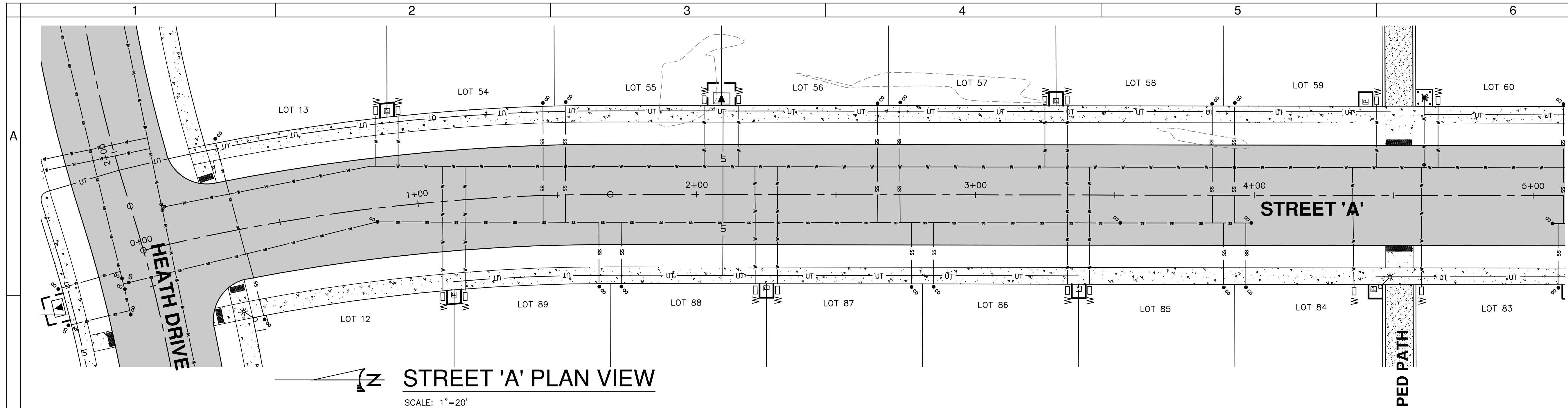
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SCALE: 1"=20'
FILE: 24004
DATE: 04/10/2024

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ON ORIGINAL DRAWING

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PERMIT# TBD



FINLEY BUTTE RANCH
RESIDENTIAL SUBDIVISION
ROAD IMPROVEMENTS - STREET 'A'
CITY OF LA PINE, DESCHUTES COUNTY, OREGON

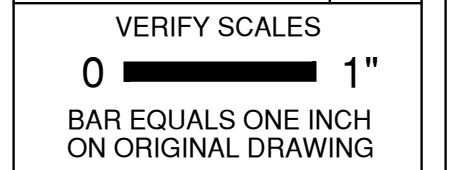


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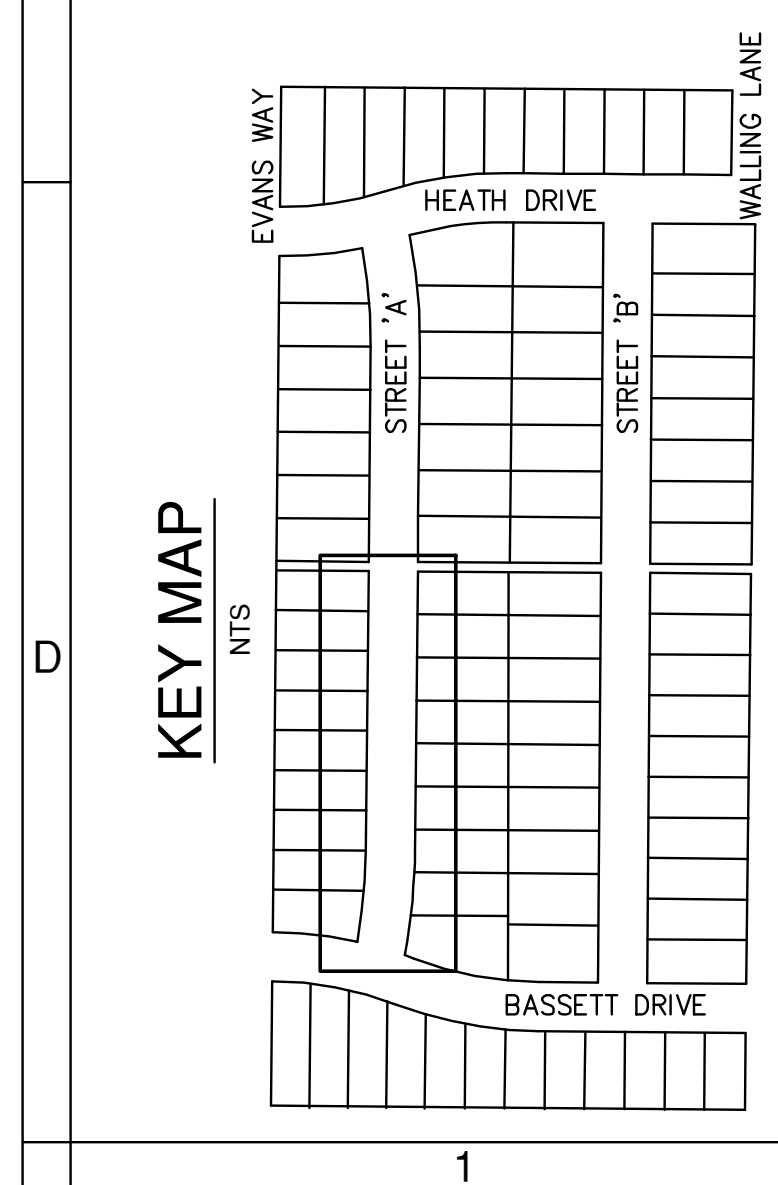
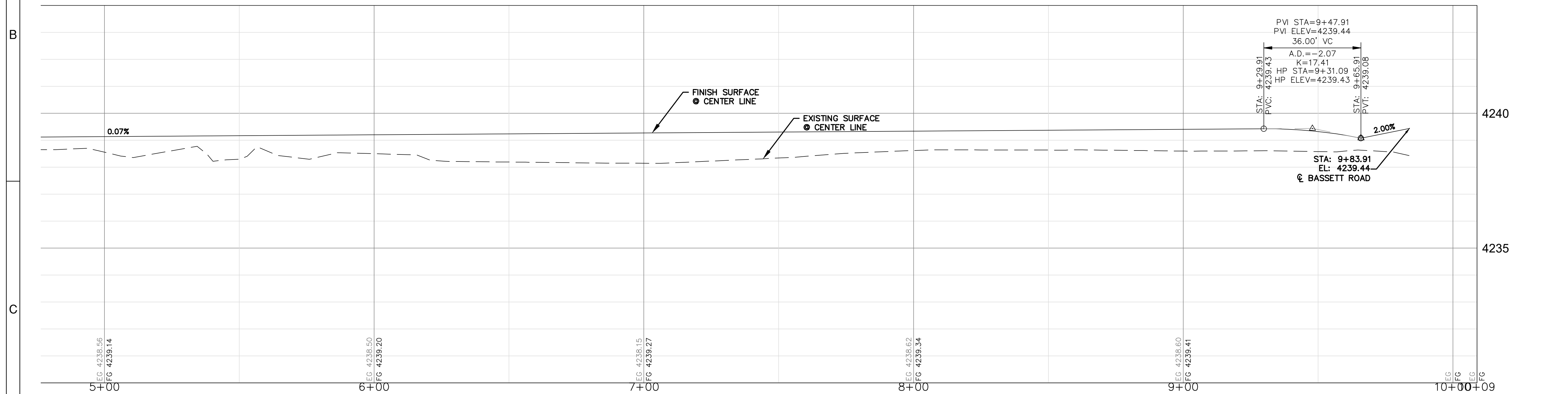
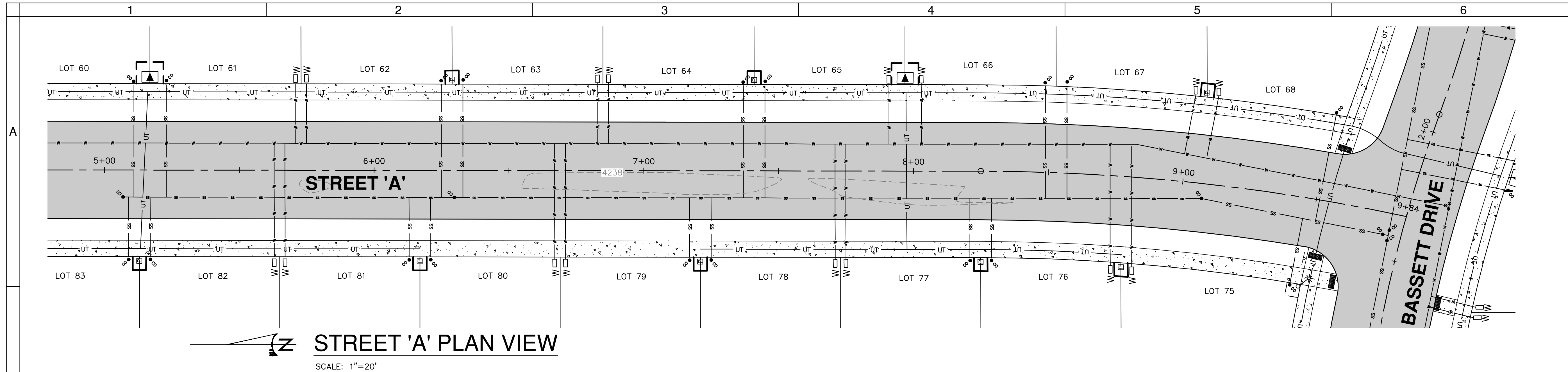


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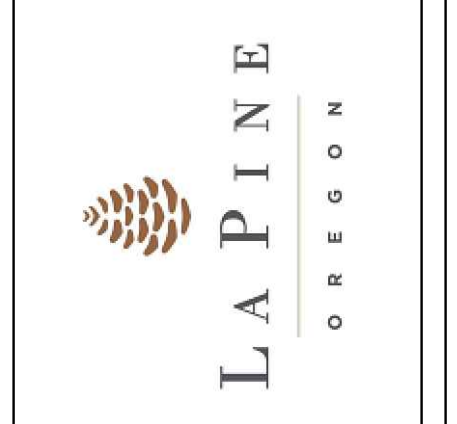
07 OF 14

PERMIT# TBD

PLANNING SET



FINLEY BUTTE RANCH
RESIDENTIAL SUBDIVISION
 ROAD IMPROVEMENTS - STREET 'A'
 CITY OF LA PINE, DESCHUTES COUNTY, OREGON



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DESIGNED BY: TRM
 DRAWN BY: SMA
 SCALE: 1"=20'
 FILE: 24004
 DATE: 04/10/2024

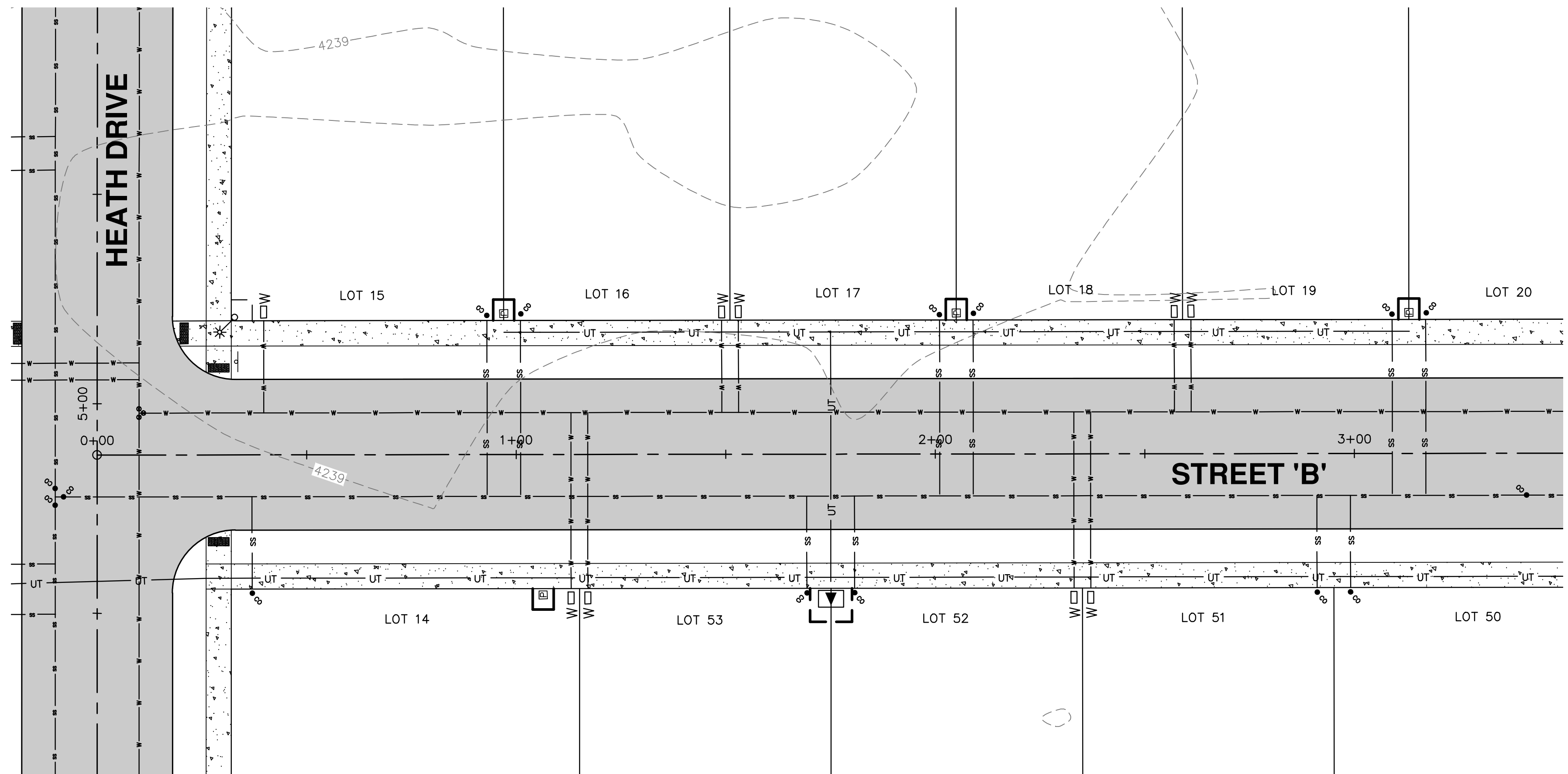
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08 OF 14

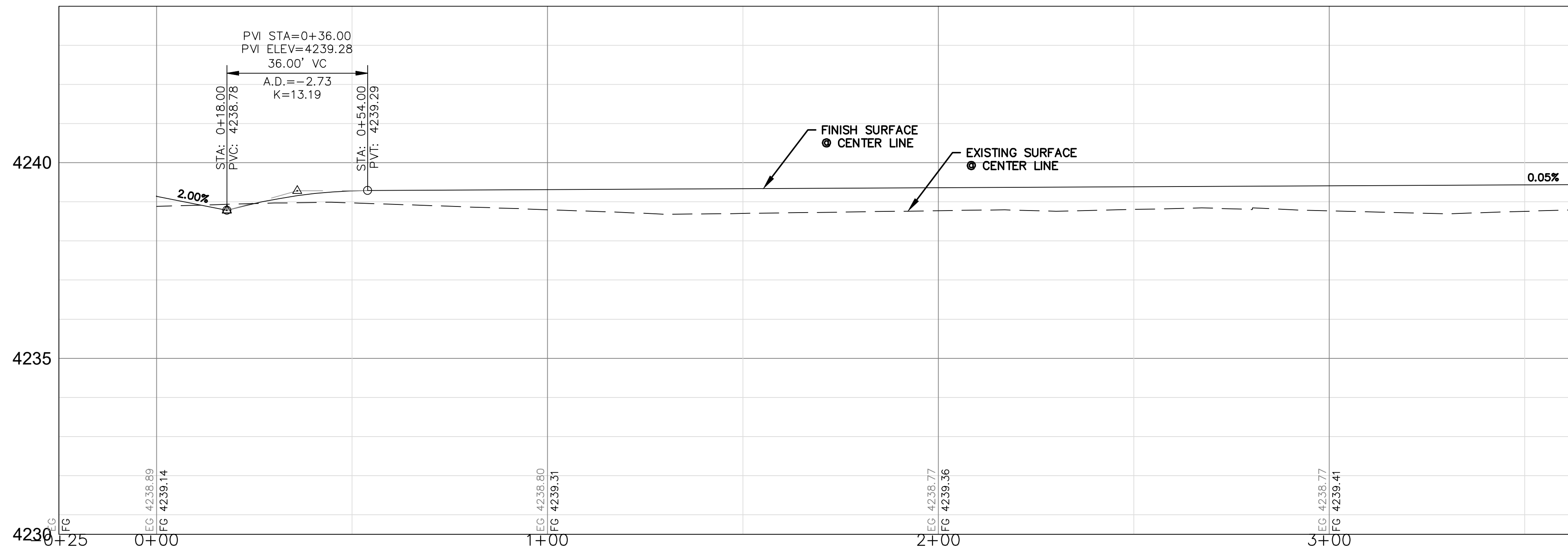
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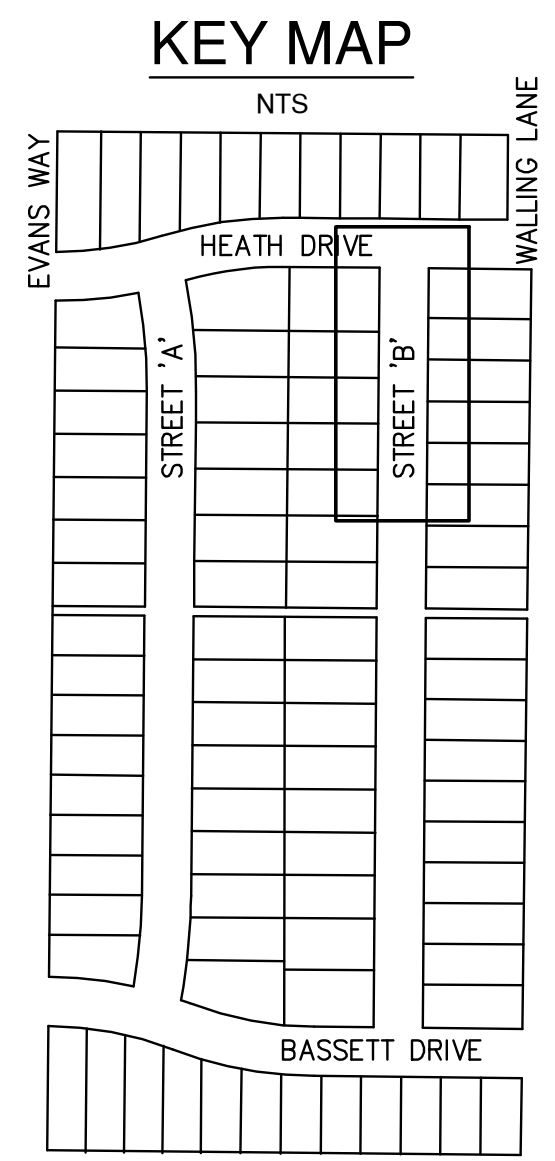
STREET 'B' PLAN VIEW

SCALE: 1"=20'



STREET 'B' PROFILE VIEW

SCALE: 1" = 2'V, 1" = 20'H



FINLEY BUTTE RANCH
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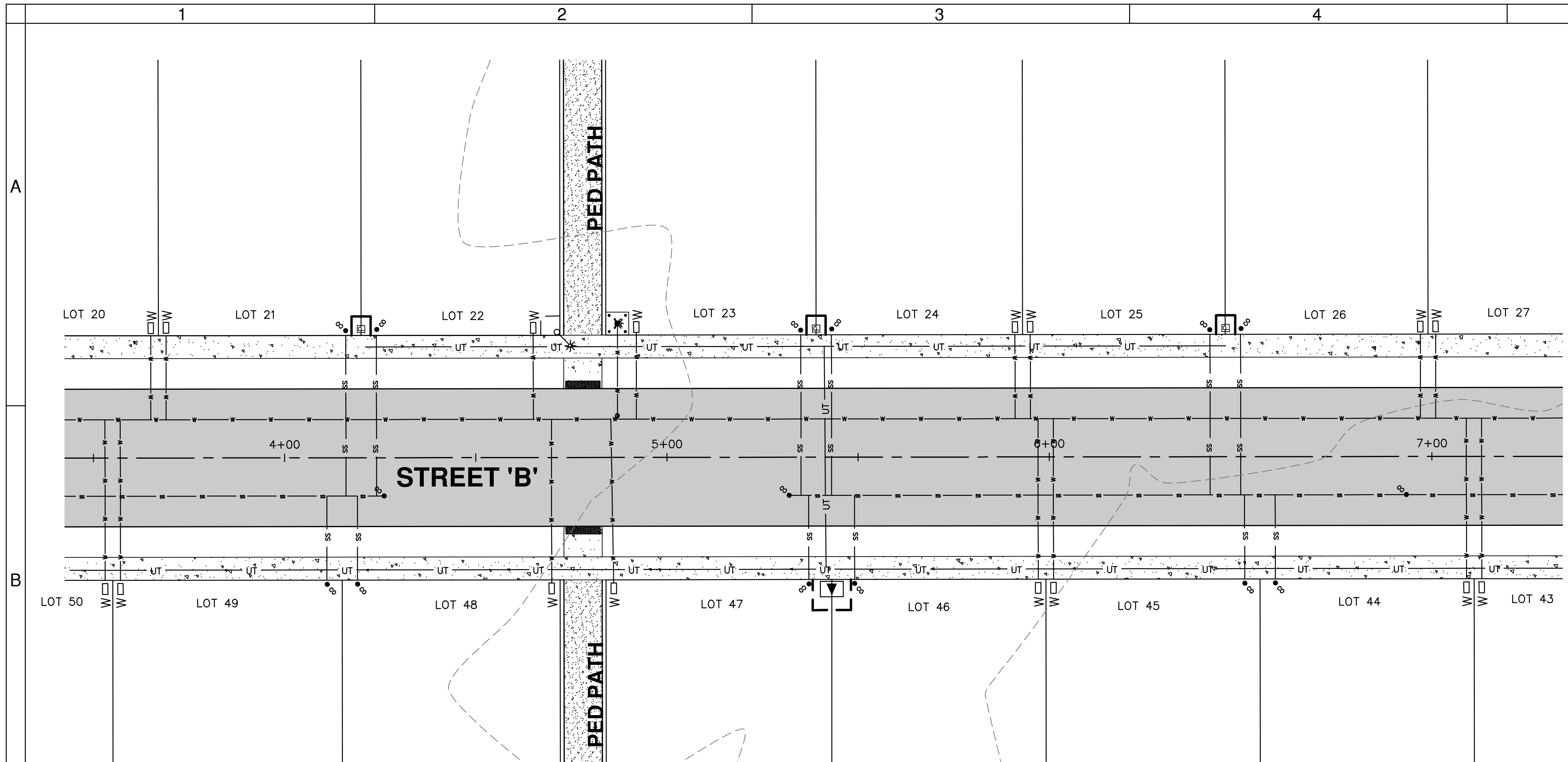
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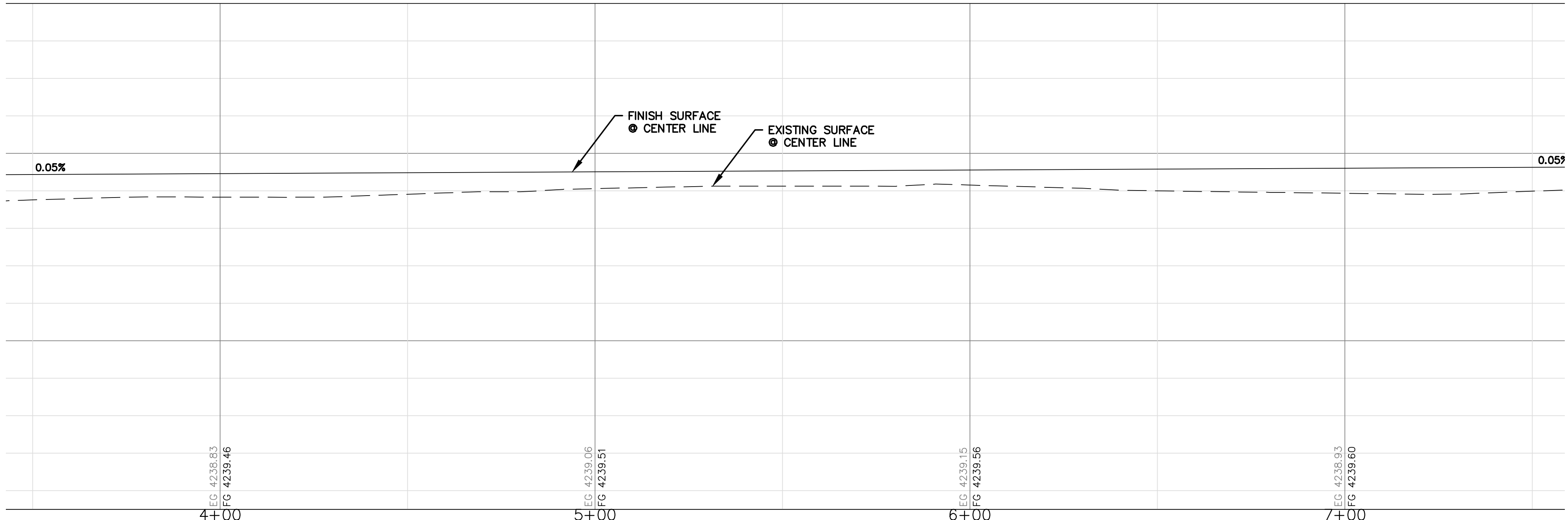
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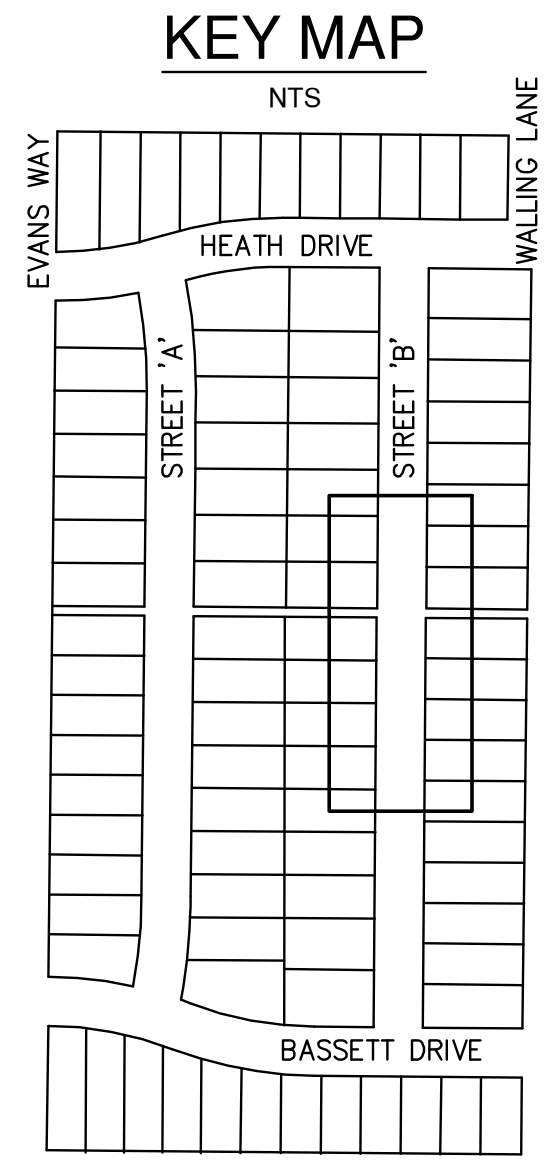
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STREET 'B' PLAN VIEW
SCALE: 1"=20'



STREET 'B' PROFILE VIEW
SCALE: 1" = 2'V, 1" = 20'H



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Civil Engineering & Land Surveying
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SUITE 100
BEND, OREGON 97702
(541) 633-3140
www.becconeng.com

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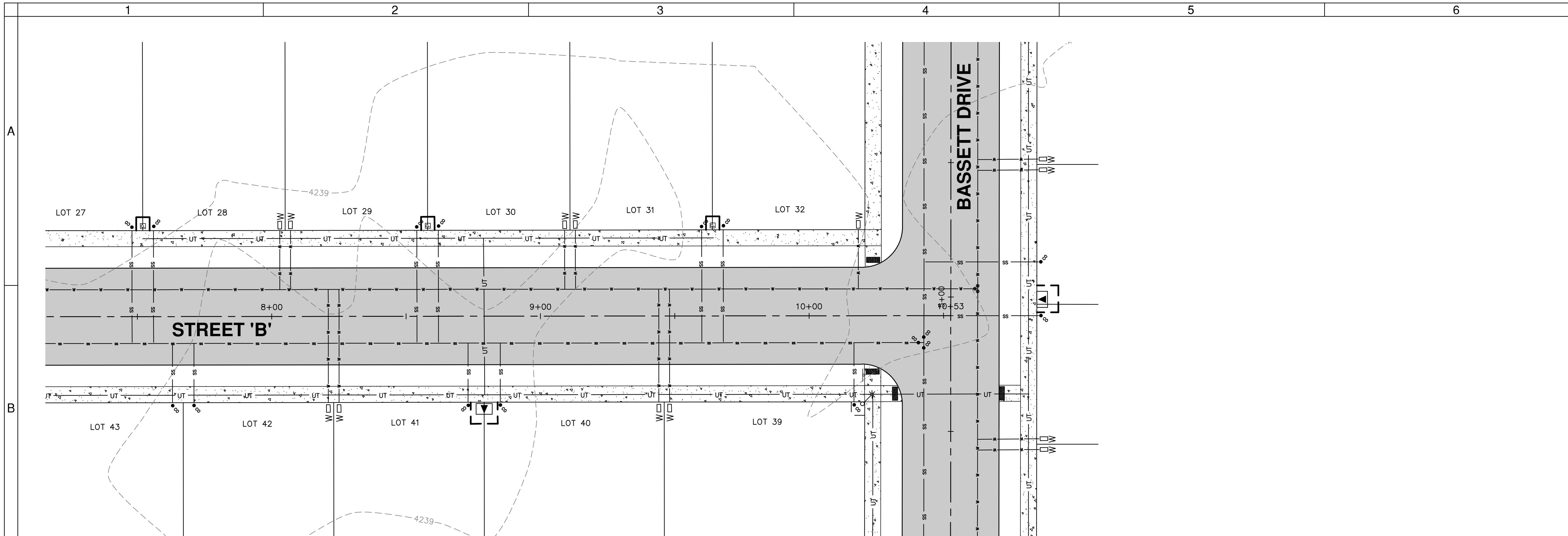
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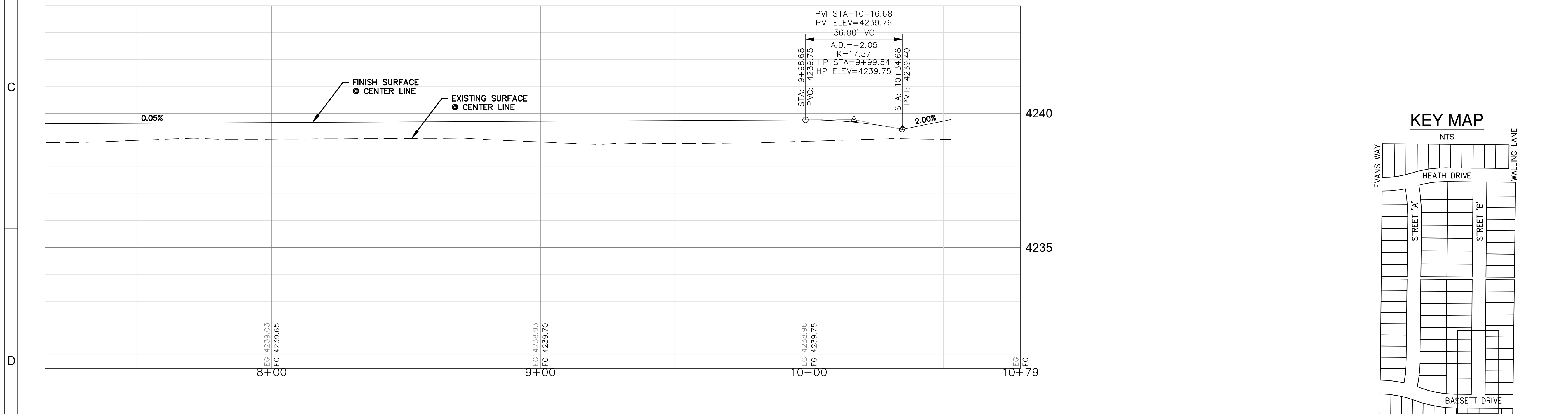
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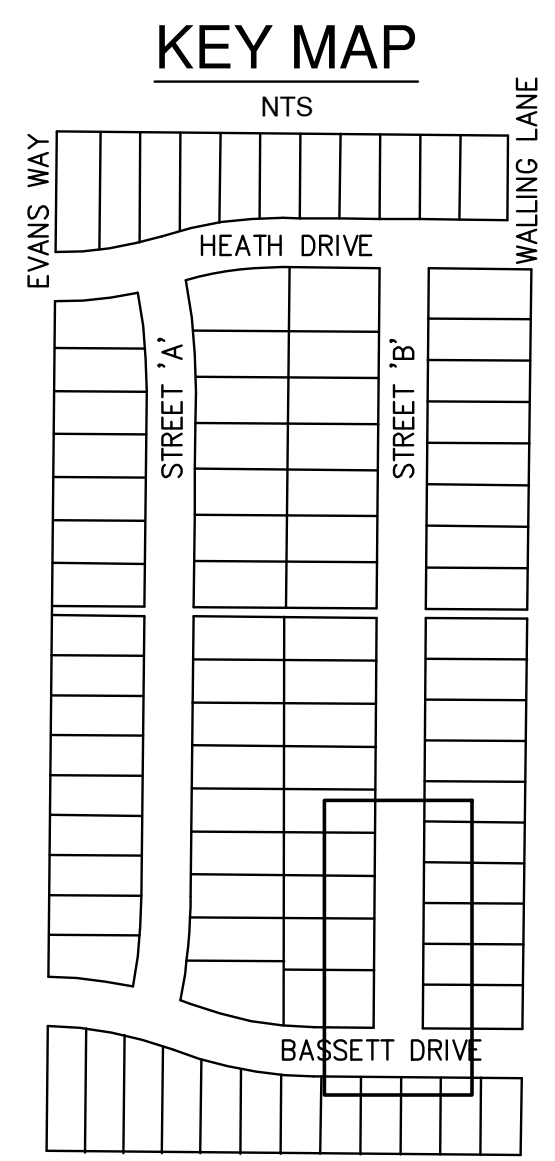
PLANNING SET



STREET 'B' PLAN VIEW
SCALE: 1"=20'



STREET 'B' PROFILE VIEW
SCALE: 1" = 2'V, 1" = 20'H



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ROAD IMPROVEMENTS - STREET 'B'
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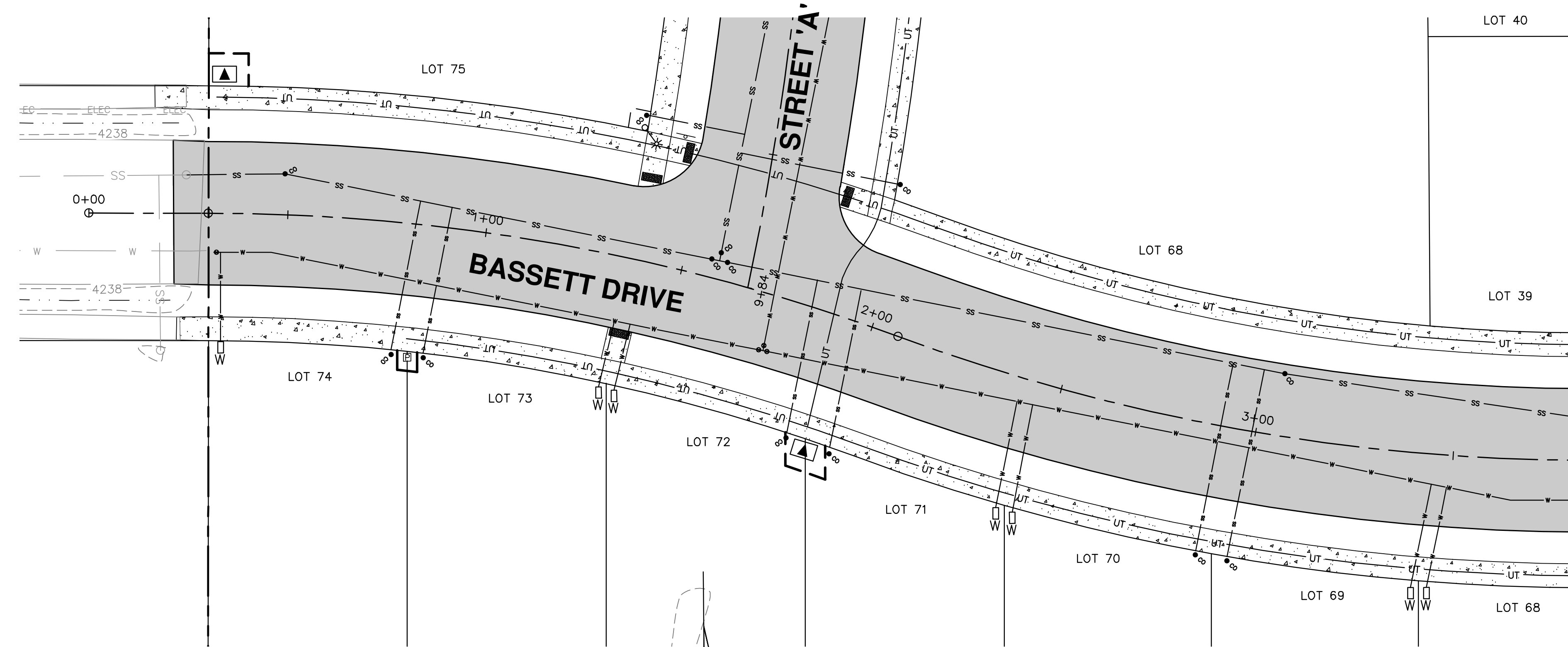
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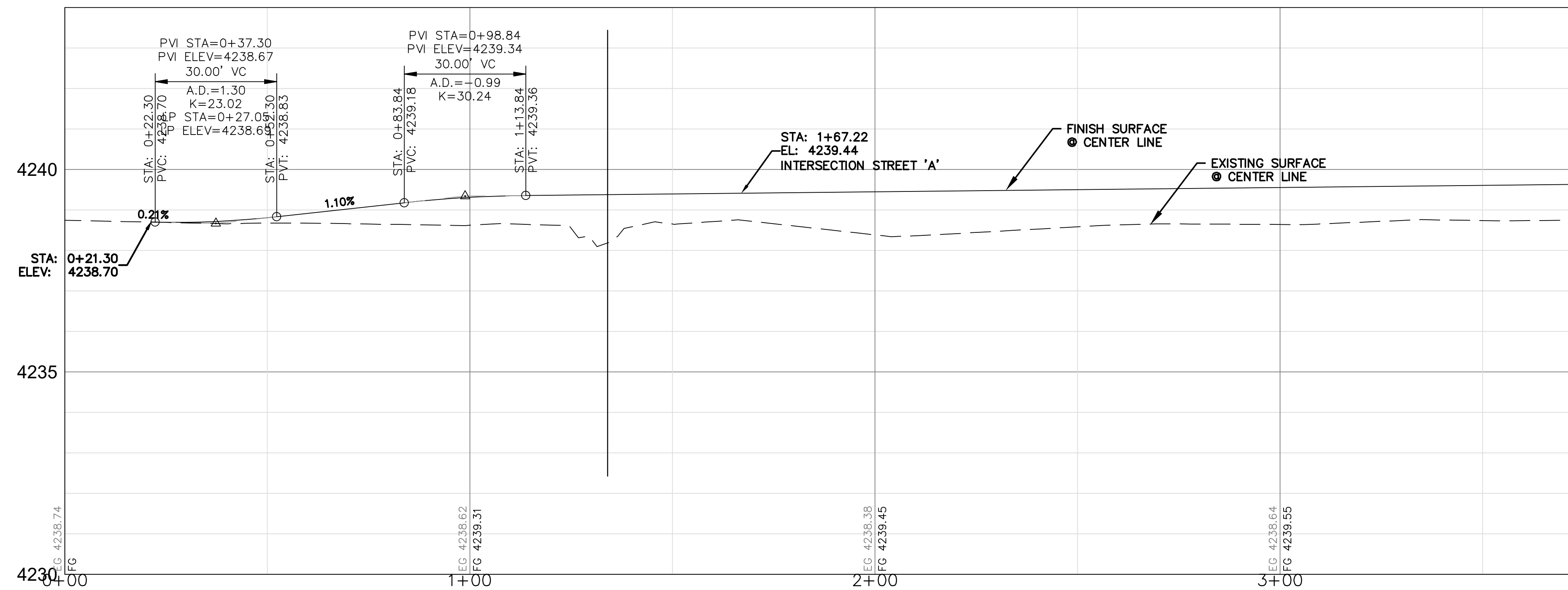
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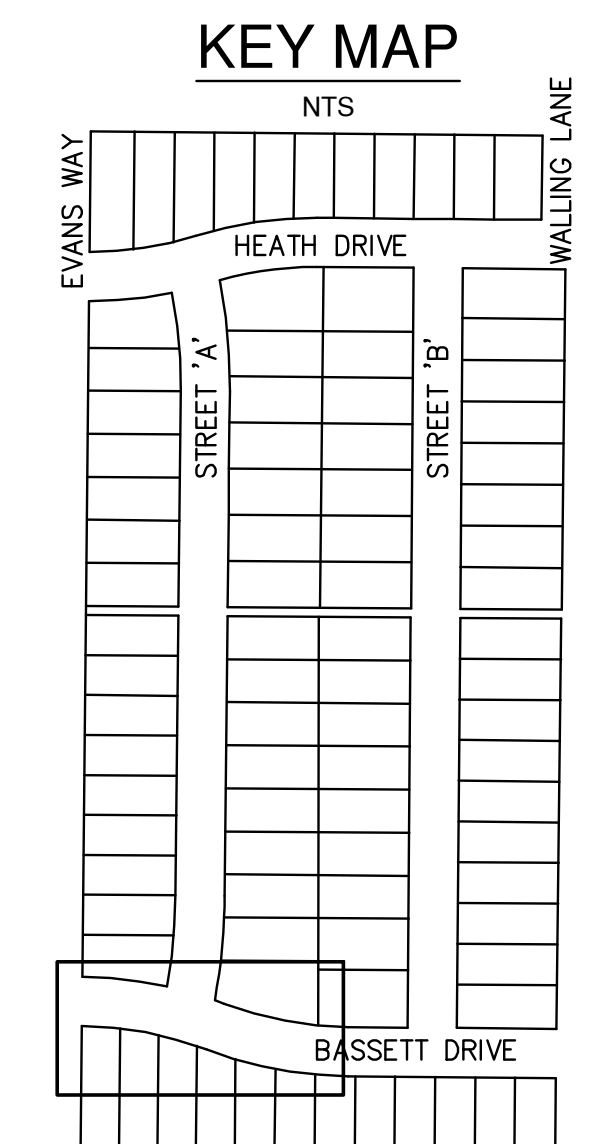
PLANNING SET



