

**CITY OF LA PINE, OREGON
SITE PLAN APPLICATION
WALGREENS
PINEGREEN LLC**

PROPERTY OWNER: PINEGREEN LLC
PO BOX 1800
CORVALLIS, OREGON 97339

PROJECT ADDRESS: 51396 HWY 97
LA PINE, OREGON 97739

LOCATION: 221015ADO4301
221015DA00100

ZONING DESIGNATION: COMMERCIAL

PROPERTY SIZE: +/-43,125 SQUARE FEET +/-0.99/ACRES



**RHINE-CROSS GROUP, LLC
112 N 5TH STREET - SUITE 200
PO BOX 909
KLAMATH FALLS, OREGON 97601
(541) 851-9405**

**CITY OF LA PINE, OREGON
WALGREENS
SITE PLAN APPLICATION**

SECTIONS:

- Section 1: Project Description*
- Section 2: Site Plan Application*
- Section 3: City of La Pine Findings of Fact*
- Section 4: Deed and LLC*
- Section 5: Lawful Creation*
- Section 6: Mailing Addresses 100 Feet*
- Section 7: Traffic Study*
- Section 8: Site Plan*
- Section 9: Landscape Plan*
- Section 10: Elevations*
- Section 11: Photos of Site*

**SITUS ADDRESS:
51369 HWY 97
LA PINE, OREGON 97739
MAP NUMBERS: 221015AD TL 4301 AND 221015DA TL 100**

*CITY OF LA PINE, OREGON
WALGREENS
SITE PLAN APPLICATION*

SECTION 1

PROJECT DESCRIPTION

*SITUS ADDRESS:
51369 HWY 97
LA PINE, OREGON 97739
MAP NUMBERS: 221015AD TL 4301 AND 221015DA TL 100*

PROJECT OVERVIEW & DESCRIPTION

This application is for the development of a new Walgreens at the location of 51369 Hwy 97. The new development will front a Pedestrian Friendly Streets, Highway 97, and Finley Butte Road. The applicant has chosen Finley Butte Road as the primary Pedestrian Friendly Street and will orient the front of the building towards that street.

The property is located within the City of La Pine Oregon on Tax Lots 221015DA00100 and 221015AD04301. A Property Line Vacation Application is being submitted concurrently with this Site Plan Review Application to consolidate the lots for the development. The site is bounded to the north, west, and south by lands zoned Commercial. East of the property is land zoned Commercial/Residential Mixed Use (CRMX).

The site enjoys direct access to Highway 97 to the west, and Huntington Road to the east. The proposed location of the store is conveniently located within the Downtown District for easy access for La Pine residents.

Improvements to the site will consist of construction of a 2,522 square foot building that will be the new Walgreens which will provide Pharmacy services, Health, Wellness, and many additional items. The new Walgreens will also have the added convenience of a Pharmacy Drive-Thru.

The subject property is currently designated Commercial, and development standards shall comply with requirements within the La Pine Development Code.

*CITY OF LA PINE, OREGON
WALGREENS
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SECTION 2

*SITE PLAN
APPLICATION*

*SITUS ADDRESS:
51369 HWY 97
LA PINE, OREGON 97739
MAP NUMBERS: 221015AD TL 4301 AND 221015DA TL 100*



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

Site Plan Application

File Number # _____

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

PROPERTY OWNER AND APPLICANT INFORMATION

Applicant Name Dickerhoof Properties Phone (541) 740-8610 Fax _____
 Address PO Box 1800 City Corvallis State OR Zip Code 97339
 Email darren@dickerhoof.com
 Property Owner Pinegreen LLC Phone (541) 740-8610 Fax _____
 Address PO Box 1800 City Corvallis State OR Zip Code 97339
 Email darren@dickerhoof.com

PROPERTY DESCRIPTION

Property Location (address, intersection of cross street, general area) _____
51396 Hwy 97 and 51392 Hwy 97, La Pine
 Tax lot number: T-22 R-10 Section 15DA Tax Lot(s) 100
T-15 R-13 Section 15AD Tax Lot(s) 4301
 Zoning Commercial Total Land Area +/-43,125 (Square Ft.) +/-0.99 (Acres)
 Present Land Use Vacant building to be demolished.

Describe Project (i.e. type of use, hours of operation, other project characteristics):
Construction of new Walgreens. Hours of operations to be determined. Project will include
pedestrian ammenity between parking and street frontage.

PROJECT DESCRIPTION

Please give a brief description of the project: Construction of new Walgreens

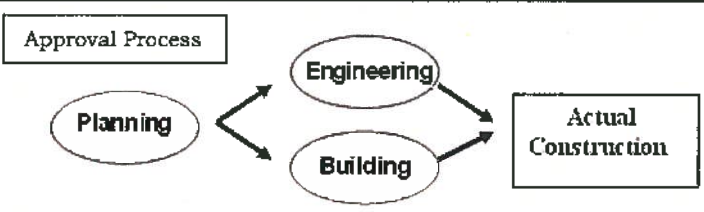


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PROFESSIONAL SERVICES

Architect/Designer/Engineer Engineer Rhine Cross Group, LLC Phone (541) / 851-9405 Fax (541) / 273-9200
 Address 112 N 5th Street - Suite 200 City Klamath Falls State OR Zip Code 97601
 Email marc@rc-grp.com

FOR OFFICE USE ONLY
 Date Received: _____
 Rec'd By: _____
 Fee Paid: _____
 Receipt #: _____



CHECKLIST

REQUIRED ITEMS TO BE SUBMITTED FOR SITE AND DESIGN REVIEW.

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

- Complete Application. The application *must be signed by the property owner and the applicant.*
- Mailing labels with all addresses within 100 feet of the property – obtained from title company
- Title Report or Subdivision Guarantee verifying ownership, *including legal description of land.*
- Fee Schedule (please see attached).
- Site and Landscape plan; Building Elevations; one (1) full sized copy of each which must be folded individually, 8 ½" X 11" or 11" by 17" in size.
- Floor plans, one (1) copy for each building which must be folded individually, 8 ½" X 11" or 11" by 17" in size.
- Vicinity map.
- Trip Generation statement prepared by a professional transportation planner or equivalent. 5 copies, Note: if more than 200 ADT result (or at the discretion of the City Engineer), a Traffic Impact Study may be required.



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- Preliminary Grading and Storm Drainage Plan, including drainage calculations demonstrating that all storm water will be retained on site in compliance with the Central Oregon Stormwater Manual (COSM)
- Response regarding compliance with the *2014 Fire Code*, specifically:
 - Fire Apparatus Access Road Requirements as per OFC Section 503 & Appendix D
 - Fire Protection Water Supplies as per OFC Section 507, Appendix B & C
- Above Checklist items must be submitted electronically to the Planning Director at mbethel@lapineoregon.gov (Word, Jpeg or PDF).

SITE PLAN

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



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- Location and size of any public areas within the development.
- All fire hydrants, existing and proposed, within 500 feet of the site.
- A topographic map of the site if the slope of the site exceeds 5%.
- Locations of all existing natural features including trees, natural drainage ways, rock outcroppings, et cetera.

BUILDING ELEVATIONS

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

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

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


FLOOR PLAN

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

LIGHTING PLAN

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

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

Owner:  Date: 4-25-24
Signature

*CITY OF LA PINE, OREGON
WALGREENS
SITE PLAN APPLICATION*

SECTION 3

*LA PINE DEVELOPMENT CODE
FINDINGS OF FACT*

*SITUS ADDRESS:
51369 HWY 97
LA PINE, OREGON 97739
MAP NUMBERS: 221015AD TL 4301 AND 221015DA TL 100*

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LA PINE DEVELOPMENT CODE
BURDEN OF PROOF
WALGREENS

CHAPTER 15.22.- COMMERCIAL AND MIXED-USE ZONES

Sec. 15.22.100.- Purpose.

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

Sec. 15.22.200.- Characteristics of the commercial and mixed-use zones.

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

A. Traditional Commercial Zone (C). The C zone allows the widest range of commercial uses and limits residential uses in order to preserve land for commercial needs and maintain compatibility between adjacent uses. A portion of the C zone is located in the Downtown La Pine Overlay Zone. The overlay zone restricts some uses and establishes additional design standards to facilitate the development of a pedestrian-oriented downtown area.

B. Commercial/Residential Mixed Use Zone (CRMX). The CRMX zone is intended primarily as a smaller scale, service and office commercial district, with associated residential that may consist of upper level units. A live-work design concept within the mixed-use district serves as a buffer between the C zone and residential zones. Commercial uses are allowed in the zone but are limited in order to facilitate a mixed-use development pattern.

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

D. Neighborhood Commercial Zone (CN). The CN zone allows commercial uses that are intended to serve neighboring residential neighborhoods and are generally compatible with residential uses.

FINDINGS OF FACT: The subject property is zoned Traditional Commercial as described in (A) above.

Sec. 15.22.300.- Use regulations.

Uses may be designated as permitted, limited, conditional, or prohibited in the commercial and mixed-use zones. As noted in Table 15.22-1, a use may also be subject to special use standards of article 6.

A. *Permitted uses (P)*. Uses allowed outright in the commercial and mixed-use zones are listed in Table 15.22-1 with a "P." In the C zone, any use that emits fumes or noxious odors, requires an air quality permit from the Oregon Department of Environmental Quality (DEQ), or emits noise beyond 20 decibels (dB) is required to obtain a conditional use permit pursuant to chapter 15.316, conditional uses.

FINDINGS OF FACT: The proposed Walgreens is a permitted use in Commercial as noted in Table 15.22-1 under Retail Sales and Service.

<i>Table 15.22-1. Use Regulations in the Commercial and Mixed-Use Zones</i>					
<i>Use Category</i>	<i>C</i>	<i>CRMX</i>	<i>CMX</i>	<i>CN</i>	<i>Special Use Standards</i>
<i>Commercial Use Categories</i>					
Campgrounds and RV parks	N	CU (2)	CU	CU	Section 15.108.020
Commercial lodging	P	L (2)	P	L (5)	—
Commercial parking	CU	L (2)	P	N	—
Commercial recreation	P	L (2)	P	P	Section 15.108.030
Eating and drinking establishments	P	L (2)	P	P	Mobile food unit sites subject to Section 15.108.070
Marijuana dispensary	P	N	P	N	Section 15.108.050
Quick vehicle servicing	P	CU	CU	N	—
Office	P	L (2)	P	P	—
Retail sales and service	P	L (2)	L/CU (4)	L/CU (6)	—
Vehicle repair	P	N	CU	N	—
Self-service storage	N	N	P	CU	—

Sec. 15.22.400.- Development standards.

A. *Purpose*. The development standards for commercial and mixed-use zones allow development flexibility, within parameters, that supports the intended characteristics of the specific zone. In addition, the regulations provide guidance to property owners, developers, and neighbors about the limits of what is allowed.

B. *Development standards.* The development standards for commercial and mixed-use zones are presented in Table 15.22-2. Development standards may be modified as provided by chapter 15.320, variances. Additional standards may apply to specific zones or uses, see section 15.22.500.

Standard	C	CRMX	CMX	CN
Minimum lot width	None	None	None	25 feet
Minimum setbacks	—	—	—	—
- Front or street-side yard	20 feet	20 feet	20 feet	20 feet
- Side yard	None	10 feet; None for townhomes	10 feet; None for townhomes	10 feet; None for townhomes
- Rear yard	None	10 feet	10 feet	15 feet
Maximum building height	70 feet	45 feet	45 feet	45 feet
Maximum lot coverage	80%	60%	60%	50%
Minimum landscaped area	See 15.18.500 and chapter 15.82			
Minimum and maximum density	Residential and mixed-use developments are subject to the minimum and maximum density standards of the RMF zone (see section 15.18.500).			

FINDINGS OF FACT: The proposed development meets all required setbacks as shown in Table 15.22.2 and on the Site Plan for Commercial Development.

Sec. 15.22.500.-Additional standards

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

FINDINGS OF FACT: The front of Walgreens will face Finley Butte Road which is a Pedestrian Friendly Street. US 97 is also a Pedestrian Friendly Street, but the applicant has chosen Finley Butte Road as the primary Pedestrian Friendly Street as allowed by code interpretation.

B. Landscaping standard. Any portion of a lot developed for commercial uses which are not used for buildings, other structures, parking or loading spaces, or aisles, driveways, sidewalks, and designated storage areas shall be planted and maintained with grass or other all-season groundcover vegetation. Grass shall be kept neatly mowed. Landscaping with trees and shrubs is permitted and encouraged. See additional landscaping and buffering standards in article 5.

FINDINGS OF FACT: As shown on the Landscape plan all portions of the development, which is not used for buildings, other structures, parking or loading spaces, or aisles, driveways, sidewalks will be planted and will be maintained with grass, trees, shrubs, and hemlock mulch.

C. Screening requirements.

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

FINDINGS OF FACT: Business will be conducted within the building, except for parking and the drive-thru.

2. Outdoor storage. All areas of a site containing or proposed to contain outdoor storage of materials, equipment, and vehicles, and areas containing junk, salvage materials, or similar contents, shall be screened from view from adjacent rights-of-way and residential uses by a sight-obscuring fence, wall, landscape screen, or combination of screening methods. See additional buffering and fence standards in article 5.

FINDINGS OF FACT: There will be no outdoor storage of materials, equipment, vehicles, areas containing junk, salvage materials, or similar contents.

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

FINDINGS OF FACT: Applicant acknowledges (3) above and does not foresee the display of outdoor merchandise. However, the applicant also understands that the display of merchandise for sale is not required to be screened from view should they have outdoor displays which would be located behind building setback lines.

D. Vehicle access. Access driveways and entrances shall be permitted in a number and locations in which sight distance is adequate to allow safe movement of traffic in or out of the driveway or entrance, the free movement of normal highway traffic is not impaired, and the driveway or entrance will not create a hazard or an area of undue traffic congestion on highways to which it has access. The city may require the permit applicant to submit engineering data and/or traffic analyses to support its proposed plan of access driveways and entrances. See additional access and circulation standards in article 5.

FINDINGS OF FACT: There is one proposed access from Highway 97 and two proposed accesses located on Huntington Road. Traffic will be controlled by directional arrows and is addressed within the Traffic Impact Analysis by Transight Consulting LLC included with this application.

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

FINDINGS OF FACT: Applicant acknowledges (E) above and the development will no emit any noxious, toxic, or corrosive fumes or gases nor shall it emit any offensive odors.

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

FINDINGS OF FACT: Applicant acknowledges (F) above and will comply with this noise regulation, however there should be no noise interference from the proposed project.

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

FINDINGS OF FACT: The applicant will place and shield all exterior lighting so as not to create a nuisance for adjacent properties.

CHAPTER 15.312- SITE PLAN REVIEW

Sec. 15.312.040 – Submittal Requirements.

A property owner or authorized representative thereof may initiate a request for site plan review by filing an application with the city using forms prescribed by the city together with the required filing fee in accordance with the Type II application requirements in article 7. In addition to the information required for a Type II review (see article 7), the applicant shall submit that which is listed below.

A. Requirements for information to be submitted. Information provided on the site plan shall conform to the following. The number of copies required shall be as specified on the application form.

1. Drawings depicting the proposal shall be presented on sheets not larger than 24 inches by 36 inches in the number of copies directed by the city.

FINDINGS OF FACT: Applicant acknowledges (A) and will provide the required number of copies as specified on the application form and will be a size no larger than 24 inches by 36 inches.

2. To facilitate public reviews and notice, at least one copy of the proposal shall be provided on a sheet of paper not larger than 11 inches by 17 inches.

FINDINGS OF FACT: Applicant shall provide one copy of the proposal on a sheet not larger than 11 inches by 17 inches.

3. Drawings shall be at a scale sufficiently large enough to enable all features of the design to be clearly discerned and shall include a north arrow and scale.

FINDINGS OF FACT: Drawings are of a scale sufficient to enable all features of design to be clearly discerned.

4. The city may require that the drawing, development plan or other information be provided to the city on a computer disk in a format adaptable to the city's computer systems.

FINDINGS OF FACT: Applicant shall provide the City upon request the project on a flash drive.

B. Site analysis diagram. If required by the city planning official, this element of the site plan, which may be in schematic or free hand form to scale, shall indicate the following site characteristics:

1. Location and species of existing trees greater than six inches in diameter when measured four feet above the natural grade, and an indication of which trees are proposed to be removed.

FINDINGS OF FACT: No trees exist on the subject property.

2. On sites that contain steep slopes, potential geological hazard or unique natural features that may affect the proposed development, the city may require contours mapped at two-foot intervals.

FINDINGS OF FACT: The site does not contain steep slopes, potential geological hazards, or unique natural features.

3. Natural drainage ways, depths of any ground water tables less than 12 feet, any areas of surface water accumulations and any other significant natural features.

FINDINGS OF FACT: The site development is proposing a stormwater infiltration swale but does not exhibit any significant natural features.

4.The location and width of all public and private streets, drives, sidewalks, pathways, rights-of-way, and easements on the site and adjoining the site, and all buildings, utilities, retaining walls, and other man-made features, both existing and proposed.

FINDINGS OF FACT: Number (4) above is shown on the Site Plan for all relevant items addressed.

5.Natural features, including trees, riparian habitat and stream channels and structures on-site or on adjoining properties that have or may have a visual or other significant relationship with the site and the proposed development thereon.

FINDINGS OF FACT: The site does not have any natural features, trees, riparian habitat, or stream channels this is N/A to this project.

C. Site photographs. Photographs depicting the site and its relationship to adjoining sites and the general area are extremely valuable, should be provided, and may be required by the city planning official.

FINDINGS OF FACT: Photos are included within this application packet.

D. Site development plan. The site plan shall indicate the following:

- 1.Legal description of the property.
- 2.Boundary dimensions and site area.
- 3.Location and sizes of existing and proposed utilities, including water lines, sewer lines, hydrants, etc.
- 4.Location of all existing and proposed structures, including distances from the property lines.
- 5.Area of the site to be covered by structures, existing and proposed, and the percentage of site coverage thereby.
- 6.All external dimensions of existing and proposed buildings and structures.
- 7.Location of building entrances and exits.
- 8.Access drives, parking and circulation areas, including their dimensions.
- 9.Service areas and delivery circulation plan for such uses as the loading and delivery of goods.
- 10.Locations, descriptions and dimensions of easements as may be applicable.
- 11.Grading and drainage plans and calculations, including spot elevations and contours at intervals close enough to convey their meaning.
- 12.Location of areas to be landscaped, including designated landscape material/plant types and sizes.
- 13.Outdoor recreation and/or play areas.
- 14.Pedestrian and bicycle circulation, including existing and proposed on-site and off-site sidewalks.
- 15.Location of mechanical equipment not enclosed within a building, garbage disposal areas, utility appurtenances and similar structures.
- 16.Exterior lighting and fencing.
- 17.Location, size and method of illumination of signs.
- 18.Provisions for handicapped persons.
- 19.Other site elements which will assist in the evaluation of site development.
- 20.Location, names, surface and right-of-way widths and improvement standards of all existing and proposed streets within or adjacent to the proposed development.
- 21.Location of areas designated for snow storage, in accordance with the requirements of section 18.86.060 [15.86.060], and calculations of the area required by the minimum standard and the proposed area.
- 22.Information necessary to demonstrate compliance with [the] fire code, including, but not limited to, fire flow, apparatus access, and hydrant spacing.

FINDINGS OF FACT: The Site Plan with this application has included all of the above that are relevant to the site and development.

E. Accompanying written summary. In addition to the foregoing site development plan requirements, a written summary of the proposal should be provided and may be required showing the following, (unless such is shown on the site development plan):

FINDINGS OF FACT: The site development plan includes the plan requirements and a brief description of the proposed project is included within the final document.

1. Commercial and nonresidential development. For commercial and nonresidential development:
 - a. The square footage contained in the site area to be developed.
 - b. The percentage of the area to be covered by structures when developed.
 - c. The percentage of the area to be covered by parking areas and the total number of parking spaces.
 - d. The total square footage of all landscaped areas, including the percentage consisting of natural materials and the percentage of hard surfaced areas such as courtyards.
 - e. Trip generation letter, signed by a professional engineer registered by the State of Oregon (unless waived by the city planning official). A traffic impact analysis may be required in accordance with section 15.90.080.

FINDINGS OF FACT: The applicant has addressed and included within this application (a) through (e) above.

2. Residential development. For residential development:
 - a. The total square footage of the lot or parcel and in the structures in the development.
 - b. The number of dwelling units in the development (include the units by the number of bedrooms in each unit, for example, ten one-bedroom, 25 two-bedroom and the like).
 - c. Percentage of lot coverage by structures, way areas, recreation areas and landscaping.
 - e. [d.] Trip generation letter, signed by a professional engineer registered by the State of Oregon (unless waived by the city planning official). A traffic impact analysis may be required in accordance with section 15.90.080.

FINDINGS OF FACT: N/A this is not a residential development.

F. Landscape plan. If required by the city planning official, a landscape plan shall be submitted and shall indicate the following.

1. The size, species and locations of plant materials to be retained or placed on-site.
2. The layout of irrigation facilities.
3. Location and design details of walkways, plazas, courtyards and similar areas.
4. Location, type and intensity of outdoor lighting.
5. Location and design details of proposed fencing, retaining walls and trash collection areas.
6. Other information as deemed appropriate by the review authority. An arborist's report may be required for sites with mature trees that are to be retained and protected.

FINDINGS OF FACT: The Landscape Plan includes all of the items listed above that are included with the development of this property.

G. Architectural drawings. This element of the site plan review, if required by the city planning official, shall indicate the following:

1. A plan specifying the building footprint and dimensions, including all points of access. Floor plans of interior spaces to the extent required to clarify access functions and the relationship of the spaces to decks, porches, balconies and stairs or other features shown on the building elevations. The floor plans shall be provided for all building floors and shall include appropriate dimensions.

2. Exterior elevations showing building heights, windows, doors, exterior light fixtures, stairways, balconies, decks and other architectural details. These elevations shall be provided for every exterior wall surface, including those which are completely or partially concealed from view by overlapping portions of the structure. Existing and finished grades at the center of all walls shall be shown with elevations of floors indicated and a dimension showing compliance with height limitations.
3. Location and type of exterior light fixtures, including the lamp types and the levels of illumination that they provide.
4. Location, size and method of illumination of all exterior signs.

FINDINGS OF FACT: The Elevations are included within this application.

H. Property survey. A survey of the property by a licensed land surveyor may be required, and if required the survey shall clearly delineate property boundaries and show the location of the corners of proposed buildings and other significant features proposed for the site. The requirement for a survey of the exterior boundaries of a site may be waived where it is found that there is a recent survey that can be used to clearly establish the applicant's property boundaries.

I. Deed restrictions. Copies of all existing and proposed restrictions or covenants, including those for roadway access control.

FINDINGS OF FACT: Minor Land Partition (MP-88-52) included within this packet under Lawful Creation was recorded 1989.

J. Narrative. A written narrative addressing the applicable criteria listed [in] section 15.312.050 for residential development and sections 15.312.050 and 15.312.060 for nonresidential development.

FINDINGS OF FACT: Applicant acknowledges (J) above and has included the addressed these sections within this document.

K. Other information as determined by the city planning official. The city planning official may require studies or exhibits prepared by qualified professionals to address specific site features or project impacts (e.g., traffic, noise, environmental features, natural hazards, etc.), as necessary to determine a proposal's conformance with this Development Code.

FINDINGS OF FACT: Applicant acknowledges (K) above and shall provide any additional information as requested by the city planning official.

Sec. 15.312.050 – Approval Criteria – all residential and nonresidential.

To ensure that the stated purposes of the site plan review process are met, the review authority shall be governed by the criteria below as they evaluate and render a decision on a proposal.

A. Statement of intent.

1. The site plan review criteria are intended to provide a frame of reference for the applicant in the development of a site, building and landscape plans, as well as providing the city with a means of reviewing proposed plans.

FINDINGS OF FACT: The site plan criteria is addressed within this documents providing the city with a means of reviewing the proposed plans for a new Walgreens.

2. These criteria provide a clear and objective means of evaluating residential development (and the residential components of a mixed use development) in accordance with ORS 197.

FINDINGS OF FACT: N/A this application is not residential development.

3.The review authority is not authorized as a part of the site plan review process to approve projects which exceed specific development standards set forth by the applicable zone unless the exceptions are approved in accordance with specific variance or other provisions set forth in this Development Code.

FINDINGS OF FACT: The applicant is not submitting or proposing any exceptions or variances with this application.

B. Site plan evaluation criteria. The following criteria shall be used in evaluating all site development plans:

- 1.The application is complete, in accordance with the applicable procedures in article 7.
- 2.The application complies with all applicable provisions of the underlying zoning district in article 3, including, but not limited to, setbacks, lot dimensions, density, lot coverage, building height, and other applicable standards.
- 3.The application complies with the provisions of the any applicable overlay zones in article 4.
- 4.The proposal complies with all applicable development and design standards of article 5.
- 5.The application complies with all applicable special use standards in article 6.
- 6.Adequate public facilities and utilities are available or can be made prior to occupancy to serve the proposed development.
- 7.The proposed site plan conforms to the standards within the adopted La Pine Transportation System Plan (TSP), as may be amended from time to time, unless other design standards are specifically approved by the city.
- 8.The proposed site plan conforms to the La Pine Sewer and Water Standards, as may be amended from time to time, unless other design standards are specifically approved by the city. All sewer improvements must comply with Oregon Administrative Rules chapter 340 division 52 requirements, including Appendix A - Sewer Pipelines.
- 9.The proposed site plan conforms to the Central Oregon Stormwater Manual (COSM), as may be amended from time to time, unless other design standards are specifically approved by the city.
- 10.All utilities shall be installed underground, unless otherwise specifically approved by the city.
- 11.The proposal meets all existing conditions of approval for the site or use, as required by prior land use decision(s), as applicable.

Note— Compliance with other city codes and requirements, though not applicable land use criteria, may be required prior to issuance of building permits.

FINDINGS OF FACT: Applicant acknowledges (1) – (11) above and understands the criteria and has addressed the criteria that shall be used in evaluating this site development plan.

Sec. 15.312.060 – Additional approval criteria – nonresidential development.

In addition to the approval criteria in section 15.312.050, to ensure that the stated purposes of the site plan review process are met, the review authority shall also be governed by the criteria below as they evaluate and render a decision on a nonresidential development proposal.

A. Statement of intent.

- 1.The site plan review criteria for nonresidential development are intended to provide a frame of reference for the applicant in the development of a site, building and landscape plans, as well as providing the city with a means of reviewing proposed plans.
- 2.These criteria are not intended to be inflexible requirements, nor are they intended to discourage creativity. The specification of one or more architectural styles is not intended by these criteria.

3.The review authority is not authorized as a part of the design review process to approve projects which exceed specific development standards set forth by the applicable zone unless the exceptions are approved in accordance with specific variance or other provisions set forth in this chapter.

FINDINGS OF FACT: The applicant is not requesting any exceptions for the proposed project.

B. Site plan evaluation criteria. In addition to the approval criteria in section 15.312.050, the following criteria shall be used in evaluating nonresidential site development plans:

- 1.The arrangement of all functions, uses and improvements has been designed so as to reflect and harmonize with the natural characteristics and limitations of the site and adjacent sites.
- 2.In terms of setback from streets or sidewalks, the design creates a visually interesting and compatible relationship between the proposed structures and/or adjacent structures.
- 3.The design incorporates existing features, such as streams, rocks, slopes, vegetation and the like, as part of the overall design.
- 4.Where appropriate, the design relates or integrates the proposed landscaping/open space to the adjoining landscape/open space in order to create a pedestrian/bike pathway and/or open system that connects several properties or uses.
- 5.The arrangement of the improvements on the site do not unreasonably degrade the scenic values of the community and the surrounding area in particular.
- 6.Where appropriate, the design includes a parking and circulation system that encourages a pedestrian and/or bicycle rather than vehicular orientation, including a separate service area for delivery of goods.
- 7.The design gives attention to the placement of storage, mechanical equipment, utilities or waste collection facilities so as to screen such from view, both from within and from outside the site.

FINDINGS OF FACT: The proposed project has incorporated (1) through (7) above where applicable to the existing landscape and surrounding area with the use of open space, pedestrian pathways, vehicular circulation that encourages a pedestrian friendly layout. The site as designed will increase the scenic values of the community and site.

C. Landscape design evaluation criteria. The following criteria shall be used in evaluating landscape plans:

- 1.The overall design substantially complements the natural environment of the city and the character of the site and the surrounding area.
- 2.The design acknowledges the growing conditions for this climatic zone, and the unique requirements that its specific site location makes upon plant selection.
- 3.Provision has been made for the survival and continuous maintenance of the landscape and its vegetation.
- 4.The design contributes to the stabilization of slopes and the protection of other natural features and resources where applicable.

FINDINGS OF FACT: The applicant addresses (1) through (4) above with the landscape plan where applicable.

CHAPTER 15.40.- DOWNTOWN OVERLAY ZONE

Sec. 15.40.010.- Purpose.

The purpose of the downtown overlay zone is to create a pedestrian-oriented downtown area that will serve as the center of commercial and civic activity in the community and as a destination for residents and visitors. Pedestrian-oriented places provide visual interest at eye-level, feel safe and

comfortable for people walking, contain a variety of activities and services, are easy to navigate on foot, and provide open areas and amenities for gathering and resting. This overlay zone modifies the regulations of the underlying base zones to ensure pedestrian-oriented land uses and design. Within the overlay, streets have been designated as either "Storefront Streets" or "Pedestrian-Friendly Streets."

A. *Storefront streets.* Storefront streets prioritize the pedestrian experience. These streets provide places to walk that are not only safe and comfortable, but that also provide visually interesting and engaging experiences. This is achieved through placing buildings closer to the street, designing buildings with architectural detail, and encouraging storefront shopping.

FINDINGS OF FACT: The proposed Walgreens does not border a storefront street. N/A to this project.

B. *Pedestrian-friendly streets.* Pedestrian-friendly streets balance the pedestrian experience with the need to accommodate a range of development types. These streets are safe and comfortable for pedestrians. Buildings are encouraged to be placed close to the street, but not required. Other standards are relaxed slightly to provide flexibility in design while maintaining a pedestrian-friendly environment.

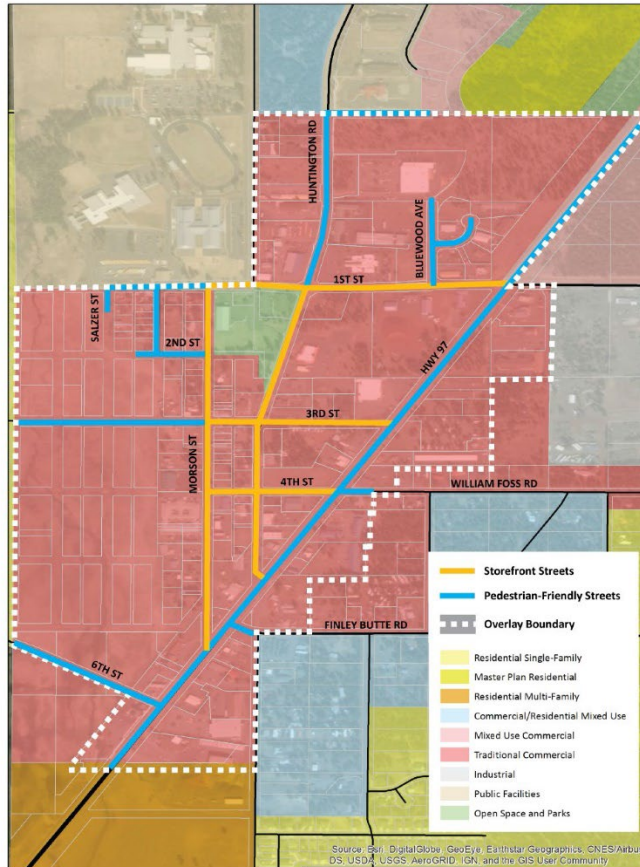
FINDINGS OF FACT: Highway 97 on the west side of the project site is a pedestrian-friendly street, Finley Butte Road adjoining the subject property on the north side is also a pedestrian friendly street. Huntington Road on the east side of the subject property is not classified as either a pedestrian friendly street or storefront street. The applicant is facing the front of the store to Finley Butte Road as their Pedestrian Friendly Street.

Sec. 15.40.020.- Applicability.

A. *Zone boundary and street designations.* The boundaries of the downtown overlay zone are depicted in Figure 15.40-1. The standards of this chapter apply to development and redevelopment on properties within this boundary. Specific standards within this chapter apply to properties abutting streets designated as storefront streets and pedestrian friendly streets, as shown on Figure 15.40-1.

FINDINGS OF FACT: The proposed development is located within the Downtown Overlay Zone and will comply with the standards set forth in the code. Additionally, Walgreens will also comply with Section 15.86.040 as discussed later in this document for Drive-up and drive-through uses.

Downtown Overlay Zone Map



C. *Expansions and alterations to existing nonresidential buildings.* The standards of this chapter apply to expansions and alterations to nonresidential buildings that are subject to site plan review, in accordance with chapter 15.312. The standards are applicable as follows:

D. *Expansions and alterations to parking and vehicle circulation areas.* Expansions or alterations to existing parking and vehicle circulation areas must not increase non-conformity with the standard for location of parking areas (15.40.060.B).

FINDINGS OF FACT: The alteration to the proposed project site for parking and vehicle circulation does not increase non-conformity with the standard for location of parking areas as discussed in 15.40.060.B for pedestrian friendly street criteria. The applicant does not propose any parking between the front of the store and Finley Butte Road as required. Additionally, the subject property adjoins Huntington Road on the east which is classified as neither a store-friendly street or a pedestrian friendly street and will comply with the code standards associated with that street. The proposal is to utilize Finley Butte Road as the Pedestrian Friendly Street and will comply with those criteria.

Sec. 15.40.025.- Downtown design exception.

A. The planning commission may allow exceptions to the design standards in 15.40.060 through 15.40.090 without the need to obtain a variance pursuant to chapter 15.320. For

each standard for which a design exception is sought, the applicant must demonstrate that at least one of the following circumstances is met:

1. The physical characteristics of the site or existing structure (e.g., steep slopes, wetlands, other bodies of water, trees or other significant natural features of the site, buildings or other existing development, utility lines and easements, etc.) make compliance with the standard impractical; or

2. The alternative design better complies with the following:

a. The purpose of the Downtown La Pine Overlay as described in section 15.40.010; and

b. The intent of the standard for which the exception is being sought.

B. Requests for a downtown design exception are subject to Type III review in accordance with the procedures in article 7. The request may be considered as part of the development application.

FINDINGS OF FACT: The applicant is not applying for any exceptions to the Downtown Design Standards.

Sec. 15.40.030.- Uses.

Uses permitted in the underlying base zone are permitted in the downtown overlay zone, except that the following uses and activities are prohibited on sites abutting a storefront street:

A. New drive-up and drive-through uses.

FINDINGS OF FACT: Walgreens will be developed as a retail store with a drive-through. The drive-through faces Huntington Road. The location of the new building is adjacent to a pedestrian-friendly street on the west side and north side of the subject property. The applicant is utilizing the option allowed within 15.40.060(C) and is not proposing any on-street parking with this development.

Sec. 15.40.040.- Options for required parking.

A. *Credit for on-street parking.* The off-street parking standards of chapter 15.86 may be reduced by one parking space for every one on-street parking spaces located adjacent to the subject site, provided the parking spaces meet the dimensional standards of section 15.86.030.

FINDINGS OF FACT: No on-street parking is proposed with this application.

B. *Off-site parking.* To allow flexibility in the location of required parking and to encourage efficient utilization of land, required parking may be located up to 800 feet from the development. Such parking shall be designated and signed as assigned to the remote development. Confirmation of the parking assignment shall be required prior to occupancy of the development.

FINDINGS OF FACT: The applicant is not seeking flexibility in the location of the required parking.

C. *Shared parking.* Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature; weekday uses versus weekend uses) or that one of the sites has an excess supply of parking. The right of joint use must be evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use. Shared parking requests shall be subject to review and approval through a Type II application.

FINDINGS OF FACT: No shared parking is proposed with the development of the new Walgreens.

Sec. 15.40.050.- Summary of design standards.

Table 15.40-1 provides an overview of the design standards that apply within the downtown overlay zone. See the referenced section of this chapter for specific regulations.

Table 15.40-1. Summary of Design Standards			
Standard	Storefront Streets	Pedestrian-Friendly Streets	Code Section
<i>Building Setbacks</i>			
No minimum front setbacks	√	√	15.40.060.B
No parking between building and the street	√	√	15.40.060.C
75% of building within 5 ft. of front lot line	√		15.40.060.D
<i>Building Entries</i>			
Required walkway connection	√	√	15.40.070.B
Entry orientation	√	√	15.40.070.C [15.40.070.D]
Entry design	√	√	15.40.070.D [15.40.070.C]
<i>Window and Weather Protection Requirements</i>			
Minimum window requirements (as % of the ground level wall area)	60%	40%	15.40.080.B
Weather protection required	√		15.40.080.C
<i>Architectural Design Standards</i>			
Architectural design standards	√	√	15.40.090

Sec. 15.40.060.- Setbacks.

A. *Intent.* The intent of the setback standards is to help ensure that buildings are placed close to the sidewalk to create both visual interest and a sense of enclosure or "an outdoor room." Buildings set back from the street with parking next to the sidewalk are less interesting and less comfortable for pedestrians. These standards apply to the primary building(s) on a site (e.g., not to accessory structures).

FINDINGS OF FACT: Walgreens is proposing parking next to Highway 97, a pedestrian-friendly street. Walgreens is utilizing the pedestrian-friendly street criteria for Finley Butte Road following pedestrian-friendly street criteria as noted in (C) below.

B. *Front setbacks.* No minimum front setback standards apply to developments in the downtown overlay zone.

C. *Location of parking areas.* No vehicle parking or circulation areas are permitted between the front of the building and a storefront street or a pedestrian-friendly street (see Figure 15.40-3). If the development site has a frontage on both types of streets, then this standard only applies to the frontage on the storefront street. If the development site has frontage on more than one storefront street, then this standard shall only apply to one storefront street.

FINDINGS OF FACT: The project site borders US Hwy 97 and Finley Butte Road, both classified as pedestrian friendly streets. Huntington Road is located on the east side of the project site but not classified as either a storefront street or pedestrian friendly street. Along Highway 97 Walgreens is proposing vehicle parking but is utilizing Finley Butte Road as the main pedestrian friendly road. There will be a drive-thru between Walgreens and Huntington Road with Huntington Road either classified as a Pedestrian Friendly Road or Storefront Road. No streets in this development are Storefront Streets.

D. *Build-to-line standard.* Development sites abutting a storefront street must conform to a build-to-line standard (see Figure 15.40-4). The purpose of this standard is to promote a continuous building frontage that creates visual interest and a sense of enclosure on the street. The standard is met when at least 75 percent of the width of the building is located within five feet of the front lot line that faces a storefront street. If the development site has frontage on more than one storefront street, then this standard shall only apply to one storefront street. The city planning official may waive this requirement where it finds that one of the following conditions is met:

FINDINGS OF FACT: The proposed Walgreens does not front a storefront street. N/A

1. The applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed to be placed between the building and public right-of-way.

FINDINGS OF FACT: The applicant is proposing sidewalks between the front of the store on the north side of the project site. The sidewalks provide connectivity to US Highway 97, Finley Butte Road, and Huntington Road. In the northwest corner of the subject property the applicant is also proposing an additional pedestrian area.

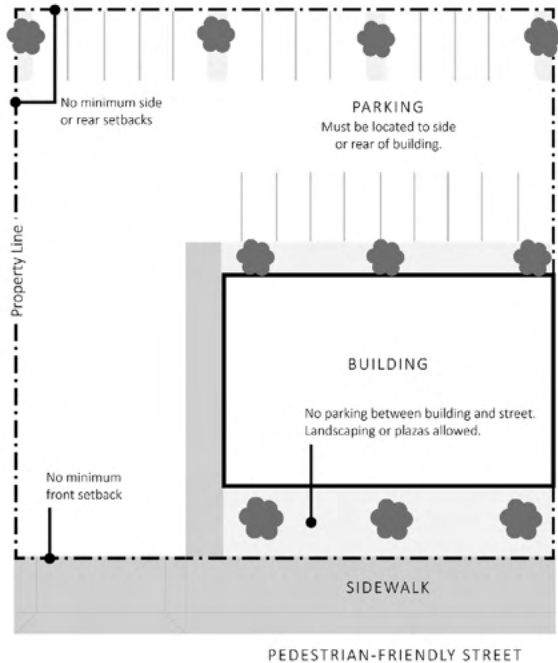
2. A significant tree or other environmental feature precludes strict adherence to the standard and will be retained and incorporated in the design of the project.

FINDINGS OF FACT: N/A

3. A public utility easement or similar restricting legal condition that is outside the applicant's control makes conformance with the build-to line impossible. In this case, the building shall instead be placed as close to the street as possible given the legal constraint, and pedestrian amenities (e.g., plaza, courtyard, landscaping, outdoor seating area, etc.) shall be provided within the street setback.

FINDINGS OF FACT: N/A

No Parking between the Primary Building and a Pedestrian-Friendly or Storefront Streets



Sec. 15.40.070.- Building entries.

B. [A.] *Intent.* These provisions ensure that all entrances to a primary building are visible and connected to the sidewalk by a pedestrian walkway. These features are important when the building is accessed by a pedestrian from the street (rather than from the parking lot). These standards apply to the primary building(s) on a site (e.g., not to accessory structures).

FINDINGS OF FACT: The building entrance for Walgreens is connected by a pedestrian sidewalk that connects Finley Butte Road, US Highway 97 and Huntington Drive thus allowing pedestrians to access the storefront from all streets.

B. *Required walkway.* All primary entrances to a building (e.g., tenant entrance, lobby entrance, breezeway entrance, or courtyard entrance) must be connected to the sidewalk by a direct and continuous walkway.

FINDINGS OF FACT: The primary entrance is designed to be connected to the sidewalk by a direct and continuous sidewalk. The sidewalk connects the entrance of the store to US Highway 97, Finley Butte Road, Hunting Drive and runs along the front and west side of the store.

C. *Entry design.* The primary building entrances must be architecturally emphasized through the use of one or more of the following features: recessed doorway(s); overhangs or canopies; transom windows; ornamental light fixtures; larger, transparent or more prominent doors; or pilasters or columns that frame the principal doorway.

FINDINGS OF FACT: The store design incorporates an overhang above the entrance and transom windows meeting this criterion.

D. *Entry orientation.* All buildings must have at least one primary entrance facing that street (i.e., within 45 degrees of the street property line). For multi-tenanted nonresidential buildings, buildings with multiple entrances, or buildings with multiple frontages, only one primary entrance must comply with this standard. For multi-tenanted residential buildings on storefront streets, all residential units on the ground floor must have a private exterior entrance.

FINDINGS OF FACT: The primary entrance faces Finley Butte Road the designated Pedestrian Friendly Street.

Sec. 15.40.080.- Window and weather protection requirements.

C. [A.] *Intent.* Window area or "glazing" requirements ensure that building facades will be composed of windows that provide views of activity, people, and merchandise, creating an interesting pedestrian experience. The weather protection standards are intended to create a more comfortable experience for pedestrians on the sidewalk by providing protection from sun and rain. This standard is limited to storefront streets, where buildings are required to directly front the sidewalk and pedestrian comfort is a high priority. These standards apply to the primary building(s) on a site (e.g., not to accessory structures).

FINDINGS OF FACT: Walgreens is located east of Highway 97, a pedestrian friendly street, so the storefront criteria do not apply.

B. *Window requirements.*

1. *Minimum window area required for nonresidential buildings.*

- a. Building facades facing a pedestrian-friendly street must have windows, display areas, or glass doorways for at least 40 percent of the area of the ground level wall area (see Figure 15.40-5).
- b. Building facades facing a storefront street must have windows, display areas, or glass doorways for at least 60 percent of the area of the ground level wall area (see Figure 15.40-5).
- c. The ground level wall area is the wall area above 30 inches and below 108 inches, as measured from finished grade.

2. *Minimum window area required for residential buildings.* Building facades that face a public street must have windows or glass doorways for at least 15 percent of the area of the entire facade.

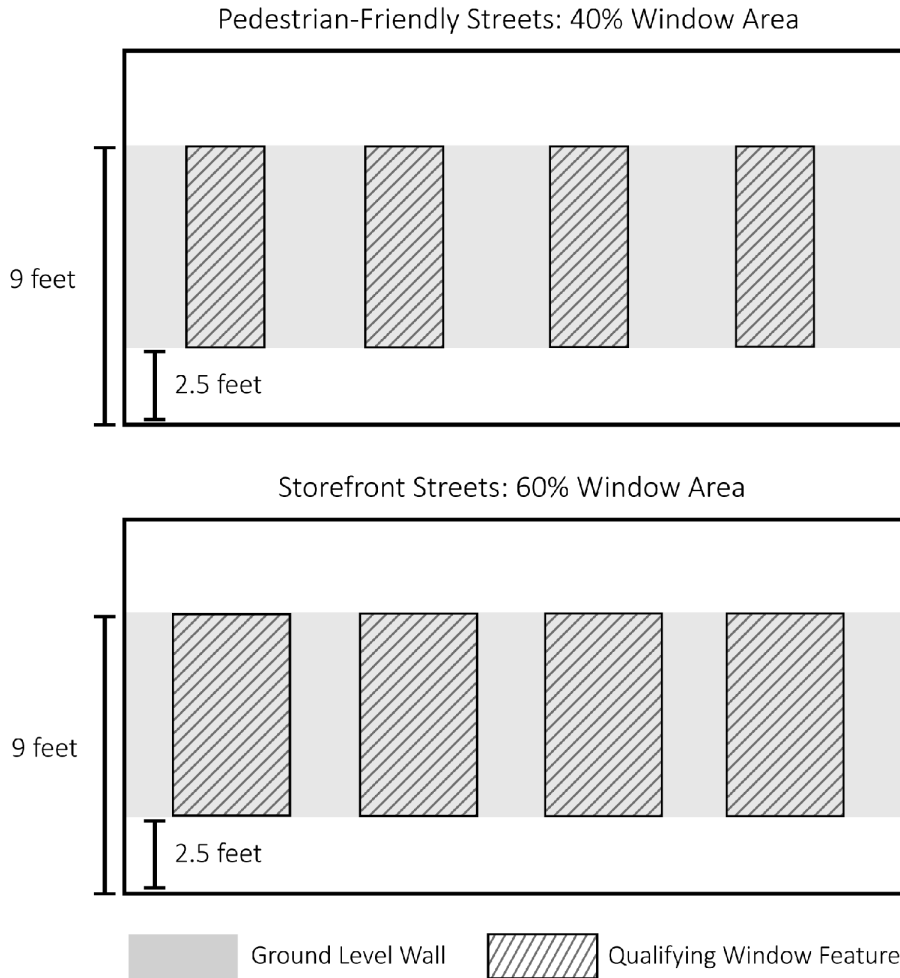
3. *Transparency.* All ground floor windows shall have a visible transmittance of 60 percent or higher.

FINDINGS OF FACT: The main entrance to the building faces Finley Butte Road a Pedestrian Friendly Street and shall comply with the 40 percent window and glass doorway criteria.

C. *Weather protection.* On building facades facing a storefront street, weather protection for pedestrians must be provided along at least 75 percent of the facade. Weather protection may be an awning, canopy, arcade, colonnade, recessed entry, or some combination of these elements. Where provided, weather protection shall meet the following standards:

FINDINGS OF FACT: N/A to this application, the subject site is not located facing a storefront street.

Graphic Illustration of Window Area Standards



Sec. 15.40.090.- Architectural design standards.

A. *Intent.* The facade articulation standards in [subsection] B work together to help ensure that building facades that have variation and depth in the plane of the building in order to create a more interesting and welcoming environment to pedestrians. The screening standard in [subsection] C ensures that mechanical equipment is screened or otherwise minimized so that it does not detract for the pedestrian environment. The materials and Cascadian Style standards in [subsections] D and E are intended to create a distinct brand or identity for Downtown La Pine.

B. *Articulation.* All building exterior walls greater than 100 feet in length that orient to a street or public space must have breaks in the wall plane (articulation) of not less than one break for every 40 feet of building length or width, as applicable, as follows:

FINDINGS OF FACT: The proposed building facing Finley Butte is not greater than 100 feet in length. N/A

1. A "break" is a feature or variation in the wall plane that projects or recedes at least six inches for a length of at least two feet. Breaks may include, but are not limited to, an offset, recess, window reveal, pilaster, frieze, pediment, cornice, parapet, gable, dormer, eave, coursing, canopy, awning, column, building base, balcony, permanent awning or canopy, marquee, or similar architectural feature.

FINDINGS OF FACT: N/A

2. Changes in paint color and features that are not designed as permanent architectural elements, such as display cabinets, window boxes, retractable and similar mounted awnings or canopies, and other similar features, do not meet the break-in-wall-plane standard.

FINDINGS OF FACT: Applicant acknowledges (2) above but the building does not meet the requirement as it does not exceed 100 feet.

C. Screening of mechanical equipment.

FINDINGS OF FACT:

1. *Building walls.* Where mechanical equipment, such as utility vaults, air compressors, generators, antennae, satellite dishes, or similar equipment, is permitted on a building wall that abuts a public right-of-way or civic space, it shall be screened from view from the right-of-way or civic space. Standpipes, meters, vaults, and similar equipment need not be screened but shall not be placed on a front elevation when other feasible alternatives exist; such equipment shall be placed on a side or rear elevation where feasible.

FINDINGS OF FACT: Mechanical equipment if proposed shall be screened from view from the right-of-way or civic space. Where feasible standpipes, meters, vaults, or similar equipment shall not be placed on a front elevation when other feasible alternatives exist.

2. *Rooftops.* Except as provided below, rooftop mechanical units shall be setback or screened behind a parapet wall so that they are not visible from any public right-of-way or civic space. Where such placement and screening is not feasible, the decision authority may approve painting of mechanical units in lieu of screening; such painting may consist of muted, earth-tone colors that make the equipment visually subordinate to the building and adjacent buildings, if any.

FINDINGS OF FACT: Rooftop mechanical units proposed for this development will be behind the parapet wall so that there is no visibility from any public right-of-way.

3. *Ground-mounted mechanical equipment.* Ground-mounted equipment, such as generators, air compressors, trash compactors, and similar equipment, shall be limited to side or rear yards and screened with fences or walls constructed of materials similar to those on adjacent buildings. Hedges, trellises, and similar plantings may also be used as screens where there is adequate air circulation and sunlight, and irrigation is provided. The city may require additional setbacks and noise dampening equipment for compatibility with adjacent uses.

FINDINGS OF FACT: Applicant acknowledges (3) above and does not propose ground mounted equipment such as generators, air compressors, trash compactors, or similar equipment.

D. *Materials.* Building materials must be consistent with the Cascadian Style.

FINDINGS OF FACT: As shown in the elevations the site incorporates Cascadian Style materials into the building finish.

1. *Primary materials.* A primary material is the predominant building material that covers a minimum of 60 percent of the building's exterior walls. Acceptable primary materials are identified in Table 15.40-2.

FINDINGS OF FACT: The primary building material consists of “James Hardie” shingle siding “Magnolia Home: Stone Beach”.

2. *Secondary materials.* A secondary material is not the predominant building material. Any one secondary material shall not cover more than 40 percent of the building's exterior walls. Acceptable secondary materials are identified in Table 15.40-2.

FINDINGS OF FACT: Secondary materials consist of “Nichiha” stone base giving it the appearance natural looking stone. This material does not exceed more than 40 percent of the exterior walls.

3. *Base materials.* The building base shall be defined as the lower portion of a wall just above where it meets ground, to 24 inches above grade. Base materials are identified in Table 15.40-2. Use of these materials shall be limited to the building base unless the material is also identified as an acceptable primary or secondary material. If the base material is identical to material used on the portion of the wall directly above the base, then a change in material color, texture, or a horizontal band must be used to differentiate the base.

FINDINGS OF FACT: The building base is designed with “Nichiha” stone base as approved in Table 15.40.2.

E. *Cascadian architectural elements.* Building exterior walls facing a public street shall incorporate at least three of the following features. Using these features may also help meet other Development Code requirements, such as those related to building articulation or weather protection:

1. Exposed, heavy timbers;
2. Exposed natural wood color beams, posts, brackets and/or trim (e.g., eaves or trim around windows);
3. Natural wood color shingles used as siding or to accent gable ends (or similar usage);
4. Metal canopies;

5. Heavy metal brackets (e.g., cast iron or similar appearance), which may be structural brackets or applied as cosmetic detailing;
6. Pitched roof over more than 50 percent of the building (roof pitch must have a rise/span ratio of at least 4/12) which is constructed of either metal painted a muted earthtone or other fire resistant material (e.g., no wood shingle roofs are permitted); and
7. Other similar features.

FINDINGS OF FACT: The building incorporates into the design (2) exposed natural wood color bracket, and trim, (3) natural wood color singles as siding, and (4) a metal canopy at the entrance of the building front.

<i>Table 15.40-2. Building Materials (Exterior Walls)</i>			
<i>Material</i>	<i>Allowed on Exterior Wall?</i>		
	<i>Primary</i>	<i>Secondary</i>	<i>Base</i>
Masonry, which includes natural and natural-looking stone, and rusticated brick or split-faced, colored concrete blocks	Yes	Yes	Yes
Wood board siding or wood shingles. Fiber cement boards or fiber reinforced extruded composite boards are also acceptable provided they have the appearance of natural wood	Yes	Yes	No
Architectural grade plywood, fiber cement, or wood composite panels (T1-11 plywood or OSB siding are not permitted)	No	Yes	No
Glass (except mirrored glass)	Yes	Yes	No
Commercial-grade stucco	No	Yes	Yes
Commercial-grade brick	No	Yes	Yes
Steel	No	Yes	No
Cast-in-place or pre-cast concrete	No	Yes	Yes
Plastic	No	No	No
Vinyl siding	No	No	No
Mirrored glass	No	No	No
Corrugated metal or fiberglass	No	No	No
Standard form concrete block (not including split-faced, colored or other block designs that mimic stone, brick or other similar masonry)	No	No	No
Back-lighted fabrics, except that awning signs may be backlit fabrics for individual letter or logos	No	No	No

CHAPTER 15.80.- DEVELOPMENT STANDARDS, GENERALLY

Sec. 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 article, 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.

Sec. 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 Development Code, other city ordinances, or state statutes or administrative rules may also apply.

Sec. 15.80.030.- Exemption- lot size requirements.

A. The following exemptions to minimum lot size requirements shall apply:

1. Non-conforming lots or aggregate of contiguous lots or parcels held in a single ownership has an area or dimensions which do not meet the lot size or dimensional requirements of the applicable zone, the lot or aggregate holdings may be occupied by a use permitted in the zone subject to the other requirements of the zone; providing, however, residential use shall be limited to single-family dwelling unit or to the number of dwelling units consistent with the equivalent densities of the zone.

2. Any parcel of land or portion thereof, which is to be dedicated to a public, semi-public or public utility for a park, school, road, canal, railroad, utility or other public use shall be exempt from the minimum lot size requirements of this chapter and the applicable zone.

B. For all other lot size requirements in all other zones, applicants may propose approval of exceptions or variances in accordance with the application requirements in article 8.

FINDINGS OF FACT: The applicant is not seeking any exemptions for lot size requirements.

Sec. 15.80.040.- Exemption- yard or setback requirements.

The following exemptions to yard or setback requirements are authorized for a lot or use in any zone:

A. If there is a lot where there are buildings on abutting lots, and the buildings are within 100 feet of the intervening lot, and the buildings have front yards less than the required front yard for the

applicable zone, the depth of the front yard for the subject lot need not exceed the average depth of the front yards of the abutting lots.

B. If there is a building on only one abutting lot within 100 feet with a front yard less than the required front yard for the zone, the front yard of the subject lot need not exceed a depth one-halfway between the depth of the yard on the abutting lot and the required front yard of the applicable zone.

C. Architectural features such as cornices, eaves, sunshades, canopies, gutters, chimneys and flues may project into a required yard two feet, provided that the projection is not closer than three feet to a property line, and, drainage or snowdrift does not flow onto abutting properties or right-of-way, and, fumes from woodstoves are not directed to other properties. Steps, terraces, platforms, patios, decks and porches having no roof covering, and fences not interfering with vision clearance requirements or drainage requirements may be permitted in required yards, except as otherwise limited or provided for by this chapter, or as otherwise approved by the city.

FINDINGS OF FACT: Applicant is not seeking any exemptions for yard or setback requirements.

Sec. 15.80.050.- Supplementary height regulations.

The maximum height limitations shall not apply to:

A. The following principal structures: Church, college, farm structure (other than a farm dwelling), hospital, radio or television tower, exhaust stack, emergency services structure, or public utility structure which is a permitted use and is located in any zone, provided it shall conform to the setback and yard requirements of the zone where it is located plus one additional foot horizontally for each foot over 45 feet in height.

FINDINGS OF FACT: The proposed Walgreens does not exceed 45 feet in height.

B. The following appurtenances attached to or part of a principal or accessory structure: Church spire, belfry, cupola, dome, monument, smoke-stack, derrick, conveyor, flag pole, mast, antenna, aerial, roof tank; ventilating air conditioning and similar building service equipment; roof structure, chimney and/or parapet wall, provided it shall be set back in conformance with the setback and yard requirements plus one foot horizontally for each foot in which it exceeds 45 feet in height above ground level. The principal or accessory structure to which it is attached may conform to setback and yard requirements with no additional setback provided the principal or accessory structure conforms to the height limitations of the zone.

FINDINGS OF FACT: Not applicable to this proposal. There will be no exceedance of the 45-foot criteria.

Sec. 15.80.060.- Restrictions on the use of metal shipping containers.

Except as specified below, metal shipping containers shall not be placed on-site:

B. In commercial zones, metal shipping containers shall not be placed on-site, with the exception of short-term use for construction or relocations (30 days or less), or in the case of construction; 30 days after a certificate of occupancy has been issued.

FINDINGS OF FACT: No metal shipping containers shall be placed on site. N/A

CHAPTER 15.82.- LANDSCAPING, BUFFERING AND FENCES

Sec. 15.82.010.- Landscaping and buffering requirements.

The following minimum landscape requirements are established for all developments subject to site plan approval, unless approved otherwise by the reviewing authority:

A. *Exemption.* The provisions of this section may be exempted for uses existing on or before the effective date of this Development Code that are a permitted use in a specific zone in an existing building or buildings on a lot or parcel of land of the scale that there is no remaining room for landscaping; this exemption shall also apply to the exterior remodeling and/or expansion of not more than 25 percent of the total square footage of all enclosed structures on a lot or parcel existing under a unit ownership on or before the effective date of this Development Code.

B. *Area required.* Except as approved otherwise by the city, the following minimum percent of a parcel area shall be landscaped for the following uses:

3. Commercial uses including mixed use commercial (CMX): 15 percent.

FINDINGS OF FACT: The proposed landscape area is 16,062 square feet, or 37.2% meeting the 15% minimum. Total project area =

5. Minimum area requirements may include landscaping around buildings, in parking and loading areas, outdoor recreational use areas, screening and buffering areas, and surface water drainage areas.

FINDINGS OF FACT: The landscape plan meets the minimum requirements for landscaping placed in the parking areas, outdoor areas, and surface water drainage area as shown on the Landscape Plan.

C. *Landscaping defined.* Required landscaping may include, but is not limited to, a combination of any of the following materials: living plant material such as trees, shrubs, groundcover, flowers and lawn (including native vegetation); and nonliving materials such as benches, walkways and courtyards, consisting of brick, decorative rock or other decorative materials. The total amount of nonliving materials (including bark dust, chips, aggregate, or other non-plant ground covers) shall not exceed more than 50 percent of the required landscape area.

FINDINGS OF FACT: The proposed landscaping consists of lawn (sod), river rock swale, hemlock mulch, trees, and shrubs, ornamental grasses, walkways, grassy open space with pedestrian area to meeting landscaping requirements for the site.

D. *Existing vegetation.* Existing site vegetation may be utilized to the maximum extent possible consistent with building placement and the applicable proposed landscape plan.

FINDINGS OF FACT: There is no existing vegetation on the site. The new landscaping consists of lawn, river rock, hemlock mulch, trees, shrubs, and ornamental grasses.

E. *Parking lots.* Parking lots with space for ten or more vehicles must be landscaped in accordance with the following minimum requirements:

1. In commercial and residential developments, parking areas shall be divided into bays, and between or at the end of each parking bay a curbed planter containing at least 16 square feet may be required.

FINDINGS OF FACT: No parking is proposed with ten or more vehicle spaces.

2. If required, each planter shall contain at least one tree or shrub and ground cover.

FINDINGS OF FACT: No parking is proposed with ten or more vehicle spaces.

3. The areas shall be designed to be protected from being damaged by vehicles using the parking area.

FINDINGS OF FACT: No parking is proposed with ten or more vehicle spaces.

4. Unless sidewalks are provided adjacent to a structure, customer or resident parking areas should be separated from the exterior wall of a commercial or residential structure by a minimum five-foot strip of landscaping.

FINDINGS OF FACT: Sidewalks are provided adjacent to the structure with customer parking areas separated from the exterior wall of the newly proposed Walgreens.

5. Where a parking, loading or driveway area serving a multi-family, commercial, industrial or government use abuts a public right-of-way of a collector or arterial street or a local street across from a residential zone, or abuts a residential zone, a screen planting or other approved landscaped planter strip may be required between the parking area and the right-of-way without encroaching into a clear vision area or sidewalk.

FINDINGS OF FACT: The east side of the subject property abuts Huntington Road which is across from a residential zone. No parking is proposed along Huntington Road, the east side of the subject property is designed with screen plantings consisting of Heuctotrichon sempervirens “Blue Oat Grass”, Syringa reticulata “Ivory Silk” Japanese Tree Lilac, Pinus ponderosa “Ponderosa Pine, and Eunymus alatus “Compactus” Compact Buring Bush.

F. *Buffering and screening.*

1. Purpose. The purpose of buffering and screening requirements are to reduce the impacts of a proposed use on adjacent uses and zones which provide for different types of uses. The city may waive or reduce the requirements where existing topography or vegetation is appropriate or otherwise negates the effectiveness or intended purpose or benefits of the buffering and screening.

FINDINGS OF FACT: The proposed vegetation is selected to negate impacts of the proposed use on adjacent uses.

2. Where any permitted principal and/or accessory use in a commercial or industrial zone abuts any land zoned RSF, RMF, RMP or TA the following buffer and screening shall be required. These requirements shall apply in instances where such use is being newly developed on vacant land, expanded in floor area by 50 percent or greater, or removed and a new use developed.

FINDINGS OF FACT: The subject property does not abut RSF, RMF, RMP, or TA zones. South, north, and west properties are zoned Commercial with property to the east zoned CRMX.

3. Within commercial zones. A buffer strip at least ten feet wide shall be provided and maintained along the entire length of a side or rear yard where it abuts an RSF, RMF, RMP, or TA zone. Buffer strips shall not be used for parking, storage of vehicles, equipment, or materials, nor for any other use incompatible with their purpose as a visual, noise, dust, and pollution barrier. The buffer strip shall contain suitable screening, defined as either of the following:

FINDINGS OF FACT: The subject property does not abut RSF, RMF, RMP, or TA zones. South, north, and west properties are zoned Commercial with property to the east zoned CRMX.

a. A solid fence or wall, architecturally compatible with existing structures in the area, no less than five feet nor more than eight feet in height; or

FINDINGS OF FACT: The applicant is not proposing fencing or walls and the subject property does not abut any RSF, RMF, RMP, or TA zones.

b. A sight-obscuring planting of evergreens, not less than four feet in height at the time of planting and of a variety that will maintain full, dense growth from the ground up to a height of not less than six feet upon maturity, planted at a spacing of the lesser of eight feet or the diameter of a mature specimen of the species being planted.

FINDINGS OF FACT: The subject property does not abut RSF, RMF, RMP, or TA zones. South, north, and west properties are zoned Commercial with property to the east zoned CRMX.

c. Areas of the buffer strip not covered with a fence, wall, or screening plantings, shall be planted with appropriate ground cover vegetation, including native species. Xeriscape methods are highly encouraged.

FINDINGS OF FACT: The subject property does not abut RSF, RMF, RMP, or TA zones. South, north, and west properties are zoned Commercial with property to the east zoned CRMX.

d. Installation and maintenance of the buffer and screening shall be the responsibility of the owner of the property on which the "C" type zone permitted use is located. Installation must be completed prior to issuance of a certificate of use and occupancy by the city. Fences or

walls must be maintained in safe and structurally sound condition. Dead or diseased plants shall be removed and replaced in a timely manner. Grass shall be kept neatly mowed.

FINDINGS OF FACT: The subject property does not abut RSF, RMF, RMP, or TA zones. South, north, and west properties are zoned Commercial with property to the east zoned CRMX.

G. *Plant material installation standards.* Except as otherwise approved by the city, the following standards shall apply to plant materials and the installation thereof as provided in accordance with the provisions of this section:

1. Landscape plant materials shall be properly guyed and staked and shall not interfere with vehicular or pedestrian traffic or parking and loading.

FINDINGS OF FACT: Landscape plant materials shall be properly guyed and staked and are placed not to interfere with vehicular or pedestrian traffic or parking.

2. Trees shall be a minimum size of six feet in height and be fully branched at the time of planting.

FINDINGS OF FACT: Trees proposed shall be a minimum of six feet in height and be fully branched at time of planting.

3. Shrubs shall be supplied in one-gallon containers or six-inch burlap balls with a minimum spread of 12 inches.

FINDINGS OF FACT: Proposed shrubs shall be in one-gallon and five-gallon containers with a minimum spread of 12 inches.

4. Rows of plants should be staggered to provide for more effective coverage.

FINDINGS OF FACT: Plants are designed on the Landscape Plan to be staggered to provide more effective coverage.

H. *Maintenance and plant survival.* All landscaping approved or required as a part of a development plan shall be continuously maintained, including necessary watering, weeding, pruning and replacement of plant materials. Except where the applicant proposes landscaping consisting of drought-resistant plantings and materials that can be maintained and can survive without irrigation, landscaped areas shall be irrigated. If plantings fail to survive, it is the responsibility of the property owner to replace them.

FINDINGS OF FACT: Applicant acknowledges (H) above and will maintain landscaping as the responsibility of the property owner.

Sec. 15.82.020.- Fences and walls.

The yard and setback requirements of this Development Code shall not be deemed to restrict any otherwise lawful fence, wall, or sign, provided that no fence, wall, or sign shall be located on any right-of-way of a public road.

A. Materials. Fences and walls shall not be constructed of nor contain any material that could cause bodily harm, such as barbed wire, broken glass, spikes, or any other hazardous or dangerous materials, except as provided below.

FINDINGS OF FACT: The applicant is not proposing any fencing with this development.

B. Standards.

1. Every fence shall be maintained in a condition of reasonable repair and shall not be allowed to become and remain in a condition of disrepair including noticeable leaning, missing sections, broken supports, non-uniform height, and uncontrolled growth of vegetation.

FINDINGS OF FACT: N/A

3. Fences within a front or street side yard shall also conform to the clear vision requirements at intersections, which further restrict the use or height of sight-obscuring fences.

FINDINGS OF FACT: N/A

4. In no instance shall a fence extend beyond the property line including into a public right-of-way. It is the responsibility of the property owner to determine the property line.

5. Within residential and commercial zones, fences within the required front yard setback may not exceed four feet in height except that one incidental garden structure (e.g., arbor or gate) not exceeding eight feet in height and six feet in width is allowed within the required front yard provided it does not encroach into a required clear vision area. All other fences in all zones shall not exceed seven feet in height.

FINDINGS OF FACT: N/A

6. Other provisions of this Development Code, or the requirements of the roadway authority, may limit allowable height of a fence or wall below the height limits of this section.

CHAPTER 15.86.- PARKING AND LOADING

Sec. 15.86.010.- Applicability.

Off-street loading and vehicle and bicycle parking spaces shall be provided in accordance with the specifications of this chapter in all zones whenever any new use is established, an existing use is enlarged, or an existing use of land or structure is changed to a new use. Such new, enlarged, or changed use shall fully comply with the specifications of this chapter prior to being given a certificate of use and occupancy.

Sec. 15.86.020.- Off-street loading.

A. Every commercial and industrial use which requires the receipt or distribution of material or merchandise by trucks with a 40-foot or longer wheelbase at a frequency of one or more vehicles per

week shall provide off-street loading spaces in sufficient number to adequately serve the number and frequency of vehicle shipping and receiving projected for the use. The applicant shall provide supporting evidence of the projected shipping and receiving and how the number of spaces to be provided will be adequate.

FINDINGS OF FACT: Based on the size of the proposed Walgreens, it is estimated that delivery trucks will be fewer than once a week. Therefore, off-street loading spaces are not being proposed with this site.

B. Where an off-street loading space is required, it shall be large enough to accommodate the largest vehicle that is expected to serve the use without obstructing vehicles or pedestrian traffic on adjacent streets and driveways. Each off-street loading space shall not be less than 12 feet wide by 55 feet long unless otherwise approved by the city through site design review.

FINDINGS OF FACT: No off-street loading space if proposed.

C. Off-street loading space(s) shall also have adequate adjacent area for vehicle maneuvering so that vehicles using the space(s) are not required to back-up onto or back-up from a public street or alley to use the space. Where parking areas are prohibited between a building and the street, loading areas are also prohibited.

FINDINGS OF FACT: No off-street loading is proposed.