BASSETT DRIVE PLAN VIEW
SCALE: 1"=20'



BASSETT DRIVE PROFILE VIEW
SCALE: 1" = 2'V, 1" = 20'H



FINLEY BUTTE RANCH
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ROAD IMPROVEMENTS - BASSETT DRIVE
CITY OF LA PINE, DESCHUTES COUNTY, OREGON



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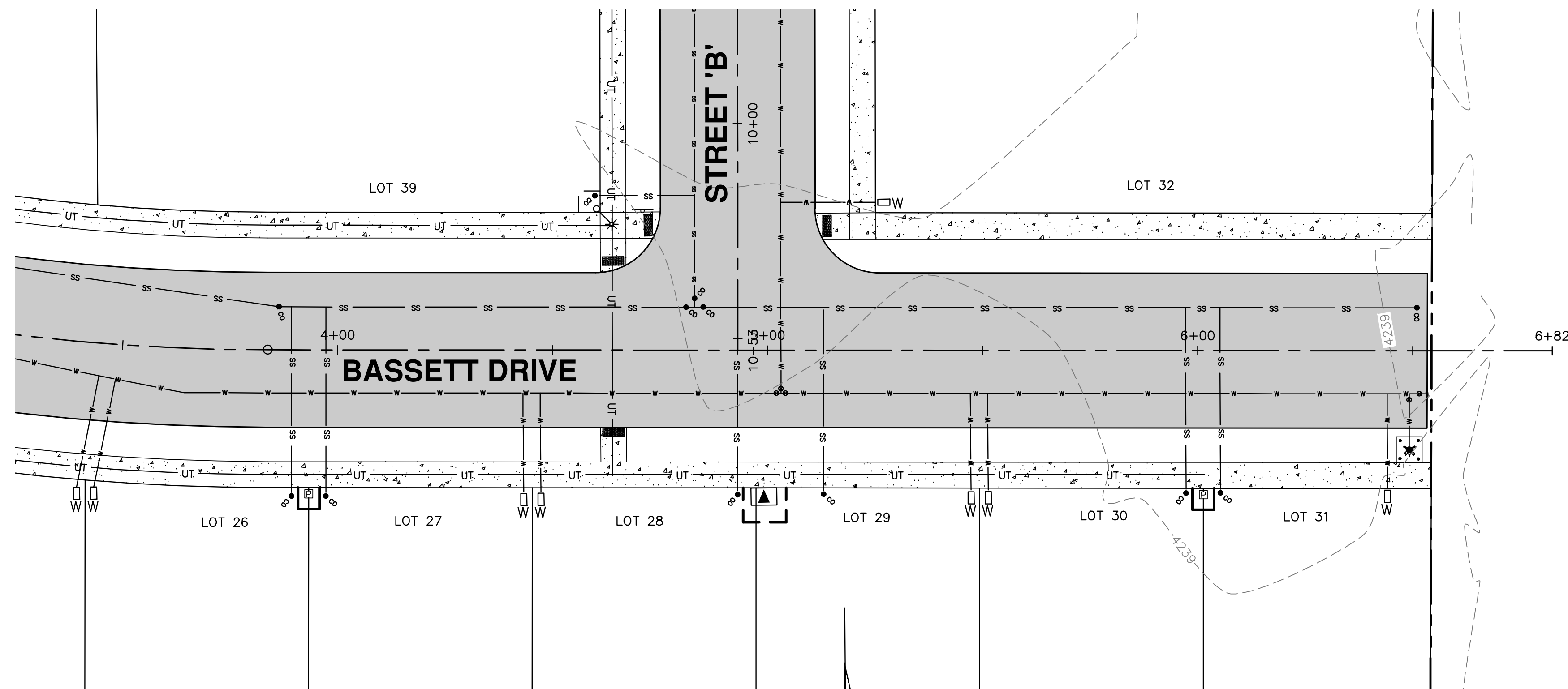
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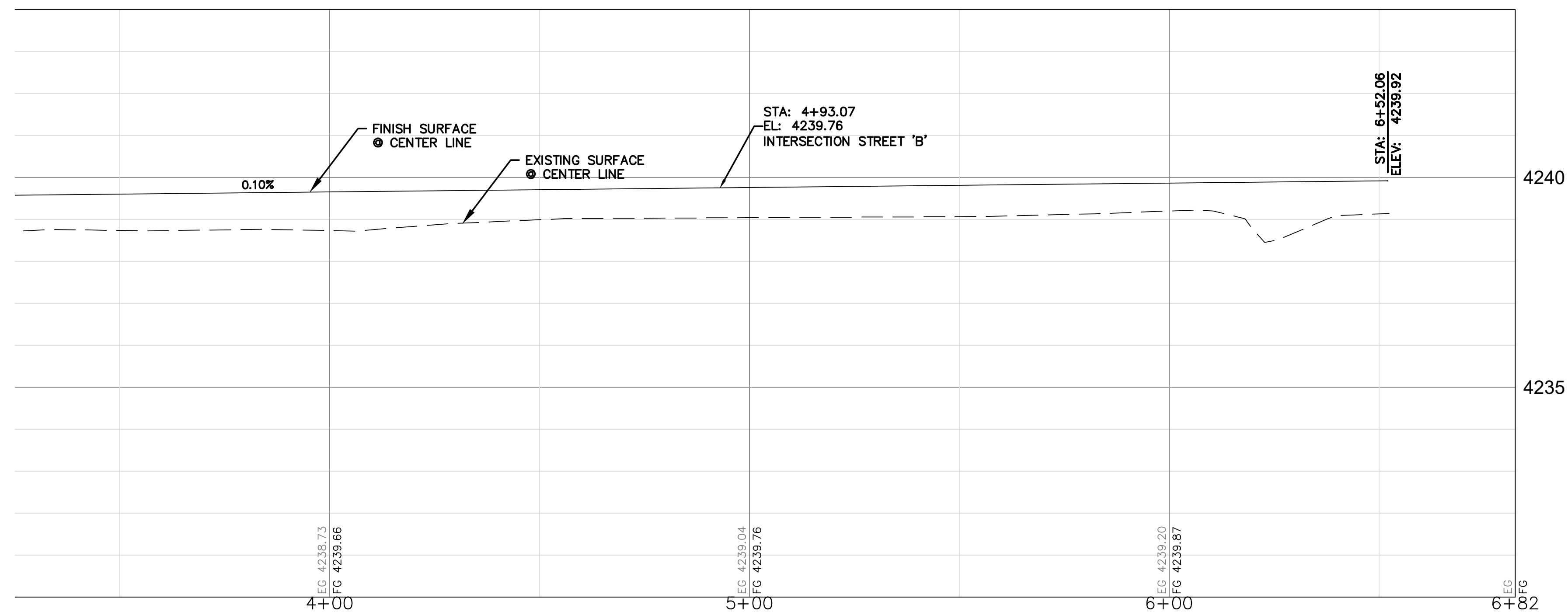
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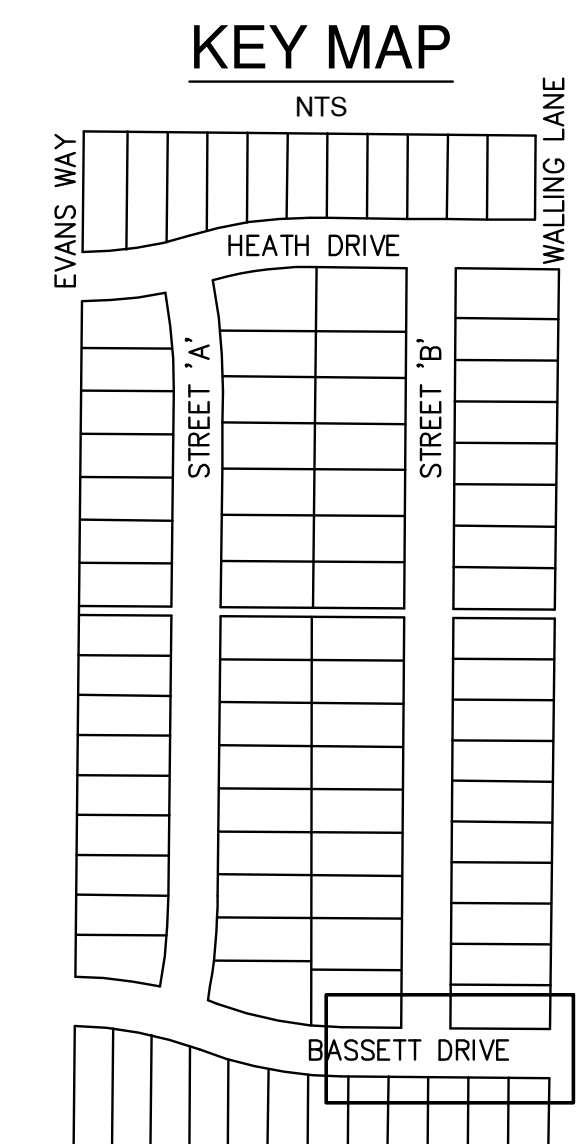
PLANNING SET



BASSETT DRIVE PLAN VIEW
SCALE: 1"=20'



BASSETT DRIVE PROFILE VIEW
SCALE: 1" = 2'V, 1" = 20'H



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ROAD IMPROVEMENTS - BASSETT DRIVE
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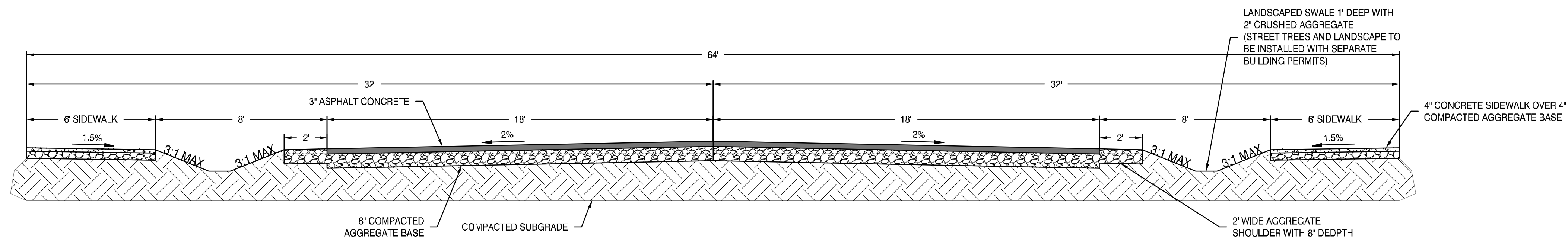
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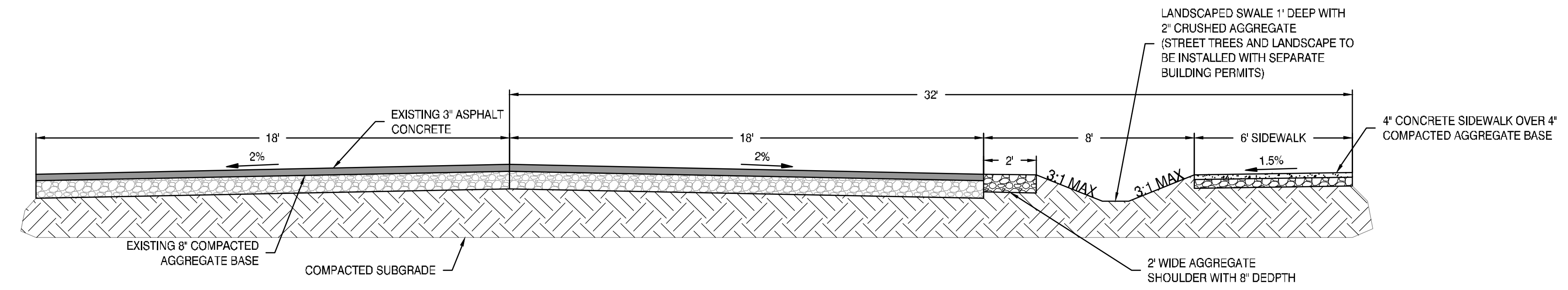
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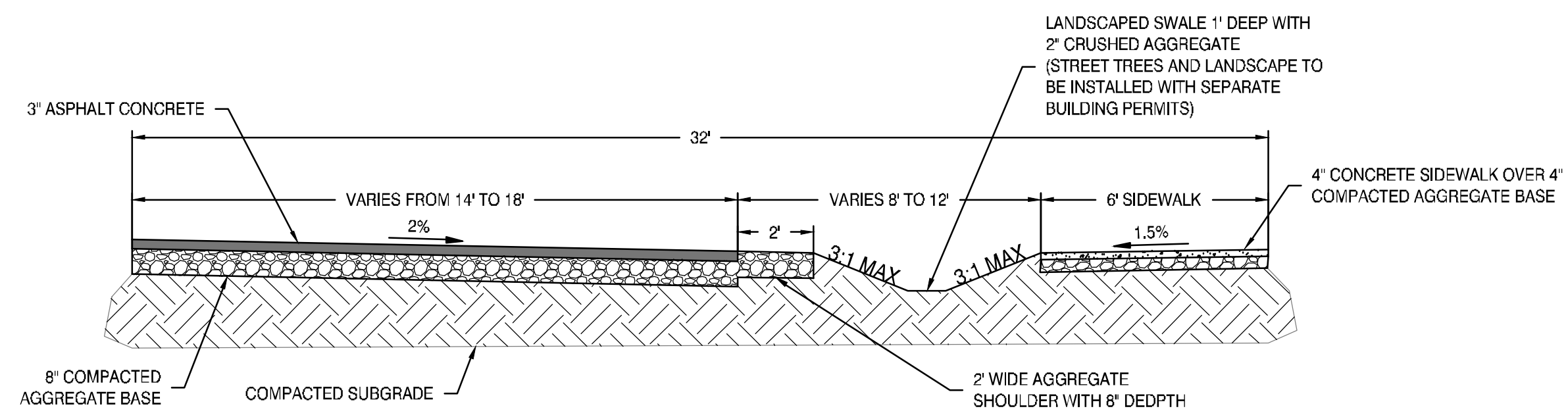
PLANNING SET



TYPICAL SECTION - LOCAL STREET
SCALE: NTS



HALF SECTION OF EAST SIDE OF EVANS WAY
SCALE: NTS



HALF SECTION OF WEST SIDE OF WALLING LANE
SCALE: NTS

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14 OF 14

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PLANNING SET



Date:	May 16, 2024
To:	Brent Bybee, City of La Pine
From:	Joe Bessman, PE
Project Reference No.:	1468
Project Name:	Finley Butte Ranch Transportation Impact Analysis



The purpose of this memorandum is to provide an updated Transportation Impact Analysis (TIA) for the proposed Evans La Pine Subdivision. A TIA was previously submitted for this property in 2020 (using older traffic counts due to COVID closures). This report provides an updated analysis based on current traffic counts and traffic data. The Evans La Pine Subdivision is the next phase of the approved Evans Way Estates subdivision. This development will include 89 single-family homes, will be accessed from the extension of the local streets: Evans Way, Heath Drive and Bassett Drive.

This report was prepared to provide the City of La Pine with information on the status and operational characteristics of its transportation system. La Pine Development Code Section 15.90.080 describes when a traffic impact analysis is required, but provides little detail on the requirements. The City’s adopted Transportation System Plan contains recommended Code language for adoption providing additional clarification, but it does not appear that the City has yet adopted this language into its Development Code. With the recently adopted requirements for Clear and Objective standards to support the development of needed housing this limits the requirements of this analysis to the adopted Code which is largely absent. Accordingly, typical TIA information is provided within this document to help the City understand infrastructure conditions and needs.

AREA AND PROPERTY DESCRIPTION

The proposed 18.9-acre site is located within the City of La Pine, with its southern boundary located along the southern city limits. The property address is 51305 Evans Way, La Pine, Oregon 97739, taxlot 221014CD00100. The property is zoned *Residential Single-Family*, and neighboring parcels to the north and west have been developed with similar uses and densities. The parcel directly east is owned by Deschutes County, and to the south is US Forestland. Directly to the west is the Evans Way Estates subdivision. Figure 1 illustrates the location of the property.



Figure 1. Site Vicinity Map. Source: DIAL.

PROPOSED DEVELOPMENT PLAN

The original parcel was partitioned with the prior Evans Way Estates subdivision, with the western half approved for 60 single-family homes. This project will develop the eastern portion of the original property (approximately 19 acres) with 89 single-family homes. As the project provides needed housing, this report is intended to follow a Clear and Objective application track that is required to only respond to adopted Code criteria and requirements.

Lot sizes in the development will range from approximately 5,200 square-feet to 10,000 square-feet. The site layout includes an east-west pedestrian path through the center of the site that connects to the path in Evans Way Estates.

Vehicular access will be available from Evans Way (as the primary access), along with roadway extensions of Heath Drive and Bassett Drive. Evans Way is a paved road that was extended with the adjacent Evans Way Estate Subdivision to provide access for both properties, but primarily for the Evans La Pine Subdivision.

Bassett Drive and Heath Drive will continue through the subdivision stubbing at the eastern property limit to allow the orderly continuation of the local street network. Walling Lane is not proposed for construction with this project. As an unimproved gravel road north of the property, completion of this connection at this time was not considered beneficial to the new neighborhood or to existing residential uses to the north. A site plan containing a preliminary layout of the proposed development is provided in Figure 2.

TRIP GENERATION ESTIMATES

Trip generation estimates for the proposed development were prepared using the standard reference *Trip Generation, 11th Edition*, published by the Institute of Transportation Engineers (ITE). This national reference includes cordon-area studies of various land uses throughout the US. The land use category that

best describes the proposed residential subdivision is ITE Land Use Category 210: *Single-Family Detached Housing*. It is described within the ITE Manual as follows:

Single-family detached housing includes all single-family detached homes on individual lots. A typical site surveyed is a suburban subdivision.

Trip generation estimates based on the application of this category are summarized in Table 1.

Table 1. Estimated Trip Generation (ITE 11th Edition)

Land Use	ITE Code	Size (Units)	Weekday Trips	Weekday PM Peak Hour		
				Total	In	Out
Single-Family Detached Housing <i>General Urban/Suburban</i>	210	89 Units	839 <i>9.43/DU</i>	84 <i>0.94/DU</i>	53 <i>63%</i>	31 <i>37%</i>

As shown in Table 1, trip generation estimates for the proposed subdivision identify approximately 839 weekday daily trips, 84 of which are expected to occur during the weekday p.m. peak hour. La Pine Development Code Section 15.90.080 contains the City’s Transportation Impact Analysis thresholds, requiring a study for developments that generate 300 or more weekday daily trips. As the proposed development exceeds the trip thresholds, a TIA is required. The recommended elements of a TIA are provided within this report following a description of how the proposed development complies with the required Design of Streets and Other Public Facilities (Development Code Sec. 15.90.070).

ROADWAY DESIGN

This section of the report is intended to respond directly to City requirements as outlined within the Comprehensive Plan.

The overall street system shall ensure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain of the development and the area. An analysis of the proposed traffic circulation system within the land division, and as such system and traffic generated there from affects the overall City of La Pine transportation, will be required to be submitted with the initial land division review application.

All streets within the proposed subdivision include perpendicular intersection angles and provide an orderly extension of surrounding local streets. The site layout also includes a pathway extension central to the site. Stubbed roadway connections to the south are not provided as this area is federally-managed lands that are not contained within an Urban Growth Boundary. Access is available to this parcel that extends south to the Klamath County boundary from Huntington Road. There are no connections shown in the City’s Transportation System Plan that would indicate that a connection is necessary.

Street connections to the north are provided from Evans Way, which is a paved two-lane street that terminates at Heath Drive. The County DIAL records also show Walling Lane extending to the property boundary but not located within an established right-of-way. Review of the plats to the north show the road terminates approximately 600 feet north of the property boundary, and this facility is an unimproved and privately maintained gravel easement. Again, the proposed site layout accommodates the future improvement and extension of this roadway connection with a half-street dedication that will maintain this alignment, though near-term no access should be provided given the status of this alignment to the north.

The location, width and grade of streets shall be considered in their relationship to existing and planned streets, to topographical conditions, to public convenience and safety and to the proposed use or development to be served thereby.

All streets within the proposed subdivision conform to City of La Pine Public Works standards. These sections match the adjacent roadways, and include a wider width than the Huntington Meadows development due to concerns expressed by City staff related to parking that occurs along the gravel swales. With the roads built to City standards the design will safely accommodate residential needs.

B. Street location and pattern. The proposed street location and pattern shall be shown on the development plan, and the arrangement of streets shall:

- 1. Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or*
- 2. Conform to a plan for the general area of the development approved by the city to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical; and*

The street pattern shown in the site layout extends and connects all adjacent roads in their intended projections. There are only local streets within the subject site, so the design balances access with traffic calming to maintain appropriate speeds for a residential neighborhood. The status of Walling Lane makes connection to this private unimproved easement impractical near-term, but the future extension can be accommodated as area properties develop.

3. Conform to the adopted La Pine Transportation System Plan as may be amended.

There are no streets within the adopted La Pine TSP that impact the subject property. All streets are therefore considered *Local Streets* for design and access purposes.

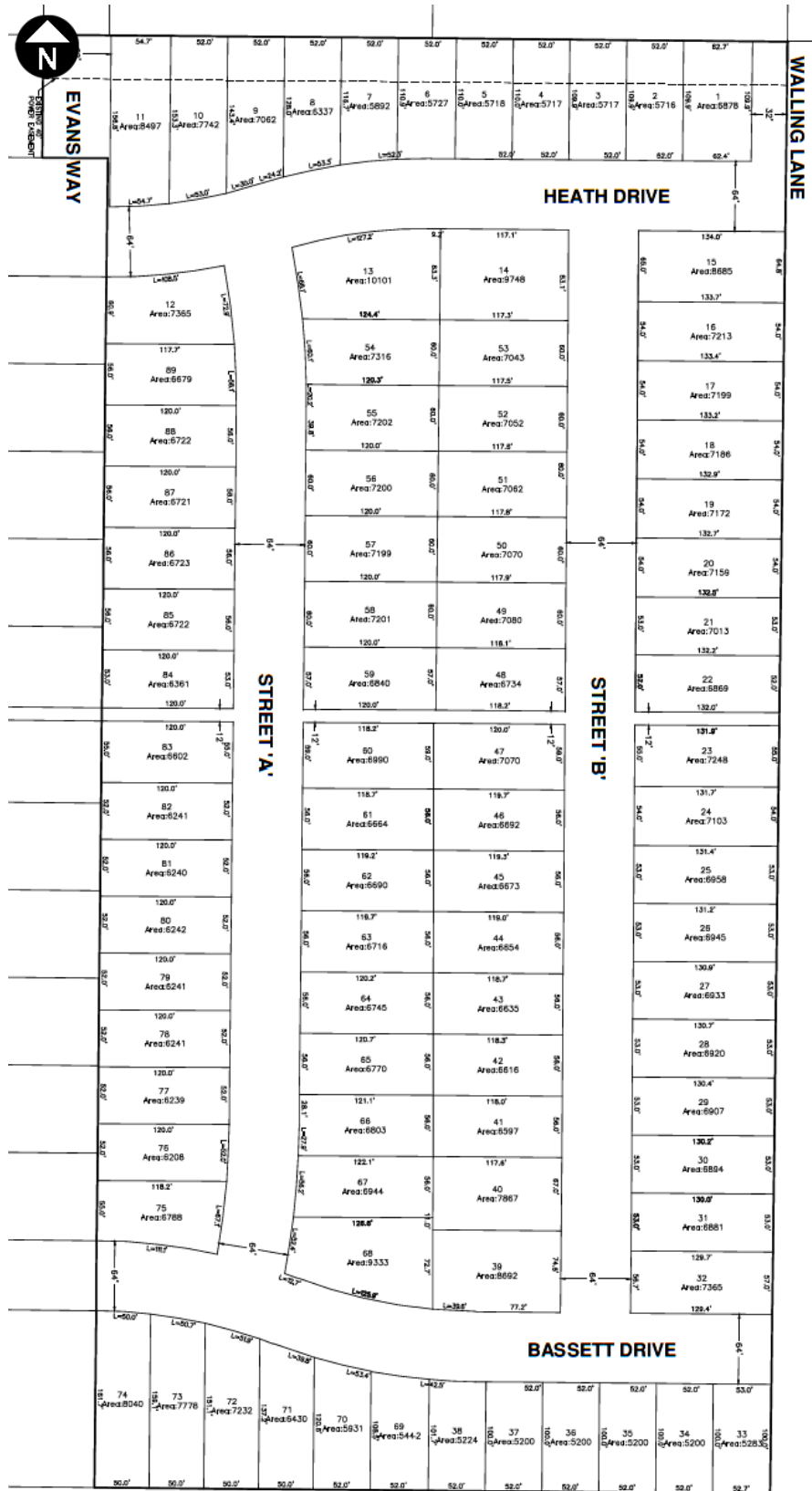


Figure 2. Conceptual Site Plan. Source: BECON, April 10, 2024

TRANSPORTATION IMPACT ANALYSIS

This section addresses typical requirements for a Transportation Impact Analysis and provides information relating to the safety and adequacy of the transportation system.

TRIP DISTRIBUTION AND TRIP ASSIGNMENT

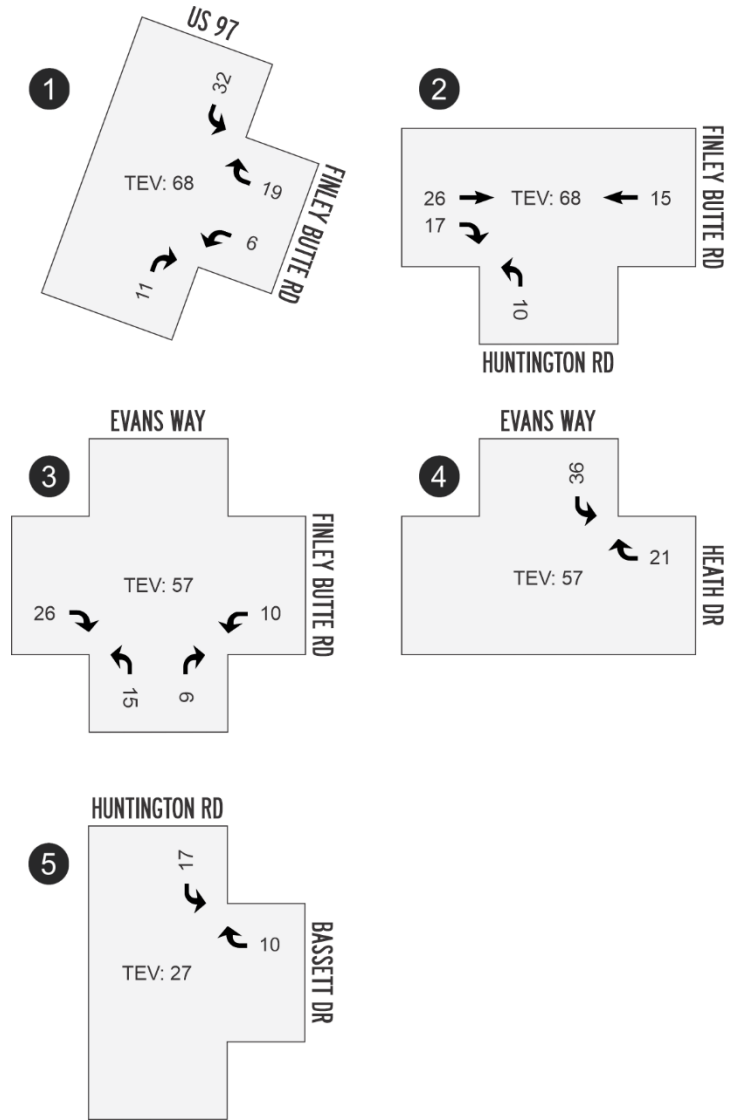
With the site located in southeast La Pine, most of the trips are expected to arrive from the north along Evans Way to the Finley Butte intersection, which then connects to the US 97 corridor to the west. Approximately 80% of traffic is expected to orient west along Finley Butte to this intersection. Historical traffic counts were reviewed to inform the travel patterns shown in Figure 3 which indicate that approximately 20 percent turn left when they reach the US 97/Finley Butte intersection. Twenty percent of traffic will orient to the east to Hinkle Way, which provides access to the industrial opportunities on the east side of the City and also connect to the signalized 1st Street – Reed Road intersection. The proposed site is expected to have more direct access to the higher-order system via Evans Way with a lower impact to the Huntington Road corridor. Figure 3 depicts the estimated trip distribution and assignment.

The City of La Pine's *Functional Classification Map* identifies both Huntington Road and Finley Butte Road as *Arterials*. The City of La Pine's Transportation System plan follows the criteria found in Deschutes County Code for determining which intersections must be included in a TIA, while also allowing City, County, and ODOT staff the authority to expand the study. This discretion would not apply to a Clear and Objective application.

For a discretionary application the City would typically require analysis of any intersection impacted by 25 or more weekday p.m. peak hour trips. Based on this guidance and the and the trip assignment shown in Figure 3, the identified intersections were considered "study intersections". Analysis of these intersections is included within this report.



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



TRAFFIC SAFETY

Crash records were obtained for all of Deschutes County from the ODOT crash database for the five-year period between January 2018 and December 2022. Crashes required for reporting during this period include those involving any level of personal injury or property damage exceeding \$2,500. Table 2 summarizes the crash experience at the study area intersections. This shows that there have only been crashes reported at the US 97/Finley Butte intersection during this time period.

Table 2. Summary of Reported Crashes, January 2018 to December 2022

Intersection	Number of Crashes	Crash Severity			Collision Type			Crash Rate per MEV ¹	> Statewide 90 th Percentile Crash Rate?
		Fatal	Injury	Non-Injury	Turning	Angle	Side-swipe		
US 97/ Finley Butte Road	5	0	3	2	3	1	1	0.20	No
S Huntington Road/ Finley Butte Road	0	0	0	0	0	0	0	0.00	No
Evans Way/ Finley Butte Road	0	0	0	0	0	0	0	0.00	No
Evans Way/ Heath Drive									
S Huntington Road/ S Bassett Road	0	0	0	0	0	0	0	0.00	No

¹MEV: Million Entering Vehicles

Of the five crashes reported at the US 97/Finley Butte Road intersection, three were turning collisions, of which two involved a westbound left-turn movement from Finley Butte Road. One of these resulted in a suspected serious injury (Injury A). The other two crashes were a sideswipe collision and an angle collision with a pedalcyclist at the improved pedestrian crossing on the south side of the intersection. The pedalcyclist crash was reportedly due to the southbound driver being blinded by the sun and not yielding to the crosswalk user. This resulted in a possible injury (Injury C). Review of the reported crash trends at the US 97/Finley Butte intersection did not identify any specific patterns by overall crash type, seasonal characteristics, time of day, or weather conditions. Based on these crash characteristics further review was not conducted.

INTERSECTION SIGHT DISTANCE

The proposed subdivision will connect to the public street network through Evans Way and the extension of Heath Drive and Bassett Drive. Sight distance was field reviewed at the Heath Drive and Bassett Drive connections to Huntington Road in February 2019 with the Evans Way Estate subdivision and revisited in May of 2024. This was to ensure adequate sight lines would be available for motorists entering and exiting the site. The review found that both intersections continue to have adequate sight distance for both left- and right-turn maneuvers from the side streets.

As shown in Figure 3, most of the site trips from the Evans La Pine subdivision are expected to head to and from the north on Evans Way and utilize the Evans Way/Finley Butte Road intersection. This intersection was previously reviewed in 2021 and rechecked in May of 2024 with the update of this study. 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 is in place at the Evans Road connection to Finley Butte Road, 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 the posted speed of 35 mph and the two-lane cross-section on Finley Butte Road, Figure 4 illustrates the minimum recommended intersection sight distance measurements at the Evans Way/Finley Butte Road intersection.

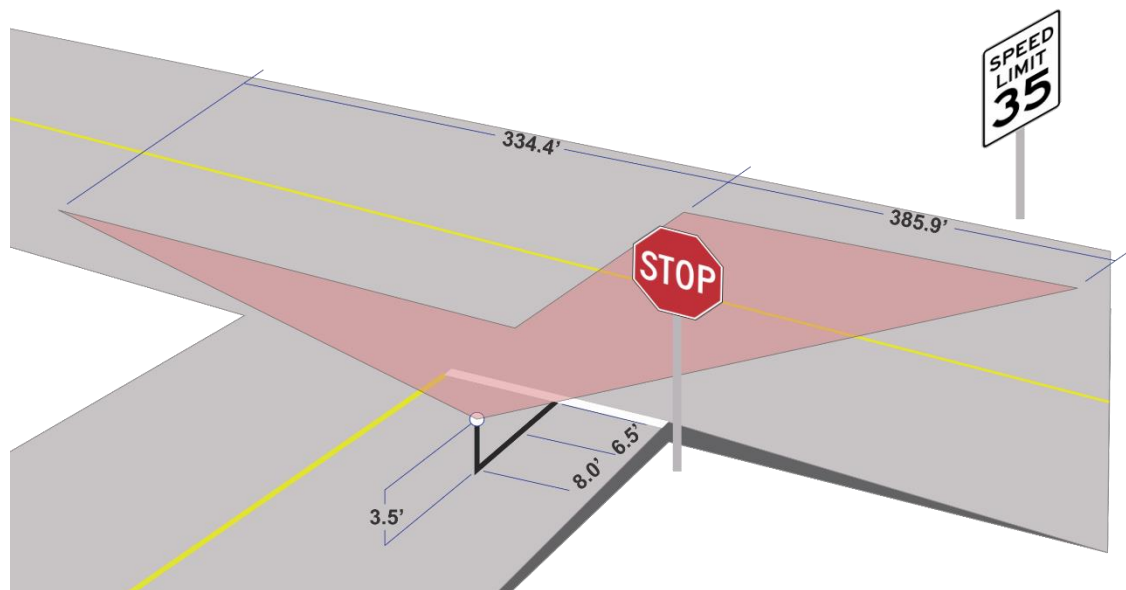


Figure 4. Intersection Sight Triangle Measurements for Case B1 (Left-Turn from Stop) and Case B2 (Right-Turn from Stop).

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-section, a time gap of 7.5 seconds was applied based on a typical passenger car. AASHTO Formula 9-1 summarizes the recommended sight distances.

$$\text{Intersection Sight Distance} = 1.47 V_{\text{major}} (\text{mph}) t_{\text{gap}} (\text{sec}) = 385.9 \text{ feet}$$

As illustrated in Figure 5, clear sight lines toward the right (east) are available to accommodate left-turns from Evans Way. With the setback pathway drivers will likely encroach into the pathway as they approach the intersection.



Figure 5. View from Evans Way facing east along Finley Butte Road.

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. Figure 6 illustrates the current views in this direction.

$$\text{Intersection Sight Distance} = 1.47 V_{\text{major (mph)}} t_{\text{gap (sec)}} = 334.4 \text{ feet}$$



Figure 6. View west along Finley Butte Road at Evans Way.

As shown in Figures 5 and 6, adequate sight lines are available in both directions from Evans Way to Finley Butte Road. In addition, views directly to the north (see Figure 7) show that the road is directly aligned to support through movements, with clear views toward this approach. Accordingly, there were no sight line deficiencies identified and the direct connection of the subdivision to Evans Way meets AASHTO sight distance recommendations.



Figure 7. View north of Finley Butte Road along Evans Way.

TRAFFIC OPERATIONS

The analysis of traffic operations was prepared using Synchro 10 software and the Highway Capacity Manual 6th Edition methodology. All traffic operations within this report reflect peak fifteen-minute conditions during the peak hour. The study intersections are under the jurisdiction of the City of La Pine and ODOT so operational standards of both affected agencies were applied within this analysis to the respective facilities.

The City of La Pine Transportation System Plan Appendix 2 outlines the City operational requirements for intersections. Performance standards in the City of La Pine vary based on intersection control type as summarized below:

- LOS “D” and a volume-to-capacity ratio less than 0.90 for signalized and all-way stop-controlled intersections.
- LOS “E” and a volume to capacity ratio less than 0.90 for the critical movement at unsignalized and at roundabout – controlled intersection.
- A queuing analysis must be performed to assess whether existing turn lane storage is adequate to accommodate 95th percentile vehicular queuing during the peak hour.

ODOT mobility standards are identified within the Oregon Highway Plan, and vary based on facility location and characteristics, highway designation, posted speed, and control type. Based on the classification of US 97 in the study area as a *Statewide Highway* with a Freight Route inside the Urban Growth Boundary and a 35-mph posted speed, the mobility standard for US 97 is a v/c ratio of 0.85. The Finley Butte Road approach to US 97 has a mobility standard of a 0.95 v/c ratio.