D. Exceptions and adjustments. The city, through site design review, may approve a loading area adjacent to or within a street right-of-way where it finds that loading and unloading operations are short in duration (i.e., less than one hour), infrequent, do not obstruct traffic during peak traffic hours, do not interfere with emergency response services, and are acceptable to the applicable roadway authority.

FINDINGS OF FACT: Applicant is not seeking an exception or adjustment for loading areas adjacent to or within a street right-of-way.

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

A. *Location of off-street loading and parking spaces.* Except as otherwise permitted by this Development Code, required off-street loading and parking spaces shall be located on the same lot with the principal use they are intended to serve. In no case shall a required loading space be part of the area used to satisfy the parking requirements and vice versa. Also, in no case shall the required loading or parking space(s) of one use be used to satisfy the loading or parking space requirements of another use.

FINDINGS OF FACT: All parking is located in the same lot with the principal use they are intended to serve.

B. *Encroachment or reduction.* A required loading or parking space shall not be encroached upon by a structure, storage, or other use, nor shall the number of spaces be reduced without replacement of a commensurate number of spaces in accordance with this section unless a special exception or variance has been approved.

FINDINGS OF FACT: Applicant is not seeking the number of spaces to be reduced as required by code.

C. Calculations of amounts of required and allowed parking.

1. When computing parking spaces based on floor area, parking structures and non-leasable floor spaces, such as storage closets, mechanical equipment rooms, and similar spaces, are not counted.

FINDINGS OF FACT: As noted in the Table below 1 space is required for 400 square feet of floor area. Total floor area is 2,522 square feet with a total of seven parking spaces required. The maximum allowable parking spaces =14. Total parking spaces provided are 18 spaces. Six (6) spaces reserved for snow storage in winter months (these do not count toward the maximum allowable parking spaces). The applicant meets the parking space standards. The applicant is also including 20% to be EV Ready.

2. The number of parking spaces is computed based on the primary uses on the site except as stated in subsection 3, below. When there are two or more separate primary uses on a site, the minimum and maximum parking for the site is the sum of the required or allowed parking for the individual primary uses. For shared parking, see subsection I below.

FINDINGS OF FACT: The parking spaces were computed based on the primary use of which there is only one.

3. When more than 20 percent of the floor area on a site is in an accessory use, the required or allowed parking is calculated separately for the accessory use. An example would be a 10,000 square foot building with a 7,000 square foot warehouse and a 3,000 square foot accessory retail area. The minimum and maximum parking would be computed separately for the retail and warehouse uses.

FINDINGS OF FACT: Not applicable to this application or parking spaces required.

D. Use of required parking spaces. Except as otherwise provided by this section, required parking spaces must be available for residents, customers, or employees of the use. Fees may be charged for the use of required parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for shared parking pursuant to subsection I.

FINDINGS OF FACT: Applicant acknowledges (D) above and required parking spaces will not be in any way to be used on or by another site. No shared parking is proposed.

E. Improvement of parking areas. Motorized vehicle parking is allowed only on streets with an improved shoulder of sufficient width; within garages, carports, and other approved structures; and on driveways or parking lots that have been developed in conformance with this Development Code.

FINDINGS OF FACT: Improvement of the parking areas will be developed in conformance with this Development Code. No on-street parking is proposed.

F. Minimum number of off-street automobile parking spaces. Except as required for Americans with Disabilities Act compliance under subsection L, off-street parking shall be provided pursuant to one of the following three standards:

1. The standards in Table 15.86-1;

FINDINGS OF FACT: Parking spaces were calculated using Retail – one space per 400 square feet floor area.

2. A standard from Table 15.86-1 for a use that the planning official determines is similar to the proposed use. For uses not specified in the table, the city shall determine parking based on submission of technical data from applicant or city sources; or

3. Subsection (H), parking exceptions, which includes a parking demand analysis option.

FINDINGS OF FACT: The applicant is not seeking any parking exceptions.

Use Categories	Minimum Parking per Land Use (Fractions are rounded down to the closest whole number.)
Retail sales and commercial service	Bank: one space per 300 sq. ft. floor area
	Retail: one space per 400 sq. ft. floor area, except one space per 1,000 sq. ft. for bulk retail (e.g., auto sales, nurseries, lumber and construction materials, furniture, appliances, and similar sales)
	Restaurants and bars: one space per 200 sq. ft. floor area
	Health clubs, gyms, continuous entertainment (e.g., roller rinks): one space per 500 sq. ft. floor area
	Bowling alleys: five spaces for each lane
	Theaters and cinemas: one space per six seats
	Trailer and monument sales: one space per 2,500 sq. ft. of gross area

G. *Maximum number of off-street automobile parking spaces.* The following standards for maximum number of automobile parking spaces promote efficient use of land and compact development patterns.

1. *Applicability.* Developments subject to site plan review must conform to the maximum parking standards.

FINDINGS OF FACT: Based on Table 15.86-1 the total number of parking spaces allowed for this development is 14. The site provides 18 spaces with 6 of those spaces reserved for snow storage as allowed by this code.

2. *Standards.* Unless otherwise approved by the city through site plan review, the maximum number of off-street automobile parking spaces allowed for a commercial development equals the minimum number of required spaces, pursuant to Table 15.86-1 times a factor of 2.0. Parking spaces that are located in snow storage areas do not count toward the maximum parking space requirements.

FINDINGS OF FACT: The minimum number of parking spaces required for the proposed 2,522 square foot building is 7 parking spaces. The maximum allowable spaces are $7 \times 2=14$. There are 12 parking spaces being provided for use at the site with 6 spaces reserved for snow storage area which do not count toward the maximum parking space requirements. The total number of parking spaces provided equal 18. Total number of spaces provided minus the 6 spaces for snow storage equals 12 meeting the minimum and maximum standards.

H. *Exceptions and reductions to off-street parking.* An applicant may propose a parking standard that is different than the standards under subsections F or G, for review and action by the planning official through a Type II procedure. The applicant's proposal shall consist of a written request and a parking analysis prepared by a qualified professional. The parking analysis, at a minimum, shall assess the average parking demand and available supply for existing and proposed uses on the subject site; opportunities for shared parking with other uses in the vicinity; existing public parking in the vicinity; transportation options existing or planned near the site, such as frequent bus service, carpools, or private shuttles; and other relevant factors. The number of required off-street parking spaces may also be reduced through the provision of shared parking, pursuant to subsection I.

**FINDINGS OF FACT: The applicant is not requesting a reduction in off-street parking.
N/A**

I. *Shared parking.* Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature; weekday uses versus weekend uses), and, provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use. Shared parking requests shall be subject to review and approval through site plan review.

FINDINGS OF FACT: The applicant is not proposing any shared parking. There is only a single use being proposed with this application.

J. *Parking stall design and minimum dimensions.* Where a new off-street parking area is proposed, or an existing off-street parking area is proposed for expansion, the entire parking area shall be improved in conformance with this Development Code. At a minimum the parking spaces and drive aisles shall be paved with asphalt, concrete, or other city-approved materials, provided the Americans with Disabilities Act requirements are met, and shall conform to the minimum dimensions in Table 15-86-2 and the figures below. All off-street parking areas shall contain wheel stops, perimeter curbing, bollards, or other edging as required to prevent vehicles from damaging buildings or encroaching into walkways, landscapes, or the public right-of-way. Parking areas shall also provide for surface water management.

FINDINGS OF FACT:

Table 15.86-2. Parking Stall Dimensions					
Parking Angle	Stall Width	20' Stall	Aisle Width (*one way)	Curb Length	Bay Width

0°	9'-0"	9.0	12.0	22.0	30.0
	9'-6"	9.5	12.0	22.0	31.0
	10'-0"	10.0	12.0	22.0	32.0
45°	9'-0"	19.8	13.0	12.7	52.5
	9'-6"	20.1	13.0	13.4	53.3
	10'-0"	20.5	13.0	14.1	54.0
60°	9'-0"	21.0	18.0	10.4	60.0
	9'-6"	21.2	18.0	11.0	60.4
	10'-0"	21.5	18.0	11.9	61.0
70°	9'-0"	21.0	19.0	9.6	61.0
	9'-6"	21.2	18.5	10.1	60.9
	10'-0"	21.2	18.0	10.6	60.4
90°	9'-0"	20.0	24.0	9.0	64.0
	9'-6"	20.0	24.0	9.5	64.0
	10'-0"	20.0	24.0	10.0	64.0
*24' minimum for two-way traffic					

K. *Adjustments to parking area dimensions.* The dimensions in subsection (J) are minimum standards. The city planning official, through a Type II procedure, may adjust the dimensions based on evidence that a particular use will require more or less maneuvering area.

FINDINGS OF FACT: The applicant is not requesting any adjustments to parking area dimensions.

L. *Americans with Disabilities Act (ADA).* Parking shall be provided consistent with ADA requirements, including, but not limited to, the minimum number of spaces for automobiles, van-accessible spaces, location of spaces relative to building entrances, accessible routes between parking areas and building entrances, identification signs, lighting, and other design and construction requirements.

FINDINGS OF FACT: The applicant is proposing 1 ADA stall, the requirement for ADA stalls is "1 ADA stall per 25 required parking stalls". This proposal requires 7 stalls but is proposing 18 which requires the 1 ADA stall.

Sec. 15.86.040.- Drive-up and drive-through uses and facilities.

A. *Purpose.* Where drive-up or drive-through uses and facilities are allowed, they shall conform to all of the following standards, which are intended to calm traffic, provide for adequate vehicle queuing space, prevent automobile turning movement conflicts, and provide for pedestrian comfort and safety.

B. *Standards.* Drive-up and drive-through facilities (i.e., driveway queuing areas, customer service windows, teller machines, kiosks, drop-boxes, or similar facilities) shall meet all of the following standards:

1. The drive-up or drive-through facility shall orient to and receive access from a driveway that is internal to the development and not a street, as generally illustrated.

FINDINGS OF FACT: The proposed drive-through for Walgreens Pharmaceutical Window is oriented to and shall receive access from a driveway that is internal to the development and does not take direct access from a street.

2. The drive-up or drive-through facility shall not be oriented to street corner.

FINDINGS OF FACT: The drive-through facility is not oriented to a street corner.

3. The drive-up or drive-through facility shall not be located within 20 feet of a street right-of-way.

FINDINGS OF FACT: The drive-through facility is not located within 20 feet of a street right-of-way.

4. Drive-up and drive-through queuing areas shall be designed so that vehicles will not obstruct any street, fire lane, walkway, bike lane, or sidewalk.

FINDINGS OF FACT: The proposed drive-through is designed so that the queuing areas do not obstruct any street, fire lane, or walkway, bike lane, or sidewalk.

Sec. 15.86.050.- Bicycle parking.

A. *Exemptions.* This section does not apply to single-family and duplex housing, home occupations, and agricultural uses. The planning official may exempt other uses upon finding that, due to the nature of the use or its location, it is unlikely to have any patrons or employees arriving by bicycle.

B. *Standards.* Bicycle parking spaces shall be provided with new development and, where a change of use occurs, at a minimum, shall follow the standards in Table 15.86-3. Where an application is subject to conditional use permit approval or the applicant has requested a reduction to an automobile-parking standard, the city may require bicycle parking spaces in addition to those in Table 15.86-3.

Table 15.86 -3. Minimum Required Bicycle Parking Spaces

<i>Use</i>	<i>Minimum Number of Spaces</i>
Multi-family residential (not required for parcels with fewer than 4 dwelling units)	2 bike spaces per 4 dwelling units
Commercial	2 bike spaces per primary use or 1 per 5 vehicle spaces, whichever is greater
Industrial	2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater
Community service	2 bike spaces
Parks (active recreation areas only)	4 bike spaces
Schools (all types)	2 bike spaces per classroom
Institutional uses and places of worship	2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater
Other uses	2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater

C. *Design.* Bicycle parking shall consist of staple-design steel racks or other city-approved racks, lockers, or storage lids providing a safe and secure means of storing a bicycle. At a minimum, bicycle parking facilities shall be consistent with the following design guidelines:

1. All bicycle parking shall be within 100 feet from a building entrance and located within a well-lit and clearly visible area;

FINDINGS OF FACT:

2. Bicycle parking shall be convenient and easy to find. Where necessary, a sign shall be used to direct users to the parking facility;

FINDINGS OF FACT: Bicycle parking is conveniently located at the front of the store and signage shall be used to direct users to the parking facility.

3. Each bicycle parking space shall be at least two feet by six feet with a vertical clearance of six feet;

FINDINGS OF FACT: Each bicycle parking space shall be at least two feet by six feet with a vertical clearance of six feet.

4. An access aisle of at least five feet shall be provided in each bicycle parking facility;

FINDINGS OF FACT: An access aisle (sidewalk) of at least five feet is provided for the bicycle parking facility.

5. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object, i.e., a "rack," upon which the bicycle can be locked. Structures that require a user-supplied lock shall accommodate both cables and U-shaped locks and shall permit the frame and both wheels to be secured (removing the front wheel may be necessary). Note: businesses may provide long-term, employee parking by allowing access to a secure room within a building.

FINDINGS OF FACT: Applicant shall provide a "rack" upon which the bicycle can be locked.

D. *Hazards.* Bicycle parking shall not impede or create a hazard to pedestrians or vehicles, and shall be located so as to not conflict with the vision clearance standards of section 15.88.040.

FINDINGS OF FACT: The location of the bicycle parking will not create a hazard to pedestrians or vehicles, and is located where there will be no vision clearance issues.

Sec. 15.86.060.- Snow storage areas.

A. *Purpose.* The purpose of these standards is to ensure that adequate space is be provided within a development for storage of snow in winter months in order to accommodate space needed for access, circulation, and off-street parking.

B. *Applicability.* Snow storage standards apply to all subdivisions and to developments subject to site plan review.

C. *Standards.*

1. *Minimum area.* Snow storage areas must be designated on a site plan. The areas must total a minimum of 15 percent of the area to be cleared, including all access drives, parking areas, and walkways.

FINDINGS OF FACT: Snow storage is shown on the site plan and totals a minimum of 15% of the area to be cleared.

2. *Location.* Snow storage is not permitted on landscaped areas, except where these areas are limited to grass or rock cover. Snow storage may be permitted in parking areas, provided that the site can still accommodate enough parking spaces to meet minimum off-street parking requirements in winter months. Parking spaces that are located in snow storage areas do not count toward the maximum parking space requirements. It is encouraged that snow storage areas be located away from public view and that additional impervious surface areas are not created for the sole purpose of snow storage.

FINDINGS OF FACT: Snow storage is provided within the parking area utilizing 6 parking spaces. The site will still meet the minimum required parking stalls of 7.

3. *Exceptions and adjustments.* The city may reduce or eliminate the required snow storage areas if a snow removal plan is presented which provides a continuous guarantee of removal.

FINDINGS OF FACT: Not applicable, the applicant is not requesting a reduction of snow storage areas.

CHAPTER 15.88.- ACCESS AND CIRCULATION

Sec. 15.88.010.- Purpose.

Chapter 15.88 contains standards for vehicular and pedestrian access, circulation, and connectivity. The standards promote safe, reasonably direct, and convenient options for walking and bicycling, while accommodating vehicle access to individual properties, as needed.

Sec. 15.88.020.- Applicability.

Chapter 15.88 applies to new development and changes in land use necessitating a new or modified street or highway connection. Except where the standards of a roadway authority other than the city supersede city standards, chapter 15.88 applies to all connections to a street or highway, and to driveways and walkways.

Sec. 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 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.

FINDINGS OF FACT: Applicant acknowledges (B) above and will acquire the necessary approach permits approved by the applicable roadway authority.

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 Development Code.

FINDINGS OF FACT: The applicant is submitting with this application a Traffic Impact Analysis.

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.

FINDINGS OF FACT: Applicant acknowledges (a) through (e) and the applicable items have been addressed within the site plan layout for traffic ingress/egress and circulation.

2. Consideration of the following traffic and facility improvements for access management:

a. Providing of acceleration, deceleration and right-turn-only lanes.

FINDINGS OF FACT: Please see stie plan and TIA for proposed layout.

b. Offsetting driveways to produce T-intersections to minimize the number of conflict points between traffic using the driveways and through traffic.

FINDINGS OF FACT: The site plan illustrates the driveway locations and the internal circulation for minimizing 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.

FINDINGS OF FACT: No proposed barriers proposed.

d. Installing side barriers to the property along the serving arterial or collector to restrict access width to a minimum.

FINDINGS OF FACT: No barriers proposed along the serving arterial or collector to restrict access width to a minimum.

E. *ODOT approval.* Where a new approach onto a state highway or a change of use adjacent to a state highway requires ODOT approval, the applicant is responsible for obtaining ODOT approval. The city may approve a development conditionally, requiring the applicant first obtain required ODOT permit(s) before commencing development, in which case the city will work cooperatively with the applicant and ODOT to avoid unnecessary delays.

FINDINGS OF FACT: Applicant shall coordinate with ODOT for access permitting as required.

F. *Other agency approval.* Where an approach or driveway crosses a drainage ditch, canal, railroad, or other feature that is under the jurisdiction of another agency, the applicant is responsible for obtaining all required approvals and permits from that agency prior to commencing development.

FINDINGS OF FACT: Not applicable to this application.

G. *Exceptions and adjustments.* The city may approve adjustments to the spacing standards of subsections above, where an existing connection to a city street does not meet the standards of the roadway authority and the proposed development moves in the direction of code compliance.

FINDINGS OF FACT: The applicant is not requesting any spacing standards exceptions or adjustments. The suggested spacing standards cannot be met given the parcel dimensions, however the proposed plan moves the spacing in the direction of conformity as noted within the Traffic Impact Analysis.

H. *Joint use access easement and maintenance agreement.* Where the city approves a joint use driveway, the property owners shall record an easement with the deed allowing joint use of and cross access between adjacent properties. The owners of the properties agreeing to joint use of the driveway shall record a joint maintenance agreement with the deed, defining maintenance responsibilities of property owners. The applicant shall provide a fully executed copy of the agreement to the city for its records, but the city is not responsible for maintaining the driveway or resolving any dispute between property owners.

FINDINGS OF FACT:

Sec. 15.88.040.- Clear vision areas (visibility at intersections).

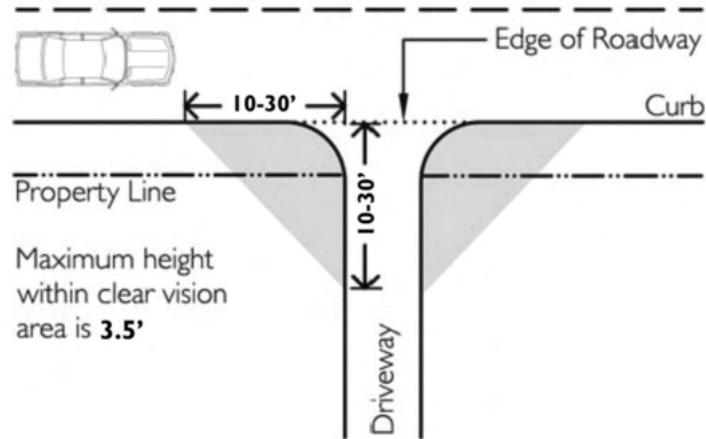
A. In all zones, a clear vision area shall be maintained on the corners of all property at the intersection of two streets or a street and a railroad. A clear vision area shall contain no planting, wall, structure, private signage, or temporary or permanent obstruction exceeding 3½ feet in height, measured 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, ten feet.
2. In all other zones, the minimum distance shall be in relationship to street and road right-of-way widths as follows:

<i>Right-of-Way Width</i>	<i>Clear vision</i>
80 feet or more	20 feet
Less than 80 feet	30 feet

Clear Vision Areas



FINDINGS OF FACT: The proposed project provides clear vision as shown in (2) above.

Sec. 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.

FINDINGS OF FACT: The project proposes pedestrian walkways that extend throughout the development site and connect to all adjacent streets. No future phase is proposed as a part of this development.

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:

FINDINGS OF FACT: Pedestrian walkways within the development is designed to provide safe, reasonably direct, and convenient connections between the primary building entrance and all adjacent parking areas and right of ways.

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.

FINDINGS OF FACT: The proposed walkways provide reasonably direct routes that do not deviate unnecessarily from a straight line and 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.

FINDINGS OF FACT: The proposed walkways are designed for pedestrian safety and convenience. They will be designed free from hazards and will provide a reasonably smooth and consistent surface with a direct route of travel between destinations. The walkways are located to mitigate safety concerns between parking lots and driveways.

c. Vehicle/walkway separation. Except as required for crosswalks, per subsection d., 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.

FINDINGS OF FACT: Where a walkway abuts a driveway or street vehicle/walkway separation shall be raised six inches and curbed along the edge of the driveway or street.

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.

FINDINGS OF FACT: Walkways within the subject property shall be clearly marked.

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.

FINDINGS OF FACT: No proposed walkways are less than four feet in width and will be constructed with either asphalt, brick or masonry pavers, or other city-approved durable surface meeting ADA requirements.

f. Multi-use pathways. Multi-use pathways, where approved, shall be ten feet wide and constructed of asphalt, concrete or other city-approved durable surface meeting ADA requirements consistent with the applicable city engineering standards.

FINDINGS OF FACT: No multi-use pathways are proposed with this project.

CHAPTER 15.90.- PUBLIC FACILITIES

Sec. 15.90.010.- Public facilities improvement.

Minor betterment, improvements, replacement or reconstruction of existing public facilities such as sewer and water lines, stormwater drainage facilities, sidewalks and other pedestrian ways or facilities, bikeways and similar public facilities within rights-of-ways and easements for the purposes existing on or before the effective date of this chapter, or on contiguous publicly-owned property designated, intended or utilized to support the facilities, or the facilities that are set forth within an adopted public facilities plan or other capital improvement plan duly adopted on or before the effective date of this ordinance, are exempt from permit requirements, unless specifically set forth otherwise.

FINDINGS OF FACT: Applicant acknowledges the above.

Sec. 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.

FINDINGS OF FACT: Applicant acknowledges the duties of developer. All of the required improvements necessary to serve the development shall be constructed 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.

FINDINGS OF FACT: Applicant acknowledges (B) above.

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.

FINDINGS OF FACT: Applicant acknowledges (C) above.

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.

FINDINGS OF FACT: Half streets are not applicable to this application.

Sec. 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.

FINDINGS OF FACT: Applicant shall submit sewer and water plan for approval prior to development permit and upon approval of the public works director 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.

FINDINGS OF FACT: Applicant acknowledges (B) above.

Sec. 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.

FINDINGS OF FACT: The site plan conversion will result in a net decrease of impervious surface by removing existing asphalt and structures to install new landscaping. All runoff from the developed areas will be routed to an onsite storm-water retention facility via overland flow and underground piping. The stormwater facility will consist of an above ground infiltration swales located as shown on the site plan.

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.

FINDINGS OF FACT: Applicant acknowledges (B) above. As noted above there will be a net decrease of impervious surface by removing existing asphalt and structures to install new landscaping.

Sec. 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.

FINDINGS OF FACT: Applicant shall coordinate the development plan with applicable utility provider as required.

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

FINDINGS OF FACT: All new electrical, telephone or other utilities are proposed underground.

Sec. 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 Development 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.

FINDINGS OF FACT: Applicant acknowledges (A) above.

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.

FINDINGS OF FACT: Applicant acknowledges (B) above.

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.

FINDINGS OF FACT: Applicant acknowledges (C) above.

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 Development 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.

FINDINGS OF FACT: N/A

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.

FINDINGS OF FACT: N/A

F. The design, construction, operation, and maintenance of a tourist-oriented or public wayside.

FINDINGS OF FACT: N/A

Sec. 15.90.070.- Design of streets and other public facilities.

A. *Traffic circulation system.* 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 therefrom 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.

FINDINGS OF FACT: This project is not a land division and does not propose any new streets, therefore N/A.

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

FINDINGS OF FACT: This project is not a land division and does not propose any new streets, therefore N/A.

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

FINDINGS OF FACT: This project is not a land division and does not propose any new streets, therefore N/A.

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

FINDINGS OF FACT: This project is not a land division and does not propose any new streets, therefore N/A.

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 ten 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.

FINDINGS OF FACT: This project is not a land division and does not propose any new streets, therefore N/A.

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.

FINDINGS OF FACT: This project is not a land division and does not propose any new streets, therefore N/A.

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.

FINDINGS OF FACT:

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.

FINDINGS OF FACT: Applicant acknowledges (F) above.

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.

FINDINGS OF FACT: The applicant is not proposing any new streets.

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.

FINDINGS OF FACT: Applicant acknowledges (I) above and will comply with potential conditions of approval that may be attached to this development.

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 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.

FINDINGS OF FACT: The subject area is not adjacent to a railroad row.

Sec. 15.90.080.- Traffic impact analysis.

A. Purpose. The purpose of this subsection is [to] 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 ten 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.

FINDINGS OF FACT: The applicant is submitting a Traffic Impact Analysis with this application.

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.

FINDINGS OF FACT: The Traffic Impact Analysis was prepared by a professional engineer registered by the State of Oregon in accordance with the requirements of the road authority.

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 [subsections] 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.

FINDINGS OF FACT: Applicant acknowledges 1-4 above and will coordinate with the City to address these situations for applicability to the proposed development.

CHAPTER 15.94.- IMPROVEMENT PROCEDURES AND GUARANTEES

Sec. 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.

FINDINGS OF FACT: Applicant acknowledges A-F above and shall comply with all applicable sections as directed by the City of La Pine.

Sec. 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 ensure 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 ensure 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 percent 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.

FINDINGS OF FACT: Applicant acknowledges A-D above and will comply with all applicable requirements associated with the development.

Sec. 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.

FINDINGS OF FACT: Applicant acknowledges (A) above and shall comply with this requirement as applicable.

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.

FINDINGS OF FACT: Applicant acknowledges (B) above and shall comply with this requirement as applicable.

Sec. 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 percent 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.

FINDINGS OF FACT: Applicant acknowledges the above.

Sec. 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 [therefore].

<i>Table 15.22-2. Development Standards in the Commercial and Mixed-Use Zones</i>				
<i>Standard</i>	<i>C</i>	<i>CRMX</i>	<i>CMX</i>	<i>CN</i>
Minimum lot width	None	None	None	25 feet
Minimum setbacks	—	—	—	—
- Front or street-side yard	20 feet	20 feet	20 feet	20 feet
- Side yard	None	10 feet; None for townhomes	10 feet; None for townhomes	10 feet; None for townhomes
- Rear yard	None	10 feet	10 feet	15 feet
Maximum building height	70 feet	45 feet	45 feet	45 feet
Maximum lot coverage	80%	60%	60%	50%
Minimum landscaped area	See 15.18.500 and chapter 15.82			
Minimum and maximum density	Residential and mixed-use developments are subject to the minimum and maximum density standards of the RMF zone (see section 15.18.500).			

FINDINGS OF FACT: Applicant acknowledges the above and shall comply with all applicable requirements as deemed necessary by the City of La Pine.

Sec. 15.22.500.- Additional standards.

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

FINDINGS OF FACT: The lot does not abut a street that is predominantly residential.

B. Landscaping standard. Any portion of a lot developed for commercial uses which are not used for buildings, other structures, parking or loading spaces, or aisles, driveways, sidewalks, and designated storage areas shall be planted and maintained with grass or other all-season groundcover vegetation. Grass shall be kept neatly mowed. Landscaping with trees and shrubs is permitted and encouraged. See additional landscaping and buffering standards in [article 5](#).

C. Screening requirements.

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

2. *Outdoor storage.* All areas of a site containing or proposed to contain outdoor storage of materials, equipment, and vehicles, and areas containing junk, salvage materials, or similar contents, shall be screened from view from adjacent rights-of-way and residential uses by a sight-obscuring fence, wall, landscape screen, or combination of screening methods. See additional buffering and fence standards in article 5.

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

D. *Vehicle access.* Access driveways and entrances shall be permitted in a number and locations in which sight distance is adequate to allow safe movement of traffic in or out of the driveway or entrance, the free movement of normal highway traffic is not impaired, and the driveway or entrance will not create a hazard or an area of undue traffic congestion on highways to which it has access. The city may require the permit applicant to submit engineering data and/or traffic analyses to support its proposed plan of access driveways and entrances. See additional access and circulation standards in article 5.

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

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

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

FINDINGS OF FACT: Applicant acknowledges A-G above and shall comply with the requirements as noted in each section.

*CITY OF LA PINE, OREGON
WALGREENS
SITE PLAN APPLICATION*

SECTION 4

*DEED
LLC*

*SITUS ADDRESS:
51369 HWY 97
LA PINE, OREGON 97739
MAP NUMBERS: 221015AD TL 4301 AND 221015DA TL 100*



After recording return to:
Pinegreen, LLC
P.O. Box 1800
Corvallis, OR 97339

Until a change is requested all tax
statements shall be sent to the
following address:
Pinegreen, LLC
P.O. Box 1800
Corvallis, OR 97339

File No.: NCS-1175537-OR1 (RR)
Date: July 17, 2023

THIS SPACE RESERVED FOR RECORDER'S USE	
Deschutes County Official Records	2023-17828
D-D	07/20/2023 03:35 PM
Stn=1 BN	
S20.00 S11.00 S10.00 S61.00 S6.00	\$108.00
<small>I, Steve Dennison, County Clerk for Deschutes County, Oregon, certify that the instrument identified herein was recorded in the Official Records.</small>	
Steve Dennison - County Clerk	

STATUTORY WARRANTY DEED

Rucker Ventures, Inc., an Oregon corporation, Grantor, conveys and warrants to **Pinegreen, LLC, an Oregon limited liability company**, Grantee, the following described real property free of liens and encumbrances, except as specifically set forth herein:

LEGAL DESCRIPTION: Real property in the County of Deschutes, State of Oregon, described as follows: See Attached Exhibit A

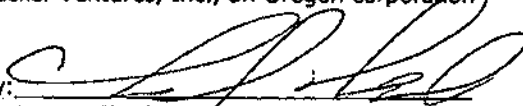
Subject to: See Attached Schedule B

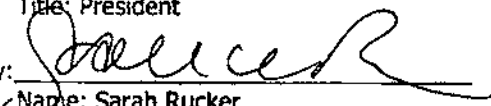
The true consideration for this conveyance is **\$700,000.00**. (Here comply with requirements of ORS 93.030)

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

Dated this 20 day of July, 2023.

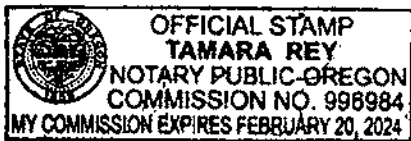
Rucker Ventures, Inc., an Oregon corporation

By: 
Name: Charles Rucker
Title: President

By: 
Name: Sarah Rucker
Title: Secretary

STATE OF Oregon)
County of Deschutes)ss.
)

This instrument was acknowledged before me on this 20 day of July, 2023 by Charles Rucker as President and Sarah Rucker as Secretary of Rucker Ventures, Inc., on behalf of the corporation.





Notary Public for Oregon
My commission expires: 2/20/24

Exhibit A

PARCEL I:

A TRACT OF LAND IN OREGON TRUNK RAILWAY BLOCK AND RAILWAY BLOCK OF LAPINE, OREGON, AND DESCRIBED AS FOLLOWS: BEGINNING AT 1/2" IRON PIPE DRIVEN IN THE GROUND ON THE EAST LINE OF LAPINE SOUTH 0°11'58" WEST 75.74 FEET DISTANCE FROM THE OLD IRON PIPE 1/4 SECTION CORNER BETWEEN SECTIONS FOURTEEN (14) AND FIFTEEN (15), TOWNSHIP TWENTY-TWO (22) SOUTH, RANGE TEN (10) EAST OF THE WILLAMETTE MERIDIAN, NEAR WHERE THE CENTER OF RAILROAD STREET (VACATED NOVEMBER 09, 1932) INTERSECTED THE EAST LINE AND AS SHOWN ON THE PLAT OF LAPINE AS RECORDED IN THE OFFICE OF THE COUNTY CLERK OF DESCHUTES COUNTY IN PLAT BOOK 2, ON PAGE 20; AND RUNNING THENCE: SOUTH 0°11'58" WEST 206.45 FEET ALONG THE EAST BOUNDARY LINE TO AN IRON PIPE DRIVEN INTO THE GROUND; THENCE NORTH 59°32' WEST 245.00 FEET TO AN IRON PIPE DRIVEN INTO THE GROUND; THENCE NORTH 59°32' WEST 20 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF THE DALLES-CALIFORNIA HIGHWAY AND BEING 30 FEET DISTANT FROM THE CENTER LINE THEREOF; THENCE NORTH 30°28' EAST 178.7 FEET ALONG THE EAST RIGHT OF WAY OF THE HIGHWAY; THENCE SOUTH 59°34' EAST 20.0 FEET TO AN IRON PIPE DRIVEN INTO THE GROUND; THENCE SOUTH 59°34' EAST 140.74 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION LYING WITHIN THE PUBLIC ROADWAY.

PARCEL II:

A PARCEL OF LAND LYING IN THE EAST 1/2 OF SECTION 15, TOWNSHIP 22 SOUTH, RANGE 10 EAST, W.M., DESCHUTES COUNTY, OREGON AND BEING A PORTION OF THAT PROPERTY DESCRIBED IN THAT DEED TO THE STATE OF OREGON, BY AND THROUGH ITS STATE HIGHWAY COMMISSION, RECORDED JUNE 21, 1952 IN BOOK 101, PAGE 216 OF DESCHUTES COUNTY RECORD OF DEEDS; THE SAID PARCEL BEING DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF SAID PROPERTY; THENCE NORTH 59°06'27" WEST ALONG THE SOUTHERLY LINE OF SAID PROPERTY 140.85 FEET TO A LINE PARALLEL WITH AND 50 FEET SOUTHEASTERLY OF THE CENTER LINE OF THE RELOCATED THE DALLES-CALIFORNIA HIGHWAY; THENCE NORTH 30°48' EAST ALONG SAID PARALLEL LINE 74 FEET; THENCE SOUTH 59°12' EAST 97.45 FEET TO THE EASTERLY LINE OF SAID PROPERTY; THENCE SOUTHERLY ALONG SAID EASTERLY LINE TO THE POINT OF BEGINNING. THE CENTER LINE OF THE RELOCATED THE DALLES-CALIFORNIA HIGHWAY REFERRED TO HEREIN IS DESCRIBED IN THAT DEED TO THE STATE OF OREGON, BY AND THROUGH ITS STATE HIGHWAY COMMISSION, RECORDED JUNE 03, 1952 IN BOOK 101, PAGE 288 OF DESCHUTES COUNTY RECORD OF DEEDS.

Schedule "B"

1. Water rights, claims to water or title to water, whether or not such rights are a matter of public record.
2. The rights of the public in and to that portion of the premises herein described lying within the limits of streets, roads and highways.
3. Limited access provisions contained in Deed to the State of Oregon, by and through its State Highway Commission recorded August 4, 1954 in Book 108, Page 18 Deed of Records, which provides that no right of easement or right of access to, from or across the State Highway other than expressly therein provided for shall attach to the abutting property.
(Affects Parcel 1)
4. Limited access provisions contained in Deed from the State of Oregon, by and through its Department of Transportation, Highway Division recorded August 27, 1990 in Book 216, Page 2826 Deed of Records, which provides that no right of easement or right of access to, from or across the State Highway other than expressly therein provided for shall attach to the abutting property.
(Affects Parcel 2)
5. Well easement and the terms and conditions thereof:
Between: LaPine Investors Group
And: Donald L. Swisher and Lyle Nelson
Recording Information: December 8, 1992 in Book 284, Page 2207

(Affects Parcel 1)
6. Taxes for the fiscal year 2023-2024 a lien due, but not yet payable.

Business Name Search

[New Search](#)

[Printer Friendly](#)

Business Entity Data

04-25-2024
10:09

Registry Nbr	Entity Type	Entity Status	Jurisdiction	Registry Date	Next Renewal Date	Renewal Due?
2146994-98	DLLC	ACT	OREGON	07-14-2023	07-14-2024	
Entity Name	PINEGREEN, LLC					
Foreign Name						

[New Search](#)

[Printer Friendly](#)

Associated Names

Type	PRINCIPAL PLACE OF BUSINESS					
Addr 1	777 NE 2ND ST					
Addr 2	SUITE 200					
CSZ	CORVALLIS	OR	97330		Country	UNITED STATES OF AMERICA

Please click [here](#) for general information about registered agents and service of process.

Type	AGT REGISTERED AGENT			Start Date	07-14-2023	Resign Date
Name	DARREN	E	DICKERHOOF			
Addr 1	777 NE 2ND ST					
Addr 2	SUITE 200					
CSZ	CORVALLIS	OR	97330		Country	UNITED STATES OF AMERICA

Type	MAL MAILING ADDRESS					
Addr 1	PO BOX 1800					
Addr 2						
CSZ	CORVALLIS	OR	97339		Country	UNITED STATES OF AMERICA

Type	MGR MANAGER			Resign Date
Name	DARREN	E	DICKERHOOF	
Addr 1	PO BOX 1800			
Addr 2				
CSZ	CORVALLIS	OR	97339	Country UNITED STATES OF AMERICA

Type	MGR MANAGER			Resign Date
Name	MATT	G	DICKERHOOF	
Addr 1	PO BOX 1800			
Addr 2				

CSZ	CORVALLIS	OR	97339		Country	UNITED STATES OF AMERICA
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[New Search](#)

[Printer Friendly](#)

Name History


Business Entity Name	Name Type	Name Status	Start Date	End Date
PINEGREEN, LLC	EN	CUR	07-14-2023	

Please [read](#) before ordering [Copies](#).

[New Search](#)

[Printer Friendly](#)

Summary History

Image Available	Action	Transaction Date	Effective Date	Status	Name/Agent Change	Dissolved By
	ARTICLES OF ORGANIZATION	07-14-2023		FI	Agent	

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For comments or suggestions regarding the operation of this site, please contact : corporation.division@sos.oregon.gov

*CITY OF LA PINE, OREGON
WALGREENS
SITE PLAN APPLICATION*

SECTION 5

LAWFUL CREATION

*SITUS ADDRESS:
51369 HWY 97
LA PINE, OREGON 97739
MAP NUMBERS: 221015AD TL 4301 AND 221015DA TL 100*



MORSON STREET

FD 5/8" I ROD
ARMSTRONG

N 30° 48' E
BASIS OF BEARINGS STATE HIGHWAY MAP 78 9-1
E U.S. HIGHWAY 97 (THE DALLAS-CALIFORNIA HIGHWAY)

1193.34'

PARCEL B
0.20 AC m/L

N 30° 48' E
74.00'

N 59° 06' 17" W
N 59° 34' W

FD 1/2" I PIPE 22' DEEP
(TOP BENT) - 1 PIPE 0.3 SE
OF R/W - HELD FOR SW 1/4
PROPERTY LINE
FD 5/8" I ROD 0.5 N E OF I PIPE
RESET AT CORNER

140.85 (m)
140.74 (DEED)

10.14'

PARCEL C
0.08 AC m/L

N 59° 12' 00" W
62.11'

239.45' (N 30° 28' E - DEED)

FINLEY BUTTE RD
NEW ROAD R/W

30'

S 59° 12' 00" E
97.45'

105.45'

122.38'

S 00° 18' 11" W
202.16'

N 00° 18' 11" E 2635.84 (m)
NORTH 2635.75' (P)

NE COR SEC 15
FD 2 1/2" BRASS CAP
SET BY ARMSTRONG

FD 3/4" I ROD
STATE HIGHWAY
R/W MONUMENT

FD 1/2" I PIPE

206.45 (R)
206.22 (m)

FD 1/2" I PIPE
0.3' E

S 00° 30' 30" W
S 00° 11' 58" W

1338.95' (m)
1338.74' (P)

75.86'

E 1/16" COR.
FD 1 1/4" I PIPE
"GOULD"

HUNTINGTON ROAD

FINLEY BUTTE ROAD
(AS PLATTED)

30'

30'

30'

30'

30'

30'

30'

- P = PLAT OF LAPINE
- R = RECORD
- m = MEASURED
- o = SET 5/8" I R
W/CAP "SCE & S"
- Ø = SET 1/2" I R W/CAP
"SCE & S"
- ⊗ = SET PK NAIL IN CURB
W/BRASS WASHER
"PL S 1104"

FIELD

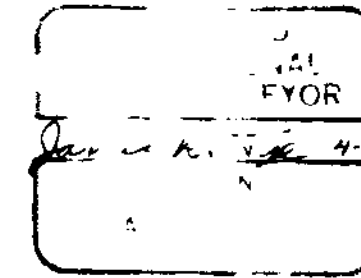
MAR 3 10 5 AM 1987

MINOR LAND PARTITION MP-88-52

LOCATED IN THE SE 1/4, NE 1/4 AND
NE 1/4, SE 1/4 OF SECTION 15, TOWNSHIP
22 SOUTH, RANGE 10 EAST, W.M., DESCHUTES
COUNTY, OREGON

SURVEYOR'S CERTIFICATE

I, JAMES R TYE, a registered Professional Land Surveyor
in the State of Oregon, hereby certify that I have surveyed and
marked with legal monuments the land represented on the
accompanying plat of this Minor Partition.



DEED OWNER OREGON STATE HIGHWAY DIVISION

PARTITIONER SAME

SURVEYOR SUN COUNTRY ENGINEERING
& SURVEYING, INC.
61555 PARRELL ROAD
BEND, OR 97702

APPROVALS:

- James R. Tye*, 1988
County Commissioner
- W. T. ...*, 5-31, 1989
County Commissioner
- Neil Maudlin*, 5-31, 1989
County Commissioner
- Jeff Kern*, 4-26, 1989
County Surveyor
- Larry ...*, 4-28, 1989
Public Works Director
- Craig J. Smith*, 5-26, 1989
County Planning Director
- Ray W. Everett*, 5-26, 1989
County Sanitarian

FILED

MAR 6-7-89
Wanda Kedges

NOTE
SEE NARRATIVE FOR FURTHER SURVEY INFORMATION

*CITY OF LA PINE, OREGON
WALGREENS
SITE PLAN APPLICATION*

SECTION 6

*MAILING ADDRESSES
100 FEET*

*SITUS ADDRESS:
51369 HWY 97
LA PINE, OREGON 97739
MAP NUMBERS: 221015AD TL 4301 AND 221015DA TL 100*

PINEHOOF LLC ET AL
PO BOX 1583
CORVALLIS, OR 97339

CJ DENS LACAMAS II LLC
PO BOX 2239
KALAMA, WA 98625

HOLM, ARLEE J & NANCY M
3040 N 148TH DRIVE
GOODYEAR, AZ 85389

MAIN BEAM INVESTMENTS LLC
52427 RIVER PINE ROAD
LA PINE, OR 97739

PAULINA PROPERTES NW LLC
61156 MINNARET CIRCLE
BEND, OR 97702

MAHALO NELLA LLC
PO BOX 1518
LA PINE, OR 97730

JOHNNY JEAN LLC
61253 CHIKAMIN DRIVE
BEND, OR 97702

RON LAFRANCHI
580 N CENTRAL BLVD.
COQUILLE, OR 97423

NOVO I LLC
PO BOX 1742
LA PINE, OR 97739

RICHARD C PELISSEY
PO BOX 2211
LA PINE, OR 97739

SANDERS LIVING TRUST
PO BOX 1880
LA PINE, OR 97739

NANCY L CARTER
PO BOX 184
LA PINE, OR 97739

LA PINE ALF LLC
15900 SE 82ND DRIVE
CLACKAMAS, OR 97015

CENTURY LINK
6300 S SYRACUSE WAY #STE 700
ENGLEWOOD, CO 80111

VALENTINE INVESTMENSTS LLC
53170 RIVERVIEW DRIVE
LA PINE, OR 97739

STATE OF OREGON HIGHWAY
DIVISION
4040 FAIRVIEW INDUSTRIAL DR SE
#MS-2
SALEM, OREGON 97302

TRUAX CORPORATION
PO BOX 3002
CORVALLIS, OR 97339

LESUEUR FAMILY PROPERTIES
53444 BRIDGE DRIVE
LA PINE, OR 97739

ID #	OWNER NAME	SITEUS ADDRESS	MAILING ADDRESS	MAP & TAX LOT
1	PINEHOOF LLC ET AL	51420 HWY 97 100, LA PINE, OR 97739	PO BOX 1583, CORVALLIS, OR 97339	2210148C01900
1A	PINEHOOF LLC ET AL	51410 HWY 97 100, LA PINE, OR 97739	PO BOX 1583, CORVALLIS, OR 97339	221015AD04300
2	CJ DENS LACAMAS II LLC	51386 HUNTINGTON RD, LA PINE, OR 97739	PO BOX 2239, KALAMA, WA 98625	221014CB00400
3	HOLM, ARLEE J & NANCY M	51382 HUNTINGTON RD, LA PINE, OR 97739	3040 N 148TH DR, GOODYEAR, AZ 85395	221014CB00500
4	HOLM, ARLEE J & NANCY M	51376 HUNTINGTON RD, LA PINE, OR 97739	3040 N 148TH DR, GOODYEAR, AZ 85395	221014CB00501
5	MAIN BEAM INVESTMENTS LLC	51370 HUNTINGTON RD, LA PINE, OR 97739	52427 RIVER PINE RD, LA PINE, OR 97739	221014CB01200
6	PAULINA PROPERTIES NW LLC	51375 HUNTINGTON RD, LA PINE, OR 97739	61156 MINNARET CIR, BEND, OR 97702	221015DA00207
7	MAHALO NELLA LLC	51386 HWY 97, LA PINE, OR 97739	PO BOX 1518, LA PINE, OR 97739	221015DA00202
8	JOHNNY JEAN LLC	51415 HWY 97, LA PINE, OR 97739	61253 CHIKAMIN DR, BEND, OR 97702	221015AD04201
9	LAFRANCHI, RON	51385 HWY 97, LA PINE, OR 97739	580 N CENTRAL BLVD, COQUILLE, OR 97423	221015DA00701
10	NOVO I LLC	51419 MORSON ST, LA PINE, OR 97739	PO BOX 1742, LA PINE, OR 97739	221015AD003700
11	PELISSEY,RICHARD C	51425 MORSON ST, LA PINE, OR 97739	PO BOX 2211, LA PINE, OR 97739	221015AD003800
12	SANDERS LIVING TRUST	NO SITUS ADDRESS	PO BOX 1880, LA PINE, OR 97739	221015AD003900
13	SANDERS LIVING TRUST	51443 MORSON ST, LA PINE, OR 97739	PO BOX 1880, LA PINE, OR 97739	221015AD004000
14	CARTER, NANCY L	51447 MORSON ST, LA PINE, OR 97739	PO BOX 184, LA PINE, OR 97739	221015AD01800
15	LA PINE ALF LLC	51457 MORSON ST, LA PINE, OR 97739	15900 SE 82ND DR, CLACKAMAS, OR 97015	221015AD01900
16	CENTURYLINK	51466 MORSON ST, LA PINE, OR 97739	6300 S SYRACUSE WAY #STE 700, ENGLEWOOD, CO 80111	221015AD00201
17	VALENTINE INVESTMENTS LLC	51455 HUNTINGTON RD, LA PINE, OR 97739	53170 RIVERVIEW DR, LA PINE, OR 97739	221015AD000700
18	STATE OF OREGON HIGHWAY COMMISSION	51445 HWY 97, LA PINE, OR 97739	4040 FAIRVIEW INDUSTRIAL DR SE #MS-2, SALEM, OR 97302	221014BC01200
19	TRUAX CORPORATION	51453 HWY 97, LA PINE, OR 97739	PO BOX 3002, CORVALLIS, OR 97339	221014BC00602
20	LESUEUR FAMILY PROPERTIES	51463 HWY 97, LA PINE, OR 97739	53444 BRIDGE DR, LA PINE, OR 97739	221014BC00603

*CITY OF LA PINE, OREGON
WALGREENS
SITE PLAN APPLICATION*

SECTION 7

TRAFFIC STUDY

*SITUS ADDRESS:
51369 HWY 97
LA PINE, OREGON 97739
MAP NUMBERS: 221015AD TL 4301 AND 221015DA TL 100*



Date:	May 1, 2024
To:	Brent Bybee, City of La Pine Principal Planner
From:	Joe Bessman, PE
Project Reference No.:	1858
Project Name:	La Pine Commercial Transportation Impact Analysis

The purpose of this memorandum is to provide a revised Transportation Impact Analysis for the proposed commercial development on US 97 near Finley Butte Road in La Pine, Oregon. This development will include an approximately 2,500 square-foot Walgreens prototype, a 7,381 square-foot AutoZone, and a Starbucks coffee shop with drive through that will replace existing commercial and office uses. In response to the City’s design requirements, the layout of the southern site has changed to provide a full access onto Huntington Road in the southern portion of the parcel, and an egress-only connection on the north. This will have minimal impacts on the prior findings and results.

This report was prepared to provide the City of La Pine with information on the status and operational characteristics of its transportation system and to provide ODOT information on any impacts to US 97. 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. Accordingly, typical TIA information is provided within this document to help the City understand infrastructure conditions and needs.

This Transportation Impact Analysis was prepared following scoping materials submitted to the City of La Pine and conversations with staff to establish the study area and parameters.

AREA AND PROPERTY DESCRIPTION

The proposed site encompasses five parcels in the northwest and southeast quadrants of the US 97/Finley Butte Road intersection. These parcels include the following taxlots and associated addresses, where available:

- Taxlot 221015AD00500, 51450 Morson Street
- Taxlot 221015AD00600
- Taxlot 221015AD04100, 51425 HWY 97
- Taxlot 221015AD04301, 51396 HWY 97
- Taxlot 221015DA00100, 51392 HWY 97

The location of the overall site is shown in Figure 1.



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

The parcels on the northwest side of the intersection are currently occupied by three buildings totaling 13,437 square-feet. These are occupied by a quilt shop, a strip retail building, and a shed that appears to be associated with a food truck site. The two parcels on the southeast quadrant of US 97/Finley Butte Road have a wood and steel building business and a metalworks business totaling 2,659 square-feet. Access is currently provided to the north parcels by two recently reconstructed driveway accesses onto US 97, open frontage along part of Huntington Road, and undefined open frontage along Morson Street. Access to the site on the southeast side of the highway is from two locations on US 97 and from the undefined frontage along Finley Butte Road and S Huntington Road.

The parcels are located on US 97 in an area with close intersection spacing that occurred with the oblique creation of US 97 that bisects Huntington Road. The intersections at Huntington Road, Finley Butte Road and Morson Street are all unsignalized and located within a 600-foot stretch of US 97, with Huntington Road and Finley Butte realigned to form perpendicular intersections but Morson retaining its skewed alignment. A marked crosswalk with median and rectangular rapid flashing beacons is located between Finley Butte Road and Morson Street, which limits the use of the two-way left-turn lane on US 97 for turning maneuvers; a single vehicle commonly uses this space for a two-stage left-turn, but it appears that not all drivers are willing to make this maneuver.

The proposed projects will include three buildings consisting of a new approximately 2,500 square-foot Walgreens prototype (with drive-through) to be located on the southeast parcels, and a new approximately 7,400 square-foot AutoZone and a 2,450 square-foot Starbucks Coffee store with drive-through to be located on the northwest parcels. The City of La Pine designates the subject properties as *Traditional Commercial*, which allows the proposed commercial uses outright.

The site is also located within the *Downtown Overlay Zone*. This means that Finley Butte Road and US 97 adjacent to the site are designated as pedestrian-friendly streets and Morson Street and Huntington Road north of US 97 are designated as storefront streets. There are additional streetscape design requirements associated with this zone that have been incorporated into the site plan. The preliminary site plan is shown in Figures 2 and 3.

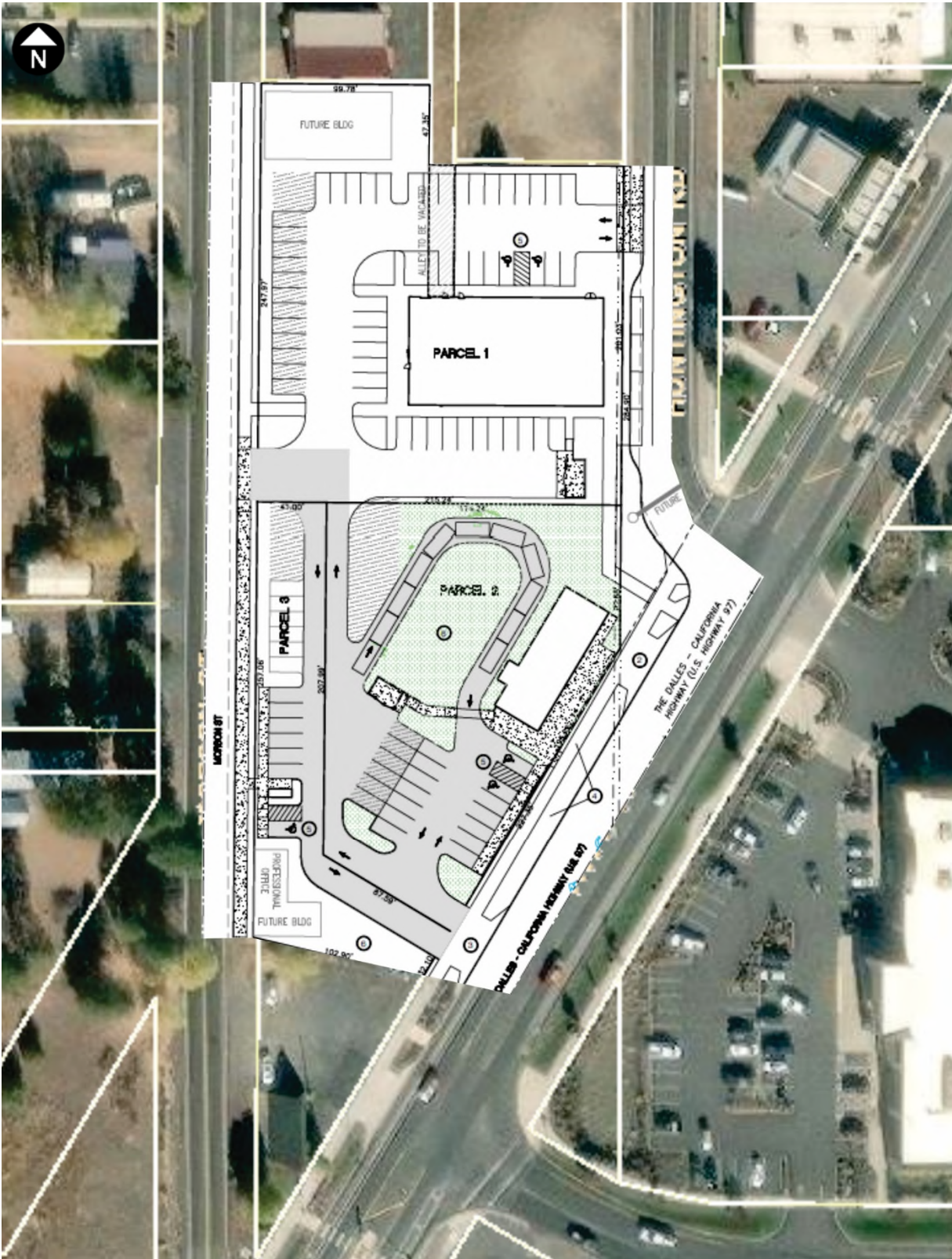


Figure 2. Preliminary northwestern site layout.

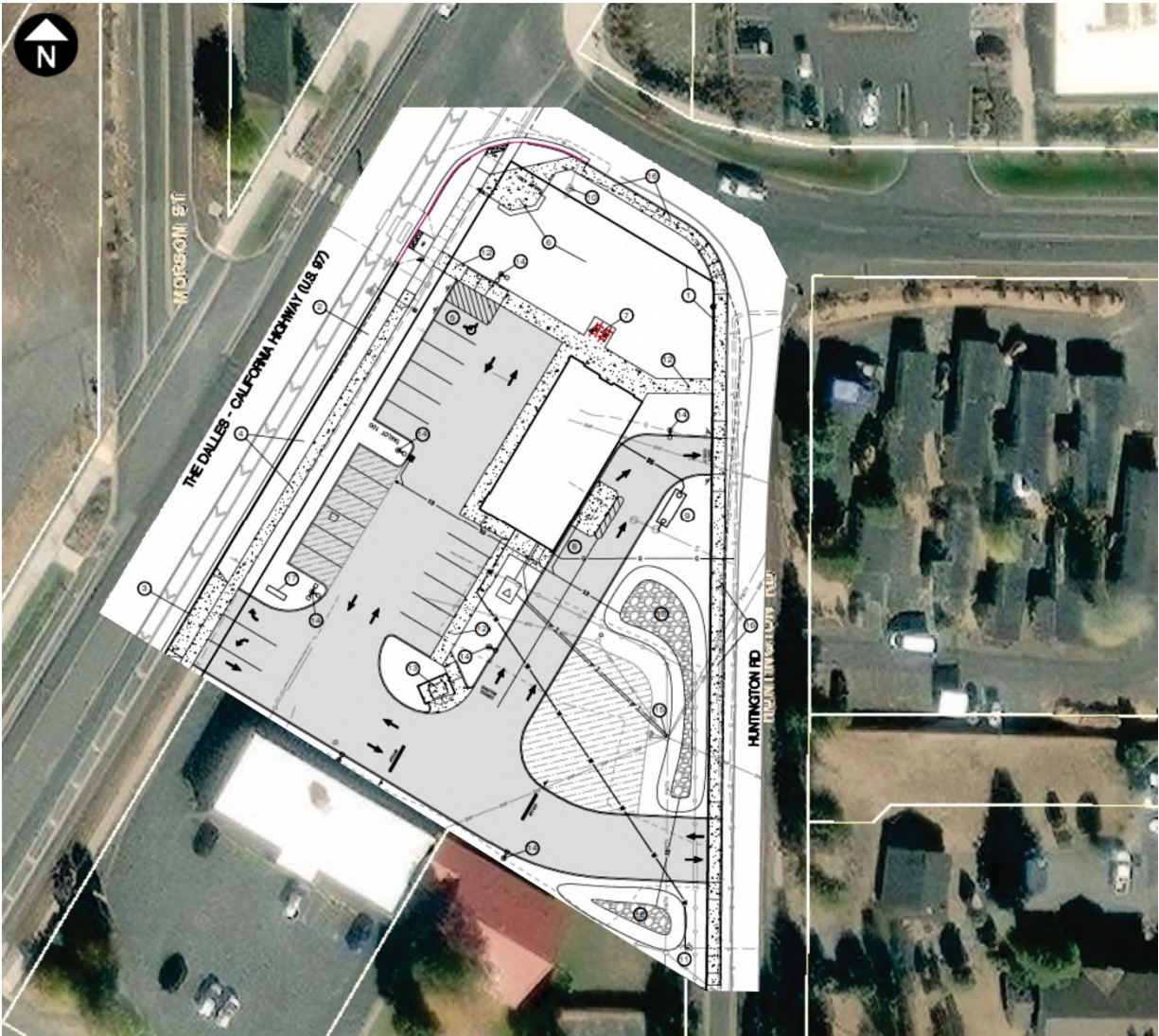


Figure 3. Preliminary southeastern site layout.

RELEVANT TRANSPORTATION PLANS

US 97/La Pine Corridor Plan

This plan, completed in July 2011, identified near-term and long-term improvements for the US 97 corridor in La Pine. This study was prepared when US 97 transitioned between a two-lane, five-lane, and three-lane highway, with a key outcome the restriping to a consistent three-lane section. In addition, the study recommended realigning the Morson Street connection to US 97 to remove the oblique angle. It also found that the US 97/Finley Butte Road intersection met signal warrants with the 2010 analysis and recommended signalization of this intersection in alignment with Morson Street, widening the Morson Street and Finley Butte Road approaches to three-lanes and potentially limiting S Huntington Road to right-in/right-out maneuvers at the Finley Butte Road intersection to its east due to its close spacing. The improvement concept from the study is shown in Figure 4.



Figure 4. Conceptual US 97/Finley Butte Road – Morson Street Improvement.
Source: US 97/La Pine Corridor Plan.

At the US 97/Huntington Road intersection to the north, the plan recommended the installation of a pedestrian refuge island on the north side of the intersection. This pedestrian crossing has been installed (see Figure 5).



Figure 5. Southbound US 97/Huntington Road pedestrian refuge crossing. *Photo date: June 30, 2023.*

La Pine Transportation System Plan

The City of La Pine was incorporated relatively recently, in 2006, and as a result many of the roadways surrounding the site remain under the jurisdiction of Deschutes County. Other than US 97, which is under the state's control, Morson Street, Huntington Road, and Finley Butte Road are all Deschutes County maintained roadways and many of these still contain a rural design, with some improvements through redevelopment and capital projects that have added sidewalks and defined access driveways. While roadway ownership may be under other jurisdictions, the City's Transportation System Plan guides the overall transportation plan for the City. Accordingly, both agencies will be notified of this application.

City of La Pine streets standards are included in Table 4-4 from the TSP, which is shown in Figure 6.

Table 4-4 Roadway Cross-Section Standards

Functional Classification	Features/Dimensions (Each Direction)					Left Turn Lane/ Median	Total Paved Width	Total Right-of-Way Width
	Travel Lane	Bike Lane	On-Street Parking	Sidewalk	Planter Strip			
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'	None	7'	6'	8'	None	36'	64'
Downtown Arterial	12'	6'	Optional, 7'	8'	8'	Optional Landscaped Median, 14'	50'	82'
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

Figure 6. Street Design Standards. *Source: 2013 La Pine Transportation System Plan*

The 2013 La Pine TSP incorporated many of the recommendations from the US 97/La Pine Corridor Plan and assessed the transportation needs of the La Pine area through 2032. One of the identified goals was to create an “arterial ring” within downtown La Pine. This includes 1st Street/Reed Road, Hinkle Way, Finley Butte Road, and Huntington Road. The looped roadway system was planned to be supported with the new traffic signal at US 97/1st Street-Reed Road and a second traffic signal at the realigned US 97/Finley Butte – Morson Street intersection. At the time there was no funding for the Finley Butte traffic signal, despite volume-based signal warrants being met.

The Transportation System Plan includes multiple projects within the study area. These are listed below and shown in Figure 7.

- Upgrade Finley Butte Road to urban Arterial standards from US 97 to Hinkle Way. This 0.52 mile segment was estimated to cost \$2.27 million.
- Upgrade Huntington Road to Downtown Arterial standards from US 97 to 1st Street. This 0.43 mile section was estimated to cost \$1.27 million.
- Realign South Huntington Road with Finley Butte Road to the east to increase distance from US 97. This is estimated to cost \$2.16 million.
- Realign Morson Street and signalize US 97/Finley Butte Road – Morson Street intersection. That was estimated to cost \$490,000 for the realignment and \$350,000 for the traffic signal.
- Consolidate accesses on US 97 within downtown La Pine.

These plans highlight that the layout of the site will need to accommodate these long-term transportation plans. In review of the site layout, it was noted that when signalization of the US 97/Finley Butte intersection occurs the spacing to the Starbucks driveway will be too close to remain as shown, and may either need to be shifted north or restricted to right-turns only.

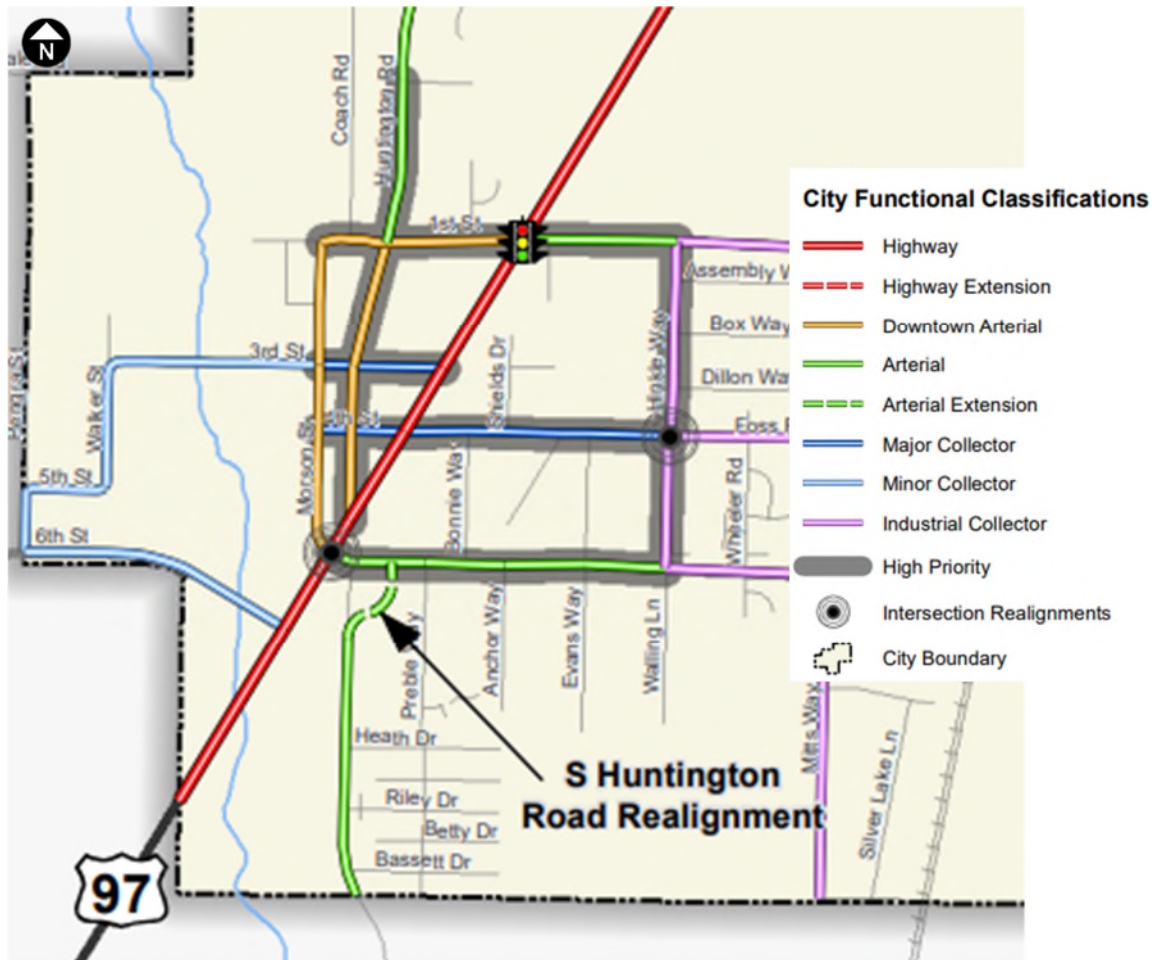


Figure 7. Functional Classification and Improvement Map.
 Source: 2013 La Pine Transportation System Plan.

TRIP GENERATION ESTIMATES

Trip generation estimates for the existing land uses and 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. Trip credits were applied for the existing businesses that are on the properties; these will be removed as part of the initial site grading.

The existing businesses on the northwest side of the US 97/Finley Butte Road intersection include a 5,662 square-foot strip mall, and a 7,477 square-foot quilt shop. Due to their proximity and retail characteristics, the ITE land use code for Strip Retail Plaza was considered appropriate for the combined square-footage of the strip retail and quilt shop. The ITE manual describes this land use as follows:

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

The two parcels on the southeast quadrant of US 97/Finley Butte Road include an existing building business and a metalworks business totaling 2,659 square-feet. One of the buildings was previously used as a restaurant. The most appropriate land use code for the current businesses was considered to be Small Office Building as the businesses are primarily office and workspace. Given the prior use as a restaurant, Strip Retail Plaza may cover the more general land uses permitted for this site including retail, dining, and office. However, to be more conservative and consistent with the existing uses, Small Office Building was used in this analysis and is described below from the ITE manual.

- **ITE 712: Small Office Building** – A small office building is the same as a general office building (Land Use 710) but with less than or equal to 10,000 square feet of gross floor area. The building typically houses a single tenant. It is a location where affairs of a business, commercial or industrial organization, or professional person or firm are conducted.

The proposed Walgreens, AutoZone, and Starbucks businesses are represented by different land use categories within the ITE manual. The most appropriate land use categories considered for the proposed development are described as follows:

- **ITE 881: Pharmacy Drugstore with Drive-Through Window** – A pharmacy/drugstore is a retail facility that primarily sells prescription and non-prescription drugs. A pharmacy/drugstore also typically sells cosmetics, toiletries, medications, stationery, personal care products, limited food products, and general merchandise. The pharmacy/ drugstores in this category have a drive-through window.
- **ITE 843: Automobile Parts Sales** – An automobile parts sales facility specializes in the sale of automobile parts for maintenance and repair. The facilities within this land use are not typically equipped for on-site vehicle repair.
- **ITE 937: Coffee/Donut Shop with Drive-Through Window** – This land use includes any coffee and donut restaurant that has a drive-through window as well as a walk-in entrance area at which a patron can purchase and consume items. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food/drink products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. The restaurant marketing and sales may emphasize coffee beverages over food (or vice versa). A coffee/donut shop typically holds long store hours (more than 15 hours) with an early morning opening. Limited indoor seating is generally provided for patrons, but table service is not provided.

Internal trips are expected between the various commercial portions of the development. Some of these trips will still appear as primary trips since site development will be occurring on both sides of US 97 rather than on contiguous parcels. Therefore, internal trips were only applied between the AutoZone and Starbucks development, as these will be adjacent and on the northwest side of the US 97/Finley Butte Road intersection. Pass-by trip rates were based on the 2021 Pass-By Data and Rate Tables in the ITE Manual appendices, where data was available. The estimated trip generation for the development is presented in Table 1.