Existing Traffic Conditions

Traffic counts were collected on April 9, 2024, while area schools were in session, at the US 97/Finley Butte Road, Evans Way/Finley Butte Road, and S Huntington Road/Bassett Road intersections. A historical traffic count was used for the S Huntington Road/Finley Butte Road intersection. This count was collected on June 14th, 2022. The traffic counts identify a peak hour between 5:00 and 6:00 p.m. along Finley Butte Road and Huntington Road, and an earlier 4:00 to 5:00 p.m. peak along US 97. The traffic counts show that during the peak hour trucks comprise approximately 9 percent of the overall volume on the highway, and traffic flows are fairly steady throughout the peak period.

Historical counts were also reviewed at the US 97/Finley Butte Road intersection and the raw, unadjusted peak hour counts are shown in Figure 8. As shown in the figure, the volumes on US 97 have fluctuated over the last six years. This is due in part to the seasonal fluctuations in traffic on US 97. The volumes on Finley Butte Road have remained relatively steady in the westbound direction, with a slight increase in right-turning volumes and decrease in left-turning volumes. Previous studies have shown long delays for the westbound approach, which may cause motorists to change their travel patterns to avoid the longer delay westbound left-turn movement. The eastbound volumes on Finley Butte Road have generally increased with greater southbound left-turn volumes and a slight decrease in the northbound right-turn volumes. As the 2024 counts are the most recent available and are reflective of the newest surrounding developments, they are used within this report along with a seasonal adjustment factor.

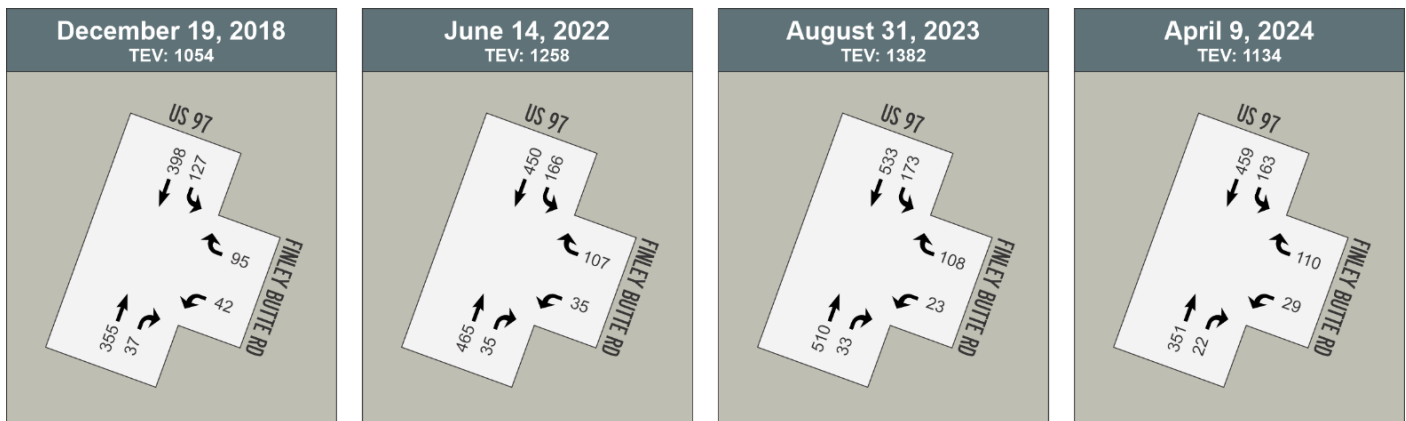


Figure 8. Historical Turning Movement Counts at US 97/Finley Butte Road.

Seasonal adjustment factors were applied to the highway system based on data from ODOT’s nearest permanent count station (ATR 09-003, located 0.17 miles south of China Hat Road). This permanent count station is the only count station between Bend and La Pine. A second permanent count station is located south of La Pine, but travel patterns between La Pine and Klamath Falls are not likely to reflect the intercity commute patterns that are more consistent toward the north. No adjustments were applied to Finley Butte Road, as patterns within the City boundaries fluctuate less than the intercity patterns on US 97. Table 3 shows the ATR adjustments following the ODOT procedures.

Table 3. ATR 09-003 Seasonal Adjustments (2018 to 2022)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	86	95	101	101	109	121	126	125	114	108	89	90
2021	82	85	98	105	111	124	131	123	111	106	97	90
2020	89	101	87	78	99	121	134	133	121	117	96	94
2019	85	72	89	100	108	121	128	126	115	105	91	90
2018	83	85	93	100	107	119	126	123	112	103	94	87
3-Yr Avg	84.8	88.4	93.2	100.3	108.0	121.1	128.4	124.5	113.8	106.2	93.7	89.8
Adj Factor	51%	45%	38%	28%	19%	6%	0%	3%	13%	21%	37%	43%

Gray shading highlights minimum and maximum values that were excluded from the average to account for construction activities and other anomalies during the five-year period.

Application of the ATR data shows a 28% highway volume difference between the April traffic counts and peak July traffic flows along the US 97 corridor. These factors are heavily influenced by tourist traffic from Sunriver and nearby recreation areas and are expected to be less pronounced within the southern portion of the La Pine core area near Finley Butte.

The ATR data reflects an adjustment from the 15th day of the month. Since the US 97/Finley Butte Road count was conducted on April 9th, the adjustment factor was interpolated between the March 15th and April 15th data points. Accordingly, a seasonal adjustment factor of 30% was applied to the US 97/Finley Butte Road intersection to reflect peak July conditions.

The 2022 count at the S Huntington Road/Finley Butte Road intersection was adjusted with a 2-percent annual growth rate to estimate 2024 traffic volumes. The resulting 2024 traffic volumes during the weekday p.m. peak hour are illustrated in Figure 9 and the corresponding operations are shown in Table 4, which shows that all of the study intersections currently operate within their carrying capacity.

Table 4. Summary of Existing Traffic Operations, Seasonally Adjusted Weekday PM Peak Hour

Intersection	Jurisdiction	Performance Standard	Critical Movement	LOS	Delay (sec)	v/c Ratio	95 th % Queue	Acceptable?
US 97/ Finley Butte Road	ODOT	v/c < 0.95	WB LR	LOS D	30.0 s	0.53	75 ft	Yes
S Huntington Road/ Finley Butte Road	City of La Pine	v/c < 0.90 LOS E	NB LR	LOS B	11.6 s	0.06	25 ft	Yes
Evans Way/ Finley Butte Road	City of La Pine	v/c < 0.90 LOS E	NB LTR	LOS A	9.7 s	0.01	<25 ft	Yes
Evans Way/ Heath Drive	City of La Pine	v/c < 0.90 LOS E	SB LR	LOS A	8.3 s	0.01	<25 ft	Yes
S Huntington Road/ S Bassett Road	City of La Pine	v/c < 0.90 LOS E	WB LR	LOS A	8.4 s	0.01	<25 ft	Yes

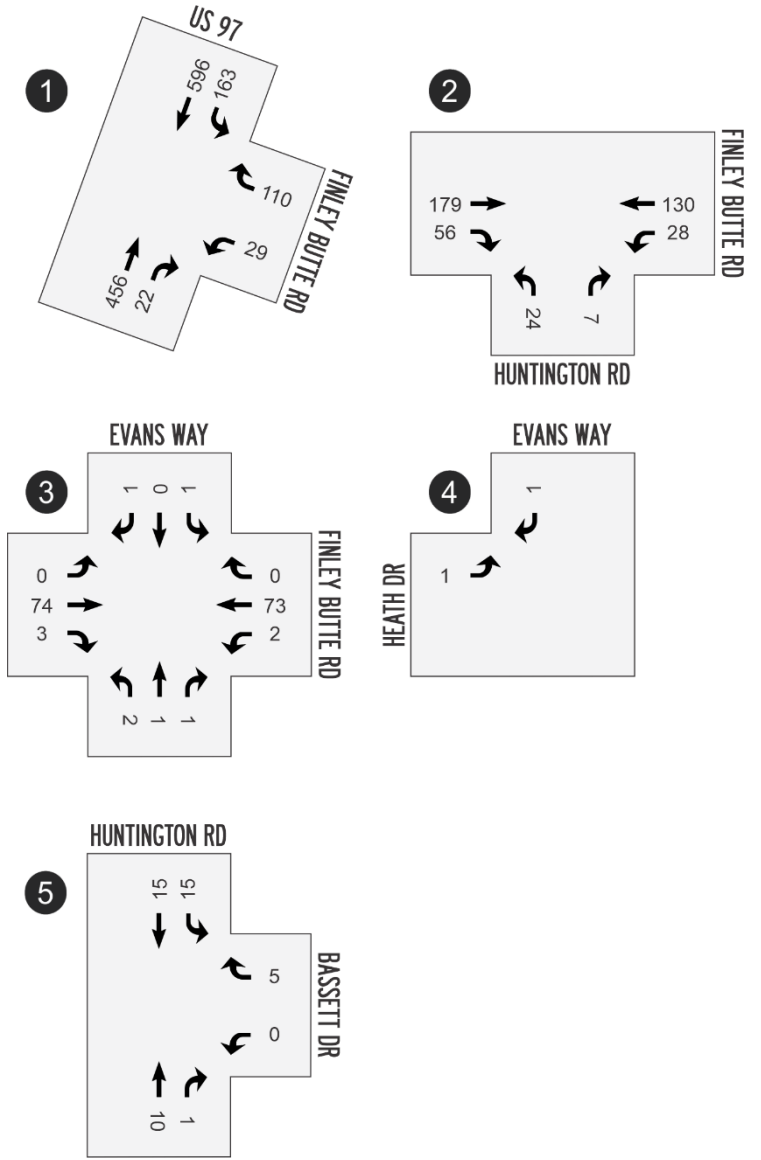


Figure 9. Year 2024 Seasonally Adjusted Traffic Volumes, Weekday PM Peak Hour

Year 2026 No-Build Traffic Conditions

An analysis of year 2026 no-build traffic conditions was prepared to provide a basis of comparison to the “with project” conditions. This scenario includes application of a two-percent annual growth rate to account for regional growth throughout the study area, an account of previously approved but not constructed developments, and planned and funded roadway changes.

Three projects were identified within the area that are expected to contribute trips through the study area intersections. The include the following:

- *Anchor Way Subdivision* is a 22-lot subdivision located on Anchor Way south of Finley Butte Road.
- *Evans Way Estate* consists of 60 single-family homes located adjacent to the site on the west side. Eight of these lots are assumed to be built out under existing conditions.
- *La Pine Commercial* is a commercial development located on the north and south sides of the US 97/Finley Butte Road intersection.

There were no publicly- or privately-funded transportation improvement projects identified within the study area, so it was assumed that the existing infrastructure will remain in place in both the year 2026 “no-build” and “with project” analysis. Figure 10 shows the resultant traffic volumes throughout the study area intersections.

Year 2026 “With Project” Traffic Conditions

The proposed subdivision includes extending the existing roadway stubs at Heath Drive and Bassett Drive farther east to serve the future single-family residential units. These local streets will provide direct driveway access to the new residences. Analysis of the year 2026 “With Project” conditions was prepared by adding the site-generated trips to the traffic volumes identified within the “No Build” scenario. Figure 10 illustrates the resultant traffic volumes.

A summary of 2026 intersection operations is provided in Table 5. In year 2026 without the project the US 97/Finley Butte Road intersection will operate at a Level of Service “F” and with 95th percentile queues extending past Huntington Road. With the site in 2026, this intersection is expected to exceed capacity and continue to operate with long delays and queues. Further discussion of this intersection is provided below.

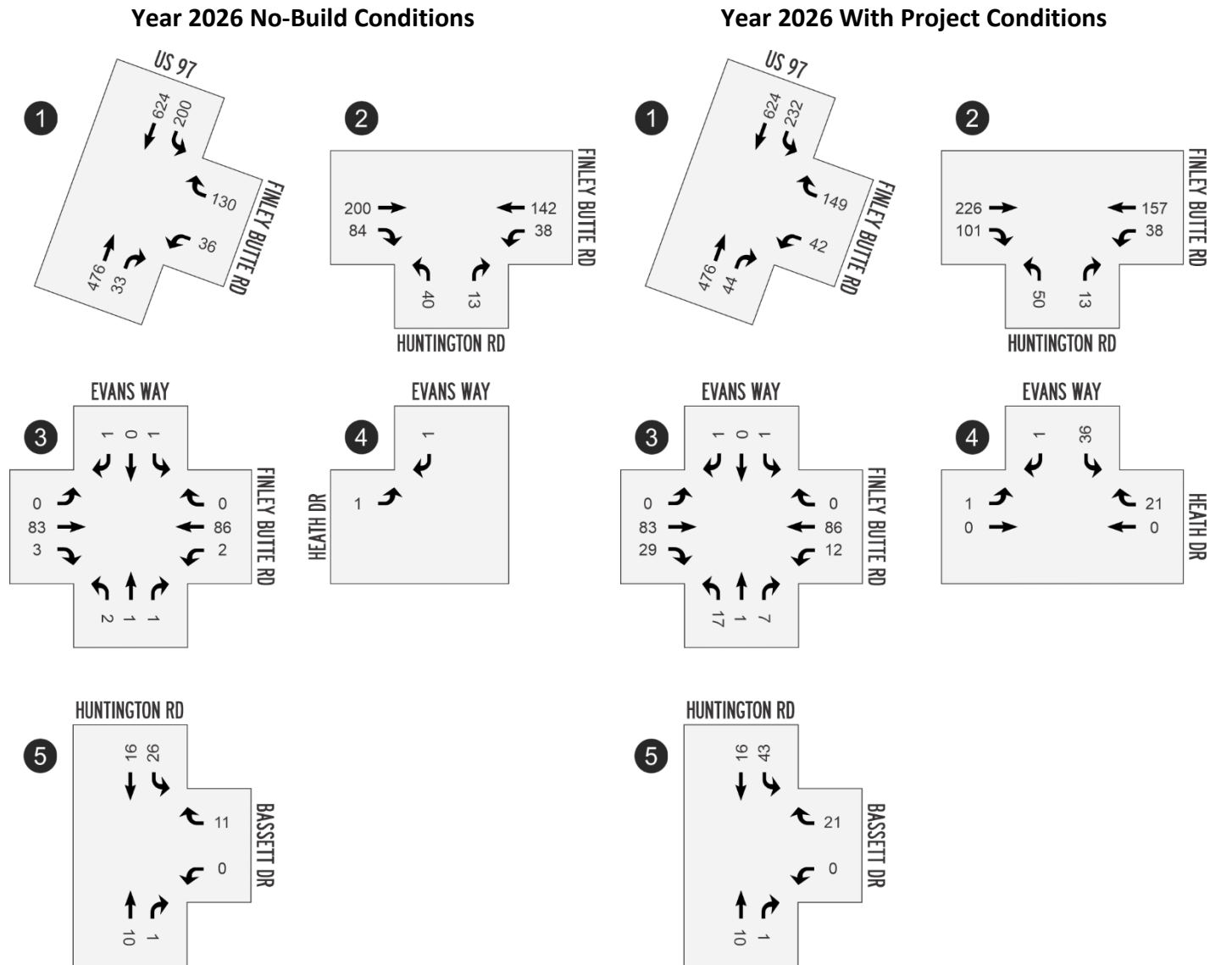


Figure 10. Year 2026 Seasonally Adjusted Traffic Volumes, Weekday PM Peak Hour

Table 5. Summary of Intersection Operations, Seasonally Adjusted Weekday PM Peak Hour

Intersection	Jurisdiction	Performance Standard	Critical Movement	2026 No-Build Conditions				2026 With Project Conditions				Acceptable?
				LOS	Delay (sec)	v/c Ratio	95 th % Queue	LOS	Delay (sec)	v/c Ratio	95 th % Queue	
US 97/ Finley Butte Road	ODOT	v/c < 0.95	WB LR	LOS F	>100 s	0.76	150 ft	LOS F	>100 s	0.98	225 ft	No
S Huntington Road/ Finley Butte Road	City of La Pine	v/c < 0.90 LOS E	NB LR	LOS B	12.7 s	0.12	25 ft	LOS B	13.9 s	0.16	25 ft	Yes
Evans Way/ Finley Butte Road	City of La Pine	v/c < 0.90 LOS E	NB LTR	LOS A	9.9 s	0.01	<25 ft	LOS B	10.3 s	0.05	25 ft	Yes
Evans Way/ Heath Drive	City of La Pine	v/c < 0.90 LOS E	SB LR	LOS A	8.3 s	0.01	<25 ft	LOS A	8.8 s	0.05	25 ft	Yes
S Huntington Road/ S Bassett Road	City of La Pine	v/c < 0.90 LOS E	WB LR	LOS A	8.4 s	0.01	<25 ft	LOS A	8.5 s	0.03	25 ft	Yes

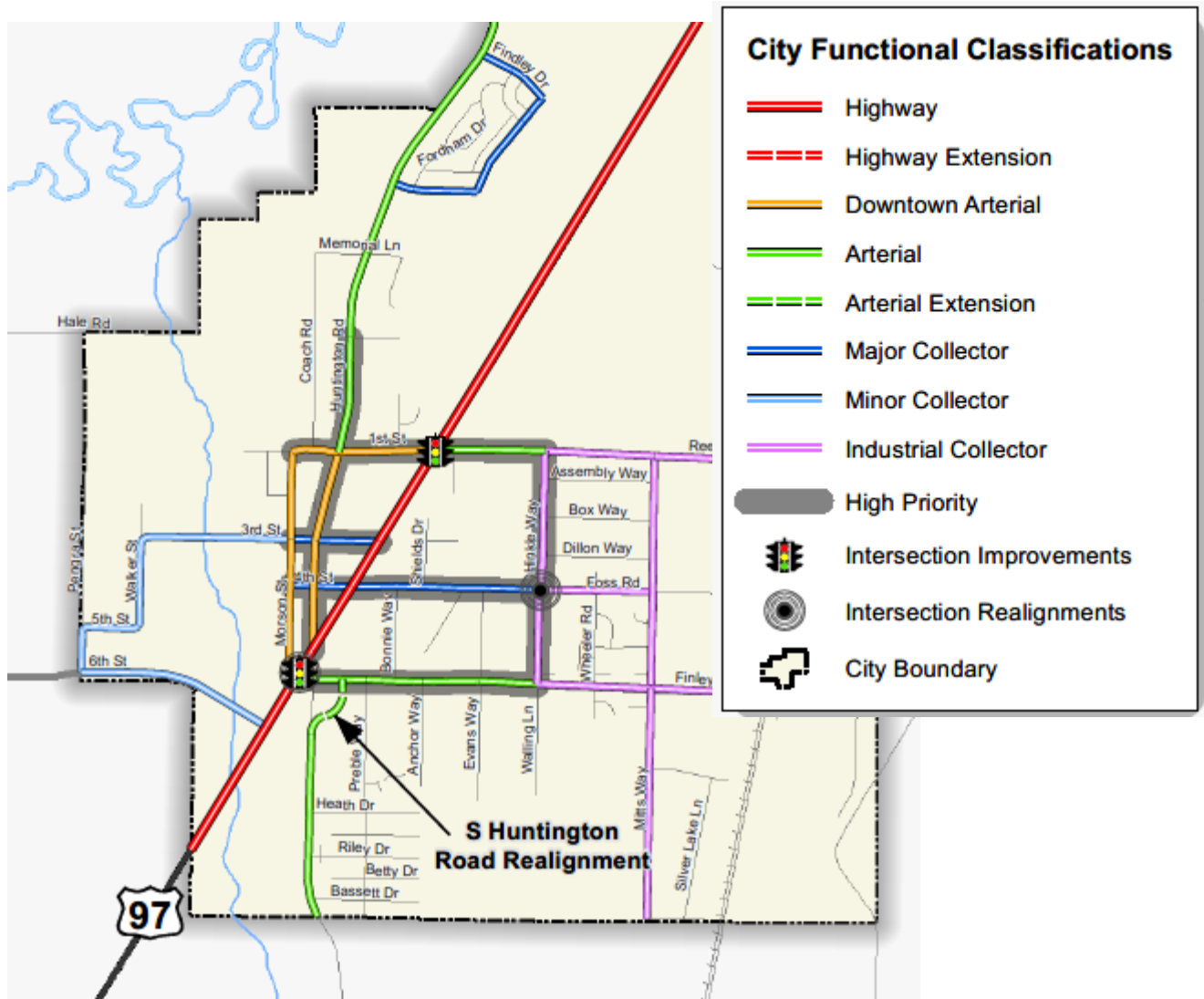


Figure 11. Roadway Functional Classification.
 Source: City of La Pine Transportation System Plan, Figure 4-3.

US 97/Finley Butte Road Intersection

The three-legged US 97/Finley Butte Road intersection was discussed in depth with the Evans Way Estates subdivision. As was discussed previously and is shown in Figure 11, the US 97/Finley Butte Road intersection is intended to form a portion of the eastern loop around the City, with a realigned Morson Street and a traffic signal. This is to address peak seasonal delays accessing or crossing the highway and includes realigning Huntington Road. The identified costs for this overall improvement were identified as \$840,000, but this cost does not include right-of-way or utility relocations. The completion of this project was intended to occur in conjunction with signalization of the US 97/1st Street-Reed Road intersection to support overall growth and development in La Pine’s core area.

ODOT more recently installed a raised pedestrian crossing on the south side of the intersection (along with other crossings throughout the City). While these pedestrian connections are consistent with an identified connectivity and highway crossing need in La Pine, the provision of this median now prevents use of the center median area for two-stage left-turns, increasing the delays experienced by minor-street

drivers and increasing the priority for signalization. The pedestrian crossing will need to be removed to support the planned signalization.

US 97/Finley Butte Road Timing and Alternatives

This section updates the previous review regarding the need and timing of the signalization project to help inform City and ODOT planning, and to identify potential alternatives to pursuing the previously identified signalization project.

MUTCD Signal Warrants

The Manual on Uniform Traffic Control Devices (MUTCD) published by the American Association of State Highway Transportation Officials identifies when the minimum thresholds are met to consider signalization. There are nine separate warrant criteria as listed below:

1. Warrant 1, Eight-Hour Vehicular Volume
2. Warrant 2, Four-Hour Vehicular Volume
3. Warrant 3, Peak Hour
4. Warrant 4, Pedestrian Volume
5. Warrant 5, School Crossing
6. Warrant 6, Coordinated Signal System
7. Warrant 7, Crash Experience
8. Warrant 8, Roadway Network
9. Warrant 9, Intersection Near a Grade Crossing

For planning purposes only volume-based signal warrants 1, 2, and 3 were reviewed based on extrapolation of peak hour volumes. Again, these estimates include seasonal factors on the highway to adjust to peak summertime travel conditions. Signal warrants provide discretion as to whether the lower-delay right-turn movements should be considered. Currently the left- and right-turns occur from the same shared lane, so for this analysis were fully accounted for (though could be discounted if a separate right-turn lane were installed). A summary of the warrants is provided in Table 6, which shows all volume-based warrants are met even without an account of the volumes a realignment with Morson Street would add with the existing and future 2026 traffic volumes.

Table 6. MUTCD Signal Warrant Review – US 97/Finley Butte Road

Scenario	Warrant 1: Eight Hour Volume	Warrant 2: Four Hour Volume	Warrant 3: Peak Hour Volume
2024 Existing Conditions	Yes	Yes	Yes
2026 No-Build Conditions	Yes	Yes	Yes
2026 With Project Conditions	Yes	Yes	Yes

Mitigation measures at the intersection are fairly limited given the current intersection configuration and recent addition of a raised pedestrian crossing on the south side of the intersection and new curbs and sidewalks along US 97 (see Figure 12). Due to costs and right-of-way needs signalization of the intersection will require a more involved project likely with the support of ODOT and Deschutes County, particularly as this needs to incorporate a realignment of Morson Street through private property.



Figure 12. US 97/Finley Butte Road intersection facing south showing the recently installed raised pedestrian refuge island and sidewalks.

The City of La Pine recently adopted a new Capital Improvement Plan which was then used as the basis for a newly implemented Transportation SDC. Instead of only assessing costs to projects that reach a specific trigger, this methodology provides a more equitable approach where all citywide development helps contribute towards system needs. The first project on the City’s CIP identifies the improvements to the US 97/Finley Butte intersection, as shown in Figure 13, which includes intersection realignment and signalization. This project was identified as “capacity increasing” and therefore included within the City’s SDC cost basis.

Project No.	Project (Road) Name	Project Priority	Total Estimated Cost (Includes ROW)	Funding Agencies Cost Responsibilities				City Allocated Total Cost	SDC Eligible Costs	SDC Ineligible Costs
				Private	City	County	ODOT			
1	Finley Butte Improvements	Near-Term	\$ 1,238,000	\$ -	\$ 412,667	\$ 412,667	\$ 412,667	\$ 412,667	\$ -	
2	Skidgel Road	Near-Term	5,416,000	-	5,416,000	-	-	5,416,000	2,708,000	

Figure 13. Excerpt from the City of La Pine CIP (adopted through Resolution 2020-05).

The payment of Transportation SDC fees with future development of the subdivision will provide funding for this intersection improvement. No additional contributions or mitigation measures should be required.

INTERNAL CIRCULATION AND STREETScape

Based on discussions with City staff it is my understanding that the current narrow street sections within Huntington Estates have resulted in issues with on-street parking, with surrounding residents relying on the swale area for parking, as shown in Figure 14. It is recommended that any new local streets conform to the adopted standards within the City's Transportation System Plan, providing a 36-foot pavement cross-section and property-tight (6-foot wide) sidewalks to support snow storage in the landscape area (see Figure 15). This section will match the adjacent development west of the proposed subdivision that has already been constructed to this typical section.



Figure 14. View along section of Riley Drive within Huntington Estates facing east.

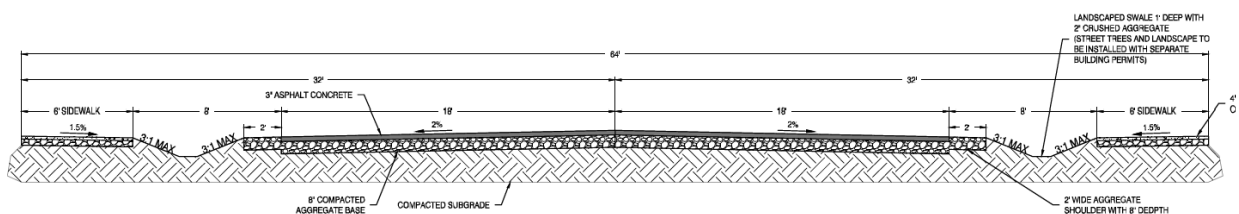


Figure 15. Proposed Typical Street Sections. *Source: BECON*

FINDINGS AND RECOMMENDATIONS

Based on this review, the extension of local streets and development of the planned residential subdivision can occur in compliance with City requirements. As previously identified, there are improvement needs at the US 97/Finley Butte – Morson Street intersection to address roadway alignments and long-term capacity needs for the overall City of La Pine. There have historically been long summertime delays on the westbound approach, and the installation of a pedestrian crossing refuge supports multimodal connections as an interim treatment but conflicts with the identified signalization

plan. The City's adopted Transportation SDC is intended to provide City funds toward this and other projects of citywide significance.

- City streetscape sections should conform to adopted City standards as identified within the Transportation System Plan and include 36-foot wide street sections to support on-street parking on both sides of the street.
- Accessible crossings should be provided at all intersections within the subdivision, and all adjacent roadway stubs should be extended as identified in the proposed development plan.
- All "T" approaches within the subdivision should be stop-sign controlled to provide clear designation of roadway right-of-way.
- Fencing, utilities, landscaping, and other above-ground features should be prohibited within the intersection sight distance triangles near internal intersections. Within these areas a clear space should be maintained between two-feet and eight-feet in height.
- While the City of La Pine does not have adopted TIA requirements that would comply with the required "Clear and Objective" standards, for informational purposes analysis was conducted at nearby intersections. This showed that all of the intersections operate acceptably with exception of US 97/Finley Butte Road. Realignment and signalization of this intersection is listed on the City's Capital Improvement Program, and payment of Transportation SDC fees will contribute toward this critical City need.

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

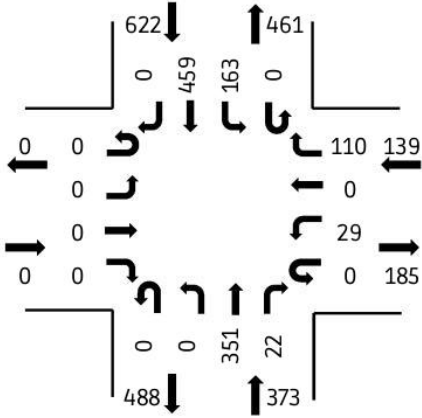
Attachments:

- Traffic Count Worksheets
- Safety Worksheets
- Level of Service Worksheets

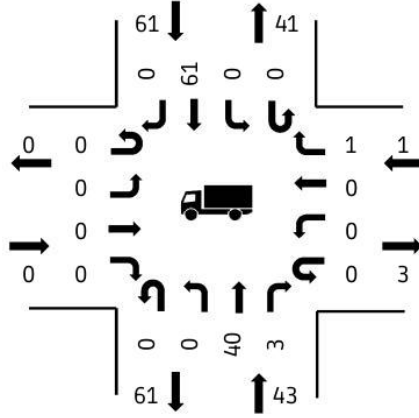


Location: Hwy 97 & Finley Butte Rd
 Date: 2024-04-09
 Peak Hour Start: 04:00 PM
 Peak 15 Minute Start: 04:05 PM
 Peak Hour Factor: 0.9

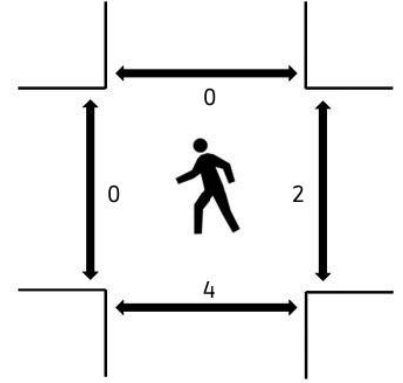
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (Hwy 97)					SB (Hwy 97)					EB (Finley Butte Rd)					WB (Finley Butte Rd)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	29	1	0	0	8	35	0	0	0	0	0	0	0	0	3	0	13	0	0		
04:05:00 PM	0	32	0	0	0	16	58	0	0	0	0	0	0	0	0	1	0	7	0	0		
04:10:00 PM	0	38	2	0	0	14	37	0	0	0	0	0	0	0	0	2	0	5	0	0	301	
04:15:00 PM	0	28	3	0	0	17	41	0	0	0	0	0	0	0	0	3	0	10	0	0	314	
04:20:00 PM	0	29	2	0	0	15	32	0	0	0	0	0	0	0	0	2	0	11	0	0	291	
04:25:00 PM	0	33	1	0	0	11	38	0	0	0	0	0	0	0	0	3	0	5	0	0	284	
04:30:00 PM	0	27	2	0	0	8	42	0	0	0	0	0	0	0	0	3	0	8	0	0	272	
04:35:00 PM	0	33	2	0	0	16	35	0	0	0	0	0	0	0	0	5	0	9	0	0	281	
04:40:00 PM	0	25	2	0	0	13	42	0	0	0	0	0	0	0	0	4	0	6	0	0	282	
04:45:00 PM	0	23	1	0	0	13	35	0	0	0	0	0	0	0	0	2	0	6	0	0	272	
04:50:00 PM	0	24	2	0	0	15	36	0	0	0	0	0	0	0	0	1	0	14	0	0	264	
04:55:00 PM	0	30	4	0	0	17	28	0	0	0	0	0	0	0	0	0	0	16	0	0	267	1134
05:00:00 PM	0	23	6	0	0	9	34	0	0	0	0	0	0	0	0	1	0	7	0	0	267	1125
05:05:00 PM	0	31	1	0	0	19	30	0	0	0	0	0	0	0	0	3	0	11	0	0	270	1106
05:10:00 PM	0	27	3	0	0	27	42	0	0	0	0	0	0	0	0	1	0	8	0	0	283	1116
05:15:00 PM	0	25	2	0	0	16	35	0	0	0	0	0	0	0	0	3	0	8	0	0	292	1103
05:20:00 PM	0	47	1	0	0	16	37	0	0	0	0	0	0	0	0	2	0	3	0	0	303	1118
05:25:00 PM	0	16	2	0	0	13	36	0	0	0	0	0	0	0	0	4	0	9	0	0	275	1107
05:30:00 PM	0	25	2	0	0	12	27	0	0	0	0	0	0	0	0	6	0	15	0	0	273	1104
05:35:00 PM	0	30	1	0	0	7	34	0	0	0	0	0	0	0	0	2	0	20	0	0	261	1098
05:40:00 PM	0	15	3	0	0	14	40	0	0	0	0	0	0	0	0	4	0	12	0	0	269	1094
05:45:00 PM	0	21	1	0	0	14	29	0	0	0	0	0	0	0	0	4	0	0	0	0	251	1083
05:50:00 PM	0	25	3	0	0	13	38	0	0	0	0	0	0	0	0	5	0	7	0	0	248	1082
05:55:00 PM	0	23	1	0	0	16	25	0	0	0	0	0	0	0	0	4	0	13	0	0	242	1069

Bike Volumes

Time	NB (Hwy 97)					SB (Hwy 97)					EB (Finley Butte Rd)					WB (Finley Butte Rd)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

Time	Pedestrians				Totals	
	NB	SB	EB	WB	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	4	0	0	0		
04:10:00 PM	0	0	0	0	4	
04:15:00 PM	0	0	0	0	4	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	1	1	
04:50:00 PM	0	0	0	0	1	
04:55:00 PM	0	0	0	1	2	6
05:00:00 PM	0	0	0	0	1	6
05:05:00 PM	0	0	0	0	1	2
05:10:00 PM	0	0	0	0	0	2
05:15:00 PM	0	0	0	0	0	2
05:20:00 PM	0	0	0	0	0	2
05:25:00 PM	0	0	0	0	0	2
05:30:00 PM	0	0	0	0	0	2
05:35:00 PM	0	0	0	0	0	2
05:40:00 PM	0	0	0	0	0	2
05:45:00 PM	0	0	0	0	0	1
05:50:00 PM	0	0	0	0	0	1
05:55:00 PM	1	0	0	0	1	1

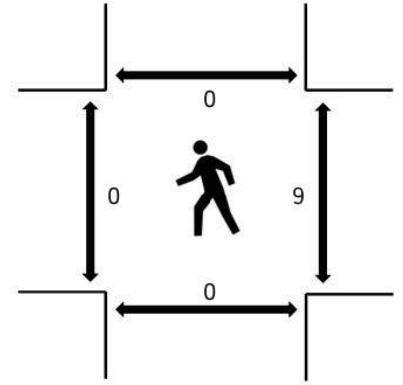
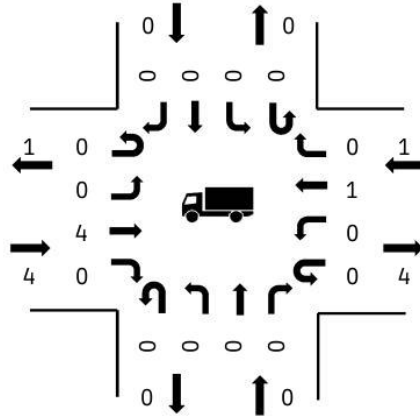
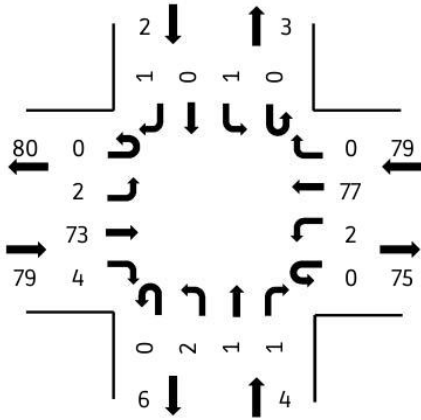


Location: Evans Way & Finley Butte Rd
 Date: 2024-04-09
 Peak Hour Start: 04:50 PM
 Peak 15 Minute Start: 05:30 PM
 Peak Hour Factor: 0.79

Motorized Vehicles

Heavy Vehicles

Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (Evans Way)					SB (Evans Way)					EB (Finley Butte Rd)					WB (Finley Butte Rd)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	6	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	1	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	6	0	0	0	26	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	1	7	0	0	0	33	
04:20:00 PM	0	0	0	0	0	0	0	1	0	0	0	6	0	0	0	0	3	0	0	0	36	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	4	0	0	0	33	
04:30:00 PM	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	1	5	0	0	0	31	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	6	0	0	0	35	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	32	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	0	0	24	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	11	0	0	0	27	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	1	8	1	0	0	0	5	0	0	0	37	128
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	4	0	0	0	44	132
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	5	0	0	0	40	138
05:10:00 PM	0	1	0	0	0	0	0	0	0	0	0	11	1	0	0	0	3	0	0	0	41	143
05:15:00 PM	1	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	2	0	0	0	40	139
05:20:00 PM	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	0	0	36	138
05:25:00 PM	0	0	1	0	0	1	0	1	0	0	0	4	0	0	0	1	3	0	0	0	31	141
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	20	0	0	0	43	151
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	13	0	0	0	51	154
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	52	161
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	5	0	0	0	37	164
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	4	0	0	0	31	158
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	8	0	0	0	34	158

Bike Volumes

Time	NB (Evans Way)					SB (Evans Way)					EB (Finley Butte Rd)					WB (Finley Butte Rd)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:40:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2

Pedestrian Volumes

Time	Pedestrians				Totals	
	NB	SB	EB	WB	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	3	3	
04:20:00 PM	0	0	0	0	3	
04:25:00 PM	0	0	0	0	3	
04:30:00 PM	0	0	0	1	1	
04:35:00 PM	0	0	0	0	1	
04:40:00 PM	0	0	0	0	1	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	1	1	5
05:00:00 PM	0	0	0	0	1	5
05:05:00 PM	0	0	0	0	1	5
05:10:00 PM	0	0	0	2	2	7
05:15:00 PM	0	0	0	1	3	5
05:20:00 PM	0	0	0	0	3	5
05:25:00 PM	0	0	0	0	1	5
05:30:00 PM	0	0	0	0	0	4
05:35:00 PM	0	0	0	0	0	4
05:40:00 PM	0	0	0	0	0	4
05:45:00 PM	0	0	0	5	5	9
05:50:00 PM	0	0	0	0	5	9
05:55:00 PM	0	0	0	0	5	8