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

Land Use	ITE Code	Size	Weekday Daily Trips	Weekday PM Peak Hour		
				Total	In	Out
Prior Site Uses (Trip Credits)						
Strip Retail Plaza <i>Passby Trips (40%)</i> (Northwest Parcels)	822	13,139 SF	715 -286	87 -35	43 -17	44 -18
Small Office Building (Southeast Parcel)	712	2,659	38	6	2	4
Total Existing Trips			753	93	46	47
<i>Passby Trips</i>			-286	-35	-18	-17
Net New Trips			467	58	28	30
Proposed Uses						
Pharmacy/Drugstore with Drive-Through <i>Passby Trips (49%)</i> (Southeast Parcel)	881	2,500 SF	271 -133	26 -13	13 -6	13 -7
Automobile Parts Sales <i>Internal Trips (10%)</i> <i>Passby Trips (43%)</i> (Northwest Parcel)	843	7,381 SF	403 -40 -156	36 -4 -14	17 -2 -6	19 -2 -8
Coffee/Donut Shop with Drive through Window <i>Internal Trips (10%)</i> <i>Passby Trips (55%)¹</i> (Northwest Parcel)	937	2,465 SF	1315 -132 -651	96 -10 -47	48 -5 -24	48 -5 -23
Total Proposed Trips			1,989	158	78	80
<i>Internal Trips</i>			-172	-14	-7	-7
<i>Pass-by Trips</i>			-940	-74	-36	-38
Estimated Net Trip Impacts			877	70	35	35
Trip Generation Comparison						
Total Proposed Trips – (Internal Trips + Pass-by Trips)			877	70	35	35
Total Trip Credits from Prior Use			-467	-58	-28	-30
Total Difference in Trips due to Redevelopment			410	12	7	5

¹Analysis uses pass-by rate from Fast Food Restaurant with Drive-Through

As shown in the table, the difference between the net new trips between the existing development and the proposed development is estimated to be 410 daily trips, of which 12 will be during the weekday p.m. peak hour. Our team recognizes that the actual trip generation difference between the existing (underperforming) uses will be greater than indicated by this ITE-based approach, particularly given the current tenant mix within the existing retail center. However, the adopted study requirements are assessed based on what the buildings were approved for rather than current tenant impacts. Note too that while pass-by trips may not be entirely new trips on the system, the impact of these trips will affect operations at site access points and adjacent intersections.

The City of La Pine, Deschutes County, and ODOT apply trip generation rates to assess whether a transportation impact analysis (TIA) is required. 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. City Code also references ODOT’s Division 051 requirements, safety or operational concerns that could elevate the project, as well as other factors. Based on the volume threshold this project is elevated to a formal Transportation Impact Analysis due to the cumulative trip generation impacts, as well as changes proposed to site access onto US 97.

SITE ACCESS

Proposed access to the site will be modified from the current conditions. The Starbucks and AutoZone site within the northwest intersection quadrant will consolidate the two US 97 accesses into a single driveway, closing the driveway closest to Huntington Road. This parcel will also build the City's downtown streetscape improvements on Huntington Road, with on-street parking within a bay replacing the southern driveway. A single access to Huntington Road will be provided at the northern edge of the property, maximizing the available spacing from US 97 and generally aligning with the wide 76 Fuel Center access. An access to Morson Street will also be retained, consolidating from three driveways to one.

The southeastern parcel will see similar access improvements. Access to US 97 will be consolidated from the two existing driveways to a single location along the southern property boundary, and a single full-movement access will be provided onto Huntington Road (three accesses are present today). An egress-only driveway will access onto Huntington Road closer to Finley Butte, with this connection required in response to the street design and parking requirements.

As shown in the site plans, the access to both properties provide a significant improvement from the existing conditions, and while ODOT's access spacing standard cannot be met given the parcel dimensions, the proposed plan moves in the direction of conformity.

City of La Pine Access Spacing Standards

The City of La Pine's access spacing standards are located within Chapter 15.88. The City's standards encourage a balance of access, safety, and efficiency, citing the guidelines within the City's adopted Transportation System Plan. Page 55 of the adopted TSP shows the following access spacing guidelines:

- 10-foot (edge to edge) between driveways on local streets
- 100-foot spacing (centerline to centerline) on Collector streets
- 300-foot spacing (centerline to centerline) on Arterial Streets

Huntington Road is an arterial, so the three-hundred foot access spacing standard applies. The northern egress-only access is located approximately 120-feet south of Finley Butte. With this reduced spacing the restricted egress-only movements provide the necessary queue storage space and circulation, with the southern access located approximately 280-feet south of Finley Butte at the southernmost property boundary.

ODOT Access Spacing Standards

Oregon Administrative Rule (OAR) 734-051, commonly referred to as Division 51, addresses the state's standards with respect to access. Based on the classification of US 97 within the city of La Pine as a Statewide Highway and a posted speed along the site frontage of 35 miles per hour, OAR 734-051-4020(8) specifies a 500-foot spacing standard on US 97 along the site frontage. This standard cannot be met, and other provisions within Division 051 support movement in the direction of conformity. The combined northwestern parcels will formally trigger an ODOT Change in Use process as their overall driveway trip generation is more than 500 weekday daily trips. This process provides ODOT with a mechanism to review the prior access approvals onto US 97.

RIGHT-OF-WAY

Table 2 summarizes the standard right-of-way widths from the City’s TSP and the existing right-of-way adjacent along the site frontage. As discussed above and shown in the table, all City of La Pine/Deschutes County streets will require right-of-way dedication to meet City street standards.

Table 2. Right-of-Way

Road	Jurisdiction	Functional Classification	City ROW Standard	Existing ROW Adjacent to Site
US 97	ODOT	Highway/Statewide Highway	n/a	100 ft
Finley Butte Rd	Deschutes County	Arterial	78 ft	~60 ft
Huntington Rd (south of Finley Butte, adjacent to site)	Deschutes County	Local	64 ft	~57 ft
Huntington Rd (north of US 97)	Deschutes County	Downtown Arterial	82 ft	~58 ft
Morson St	Deschutes County	Downtown Arterial	82 ft	~60 ft

US 97 is under the jurisdiction of ODOT and as such must meet their right-of-way standards. The existing right-of-way along the site frontage is 100 feet. This is consistent with the width provided through most of the city.

TRIP DISTRIBUTION AND TRIP ASSIGNMENT

The proposed commercial development is expected to be primarily oriented to the north to the main part of La Pine and to the surrounding residential areas, both to the north and east. The City of La Pine’s service area broadly extends well beyond City limits, serving a much broader rural population throughout the surrounding area, most of which will travel along Huntington Road or US 97 to reach the site. A significant number of pass-by trips are also expected from US 97. The estimated trip distribution and assignment for the primary, pass-by, and total trips for the proposed development is illustrated in Figure 8, with deductions to account for the existing land uses. The assumptions about the existing uses and the proposed development without deductions are included in the attachments to this memorandum.

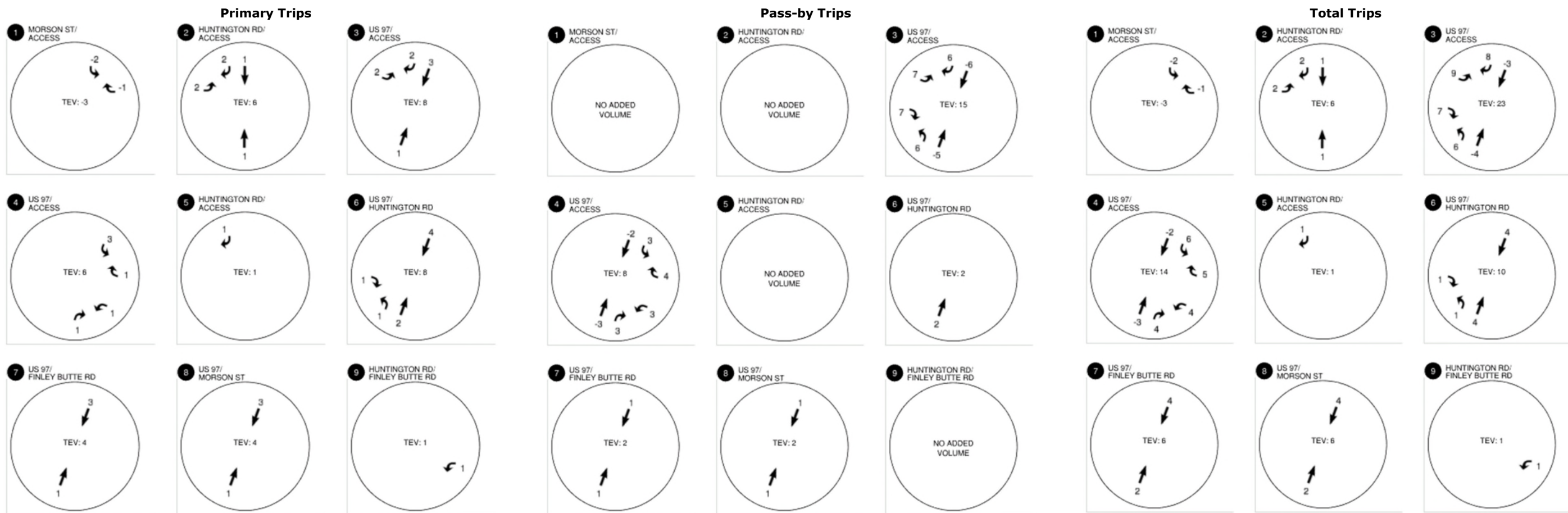


Figure 8. Original Estimated Trip Distribution and Trip Assignment, Weekday PM Peak Hour.
 (Note: Values shown include a trip credit to account for current site uses).

With the limited trip generation of the small Walgreens site (1 net new inbound trip on Huntington Road) no changes were made to the distribution and assignment shown. The consolidated access operations shown in Figure 8 provide a more conservative assessment of conditions than splitting the turning demands between the southern access and the egress-only driveway.

STUDY INTERSECTIONS

While the City of La Pine has adopted requirements for when a Transportation Impact Analysis is required, there are no adopted requirements that pertain to the contents of the study. The City of La Pine's TSP provides recommended TIA guidelines that were not specifically adopted into City Code. The following criteria are found in the Deschutes County Code for determining which intersections must be included in a TIA. Deschutes County Code 18.116.310(D)(2) requires Traffic Impact Studies to include:

- a. All site access points to the public roadway system via either a driveway or private roadway;
- b. Nearest intersecting collector or arterial roads to the development that would experience an increase of 25 additional peak hour trips;
- c. Any other collector or arterial intersection requested by staff.

Based on these requirements, this TIA includes all accesses to the site from US 97, Morson Street, and Huntington Road. As the added traffic to the US 97 intersections with Huntington Road, Finley Butte Road, and Morson Street are all less than 25 additional weekday p.m. peak hour trips, these intersections are not included in the traffic study.

EXISTING TRANSPORTATION INFRASTRUCTURE

This section of the report describes the existing transportation system conditions surrounding the site.

Roadway Infrastructure

Major streets within the site vicinity include US 97, Huntington Road, Morson Street, and Finley Butte Road. Additional information about each street is provided below; their functional classification is illustrated in Figure 7.

US 97 connects La Pine to Sunriver and Bend to the north and Klamath Falls and Crater Lake to the south. Within the study area, it is classified by the state as a *Statewide Highway* and has a three-lane section with buffered bicycle lanes and sidewalks. North of 1st Street and Reed Road, it is classified as a *Statewide Expressway* and narrows to a two-lane rural section with paved shoulders. US 97 has a posted speed of 35 mph within the study area.

The City of La Pine's *Functional Classification Map* identifies Huntington Road as a *Downtown Arterial* between US 97 and 1st Street and an *Arterial* south of Finley Butte Road. Its cross-section includes two lanes within the study area with bicycle lanes and intermittent sidewalks north of US 97. South of US 97, Huntington Road has a more rural cross-section with limited paved shoulders and sidewalks adjacent to newer developments. There is a 30 miles per hour speed posting on Huntington Road just north of US 97.

Morson Street, a *Downtown Arterial*, connects to US 97 on the south end and 1st Street on the north end running parallel to Huntington Road. It is a mostly unimproved two-lane roadway with minimal sidewalks. Where new developments have occurred, sidewalks have been built with on-street parking. The posted speed adjacent to the site is 30 miles per hour.

Finley Butte Road is an east-west *Arterial* forming part of the City’s “arterial ring” around the City. It downgrades to an *Industrial Collector* east of Hinkle Way. Its cross-section varies throughout the City. Portions of the road have a typical rural appearance with two-lanes, minimal paved shoulders, and no pedestrian facilities. Other sections have two-lanes, no curbs, wide planter area, and property-tight sidewalks. Other sections are urban in design with two-lanes, bicycle lanes, planter strips and property tight sidewalks.

Pedestrian Infrastructure

Sidewalks are provided on US 97 but are limited throughout the study area. Frontage improvements along Huntington Road, Morson Street, and Finley Butte Road will continue extending the sidewalk system within the City making it more accessible. ADA compliant ramps are provided at the US 97/Finley Butte Road intersection, US 7/Huntington Road intersection, and the US 97 crosswalk along the site frontage. Additionally, the pedestrian crossing on US 97 includes a median and rapid flashing beacon to improve crossing safety.

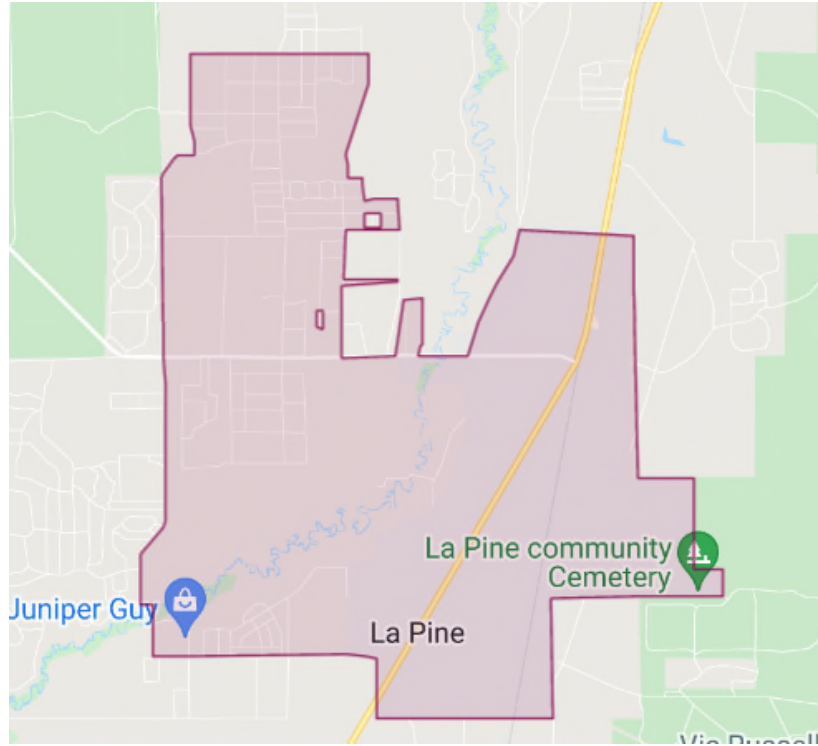


Figure 9. La Pine on-demand transit service area map.

Transit System

The City of La Pine does not have its own fixed route transit system within City boundaries. On-demand transit services are provided to the site with 24-hour advance notice, though this service is limited to weekdays between 6:00 a.m. and 6:00 p.m. The La Pine service area map is illustrated in Figure 9. The proposed site is included within the transit service boundary.

Regional (inter-community) transit service is provided through Cascades East Transit’s *Community Connector* system, with service to Bend via Route 30. Buses travel to and from Bend have two morning and two afternoon headways, Monday through Friday. La Pine transit locations are on 4th Street just west of Huntington Road and at the Wickiup Junction Park-n-Ride at the intersection of US 97 and Burgess Road.

Regional transit service is available outside of Central Oregon to Portland, Eugene, Ontario, Chemult, Salem, and Prairie City through RIDE daily. These services are available from the Bend Hawthorne station.

Ride Sharing

Ride sharing is available within Central Oregon through online providers such as UBER. At this time Uber service boundaries include Warm Springs, Madras, and La Pine. These on-demand ride sharing services are available all days and hours, with costs based on distances.

TRAFFIC SAFETY

Crash records were obtained for all of Deschutes County from the ODOT crash database for the five-year period between January 2017 and December 2021. Crashes required for reporting during this period include those involving any level of personal injury or property damage exceeding \$1,500 prior to 2018 and \$2,500 after year 2018.

No crashes were reported along the site frontages on Morson Street or Huntington Road during the five-year review period. Crashes were reported within 300 feet of the US 97 intersections with Huntington Road and Finley Butte Road, which includes US 97 and Finley Butte Road along the site frontage. To provide a complete review of any safety issues along the site frontages, the crash data for the intersections on US 97 at Huntington Road and Finley Butte Road were reviewed. Table 3 summarizes the crash experience and shows that both intersections had a crash rate less than the statewide 90th percentile crash rate.

Table 3. Summary of Reported Crashes, January 2017 to December 2021

Intersection	Number of Crashes	Crash Severity		Collision Type			Crash Rate per MEV ¹	> Statewide 90 th Percentile Crash Rate?
		Injury	Non-Injury	Angle	Turning	Side-swipe		
US 97/ Huntington Road	6	4	2	2	3	1	0.22	No
US 97/ Finley Butte Road	7	4	3	2	3	2	0.26	No

¹MEV: Million Entering Vehicles

The crash data was closely reviewed to determine if any of the crashes were related to the accesses or issues along the site frontages as opposed to the US 97 intersections.

The review identified one potential crash related to an access on US 97. The crash occurred on June 20, 2020 just north of the US 97/Finley Butte Road intersection. It was recorded as a sideswipe crash between a southbound vehicle and a southbound motorcycle or dirt bike. The vehicle did not yield the right-of-way and improperly entered the travel lane from off the road. This occurred on a clear, dry day and resulted in a suspected minor injury.

One crash was also associated with the crosswalk on US 97 located south of Finley Butte Road. This crash occurred on October 22, 2019 at 5:00 p.m. The southbound driver reported being blinded by the sun and struck a cyclist at the crosswalk. The crash resulted in a possible injury and occurred on a clear, dry day.

Based on the review of the crash data, no crash patterns were identified along the site frontages.

INTERSECTION SIGHT DISTANCE

The proposed AutoZone and Starbucks coffee store will access the public street system through a consolidated access to US 97 and an access to Morson Street and Huntington Road. The proposed Walgreens prototype will access US 97 from a single access across from Morson Street and from an access to Huntington Road. Sight distance information and minimum recommendations are based on the standard reference *A Policy on Geometric Design of Highways and Streets, 7th Edition* published by the American Association of State Highway and Transportation Officials (AASHTO) in 2018, commonly referred to as the *Green Book*.

Intersection Sight Triangles

Assuming minor street stop control for the proposed driveways, intersection 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 a posted speed of 35 mph and a three-lane cross-section on US 97, Figure 10 illustrates the minimum recommended intersection sight distance measurements at the US 97 driveways.

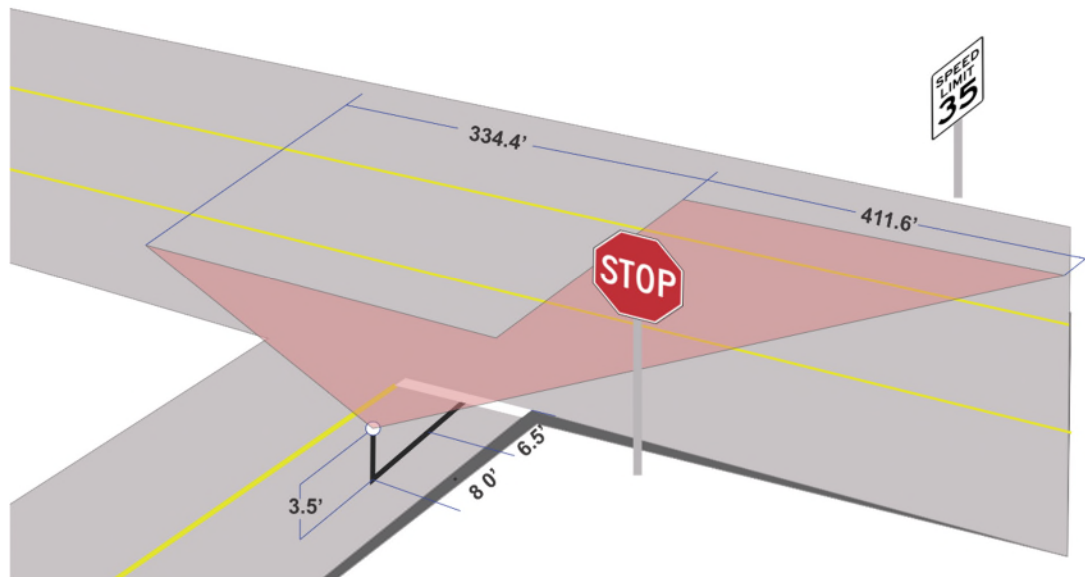


Figure 10. US 97 Intersection Sight Triangle Measurements for Case B1 (Left-Turn from Stop) and Case B2 (Right-Turn from Stop).

Morson Street and Huntington Road north of US 97 have a posted speed of 30 mph. Huntington Road south of Finley Butte Road does not have a posted speed, but it is assumed that motorists will be traveling less than 30 mph given the proximity to the Huntington Road/Finley Butte Road intersection. Based on a 30 mph speed and two lane cross-section, Figure 11 depicts the minimum recommended intersection sight distance measurements at the driveways on Morson Street and Huntington Road.

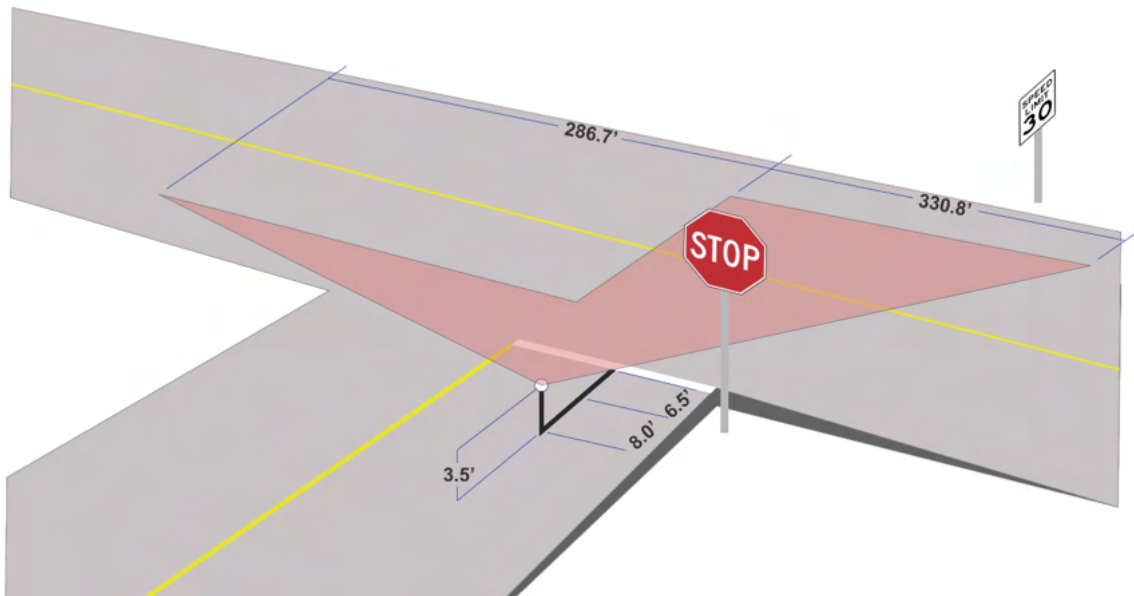


Figure 11. Morson Street and Huntington Road Access Intersection Sight Triangle Measurements for Case B1(Left-turn from Stop) and Case B2 (Right-Turn from Stop).

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. For generally flat slopes and two-lane cross-sections, a time gap of 7.5 seconds is applied based on a typical passenger car. For a three-lane cross-section, an additional 0.5 seconds is added, for a total time gap of 8.0 seconds for a typical passenger car. AASHTO Formula 9-1 summarizes the recommended sight distances.

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

Case B2: Right Turn from the Minor Road

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

The proposed access location and existing accesses that will be used were visited to ensure that no sight distance obstructions were present that would prevent these sight distances from being achieved. Figures 12 and 13 illustrate the available sight distance at the existing access on US 97 for the proposed Starbucks and Figures 14 and 15 shows the available sight distance at the proposed Walgreens access to US 97. Figures 16 and 17 illustrate the available sight distance at the proposed access on Morson Street. Figures 18 through 21 illustrate the available sight distance at the proposed accesses on Huntington Road. No sight line obstructions or deficiencies were noted as part of this field review.



Figure 12. View from existing access (for the proposed Starbucks) facing north along US 97.



Figure 13. View from existing access (for the proposed Starbucks) facing south along US 97.



Figure 14. View from proposed Walgreens access facing north on US 97.



Figure 15. View from proposed Walgreens access facing south on US 97.



Figure 16. View from proposed Starbucks access facing north along Morson Street.



Figure 17. View from proposed Starbucks access facing south along Morson Street.



Figure 18. View from proposed AutoZone access facing north on Huntington Road.



Figure 19. View from proposed AutoZone access facing south on Huntington Road.



Figure 20. View from proposed Walgreens access facing north on Huntington Road.

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. Study intersections, traffic control, roadway jurisdiction, and operational standards (or mobility targets) throughout the study area are summarized in Table 4.

Table 4. Study Area Intersection Operational Standards

Intersection	Traffic Control	Jurisdiction	Performance/ Mobility Standard
1: Morson Street/ Access	Two-Way Stop- Control	City of La Pine	LOS "E" or Better v/c < 0.90
2: Huntington Road/ AutoZone Access	Two-Way Stop- Control	City of La Pine	LOS "E" or Better v/c < 0.90
3: US 97/ Starbucks Access	Two-Way Stop- Control	ODOT	US 97 v/c < 0.85
4. US 97/ Walgreens Access	Two-Way Stop- Control	ODOT	US 97 v/c < 0.85
5: Huntington Road/ Walgreens Access	Two-Way Stop- Control	City of La Pine	LOS "E" or Better v/c < 0.90

Note: Consolidated access onto Huntington Road was assessed within this TIA. The egress-only driveway will relocate a portion of the outbound trips at the southern access, and will operate better than the consolidated operations identified within this report.

Existing Traffic Conditions

The existing traffic conditions reflect the current operations throughout the study area during the weekday p.m. peak hour. This analysis is used to calibrate operational models to field conditions, and in conjunction with historical safety information is intended to help understand and prioritize transportation system improvement needs. The study area was visited and inventoried in September 2023 to observe current operations.

Traffic counts were collected at the major intersections along the site frontages on August 31, 2023, from 4:00 to 6:00 p.m. to understand the current travel patterns. The weekday p.m. peak hour was found to be from 4:05 to 5:05 p.m. with approximately 600 to 675 vehicles on US 97 heading northbound and 600 to 775 heading southbound along the site frontage. The driveways are currently underutilized (the quilt shop has closed) and there are no existing operational deficiencies. To provide a conservative evaluation of the existing operations at the driveways, the estimated trip potential of the existing uses from the ITE Manual were applied to the site driveways.

Traffic counts on ODOT facilities require adjustment to account for seasonal fluctuations in traffic volumes. Review of ODOT’s Automatic Traffic Recorder (ATR) data was conducted to identify travel patterns throughout this section of US 97. The nearest permanent count stations are located at the south end of Bend (Station 09-003) and south of the OR 58 Junction (Station 18-006), and so are more likely reflective of regional travel. Trends at the southern Bend ATR show about 7 percent less traffic in June compared to peak summer conditions. However, neither ATR would be considered reflective of conditions in La Pine due to the significant difference in travel volumes and facility characteristics. Accordingly, applying ODOT’s on-site ATR seasonal adjustment methodology was not considered appropriate per the guidelines within ODOT’s *Analysis Procedures Manual*.

An alternative seasonal adjustment methodology is to apply data from highways across the State with similar characteristics to the subject area using ODOT’s *Characteristics Table*. Review of this table did not identify any other similar highway segments that would serve as an appropriate surrogate with similar volumes to US 97 in La Pine. Accordingly, seasonal adjustment factors were obtained from ODOT’s *Seasonal Trend Method*. The *summer route* classification was used from the *Seasonal Trend Table*

consistent with the *US 97/La Pine Corridor Study*. This data identified a 10-percent adjustment factor to be applied to the end of August travel conditions to simulate peak July conditions on the highway. The resulting seasonally adjusted volumes are illustrated in Figure 22 and the corresponding worst-case operations are shown in Table 5.

Year 2025 No-Build Traffic Conditions

An analysis of year 2025 no-build traffic conditions was prepared to provide a basis of comparison to the “with project” conditions. Traffic forecasts for roadways in the site vicinity were developed through application of an annual growth rate of 2 percent, which is generally consistent with other surrounding planning efforts and projections within the City’s Transportation System Plan. The regional application of this growth rate coupled with approved development trips (and seasonal factors on US 97) provides a conservative estimate of area growth rates.

Three projects were identified within the area that are expected to contribute trips through the study area intersections. These 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 east of Huntington Road and adjacent to Heath Drive.
- *Evans Subdivision* includes 89 single-family homes located south of Finley Butte Road at the terminus of Evans Way and Walling Lane.

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 2025 “no-build” and “with project” analysis. Figure 21 shows the resultant traffic volumes throughout the study area intersections and Table 5 shows the operations.

Year 2025 “With Project” Traffic Conditions

Analysis of the year 2025 “With Project” conditions was prepared by removing the existing trips at the driveways and adding the site-generated trips to the traffic volumes identified within the “No Build” scenario. Figure 21 illustrates the resultant traffic volumes.

A summary of intersection operations is provided in Table 5, which shows that all of the study intersections operate well within their carrying capacity.

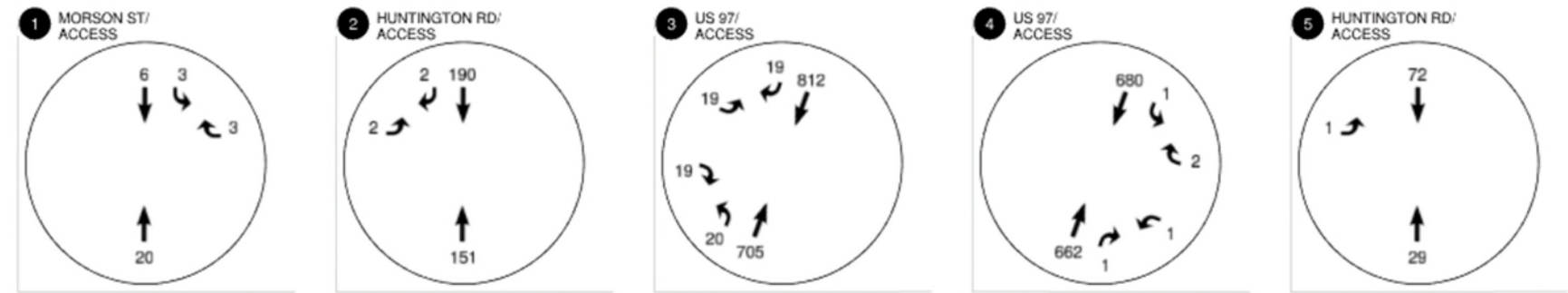
LEFT-TURN LANE WARRANTS

Turn lane warrants are reviewed based on guidance within the ODOT Transportation Planning and Analysis Unit’s publication *Analysis Procedures Manual*. Left-turn lane warrants consider the posted roadway speed, bidirectional traffic volume, and percentage of the total volume turning left. The left-turn lane warrants are essentially a cost-benefit calculation of the safety benefits provided by separating through and turning traffic versus the construction costs. Left-turn lane warrants do not apply to stop-controlled minor-street approaches.

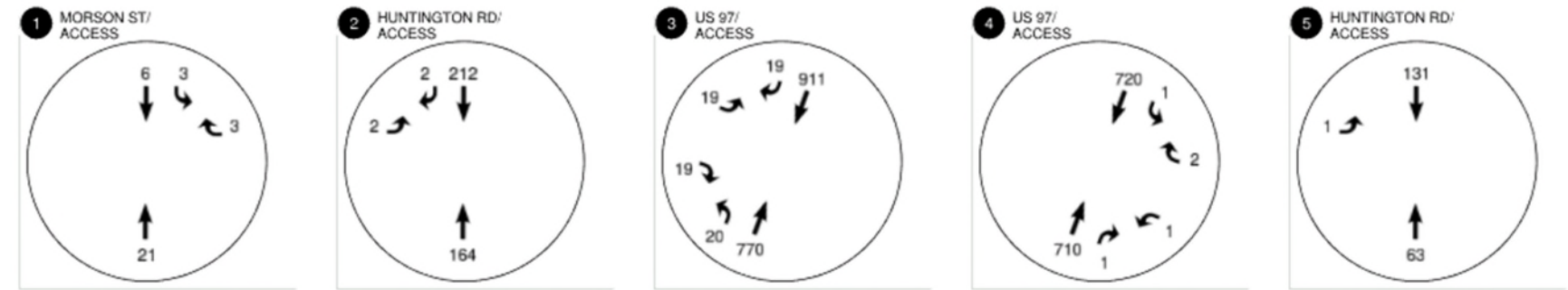
Left-turn lane warrants are shown within Figure 22 on Huntington Road and Morson Street. There is an existing two-way left-turn lane along US 97 at the existing and proposed accesses to the development, the only locations requiring left-turn lane warrant reviews are the Morson Street and Huntington Road accesses.



2023 Existing
Traffic Volumes



2025 No-Build
Traffic Volumes



2025 With Project
Traffic Volumes

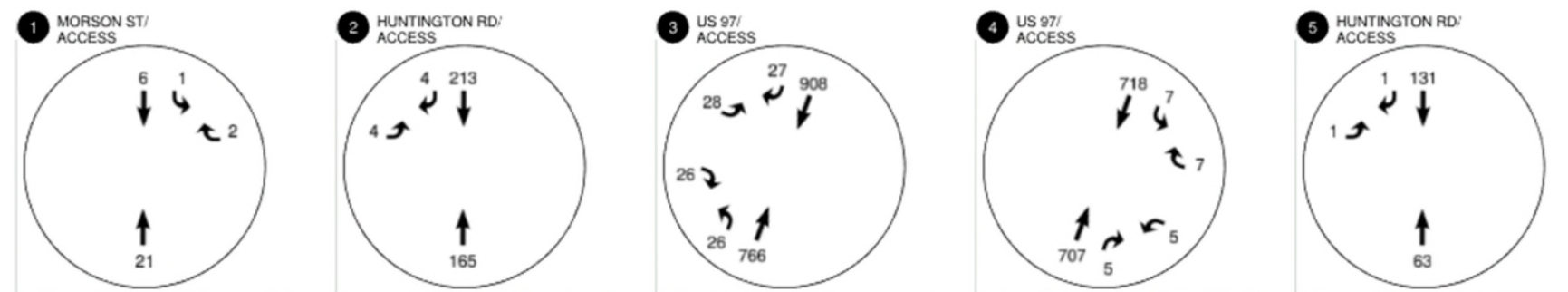


Figure 21. Traffic Volumes, Weekday PM Peak Hour.

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

Intersection	Performance Standard	2023 Existing Conditions				2025 No-Build Conditions				2025 With Project Conditions				Acceptable?
		LOS	Delay (sec)	v/c Ratio	95 th % Queue	LOS	Delay (sec)	v/c Ratio	95 th % Queue	LOS	Delay (sec)	v/c Ratio	95 th % Queue	
1: Morson Street/ Access	LOS "E" or Better v/c < 0.90	WB LR: LOS A	WB LR: 8.4	WB LR: 0.01	WB LR: <25 ft	WB LR: LOS A	WB LR: 8.4	WB LR: 0.01	WB LR: <25 ft	WB LR: LOS A	WB LR: 8.4	WB LR: 0.01	WB LR: <25 ft	Yes
2: Huntington Road/ AutoZone Access	LOS "E" or Better v/c < 0.90	EB LR: LOS B	EB LR: 11.0	EB LR: 0.01	EB LR: <25 ft	EB LR: LOS B	EB LR: 11.3	EB LR: 0.01	EB LR: <25 ft	EB LR: LOS B	EB LR: 11.3	EB LR: 0.01	EB LR: <25 ft	Yes
3: US 97/ Starbucks Access	US 97 v/c < 0.85	EB LR: LOS C	EB LR: 19.2	EB LR: 0.14	EB LR: 25 ft	EB LR: LOS C	EB LR: 21.5	EB LR: 0.15	EB LR: 25 ft	EB LR: LOS C	EB LR: 23.3	EB LR: 0.22	EB LR: 25 ft	Yes
4: US 97/ Walgreens Access	US 97 v/c < 0.85	WB LR: LOS B	WB LR: 14.5	WB LR: 0.01	WB LR: <25 ft	WB LR: LOS C	WB LR: 15.1	WB LR: 0.01	WB LR: <25 ft	WB LR: LOS C	WB LR: 15.8	WB LR: 0.04	WB LR: 25 ft	Yes
5: Huntington Road/ Walgreens Access	LOS "E" or Better v/c < 0.90	EB LR: LOS A	EB LR: 9.1	EB LR: 0.01	EB LR: <25 ft	EB LR: LOS A	EB LR: 9.7	EB LR: 0.01	EB LR: <25 ft	EB LR: LOS A	EB LR: 9.7	EB LR: 0.01	EB LR: <25 ft	Yes

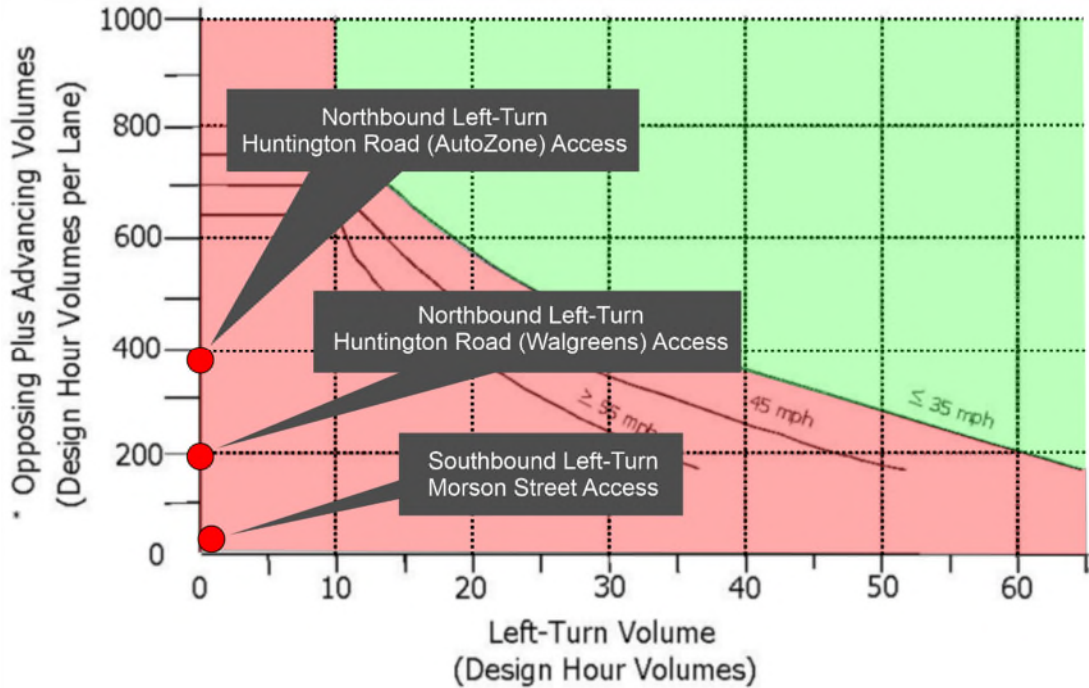


Figure 22. Left-Turn Lane Evaluation: 2025 Total Traffic Volumes, Weekday PM Peak Hour.

As shown in Figure 22, left-turn lane warrants are not met at the Morson Street or Huntington Road accesses. Both have very low left-turning volumes entering the site from these accesses.

RIGHT-TURN LANE WARRANTS

The purpose of a right-turn lane is to improve safety and capacity of a roadway by reducing the speed differential between through vehicles and decelerating vehicles. Within an urban environment, facility design considerations should include the increased pedestrian crossing distance, higher resultant through speeds, and right-of-way/streetscape. Right turn lanes are typically reviewed based on the ODOT methodology for rural highways; as such, discretion and engineering judgement is required in applying these criteria to urban roadways, particularly within a residential area and near a school. Given the urban nature of the study area, no locations were considered candidates for right-turn lane warrant analysis.

FINDINGS AND RECOMMENDATIONS

Based on this review, the proposed commercial development at US 97 and Finley Butte Road can occur in compliance with City requirements.

- The proposed project includes three buildings consisting of a new approximately 2,500 square-foot Walgreens prototype (with drive-through) to be located on the southeast parcels, and a new 7,381 square-foot AutoZone and a 2,465 square-foot Starbucks Coffee store with drive-through to be located on the northwest parcels.
- Access to the northwest parcels is proposed from an existing access on US 97, a single access to Morson Street and to Huntington Road. Access to the southeast parcels is proposed from a single full access onto US 97, full access onto S Huntington Road, and an egress-only connection to Huntington Road near the Finley Butte intersection. The resulting access improvements reduce the number of site accesses to US 97 and the surrounding streets.

- Review of the area safety shows one crash related to a site driveway on US 97 and one crash related to the crosswalk along the site frontage on US 97 between Finley Butte Road and Morson Street.
- Adequate sight distance is available at the proposed accesses to the site on US 97, Morson Street, and Huntington Road.
- Estimated trip generation for this site includes 410 new daily trips, including 12 trips during the weekday p.m. peak hour (7 inbound, 5 outbound).
- The study intersections are expected to continue to operate acceptably with or without redevelopment of the site in 2025.
- Frontage improvements along US 97, Morson Street, Finley Butte Road, and Huntington Road should conform to adopted City standards as identified within the Transportation System Plan.
 - Morson Street and Huntington Road north of US 97 should have 6-foot bicycle lanes, 8-foot sidewalks, and 8-foot planter strips.
 - Finley Butte Road and Huntington Road south of Finley Butte Road should have 6-foot bicycle lanes, 6-foot sidewalks, and 8-foot planter strips.
 - US 97 south of Finley Butte Road will require new curb and a sidewalk extension to fill in the existing gap.
- All site driveways should include a single outbound lane, as assessed within this report. The single lane egress will improve sight lines and reduce the number of conflict points for roadway users.
- Trees, shrubbery, and monument signs should be carefully sited and maintained at all public street connections to ensure that adequate intersection sight distance can be maintained.
- The development will be required to pay transportation SDC fees to support Citywide improvements per the City's established methodology.

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
- Crash Analysis Worksheets
- Trip Assignment Assumed for Existing Development
- Trip Assignment for Proposed Development
- Level of Service Worksheets

Rally Traffic

N/S street:	Hwy 97
E/W street:	Finley Butte Rd
City, State	La Pine OR
Study ID #	1016
Location	
Start Date	Thursday, August 31, 2023
Start Time	04:00:00 PM
Peak Hour Start	04:05:00 PM
Peak 15 Min Start	04:50:00 PM
PHF (15-Min Int)	

Bicycles on Road

Time	Northbound				Southbound				Eastbound				Westbound				15 Min	1 HR
	Hwy 97				Hwy 97				Finley Butte Rd				Finley Butte Rd					
	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum		
04:00:00 PM	0	1	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		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:15:00 PM	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	
04:25:00 PM	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	
04:35:00 PM	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	
04:45:00 PM	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	1	0	0	0	0	0	0	0	0	0	0	1	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:50:00 PM	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

Passenger vehicles and light trucks

Time	Northbound				Southbound				Eastbound				Westbound				15 Min	1 HR
	Hwy 97				Hwy 97				Finley Butte Rd				Finley Butte Rd					
	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum		
04:00:00 PM	0	38	2	0	14	49	0	0	0	0	0	0	4	0	8	0		
04:05:00 PM	0	38	5	0	10	53	0	0	0	0	0	0	3	0	9	0		
04:10:00 PM	0	34	4	0	8	51	0	0	0	0	0	0	3	0	5	0	338	
04:15:00 PM	0	42	2	0	11	46	0	0	0	0	0	0	4	0	5	0	333	
04:20:00 PM	0	51	3	0	15	47	0	0	0	0	0	0	1	0	13	0	345	

Rally Traffic

04:25:00 PM	0	43	3	0	14	39	0	0	0	0	0	0	0	1	0	15	0	355
04:30:00 PM	0	38	3	0	20	36	0	0	0	0	0	0	0	1	0	11	0	354
04:35:00 PM	0	40	3	0	16	43	0	0	0	0	0	0	0	0	0	9	0	335
04:40:00 PM	0	45	3	0	14	45	0	0	0	0	0	0	0	0	0	7	0	334
04:45:00 PM	0	39	2	0	13	39	1	0	0	0	0	0	0	3	0	8	0	330
04:50:00 PM	0	58	0	0	13	52	0	0	0	0	0	0	0	1	0	7	0	350
04:55:00 PM	0	26	5	0	24	46	0	0	0	0	0	0	0	1	0	9	0	347 1374
05:00:00 PM	0	56	0	0	15	36	0	0	0	0	1	0	0	5	0	10	0	365 1382
05:05:00 PM	0	23	4	0	24	44	0	0	0	0	0	0	0	2	0	8	0	339 1369
05:10:00 PM	0	24	3	0	21	47	0	0	0	0	0	0	0	1	0	7	0	331 1367
05:15:00 PM	0	46	2	0	20	41	0	0	0	0	0	0	0	4	0	10	0	331 1380
05:20:00 PM	0	28	1	0	26	36	1	0	0	0	0	0	0	4	0	9	0	331 1355
05:25:00 PM	0	49	2	0	13	47	0	0	0	0	0	0	0	2	0	8	0	349 1361
05:30:00 PM	0	32	4	0	6	38	0	0	0	0	0	0	0	2	0	8	0	316 1342
05:35:00 PM	0	33	2	0	14	46	0	0	0	0	0	0	0	6	0	18	0	330 1350
05:40:00 PM	0	27	5	0	16	44	0	0	0	0	0	0	0	2	0	12	0	315 1342
05:45:00 PM	0	32	3	0	11	42	0	0	0	0	0	0	0	5	0	10	0	328 1340
05:50:00 PM	0	26	0	0	19	39	0	0	0	0	0	0	0	2	0	13	0	308 1308
05:55:00 PM	0	42	5	0	13	36	0	0	0	0	0	0	0	1	0	8	0	307 1302

FHWA 4-13 -Truck/Multi-Unit/Heavy Trucks

Time	Northbound Hwy 97				Southbound Hwy 97				Eastbound Finley Butte Rd				Westbound Finley Butte Rd				15 Min	1 HR	
	Left	Thru	Right	Uturm	Left	Thru	Right	Uturm	Left	Thru	Right	Uturm	Left	Thru	Right	Uturm			Sum
04:00:00 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0		
04:05:00 PM	0	6	0	0	1	4	0	0	0	0	0	0	0	0	0	1	0		
04:10:00 PM	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	2	0	27	
04:15:00 PM	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	1	0	29	
04:20:00 PM	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	25	
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04:30:00 PM	0	4	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	25	
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04:45:00 PM	0	7	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	42	
04:50:00 PM	0	4	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	35	
04:55:00 PM	0	2	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	28 117	
05:00:00 PM	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	22 118	
05:05:00 PM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	21 113	
05:10:00 PM	0	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	24 114	
05:15:00 PM	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	25 114	
05:20:00 PM	0	5	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	28 116	
05:25:00 PM	0	7	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	29 118	
05:30:00 PM	0	2	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	28 117	
05:35:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	22 106	
05:40:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	17 98	
05:45:00 PM	0	2	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	15 90	
05:50:00 PM	0	3	0	0	0	7	0	0	0	0	0	0	0	0	0	1	0	22 93	
05:55:00 PM	0	9	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	32 102	

Pedestrians Crossing

15 Min 1 HR

Rally Traffic

Time	NB	SB	EB	WB	Sum	Sum
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	1	0	1	1	3	
04:35:00 PM	0	0	0	0	3	
04:40:00 PM	0	0	0	0	3	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	1	0	1	3	5	8
05:00:00 PM	0	0	0	0	5	8
05:05:00 PM	0	0	0	0	5	8
05:10:00 PM	1	0	1	1	3	11
05:15:00 PM	0	0	0	0	3	11
05:20:00 PM	0	0	0	0	3	11
05:25:00 PM	0	0	1	0	1	12
05:30:00 PM	0	0	1	0	2	10
05:35:00 PM	0	0	0	0	2	10
05:40:00 PM	3	0	3	0	7	16
05:45:00 PM	0	0	0	0	6	16
05:50:00 PM	1	0	0	0	7	17
05:55:00 PM	0	0	0	1	2	13

Rally Traffic

N/S street:	Hwy 97
E/W street:	Morson St
City, State	La Pine OR
Study ID #	1016
Location	
Start Date	Thursday, August 31, 2023
Start Time	04:00:00 PM
Peak Hour Start	
Peak 15 Min Start	
PHF (15-Min Int)	

Bicycles on Road

Time	Northbound				Southbound				Eastbound				Westbound				15 Min	1 HR
	Hwy 97				Hwy 97				Morson St				Morson St					
	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum		
04:00:00 PM	0	1	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		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:15:00 PM	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	
04:25:00 PM	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	
04:35:00 PM	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	
04:45:00 PM	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	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00:00 PM	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
05:10:00 PM	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
05:20:00 PM	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
05:30:00 PM	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
05:40:00 PM	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
05:50:00 PM	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

Passenger vehicles and light trucks

Time	Northbound				Southbound				Eastbound				Westbound				15 Min	1 HR
	Hwy 97				Hwy 97				Morson St				Morson St					
	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum		
04:00:00 PM	0	39	0	0	0	50	0	0	0	0	3	0	0	0	0	0		
04:05:00 PM	0	42	0	1	0	57	1	0	0	0	0	0	0	0	0	0		
04:10:00 PM	1	39	0	0	0	56	0	0	0	0	3	0	0	0	0	0	292	

Rally Traffic

05:55:00 PM	0	10	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	30	92
-------------	---	----	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	----	----

Pedestrians Crossing					15 Min	1 HR
Time	NB	SB	EB	WB	Sum	Sum
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	1	0	1	1
05:30:00 PM	0	0	1	0	2	2
05:35:00 PM	0	0	1	0	3	3
05:40:00 PM	0	2	0	0	4	5
05:45:00 PM	0	0	0	0	3	5
05:50:00 PM	0	1	1	0	4	7
05:55:00 PM	0	0	0	0	2	7

Rally Traffic

N/S street:	Hwy 97
E/W street:	Huntington Rd
City, State	La Pine OR
Study ID #	1016
Location	
Start Date	Thursday, August 31, 2023
Start Time	04:00:00 PM
Peak Hour Start	
Peak 15 Min Start	
PHF (15-Min Int)	

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	NB	SB	EB	WB	NB	SB	EB	WB
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Percent Heavy Vehicles																							

PHV- Bicycles																PHV - Pedestrians					
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	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

All Vehicle Volumes																			
Time	Northbound				Southbound				Eastbound				Westbound				15 Min	1 HR	
	Hwy 97				Hwy 97				Huntington Rd				Huntington Rd						
	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Sum	Sum	
04:00:00 PM	3	40	1	0	2	43	0	0	0	1	20	0	1	0	6	0			
04:05:00 PM	11	43	0	0	3	60	0	0	0	0	10	0	3	0	7	0			
04:10:00 PM	9	33	1	0	3	46	1	0	0	1	11	0	0	0	3	0	362		
04:15:00 PM	9	33	0	0	4	55	0	0	0	2	13	0	0	0	2	0	363		
04:20:00 PM	12	46	1	0	1	48	1	0	2	1	15	0	1	0	1	0	355		
04:25:00 PM	16	43	1	0	2	53	1	0	0	0	12	0	1	0	9	0	385		
04:30:00 PM	17	42	1	0	1	38	2	0	0	0	16	0	1	0	1	0	386		
04:35:00 PM	11	51	0	0	2	57	2	0	1	1	11	0	1	0	5	0	399		
04:40:00 PM	7	49	1	0	1	45	1	0	1	0	14	0	0	0	6	0	386		
04:45:00 PM	9	39	0	0	5	39	1	0	1	0	19	0	0	0	0	0	380		
04:50:00 PM	6	62	1	0	2	50	1	0	0	0	18	0	0	1	4	0	383		
04:55:00 PM	15	20	2	0	7	50	0	0	0	0	26	0	0	0	2	0	380	1513	
05:00:00 PM	18	52	0	0	1	46	0	0	0	0	15	0	0	0	8	0	407	1536	
05:05:00 PM	10	31	0	0	5	48	1	0	0	1	10	0	0	0	1	0	369	1506	
05:10:00 PM	8	29	0	0	5	57	0	0	0	1	17	0	1	0	4	0	369	1520	
05:15:00 PM	9	39	1	0	0	49	0	0	0	0	17	0	1	0	2	0	347	1520	
05:20:00 PM	9	45	2	0	5	44	2	0	0	0	19	0	1	1	3	0	371	1522	
05:25:00 PM	14	42	1	0	5	42	2	0	0	0	21	0	0	0	2	0	378	1513	
05:30:00 PM	5	41	2	0	4	38	0	0	1	1	15	0	1	0	4	0	372	1506	
05:35:00 PM	5	43	0	0	3	52	0	0	1	0	8	0	0	0	4	0	357	1480	

Rally Traffic

05:40:00 PM	10	38	0	0	9	45	2	0	0	0	18	0	1	0	5	0	356	1483
05:45:00 PM	10	20	0	0	3	47	0	0	3	0	9	0	1	0	3	0	340	1466
05:50:00 PM	11	44	1	0	1	50	0	0	0	2	11	0	0	0	3	0	347	1444
05:55:00 PM	5	47	1	0	4	44	0	0	0	0	12	0	0	0	2	0	334	1437

Bicycles on Road

Time	Northbound Hwy 97				Southbound Hwy 97				Eastbound Huntington Rd				Westbound Huntington Rd				15 Min	1 HR
	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum		
04:00:00 PM	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		
04:10:00 PM	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
04:20:00 PM	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
04:30:00 PM	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
04:40:00 PM	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
04:50:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:50:00 PM	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

Passenger vehicles and light trucks

Time	Northbound Hwy 97				Southbound Hwy 97				Eastbound Huntington Rd				Westbound Huntington Rd				15 Min	1 HR
	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum		
04:00:00 PM	3	38	1	0	2	39	0	0	0	1	20	0	1	0	6	0		
04:05:00 PM	11	39	0	0	3	56	0	0	0	0	10	0	3	0	7	0		
04:10:00 PM	9	30	1	0	3	40	1	0	0	1	11	0	0	0	3	0	339	
04:15:00 PM	9	33	0	0	4	51	0	0	0	2	13	0	0	0	2	0	342	
04:20:00 PM	12	45	1	0	1	43	1	0	2	1	15	0	1	0	1	0	336	
04:25:00 PM	16	41	1	0	2	48	1	0	0	0	11	0	1	0	9	0	367	
04:30:00 PM	16	40	0	0	1	33	2	0	0	0	15	0	1	0	1	0	362	
04:35:00 PM	11	43	0	0	2	53	2	0	1	1	11	0	1	0	4	0	368	
04:40:00 PM	7	41	1	0	1	41	1	0	1	0	14	0	0	0	6	0	351	
04:45:00 PM	9	33	0	0	5	35	1	0	1	0	19	0	0	0	0	0	345	
04:50:00 PM	6	57	1	0	2	47	1	0	0	0	17	0	0	1	4	0	352	
04:55:00 PM	15	18	2	0	7	47	0	0	0	0	26	0	0	0	2	0	356	1413

Rally Traffic

05:00:00 PM	18	48	0	0	1	42	0	0	0	0	15	0	0	0	8	0	385	1434
05:05:00 PM	10	28	0	0	5	47	1	0	0	1	10	0	0	0	1	0	352	1408
05:10:00 PM	7	25	0	0	5	51	0	0	0	1	17	0	1	0	4	0	346	1420
05:15:00 PM	9	36	1	0	0	46	0	0	0	0	17	0	1	0	2	0	326	1418
05:20:00 PM	9	42	2	0	5	42	2	0	0	0	18	0	1	1	3	0	348	1420
05:25:00 PM	13	37	1	0	5	38	2	0	0	0	21	0	0	0	2	0	356	1409
05:30:00 PM	5	38	2	0	4	34	0	0	1	1	14	0	1	0	4	0	348	1404
05:35:00 PM	5	40	0	0	3	50	0	0	1	0	8	0	0	0	4	0	334	1386
05:40:00 PM	10	35	0	0	9	42	2	0	0	0	17	0	1	0	5	0	336	1394
05:45:00 PM	10	18	0	0	3	46	0	0	3	0	9	0	1	0	3	0	325	1384
05:50:00 PM	11	42	0	0	1	47	0	0	0	2	11	0	0	0	3	0	331	1365
05:55:00 PM	5	40	1	0	4	38	0	0	0	0	11	0	0	0	2	0	311	1349

FHWA 4-13 -Truck/Multi-Unit/Heavy Trucks

Time	Northbound				Southbound				Eastbound				Westbound				15 Min	1 HR
	Hwy 97				Hwy 97				Huntington Rd				Huntington Rd					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	23	
04:15:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	21	
04:20:00 PM	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	19	
04:25:00 PM	0	2	0	0	0	5	0	0	0	0	1	0	0	0	0	0	18	
04:30:00 PM	1	2	1	0	0	5	0	0	0	0	1	0	0	0	0	0	24	
04:35:00 PM	0	8	0	0	0	4	0	0	0	0	0	0	0	0	1	0	31	
04:40:00 PM	0	8	0	0	0	4	0	0	0	0	0	0	0	0	0	0	35	
04:45:00 PM	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	0	35	
04:50:00 PM	0	5	0	0	0	3	0	0	0	0	1	0	0	0	0	0	31	
04:55:00 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	24	100
05:00:00 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	22	102
05:05:00 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	17	98
05:10:00 PM	1	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	23	100
05:15:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	21	102
05:20:00 PM	0	3	0	0	0	2	0	0	0	0	1	0	0	0	0	0	23	102
05:25:00 PM	1	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	22	104
05:30:00 PM	0	3	0	0	0	4	0	0	0	0	1	0	0	0	0	0	24	102
05:35:00 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	23	94
05:40:00 PM	0	3	0	0	0	3	0	0	0	0	1	0	0	0	0	0	20	89
05:45:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	15	82
05:50:00 PM	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	16	79
05:55:00 PM	0	7	0	0	0	6	0	0	0	0	1	0	0	0	0	0	23	88

Pedestrians Crossing

Time	Pedestrians Crossing				15 Min	1 HR
	NB	SB	EB	WB	Sum	Sum
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	2	2	

Rally Traffic

04:30:00 PM	0	0	1	1	4	
04:35:00 PM	0	0	0	1	5	
04:40:00 PM	0	0	0	0	3	
04:45:00 PM	0	0	0	0	1	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	5
05:00:00 PM	0	0	0	0	0	5
05:05:00 PM	0	0	0	0	0	5
05:10:00 PM	0	0	0	0	0	5
05:15:00 PM	0	0	0	0	0	5
05:20:00 PM	0	0	0	0	0	5
05:25:00 PM	0	0	1	0	1	4
05:30:00 PM	0	0	1	0	2	3
05:35:00 PM	0	0	0	0	2	2
05:40:00 PM	0	0	0	0	1	2
05:45:00 PM	0	0	0	0	0	2
05:50:00 PM	0	0	0	0	0	2
05:55:00 PM	0	0	0	0	0	2

Rally Traffic

N/S street:	Huntington Rd
E/W street:	Memorial Ln
City, State	La Pine OR
Study ID #	1016
Location	
Start Date	Thursday, August 31, 2023
Start Time	04:00:00 PM
Peak Hour Start	
Peak 15 Min Start	
PHF (15-Min Int)	

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent Heavy Vehicles																							
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	0	

All Vehicle Volumes																				
Time	Northbound				Southbound				Eastbound				Westbound				15 Min		1 HR	
	Huntington Rd				Huntington Rd				Memorial Ln				Memorial Ln				Sum	Sum		
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn				
04:00:00 PM	0	18	2	0	0	15	0	0	2	1	0	0	1	0	0	0				
04:05:00 PM	0	32	3	0	4	19	1	0	3	0	0	0	0	0	1	0				
04:10:00 PM	0	26	1	0	2	29	1	0	3	0	0	0	1	0	0	0	165			
04:15:00 PM	0	30	1	0	3	22	0	0	3	0	2	0	1	0	0	0	188			
04:20:00 PM	0	25	1	0	2	26	0	0	2	0	0	0	0	0	0	0	181			
04:25:00 PM	0	31	4	0	2	35	1	0	3	0	2	0	1	0	0	0	197			
04:30:00 PM	0	33	1	0	1	26	0	0	1	1	0	0	1	0	0	0	199			
04:35:00 PM	1	35	1	0	10	26	3	0	1	0	1	0	0	0	0	0	221			
04:40:00 PM	0	26	1	0	8	35	1	0	2	0	1	0	1	0	0	0	217			
04:45:00 PM	0	23	0	0	11	35	0	0	6	0	1	0	1	0	0	0	230			
04:50:00 PM	0	20	1	0	21	33	0	0	1	0	0	0	1	0	0	0	229			
04:55:00 PM	0	21	1	0	14	24	1	0	5	1	0	0	0	0	1	0	222	801		
05:00:00 PM	4	34	3	0	11	25	0	0	1	0	1	0	3	2	0	0	229	846		
05:05:00 PM	0	24	1	0	6	16	2	0	3	0	1	0	2	2	0	0	209	840		
05:10:00 PM	0	24	0	0	13	24	0	0	1	0	2	0	2	3	0	0	210	846		
05:15:00 PM	0	25	1	0	6	26	0	0	1	2	1	0	0	0	0	0	188	846		
05:20:00 PM	0	20	3	0	7	24	1	0	3	0	1	0	1	0	0	0	191	850		
05:25:00 PM	1	33	1	0	8	18	0	0	4	1	2	0	1	1	0	0	192	841		
05:30:00 PM	0	20	2	0	5	18	3	0	8	0	2	0	2	1	2	0	193	840		
05:35:00 PM	0	28	1	0	2	26	1	0	5	0	3	0	1	0	0	0	200	829		
05:40:00 PM	0	22	2	0	5	20	2	0	6	0	2	0	2	0	0	0	191	815		
05:45:00 PM	0	15	1	0	3	22	0	0	11	1	4	0	0	0	0	0	185	795		
05:50:00 PM	1	25	0	0	2	22	0	0	6	0	1	0	0	0	0	0	175	775		
05:55:00 PM	1	24	1	0	2	17	0	0	12	0	1	0	0	0	0	0	172	765		

Rally Traffic

Bicycles on Road																		
	Northbound				Southbound				Eastbound				Westbound				15 Min 1 HR	
	Huntington Rd				Huntington Rd				Memorial Ln				Memorial Ln					
04:00:00 PM	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		
04:15:00 PM	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	
04:25:00 PM	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	1	0	0	0	0	0	1	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:50:00 PM	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	2	
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
05:35:00 PM	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	
05:45:00 PM	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	
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Passenger vehicles and light trucks																		
Time	Northbound				Southbound				Eastbound				Westbound				15 Min 1 HR	
	Huntington Rd				Huntington Rd				Memorial Ln				Memorial Ln					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	0	18	2	0	0	15	0	0	2	1	0	0	1	0	0	0		
04:05:00 PM	0	32	3	0	4	18	1	0	3	0	0	0	0	0	1	0		
04:10:00 PM	0	26	1	0	2	28	1	0	3	0	0	0	1	0	0	0	163	
04:15:00 PM	0	30	1	0	3	22	0	0	3	0	2	0	1	0	0	0	186	
04:20:00 PM	0	25	1	0	2	25	0	0	2	0	0	0	0	0	0	0	179	
04:25:00 PM	0	31	4	0	2	35	1	0	3	0	2	0	1	0	0	0	196	
04:30:00 PM	0	31	1	0	1	25	0	0	1	1	0	0	1	0	0	0	195	
04:35:00 PM	1	35	1	0	10	26	3	0	1	0	1	0	0	0	0	0	218	
04:40:00 PM	0	26	1	0	8	35	1	0	2	0	1	0	1	0	0	0	214	
04:45:00 PM	0	23	0	0	11	34	0	0	6	0	1	0	1	0	0	0	229	
04:50:00 PM	0	20	1	0	21	33	0	0	1	0	0	0	1	0	0	0	228	
04:55:00 PM	0	21	1	0	14	24	1	0	5	1	0	0	0	0	1	0	221	794
05:00:00 PM	4	34	3	0	11	25	0	0	1	0	1	0	3	2	0	0	229	839
05:05:00 PM	0	24	1	0	5	16	2	0	3	0	1	0	2	2	0	0	208	833
05:10:00 PM	0	23	0	0	13	24	0	0	1	0	2	0	2	3	0	0	208	839
05:15:00 PM	0	25	1	0	6	26	0	0	1	2	1	0	0	0	0	0	186	839
05:20:00 PM	0	20	3	0	7	24	1	0	3	0	1	0	1	0	0	0	190	844
05:25:00 PM	1	33	1	0	8	17	0	0	4	1	2	0	1	1	0	0	191	834
05:30:00 PM	0	20	2	0	5	18	3	0	8	0	2	0	2	1	2	0	192	836

Rally Traffic

05:35:00 PM	0	28	1	0	2	26	1	0	5	0	3	0	1	0	0	0	199	825
05:40:00 PM	0	22	2	0	5	19	2	0	6	0	2	0	2	0	0	0	190	810
05:45:00 PM	0	15	1	0	3	22	0	0	11	1	4	0	0	0	0	0	184	791
05:50:00 PM	1	25	0	0	2	22	0	0	6	0	1	0	0	0	0	0	174	771
05:55:00 PM	1	24	1	0	2	17	0	0	12	0	1	0	0	0	0	0	172	761

FHWA 4-13 -Truck/Multi-Unit/Heavy Trucks

Time	Northbound Huntington Rd				Southbound Huntington Rd				Eastbound Memorial Ln				Westbound Memorial Ln				15 Min 1 HR	
	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Sum	Sum
	04:00:00 PM	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	1	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:20:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:30:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:45:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
05:05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7
05:10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
05:25:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
05:40:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Pedestrians Crossing

Time					15 Min 1 HR	
	NB	SB	EB	WB	Sum	Sum
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

Rally Traffic

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

Rally Traffic

N/S street:	Huntington Rd
E/W street:	1st St
City, State	La Pine OR
Study ID #	1016
Location	
Start Date	Thursday, August 31, 2023
Start Time	04:00:00 PM
Peak Hour Start	
Peak 15 Min Start	
PHF (15-Min Int)	

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Percent Heavy Vehicles																			

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

All Vehicle Volumes																		
Time	Northbound				Southbound				Eastbound				Westbound				15 Min	1 HR
	Huntington Rd				Huntington Rd				1st St				1st St					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	1	14	1	0	11	16	6	0	3	8	4	0	2	5	11	0		
04:05:00 PM	4	18	6	0	3	11	4	0	7	11	2	0	0	5	10	0		
04:10:00 PM	4	22	3	0	5	24	3	0	3	4	3	0	2	3	13	0	252	
04:15:00 PM	2	15	4	0	12	12	5	0	6	5	6	0	2	3	14	0	256	
04:20:00 PM	3	22	9	0	6	17	8	0	4	9	0	0	1	5	10	0	269	
04:25:00 PM	3	21	2	0	11	17	5	0	4	5	4	0	2	2	11	0	267	
04:30:00 PM	3	22	5	0	9	16	3	0	7	6	2	0	3	3	8	0	268	
04:35:00 PM	5	22	2	0	6	13	3	0	7	5	3	0	4	6	15	0	265	
04:40:00 PM	2	17	4	0	11	32	7	0	1	2	2	0	1	6	7	0	270	
04:45:00 PM	4	12	4	0	3	20	4	0	5	4	6	0	0	3	9	0	257	
04:50:00 PM	3	13	3	0	9	20	4	0	1	5	3	0	1	14	8	0	250	
04:55:00 PM	12	16	2	0	12	23	5	0	4	1	4	0	2	8	11	0	258	1047
05:00:00 PM	4	22	1	0	13	13	4	0	2	4	4	0	2	8	9	0	270	1051
05:05:00 PM	5	16	2	0	6	12	5	0	4	4	5	0	2	9	5	0	261	1045
05:10:00 PM	5	16	4	0	7	21	1	0	2	3	2	0	2	3	12	0	239	1034
05:15:00 PM	2	11	1	0	8	12	4	0	7	4	7	0	2	6	12	0	229	1024
05:20:00 PM	5	16	4	0	7	21	4	0	4	6	6	0	0	3	9	0	239	1015
05:25:00 PM	5	20	4	0	7	11	7	0	5	8	13	0	2	2	11	0	256	1023
05:30:00 PM	2	12	0	0	14	9	1	0	6	3	15	0	1	6	9	0	258	1014
05:35:00 PM	1	13	1	0	10	13	3	0	2	10	8	0	3	3	13	0	253	1003
05:40:00 PM	4	15	4	0	11	18	3	0	6	5	12	0	4	3	7	0	250	1003
05:45:00 PM	1	9	2	0	13	17	5	0	2	13	6	0	1	2	5	0	248	1005
05:50:00 PM	3	11	2	0	12	15	1	0	3	8	2	0	0	10	13	0	248	1001
05:55:00 PM	1	7	2	0	11	9	0	0	15	11	4	0	1	5	10	0	232	977