Bike Volumes

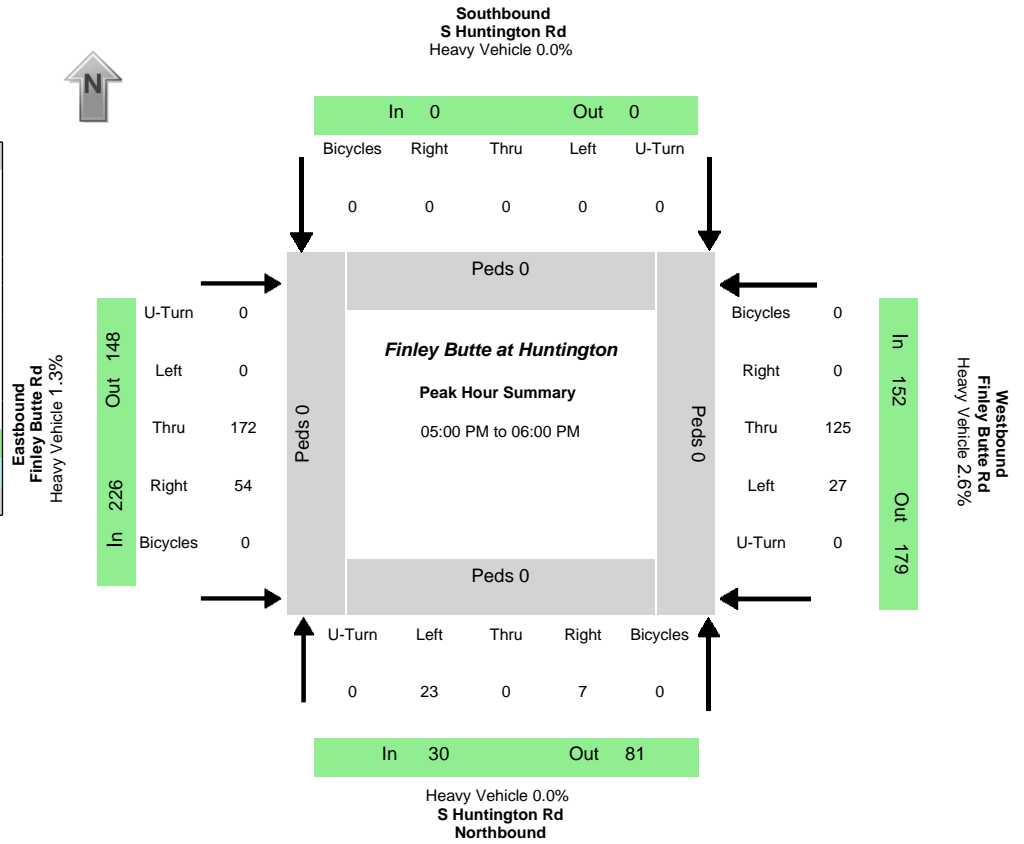
Time	NB (S Huntington Rd)					SB (S Huntington Rd)					EB (Bassett Rd)					WB (Bassett Rd)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

Time	Pedestrians				Totals	
	NB	SB	EB	WB	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

Data Provided by K-D-N.com 503-594-4224

N/S street	S Huntington Rd
E/W street	Finley Butte Rd
City, State	La Pine OR
Site Notes	
Location	43.667387 - -121.505482
Start Date	Tuesday, June 14, 2022
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	05:00:00 PM
Peak 15 Min Start	05:30:00 PM
PHF (15-Min Int)	0.84



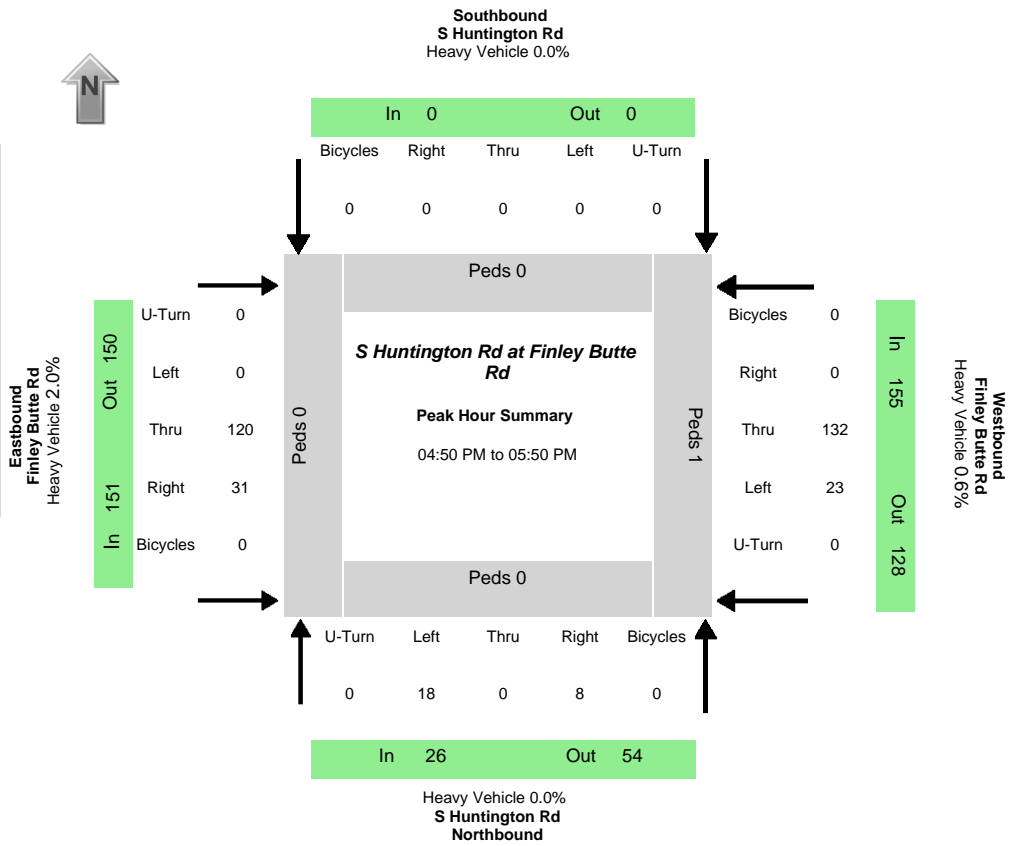
Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
23	0	7	0	0	0	0	0	0	172	54	0	27	125	0	0	30	0	226	152	81	0	148	179
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	1.3%	2.6%	0.0%	0.0%	2.7%	1.7%

PHV - Bicycles												PHV - Pedestrians									
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time	Northbound S Huntington Rd				Southbound S Huntington Rd				Eastbound Finley Butte Rd				Westbound Finley Butte Rd				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	2	0	1	0	0	0	0	0	0	13	4	0	1	14	0	0		
04:05:00 PM	2	0	0	0	0	0	0	0	0	12	2	0	3	9	0	0		
04:10:00 PM	3	0	1	0	0	0	0	0	0	12	6	0	2	11	0	0	98	
04:15:00 PM	2	0	0	0	0	0	0	0	0	8	4	0	1	5	0	0	83	
04:20:00 PM	3	0	1	0	0	0	0	0	0	10	8	0	1	7	0	0	85	
04:25:00 PM	3	0	1	0	0	0	0	0	0	19	3	0	0	10	0	0	86	
04:30:00 PM	1	0	2	0	0	0	0	0	0	10	4	0	3	13	0	0	99	
04:35:00 PM	1	0	1	0	0	0	0	0	0	12	3	0	1	16	0	0	103	
04:40:00 PM	1	0	2	0	0	0	0	0	0	6	3	0	0	10	0	0	89	
04:45:00 PM	1	0	0	0	0	0	0	0	0	13	7	0	1	12	0	0	90	
04:50:00 PM	0	0	0	0	0	0	0	0	0	12	5	0	2	8	0	0	83	
04:55:00 PM	0	0	0	0	0	0	0	0	0	20	5	0	1	8	0	0	95	368
05:00:00 PM	3	0	2	0	0	0	0	0	0	6	2	0	0	5	0	0	79	351
05:05:00 PM	1	0	0	0	0	0	0	0	0	17	7	0	1	8	0	0	86	357
05:10:00 PM	1	0	0	0	0	0	0	0	0	17	7	0	1	6	0	0	84	354
05:15:00 PM	2	0	0	0	0	0	0	0	0	17	3	0	2	9	0	0	99	367
05:20:00 PM	7	0	1	0	0	0	0	0	0	15	5	0	5	6	0	0	104	376
05:25:00 PM	0	0	0	0	0	0	0	0	0	12	3	0	1	10	0	0	98	366
05:30:00 PM	2	0	0	0	0	0	0	0	0	15	2	0	4	19	0	0	107	375
05:35:00 PM	3	0	0	0	0	0	0	0	0	13	5	0	5	23	0	0	117	390
05:40:00 PM	2	0	0	0	0	0	0	0	0	14	2	0	3	9	0	0	121	398
05:45:00 PM	0	0	1	0	0	0	0	0	0	18	3	0	2	10	0	0	113	398
05:50:00 PM	0	0	3	0	0	0	0	0	0	10	6	0	2	13	0	0	98	405
05:55:00 PM	2	0	0	0	0	0	0	0	0	18	9	0	1	7	0	0	105	408

Data Provided by K-D-N.com 503-594-4224

N/S street	S Huntington Rd
E/W street	Finley Butte Rd
City, State	La Pine OR
Site Notes	
Location	43.667426 - -121.505424
Start Date	Wednesday, December 19, 2018
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:50:00 PM
Peak 15 Min Start	05:30:00 PM
PHF (15-Min Int)	0.89



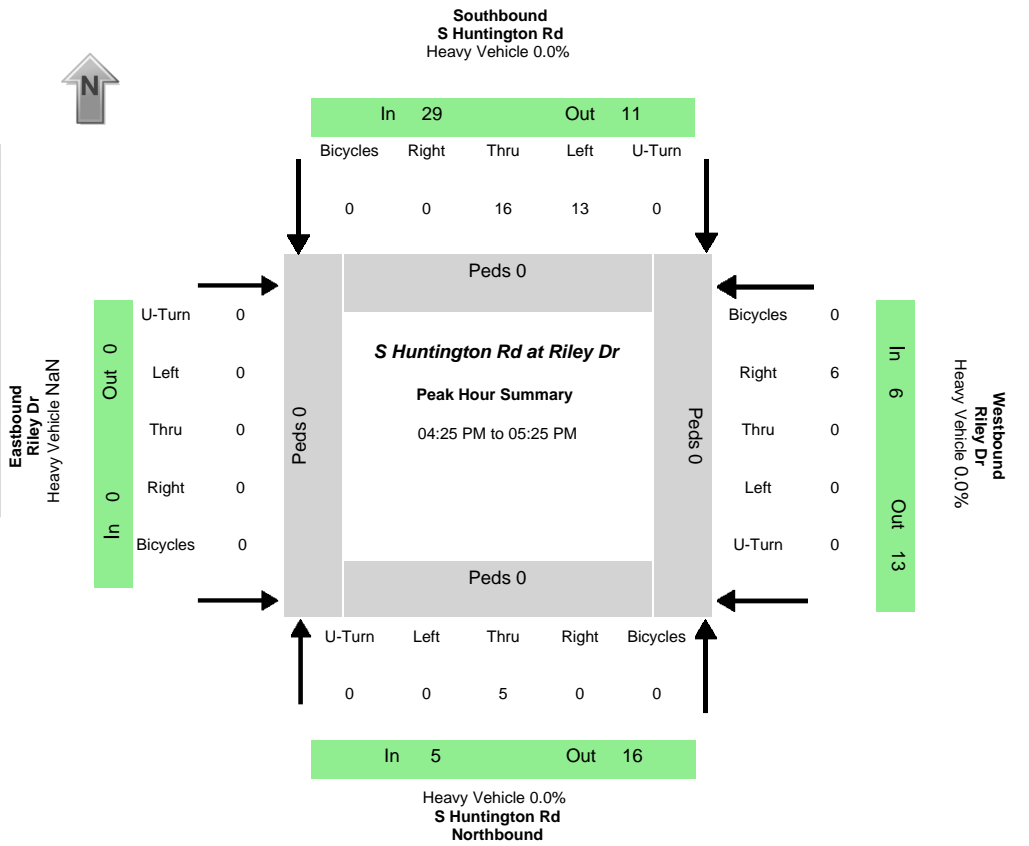
Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
18	0	8	0	0	0	0	0	0	120	31	0	23	132	0	0	26	0	151	155	54	0	150	128
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	2.0%	0.6%	0.0%	0.0%	0.7%	2.3%

PHV - Bicycles												PHV - Pedestrians									
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

Time	Northbound S Huntington Rd				Southbound S Huntington Rd				Eastbound Finley Butte Rd				Westbound Finley Butte Rd				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	2	0	1	0	0	0	0	0	0	13	3	0	0	7	0	0		
04:05:00 PM	4	0	0	0	0	0	0	0	0	10	3	0	0	13	0	0		
04:10:00 PM	1	0	0	0	0	0	0	0	0	7	4	0	2	16	0	0	86	
04:15:00 PM	0	0	2	0	0	0	0	0	0	9	2	0	2	13	0	0	88	
04:20:00 PM	3	0	0	0	0	0	0	0	0	4	3	0	2	9	0	0	79	
04:25:00 PM	0	0	2	0	0	0	0	0	0	9	6	0	2	8	0	0	76	
04:30:00 PM	1	0	1	0	0	0	0	0	0	9	9	0	3	8	0	0	79	
04:35:00 PM	1	0	0	0	0	0	0	0	0	6	4	0	2	8	0	0	79	
04:40:00 PM	3	0	0	0	0	0	0	0	0	11	0	0	0	4	0	0	70	
04:45:00 PM	5	0	0	0	0	0	0	0	0	7	3	0	1	7	0	0	62	
04:50:00 PM	2	0	1	0	0	0	0	0	0	22	6	0	2	12	0	0	86	
04:55:00 PM	0	0	1	0	0	0	0	0	0	9	3	0	0	11	0	0	92	324
05:00:00 PM	0	0	0	0	0	0	0	0	0	9	5	0	0	6	0	0	89	318
05:05:00 PM	3	0	2	0	0	0	0	0	0	8	2	0	3	10	0	0	72	316
05:10:00 PM	3	0	2	0	0	0	0	0	0	8	3	0	3	7	0	0	74	312
05:15:00 PM	1	0	0	0	0	0	0	0	0	10	1	0	3	10	0	0	79	309
05:20:00 PM	2	0	0	0	0	0	0	0	0	11	4	0	2	10	0	0	80	317
05:25:00 PM	0	0	0	0	0	0	0	0	0	6	1	0	1	9	0	0	71	307
05:30:00 PM	1	0	1	0	0	0	0	0	0	8	2	0	5	22	0	0	85	315
05:35:00 PM	3	0	0	0	0	0	0	0	0	11	2	0	0	19	0	0	91	329
05:40:00 PM	1	0	0	0	0	0	0	0	0	7	0	0	3	8	0	0	93	330
05:45:00 PM	2	0	1	0	0	0	0	0	0	11	2	0	1	8	0	0	79	332
05:50:00 PM	3	0	1	0	0	0	0	0	0	3	1	0	0	7	0	0	59	302
05:55:00 PM	2	0	0	0	0	0	0	0	0	5	2	0	1	5	0	0	55	293

Data Provided by K-D-N.com 503-594-4224

N/S street	S Huntington Rd
E/W street	Riley Dr
City, State	La Pine OR
Site Notes	
Location	43.661877 - -121.505541
Start Date	Wednesday, December 19, 2018
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:25:00 PM
Peak 15 Min Start	05:10:00 PM
PHF (15-Min Int)	0.83



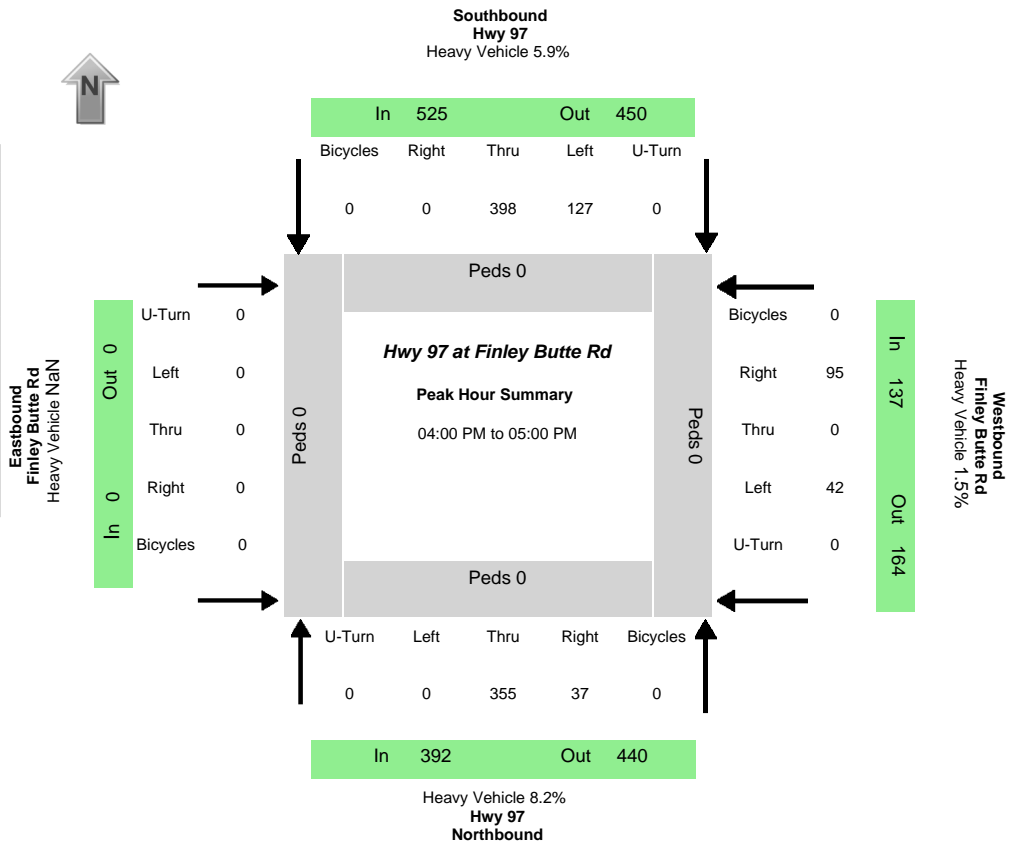
Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	5	0	0	13	16	0	0	0	0	0	0	0	0	6	0	5	29	0	6	16	11	0	13
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	NaN	0.0%	0.0%	0.0%	NaN	0.0%

PHV - Bicycles														PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time	Northbound S Huntington Rd				Southbound S Huntington Rd				Eastbound Riley Dr				Westbound Riley Dr				15 Min Sum	1 HR Sum			
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn					
04:00:00 PM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:05:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:10:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
04:15:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5
04:25:00 PM	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
04:30:00 PM	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
04:35:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	11
04:40:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
04:45:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	10
04:50:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	10
04:55:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10 35
05:00:00 PM	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10 36
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7 33
05:10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6 33
05:15:00 PM	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7 36
05:20:00 PM	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	12 40
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10 36
05:30:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7 34
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3 32
05:40:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	7 33
05:45:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	9 33
05:50:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9 31
05:55:00 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	9 32

Data Provided by K-D-N.com 503-594-4224

N/S street	Hwy 97
E/W street	Finley Butte Rd
City, State	La Pine OR
Site Notes	
Location	43.667613 - -121.505953
Start Date	Wednesday, December 19, 2018
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:00:00 PM
Peak 15 Min Start	04:00:00 PM
PHF (15-Min Int)	0.94



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	355	37	0	127	398	0	0	0	0	0	0	42	0	95	0	392	525	0	137	440	450	0	164
Percent Heavy Vehicles																							
0.0%	8.7%	2.7%	0.0%	1.6%	7.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	0.0%	1.1%	0.0%	8.2%	5.9%	NaN	1.5%	6.8%	7.1%	NaN	1.8%

PHV - Bicycles														PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

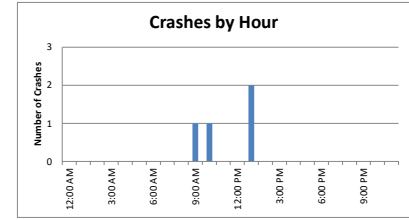
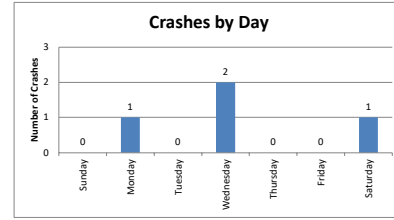
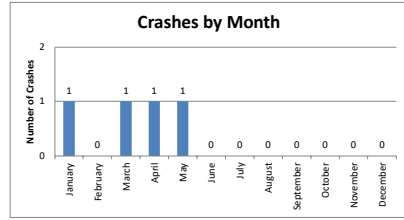
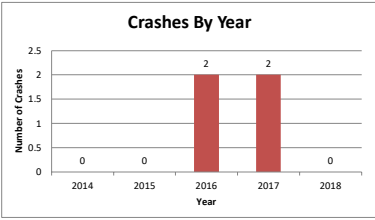
Time	Northbound Hwy 97				Southbound Hwy 97				Eastbound Finley Butte Rd				Westbound Finley Butte Rd				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	0	37	3	0	12	42	0	0	0	0	0	0	5	0	7	0		
04:05:00 PM	0	35	6	0	7	31	0	0	0	0	0	0	6	0	10	0		
04:10:00 PM	0	21	3	0	9	29	0	0	0	0	0	0	6	0	10	0	279	
04:15:00 PM	0	34	3	0	7	36	0	0	0	0	0	0	1	0	11	0	265	
04:20:00 PM	0	34	3	0	3	26	0	0	0	0	0	0	5	0	7	0	248	
04:25:00 PM	0	29	2	0	14	26	0	0	0	0	0	0	3	0	4	0	248	
04:30:00 PM	0	24	3	0	18	35	0	0	0	0	0	0	2	0	9	0	247	
04:35:00 PM	0	24	1	0	10	40	0	0	0	0	0	0	3	0	6	0	253	
04:40:00 PM	0	28	1	0	8	38	0	0	0	0	0	0	0	0	7	0	257	
04:45:00 PM	0	28	5	0	6	30	0	0	0	0	0	0	3	0	7	0	245	
04:50:00 PM	0	30	5	0	22	34	0	0	0	0	0	0	3	0	13	0	268	
04:55:00 PM	0	31	2	0	11	31	0	0	0	0	0	0	5	0	4	0	270	1054
05:00:00 PM	0	24	3	0	11	37	0	0	0	0	0	0	2	0	4	0	272	1029
05:05:00 PM	0	21	1	0	8	33	0	0	0	0	0	0	4	0	9	0	241	1010
05:10:00 PM	0	26	4	0	8	41	0	0	0	0	0	0	5	0	7	0	248	1023
05:15:00 PM	0	40	3	0	7	25	0	0	0	0	0	0	2	0	9	0	253	1017
05:20:00 PM	0	19	1	0	15	33	0	0	0	0	0	0	7	0	5	0	257	1019
05:25:00 PM	0	18	1	0	6	32	0	0	0	0	0	0	4	0	5	0	232	1007
05:30:00 PM	0	25	1	0	10	21	0	0	0	0	0	0	3	0	19	0	225	995
05:35:00 PM	0	13	0	0	12	26	0	0	0	0	0	0	5	0	16	0	217	983
05:40:00 PM	0	12	2	0	5	18	0	0	0	0	0	0	2	0	9	0	199	949
05:45:00 PM	0	18	2	0	11	36	0	0	0	0	0	0	2	0	7	0	196	946
05:50:00 PM	0	13	0	0	4	28	0	0	0	0	0	0	3	0	8	0	180	895
05:55:00 PM	0	17	1	0	6	34	0	0	0	0	0	0	1	0	6	0	197	876

Project Name: Evans La Pine Subdivision
 Project Number: 1468
 Query Information:
 Date Queried: 2014-2018
 Data Provider: ODOT Crash Analysis Reporting Unit
 Analyst: JWW
 Summary Date: 2/22/2021
 Text File Name:
 Filters Applied: County: Deschutes

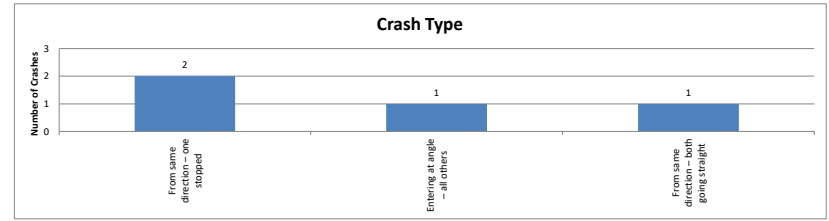
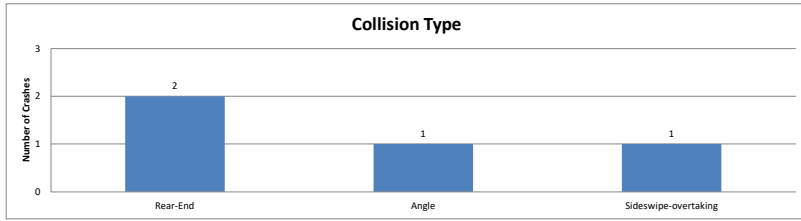
US 97 / Finley Butte Road

January 2014 through December 2018

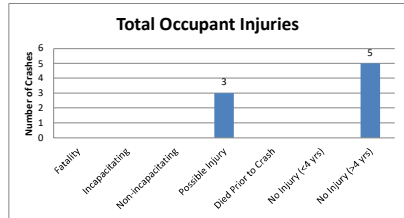
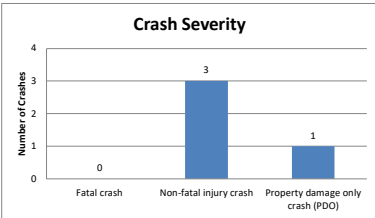
Crash Summary by Date and Time



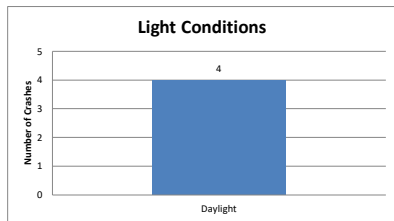
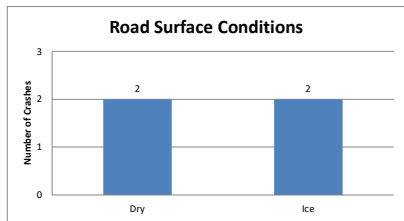
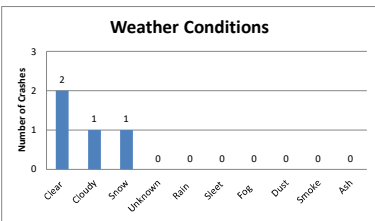
Crash Summary by Type



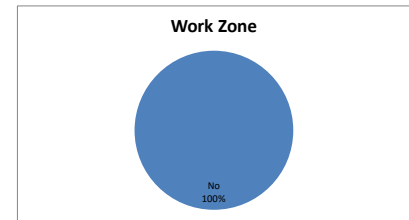
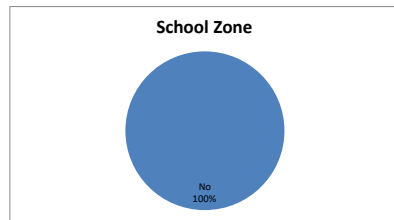
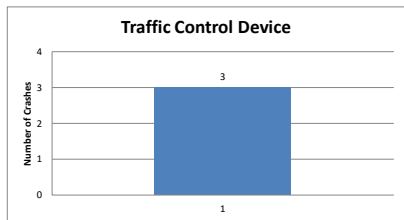
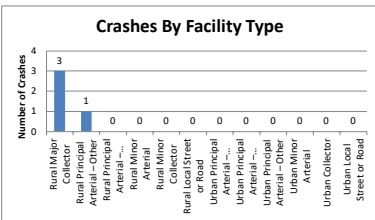
Crash Severity



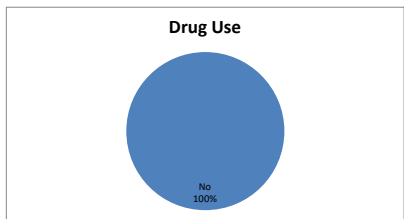
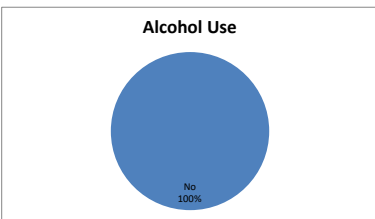
Crash Environment Characteristics



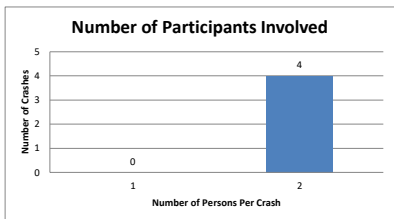
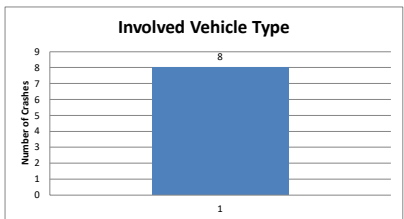
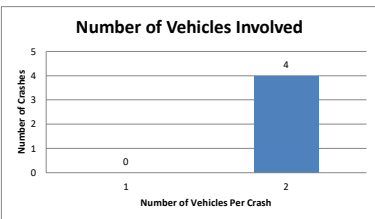
Crash Area Characteristics



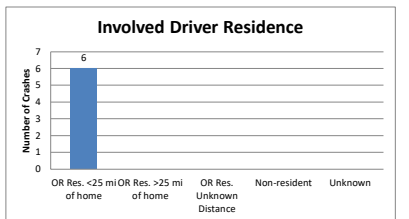
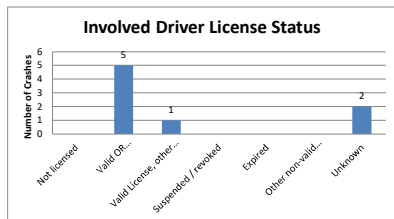
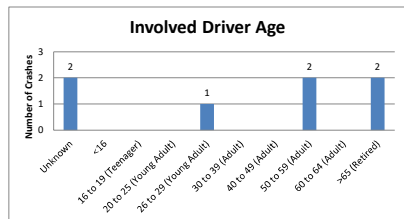
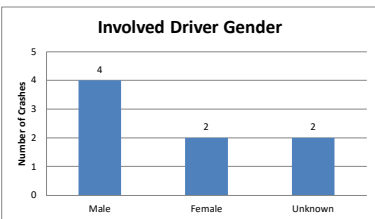
Driving Impairments



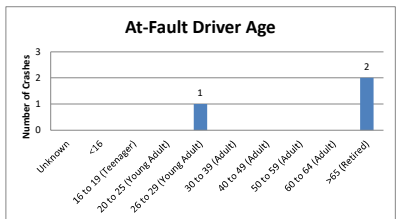
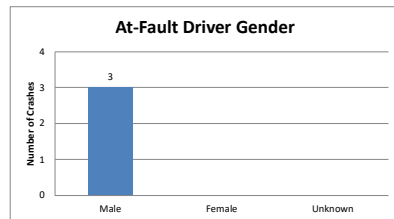
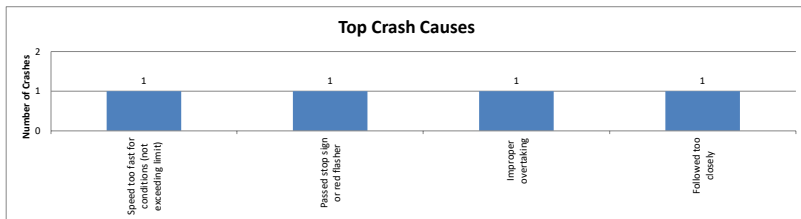
Vehicles and Occupants



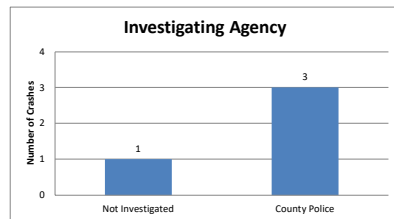
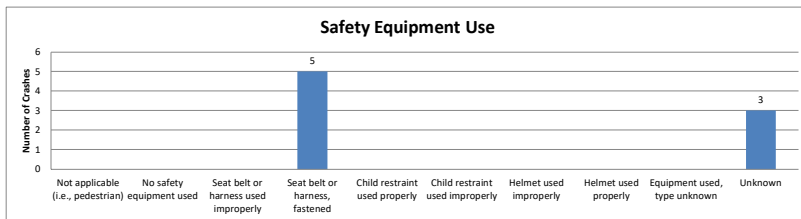
Involved Driver Characteristics



At-Fault Driver Characteristics



Other Crash Characteristics

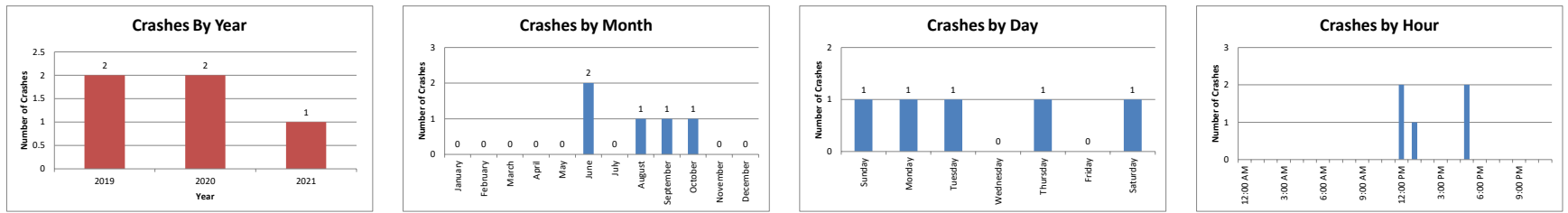


Project Name:
 Project Number:
 Query Information: US 97_Finley Butte Rd
 Date Queried:
 Data Provider: ODOT Crash Analysis Reporting Unit
 Analyst:
 Summary Date: 5/15/2024
 Text File Name:
 Filters Applied: County: Deschutes Weather Condition: Clear

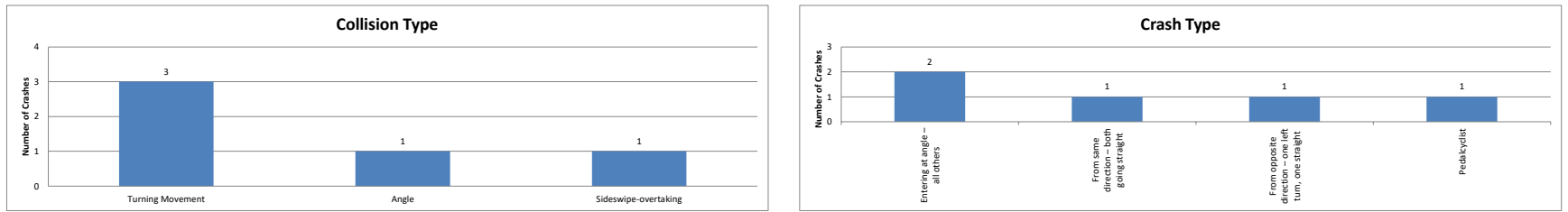
US 97/ Finley Butte Rd

(January 2018 through December 2022)

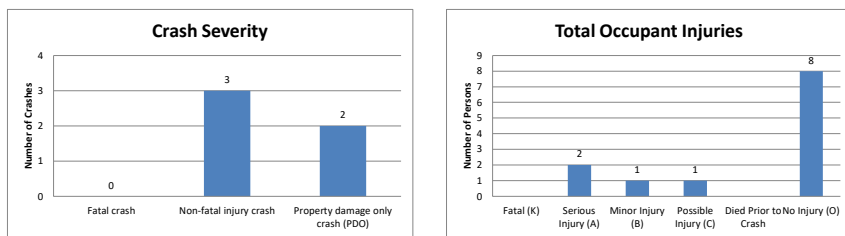
Crash Summary by Date and Time



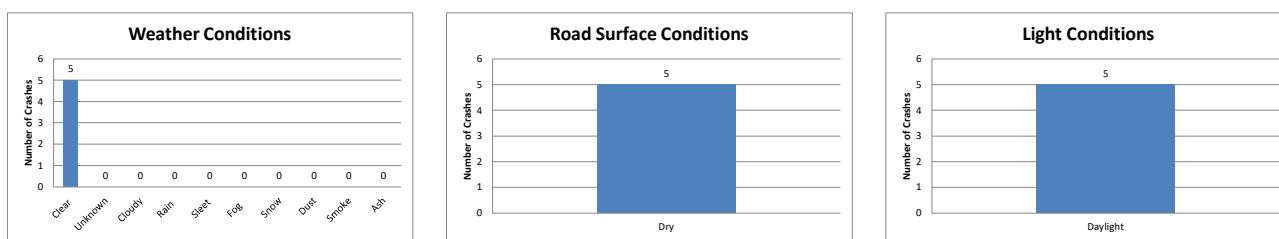
Crash Summary by Type



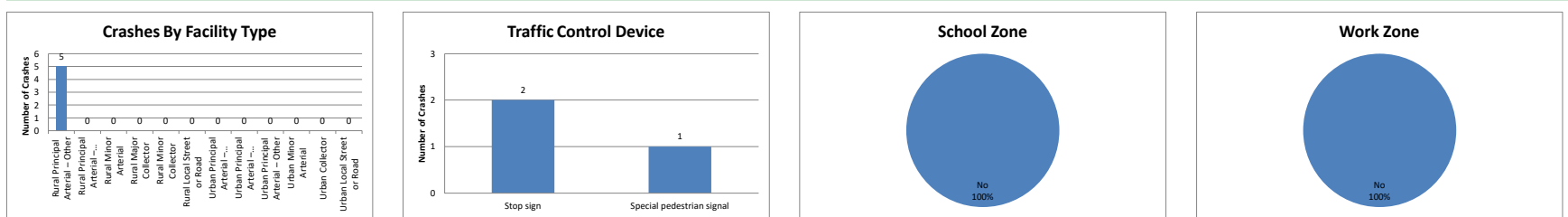
Crash Severity



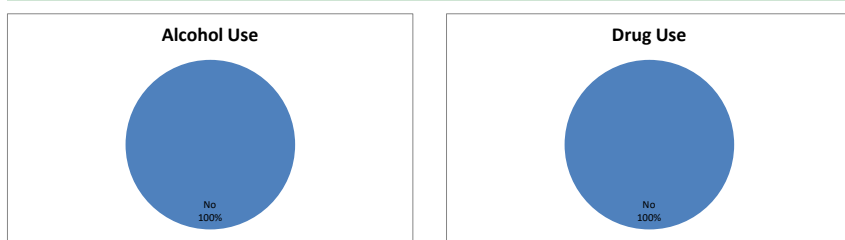
Crash Environment Characteristics



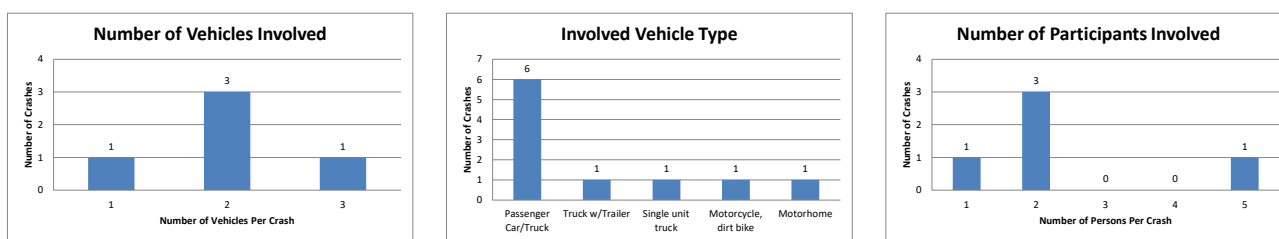
Crash Area Characteristics



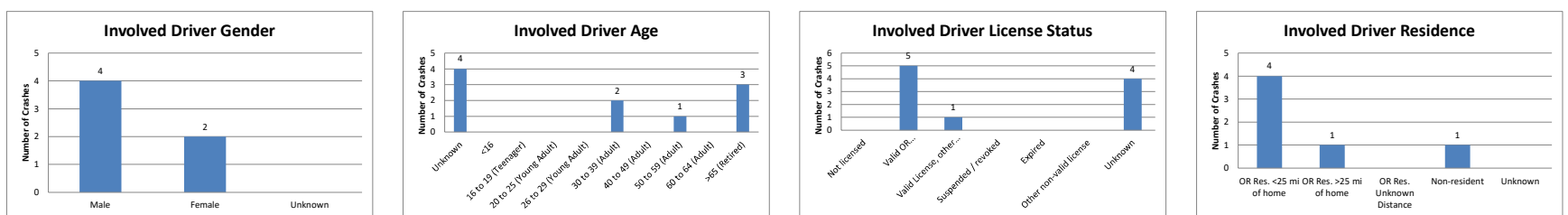
Driving Impairments



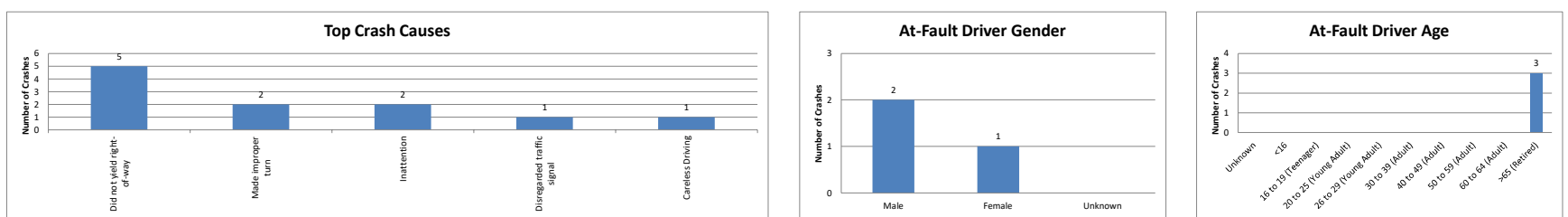
Vehicles and Occupants



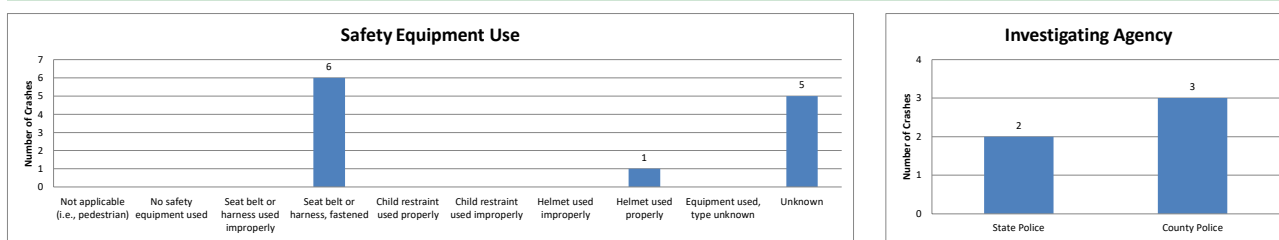
Involved Driver Characteristics



At-Fault Driver Characteristics



Other Crash Characteristics



Intersection						
Int Delay, s/veh	4.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	110	456	22	163	596
Future Vol, veh/h	29	110	456	22	163	596
Conflicting Peds, #/hr	0	4	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	1	11	14	0	13
Mvmt Flow	32	122	507	24	181	662

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1543	523	0	0	531
Stage 1	519	-	-	-	-
Stage 2	1024	-	-	-	-
Critical Hdwy	6.4	6.21	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.309	-	-	2.2
Pot Cap-1 Maneuver	128	556	-	-	1047
Stage 1	601	-	-	-	-
Stage 2	350	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	106	554	-	-	1047
Mov Cap-2 Maneuver	106	-	-	-	-
Stage 1	601	-	-	-	-
Stage 2	289	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30	0	2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	294	1047
HCM Lane V/C Ratio	-	-	0.525	0.173
HCM Control Delay (s)	-	-	30	9.2
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	2.9	0.6

HCM 6th TWSC
2: S Huntington Rd & Finley Butte Rd

2024 Existing Traffic Conditions
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	179	56	28	130	24	7
Future Vol, veh/h	179	56	28	130	24	7
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	84	84	84	84	84	84
Heavy Vehicles, %	2	0	0	3	0	0
Mvmt Flow	213	67	33	155	29	8

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	280	0	468
Stage 1	-	-	-	-	247
Stage 2	-	-	-	-	221
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	-	-	1294	-	557
Stage 1	-	-	-	-	799
Stage 2	-	-	-	-	821
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1294	-	541
Mov Cap-2 Maneuver	-	-	-	-	541
Stage 1	-	-	-	-	799
Stage 2	-	-	-	-	798

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	583	-	-	1294	-
HCM Lane V/C Ratio	0.063	-	-	0.026	-
HCM Control Delay (s)	11.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	74	3	2	73	0	2	1	1	1	0	1
Future Vol, veh/h	0	74	3	2	73	0	2	1	1	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	8	0	0	0	0	8
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	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	0	4	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	97	4	3	96	0	3	1	1	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	96	0	0	101	0	0	210	201	99	202	203	104
Stage 1	-	-	-	-	-	-	99	99	-	102	102	-
Stage 2	-	-	-	-	-	-	111	102	-	100	101	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1510	-	-	1504	-	-	752	699	962	761	697	956
Stage 1	-	-	-	-	-	-	912	817	-	909	815	-
Stage 2	-	-	-	-	-	-	899	815	-	911	815	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1510	-	-	1504	-	-	744	698	962	758	696	949
Mov Cap-2 Maneuver	-	-	-	-	-	-	744	698	-	758	696	-
Stage 1	-	-	-	-	-	-	912	817	-	909	813	-
Stage 2	-	-	-	-	-	-	889	813	-	908	815	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			9.7			9.3		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	775	1510	-	-	1504	-	-	843
HCM Lane V/C Ratio	0.007	-	-	-	0.002	-	-	0.003
HCM Control Delay (s)	9.7	0	-	-	7.4	0	-	9.3
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	0	0	0	0	1
Future Vol, veh/h	0	0	0	0	0	1
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	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1	0	-	0	1
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	0
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1622	-	-	-	1022
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1622	-	-	-	1022
Mov Cap-2 Maneuver	-	-	-	-	1022
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	1084
HCM Lane V/C Ratio	-	-	-	-	0.001
HCM Control Delay (s)	0	-	-	-	8.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	10	1	15	15
Future Vol, veh/h	0	5	10	1	15	15
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	7	14	1	21	21

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	78	15	0	0	15
Stage 1	15	-	-	-	-
Stage 2	63	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	930	1070	-	-	1616
Stage 1	1013	-	-	-	-
Stage 2	965	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	918	1070	-	-	1616
Mov Cap-2 Maneuver	918	-	-	-	-
Stage 1	1013	-	-	-	-
Stage 2	952	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	3.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1070	1616
HCM Lane V/C Ratio	-	-	0.006	0.013
HCM Control Delay (s)	-	-	8.4	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	7.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	130	476	33	200	624
Future Vol, veh/h	36	130	476	33	200	624
Conflicting Peds, #/hr	0	4	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	1	11	14	0	13
Mvmt Flow	40	144	529	37	222	693

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1685	552	0	0	566
Stage 1	548	-	-	-	-
Stage 2	1137	-	-	-	-
Critical Hdwy	6.4	6.21	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.309	-	-	2.2
Pot Cap-1 Maneuver	105	535	-	-	1016
Stage 1	583	-	-	-	-
Stage 2	309	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	82	533	-	-	1016
Mov Cap-2 Maneuver	82	-	-	-	-
Stage 1	583	-	-	-	-
Stage 2	241	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	55	0	2.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	243	1016
HCM Lane V/C Ratio	-	-	0.759	0.219
HCM Control Delay (s)	-	-	55	9.5
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	5.4	0.8

HCM 6th TWSC
2: S Huntington Rd & Finley Butte Rd

Year 2026 No Build Conditions
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	200	84	38	142	40	13
Future Vol, veh/h	200	84	38	142	40	13
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	84	84	84	84	84	84
Heavy Vehicles, %	2	0	0	3	0	0
Mvmt Flow	238	100	45	169	48	15

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	338	0	547 288
Stage 1	-	-	-	-	288 -
Stage 2	-	-	-	-	259 -
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	-	-	1232	-	502 756
Stage 1	-	-	-	-	766 -
Stage 2	-	-	-	-	789 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1232	-	482 756
Mov Cap-2 Maneuver	-	-	-	-	482 -
Stage 1	-	-	-	-	766 -
Stage 2	-	-	-	-	757 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	529	-	-	1232	-
HCM Lane V/C Ratio	0.119	-	-	0.037	-
HCM Control Delay (s)	12.7	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	83	3	2	86	0	2	1	1	1	0	1
Future Vol, veh/h	0	83	3	2	86	0	2	1	1	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	8	0	0	0	0	8
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	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	0	4	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	109	4	3	113	0	3	1	1	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	113	0	0	113	0	0	239	230	111	231	232	121
Stage 1	-	-	-	-	-	-	111	111	-	119	119	-
Stage 2	-	-	-	-	-	-	128	119	-	112	113	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1489	-	-	1489	-	-	719	673	948	728	672	936
Stage 1	-	-	-	-	-	-	899	807	-	890	801	-
Stage 2	-	-	-	-	-	-	881	801	-	898	806	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1489	-	-	1489	-	-	711	672	948	725	671	929
Mov Cap-2 Maneuver	-	-	-	-	-	-	711	672	-	725	671	-
Stage 1	-	-	-	-	-	-	899	807	-	890	799	-
Stage 2	-	-	-	-	-	-	871	799	-	895	806	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			9.9			9.4		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	747	1489	-	-	1489	-	-	814
HCM Lane V/C Ratio	0.007	-	-	-	0.002	-	-	0.003
HCM Control Delay (s)	9.9	0	-	-	7.4	0	-	9.4
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	0	0	0	0	1
Future Vol, veh/h	1	0	0	0	0	1
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	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	0	0	0	0	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1	0	-	0	3
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	2
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	1635	-	-	-	1025
Stage 1	-	-	-	-	1028
Stage 2	-	-	-	-	1026
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1635	-	-	-	1024
Mov Cap-2 Maneuver	-	-	-	-	1024
Stage 1	-	-	-	-	1027
Stage 2	-	-	-	-	1026

Approach	EB	WB	SB
HCM Control Delay, s	7.2	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1635	-	-	-	1090
HCM Lane V/C Ratio	0.001	-	-	-	0.001
HCM Control Delay (s)	7.2	0	-	-	8.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	4.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	11	10	1	26	16
Future Vol, veh/h	0	11	10	1	26	16
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	15	14	1	36	22

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	109	15	0	0	15
Stage 1	15	-	-	-	-
Stage 2	94	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	893	1070	-	-	1616
Stage 1	1013	-	-	-	-
Stage 2	935	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	872	1070	-	-	1616
Mov Cap-2 Maneuver	872	-	-	-	-
Stage 1	1013	-	-	-	-
Stage 2	913	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	4.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1070	1616
HCM Lane V/C Ratio	-	-	0.014	0.022
HCM Control Delay (s)	-	-	8.4	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1

Intersection						
Int Delay, s/veh	13.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	42	149	476	44	232	624
Future Vol, veh/h	42	149	476	44	232	624
Conflicting Peds, #/hr	0	4	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	1	11	14	0	13
Mvmt Flow	47	166	529	49	258	693

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1763	558	0	0	578
Stage 1	554	-	-	-	-
Stage 2	1209	-	-	-	-
Critical Hdwy	6.4	6.21	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.309	-	-	2.2
Pot Cap-1 Maneuver	94	531	-	-	1006
Stage 1	580	-	-	-	-
Stage 2	285	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	70	529	-	-	1006
Mov Cap-2 Maneuver	70	-	-	-	-
Stage 1	580	-	-	-	-
Stage 2	212	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	102.2	0	2.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	217	1006
HCM Lane V/C Ratio	-	-	0.978	0.256
HCM Control Delay (s)	-	-	102.2	9.8
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	8.6	1

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	226	101	38	157	50	13
Future Vol, veh/h	226	101	38	157	50	13
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	84	84	84	84	84	84
Heavy Vehicles, %	2	0	0	3	0	0
Mvmt Flow	269	120	45	187	60	15

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	389	0	606
Stage 1	-	-	-	-	329
Stage 2	-	-	-	-	277
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	-	-	1181	-	463
Stage 1	-	-	-	-	734
Stage 2	-	-	-	-	774
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1181	-	443
Mov Cap-2 Maneuver	-	-	-	-	443
Stage 1	-	-	-	-	734
Stage 2	-	-	-	-	741

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	13.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	481	-	-	1181	-
HCM Lane V/C Ratio	0.156	-	-	0.038	-
HCM Control Delay (s)	13.9	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	83	29	12	86	0	17	1	7	1	0	1
Future Vol, veh/h	0	83	29	12	86	0	17	1	7	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	8	0	0	0	0	8
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	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	0	4	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	109	38	16	113	0	22	1	9	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	113	0	0	147	0	0	282	273	128	278	292	121
Stage 1	-	-	-	-	-	-	128	128	-	145	145	-
Stage 2	-	-	-	-	-	-	154	145	-	133	147	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1489	-	-	1447	-	-	674	637	927	678	622	936
Stage 1	-	-	-	-	-	-	881	794	-	863	781	-
Stage 2	-	-	-	-	-	-	853	781	-	875	779	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1489	-	-	1447	-	-	662	629	927	664	615	929
Mov Cap-2 Maneuver	-	-	-	-	-	-	662	629	-	664	615	-
Stage 1	-	-	-	-	-	-	881	794	-	863	772	-
Stage 2	-	-	-	-	-	-	835	772	-	865	779	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.9			10.3			9.7		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	718	1489	-	-	1447	-	-	774
HCM Lane V/C Ratio	0.046	-	-	-	0.011	-	-	0.003
HCM Control Delay (s)	10.3	0	-	-	7.5	0	-	9.7
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	5.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	0	0	21	36	1
Future Vol, veh/h	1	0	0	21	36	1
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	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	0	0	28	48	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	28	0	-	0	16
Stage 1	-	-	-	-	14
Stage 2	-	-	-	-	2
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	1599	-	-	-	1008
Stage 1	-	-	-	-	1014
Stage 2	-	-	-	-	1026
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1599	-	-	-	1007
Mov Cap-2 Maneuver	-	-	-	-	1007
Stage 1	-	-	-	-	1013
Stage 2	-	-	-	-	1026

Approach	EB	WB	SB
HCM Control Delay, s	7.3	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1599	-	-	-	1009
HCM Lane V/C Ratio	0.001	-	-	-	0.049
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	5.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	21	10	1	43	16
Future Vol, veh/h	0	21	10	1	43	16
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	29	14	1	60	22

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	157	15	0	0	15	0
Stage 1	15	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	839	1070	-	-	1616	-
Stage 1	1013	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	807	1070	-	-	1616	-
Mov Cap-2 Maneuver	807	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	856	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	5.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1070	1616
HCM Lane V/C Ratio	-	-	0.027	0.037
HCM Control Delay (s)	-	-	8.5	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1



BECON, LLC

Civil Engineering and Land Surveying

549 SW Mill View Way, Suite 100 • Bend OR, 97702 • 541.633.3140

Burden of Proof Statement Finley Butte Ranch Subdivision

**Applicant/
Owner:** Evans Property Holdings, LLC
17140 Shawnee Circle
Sunriver, OR 97707

**Engineer/
Surveyor:** BECON Civil Engineering & Land Surveying
549 SW Mill View Way, Suite 100
Bend, OR 97702

Location: Taxlot: 221014CD00100
51305 Evans Way
Zoned: RSF – Residential Single Family

Request: Approval of a tentative plan to divide the approximate 19-acre subject parcel into 89 residential lots in the La Pine Residential Single-Family (RSF) Zone. Additionally, Applicant requests to exclude the requirement for curbs from the development, which is at the discretion of the City Engineer to waive per La Pine Development Code (LDC)15.90.070 (T).

I. APPLICABLE CRITERIA, STANDARDS AND PROCEDURES:

City of La Pine Development Code

Article 3, Zoning Districts

Chapter 15.18 Residential Zones

Article 5, Development Standards

Chapter 15.80, Development Standards, Generally

Chapter 15.88, Access and Circulation

Chapter 15.90, Public Facilities

Chapter 15.92, Additional Standards for Land Divisions

Chapter 15.94, Improvement Procedures and Guarantees

Article 7, Procedures

Chapter 15.202, Summary of Application Types and General Provisions

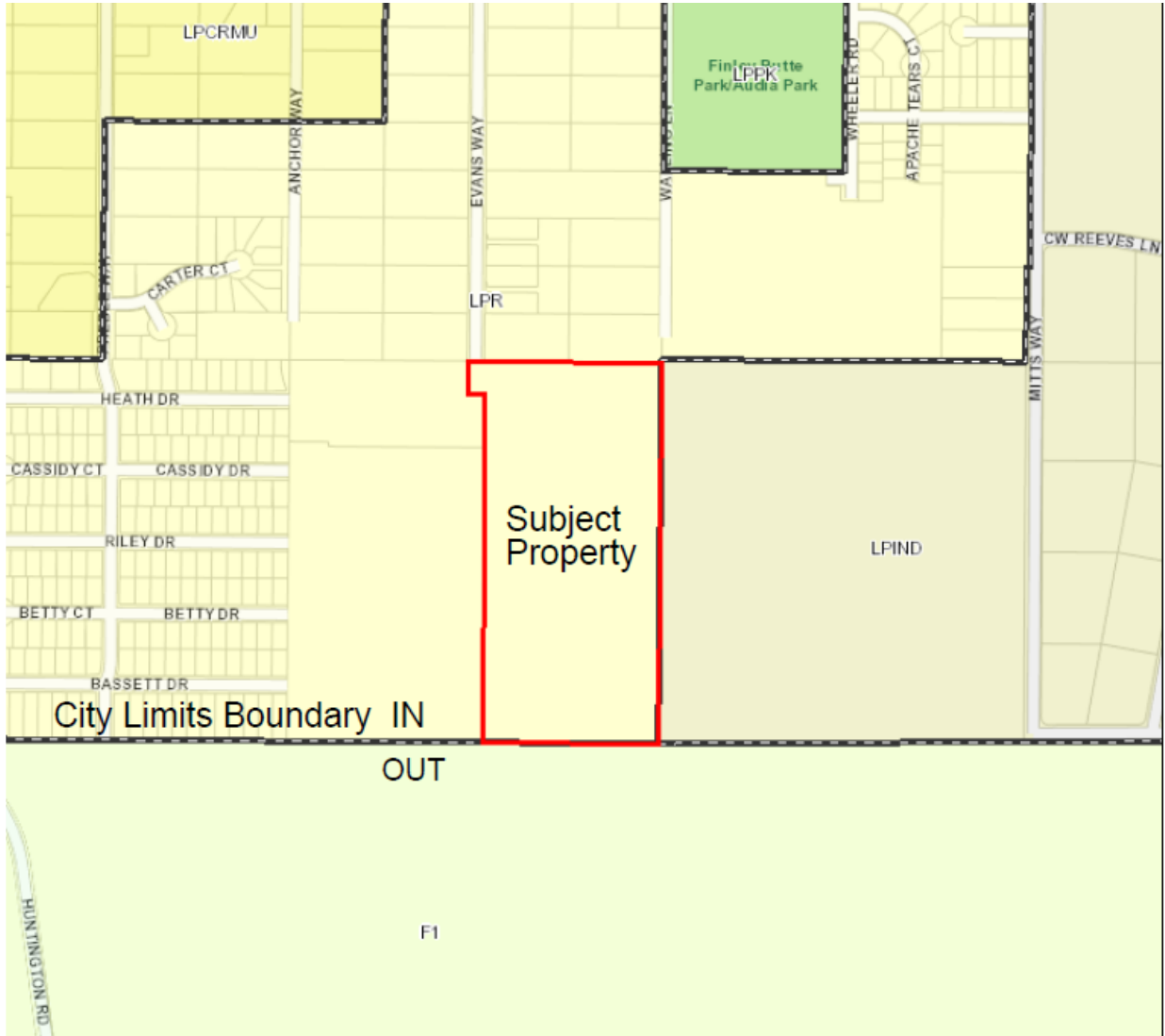
Chapter 15.204, Application Procedures

Article 9, Land Divisions

Chapter 15.406, Subdivisions and Planned Unit Developments (PUD)

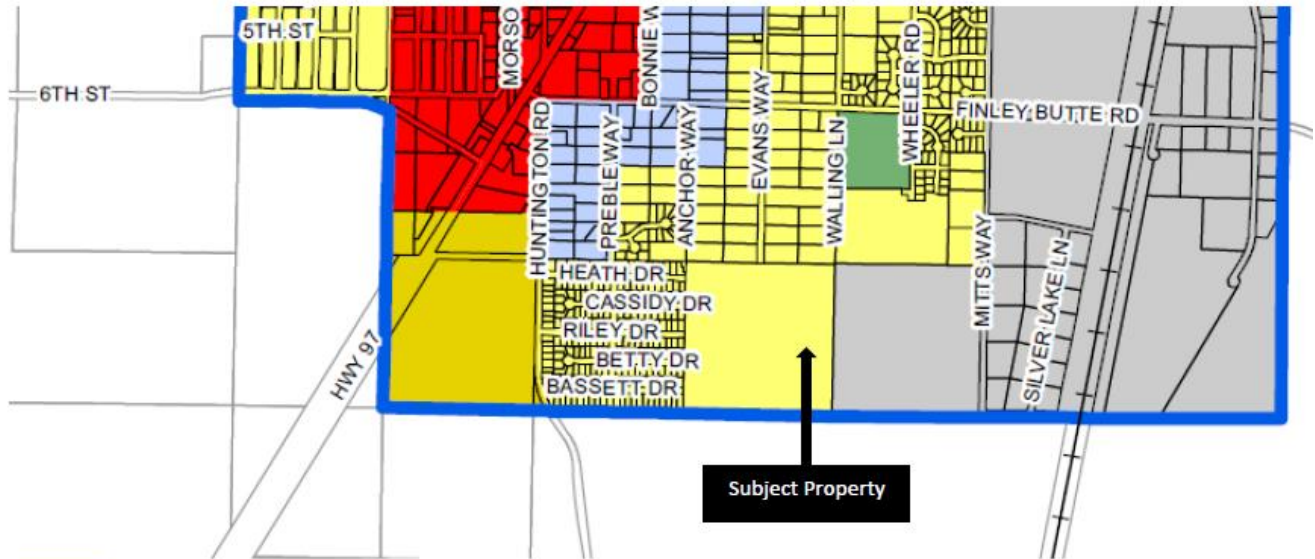
II. BASIC FINDINGS:

1. **LOCATION:** The subject property is at 51305 Evans Way, La Pine and is identified as Tax Lot 100 on Deschutes County Assessor's Map 22-10-14CD.



Source: Deschutes County Interactive Mapping (DIAL)

2. **EXISTING ZONING & COMPREHENSIVE PLAN DESIGNATION:** The subject property is zoned Residential Single Family (RSF) on the La Pine Zoning Map and is also designated RSF on the La Pine Comprehensive Plan Map. The current City of La Pine Zoning Map does not include the subject property in any overlay zones.



Residential Single-Family

Source: La Pine Zoning Map (March 7, 2023)

3. **SITE DESCRIPTION & SURROUNDING USES:** The subject property is approximately 18.9 acres in size and is of a rectangular configuration. The subject property is vacant, and the topography is relatively level and treeless. To the south is property owned by the Bureau of Land Management and is zoned Forest Use by Deschutes County, and is the La Pine City Limits and Urban Growth Boundary (UGB). To the north are two unplatted RSF lots with single-family dwellings. The property abuts the public right-of way of Evans Way to the northwest and Walling Lane to the northeast. To the west are the Evans Way Estates and Oksenholt Estates RSF residential subdivisions. The property abuts the public right-of ways of Heath Drive and Bassett Drives to the west. To the east is Tax Lot 302 on Deschutes County Assessor's Map 22-10-14. It is a vacant 38.7 acre parcel zoned Industrial and owned by the County.
4. **PROPOSAL:** Approval of a tentative plan to divide the 18.9-acre subject tract into 89 residential lots in the La Pine RSF Zone. The proposal includes residential lots to be developed with single-family detached dwellings. Additionally, Applicant requests the City Engineer to waive the requirement for curbs, as allowed by 15.90.070 (T).
5. **LOT OF RECORD:** Pursuant to Section 15.304.020 (A), the subject property consists of one legal lot of record lawfully created as Parcel 1 of Partition Plat 2018-45, recorded in Official Records 2018-48789 on December 11, 2018.

III. APPLICATION OF STANDARDS AND CRITERIA:

CONFORMANCE WITH CITY OF LA PINE DEVELOPMENT CODE

Article 7 - Procedures

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.

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).

...

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.

...

Table 15.202 - 1 – Summary of Approvals by Type of Review Procedure (Excerpted)

Application*	Review Procedures	Applicable Regulations
Land Divisions		
Subdivision, PUD or Replat of >3 lots Preliminary Plat Final Plat	Type III Type I	Chapter 15.406
Partition or Re-plat of 2-3 lots Minor - Preliminary Plat Major - Preliminary Plat Final Plat	Type II Type III Type I	Chapter 15.410
Boundary Line Adjustments, Replatting	Type I	Chapter 15.414
* The applicant may be required to obtain building permits and other permits and approvals from other agencies, such as a road authority or natural resource regulatory agency. The City’s failure to notify the applicant of any requirement or procedure of another agency shall not invalidate a permit or other decision made by the City under this Code.		

RESPONSE: The proposal is for a residential subdivision, thus, a Type III procedural review is required.

15.202.050 Neighborhood Contact

- A. Purpose and Applicability.** Unless waived by the City Planning Official, applicants for master plans, subdivisions with more than 10 lots, major variances and property owner-initiated for zone changes are required to contact neighboring property owners and offer to a hold 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.

RESPONSE: Applicant had pre-application with City Staff on February 14, 2020, where Applicant was informed that due to the lack of complexity of the application, the neighborhood meeting was waived, citing that the required public notice, process, and planning commission hearing will afford public involvement and opportunity to comment to the record. Therefore, the requirement for a neighborhood meeting has been waived by the City Planning Official provided for under subsection (A) above.

15.202.110 Expiration of approval

A. Scope.

1. Except as otherwise provided herein, this section shall apply to and describe the duration of all approvals of land use permits provided for under this Development Code.

2. This section does not apply to:

- a. Those determinations made by declaratory ruling or expiration determinations, that involve a determination of the legal status of a property, land use or land use permit rather than whether a particular application for a specific land use meets the applicable standards of the zoning ordinance. Such determinations, whether favorable or not to the applicant or landowner, shall be final, unless appealed, and shall not be subject to any time limits.
- b. Quasi-judicial map changes.

B. Duration of Approvals.

1. Except as otherwise provided under this section or under other applicable provisions of this Code, a land use approval is void two years after the date the discretionary decision becomes final if the use approved in the permit is not initiated within that time period.

2. Except as otherwise provided under applicable ordinance provisions, preliminary approval of plats shall be void after two years from the date of preliminary approval, unless the final plat has been submitted to the City Planning Official for final approval within that time period, or an extension is sought under Subsection (C), or the preliminary plat approval has been initiated as defined herein.

3. The City Planning Official or Planning Commission, may approve a request to complete developments of five or more acres provided the total time for all phases shall not exceed 5 years from the date the application becomes final. An extension of any phase of a phased development shall automatically extend all subsequent phases.

RESPONSE: Application for the final plat shall be made prior to two (2) years from the date the decision becomes final, otherwise an extension shall be applied for.

Chapter 15.204 - Application Procedures

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.

APPLICANTS RESPONSE: Applicant understands that the proposed subdivision will be processed as a Type III procedure for a Quasi-Judicial review going to the La Pine Planning Commission for a decision after a staff report is prepared by City staff. Applicant has submitted the required application form provided by the Planning Official which is accompanied by all of the supplemental items listed under Subsection 2 above. The requirements of Section 15.204.030 (A) (1) and (2) are satisfied.

Article 9 – Land Divisions

Chapter 15.406 - Subdivisions and Planned Unit Developments (PUD)

15.406.010 Subdivision Applications

- A. Application.** Any person proposing a subdivision, or the authorized agent or representative thereof, shall submit an application for a subdivision to the City. The application shall be accompanied with either an outline development plan as provided for in division (B) of this section, or a tentative plan as set forth in division (C) of this section, together with improvement plans and other supplementary material as may be required, and the materials required for the applicable review type as specified in Article 7. The number of copies required shall be as specified on the application form. The date of filing shall be construed to be the date on which all of the foregoing materials are received and accepted by the appropriate city official.

APPLICANTS RESPONSE: As stated above, Applicant has submitted the required application form provided by the Planning Official which is accompanied by all of the supplemental items satisfying the requirements of Section 15.204.030 (A) (1) and (2).

- B. Outline development plan.** The submittal of an outline development plan in the subdivision application process is at the option of the applicant and/or developer. If an outline development plan is prepared and submitted with the application for a subdivision, it shall include both maps and written statements as set forth below.

...

RESPONSE: An outline development plan is not required and is not being provided by Applicant with the application.

C. Tentative plan required. Following or in conjunction with submittal and approval of an outline development plan and subdivision application, or as an initial subdivision application, any person proposing a subdivision shall submit a tentative plan together with the accompanying information and supplemental data, prepared and submitted in accordance with the provisions of this section and materials required for a Type III review as specified in Article 7. (ORS 92.040). Note: Applicants should review the design standards set forth in Article 5 prior to preparing a tentative plan for a development.

1. Scale of tentative plan. The tentative plan of a proposed subdivision shall be drawn on a sheet 18 by 24 inches in size or multiples thereof at a scale of one inch equals 100 feet or multiples thereof as approved by the Planning Official. (ORS 92.080). In addition, at least one copy of the plan on a sheet of paper measuring 8 ½ inches by 11 inches or 11 inches by 17 inches shall be provided for public notice requirements.

2. Information requirements. The following information shall be shown on the tentative plan or provided in accompanying materials. No tentative plan submittal shall be considered complete, unless all such information is provided unless approved otherwise by the Planning Official.

a. General information required.

(1) Proposed name of the subdivision.

(2) Names, addresses and phone numbers of the owner of record and subdivider, authorized agents or representatives, and surveyor and any assumed business names filed or to be filed by the owner or subdivider in connection with the development.

(3) Date of preparation, north point, scale and gross area of the development.

(4) Identification of the drawing as a tentative plan for a subdivision.

(5) Location and tract designation sufficient to define its location and boundaries, and a legal description of the tract boundaries in relation to existing plats and streets.

b. Information concerning existing conditions.

(1) Location, names and widths of existing improved and unimproved streets and roads within and adjacent to the proposed development.

(2) Location of any existing features such as section lines, section corners, city and special district boundaries and survey monuments.

(3) Location of existing structures, fences, irrigation canals and ditches, pipelines, waterways, railroads and natural features, such as rock outcroppings, marshes, wetlands, geological features and natural hazards.

(4) Location and direction of water courses, and the location of areas subject to erosion, high water tables, and storm water runoff and flooding

(5) Location, width and use or purpose of any existing easements or rights-of-way within and adjacent to the proposed development.

(6) Existing and proposed sewer lines, water mains, culverts and underground or overhead utilities within and adjacent to the proposed development, together with

pipe sizes, grades and locations.

(7) Contour lines related to some established bench mark or other acceptable datum and having minimum intervals of not more than 20 feet.

C. Information concerning proposed subdivision.

(1) Location, names, width, typical improvements, cross-sections, approximate grades, curve radii and length of all proposed streets, and the relationship to all existing and projected streets.

(2) Location, width and purpose of all proposed easements or rights-of-way, and the relationship to all existing easements or rights-of-way.

(3) Location of at least one temporary benchmark within the proposed subdivision boundary.

(4) Location, approximate area and dimensions of each lot and proposed lot and block numbers.

(5) Location, approximate area and dimensions of any lot or area proposed for public, community or common use, including park or other recreation areas, and the use proposed and plans for improvements or development thereof.

(6) Proposed use, location, area and dimensions of any lot which is intended for nonresidential use and the use designated thereof.

(7) An outline of the area proposed for partial recording on a final plat if phased development and recording is contemplated or proposed.

(8) Source, method and preliminary plans for domestic water supply, sewage disposal, solid waste collection and disposal and all utilities.

(9) Stormwater and other drainage plans.

RESPONSE: Submitted with the completed application form are preliminary engineering plans including a tentative plan designed in accordance with requirements of this section and containing all the applicable information and elements listed above.

D. Master development plan required. An overall master development plan shall be submitted for all developments planning to utilize phase or unit development. The plan shall include, but not be limited to, the following elements.

1. Overall development plan, including phase or unit sequences and the planned development schedule thereof.
2. Schedule of improvements initiation and completion.
3. Sales program timetable projection.
4. Development plans of any common elements or facilities.
5. Financing plan for all improvements.

RESPONSE: The proposal does not include a Master Planned Development, and proposes to plat and develop the subdivision in one phase. Regarding, (D)(1) above, as evident from the submitted tentative plan, Applicant proposes one phase for the subdivision.

E. Supplemental information required. The following supplemental information shall be submitted with the tentative plan for a subdivision.

1. **Proposed deed restrictions or protective covenants, if such are proposed to be utilized for the proposed development.**
2. **Reasons and justifications for any variances or exceptions proposed or requested to the provisions of this subchapter, the applicable zoning regulations or any other applicable local, state or federal ordinance, rule or regulation.**

RESPONSE: A waiver under Section 15.90.070 (T) is proposed as addressed in this burden of proof statement. The authority to exclude the requirement for curbs from the development is at the discretion of the City Engineer.

F. Tentative plan review procedures.

1. **Tentative plan review shall follow the Type III review procedures in Article 7.**
2. **The decision on a tentative plat shall be set forth in a written decision, and in the case of approval shall be noted on not less than two copies of the tentative plan, including references to any attached documents setting forth specific conditions.**

RESPONSE: Applicant understands that tentative plan review follows Type III review procedures in Article 7. Applicant acknowledges that the decision for the proposed tentative plan will be provided by the City in the form of a written decision and noted on not less than two (2) copies of the tentative plan, including references to any attached documents that set for specific conditions.

G. Tentative approval relative to final plan. Approval of the tentative plan shall not constitute final acceptance of the final plat of the proposed subdivision for recording. However, approval of the tentative plan shall be binding upon the city for preparation of the final plat and the city may require only such changes as are deemed necessary for compliance with the terms of its approval of the tentative plan.

RESPONSE: Applicant understands the limitations for tentative approval relative to final plan review and approval stipulated in (G) above.

H. Resubmission of denied tentative plan. Resubmittal shall be considered a new filing, but shall require the applicant to consider all items for which the prior denial was based, in addition to the other filing requirements set forth by this chapter.

RESPONSE: Resubmission of a denied tentative plan is not proposed, thus, is not applicable.

- I. **Requirements for approval. An outline development plan or a tentative plan for a subdivision shall not be approved unless it is found, in addition to other requirements and standards set forth by this chapter and other applicable City of La Pine ordinances, standards and regulations, that the following requirements have been met:**
 1. **The proposed development is consistent with applicable density and development standards set forth of the applicable zone in Article 3. All lots conform to the applicable lot standards of the zoning district including density, lot area, dimensions, setbacks, and coverage.**

RESPONSE: The proposed tentative plan is consistent with the applicable development and density standards of the RSF District set forth in Article 3.

- 2. The proposal is in compliance with any applicable overlay zone regulations in article 4.**

RESPONSE: The current City of La Pine Zoning Map does not include the subject property in any overlay zones.

- 3. The proposal is in compliance with the design and improvement standards and requirements set forth in article 5, or as otherwise approved by the city, or that such compliance can be assured by conditions of approval.**

RESPONSE: The submitted tentative plan is designed to comply with applicable design and improvement standards of Article 5.

- 4. The applicant has demonstrated that adequate public facilities are available or can be made available at the time of development, and, if necessary, that the developer has proposed adequate and equitable improvements and expansions to the facilities to bring the facilities and services up to an acceptable capacity level.**

RESPONSE: Adequate public facilities are available to serve the development and will be extended to serve the lots of each phase in accordance with City of La Pine Standards and Specifications at the time each phase is developed. No issues of deficiency have been identified. This approval criterion is subjective as the term “adequate” is not defined. As a result, it does not provide a basis for imposing exactions or for denying the subdivision application.

- 5. The development provides for the preservation of significant scenic, archaeological, natural, historic and unique resources in accordance with applicable provisions of this Development Code and the comprehensive plan.**

RESPONSE: This criterion is not applicable as there are no significant scenic, archaeological, natural, historic and unique resources on the property.

- 6. The proposed name of the subdivision is not the same as, similar to or pronounced the same as the name of any other subdivision in the city or within a six-mile radius thereof, unless the land platted is contiguous to and platted as an extension of an existing subdivision. (ORS 92.090)**

RESPONSE: The proposed name for the subdivision, “Finley Butte Ranch” complies with this criterion. The proposed name will be submitted to the County Surveyor for confirmation prior to final plat filing.

- 7. The streets and roads are laid out so as to conform to an adopted transportation system plan for the area, and to the plats of subdivisions and maps of major partitions already approved for adjoining property as to width, general direction and in all other respects unless the city determines it is in the public interest to modify the street or road pattern.**

- 8. Streets and roads for public use are to be dedicated to the public without any**

reservation or restriction; and streets and roads for private use are approved by the city as a variance to public access requirements.

- 9. Adequate mitigation measures are provided for any identified and measurable adverse impacts on or by neighboring properties or the uses thereof or on the natural environment.**

RESPONSE: The tentative plan provides for connectivity to streets and utilities on developed abutting properties (Oksenholt Estates and Evans Way Estates). The TSP does not provide a street development pattern for the subject property and does not violate any provision of the TSP that has been adopted by specific reference in the development code. Proposed streets will be dedicated to the public and intended for public use. The “adequate mitigation measures” standard of criteria (9) is not clear and objective and, therefore, does not apply to the City’s review of this application.

- 10. Provisions are made for access to abutting properties that will likely need such access in the future, including access for vehicular and pedestrian traffic, public facilities and services and utilities.**

RESPONSE: As evident from review of the submitted tentative plan, the development is designed to provide for future access to abutting properties (e.g. connectivity). This includes access for vehicular and pedestrian traffic, public facilities, as well as services and utilities.

15.406.040 Subdivisions and PUD Review

- A. Review of a subdivision or planned unit development shall follow the Type III review procedures set forth in in Article 7.**
- B. Public hearing and notice required. Neither an outline development plan or a tentative plan for a proposed subdivision or PUD may be approved unless the City first advertises and holds a public hearing thereon according to applicable requirement in Article 7.**

RESPONSE: This section is procedural and Applicant understands that the proposal for a subdivision will be processed by City staff in accordance to Type III review procedures set forth in Article 7 and that City Staff is required to provide notice to the public of the hearing and will hold a public hearing before the La Pine Planning Commission in accordance with the applicable requirements in Article 7.

Article 3 – Zoning Districts

Chapter 15.18 Residential Zones

Section 15.18.200 (A), Characteristics of the Residential Zones, provides the following description of the RSF Zone:

- A. Residential Single-Family Zone (RSF). The RSF zone permits residential uses at densities between one and seven dwelling units per gross acre. Permitted residential uses consist primarily of detached single-family housing, duplexes, and low density multi-family developments. The RSF zone also allows community service uses such as**

churches, schools, and parks that may be subject to special use standards.

Development standards for RSF Zone are provided under LDC 15.18.400:

15.18.400 Development Standards

A. Purpose. The development standards for residential zones work together to create desirable residential areas by promoting aesthetically pleasing environments, safety, privacy, energy conservation, and recreational opportunities. The development standards generally assure that new development will be compatible with the City’s character. At the same time, the standards allow for flexibility for new development. In addition, the regulations provide certainty to property owners, developers, and neighbors about the limits of what is allowed.

B. Development Standards. The development standards for residential zones are presented in Table 15.18-2. Development standards may be modified as provided by Chapter 15.320, Variances. Additional standards may apply to specific zones or uses, see Section 15.18.500. Footnotes in the table correspond to the sections below.

1. Minimum density standard in the RSF zone only applies to subdivisions. Development on existing lots and partitions are exempt from this standard. Accessory dwellings do not count toward the maximum density standard in the RSF zone.
2. Accessory dwellings do not count towards the maximum density standard in the RDF zone.