Rally Traffic

Bicycles on Road																		
Time	Northbound Huntington Rd				Southbound Huntington Rd				Eastbound 1st St				Westbound 1st St				15 Min 1 HR	
	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Sum	Sum
	04:00:00 PM	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		
04:10:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:45:00 PM	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	
04:55:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:55:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
Passenger vehicles and light trucks																		
Time	Northbound Huntington Rd				Southbound Huntington Rd				Eastbound 1st St				Westbound 1st St				15 Min 1 HR	
	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Sum	Sum
	04:00:00 PM	1	14	1	0	11	16	6	0	3	8	3	0	2	5	11	0	
04:05:00 PM	4	18	6	0	3	11	4	0	7	11	2	0	0	5	10	0		
04:10:00 PM	4	22	2	0	5	24	3	0	3	4	3	0	2	3	13	0	250	
04:15:00 PM	2	15	4	0	12	12	5	0	6	5	6	0	2	3	14	0	255	
04:20:00 PM	3	22	9	0	6	17	8	0	4	9	0	0	1	5	10	0	268	
04:25:00 PM	3	21	2	0	11	16	5	0	4	5	4	0	2	2	11	0	266	
04:30:00 PM	3	22	5	0	9	16	3	0	7	6	2	0	3	3	8	0	267	
04:35:00 PM	5	22	2	0	5	13	3	0	7	5	3	0	4	6	15	0	263	
04:40:00 PM	2	17	4	0	11	32	7	0	1	2	2	0	1	6	7	0	269	
04:45:00 PM	4	12	4	0	3	20	4	0	5	4	6	0	0	3	9	0	256	
04:50:00 PM	3	13	3	0	9	20	4	0	1	5	3	0	1	13	8	0	249	
04:55:00 PM	12	16	2	0	12	23	5	0	4	1	4	0	2	8	11	0	257	1042
05:00:00 PM	4	22	1	0	13	13	4	0	2	4	4	0	2	8	9	0	269	1047
05:05:00 PM	5	16	2	0	6	12	5	0	4	4	5	0	2	9	5	0	261	1041
05:10:00 PM	5	16	4	0	7	21	1	0	2	3	2	0	2	3	12	0	239	1031

Rally Traffic

05:15:00 PM	2	11	1	0	8	12	4	0	7	4	7	0	2	6	12	0	229	1021
05:20:00 PM	5	16	4	0	7	21	4	0	4	6	6	0	0	3	9	0	239	1012
05:25:00 PM	5	19	4	0	7	11	7	0	5	8	13	0	2	2	11	0	255	1020
05:30:00 PM	2	12	0	0	14	9	1	0	6	3	15	0	1	6	9	0	257	1011
05:35:00 PM	1	13	1	0	10	13	3	0	2	10	8	0	3	3	13	0	252	1001
05:40:00 PM	4	15	4	0	11	18	3	0	6	4	12	0	4	3	7	0	249	1000
05:45:00 PM	1	9	2	0	13	17	5	0	2	13	6	0	1	2	5	0	247	1002
05:50:00 PM	3	11	2	0	12	15	1	0	3	8	2	0	0	10	13	0	247	999
05:55:00 PM	1	7	2	0	11	9	0	0	15	11	4	0	1	5	10	0	232	975

FHWA 4-13 -Truck/Multi-Unit/Heavy Trucks

Time	Northbound Huntington Rd				Southbound Huntington Rd				Eastbound 1st St				Westbound 1st St				15 Min	1 HR
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	1	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		
04:10:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:25:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:35:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:10:00 PM	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	3
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:25:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
05:40:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Pedestrians Crossing

Time	NB	SB	EB	WB	15 Min 1 HR	
					Sum	Sum
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	2	0	0	2	
04:15:00 PM	0	0	0	0	2	
04:20:00 PM	0	0	0	0	2	
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	

Rally Traffic

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	2
05:00:00 PM	0	0	0	0	2
05:05:00 PM	0	0	0	0	2
05:10:00 PM	0	0	0	0	0
05:15:00 PM	0	0	0	0	0
05:20:00 PM	0	0	0	0	0
05:25:00 PM	0	2	0	0	2 2
05:30:00 PM	0	0	0	0	2 2
05:35:00 PM	0	0	0	0	2 2
05:40:00 PM	0	1	0	0	1 3
05:45:00 PM	0	0	0	0	1 3
05:50:00 PM	0	0	0	0	1 3
05:55:00 PM	0	0	0	0	0 3

Rally Traffic

N/S street:	Huntington Rd
E/W street:	Caldwell Dr
City, State	La Pine OR
Study ID #	1016
Location	
Start Date	Thursday, August 31, 2023
Start Time	04:00:00 PM
Peak Hour Start	
Peak 15 Min Start	
PHF (15-Min Int)	

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Percent Heavy Vehicles																			

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

All Vehicle Volumes																		
Time	Northbound Huntington Rd				Southbound Huntington Rd				Eastbound Caldwell Dr				Westbound Caldwell Dr				15 Min	1 HR
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	0	26	0	0	0	14	0	0	0	0	0	0	1	0	1	0		
04:05:00 PM	0	32	1	0	4	24	0	0	0	0	0	0	1	0	0	0		
04:10:00 PM	0	29	1	0	1	31	0	0	0	0	0	0	0	0	1	0	167	
04:15:00 PM	0	33	1	0	0	26	0	0	0	0	0	0	1	0	1	0	187	
04:20:00 PM	0	22	1	0	1	25	0	0	0	0	0	0	1	0	0	0	175	
04:25:00 PM	0	33	2	0	0	36	0	0	0	0	0	0	1	0	0	0	184	
04:30:00 PM	0	31	4	0	0	28	0	0	0	0	0	0	0	0	0	0	185	
04:35:00 PM	0	35	0	0	2	40	0	0	0	0	0	0	0	0	1	0	213	
04:40:00 PM	0	22	3	0	3	43	0	0	0	0	0	0	1	0	0	0	213	
04:45:00 PM	0	31	0	0	0	42	0	0	0	0	0	0	1	0	0	0	224	
04:50:00 PM	0	18	1	0	0	51	0	0	0	0	0	0	0	0	0	0	216	
04:55:00 PM	0	26	1	0	2	37	0	0	0	0	0	0	2	0	0	0	212	776
05:00:00 PM	0	35	0	0	0	35	0	0	0	0	0	0	0	0	2	0	210	806
05:05:00 PM	0	25	0	0	1	24	0	0	0	0	0	0	0	0	1	0	191	795
05:10:00 PM	0	29	0	0	2	35	0	0	0	0	0	0	1	0	1	0	191	800
05:15:00 PM	0	24	0	0	0	34	0	0	0	0	0	0	1	0	0	0	178	797
05:20:00 PM	0	22	1	0	1	28	0	0	0	0	0	0	0	0	0	0	179	799
05:25:00 PM	0	34	1	0	0	23	0	0	0	0	0	0	1	0	1	0	171	787
05:30:00 PM	0	32	0	0	0	22	0	0	0	0	0	0	3	0	0	0	169	781
05:35:00 PM	0	31	1	0	0	30	0	0	0	0	0	0	0	0	0	0	179	765
05:40:00 PM	0	29	1	0	0	27	0	0	0	0	0	0	0	0	1	0	177	751
05:45:00 PM	0	25	2	0	2	23	0	0	0	0	0	0	1	0	1	0	174	731
05:50:00 PM	0	27	1	0	0	23	0	0	0	0	0	0	1	0	1	0	165	714
05:55:00 PM	0	35	2	0	0	18	0	0	0	0	0	0	1	0	0	0	163	702

Rally Traffic

Bicycles on Road																			
Time	Northbound Huntington Rd				Southbound Huntington Rd				Eastbound Caldwell Dr				Westbound Caldwell Dr				15 Min 1 HR		
	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Sum	Sum	
04:00:00 PM	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			
04:10:00 PM	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	
04:20:00 PM	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	
04:30:00 PM	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	
04:40:00 PM	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	
04:50:00 PM	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	
05:00:00 PM	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	
05:10:00 PM	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	
05:20:00 PM	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	
05:30:00 PM	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	
05:40:00 PM	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	
05:50:00 PM	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	
Passenger vehicles and light trucks																			
Time	Northbound Huntington Rd				Southbound Huntington Rd				Eastbound Caldwell Dr				Westbound Caldwell Dr				15 Min 1 HR		
	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Sum	Sum	
04:00:00 PM	0	26	0	0	0	14	0	0	0	0	0	0	1	0	1	0			
04:05:00 PM	0	32	1	0	4	22	0	0	0	0	0	0	1	0	0	0			
04:10:00 PM	0	29	1	0	1	30	0	0	0	0	0	0	0	0	1	0	164		
04:15:00 PM	0	33	1	0	0	25	0	0	0	0	0	0	1	0	1	0	183		
04:20:00 PM	0	21	1	0	1	24	0	0	0	0	0	0	1	0	0	0	171		
04:25:00 PM	0	33	2	0	0	36	0	0	0	0	0	0	1	0	0	0	181		
04:30:00 PM	0	30	4	0	0	27	0	0	0	0	0	0	0	0	0	0	181		
04:35:00 PM	0	35	0	0	2	40	0	0	0	0	0	0	0	0	1	0	211		
04:40:00 PM	0	22	3	0	3	43	0	0	0	0	0	0	1	0	0	0	211		
04:45:00 PM	0	30	0	0	0	41	0	0	0	0	0	0	1	0	0	0	222		
04:50:00 PM	0	18	1	0	0	51	0	0	0	0	0	0	0	0	0	0	214		
04:55:00 PM	0	26	1	0	2	37	0	0	0	0	0	0	2	0	0	0	210	766	
05:00:00 PM	0	35	0	0	0	35	0	0	0	0	0	0	0	0	2	0	210	796	
05:05:00 PM	0	25	0	0	1	23	0	0	0	0	0	0	0	0	1	0	190	786	
05:10:00 PM	0	28	0	0	2	35	0	0	0	0	0	0	1	0	1	0	189	791	

Rally Traffic

05:15:00 PM	0	24	0	0	0	33	0	0	0	0	0	0	0	1	0	0	0	175	788
05:20:00 PM	0	22	1	0	1	28	0	0	0	0	0	0	0	0	0	0	0	177	792
05:25:00 PM	0	34	1	0	0	22	0	0	0	0	0	0	0	1	0	1	0	169	779
05:30:00 PM	0	32	0	0	0	22	0	0	0	0	0	0	0	3	0	0	0	168	775
05:35:00 PM	0	31	1	0	0	30	0	0	0	0	0	0	0	0	0	0	0	178	759
05:40:00 PM	0	29	1	0	0	27	0	0	0	0	0	0	0	0	0	1	0	177	745
05:45:00 PM	0	25	2	0	2	23	0	0	0	0	0	0	0	1	0	1	0	174	727
05:50:00 PM	0	27	1	0	0	23	0	0	0	0	0	0	0	1	0	1	0	165	710
05:55:00 PM	0	35	2	0	0	18	0	0	0	0	0	0	0	1	0	0	0	163	698

FHWA 4-13 -Truck/Multi-Unit/Heavy Trucks

Time	Northbound Huntington Rd				Southbound Huntington Rd				Eastbound Caldwell Dr				Westbound Caldwell Dr				15 Min	1 HR	
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn			Sum
04:00:00 PM	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	2	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	
04:15:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	
04:20:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:30:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:45:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
05:05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	9
05:10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
05:15:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	9
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
05:25:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	8
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Pedestrians Crossing

Time	NB	SB	EB	WB	15 Min 1 HR	
					Sum	Sum
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	

Rally Traffic

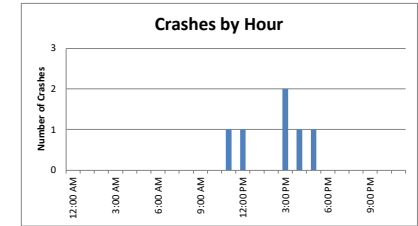
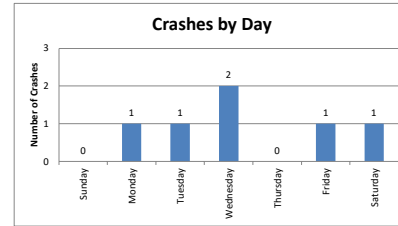
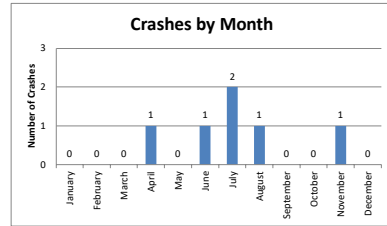
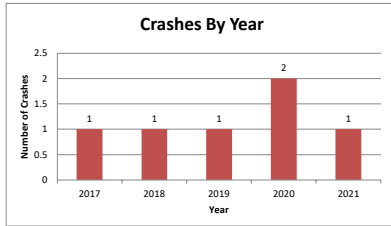
04:45:00 PM	0	0	0	0	0
04:50:00 PM	0	0	0	0	0
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05:00:00 PM	0	0	0	0	0
05:05:00 PM	0	0	0	0	0
05:10:00 PM	0	0	0	0	0
05:15:00 PM	0	0	0	0	0
05:20:00 PM	0	0	0	0	0
05:25:00 PM	0	0	0	0	0
05:30:00 PM	0	0	0	0	0
05:35:00 PM	0	0	0	0	0
05:40:00 PM	0	0	0	0	0
05:45:00 PM	0	0	0	0	0
05:50:00 PM	0	0	0	0	0
05:55:00 PM	0	0	0	0	0

Project Name:
 Project Number:
 Query Information: US 97_Huntington
 Date Queried:
 Data Provider: ODOT Crash Analysis Reporting Unit
 Analyst:
 Summary Date: 5/1/2024
 Text File Name:
 Filters Applied: County: Deschutes Weather Condition: Clear

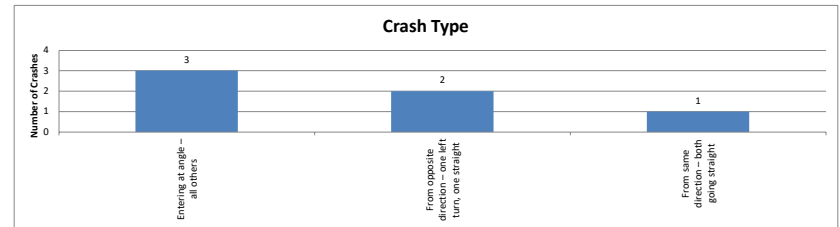
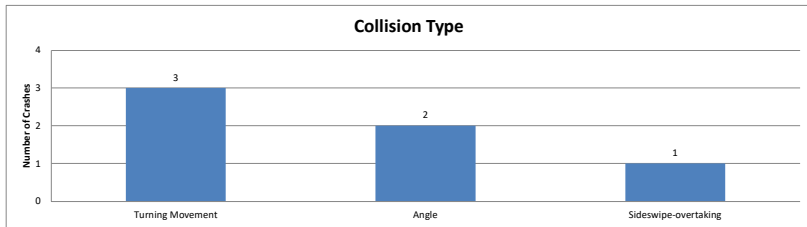
US 97/ Huntington Road

(January 2017 through December 2021)

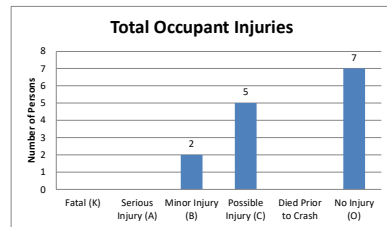
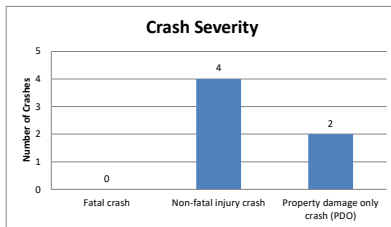
Crash Summary by Date and Time



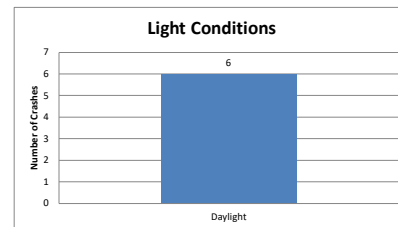
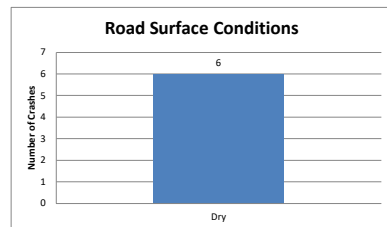
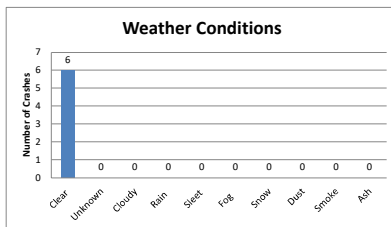
Crash Summary by Type



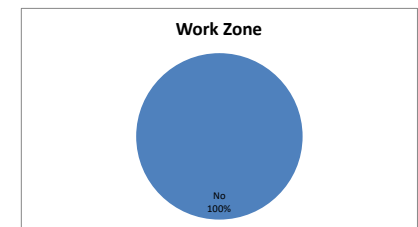
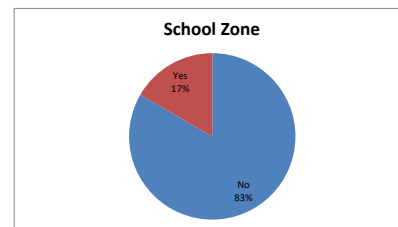
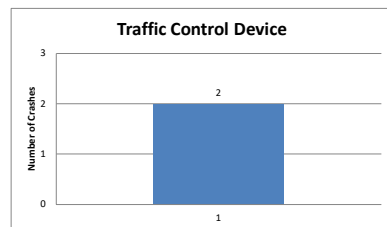
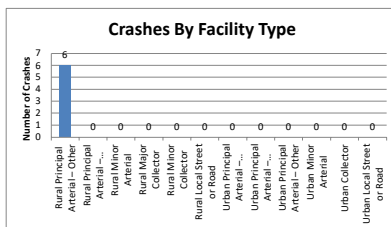
Crash Severity



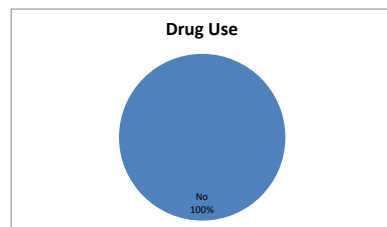
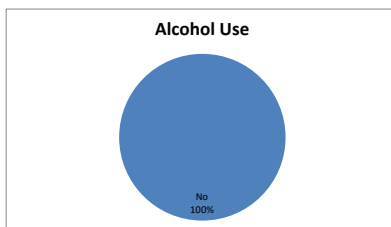
Crash Environment Characteristics



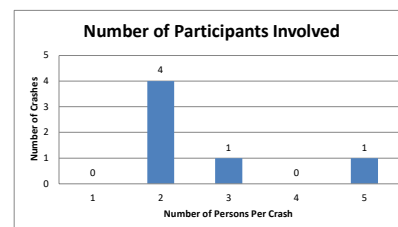
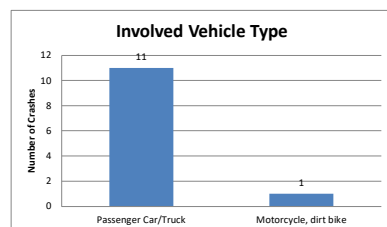
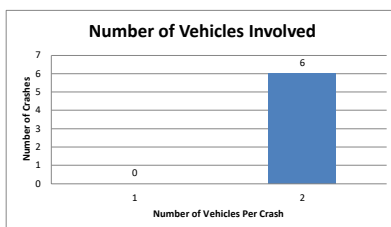
Crash Area Characteristics



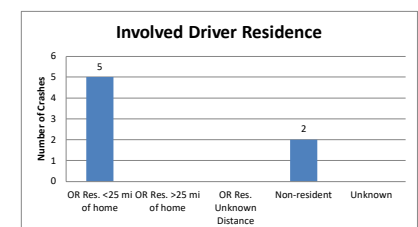
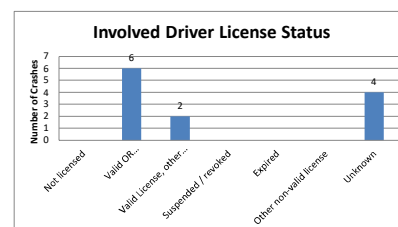
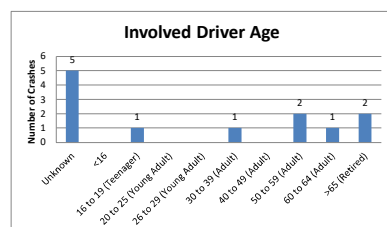
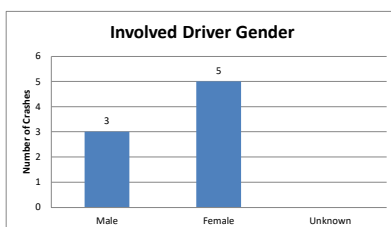
Driving Impairments



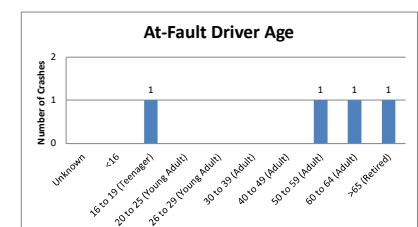
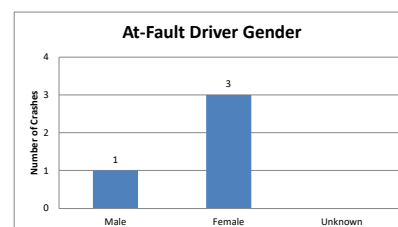
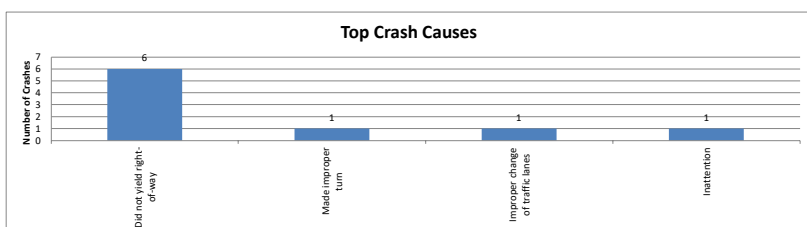
Vehicles and Occupants



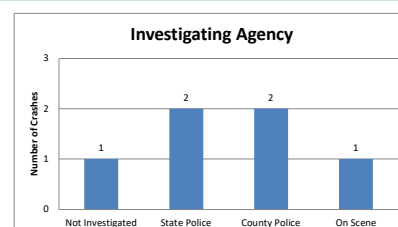
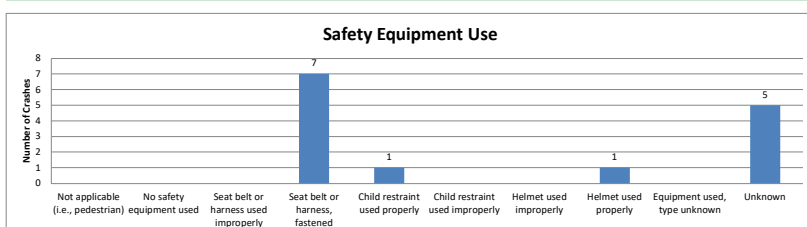
Involved Driver Characteristics



At-Fault Driver Characteristics



Other Crash Characteristics

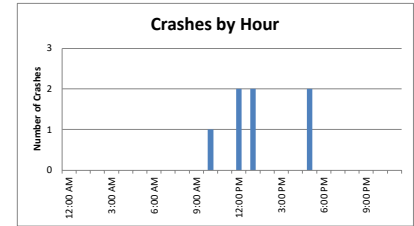
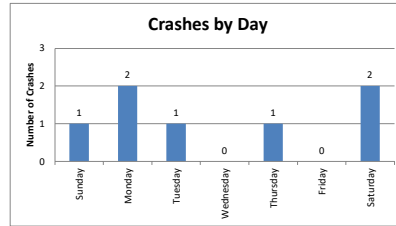
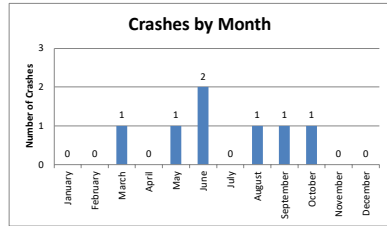
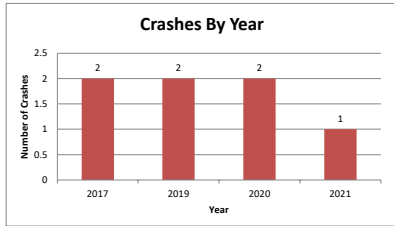


Project Name:
 Project Number:
 Query Information: US 97_Finley Butte
 Date Queried:
 Data Provider: ODOT Crash Analysis Reporting Unit
 Analyst:
 Summary Date: 5/1/2024
 Text File Name:
 Filters Applied: :: County: Deschutes

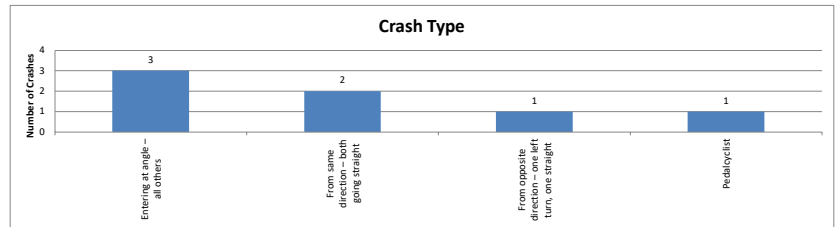
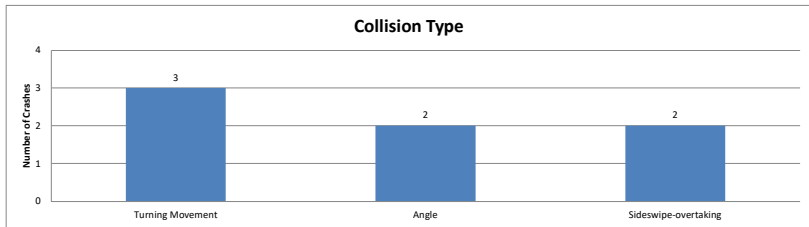
US 97/ Finley Butte

(January 2017 through December 2024)

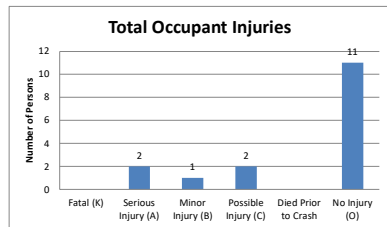
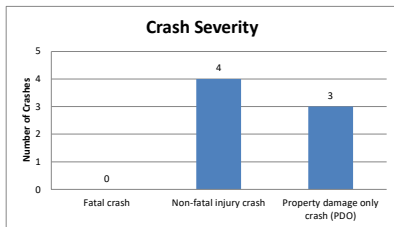
Crash Summary by Date and Time



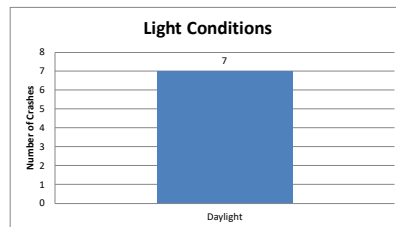
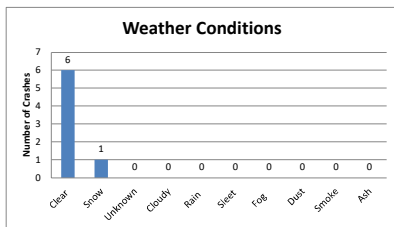
Crash Summary by Type



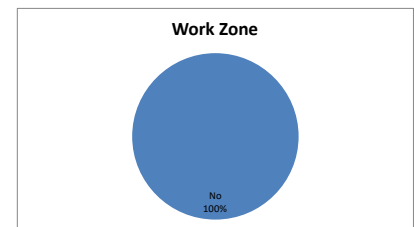
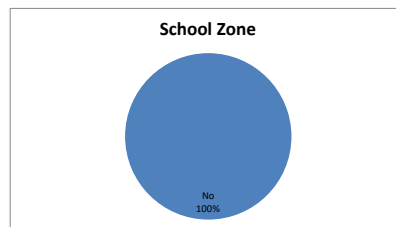
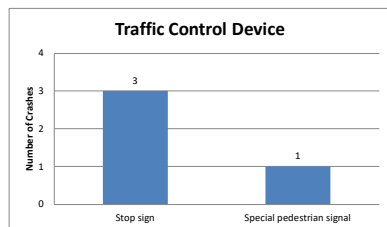
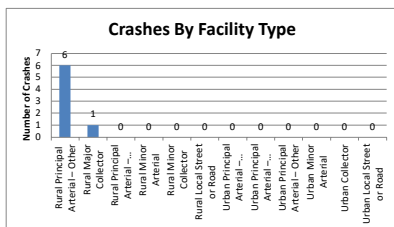
Crash Severity



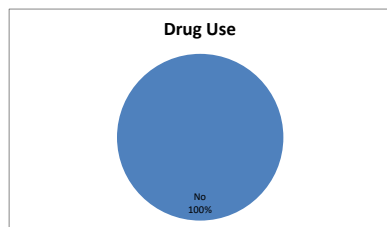
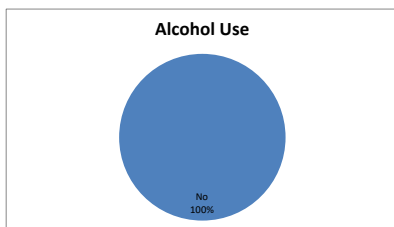
Crash Environment Characteristics



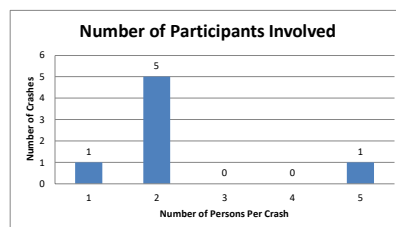
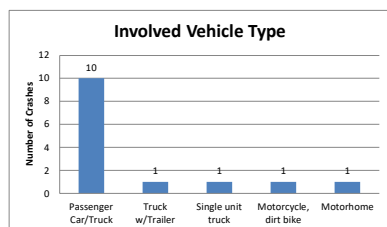
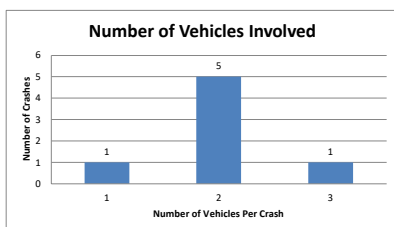
Crash Area Characteristics



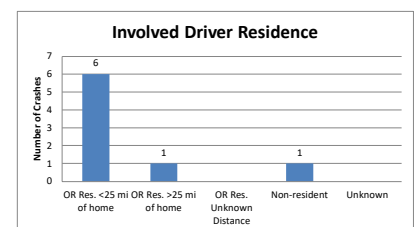
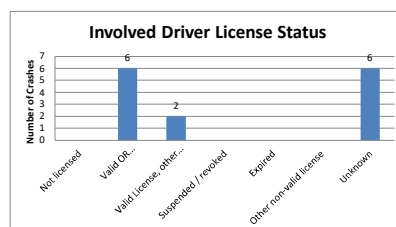
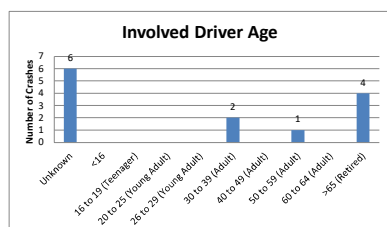
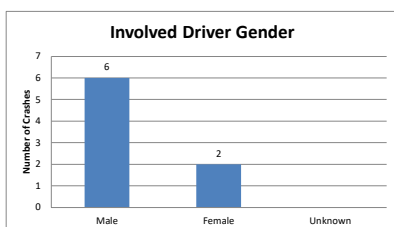
Driving Impairments



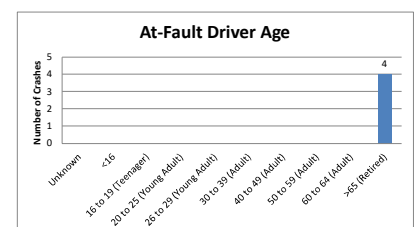
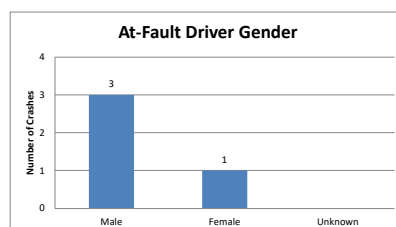
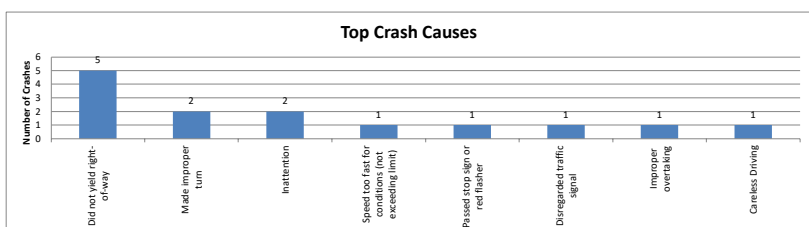
Vehicles and Occupants



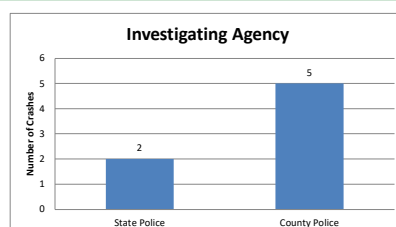
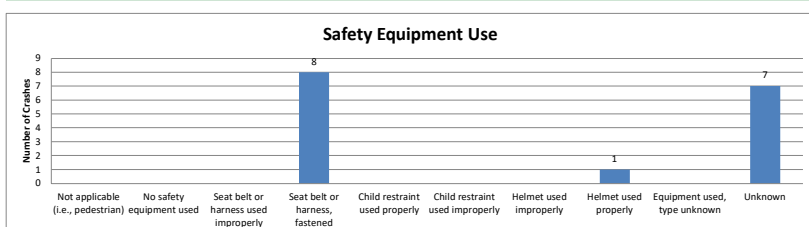
Involved Driver Characteristics

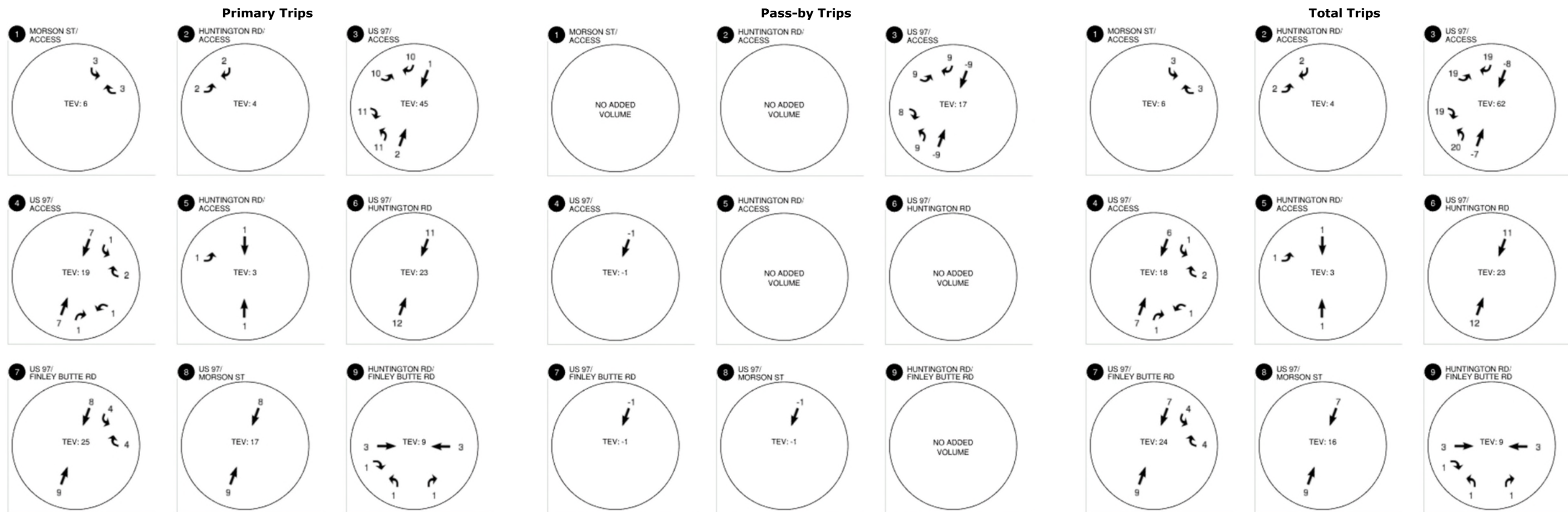


At-Fault Driver Characteristics

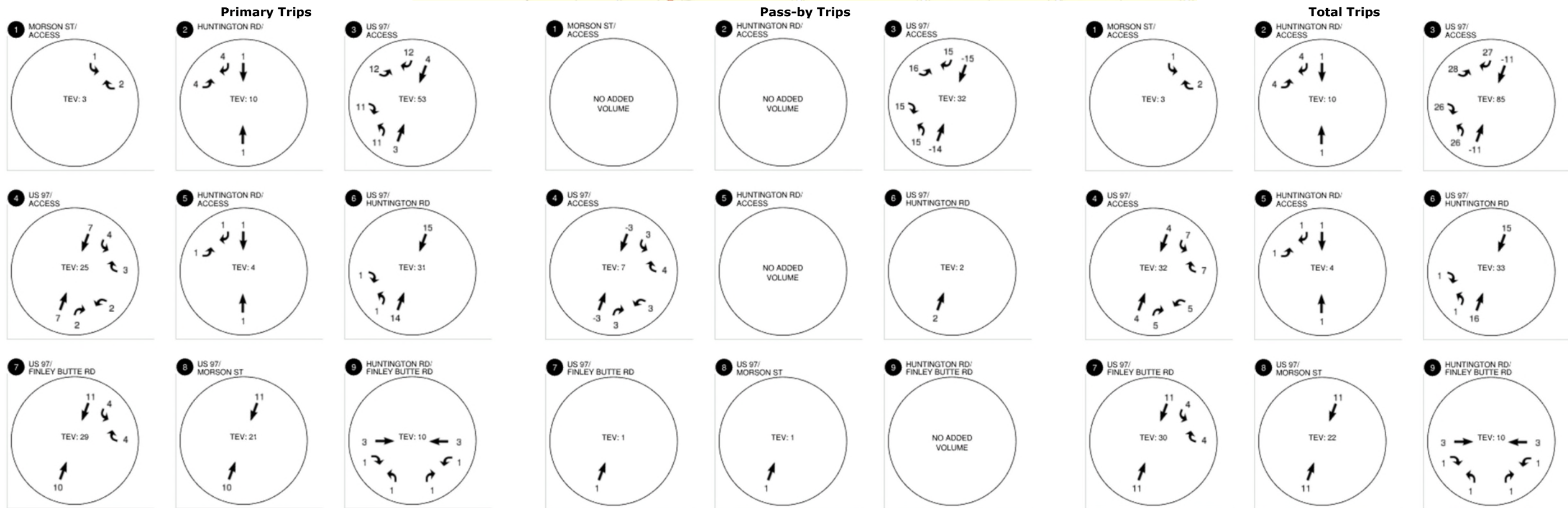


Other Crash Characteristics





Estimated Existing Trip Assignment, Weekday PM Peak Hour.
 (Note: Existing driveways on US 97 consolidated to one for each side of the highway for simplification).