Table 15.18-2 — Development Standards in the Residential Zones (Excerpted)

Standard	RSF
Minimum density	1 unit per acre (1)
Maximum density	7 units per acre (2)
Minimum lot size	None
Minimum street frontage	50 feet 35 feet on cul-de-sac street 25 feet for townhomes
Minimum setbacks	--
- Front or street-side yard	20 feet
- Side yard	10 feet None for townhomes
- Rear yard	20 feet
Maximum building height	45 feet
Maximum lot coverage	75% for townhomes 50% for all other uses

Minimum landscaped area

RESPONSE: As evident from the submitted tentative plan, the proposed subdivision is designed to comply with all applicable development standards for the RSF Zone and is in harmony with the characteristics of the RSF Zone. More specifically, the density of the proposed subdivision is approximately 4.7 dwelling units per acre¹ well within the range of 1 to 7 units per acres specified above. Lot sizes range between 5,200 and 10,101 square feet.²

The proposed lot sizes are of a large enough size to accommodate dwellings and garages, as well as accessory structures, and comply with the front, side, and rear setbacks and maximum lot coverage requirements. Compliance with setbacks, lot coverage and building height will be verified for compliance during the building permit review process for the development of each lot. Pursuant to 15.82.010, minimum landscape areas do not apply to single-family dwelling construction, but to developments subject to site plan review, such as duplexes and triplexes, multi-family, commercial and industrial uses, etc. The proposed tentative plan complies, or will comply upon development, to the standards of this section.

Article 5 – Development Standards

Chapter 15.80 Development Standards, Generally

15.80.010 Purpose

Article 5 contains development and design standards for the built environment. The standards are intended to protect the public health, safety, and welfare through the provision of landscaping and buffering, parking and loading facilities, multimodal accessibility and interconnectivity, and adequate public facilities.

In interpreting and applying this title, the provisions herein shall be held to be the minimum requirements adopted for the promotion of the public health, safety, comfort, convenience, and general welfare.

15.80.020 Applicability

Any land division or development, and the improvements required therefore, shall be in compliance with the development, design and improvement standards and requirements set forth in this Article. Other provisions of this Code, other city ordinances, or state statutes or administrative rules may also apply.

Chapter 15.88 Access and Circulation

15.88.030 Vehicular Access and Circulation

A. Purpose and Intent. Section 15.88.030 implements the street access guidelines of the City of La Pine Transportation System Plan. It is intended to promote safe vehicle

¹ 89 units/18.9 acres = 4.7 dwelling units per acre considering single-family dwelling development.
² Lots 34-37 are 5,200 square feet in size and Lot 13 is 10,101 sq. ft.

access and egress to properties, while maintaining traffic operations in conformance with adopted standards. "Safety," for the purposes of this chapter, extends to all modes of transportation.

- B. Permit Required. Vehicular access to a public street (e.g., a new or modified driveway connection to a street or highway) requires an approach permit approved by the applicable roadway authority.**

RESPONSE: The proposal includes new roads and new roadway connections to existing facilities. The applicant understands that access points and roadways will be reviewed via this Subdivision application, in addition to future infrastructure review.

- C. Traffic Study Requirements. The City, in reviewing a development proposal or other action requiring an approach permit, may require a traffic impact analysis, pursuant to Section 15.90.080, to determine compliance with this Code.**

RESPONSE: As detailed in the submittal documents, the proposal is supported by a Traffic Impact Analysis that has been prepared by Transight Consulting LLC. The submitted report conforms to the submittal requirements of this section.

- D. Approach and Driveway Development Standards. Access management restrictions and limitations consist of provisions managing the number of access points and/or providing traffic and facility improvements that are designed to maximize the intended function of a particular street, road or highway. The intent is to achieve a balanced, comprehensive program which provides reasonable access as new development occurs while maintaining the safety and efficiency of traffic movement. Intersections, approaches and driveways shall conform to access spacing guidelines in the City of La Pine Transportation System Plan and the roadway authority's engineering standards. In the review of all new development, the reviewing authority shall consider the following techniques or considerations in providing for or restricting access to certain transportation facilities.**

- 1. Access points to arterials and collectors may be restricted through the use of the following techniques.**
 - a. Restricting spacing between access points based on the type of development and the speed along the serving collector or arterial.**
 - b. Sharing of access points between adjacent properties and developments.**
 - c. Providing access via a local order of street; for example, using a collector for access to an arterial, and using a local street for access to a collector.**
 - d. Constructing frontage or marginal access roads to separate local traffic from through traffic.**
 - e. Providing service drives to prevent overflow of vehicle queues onto adjoining roadways.**
- 2. Consideration of the following traffic and facility improvements for access management.**

- a. Providing of acceleration, deceleration and right-turn-only lanes.
- b. Offsetting driveways to produce T-intersections to minimize the number of conflict points between traffic using the driveways and through traffic.
- c. Installation of median barriers to control conflicts associated with left turn movements.
- d. Installing side barriers to the property along the serving arterial or collector to restrict access width to a minimum.

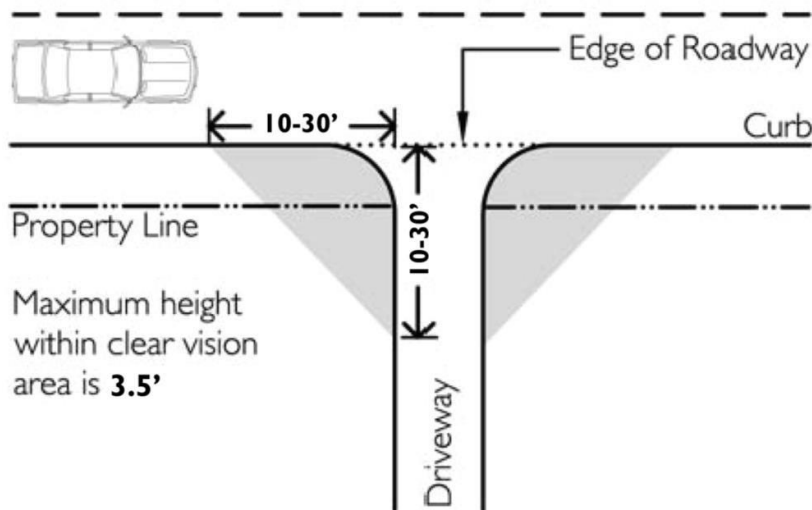
RESPONSE: Access management restrictions and limitations are not needed as the proposal is for an 89 lot residential subdivision that will have access exclusively to local access roads. (D) (1) and (2) are inapplicable to the proposed subdivision.

15.88.040 Clear Vision Areas (Visibility at Intersections)

- A. In all zones, a clear vision area shall be maintained on the corners of all property at the intersection of two streets or a street and a railroad. A clear vision area shall contain no planting, wall, structure, private signage, or temporary or permanent obstruction exceeding three and one-half feet in height, measured from the top of the curb or, where no curb exists, from the established street centerline grade, except that trees exceeding this height may be located in this area provided all branches and foliage are removed to a height of eight feet above the grade.
- B. A clear vision area shall consist of a triangular area on the corner of a lot at the intersection of two streets or a street and a railroad (see Figure 18.88-1). Where lot lines have rounded corners, the specified distance is measured from a point determined by the extension of the lot lines to a point of intersection. The third side of the triangle is the line connecting the ends of the measured sections of the street lot lines. The following measurements shall establish clear vision areas within the City.
 - 1. In an agricultural, forestry or industrial zone, the minimum distance shall be 30 feet; or at intersections including an alley, 10 feet.
 - 2. In all other zones, the minimum distance shall be in relationship to street and road right of way widths as follows:

Right of way Width	Clear vision
80 feet or more	20 feet
Less than 80 feet	30 feet

Figure 15.88-1. Clear Vision Areas



RESPONSE: Clear vision standards can be provided for through the development of the subdivision. Proposed street trees can be omitted in these areas. This standard is typically imposed as an ongoing condition of approval for a tentative plan.

15.88.050 Pedestrian Access and Circulation

A. Purpose and Intent. This section implements the pedestrian access and connectivity policies of City of La Pine Transportation System Plan and the requirements of the Transportation Planning Rule (OAR 660-012). It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.

B. Standards. New subdivisions, multi-family developments, planned developments, commercial developments and institutional developments shall conform to all of the following standards for pedestrian access and circulation:

1. **Continuous Walkway System.** A pedestrian walkway system shall extend throughout the development site and connect to adjacent sidewalks, if any, and to all future phases of the development, as applicable.
2. **Safe, Direct, and Convenient.** Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas, playgrounds, and public rights-of-way conforming to the following standards:
 - a. **The walkway is reasonably direct.** A walkway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of out-of- direction travel.
 - b. **The walkway is designed primarily for pedestrian safety and convenience,** meaning it is reasonably free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The City may require landscape buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns.

- c. **Vehicle/Walkway Separation.** Except as required for crosswalks, per subsection 4, below, where a walkway abuts a driveway or street it shall be raised six inches and curbed along the edge of the driveway or street. Alternatively, the City may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is physically separated from all vehicle-maneuvering areas. An example of such separation is a row of bollards (designed for use in parking areas) with adequate minimum spacing between them to prevent vehicles from entering the walkway.
- d. **Crosswalks.** Where a walkway crosses a parking area or driveway (“crosswalk”), it shall be clearly marked with contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrasting material). The crosswalk may be part of a speed table to improve driver- visibility of pedestrians.
- e. **Walkway Construction.** Walkway surfaces may be concrete, asphalt, brick or masonry pavers, or other City-approved durable surface meeting ADA requirements. Walkways shall be not less than four feet in width, except that the City may require five- foot wide, or wider, sidewalks in developments where pedestrian traffic warrants walkways wider than four feet.
- f. **Multi-Use Pathways.** Multi-use pathways, where approved, shall be 10 feet wide and constructed of asphalt, concrete or other City-approved durable surface meeting ADA requirements consistent with the applicable City engineering standards.

RESPONSE: Depicted on the submitted tentative plan is the location of proposed sidewalks within rights-of-way abutting all proposed lots in the subdivision. The pedestrian sidewalks comply with applicable standards of this section as they provide practical connectivity, as well as safe, reasonably direct, and convenient pedestrian access and circulation. The pedestrian sidewalk system extends throughout the development site and will connect to adjacent sidewalks to the west within Evans Way Estates and Oksenholt Estates subdivisions along Heath Drive and Bassett Drive. Additionally, as depicted on the submitted tentative plan, a sidewalk will be provided along the east side of the right-of-way for Evans Way to the north boundary of the subject parcel. The sidewalk system within the subdivision has been designed to comply with this section and sidewalks can be constructed to comply with applicable City of La Pine standards.

Chapter 15.90 Public Facilities

15.90.020 Developer Responsibility for Streets and Other Public Facilities

- A. Duties of developer.** It shall be the responsibility of the developer to construct all streets, curbs, sidewalks, sanitary sewers, storm sewers, water mains, electric, telephone and cable television lines necessary to serve the use or development in accordance with the specifications of the city and/or the serving entity.
- B. Over-Sizing.** The City may require as a condition of development approval that sewer, water, or storm drainage systems serving new development be sized to accommodate future development within the area as projected by the applicable facility master plan, and the City may authorize other cost-recovery or cost- sharing methods as provided

under state law.

RESPONSE: Developer proposes to construct all necessary streets, sidewalks, sanitary sewers, storm sewers, water mains, electric, telephone and cable television lines necessary to serve the proposed phased subdivision in accordance with City of La Pine Standards and Specifications and/or the serving entity. The over-sizing code criterion is not enforceable because it is not a clear and objective approval criterion.

C. Inadequate existing streets. Whenever existing streets, adjacent to, within a tract or providing access to and/or from a tract, are of inadequate width and/or improvement standards, additional right-of-way and/or improvements to the existing streets may be required.

RESPONSE: As evident from the submitted tentative plan, abutting rights-of-way are adequate. The proposed development provides a logical extension of Evans Way. A partial street section is proposed for Walling Lane.

D. Half streets. Half streets, while generally not acceptable, may be approved where essential to the reasonable development of a proposed land development, and when the City finds it will be practical to require dedication and improvement of the other half of the street when the adjoining property is developed. Whenever a half street exists adjacent to a tract of land proposed for development, the other half of the street shall be dedicated and improved.

RESPONSE: The applicant is proposing to construct Walling Lane as a partial street due to restrictions imposed by existing utilities and there not being available right-of-way on the property to the east.

15.90.030 Sewer and Water

A. Sewer and Water Plan Approval. Development permits for sewer and water improvements shall not be issued until the Public Works Director has approved all sanitary sewer and water plans in conformance with City standards.

RESPONSE: It is understood that development permits for sewer and water improvements will not be issued until the Public Works Director has approved all sanitary sewer and water plans as being in conformance with City standards.

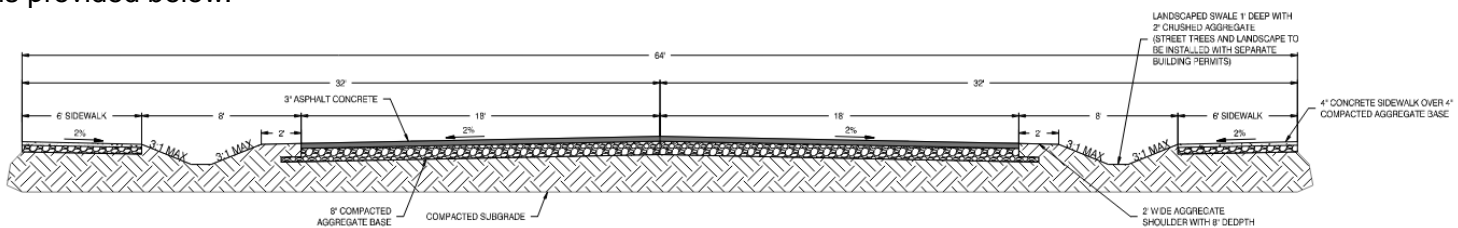
B. Inadequate Facilities. Development permits may be restricted or rationed by the City where a deficiency exists in the existing water or sewer system that cannot be rectified by the development and which, if not rectified, will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of domestic water and sewerage treatment systems. The City may require water booster pumps, sanitary sewer lift stations, and other critical facilities be installed with backup power.

RESPONSE: Pre-application discussions with staff identified no such threat to public health or safety or deficiency where such restrictions would be warranted for this development. Furthermore, this code section is not clear and objective so may not be applied as an approval criterion for this land use application.

15.90.040 Stormwater

- A. Accommodation of Upstream Drainage.** Culverts and other drainage facilities shall be large enough to accommodate existing and potential future runoff from the entire upstream drainage area, whether inside or outside the development. Such facilities shall be subject to review and approval by the City Engineer.
- B. Effect on Downstream Drainage.** Where it is anticipated by the City Engineer that the additional runoff resulting from the development will overload an existing drainage facility, the City shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development in accordance with City standards.

RESPONSE: Drainage systems associated with the subdivision are designed to comply with all applicable standards and specifications and provide capacity for all runoff generated on site. Proposed landscape swales in the right-of-way are designed to accommodate all anticipated drainage and run-off demands resulting from the development. A cross-section illustration from the submitted tentative plan is provided below:



15.90.050 Utilities

- A. General Provision.** The developer of a property is responsible for coordinating the development plan with the applicable utility providers and paying for the extension and installation of utilities not otherwise available to the subject property.

RESPONSE: The developer is prepared to coordinate the development plan with all applicable utility providers in accordance with this standard.

- B. Underground Utilities.** All new electrical, telephone or other utility lines shall be underground unless otherwise approved by the city.

RESPONSE: All utilities serving the development will be provided by underground service.

- C. Subdivisions.** In order to facilitate underground placement of utilities, the following additional standards apply to all new subdivisions:
 1. The developer shall make all necessary arrangements with the serving utility to provide the underground services. Care shall be taken to ensure that no above ground equipment obstructs vision clearance areas for vehicular traffic.
 2. The City reserves the right to approve the location of all surface-mounted facilities.
 3. All underground utilities installed in streets must be constructed and approved by

the applicable utility provider prior to the surfacing of the streets.

4. **Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.**

RESPONSE: All utilities serving the development will be provided by underground service, as designed by the serving utility. Measures will be taken to ensure that above ground equipment does not obstruct vision clearance areas for vehicular traffic. Compliance with (C)(1) through (4) can be ensured through the implementation of conditions of approval.

- D. **Exception to Undergrounding Requirement. The City may grant exceptions to the undergrounding standard where existing physical constraints, such as geologic conditions, streams, or existing development conditions make underground placement impractical.**

RESPONSE: An exception to the undergrounding standard is not anticipated by Applicant.

15.90.060 Public Street/Highway Improvement

The following public streets and highway improvement activities are permitted outright in all zones and are exempt from the permit requirements of this Code.

- A. **Installation of additional and/or passing lanes, including pedestrian ways and/or bikeways, within a public street or highway right-of-way existing as of the effective date of this chapter, unless such adversely impacts on-street parking capacities and patterns.**
- B. **Reconstruction or modification of public roads and highways, not including the addition of travel lanes, where no removal or displacement of buildings would occur, and/or no new land parcels result.**
- C. **Temporary public road and highway detours that will be abandoned and restored to original condition or use at such time when no longer needed.**
- D. **Minor betterment of existing public roads and highway related facilities such as maintenance yards, weigh stations, waysides, and rest areas within a right-of-way existing as of the effective date of this Code. In addition, also exempt are contiguous public-owned property utilized to support the operation and maintenance of public roads and highways provided such is not located within a duly designated Residential Zone, or adjacent to or across the street from a lot or parcel within such a zone.**
- E. **The construction, reconstruction, or modification of a public street or highway that is identified as a priority project in a transportation system plan (TSP) or the State Transportation Improvement Plan (STIP) that was duly adopted on or before the effective date of this chapter.**
- F. **The design, construction, operation, and maintenance of a tourist-oriented or public wayside.**

RESPONSE: Items (A) through (F) are not applicable to the proposed subdivision.

15.90.070 Design of Streets and Other Public Facilities

- A. Traffic circulation system. The overall street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain of the development and the area. An analysis of the proposed traffic circulation system within the land division, and as such system and traffic generated there from affects the overall City of La Pine transportation, will be required to be submitted with the initial land division review application. The location, width and grade of streets shall be considered in their relationship to existing and planned streets, to topographical conditions, to public convenience and safety and to the proposed use or development to be served thereby.**

RESPONSE: This code section provides for a subjective review to determine the adequacy and appropriateness of the traffic circulation pattern. It also directs the City to consider the location, width and grade of streets in relationship to existing and planned roads based on subjective factors. This code section, therefore, is not clear and objective and does not serve as a relevant approval criterion for the applicant's proposed subdivision.

The applicant has submitted a Traffic Impact Analysis (TIA) prepared by Transportation Engineer Joe Bessman, P.E. with Transight Consulting, LLC with its application. It provides information regarding the traffic circulation system that will serve the proposed subdivision. That information supports a finding that the overall street system will provide for adequate traffic circulation with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain of the development and the area.

- B. Street location and pattern. The proposed street location and pattern shall be shown on the development plan, and the arrangement of streets shall:**

- 1. Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or**
- 2. Conform to a plan for the general area of the development approved by the City to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical; and**
- 3. Conform to the adopted La Pine Transportation System Plan as may be amended.**

RESPONSE: As depicted on the tentative plan, the proposed location and pattern of proposed streets provides for appropriate and practical continuation of existing local streets on abutting properties. The street grid proposed extends Bassett and Heath drives into the proposed development, being the principal through streets to Huntington Road (an Arterial class roadway). Both Bassett and Heath Drives are extended through the development to the east property line allowing for continuation as part of future development of the County-owned, industrial-zoned property to the east, Tax Lot 302, 22-10-14.

Heath Drive and Bassett Drive are proposed to extend to the eastern boundary of the proposed subdivision, providing connectivity to future the undeveloped of property to the east. An Evans Way right-of-way dedication is proposed with this application to extend Evans Way from that portion approved with the Evans Way Estates plat. Interim secondary access via Walling Lane can be provided for alternative circulation until further development occurs. Such location and pattern of proposed streets conforms to the La Pine Transportation Plan and these standards can be satisfied.

The term “proper projection” is subjective and, therefore, is not basis for denial of this application. It also does not provide the City with authority to require changes to the location and pattern of proposed streets.

The general requirement to conform to the TSP is not a relevant approval criterion because it is not clear and objective and because entire comprehensive plan elements such as the TSP do not apply to a review of a city subdivision. ORS 197.195(1). For the TSP to apply, individual elements of the plan must be set out in the zoning code or specifically incorporated by reference in the zoning code.

C. Access Ways. The City, in approving a land use application with conditions, may require a developer to provide an access way where the creation of a cul-de-sac or dead-end street is unavoidable and the access way connects the end of the street to another street, a park, or a public access way. Where an access way is required, it shall be not less than 10 feet wide and shall contain a minimum six-foot-wide paved surface or other all-weather surface approved by the City. Access ways shall be contained within a public right-of-way or public access easement, as required by the City.

RESPONSE: As shown on the tentative plan, the Applicant proposes to dedicate and construct Evans Way where depicted on the tentative plan to connect to the City street grid. The fact that this code section allows the City to require access ways in its sole discretion means the standard is not clear and objective and may not be applied as an approval criterion for this application.

D. Future street extensions. Where necessary to give access to or permit future subdivision or development of adjoining land, streets shall be extended to the boundary of the proposed development or subdivision. Where a subdivision is proposed adjacent to other developable land, a future street plan shall be filed by the applicant in conjunction with an application for a subdivision in order to facilitate orderly development of the street system. The plan shall show the pattern of existing and proposed future streets from the boundaries of the proposed land division and shall include other divisible parcels within 600 feet surrounding and adjacent to the proposed subdivision. The street plan is not binding, but is intended to show potential future street extensions with future development. The plan must demonstrate, pursuant to City standards, that the proposed development does not preclude future street connections to adjacent development land. Wherever appropriate, street stubs shall be provided to allow access to future abutting subdivisions and to logically extend the street system into the surrounding area. Street ends shall contain turnarounds constructed to Uniform Fire Code standards, as the City deems applicable, and shall be designed to facilitate future extension in terms of grading, width, and temporary barricades.

RESPONSE: Property to the east, Tax lot 302, 22-10-14 is a vacant, 38.73 acre, County-owned parcel that is zoned Light Industrial (LI), thus, is potentially developable. Property to the south is outside of the

City Limits/UGB of La Pine and consists of government-owned Forest-zoned property, Forest Use (F1). To the west are Evans Way Estates and Oksenholt Estates single-family residential developments. Farther to the west is Huntington Meadows subdivision. To the north of the subject property are two parcels zoned RSF: Tax Lot 3100, 22-10-14CA, 1.14 acres in size and developed with a single-family dwelling; and Tax Lot 3200, 22-10-14CA, 1.25 acres in size and developed with a single-family dwelling. The proposed subdivision provides for continuation of streets to the north to extent practicable through Evans Way and Walling Lane. As evident from the submitted tentative plan, the vacant parcel to the east can be accessed through stubs to Heath Drive and Bassett Drive, providing connectivity for future development. Based on the above, and the submitted tentative plan, (D) is met.

The determination whether it is necessary to give access to or permit division of adjoining land requires the City to make a subjective determination. The same is true for the requirement that “proposed development does not preclude future street connection to adjacent development land” and the “where appropriate” standard for deciding whether street stubs should be provided. The standards, therefore, are not clear and objective and do not provide a basis for changes to the tentative plan or denial of the subdivision application.

E. Minimum right-of-way and roadway widths. Unless otherwise approved in the tentative development plan, street, sidewalk and bike rights-of-way and surfacing widths shall not be less than the minimum widths in feet set forth in the La Pine Transportation System Plan, and shall be constructed in conformance with applicable standards and specifications set forth by the city.

RESPONSE: Below is Table 4-4 excerpted from Page 61 of the La Pine TSP identifying Roadway Cross-Section Standards:

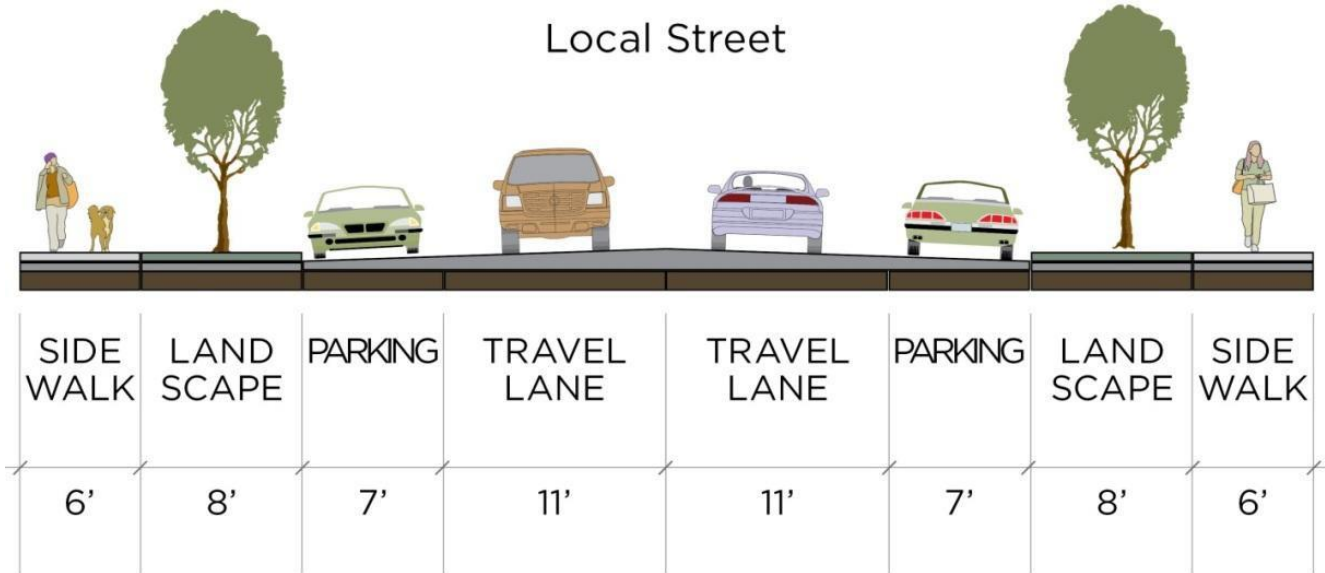
Table 4-4 presents the dimensional standards for the five proposed functional classifications in La Pine.

Table 4-4 Roadway Cross-Section Standards

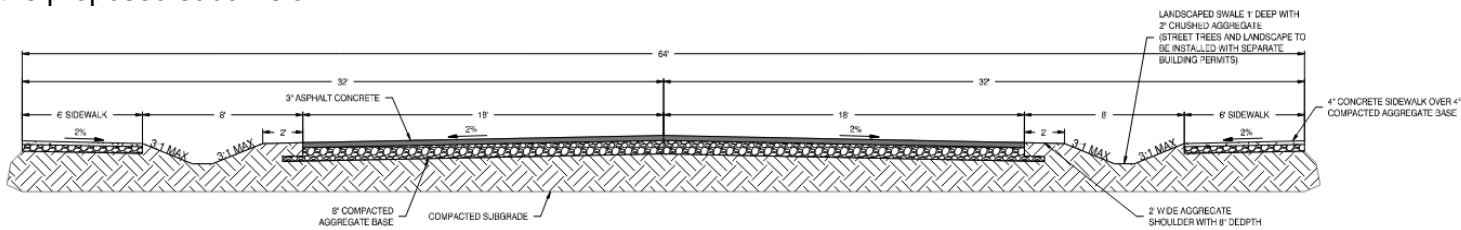
Function al Classifica tion	Features/Dimensions (Each Direction)					Left Turn Lane/ Media n	Tot al Pav ed Wid th	Total Right - of- Way Wid th
	Trave l Lane	Bi ke La ne	On- Stree t Parki ng	Sidew alk	Plan te r Stri p			
Arterial	12'	6'	None	6'	8'	Left- Turn Lanes, 14'	36' to 50'	78'
Major Collector	11'	6' ¹	7' ²	6'	8'	None	34 ¹ - 48'	76'
Local Street	11'	No ne	7'	6'	8'	None	36'	64'
Downtown Arterial	12'	6'	Option al, 7'	8'	8'	Optiona l Landsca ped	50'	82

						Median, 14'		
Minor Collector	11'	6'	None	6'	8'	None	34'	62'
Industrial Collector	14'	6'	None	6'	None	None	40'	52'

- 1 On low volume, low speed (>30 mph) facilities, alternative bicycle facilities can be considered at the discretion of the City.
- 2 On-street parking provide adjacent to commercially zoned properties.



Below is an excerpt from the tentative plan depicting the Local Street Cross-Section for streets within the proposed subdivision:



As depicted in the Local Street Cross-Section on the tentative plan street rights-of-way are 64 feet in width and comply with dimensional properties of the La Pine Transportation System Plan. Applicant proposes utilizing the 8-foot-wide landscape strip for storm drainage and street trees in addition to standard landscape plantings between driveways. Minimum right-of-way and roadway widths, including street, sidewalk, and surfacing widths, comply with the minimum widths set forth in the La Pine Transportation System Plan, and will be constructed in conformance with applicable standards and specifications set forth by the City of La Pine. This standard is met.

F. Sidewalks. Unless otherwise required in this chapter or other city ordinances or other regulations, or as otherwise approved by the Commission, sidewalks shall be required as specified in the La Pine Transportation System Plan. In lieu of these requirements, however, the City may approve a development without sidewalks if alternative pedestrian routes and facilities are provided.

RESPONSE: As depicted on the submitted tentative plan, the local street cross section identifies a 6-foot-wide, property-tight sidewalk on each side of the proposed local street rights-of-way abutting all proposed lots in the subdivision. The sidewalk system within the subdivision have been designed to comply with the standards provided in the TSP. Sidewalks will be constructed as proposed.

G. Bike lanes. Unless otherwise required in this chapter or other city ordinances or other regulations, bike lanes shall be required as specified in the La Pine Transportation System Plan, except that the Planning Commission may approve a development without bike lanes if it is found that the requirement is not appropriate to or necessary for the extension of bicycle routes, existing or planned, and may also approve a development without bike lanes in the streets if alternative bicycle routes and facilities are provided.

RESPONSE: Bike lanes are not proposed, nor are they required by the TSP, as the development does not include an arterial or collector street.³ Instead, cyclists can use the roadway surface of the proposed local street network.

H. Cul-de-sacs. A cul-de-sac street shall only be used where the City determines that environmental or topographical constraints, existing development patterns, or compliance with other applicable City requirements preclude a street extension. Where the City determines that a cul-de-sac is allowed, all of the following standards shall be met:

- 1. The cul-de-sac shall not exceed a length of 400 feet, except where the City through a Type II procedure determines that topographic or other physical constraints of the site require a longer cul-de-sac. The length of the cul-de-sac shall be measured along the centerline of the roadway from the near side of the intersecting street to the farthest point of the cul-de-sac.**
- 2. A cul-de-sac shall terminate with a circular turn around with a minimum radius of 45 feet of paved driving surface and a 50 foot right-of-way and meeting the Uniform Fire Code.**
- 3. The cul-de-sac shall provide, or not preclude the opportunity to later install, a pedestrian and bicycle access way between it and adjacent developable lands.**

RESPONSE: Subsection (H) is not applicable as cul-de-sacs are not proposed within the subdivision.

I. Marginal access streets. Where a land development abuts or contains an existing or proposed arterial street, the city may require marginal access streets, reverse frontage lots with suitable depth, screen- plantings contained in a non-access reservation strip along the rear or side property line or other treatments deemed necessary for adequate protection of residential properties and the intended functions of the bordering street, and to afford separation of through and local traffic.

J. Streets adjacent to railroad right-of-way. Whenever a proposed land development contains or is adjacent to a railroad right-of-way, provisions may be required for a street

³ Per Bicycle and pedestrian Facilities section on Page 61 of the La Pine TSP

approximately parallel to the ROW at a distance suitable for the appropriate use of land between the street and the ROW. The distance shall be determined with consideration at cross streets of the minimum distance required for approach grades to a future grade separation and to provide sufficient depth to allow screen planting or other separation requirements along the ROW.

K. Reserve Strips. Reserve strips or street plugs controlling access to streets will not be approved unless deemed necessary for the protection of public safety and welfare and may be used in the case of a dead-end street planned for future extension, and in the case of a half street planned for future development as a standard, full street.

RESPONSE: Standards (I) through (K) above are not applicable to the proposed subdivision.

L. Alignment. All streets, as far as practicable, shall be in alignment with existing streets by continuations of the center lines thereof. Necessary staggered street alignment resulting in intersections shall, wherever possible, leave a minimum distance of 200 feet between the center lines of streets of approximately the same direction, and in no case shall the off-set be less than 100 feet.

RESPONSE: The submitted tentative plan illustrates compliance with this standard. Aligned connections are provided at Heath Drive and Bassett Drive to connect with streets within the Evans Way Estates and Oksenholt Estates developments. A slight curvature of both Heath and Bassett Drives, northward and southward respectively, is necessary to accommodate the gradual decrease in depth to lots at the north end of the proposed subdivision, as well as the lots at the south end of the development.

The curvature of Heath Drive is necessary due to Lot 11 being a corner lot and having to be the length of approximately 157 feet for proper alignment with the right-of way of Heath Drive to the west. This is also applicable to the curvature of Bassett Drive where Lot 74 having to possess a length of approximately 161.4 feet for proper alignment with the right-of-way of Bassett Drive to the west. The curvature of the right-of-way for Heath Drive straightens out at Lot 6 and the east end of Lot 13. The curvature of the right-of-way for Bassett Drive straightens out at Lots 38 and 39.

Additionally, Evans Way is extended to the north in alignment with its existing right-of-way as part of this proposed development. This criterion is satisfied to the extent practicable and where not achieved, the proposed design addresses a relevant need.

This code section, although met by the tentative plan, is not clear and objective and, therefore, does not provide a basis for denial of this application. A determination whether a street "as far as practicable" is aligned with other streets is subjective; not objective.

M. Intersection angles. Streets shall be laid out to intersect at angles as near to right angles as practicable, and in no case shall an acute angle be less than 80 degrees unless there is a special intersection design approved by the City Engineer or other duly designated City representative as applicable. Other streets, except alleys, shall have at least 50 feet of tangent adjacent to the intersection, and the intersection of more than two streets at any one point will not be approved.

APPLICANT'S RESPONSE: The submitted tentative plan illustrates compliance with this standard. All intersections are as near to right angles as practicable. None intersect at an angle less than 80 degrees. The only intersections where streets do not intersect at a right angle are the intersections of "A" Street and Heath Drive and "A" Street and Bassett Drive. The existing alignments established by the plats of Evans Way Estates and Oksenholt Estates to the west are carried through. A slight curvature of both Heath and Bassett Drives, northward and southward respectively, is necessary to accommodate the gradual decrease in depth to lots at the north end and south end of the development. These are low-speed local streets that the City Engineer found to be acceptable in the decision for Evans Way Estates Subdivision. Therefore, this application complies with this section. The 80-degree angle requirement of this section is clear and objective. The "as near to right angles as practicable" is not and, therefore, is not a basis for denial or revision of this application.

N. Curves. Centerline radii of curves should not be less than 500 feet on major arterials, 300 feet on minor arterials, 200 feet on collectors or 100 feet on other streets and shall be on an even ten feet. Where existing conditions, particularly topography, make it otherwise impractical to provide building sites, the City may accept steeper grades and sharper curves than provided for herein in this subsection.

RESPONSE: All proposed streets are "other streets." Centerline radii of curves on all proposed streets comply with the 100 feet standard of this code section.

O. Street grades. Street grades shall not exceed 8% on arterials, 10% on collectors and 12% on all other streets including private driveways entering upon a public street or highway; however, for streets at intersections, and for driveways entering upon a public street or highway, there should be a distance of three or more car lengths (approximately 50 feet) where the grade should not exceed 6% to provide for proper stopping distance during inclement weather conditions.

P. Street names. Except for the extension of existing streets, no street names shall be used which will duplicate or be confused with the name of an existing street in the city or within a radius of six miles of the city or within the boundaries of a special service district such as fire or ambulance. Such street names shall be approved by the Deschutes County street name coordinator.

Q. Street name signs. Street name signs shall be installed at all street intersections by the developer in accordance with applicable city, county or state requirements. One street sign shall be provided at the intersection of each street, and two street signs shall be provided at four-way intersections.

R. Traffic control signs. Traffic control signs shall be provided for and installed by the developer as required and approved by the appropriate city, county and/or state agency or department.

RESPONSE: Development of the subdivision will comply with the above standards where applicable. The existing topography of the subject property does not contain any severe slopes. Actual street

grades, street names, signage and other traffic control devices will be determined through Construction Document review by the City Engineer.

S. Alleys. Alleys are not necessary in residential developments, but may be required in commercial and industrial developments unless other permanent provisions for access to off-street parking and loading facilities are approved by the city.

RESPONSE: The subdivision does not propose alleys.

T. Curbs. Curbs shall be required on all streets in all developments, and shall be installed by the developer in accordance with standards set forth by the city unless otherwise approved by the city. Approval of streets without curbs shall be at the discretion of the City Engineer, and shall be so determined during the tentative plan land division review process on the basis of special circumstances to the development.

RESPONSE: This standard allows the City Engineer to waive curb requirements during tentative plan review on the basis of special circumstances. Curbs are not proposed with the subdivision, rather, an attractive landscape swale supporting street trees and vegetation is proposed. Landscape swales containing street trees is not only more aesthetically pleasing than concrete curbs, but provide improved drainage capacity and flow during times of snow melt and heavy rains.

Concentrated flow created by curb lines requires point containment and disposal, which is ineffective in areas of higher groundwater, such as the subject property. Conversely, vegetated swales allow the storm waters to dissipate over a greater area, causing fewer areas of storm water concentration. Additionally, areas between street trees can provide for much-needed snow storage during excessive winter storms, when curbs can also be obscured by snow. The La Pine TSP allows for flexibility or variation to street sections. Specifically, page 62 of the TSP provides (excerpted):

Context-Sensitive Variation

The street sections in the City of La Pine vary depending on whether they are located downtown core areas, residential sections, commercial hubs, or more rural environments. Context-specific considerations include:

- **Planter strips outside urbanized areas are optional, due to maintenance costs.**
- **Constrained roadways in more rural areas can be designed with shoulders to accommodate bikes and pedestrians when the right-of-way is limited.**
- **On-street parking can be provided or not provided based on the context of the area being served.**
- **Curbs should be included in the downtown core area. However, they may be optional in areas outside the downtown core when drainage issues warrant such consideration.**
- **In downtown areas, options are available to replace center turn lanes and medians with on- street parking, as shown by the two figures in the following section.**

Based on the above, the location of the proposed project being in an outlying area of the city, with no curbed streets in the vicinity, curbs are not necessary for the proposed subdivision and Applicant

proposes the landscape swales as depicted on in the local street cross section illustrated on the submitted tentative plan are more appropriate, efficient, and effective in this area. This is also consistent with the Evans Way Estates and Oksenholt Estates developments to the west.

U. Street lights. Street lights may be required and, if so required, shall be installed by the developer in accordance with standards set forth by the city and the serving utility company. Streets lights, if required, shall include one (1) fixture and be located at the intersection of streets.

RESPONSE: If required, Applicant will install streetlights as specified in this section.

V. Utilities. The developer shall make necessary arrangements with the serving utility companies for the installation of all proposed or required utilities, which may include electrical power, natural gas, telephone, cable television and the like.

RESPONSE: Developer will make the necessary arrangements with all applicable utility companies serving the subdivision regarding installation.

W. Drainage facilities. Drainage facilities shall be provided as required by the City in accordance with all applicable City and Oregon Department of Environmental Quality standards.

RESPONSE: Proposed drainage facilities, in the form of the proposed vegetated swales, are designed in accordance with all applicable City and Oregon Department of Environmental Quality standards.

X. Gates. Except where approved as part of a Master Planned Development, private streets and gated drives serving more than two dwellings (i.e., where a gate limits access to a development from a public street), are prohibited.

RESPONSE: This standard is not applicable as gates are not proposed as part of the subdivision.

15.90.080 Traffic Impact Analysis

A. Purpose. The purpose of this subsection is coordinate the review of land use applications with roadway authorities and to implement Section 660-012-0045(2)(e) of the state Transportation Planning Rule, which requires the City to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities. The following provisions also establish when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Analysis must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; the required contents of a Traffic Impact Analysis; and who is qualified to prepare the analysis.

B. When a Traffic Impact Analysis is Required. The City or other road authority with jurisdiction may require a Traffic Impact Analysis (TIA) as part of an application for development, a change in use, or a change in access. A TIA shall be required where a change of use or a development would involve one or more of the following:

1. A change in zoning or a plan amendment designation;
2. Operational or safety concerns documented in writing by a road authority;
3. An increase in site traffic volume generation by [300] Average Daily Trips (ADT) or more;
4. An increase in peak hour volume of a particular movement to and from a street or highway by [20] percent or more;
5. An increase in the use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day;
6. Existing or proposed approaches or access connections that do not meet minimum spacing or sight distance requirements or are located where vehicles entering or leaving the property are restricted, or such vehicles are likely to queue or hesitate at an approach or access connection, creating a safety hazard;
7. A change in internal traffic patterns that may cause safety concerns; or
8. A TIA required by ODOT pursuant to OAR 734-051.

C. Traffic Impact Analysis Preparation. A professional engineer registered by the State of Oregon, in accordance with the requirements of the road authority, shall prepare the Traffic Impact Analysis.

RESPONSE: Pursuant to (B)(3) above, a Traffic Impact Analysis (TIA) is required with this application. Accordingly, submitted with the application is a TIA prepared by Transportation Engineer Joe Bessman, P.E. with Transight Consulting, LLC. This code section's only requirement is to provide a study. It does not impose approval criteria related to the results of the TIA.

D. Waiver or Deferral. The City may waive or allow deferral of standard street improvements, including sidewalk, roadway, bicycle lane, undergrounding of utilities, and landscaping, as applicable, where one or more of the following conditions in (1) through (4) is met. Where the City agrees to defer a street improvement, it shall do so only where the property owner agrees not to remonstrate against the formation of a local improvement district in the future.

1. The standard improvement conflicts with an adopted capital improvement plan.
2. The standard improvement would create a safety hazard.
3. It is unlikely due to the developed condition of adjacent property that the subject improvement would be extended in the foreseeable future, and the improvement under consideration does not by itself significantly improve transportation operations or safety.
4. The improvement under consideration is part of an approved partition in the [RL or RM] and the proposed partition does not create any new street.

RESPONSE: Applicant does not propose deferral of street improvements.

Chapter 15.92 Additional Standards for Land Divisions

15.92.010 Lots and Blocks.

A. Blocks. The resulting or proposed length, width and shape of blocks shall take into

account the requirements for adequate building lot sizes, street widths, access needs and topographical limitations.

- 1. No block shall be more than 660 feet in length between street corner lines with a maximum 1,400-foot perimeter unless it is adjacent to an arterial street, or unless topography or the location of adjoining streets justifies an exception, and is so approved by the reviewing authority.**
- 2. The recommended minimum length of a block along an arterial street is 1,260 feet.**
- 3. A block shall have sufficient width to provide for two tiers of building sites unless topography or the location of adjoining streets justifies an exception; a standard exception is a block in which the building lots have rear yards fronting on an arterial or collector street.**

RESPONSE: As shown on the submitted tentative plan, block length and block perimeter is exceeded on proposed 'A' and 'B' Streets. Applicant seeks an exception to this standard on the basis that this exception is required in order to provide larger mid-range lots and promote additional accessory uses on the lots with additional space for vehicles to park off street.

The existing development pattern established by Huntington Meadows, particularly the east-west street grid, was carried eastward in the development design for Evans Way Estates, but limited to-and-through streets to Heath Drive and Bassett Drive. Applicant proposes to continue the pattern of development approved under Evans Way Estates and Oksenholt Estates by orienting the lots mostly in east-west fashion, with north-south oriented lots being at the north and south ends of the development, and extend Heath and Bassett Drive through the proposed development.

The block length standard of LDC 15.92.010 allows the City to grant an exception to the maximum block length due to topography or location of adjoining streets. The subject property is relatively flat, without topographical challenges. The proposed subdivision is flanked on its north and south by Heath Drive and Bassett Drive, both of which will connect to and terminate at Huntington Road, the nearest north-south arterial. Traffic traveling south from the proposed subdivision will utilize the route through Bassett Drive, while traffic traveling north can utilize Heath Drive or Evans Way.

Further, maximum block lengths are typically provided to both minimize pedestrian walking distances and to provide traffic-calming to minimize a “thoroughfare” effect. The proposed subdivision includes a multi-use path shown on the tentative plan, for pedestrians and bicyclists that is in alignment with the multi-use path in Oksenholt Estates subdivision to the west.

Inclusion of the multi-use path will minimize walking and bicycling distances, as well as provide traffic calming at the intersections/crosswalks of the path with A and B Streets. To provide this ped/bike connection at the time when the block length of B Street exceeds City maximum lengths, the multi-use path will be constructed. Applicant believes that the proposed subdivision warrants an exception to maximum block length due to the location of adjoining streets and the inclusion of the mid-block multi-use path.

- B. Lots. The resulting or proposed size, width, shape and orientation of building lots shall be appropriate for the type of development, and consistent with the applicable zoning and topographical conditions, specifically as lot sizes are so designated for each zoning district in the City of La Pine Development Code.**

RESPONSE: Proposed lot size, shape and orientation are appropriate for the intended residential development and is consistent with the RSF Zone. As detailed above, the lots are designed for single-family dwelling development. There are no topographical constraints imposed by the terrain of the property as the entire site is relatively featureless and flat. This standard is met. This code requirement is subjective and, therefore, does not provide a basis for denial or revision of the tentative plan.

C. Access. Each resulting or proposed lot or parcel shall abut upon a public street, other than an alley, for a width of at least 50 feet except as otherwise provided for in this Code (e.g., for townhomes). For lots fronting on a curvilinear street or cul-de-sac, the City may approve a reduced width, but in no case shall a width of less than 35 feet be approved.

RESPONSE: All proposed lots will abut a public street. Detached, single-family dwelling lots have a width of 50 feet or more where abutting streets. No cul-de-sacs are proposed, and access can be taken directly from the local streets. This standard is met.

D. Side lot lines. The side lines of lots and parcels, as far as practicable, shall run at right angles to the street upon which they front; except that on curved streets they shall be radial to the curve.

RESPONSE: The submitted tentative plan demonstrates that all lots are designed to comply with this standard as practicable.

E. Division by boundary, ROW and drainage ways. No lot or parcel shall be divided by the boundary line of the city, county or other taxing or service district, or by the right-of-way of a street, utility line or drainage way, or by an easement for utilities or other services, except as approved otherwise.

RESPONSE: This standard is not applicable as the submitted tentative plan does not propose a division by boundary, ROW or drainage way.

F. Grading, cutting and filling of building lots or sites. Grading, cutting and filling of building lots or sites shall conform to the following standards unless physical conditions warrant other standards as demonstrated by a licensed engineer or geologist, and that the documentation justifying such other standards shall be set forth in writing thereby.

- 1. Lot elevations may not be altered to more than an average of three feet from the natural pre-existing grade or contour unless approved otherwise by the city.**
- 2. Cut slopes shall not exceed one foot vertically to one and one-half feet horizontally.**
- 3. Fill slopes shall not exceed one foot vertically to two feet horizontally.**
- 4. Where grading, cutting or filling is proposed or necessary in excess of the foregoing standards, a site investigation by a registered geologist or engineer shall be prepared and submitted to the city as a part of the tentative plan application.**
 - a. The report shall demonstrate construction feasibility, and the geologist or engineer shall attest to such feasibility and shall certify an opinion that construction on the cut or fill will not be hazardous to the development of the property or to surrounding properties.**

- b. The Planning Commission shall hold a public hearing on the matter in conformance with the requirements for a Conditional Use permit, however, such may be included within the initial hearing process on the proposed development.
- c. The Planning Commission's decision on the proposal shall be based on the following considerations.
 - (1) That based on the geologist's or engineer's report, that construction on the cut or fill will not be hazardous or detrimental to development of the property or to surrounding properties.
 - (2) That construction on such a cut or fill will not adversely affect the views of adjacent property(ies) over and above the subject site without land alteration, or that modifications to the design and/or placement of the proposed structure will minimize the adverse impact.
 - (3) That the proposed grading and/or filling will not have an adverse impact on the drainage on adjacent properties, or other properties down slope.
 - (4) That the characteristics of soil to be used for fill, and the characteristics of lots made usable by fill shall be suitable for the use intended.

RESPONSE: The subject property is relatively flat, and no significant cuts or fills are proposed. Any necessary grading for infrastructure installation associated with preparation for development of the proposed lots can comply with these requirements.

G. Through or double-frontage lots and parcels. Through or double-frontage lots and parcels are to be avoided whenever possible, except where they are essential to provide separation of residential development and to avoid direct vehicular access from major traffic arterials or collectors, and from adjacent nonresidential activities, or to overcome specific disadvantages of topography and orientation. When through or double-frontage lots or parcels are desirable or deemed necessary, a planting screen easement of at least four to six feet in width, and across which there shall be no right of vehicular access, may be required along the line of building sites abutting such a traffic way or other incompatible uses.

RESPONSE: Through or double-frontage lots are not proposed as part of the subdivision.

H. Special building setback lines. If special building setback lines, in addition to those required by the applicable zoning, are to be established in a development, they shall be shown on the final plat of the development and included in the deed restrictions.

RESPONSE: Special building setback lines are not proposed as part of the subdivision.

I. Large building lots; redivision. In the case where lots or parcels are of a size and shape that future redivision is likely or possible, the City may require that the blocks be of a size and shape so that they may be redivided into building sites as intended by the underlying zone. The development approval and site restrictions may require provisions for the extension and opening of streets at intervals which will permit a subsequent redivision of any tract of land into lots or parcels of smaller sizes than originally platted.

RESPONSE: This standard is not applicable as the subdivision does not include large lots where future redivision is likely or possible.

15.92.020 Easements

- A. Utility lines. Easements for sewer lines, water mains, electric lines or other public utilities shall be as required by the serving entity, but in no case be less than 10 feet wide and centered on a rear and/or side lot line unless approved otherwise by the City. Utility pole tie-back easements may be reduced to 5 feet in width.**

RESPONSE: The submitted tentative plan is designed to accommodate utility easements in accordance with this section.

- B. Water courses. If a tract is traversed by a water course, such as a drainage way, channel or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially with the lines of the water course, and such further widths as deemed necessary.**

RESPONSE: This standard is not applicable as the subject property is not traversed by a water course.

- C. Pedestrian and bicycle ways. When desirable for public convenience, a pedestrian and/or bicycle way of not less than 10 feet in width may be required to connect to a cul-de-sac or to pass through an unusually long or oddly shaped block, or to otherwise provide appropriate circulation and to facilitate pedestrian and bicycle traffic as an alternative mode of transportation. Improvement of the easement with a minimum 5-foot wide paved or other suitable surface will be required.**

RESPONSE: A multi-use path is proposed to pass through an unusually long block. It lies within a 12 foot wide tract and will be improved with a path that is 10 feet wide.

- D. Sewer and water lines. Easements may also be required for sewer and water lines, and if so required, shall be provided for as stipulated to by the City Public Works Department and/or Water and Sewer District.**

RESPONSE: As depicted on the tentative plan, sewer and water lines will be provided within the rights-of-way of the local streets within the subdivision.

15.92.030 Land for Public Purposes

- A. If the City has an interest in acquiring a portion of a proposed development for a public purpose, it shall notify the property owner as soon as the City Council authorizes the transaction to proceed.**
- B. Within a development, or adjacent to a development in contiguous property owned by the developer, a parcel of land of not more than 5% of the gross area of the development may be required to be set aside and dedicated to the public for parks and recreation purposes by the developer. The parcel of land, if required, shall be determined to be suitable for the park and/or recreation purpose(s) intended, and the city may require the development of**

the land for the park or recreation use intended or identified as a need within the community.

RESPONSE: In discussions of the proposed subdivision with City Staff, neither (A) nor (B) were found to be applicable to the proposed subdivision. The park dedication requirement is conditional, so it is not clear and objective and, therefore, not an approval criterion for this application.

C. In the event no such area is available that is found to be suitable for parks and/or recreation uses, the developer may be required, in lieu of setting aside land to pay to the appropriate parks and recreation agency a sum of money equal to the market value of the area required for dedication, plus the additional funds necessary for the development thereof if so required; if such is required, the money may only be utilized for capital improvements by the appropriate parks and recreation agency.

D. If there is a systems development charge in effect for parks, the foregoing land and development or money dedication (if required) may be provided for in lieu of an equal value of systems development charge assessment if so approved by the collecting agency in accordance with the applicable provisions of the system development charge ordinance. If the collecting agency will not permit the land or money dedication in lieu of an applicable systems development charge, then the land and development or money dedication shall not be required.

RESPONSE: In discussions of the proposed subdivision with City Staff, neither (C) nor (D) were found to be applicable to the proposed subdivision.

E. If the nature and design, or approval, of a development is such that over 30% of the tract of land to be developed is dedicated to public uses such as streets, water or sewer system facilities and the like, then the requirements of this subsection shall be reduced so that the total obligation of the developer to the public does not exceed 30%.

RESPONSE: The proposed subdivision does not meet the 30% threshold stated in (E).

Chapter 15.94 Improvement Procedures and Guarantees

15.94.010 Improvement Procedures

Improvements to be installed by the developer, either as a requirement of this chapter, conditions of approval or at the developer's option as proposed as a part of the subject development proposal, shall conform to the following requirements.

A. Plan review and approval. Improvement work shall not be commenced until plans therefore have been reviewed and approved by the City or a designated representative thereof. The review and approval shall be at the expense of the developer.

B. Modification. Improvement work shall not commence until after the City has been

notified and approval therefore has been granted, and if work is discontinued for any reason, it shall not be resumed until after the City is notified and approval thereof granted.

- C. Improvements as platted.** Improvements shall be designed, installed and constructed as platted and approved, and plans therefore shall be filed with the final plat at the time of recordation or as otherwise required by the City.
- D. Inspection.** Improvement work shall be constructed under the inspection and approval of an inspector designated by the City, and the expenses incurred therefore shall be borne by the developer. Fees established by the City Council for such review and inspection may be established in lieu of actual expenses. The city, through the inspector, may require changes in typical sections and details of improvements if unusual or special conditions arise during construction to warrant such changes in the public interest.
- E. Utilities.** Underground utilities, including, but not limited to electric power, telephone, water mains, water service crossings, sanitary sewers and storm drains, to be installed in streets shall be constructed by the developer prior to the surfacing of the streets.
- F. As built plans.** As built plans for all public improvements shall be prepared and completed by a licensed engineer and filed with the City upon the completion of all such improvements. A copy of the as built plans shall be filed with the final plat of a subdivision or other development by and at the cost of the developer. The plans shall be completed and duly filed within 30 days of the completion of the improvements.

RESPONSE: Construction plans will be submitted to the City for review and approval prior to construction. These above requirements for utilities, improvement construction, inspections and as built plans will be met and verified during final plat review.

15.94.020 Completion or Assurance of Improvements

- A. Agreement for improvements.** Prior to final plat approval for a subdivision, partition, PUD or other land development, or the final approval of a land use or development pursuant to applicable zoning provisions, where public improvements are required, the owner and/or developer shall either install required improvements and repair existing streets and other public facilities damaged in the development of the property, or shall execute and file with the City an agreement between him/herself and the City specifying the period in which improvements and repairs shall be completed and providing that, if the work is not completed within the period specified, that the City may complete the work and recover the full costs thereof, together with court costs and attorney costs necessary to collect the amounts from the developer. The agreement shall also provide for payment to the City for the cost of inspection and other engineer services directly attributed to the project.
- B. Bond or other performance assurance.** The developer shall file with the agreement, to assure his/her full and faithful performance thereof, one of the following, pursuant to

approval of the City Attorney and City Manager, and approval and acceptance by the City Council.

1. A surety bond executed by a surety company authorized to transact business in the State of Oregon in a form approved by the City Attorney.
 2. A personal bond co-signed by at least one additional person together with evidence of financial responsibility and resources of those signing the bond sufficient to provide reasonable assurance of the ability to proceed in accordance with the agreement.
 3. Cash deposit.
 4. Such other security as may be approved and deemed necessary by the City Council to adequately assure completion of the required improvements.
- C. Amount of security required. The assurance of full and faithful performance shall be for a sum approved by the City as sufficient to cover the cost of the improvements and repairs, including related engineering, inspection and other incidental expenses, plus an additional 20% for contingencies.
- D. Default status. If a developer fails to carry out provisions of the agreement, and the city has unreimbursed costs or expenses resulting from the failure, the City shall call on the bond or other assurance for reimbursement of the costs or expenses. If the amount of the bond or other assurance deposit exceeds costs and expenses incurred by the City, it shall release the remainder. If the amount of the bond or other assurance is less than the costs or expenses incurred by the city, the developer shall be liable to the city for the difference plus any attorney fees and costs incurred.

RESPONSE: This section is procedural. In the event bonding for improvements is pursued, Applicant understands they will be subject to the requirements of this section, unless specified otherwise by the City of La Pine.

15.94.030 Building and Occupancy Permits

- A. Building permits. No building permits shall be issued upon lots to receive and be served by sanitary, sewer and water service and streets as improvements required pursuant to this chapter unless the improvements are in place, serviceable and approved by the City, with the service connections fees paid, and accepted by the City.
- B. Sale or occupancy. All improvements required pursuant to this chapter and other applicable regulations or approval conditions shall be completed, in service and approved by the City, and accepted by the City Council, prior to sale or occupancy of any lot, parcel or building unit erected upon a lot within the subdivision, partitioning, PUD or other development.

RESPONSE: This section is not a relevant approval criterion. Rather, it is a code requirement that restricts the issuance of building permits to lots once they are platted.

15.94.040 Maintenance Surety Bond

Prior to sale and occupancy of any lot, parcel or building unit erected upon a lot within a subdivision, partitioning, PUD or other development, and as a condition of acceptance of improvements, the City will require a one-year maintenance surety bond in an amount not to exceed 20% of the value of all improvements, to guarantee maintenance and performance for a period of not less than one year from the date of acceptance.

RESPONSE: This section is not a relevant approval criterion for review of a tentative plan. It is a condition of the acceptance of public improvements by the City that applies without being made a condition of approval of the tentative plan.

15.94.050 Engineering/Special Services for Review

With regard to any development proposal for which the City deems it necessary to contract for engineering and/or other special technical services for the review thereof or for the design of facility expansions to serve the development, the developer may be required to pay all or part of the special services. In such cases, the choice of the contract service provider shall be at the discretion of the City, and the service provider shall perform the necessary services at the direction of the City. The costs for the services shall be determined reasonable, and an estimate of the costs shall be provided to the developer prior to contracting therefore.

RESPONSE: This section is not a relevant approval criterion for review of a tentative plan.

V. CONCLUSION:

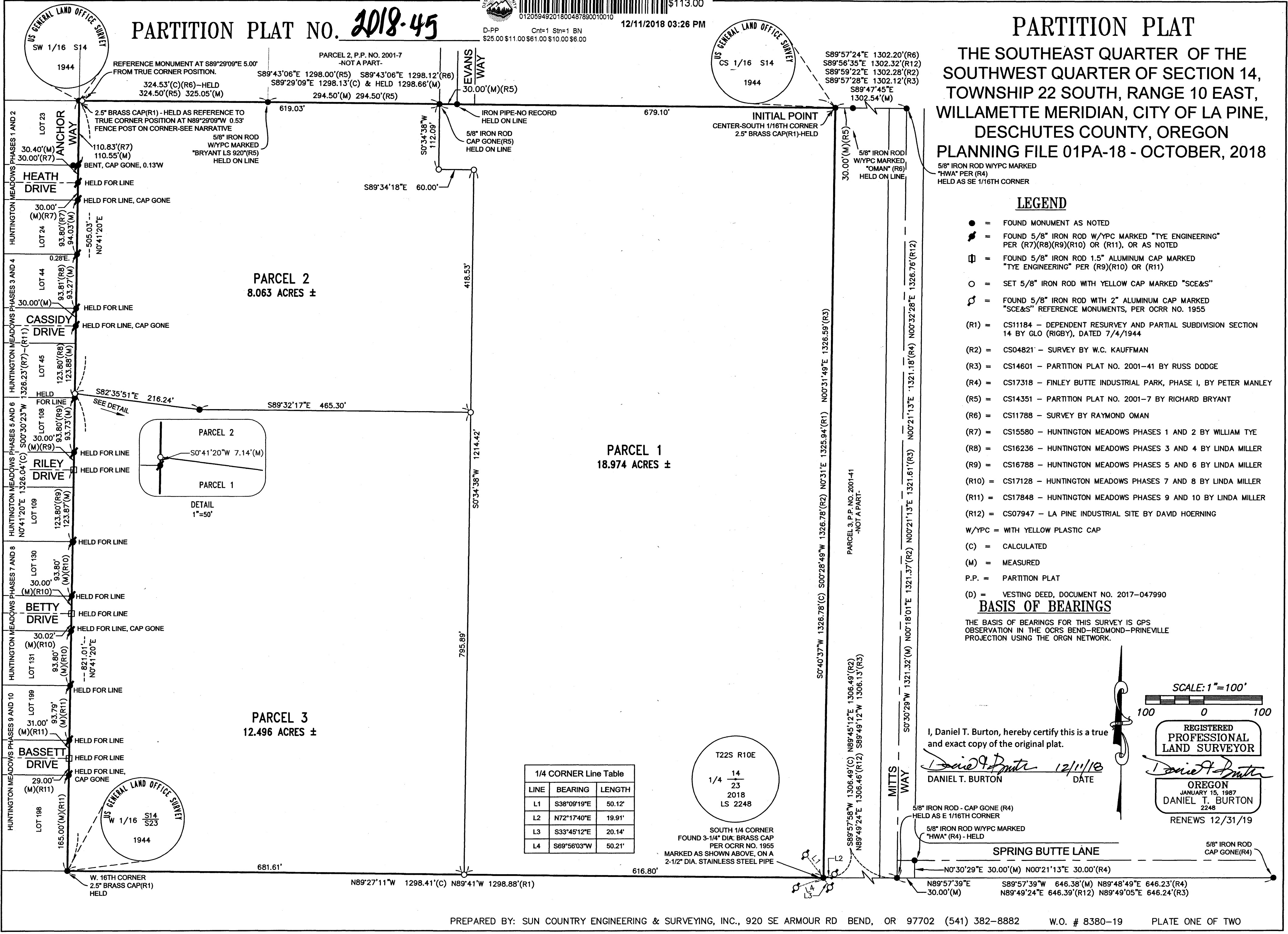
Based on Applicant's demonstration of compliance with all applicable review criteria and standards, coupled with submitted plans and materials for Subdivision, Applicant's proposal for an 89-lot subdivision in the RSF District meets all applicable La Pine Development Code criteria and standards, thus, warrants approval. Additionally, Applicant believes that their request to exclude the requirement for curbs from the development, which is at the discretion of the City Engineer to waive per LDC 15.90.070 (T), should also be approved.

4-546

PARTITION PLAT NO. 2018-45

01205949201800487890010010 \$113.00
12/11/2018 03:26 PM
D-PP Cnt=1 Str=1 BN
\$25.00 \$11.00 \$61.00 \$10.00 \$6.00

PARTITION PLAT
THE SOUTHEAST QUARTER OF THE
SOUTHWEST QUARTER OF SECTION 14,
TOWNSHIP 22 SOUTH, RANGE 10 EAST,
WILLAMETTE MERIDIAN, CITY OF LA PINE,
DESCHUTES COUNTY, OREGON
PLANNING FILE 01PA-18 - OCTOBER, 2018

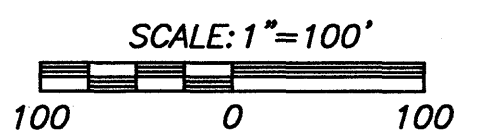


LEGEND

- = FOUND MONUMENT AS NOTED
- ⦿ = FOUND 5/8" IRON ROD W/YPC MARKED "TYE ENGINEERING" PER (R7)(R8)(R9)(R10) OR (R11), OR AS NOTED
- ⦿ = FOUND 5/8" IRON ROD 1.5" ALUMINUM CAP MARKED "TYE ENGINEERING" PER (R9)(R10) OR (R11)
- = SET 5/8" IRON ROD WITH YELLOW CAP MARKED "SCE&S"
- ⦿ = FOUND 5/8" IRON ROD WITH 2" ALUMINUM CAP MARKED "SCE&S" REFERENCE MONUMENTS, PER OCRR NO. 1955
- (R1) = CS11184 - DEPENDENT RESURVEY AND PARTIAL SUBDIVISION SECTION 14 BY GLO (RIGBY), DATED 7/4/1944
- (R2) = CS04821 - SURVEY BY W.C. KAUFFMAN
- (R3) = CS14601 - PARTITION PLAT NO. 2001-41 BY RUSS DODGE
- (R4) = CS17318 - FINLEY BUTTE INDUSTRIAL PARK, PHASE I, BY PETER MANLEY
- (R5) = CS14351 - PARTITION PLAT NO. 2001-7 BY RICHARD BRYANT
- (R6) = CS11788 - SURVEY BY RAYMOND OMAN
- (R7) = CS15580 - HUNTINGTON MEADOWS PHASES 1 AND 2 BY WILLIAM TYE
- (R8) = CS16236 - HUNTINGTON MEADOWS PHASES 3 AND 4 BY LINDA MILLER
- (R9) = CS16788 - HUNTINGTON MEADOWS PHASES 5 AND 6 BY LINDA MILLER
- (R10) = CS17128 - HUNTINGTON MEADOWS PHASES 7 AND 8 BY LINDA MILLER
- (R11) = CS17848 - HUNTINGTON MEADOWS PHASES 9 AND 10 BY LINDA MILLER
- (R12) = CS07947 - LA PINE INDUSTRIAL SITE BY DAVID HOERNING
- W/YPC = WITH YELLOW PLASTIC CAP
- (C) = CALCULATED
- (M) = MEASURED
- P.P. = PARTITION PLAT
- (D) = VESTING DEED, DOCUMENT NO. 2017-047990

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS GPS OBSERVATION IN THE OCRRS BEND-REDMOND-PRINEVILLE PROJECTION USING THE ORGN NETWORK.

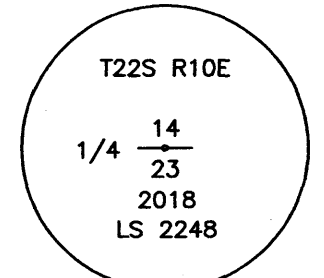


I, Daniel T. Burton, hereby certify this is a true and exact copy of the original plat.
Daniel T. Burton 12/11/18
DANIEL T. BURTON DATE

REGISTERED
PROFESSIONAL
LAND SURVEYOR
Daniel T. Burton
OREGON
JANUARY 15, 1987
DANIEL T. BURTON
2248
RENEWS 12/31/19

1/4 CORNER Line Table

LINE	BEARING	LENGTH
L1	S38°09'19"E	50.12'
L2	N72°17'40"E	19.91'
L3	S33°45'12"E	20.14'
L4	S69°56'03"W	50.21'



SOUTH 1/4 CORNER
FOUND 3-1/4" DIA. BRASS CAP
PER OCRR NO. 1955
MARKED AS SHOWN ABOVE, ON A
2-1/2" DIA. STAINLESS STEEL PIPE

DESCHUTES COUNTY SURVEYOR
FILED 12/12/2018 BY: Dunkelberg

CS19813

CS19813

PARTITION PLAT NO. 2018-45

PARTITION PLAT
THE SOUTHEAST QUARTER OF THE
SOUTHWEST QUARTER OF SECTION 14,
TOWNSHIP 22 SOUTH, RANGE 10 EAST,
WILLAMETTE MERIDIAN, CITY OF LA PINE,
DESCHUTES COUNTY, OREGON
PLANNING FILE 01PA-18 - OCTOBER, 2018

SURVEYOR'S CERTIFICATE

I, DANIEL T. BURTON, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF OREGON, BEING FIRST DULY SWORN, DEPOSE AND SAY THAT I OR THOSE UNDER MY DIRECT SUPERVISION HAVE CORRECTLY SURVEYED AND MARKED WITH LEGAL MONUMENTS THE LAND SHOWN ON THIS PARTITION PLAT MAP AND THE FOLLOWING IS A TRUE AND CORRECT DESCRIPTION OF SAID LAND TO-WIT:

THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 14, TOWNSHIP 22 SOUTH, RANGE 10 EAST, WILLAMETTE MERIDIAN, CITY OF LA PINE, DESCHUTES COUNTY, OREGON, WITH THE INITIAL POINT BEING THE CENTER-SOUTH 1/16TH CORNER OF SAID SECTION 14, MARKED BY A 2.5-INCH BRASS CAP MONUMENT MARKED "CS 1/16 S14, 1944". CONTAINING 39.533 ACRES, MORE OR LESS.

I, Daniel T. Burton, hereby certify this is a true and exact copy of the original plat.

Daniel T. Burton 12/11/18
DANIEL T. BURTON DATE

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Daniel T. Burton

OREGON
JANUARY 15, 1987
DANIEL T. BURTON
2248

RENEWS 12/31/19

SURVEYOR'S NARRATIVE

THE PURPOSE OF THIS SURVEY WAS TO PARTITION THAT PARCEL DESCRIBED IN THE "SURVEYOR'S CERTIFICATE". CONTROL FOR THIS SURVEY WAS BASED ON THE DEED(D), AND RECORD SURVEYS (R1) THROUGH (R12), AND EXISTING MONUMENTS FOUND AND SET DURING THE COURSE OF THIS SURVEY.

THE BASIS OF BEARINGS FOR THIS SURVEY IS GPS OBSERVATION IN THE OCRS BEND-REDMOND-PRINEVILLE PROJECTION USING THE ORGN NETWORK.

THE MONUMENT NEAR THE NW CORNER WAS NOT HELD. IT IS BELIEVED TO HAVE BEEN DISTURBED BY FENCE CONSTRUCTION, WITH THE CENTER OF THE MONUMENT FOUND 0.53' WEST OF ORIGINAL POSITION, BASED ON THESE FACTORS: THE MAJORITY OF THE MONUMENTS ON THE WEST BOUNDARY LINE (THE EAST LINE OF THE HUNTINGTON MEADOWS PHASES 1-10 PLATS) FALL WITHIN 0.10' OF A STRAIGHT LINE, WITH THIS LINE FALLING 0.53' EAST OF THE CURRENT MONUMENT POSITION. ALSO, DISTANCES TO MONUMENTS FOUND ON THE NORTH BOUNDARY LINE (THE SOUTH CORNERS OF PP 2001-7 (R5), MEASURE 0.50'± LONG. AND, DISTANCE TO THE RECORD 2.5-INCH BRASS CAP MONUMENT FOUND AT THE NE BOUNDARY CORNER MEASURES 0.53' LONG, COMPARED TO CALCULATED POSITION (CALCULATED HOLDING A LINE THROUGH MONUMENTS ALONG THE WEST BOUNDARY LINE).

THE NORTH LINE WAS HELD FROM THE MONUMENT FOUND AT THE NE CORNER TO THE CALCULATED POSITION OF THE NW CORNER, DETERMINED AS STATED ABOVE.

THE WEST LINE WAS HELD FROM THE MONUMENT FOUND AT THE SW CORNER TO THE CALCULATED POSITION OF THE NW CORNER, DETERMINED AS STATED ABOVE.

THE MONUMENT FOR THE SE CORNER (SOUTH 1/4 CORNER OF SECTION 14), WAS FOUND TORN OUT, LYING ON IT'S SIDE, CRUSHED AND ABOUT 30 FEET SW OF TRUE CORNER POSITION. CS04821(R2) RE-ESTABLISHED THIS CORNER FROM ORIGINAL BT'S, WITH TIES TO (R1) MONUMENTS AT THE C-S 16TH CORNER AND EAST 1/16TH CORNER. A SUBSEQUENT PLAT, "LA PINE INDUSTRIAL SITE" (R12), LOCATED THE MONUMENT SET IN CS04821, AND MEASURES DISTANCES VERY CLOSE TO THOSE CALLED IN CS04821 TO THE C-S 1/16TH CORNER AND EAST 1/16TH CORNER. BECAUSE OF THESE FACTORS, RECORD DISTANCES, AS CALLED FOR ON CS04821(R2), FROM THE MONUMENT FOUND AT THE CENTER-SOUTH 1/16TH CORNER AND EAST 1/16TH CORNER, WERE HELD TO RE-ESTABLISH THE POSITION OF THE SOUTH 1/4 CORNER OF SECTION 14, RATHER THAN THE SINGLE PROPORTION METHOD. THE MONUMENT AND REFERENCES ARE AS NOTED ON OCCR NO. 1955.

THE SOUTH LINE WAS HELD FROM THE ABOVE-DETERMINED SE CORNER TO THE MONUMENT FOUND AT THE SW CORNER (WEST 1/16 CORNER BETWEEN SECTIONS 14 & 23).

THE EAST LINE WAS HELD FROM THE ABOVE-DETERMINED SE CORNER TO THE MONUMENT FOUND AT THE NE CORNER (CS 16 CORNER OF SECTION 14).

MONUMENTS FOUND AND SET DURING THE COURSE OF THIS SURVEY ARE AS SHOWN ON THE SUBJOINED SURVEY PLAT.

DECLARATION

KNOW ALL MEN BY THESE PRESENTS, THAT HUNTINGTON PARK, LLC, FEE SIMPLE OWNER OF THE LAND SHOWN HEREON, HAS CAUSED SAID LANDS TO BE PARTITIONED INTO THREE PARCELS, IN ACCORDANCE WITH THE PROVISIONS OF O.R.S. CHAPTER 92; AND HEREBY SUBMITS FOR APPROVAL AND RECORD THIS PARTITION PLAT.

Joshua Shockey 09/25/2018 Date
JOSHUA SHOCKEY, MEMBER
HUNTINGTON PARK, LLC

ACKNOWLEDGMENT

STATE OF OREGON }
 } SS
COUNTY OF DESCHUTES }

ON THIS 25 DAY OF September, 2018, BEFORE ME A NOTARY PUBLIC IN AND FOR THE STATE OF OREGON, PERSONALLY APPEARED JOSHUA SHOCKEY, MEMBER OF HUNTINGTON PARK LLC, TO ME PERSONALLY KNOWN OR PROVED TO ME BY SATISFACTORY EVIDENCE TO BE THE IDENTICAL PERSON HEREIN DESCRIBED, WHO EXECUTED THE FOREGOING DECLARATION AND ACKNOWLEDGED TO ME THAT THEY DID SO FREELY AND VOLUNTARILY FOR THE PURPOSE THEREIN NAMED.

Rose Tinti
(Printed Name)
[Signature]
(Signature)
Notary Public for the State of Oregon

My Commission Expires August 20, 2022
(Spell Out Month, 2 Digit Date, Complete Year)

Commission No. 978204

EASEMENT NOTES

1. SUBJECT TO EASEMENTS AND RIGHTS OF WAY AS DISCLOSED IN DOCUMENT RECORDED JUNE 1, 1993 IN BOOK 300, PAGE 2146, DESCHUTES COUNTY OFFICIAL RECORDS, SPECIFICALLY:
"EXCEPTING AND RESERVING TO THE UNITED STATES RIGHTS-OF-WAY OVER AND ACROSS THE LANDS FOR DITCHES AND CANALS CONSTRUCTED BY THE AUTHORITY OF THE UNITED STATES AS DIRECTED AND REQUIRED BY THE ACT OF CONGRESS APPROVED AUGUST 30, 1890, 26 STAT. 291, 43 U.S.C. 945. NO EXACT LOCATIONS ARE DEFINED, AND THERE IS NO EVIDENCE OF DITCHES OR CANALS ON THE SUBJECT PROPERTY.
2. THE RIGHTS FOR ELECTRIC POWER TRANSMISSION LINE PURPOSES GRANTED TO MIDSTATE ELECTRIC COOP., ITS SUCCESSORS AND ASSIGNS, BY RIGHT-OF-WAY OR 9051, PURSUANT TO THE ACT OF MARCH 4, 1991, AS AMENDED (43 U.S.C. 961) AS TO THE SE 1/4 SW 1/4 OF SEC. 14, T.22 S., R.10 E., W.M., OREGON. NO EXACT LOCATIONS ARE DEFINED.

APPROVALS

Kevin Samuel, Deputy 12-3, 2018
DESCHUTES COUNTY SURVEYOR
Melissa Bethel 12-7, 2018
CITY OF LA PINE COMMUNITY DEVELOPMENT DIRECTOR
[Signature] 10 DEC, 2018
DESCHUTES COUNTY COMMISSIONER

NOTE: SIGNATURE BY THE CITY OF LA PINE AND DESCHUTES COUNTY CONSTITUTES ACCEPTANCE OF ANY DEDICATION MADE HEREIN TO THE PUBLIC.

I CERTIFY THAT ALL TAXES ARE PAID AS OF THIS DATE

Wayne Lowrey 12-3-2018
DESCHUTES COUNTY TREASURER & TAX COLLECTOR

I hereby certify that all ad valorem taxes, special assessments, fees, and other charges required by law to be placed on the 2018-2019 tax rolls which became a lien or will become a lien on the plat during this tax year, but not yet certified to the Tax Collector for collection, have been paid to me.

Scott Langston 12-3-2018
DESCHUTES COUNTY ASSESSOR

NOTE: There Are No Water Rights appurtenant to this property.

[Signature] 12-10, 2018
WATERMASTER

DESCHUTES COUNTY SURVEYOR
FILED 12/12/2018 BY: Dunkelberg

EVANS WAY ESTATES PHASE 1

FOR: 424 LINCOLN LLC

A REPLAT OF A PORTION OF PARCEL 2, PARTITION PLAT NO. 2018-45, AS DESCRIBED IN INSTRUMENT NUMBER 2020-45228, LOCATED IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 14, TOWNSHIP 22 SOUTH, RANGE 10 EAST, WILLAMETTE MERIDIAN, CITY OF LA PINE, DESCHUTES COUNTY, OREGON
CITY OF LA PINE FILE NUMBER: 01SUB-19



CS 20777

POST MONUMENT NOTE

I, ERIK J. HUFFMAN, CERTIFY THAT POST MONUMENTATION WILL BE COMPLETED WITHIN TWO MONTHS OF THE COMPLETION OF ROAD AND UTILITY IMPROVEMENTS.

BY:
ERIK J. HUFFMAN, PLS 70814

INTERIOR MONUMENTS SET PER AFFIDAVIT OF MONUMENTATION RECORDED IN VOLUME _____ PAGE _____ ON _____

DESCHUTES COUNTY SURVEYOR _____

BASIS OF BEARINGS

THE BASIS OF BEARING FOR THIS SURVEY IS THE WEST LINE OF PARCELS 1 AND 2, PARTITION PLAT 2018-45 [2], BEING N00°41'20"E.

SURVEY NARRATIVE

THE PURPOSE OF THIS SURVEY WAS TO SUBDIVIDE AND MONUMENT A PORTION OF PARCEL 2, PARTITION PLAT 2018-45, BEING THAT PROPERTY DESCRIBED IN INSTRUMENT NUMBER 2020-45228 DESCHUTES COUNTY OFFICIAL RECORDS, LOCATED IN THE SE 1/4 OF THE SW 1/4, SECTION 14, TOWNSHIP 22 SOUTH, RANGE 10 EAST, WILLAMETTE MERIDIAN, CITY OF LA PINE, DESCHUTES COUNTY, OREGON.

THE PROPERTY IS TO BE SUBDIVIDED INTO LOTS 1 THROUGH 12, HEATH DRIVE, EVANS WAY, ANCHOR WAY, HALLIE WAY, AND ERLING DRIVE.

THE WEST BOUNDARY WAS DETERMINED AS THE LINE BETWEEN FOUND MONUMENT (G) AND A POINT 0.53 FEET EASTERLY FROM FOUND MONUMENT (A) AS INDICATED IN REFERENCE SURVEY [4]. THE NORTH BOUNDARY WAS DETERMINED AS THE LINE BETWEEN FOUND MONUMENTS (A) AND (C). THE EASTERLY BOUNDARY WAS DETERMINED AS THE LINES BETWEEN FOUND MONUMENTS (C), (D), (E), AND (F). THE SOUTHWEST AND SOUTHEAST CORNERS OF THE SUBJECT PROPERTY WERE DETERMINED BY SINGLE PROPORTION. THE SOUTH BOUNDARY WAS DETERMINED AS A SCALED FIT OF RECORD GEOMETRY BETWEEN THE SOUTHWEST AND SOUTHEAST CORNERS. ALL MONUMENTS FOUND WERE HELD UNLESS OTHERWISE SHOWN.

LEGEND:

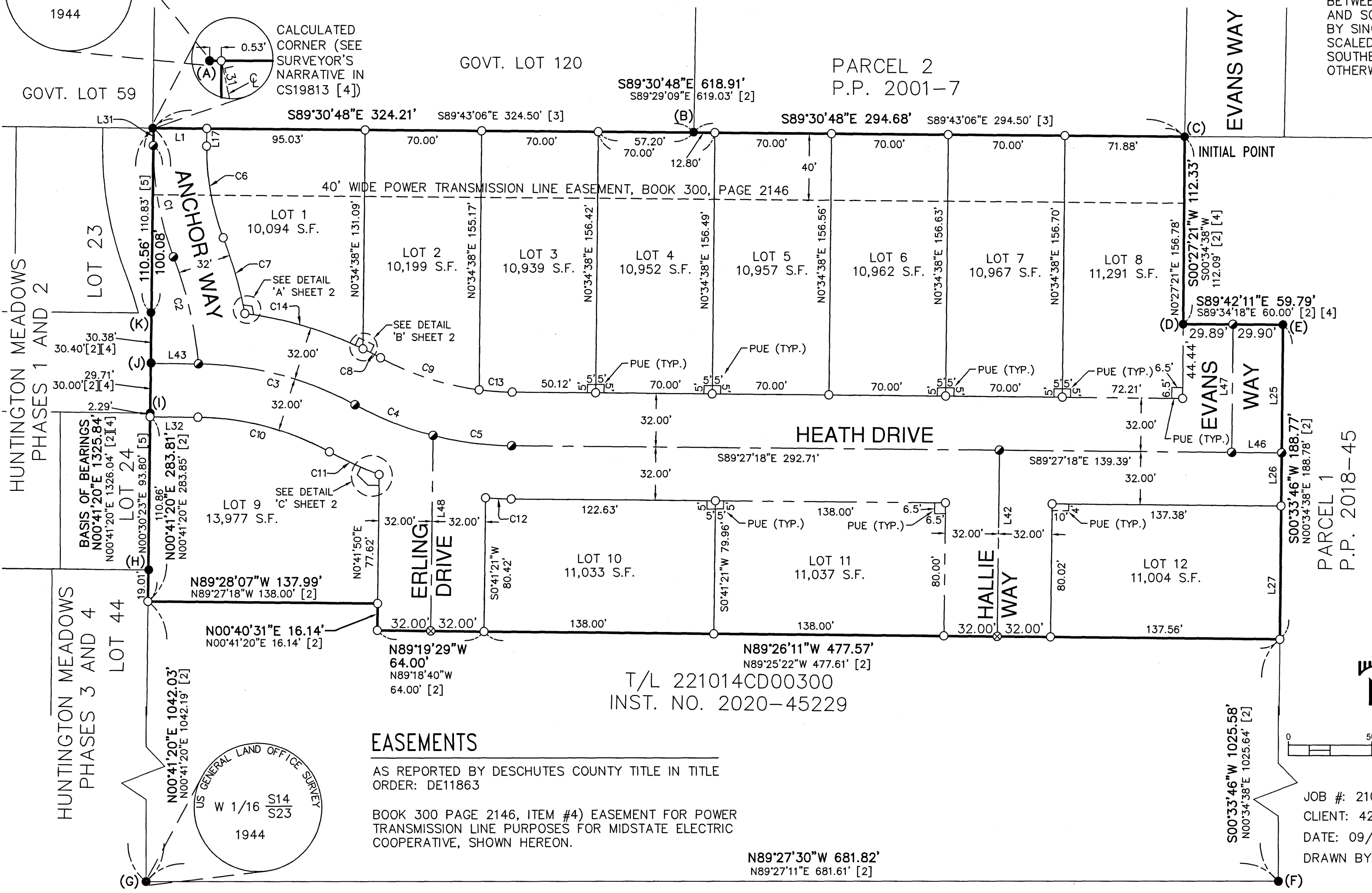
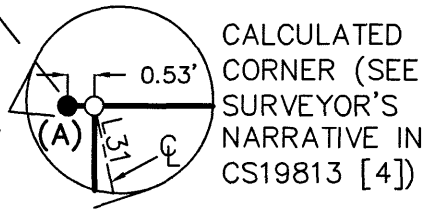
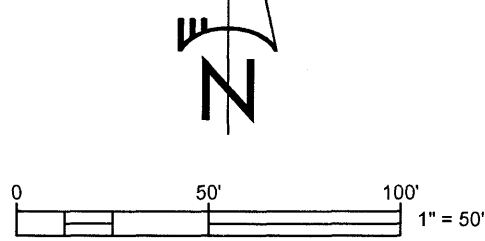
- MONUMENT FOUND AS NOTED, SEE MONUMENT LIST
- SET 5/8" x 30" IRON ROD WITH ORANGE PLASTIC CAP INSCRIBED "BECON"
- SET 5/8" x 30" IRON ROD WITH 2" ALUMINUM CAP INSCRIBED "BECON"
- ⊗ POST-MON SET 5/8" x 30" IRON ROD WITH 2" ALUMINUM CAP INSCRIBED "BECON"
- (#) RECORD SURVEY MONUMENT INFORMATION
- [#] SURVEY RECORD INFORMATION
- P.P. PARTITION PLAT
- PUE PUBLIC UTILITY EASEMENT
- PROPERTY BOUNDARY
- NEW LOT LINE
- RIGHT OF WAY CENTERLINE
- RECORD PROPERTY LINE
- RECORD EASEMENT

SHEET INDEX

- PAGE 1: SUBDIVISION MAP, LEGEND, NARRATIVE, EASEMENTS
- PAGE 2: REFERENCES, MONUMENTS OF RECORD, LINE AND CURVE TABLES
- PAGE 3: SURVEYOR'S CERTIFICATE, DECLARATION AND APPROVAL SIGNATURES

REGISTERED PROFESSIONAL LAND SURVEYOR

ERIK J. HUFFMAN
70814
RENEWS: JUNE 30, 2023



EASEMENTS

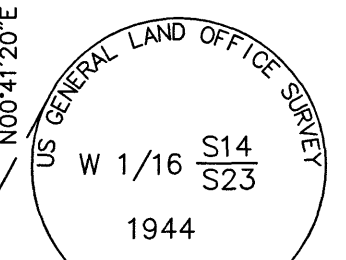
AS REPORTED BY DESCHUTES COUNTY TITLE IN TITLE ORDER: DE11863

BOOK 300 PAGE 2146, ITEM #4) EASEMENT FOR POWER TRANSMISSION LINE PURPOSES FOR MIDSTATE ELECTRIC COOPERATIVE, SHOWN HEREON.

N89°27'30"W 681.82'
N89°27'11"E 681.61' [2]

HUNTINGTON MEADOWS PHASES 3 AND 4
LOT 44

HUNTINGTON MEADOWS PHASES 1 AND 2
LOT 23



DESCHUTES COUNTY SURVEYOR
FILED 03/28/2022 BY: Collins

BECON
CIVIL ENGINEERING & LAND SURVEYING
549 SW MILL VIEW WAY
SUITE 100
BEND, OREGON 97702
(541) 633-3140
www.beconeng.com

CS 20777

EVANS WAY ESTATES PHASE 1

FOR: 424 LINCOLN LLC

A REPLAT OF A PORTION OF PARCEL 2, PARTITION PLAT NO. 2018-45, AS DESCRIBED IN INSTRUMENT NUMBER 2020-45228, LOCATED IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 14, TOWNSHIP 22 SOUTH, RANGE 10 EAST, WILLAMETTE MERIDIAN, CITY OF LA PINE, DESCHUTES COUNTY, OREGON CITY OF LA PINE FILE NUMBER: 01SUB-19

SURVEY REFERENCES

- [1] CS 11184 DEPENDENT RESURVEY AND PARTIAL SUBDIVISION SECTION 14 BY GLO (RIGBY) DATED JULY 4, 1944
- [2] CS 20172 RECORD OF SURVEY, PROPERTY LINE ADJUSTMENT BY DANIEL T. BURTON FILED MARCH 24, 2020
- [3] CS 14351 MINOR PARTITION 00-11 BY RICHARD BRYANT FILED JANUARY 31, 2001
- [4] CS 19813 PARTITION PLAT NO. 2018-45 BY D. BURTON FILED DECEMBER 12, 2018
- [5] CS 15580 HUNTINGTON MEADOWS PHASES 1 AND 2 BY WILLIAM TYE FILED OCTOBER 17, 2003

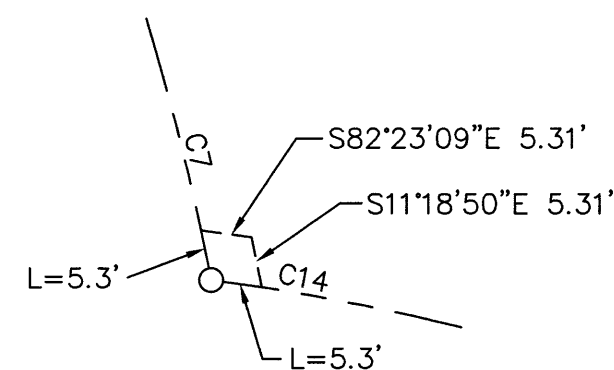
LINE AND CURVE TABLES

Line Table		
Line #	Length	Direction
L1	32.00'	N89°30'47"W
L17	10.56'	N00°37'29"E
L25	76.70'	N00°33'46"E
L26	32.00'	N00°33'46"E
L27	80.07'	N00°33'46"E
L31	10.48'	S00°37'29"W
L32	28.75'	N89°27'18"W
L42	112.01'	S00°41'19"W
L43	28.67'	S89°27'18"E
L46	29.92'	S89°27'18"E
L47	76.57'	N00°34'38"E
L48	117.51'	S00°41'21"W

Curve Table					
Curve #	Length	Radius	Delta	CH BEARING	CH LENGTH
C1	68.23'	180.00'	021°43'07"	S10° 14' 04"E	67.82
C2	65.93'	240.00'	015°44'24"	N13° 13' 26"W	65.72
C3	98.14'	200.00'	028°06'58"	N75° 23' 49"W	97.16
C4	50.42'	200.00'	014°26'36"	S68° 33' 37"E	50.28
C5	47.73'	200.00'	013°40'23"	S82° 37' 07"E	47.61
C6	56.10'	148.00'	021°43'07"	S10° 14' 04"E	55.77
C7	47.33'	272.00'	009°58'13"	N16° 06' 31"W	47.27
C8	11.96'	232.00'	002°57'15"	N62° 48' 57"W	11.96
C9	62.52'	168.00'	021°19'18"	S71° 59' 58"E	62.16
C10	82.44'	168.00'	028°06'59"	N75° 23' 49"W	81.62
C11	32.88'	232.00'	008°07'11"	S65° 23' 55"E	32.85
C12	15.38'	232.00'	003°47'54"	S87° 33' 21"E	15.38
C13	19.92'	168.00'	006°47'41"	S86° 03' 28"E	19.91
C14	74.17'	232.00'	018°19'03"	N73° 27' 06"W	73.85

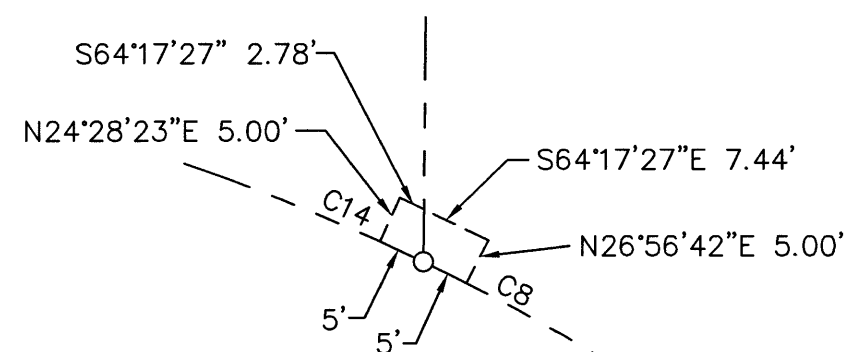
MONUMENTS OF RECORD

- (A) (G) 2-1/2" GLO BRASS CAP 1/16 CORNER SET IN [1]
- (B) 5/8" REBAR WITH YELLOW PLASTIC CAP INSCRIBED "BRYANT LS 920" SET IN [3]
- (C) 5/8" REBAR (NO CAP) SET IN [3]
- (D) (E) (F) 5/8" REBAR WITH YELLOW PLASTIC CAP INSCRIBED "SCE&S" SET IN [4]
NOTE: (D) HAS BEEN DESTROYED BY CONSTRUCTION AND RESETTING WAS WAIVED BY THE COUNTY SURVEYOR.
- (H) 5/8" REBAR WITH YELLOW PLASTIC CAP INSCRIBED "TYE ENGINEERING" SET IN [5]
- (I) 5/8" REBAR (NO CAP) SET IN [5]
- (J) 5/8" REBAR WITH YELLOW PLASTIC CAP INSCRIPTION ILLEGIBLE SET IN [5]
NOTE: (J) HAS BEEN DESTROYED BY CONSTRUCTION AND WAS RESET IN THE ORIGINAL POSITION WITH A 2" ALUMINUM CAP INSCRIBED "BECON".
- (K) 5/8" BENT REBAR WITH YELLOW PLASTIC CAP INSCRIBED "TYE ENGINEERING" SET IN [5]
NOTE: (K) HAS BEEN DESTROYED BY CONSTRUCTION AND RESETTING WAS WAIVED BY THE COUNTY SURVEYOR.



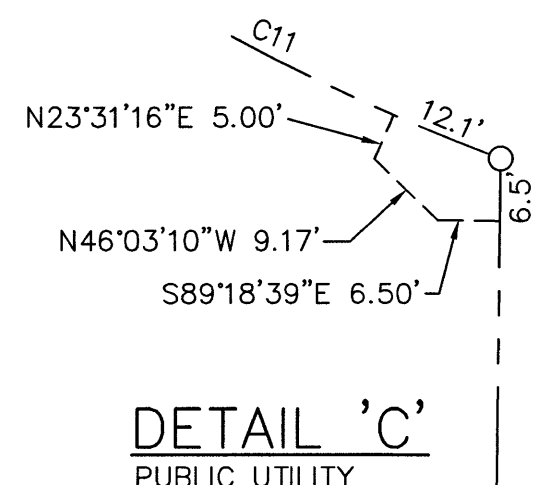
DETAIL 'A'

PUBLIC UTILITY EASEMENT
SCALE: 1"=20'



DETAIL 'B'

PUBLIC UTILITY EASEMENT
SCALE: 1"=20'



DETAIL 'C'

PUBLIC UTILITY EASEMENT
SCALE: 1"=20'

DESCHUTES COUNTY SURVEYOR
FILED 03/29/2022 BY: Collins

BECON
CIVIL ENGINEERING & LAND SURVEYING

549 SW MILL VIEW WAY
SUITE 100
BEND, OREGON 97702
(541) 633-3140
www.beconeng.com

REGISTERED PROFESSIONAL LAND SURVEYOR
ERIK J. HUFFMAN
OREGON DEC. 16, 2009
70814
RENEWS: JUNE 30, 2023

EVANS WAY ESTATES PHASE 1

FOR: 424 LINCOLN LLC

A REPLAT OF A PORTION OF PARCEL 2, PARTITION PLAT NO. 2018-45, AS DESCRIBED IN INSTRUMENT NUMBER 2020-45228, LOCATED IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 14, TOWNSHIP 22 SOUTH, RANGE 10 EAST, WILLAMETTE MERIDIAN, CITY OF LA PINE, DESCHUTES COUNTY, OREGON CITY OF LA PINE FILE NUMBER: 01SUB-19

SURVEYOR'S CERTIFICATE

I, ERIK J HUFFMAN, REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF OREGON, BEING FIRST DULY SWORN, DEPOSE AND SAY THAT I OR THOSE UNDER MY DIRECT SUPERVISION HAVE CORRECTLY SURVEYED AND MARKED WITH PROPER MONUMENTS THE LAND SHOWN ON THIS SUBDIVISION PLAT MAP;

THAT THE INITIAL POINT IS A 5/8" IRON ROD WITH NO CAP BEING THE MOST NORTHERLY EAST CORNER OF PARCEL 2, PARTITION PLAT 2018-45, AND THE FOLLOWING IS A TRUE AND CORRECT DESCRIPTION OF THE PROPERTY PLATTED:

BEGINNING AT THE INITIAL POINT;

THENCE SOUTH 00°27'21" WEST 112.33 FEET TO 5/8" REBAR WITH YELLOW PLASTIC CAP INSCRIBED "SCE&S";

THENCE SOUTH 89°42'11" EAST 59.79 FEET TO A 5/8" REBAR WITH YELLOW PLASTIC CAP INSCRIBED "SCE&S";

THENCE SOUTH 00°33'46" WEST 188.77 FEET TO A 5/8" REBAR WITH ORANGE PLASTIC CAP INSCRIBED "BECON";

THENCE NORTH 89°26'11" WEST 477.57 FEET TO A 5/8" REBAR WITH ORANGE PLASTIC CAP INSCRIBED "BECON";

THENCE NORTH 89°19'29" WEST 64.00 FEET TO A 5/8" REBAR WITH ORANGE PLASTIC CAP INSCRIBED "BECON";

THENCE NORTH 00°40'31" EAST 16.14 FEET TO A 5/8" REBAR WITH ORANGE PLASTIC CAP INSCRIBED "BECON";

THENCE NORTH 89°28'07" WEST 137.79 FEET TO A 5/8" REBAR WITH ORANGE PLASTIC CAP INSCRIBED "BECON";

THENCE ALONG THE WESTERLY BOUNDARY OF SAID PARCEL 2, NORTH 00°41'20" EAST 283.81 FEET TO A 5/8" REBAR WITH ORANGE PLASTIC CAP INSCRIBED "BECON", SAID POINT BEING 0.53 FEET EASTERLY FROM A 2 1/2" BRASS CAP INSCRIBED "US GENERAL LAND OFFICE SURVEY SW 1/16 S14 1944";

THENCE ALONG THE NORTHERLY BOUNDARY OF SAID PARCEL 2, SOUTH 89°30'48" EAST 618.91 FEET TO A 5/8" REBAR (NO CAP) AND THE POINT OF BEGINNING; CONTAINING 195.109 SQUARE FEET (4.48 ACRES, MORE OR LESS).

DECLARATION

KNOW ALL PERSONS BY THESE PRESENTS, THAT 424 LINCOLN, LLC, A WASHINGTON LIMITED LIABILITY COMPANY, AS OWNER OF THE LANDS SHOWN ON THIS PLAT IN FEE SIMPLE, HAS CAUSED THE LANDS HEREIN DESCRIBED TO BE SURVEYED AND PLATTED INTO LOTS AND STREETS ACCORDING TO THE PROVISIONS OF O.R.S. CHAPTER 92; AND HEREBY DEDICATE THE RIGHT OF WAY OF ANCHOR WAY, HEATH DRIVE, HALLIE WAY, ERLING DRIVE, AND EVANS WAY SHOWN HEREON TO THE PUBLIC FOREVER; AND HEREBY DEDICATE PUBLIC UTILITY EASEMENTS AS SHOWN HEREON TO THE PUBLIC FOREVER; AND HEREBY SUBMIT FOR APPROVAL AND RECORD THIS SUBDIVISION PLAT.

Meredith Oksenholt 10/19/21
MEREDITH OKSENHOLT, MANAGER, 424 LINCOLN, LLC DATE

ACKNOWLEDGMENT

STATE OF OREGON

COUNTY OF ~~DESCHUTES~~ Lincoln

ON THIS 19 DAY OF October, 2021, BEFORE ME PERSONALLY APPEARED MEREDITH OKSENHOLT AS MANAGER, 424 LINCOLN, LLC, WHO BEING DULY SWORN, STATED THAT SHE IS THE AGENT THAT IS AUTHORIZED TO EXECUTE THE FOREGOING INSTRUMENT AND ACKNOWLEDGED SAID INSTRUMENT TO BE HER VOLUNTARY ACT AND DEED.

NOTARY PUBLIC Lindsey Kort

PRINTED NAME: Lindsey Kort

NOTARY PUBLIC-OREGON

COMMISSION NO. 1000840

MY COMMISSION EXPIRES June 9 9, 2024.

APPROVALS

EVANS WAY ESTATES PHASE 1 HAS BEEN EXAMINED AND APPROVED BY:

I HEREBY CERTIFY THAT ALL TAXES ARE PAID TO THIS DATE.

Gary Munn 11-30-2021
DESCHUTES COUNTY TAX COLLECTOR DATE

I HEREBY CERTIFY THAT ALL AD VALOREM TAXES, SPECIAL ASSESSMENTS, FEES, AND OTHER CHARGES REQUIRED BY LAW TO BE PLACED ON THE 2021-2022 TAX ROLL WHICH BECAME A LIEN OR WILL BECOME A LIEN ON THIS SUBDIVISION DURING THIS TAX YEAR BUT NOT YET CERTIFIED TO THE TAX COLLECTOR FOR COLLECTION HAVE BEEN PAID, TO ME.

Scott Langer 11-30-2021
DESCHUTES COUNTY ASSESSOR DATE

M. Deary 3-24-2022
DESCHUTES COUNTY SURVEYOR DATE

Alfred Reyes 11-30-21
CITY OF LA PINE PLANNING DIRECTOR DATE

Jake O 11-30-21
CITY OF LA PINE PUBLIC WORKS MANAGER DATE

SIGNATURE BY THE CITY OF LA PINE CONSTITUTES ACCEPTANCE BY THE CITY OF ANY DEDICATION MADE HEREIN TO THE PUBLIC.

Patte Adair 3-28-2022
DESCHUTES COUNTY BOARD OF COMMISSIONERS DATE

WATER RIGHTS STATEMENT

THERE ARE NO WATER RIGHTS APPURTENANT TO THESE LANDS.

DESCHUTES COUNTY SURVEYOR
FILED 03/28/2022 BY: Collins

BECON
CIVIL ENGINEERING
& LAND SURVEYING

549 SW MILL VIEW WAY
SUITE 100
BEND, OREGON 97702
(541) 633-3140
www.beconeng.com

REGISTERED
PROFESSIONAL
LAND SURVEYOR
ERIK J. HUFFMAN
DEC. 16, 2009
70814
RENEWS: JUNE 30, 2023

DESCHUTES COUNTY SURVEYOR
FILED 11/22/2023 BY: COLLINS

OKSENHOLT ESTATES

FOR: F&S SOUTH 16, LLC

A REPLAT OF A PORTION OF PARCEL 2 AND ALL OF PARCEL 3, PARTITION PLAT NO. 2018-45, AS DESCRIBED IN INSTRUMENT NUMBER 2022-19253, LOCATED IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 14, TOWNSHIP 22 SOUTH, RANGE 10 EAST, WILLAMETTE MERIDIAN, CITY OF LA PINE, DESCHUTES COUNTY, OREGON CITY OF LA PINE FILE NUMBER: 01SUB-19

Deschutes County Official Records
Steve Dennison, County Clerk 2023-29075
01502031202300290750020026
D-PLAT Cnt=1 Pgs=2 Str=6 11/22/2023 09:15 AM
\$60.00 \$11.00 \$61.00 \$10.00 \$6.00 \$148.00

CS 21206

SURVEYOR'S CERTIFICATE

I, ERIK J HUFFMAN, REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF OREGON, BEING FIRST DULY SWORN, DEPOSE AND SAY THAT I OR THOSE UNDER MY DIRECT SUPERVISION HAVE CORRECTLY SURVEYED AND MARKED WITH PROPER MONUMENTS THE LAND SHOWN ON THIS SUBDIVISION PLAT MAP;

THAT THE INITIAL POINT IS A 5/8" REBAR WITH ORANGE PLASTIC CAP INSCRIBED "BECON", BEING THE SOUTHWEST CORNER OF EVANS WAY ESTATES PHASE 1 RECORDED AS INSTRUMENT NUMBER 2022-12883 IN DESCHUTES COUNTY RECORDS, AND THE FOLLOWING IS A TRUE AND CORRECT DESCRIPTION OF THE PROPERTY PLATTED:

BEGINNING AT THE INITIAL POINT;

THENCE ALONG THE SOUTHERLY BOUNDARY OF SAID EVANS WAY ESTATES PHASE 1 SOUTH 89°28'07" EAST 137.99 FEET;

THENCE, CONTINUING ALONG SAID BOUNDARY, SOUTH 00°38'58" WEST 16.14 FEET;

THENCE, CONTINUING ALONG SAID BOUNDARY, SOUTH 89°19'29" EAST 64.00 FEET;

THENCE, CONTINUING ALONG SAID BOUNDARY, SOUTH 89°26'11" EAST 477.56 FEET TO A POINT ON THE EASTERLY LINE OF PARCEL 2 OF PARTITION PLAT 2018-45;

THENCE, LEAVING SAID SOUTHERLY BOUNDARY OF EVANS WAY ESTATES PHASE 1 AND PROCEEDING ALONG THE EASTERLY BOUNDARY OF PARCEL 2 AND EASTERLY BOUNDARY OF PARCEL 3 OF PARTITION PLAT 2018-45, SOUTH 00°33'46" WEST 1025.58 FEET;

THENCE, ALONG THE SOUTHERLY BOUNDARY OF SAID PARCEL 3, NORTH 89°27'30" WEST 681.82 FEET;

THENCE, ALONG THE WESTERLY BOUNDARY OF SAID PARCEL 2 AND 3, NORTH 00°41'20" EAST 1042.03 FEET TO THE POINT OF BEGINNING.

CONTAINS 16.08 ACRES, MORE OR LESS.

MONUMENTS OF RECORD

- (A) 5/8" REBAR WITH YELLOW PLASTIC CAP INSCRIBED "S.C.E. & S." SET IN [4]
- (B) 5/8" REBAR WITH YELLOW PLASTIC CAP INSCRIBED "S.C.E. & S." SET IN [4]
- (C) 2-1/2" GLO BRASS CAP 1/16 CORNER SET IN [1] **INSCRIBED AS SHOWN**
- (D) 5/8" REBAR (NO CAP) SET IN [9]
- (E) 5/8" REBAR WITH YELLOW PLASTIC CAP INSCRIBED "TYE ENGINEERING" SET IN [9]
- (F) 5/8" REBAR (NO CAP) SET IN [8]
- (G) 5/8" REBAR WITH ALUMINUM INSCRIBED "TYE ENGINEERING" SET IN [8]
- (H) 5/8" REBAR WITH YELLOW PLASTIC CAP INSCRIBED "TYE ENGINEERING" SET IN [8]
- (I) 5/8" REBAR WITH YELLOW PLASTIC CAP INSCRIBED "TYE ENGINEERING" SET IN [7]
- (J) 5/8" REBAR WITH ALUMINUM CAP INSCRIBED "TYE ENGINEERING" SET IN [7]
- (K) 5/8" REBAR WITH YELLOW PLASTIC CAP INSCRIBED "TYE ENGINEERING" SET IN [7]
- (L) 5/8" REBAR WITH YELLOW PLASTIC CAP INSCRIBED "TYE ENGINEERING" SET IN [6]
- (M) 5/8" REBAR WITH YELLOW PLASTIC CAP INSCRIBED "S.C.E. & S." SET IN [4]
- (N) 5/8" REBAR (NO CAP) SET IN [6]
- (O) 5/8" REBAR WITH YELLOW PLASTIC CAP (ILLE GIBLE) SET IN [6]

DECLARATION

KNOW ALL PERSONS BY THESE PRESENTS, THAT F&S SOUTH 16, LLC, AN OREGON LIMITED LIABILITY COMPANY, AS OWNER OF THE LANDS SHOWN ON THIS PLAT IN FEE SIMPLE, HAS CAUSED THE LANDS HEREIN DESCRIBED TO BE SURVEYED AND PLATTED INTO LOTS AND STREETS ACCORDING TO THE PROVISIONS OF O.R.S. CHAPTER 92; AND HEREBY DEDICATES THE RIGHT OF WAY OF ERLING DRIVE, HALLIE WAY, RILEY DRIVE, BASSETT DRIVE, AND ALLEYS SHOWN HEREON TO THE PUBLIC FOREVER; AND HEREBY DEDICATES PUBLIC UTILITY EASEMENTS AS SHOWN HEREON TO THE PUBLIC FOREVER; AND HEREBY SUBMIT FOR APPROVAL AND RECORD THIS SUBDIVISION PLAT.

[Signature]
JON OKSENHOLT, MANAGER, OKSENHOLT PROPERTIES, LLC, MANAGER, F&S SOUTH 16, LLC
DATE 10/31/23

ACKNOWLEDGMENT

STATE OF OREGON

COUNTY OF DESCHUTES

ON THIS 31st DAY OF October, 2023, BEFORE ME PERSONALLY APPEARED JON OKSENHOLT, MANAGER, OKSENHOLT PROPERTIES, LLC, MANAGER, F&S SOUTH 16, LLC, WHO BEING DULY SWORN, STATED THAT HE IS THE AGENT THAT IS AUTHORIZED TO EXECUTE THE FOREGOING INSTRUMENT AND ACKNOWLEDGED SAID INSTRUMENT TO BE HIS VOLUNTARY ACT AND DEED.

NOTARY PUBLIC *[Signature]*
PRINTED NAME: Whitney Witt
NOTARY PUBLIC-OREGON

COMMISSION NO. 1007327

MY COMMISSION EXPIRES January 7th, 2025

SURVEY REFERENCES

- [1] CS 11184 DEPENDENT RESURVEY AND PARTIAL SUBDIVISION SECTION 14 BY GLO (RIGBY) **UNDER SPECIAL INSTRUCTIONS**
- [2] CS 20172 RECORD OF SURVEY, PROPERTY LINE ADJUSTMENT BY DANIEL T. BURTON FILED MARCH 24, 2020
- [3] CS 14351 **PARTITION PLAT 2001-7** BY RICHARD BRYANT FILED JANUARY 31, 2001
- [4] CS 19813 PARTITION PLAT NO. 2018-45 BY D. BURTON FILED DECEMBER 12, 2018
- [5] CS 15580 HUNTINGTON MEADOWS PHASES 1 AND 2 BY WILLIAM TYE FILED OCTOBER 17, 2003
- [6] CS 16236 HUNTINGTON MEADOWS PHASES 3 AND 4 BY WILLIAM TYE FILED JANUARY 6, 2005
- [7] CS 16788 HUNTINGTON MEADOWS PHASES 5 AND 6 BY WILLIAM TYE FILED FEBRUARY 22, 2006
- [8] CS 17128 HUNTINGTON MEADOWS PHASES 7 AND 8 BY WILLIAM TYE FILED DECEMBER 5, 2006
- [9] CS 17848 HUNTINGTON MEADOWS PHASES 9 AND 10 BY WILLIAM TYE FILED OCTOBER 16, 2008
- [10] CS 20777 EVANS WAY ESTATES PHASE 1 BY ERIK J. HUFFMAN, FILED MARCH 28, 2022

APPROVALS

THIS PLAT HAS BEEN EXAMINED AND APPROVED BY:

I HEREBY CERTIFY THAT ALL TAXES ARE PAID TO THIS DATE.

[Signature] 11/03/2023
DESCHUTES COUNTY TAX COLLECTOR DATE

I HEREBY CERTIFY THAT ALL AD VALOREM TAXES, SPECIAL ASSESSMENTS, FEES, AND OTHER CHARGES REQUIRED BY LAW TO BE PLACED ON THE 2023-2024 TAX ROLL WHICH BECAME A LIEN OR WILL BECOME A LIEN ON THIS SUBDIVISION DURING THIS TAX YEAR BUT NOT YET CERTIFIED TO THE TAX COLLECTOR FOR COLLECTION HAVE BEEN PAID, TO ME.

[Signature] 11-3-23
DESCHUTES COUNTY ASSESSOR DATE

[Signature] 11-21-2023
DESCHUTES COUNTY SURVEYOR DATE

[Signature] 11-1-23
CITY OF LA PINE PLANNING DIRECTOR DATE

[Signature] 11-1-23
CITY OF LA PINE PUBLIC WORKS MANAGER DATE

SIGNATURE BY THE CITY OF LA PINE CONSTITUTES ACCEPTANCE BY THE CITY OF ANY DEDICATION MADE HEREIN TO THE PUBLIC.

[Signature] 21 NOV 23
DESCHUTES COUNTY BOARD OF COMMISSIONERS DATE

WATER RIGHTS STATEMENT

THERE ARE NO WATER RIGHTS APPURTENANT TO THESE LANDS.

SURVEY NARRATIVE

THE PURPOSE OF THIS SURVEY WAS TO SUBDIVIDE AND MONUMENT A PORTION OF PARCEL 2 AND ALL OF PARCEL 3, PARTITION PLAT 2018-45, BEING THAT PROPERTY DESCRIBED IN INSTRUMENT NUMBER 2022-19253, DESCHUTES COUNTY OFFICIAL RECORDS, LOCATED IN THE SE 1/4 OF THE SW 1/4, SECTION 14, TOWNSHIP 22 SOUTH, RANGE 10 EAST, WILLAMETTE MERIDIAN, CITY OF LA PINE, DESCHUTES COUNTY, OREGON.

THE PROPERTY IS TO BE SUBDIVIDED INTO LOTS 13 THROUGH 61, HALLIE WAY, ERLING DRIVE, BASSETT DRIVE, AND RILEY DRIVE.

MONUMENTS FOUND ARE SHOWN AND WERE HELD TO DETERMINE THE BOUNDARY OF THIS PLAT. RECORD BOUNDARIES WERE HELD PER EVANS WAY ESTATES PHASE 1, CS 20777, DESCHUTES COUNTY SURVEY RECORDS, EXCEPT FOR WHERE SHOWN ALONG THE NORTHERLY BOUNDARY.

JOB #: 21047
CLIENT: F&S SOUTH 16, LLC
DATE: 10/31/2023
DRAWN BY: AJH/GR

549 SW MILL VIEW WAY
SUITE 100
BEND, OREGON 97702
(541) 633-3140
www.beconeng.com



RENEWS: JUNE 30, 2025

SHEET 1 of 2

DESCHUTES COUNTY SURVEYOR
 FILED 11/22/2023 BY: Collins

OKSENHOLT ESTATES

FOR: F&S SOUTH 16, LLC

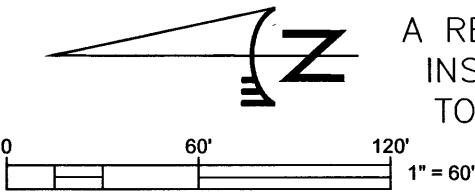
REGISTERED
 PROFESSIONAL
 LAND SURVEYOR
 OREGON
 DEC. 16, 2009
 ERIK J. HUFFMAN
 70814
 RENEWS: JUNE 30, 2025



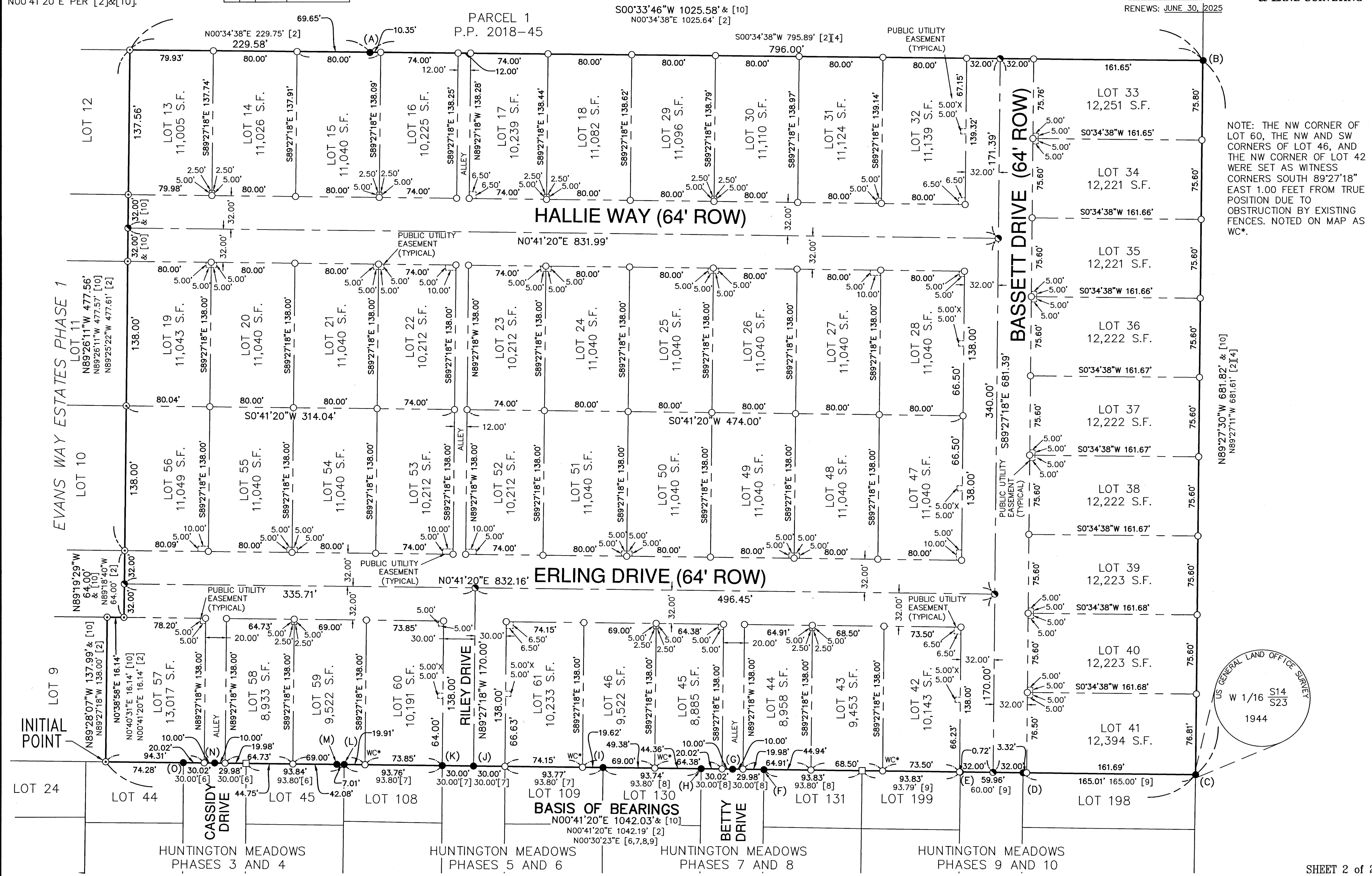
CS 21206

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE WEST LINE OF PARCELS 2 AND 3, PARTITION PLAT 2018-45 [2], BEING N00°41'20"E PER [2]&[10].



A REPLAT OF A PORTION OF PARCEL 2 AND ALL OF PARCEL 3, PARTITION PLAT NO. 2018-45, AS DESCRIBED IN INSTRUMENT NUMBER 2022-19253, LOCATED IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 14, TOWNSHIP 22 SOUTH, RANGE 10 EAST, WILLAMETTE MERIDIAN, CITY OF LA PINE, DESCHUTES COUNTY, OREGON
 CITY OF LA PINE FILE NUMBER: 01SUB-19



NOTE: THE NW CORNER OF LOT 60, THE NW AND SW CORNERS OF LOT 46, AND THE NW CORNER OF LOT 42 WERE SET AS WITNESS CORNERS SOUTH 89°27'18" EAST 1.00 FEET FROM TRUE POSITION DUE TO OBSTRUCTION BY EXISTING FENCES. NOTED ON MAP AS WC*.

N89°27'30"W 681.82' & [10]
 N89°27'11"W 681.61' [2][4]