Proposed Development Trip Assignment, Weekday PM Peak Hour.
 (Note: does not include a deduction in trips to account for current site uses).

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	20	0	3	6
Future Vol, veh/h	0	3	20	0	3	6
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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	4	24	0	4	7

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	39	24	0	0	24
Stage 1	24	-	-	-	-
Stage 2	15	-	-	-	-
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	978	1058	-	-	1604
Stage 1	1004	-	-	-	-
Stage 2	1013	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	975	1058	-	-	1604
Mov Cap-2 Maneuver	975	-	-	-	-
Stage 1	1004	-	-	-	-
Stage 2	1010	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	2.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1058	1604
HCM Lane V/C Ratio	-	-	0.003	0.002
HCM Control Delay (s)	-	-	8.4	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	0	0	151	190	2
Future Vol, veh/h	2	0	0	151	190	2
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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	0	0	178	224	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	403	225	226	0	0
Stage 1	225	-	-	-	-
Stage 2	178	-	-	-	-
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	607	819	1354	-	-
Stage 1	817	-	-	-	-
Stage 2	858	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	607	819	1354	-	-
Mov Cap-2 Maneuver	607	-	-	-	-
Stage 1	817	-	-	-	-
Stage 2	858	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1354	-	607	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	11	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	19	19	20	705	812	19
Future Vol, veh/h	19	19	20	705	812	19
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	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	20	21	734	846	20

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1632	856	866	0	0
Stage 1	856	-	-	-	-
Stage 2	776	-	-	-	-
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	113	360	786	-	-
Stage 1	420	-	-	-	-
Stage 2	457	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	110	360	786	-	-
Mov Cap-2 Maneuver	247	-	-	-	-
Stage 1	409	-	-	-	-
Stage 2	457	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.2	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	786	-	293	-	-
HCM Lane V/C Ratio	0.027	-	0.135	-	-
HCM Control Delay (s)	9.7	-	19.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	1	2	662	1	1	680
Future Vol, veh/h	1	2	662	1	1	680
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	-	-	-	25	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	2	690	1	1	708

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1401	691	0	0	691
Stage 1	691	-	-	-	-
Stage 2	710	-	-	-	-
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	156	448	-	-	913
Stage 1	501	-	-	-	-
Stage 2	491	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	156	448	-	-	913
Mov Cap-2 Maneuver	298	-	-	-	-
Stage 1	501	-	-	-	-
Stage 2	491	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	384	913
HCM Lane V/C Ratio	-	-	0.008	0.001
HCM Control Delay (s)	-	-	14.5	8.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	29	72	0
Future Vol, veh/h	1	0	0	29	72	0
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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	0	0	34	85	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	119	85	85	0	0
Stage 1	85	-	-	-	-
Stage 2	34	-	-	-	-
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	882	980	1524	-	-
Stage 1	943	-	-	-	-
Stage 2	994	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	882	980	1524	-	-
Mov Cap-2 Maneuver	882	-	-	-	-
Stage 1	943	-	-	-	-
Stage 2	994	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1524	-	882	-	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Control Delay (s)	0	-	9.1	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	21	0	3	6
Future Vol, veh/h	0	3	21	0	3	6
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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	4	25	0	4	7

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	40	25	0	0	25	0
Stage 1	25	-	-	-	-	-
Stage 2	15	-	-	-	-	-
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	977	1057	-	-	1603	-
Stage 1	1003	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	974	1057	-	-	1603	-
Mov Cap-2 Maneuver	974	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	2.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1057	1603
HCM Lane V/C Ratio	-	-	0.003	0.002
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	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	0	0	164	212	2
Future Vol, veh/h	2	0	0	164	212	2
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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	0	0	193	249	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	443	250	251	0	0
Stage 1	250	-	-	-	-
Stage 2	193	-	-	-	-
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	576	794	1326	-	-
Stage 1	796	-	-	-	-
Stage 2	845	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	576	794	1326	-	-
Mov Cap-2 Maneuver	576	-	-	-	-
Stage 1	796	-	-	-	-
Stage 2	845	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1326	-	576	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	11.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	19	20	770	911	19
Future Vol, veh/h	19	19	20	770	911	19
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	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	20	21	802	949	20

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1803	959	969	0	-	0
Stage 1	959	-	-	-	-	-
Stage 2	844	-	-	-	-	-
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	88	314	719	-	-	-
Stage 1	375	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	85	314	719	-	-	-
Mov Cap-2 Maneuver	217	-	-	-	-	-
Stage 1	364	-	-	-	-	-
Stage 2	425	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.5	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	719	-	257	-	-
HCM Lane V/C Ratio	0.029	-	0.154	-	-
HCM Control Delay (s)	10.2	-	21.5	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	1	2	710	1	1	720
Future Vol, veh/h	1	2	710	1	1	720
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	-	-	-	25	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	2	740	1	1	750

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1493	741	0	0	741
Stage 1	741	-	-	-	-
Stage 2	752	-	-	-	-
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	137	420	-	-	875
Stage 1	475	-	-	-	-
Stage 2	469	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	137	420	-	-	875
Mov Cap-2 Maneuver	278	-	-	-	-
Stage 1	475	-	-	-	-
Stage 2	469	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	359	875
HCM Lane V/C Ratio	-	-	0.009	0.001
HCM Control Delay (s)	-	-	15.1	9.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	1	0	0	63	131	0
Future Vol, veh/h	1	0	0	63	131	0
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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	0	0	74	154	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	228	154	154	0	0
Stage 1	154	-	-	-	-
Stage 2	74	-	-	-	-
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	765	897	1439	-	-
Stage 1	879	-	-	-	-
Stage 2	954	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	765	897	1439	-	-
Mov Cap-2 Maneuver	765	-	-	-	-
Stage 1	879	-	-	-	-
Stage 2	954	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1439	-	765	-	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Control Delay (s)	0	-	9.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	21	0	1	6
Future Vol, veh/h	0	2	21	0	1	6
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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2	25	0	1	7

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	34	25	0	0	25	0
Stage 1	25	-	-	-	-	-
Stage 2	9	-	-	-	-	-
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	984	1057	-	-	1603	-
Stage 1	1003	-	-	-	-	-
Stage 2	1019	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	983	1057	-	-	1603	-
Mov Cap-2 Maneuver	983	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	1018	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1057	1603
HCM Lane V/C Ratio	-	-	0.002	0.001
HCM Control Delay (s)	-	-	8.4	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	4	0	0	165	213	4
Future Vol, veh/h	4	0	0	165	213	4
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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	0	0	194	251	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	448	254	256	0	0
Stage 1	254	-	-	-	-
Stage 2	194	-	-	-	-
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	572	790	1321	-	-
Stage 1	793	-	-	-	-
Stage 2	844	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	572	790	1321	-	-
Mov Cap-2 Maneuver	572	-	-	-	-
Stage 1	793	-	-	-	-
Stage 2	844	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1321	-	572	-	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	0	-	11.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	26	26	766	908	27
Future Vol, veh/h	28	26	26	766	908	27
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	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	29	27	27	798	946	28

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1812	960	974	0	-	0
Stage 1	960	-	-	-	-	-
Stage 2	852	-	-	-	-	-
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	87	314	716	-	-	-
Stage 1	375	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	84	314	716	-	-	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	361	-	-	-	-	-
Stage 2	421	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.3	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	716	-	253	-	-
HCM Lane V/C Ratio	0.038	-	0.222	-	-
HCM Control Delay (s)	10.2	-	23.3	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	5	7	707	5	7	718
Future Vol, veh/h	5	7	707	5	7	718
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	-	-	-	25	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	7	736	5	7	748

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1501	739	0	0	741
Stage 1	739	-	-	-	-
Stage 2	762	-	-	-	-
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	136	421	-	-	875
Stage 1	476	-	-	-	-
Stage 2	464	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	135	421	-	-	875
Mov Cap-2 Maneuver	275	-	-	-	-
Stage 1	476	-	-	-	-
Stage 2	460	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.8	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	345	875
HCM Lane V/C Ratio	-	-	0.036	0.008
HCM Control Delay (s)	-	-	15.8	9.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	63	131	1
Future Vol, veh/h	1	0	0	63	131	1
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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	0	0	74	154	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	229	155	155	0	0
Stage 1	155	-	-	-	-
Stage 2	74	-	-	-	-
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	764	896	1438	-	-
Stage 1	878	-	-	-	-
Stage 2	954	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	764	896	1438	-	-
Mov Cap-2 Maneuver	764	-	-	-	-
Stage 1	878	-	-	-	-
Stage 2	954	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1438	-	764	-	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Control Delay (s)	0	-	9.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

*CITY OF LA PINE, OREGON
WALGREENS
SITE PLAN APPLICATION*

SECTION 8

SITE PLAN

*SITUS ADDRESS:
51369 HWY 97
LA PINE, OREGON 97739
MAP NUMBERS: 221015AD TL 4301 AND 221015DA TL 100*

SITEPLAN

LAPINE WALGREEN'S

SITUATED IN THE NE1/4 SE1/4, SEC 15, T22S, R10E, W.M.
DESCHUTES COUNTY OREGON
CITY OF LA PINE



VICINITY MAP
NOT TO SCALE

JURISDICTION: CITY OF LA PINE
16345 SIXTH STREET
LA PINE, OR 97739
(541) 536-1432

APPLICANT: DICKERHOOF PROPERTIES
ATTN: DARREN DICKERHOOF
P.O. BOX 1583
CORVALLIS, OR 97339
(541) 754-3630

ENGINEER: RHINE-CROSS GROUP, LLC
ATTN: MARC CROSS, PE, PLS
112 N 5TH ST - SUITE 200
KLAMATH FALLS, OR 97601
(541) 851-9405

MAP # TAX LOT NUMBER: MAP NO. 22 10 15AD T.L. 4301
MAP NO. 22 10 15DA T.L. 100

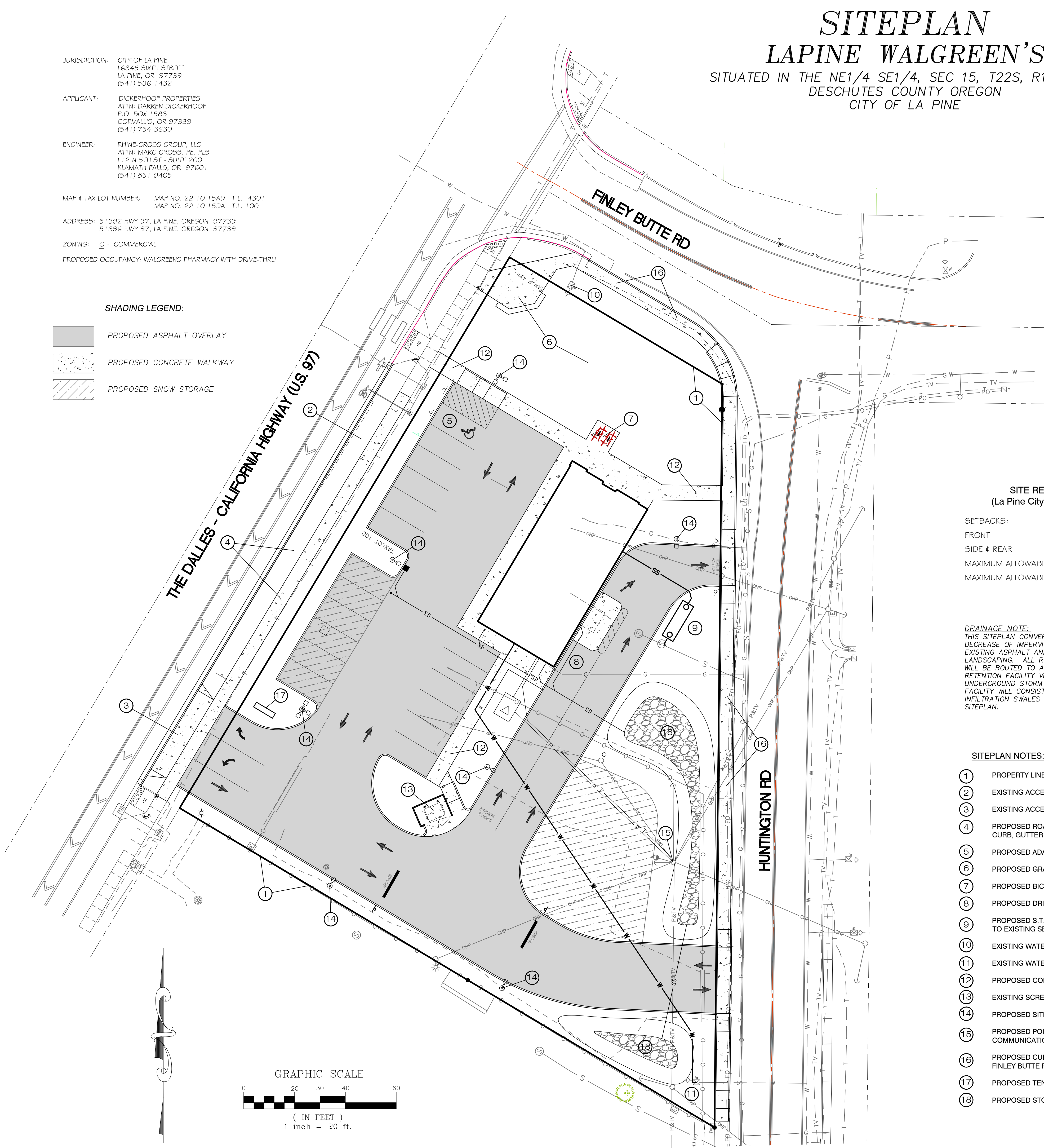
ADDRESS: 51392 HWY 97, LA PINE, OREGON 97739
51396 HWY 97, LA PINE, OREGON 97739

ZONING: C - COMMERCIAL

PROPOSED OCCUPANCY: WALGREENS PHARMACY WITH DRIVE-THRU

SHADING LEGEND:

- PROPOSED ASPHALT OVERLAY
- PROPOSED CONCRETE WALKWAY
- PROPOSED SNOW STORAGE



SITE REQUIREMENTS
(La Pine City Code Table 15.22-2)

SETBACKS:

FRONT	20 ft
SIDE & REAR	0 ft
MAXIMUM ALLOWABLE BUILDING HEIGHT:	70 ft
MAXIMUM ALLOWABLE LOT COVERAGE:	80%

DRAINAGE NOTE:
THIS SITEPLAN CONVERSION WILL RESULT IN A NET DECREASE OF IMPERVIOUS SURFACE BY REMOVING EXISTING ASPHALT AND STRUCTURES TO INSTALL NEW LANDSCAPING. ALL RUNOFF FROM DEVELOPED AREAS WILL BE ROUTED TO AN ONSITE STORM-WATER RETENTION FACILITY VIA OVERLAND FLOW AND UNDERGROUND STORM PIPING. THE STORM-WATER FACILITY WILL CONSIST OF AN ABOVE GROUND INFILTRATION SWALES LOCATED AS SHOWN ON THE SITEPLAN.

SITEPLAN NOTES:

- 1 PROPERTY LINE
- 2 EXISTING ACCESS TO HWY 97 TO BE REMOVED
- 3 EXISTING ACCESS TO HWY 97 TO BE REMAIN
- 4 PROPOSED ROADSIDE GRASS SWALE AND ODOT CURB, GUTTER & SIDEWALK IMPROVEMENTS
- 5 PROPOSED ADA PARKING SPACE - VAN ACCESSIBLE
- 6 PROPOSED GRASSY OPEN SPACE WITH PEDESTRIAN AREA
- 7 PROPOSED BICYCLE PARKING AREA
- 8 PROPOSED DRIVE THRU LANE FOR PHARMACY PICKUP
- 9 PROPOSED S.T.E.G. TANK WITH EFFLUENT LINE CONNECTED TO EXISTING SEWER LATERAL
- 10 EXISTING WATER METER TO BE ABANDONED
- 11 EXISTING WATER METER TO BE UTILIZED FOR NEW DEVELOPMENT
- 12 PROPOSED CONCRETE SIDEWALK
- 13 EXISTING SCREENED CMU TRASH ENCLOSURE
- 14 PROPOSED SITE LIGHTING
- 15 PROPOSED POINT OF CONNECTION TO POWER AND COMMUNICATIONS LINES AT EXISTING POLE.
- 16 PROPOSED CURB AND SIDEWALK IMPROVEMENTS ALONG FINLEY BUTTE RD AND HUNTINGTON RD
- 17 PROPOSED TENANT SIGN
- 18 PROPOSED STORMWATER INFILTRATION SWALE

OFF-STREET PARKING DATA
(La Pine City Code Table 15.86-1)

BUILDING	# SPACES
WALGREENS: 2,522 sf BUILDING FOOTPRINT 2,522 sq.ft. BUILDING FOOTPRINT @ 1 per 400 sf MAXIMUM PARKING MAY BE 2.0 X MIN. REQUIRED PARKING	7
TOTAL REQUIRED: 7	
TOTAL PROVIDED: 18*	

* TOTAL PARKING SPACES INCLUDE 12 PARKING SPACES PLUS 6 SPACES RESERVED FOR SNOW STORAGE IN WINTER MONTHS THAT DO NOT COUNT TOWARDS THE MAXIMUM ALLOWABLE PARKING SPACES

ADA REQUIREMENTS: 1 ADA STALL PER 25 REQUIRED PARKING STALLS = 1 ADA STALL REQUIRED
1 ADA STALLS PROVIDED

BICYCLE PARKING: 1 BICYCLE SPACE PER 5 VEHICLE PARKING SPACES OR 4 TOTAL

SNOW STORAGE: SNOW STORAGE REQUIRED TO BE 1.5% OF THE ASPHALT AND SIDEWALK AREA. 21,832 sq.ft. x 0.15 = 3275 sq.ft. REQUIRED
TOTAL SNOW STORAGE PROVIDED = 1,136 sq.ft. ON ASPHALT AND 2,787 sq.ft. ON GRAVEL FOR A TOTAL PROVIDED AREA = 3,923 sq.ft.

SITE DATA & CALCULATIONS

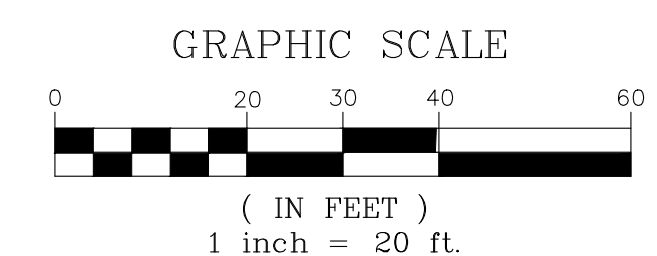
TOTAL SITE AREA:	43,203 sq.ft.
TOTAL BUILDING FOOTPRINT:	2,522 sq.ft.
% BUILDING COVERAGE:	5.8%
TOTAL PAVED PARKING AND MANEUVERING AREA:	19,480 sq.ft.
% PAVED COVERAGE:	45.1%
TOTAL ONSITE SIDEWALK/CONCRETE AREAS:	2,352 sq.ft.
% ONSITE SIDEWALK COVERAGE:	5.4%
ONSITE SNOW STORAGE AREA (GRAVEL):	2,787 sq.ft.
TOTAL ONSITE SNOW STORAGE AREA (GRAVEL):	6.5%
LANDSCAPE AREA:	16,062 sq.ft.
LANDSCAPE COVERAGE:	37.2%

PROPOSAL:

REMOVAL OF 2 EXISTING STRUCTURES, (ONE FORMERLY UTILIZED AS A RESTAURANT AND ONE FOR RETAIL SALES TOTALING 2635 SQ.FT.) TO FACILITATE DEVELOPMENT OF A NEW WALGREENS RETAIL STORE WITH DRIVE THRU PHARMACY.

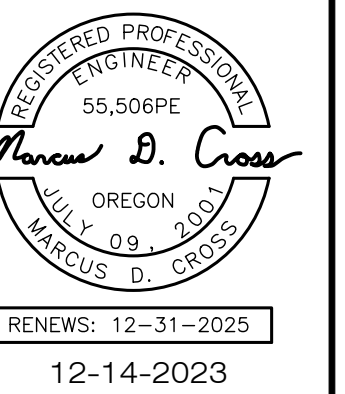
SHEET INDEX

- SP01 PRELIMINARY SITEPLAN
- SP02 EXISTING CONDITIONS PLAN
- LS01 PRELIMINARY LANDSCAPE PLAN



DICKERHOOF PROPERTIES
PO BOX 1583
CORVALLIS, OR 97339
(541) 231-5977

R-C
RHINE-CROSS GROUP, LLC
ENGINEERING - SURVEYING - PLANNING
112 N 5th ST - SUITE 200 - P.O. BOX 909
KLAMATH FALLS, OREGON 97601
Phone: (541) 851-9405 Fax: (541) 273-9200
admin@rc-grp.com



WALGREENS

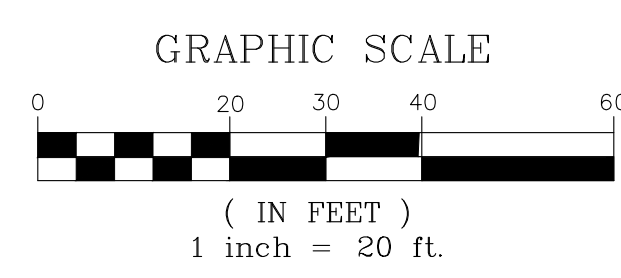
OREGON
LA PINE

SHEET NAME: **Siteplan**

DRAWN BY: JDC
CHKD BY: MDC
DATE: DECEMBER 2023

REVISIONS:

JOB NO: 2188
SHEET NO: **SP 01**



- LEGEND**
- ▲ SURVEY CONTROL POINT AS NOTED
 - FOUND MONUMENT
 - CONCRETE SURFACE
 - BOLLARD AS NOTED
 - CLEAN-OUT AS NOTED
 - ⊕ GAS METER
 - HC HANDICAPPED RAMP
 - ★ LIGHT POLE AS NOTED
 - ⊞ POWER METER
 - ⊞ ROOF DOWNSPOUT, DIRECT SURFACE DISCHARGE
 - ⊞ SANITARY SEWER MANHOLE / SEPTIC TANK MANHOLE AS NOTED
 - SIGN, STREET/TRAFFIC/UTILITY
 - ⊞ STORM CATCH BASIN
 - ⊞ TELEPHONE CLOSURE
 - ⊞ TV CABLE CLOSURE
 - ⊞ TV CABLE PULL BOX
 - ⊞ TRAFFIC SIGNAL WIRE JUNCTION BOX (ODOT)
 - ⊞ UNDERGROUND POWER JUNCTION BOX
 - UTILITY/POWER POLE
 - UTILITY/POWER POLE WITH LIGHT
 - UTILITY/POWER POLE DOWNGUY
 - UTILITY/POWER POLE DEADMAN
 - ⊞ WATER ANTI-BACKFLOW VALVE
 - ⊞ WATER METER
 - ⊞ WATER VALVE
 - LODGEPOLE PINE TREE, SIZE AS NOTED

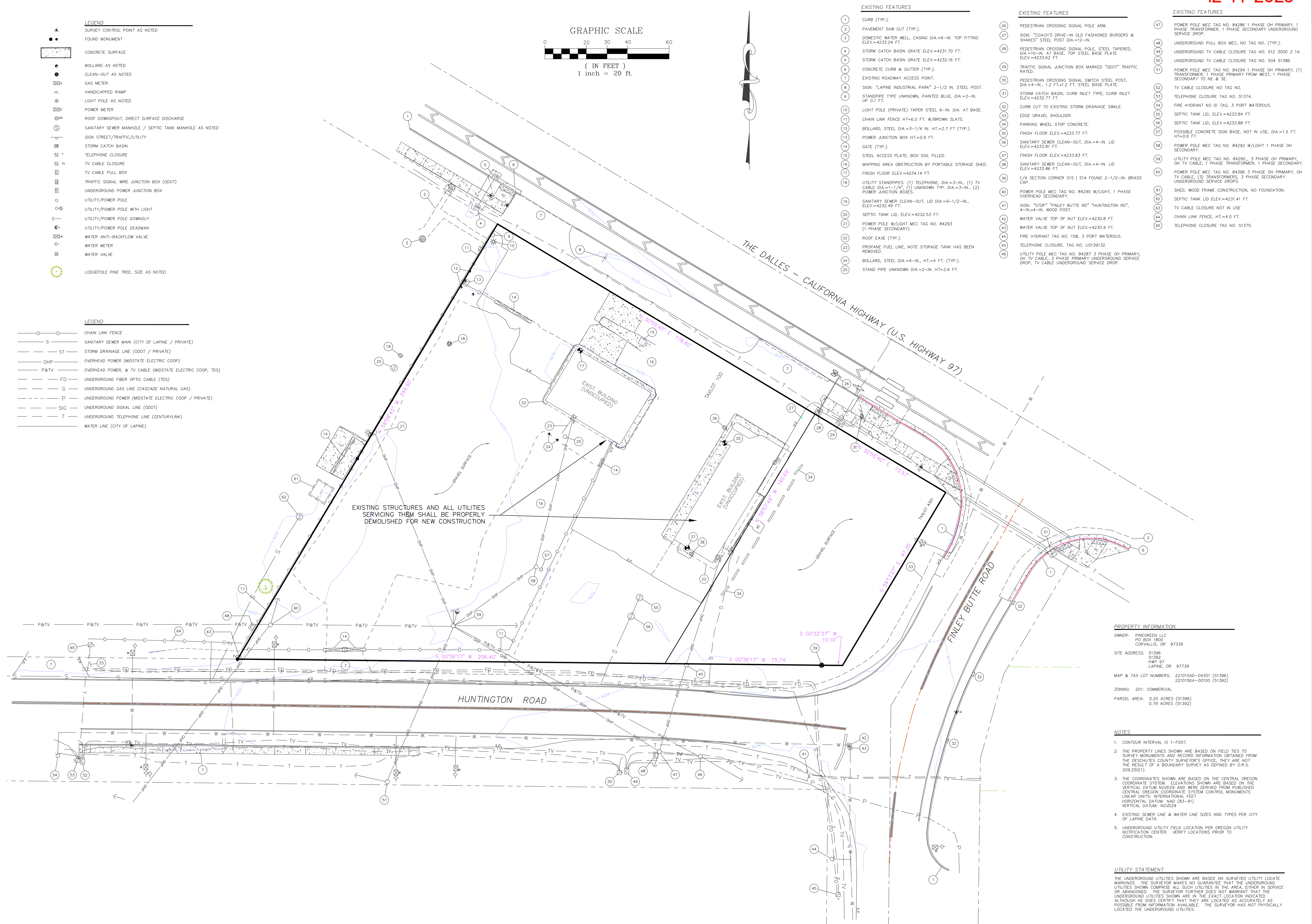
- LEGEND**
- CHAIN LINK FENCE
 - S SANITARY SEWER MAIN (CITY OF LAPINE / PRIVATE)
 - ST STORM DRAINAGE LINE (ODOT / PRIVATE)
 - OHP OVERHEAD POWER (MIDSTATE ELECTRIC COOP)
 - P&TV OVERHEAD POWER, & TV CABLE (MIDSTATE ELECTRIC COOP, TDS)
 - FO UNDERGROUND FIBER OPTIC CABLE (TDS)
 - G UNDERGROUND GAS LINE (CASCADE NATURAL GAS)
 - P UNDERGROUND POWER (MIDSTATE ELECTRIC COOP / PRIVATE)
 - SIG UNDERGROUND SIGNAL LINE (ODOT)
 - T UNDERGROUND TELEPHONE LINE (CENTURYLINK)
 - WATER LINE (CITY OF LAPINE)

- EXISTING FEATURES**
- 1 CURB (TYP.)
 - 2 PAVEMENT SAW CUT (TYP.)
 - 3 DOMESTIC WATER WELL, CASING DIA.=6-IN. TOP FITTING ELEV.=4233.24 FT.
 - 4 STORM CATCH BASIN GRATE ELEV.=4231.70 FT.
 - 5 STORM CATCH BASIN GRATE ELEV.=4232.16 FT.
 - 6 CONCRETE CURB & GUTTER (TYP.)
 - 7 EXISTING ROADWAY ACCESS POINT.
 - 8 SIGN: "LAPINE INDUSTRIAL PARK" 2-1/2 IN. STEEL POST. STANDPIPE TYPE UNKNOWN, PAINTED BLUE, DIA.=2-IN. UP 0:1 FT.
 - 9 LIGHT POLE (PRIVATE) TAPER STEEL 6-IN. DIA. AT BASE.
 - 10 CHAIN LINK FENCE HT=6.0 FT. W/BROWN SLATS.
 - 11 BOLLARD, STEEL DIA.=3-1/4 IN. HT.=2.7 FT (TYP.)
 - 12 POWER JUNCTION BOX HT.=0.9 FT.
 - 13 GATE (TYP.)
 - 14 STEEL ACCESS PLATE, BOX SOL FILLED.
 - 15 MAPPING AREA OBSTRUCTION BY PORTABLE STORAGE SHED.
 - 16 FINISH FLOOR ELEV.=4234.14 FT.
 - 17 UTILITY STANDPIPES: (1) TELEPHONE, DIA.=3-IN., (1) TV CABLE DIA.=1-1/4", (1) UNKNOWN TYP. DIA.=3-IN., (2) POWER JUNCTION BOXES.
 - 18 SANITARY SEWER CLEAN-OUT, LID DIA.=9-1/2-IN., ELEV.=4232.49 FT.
 - 19 SEPTIC TANK LID, ELEV.=4232.53 FT.
 - 20 POWER POLE W/LIGHT MEC TAG NO. 84293 (1 PHASE SECONDARY).
 - 21 ROOF EAVE (TYP.)
 - 22 PROPANE FUEL LINE, NOTE STORAGE TANK HAS BEEN REMOVED.
 - 23 BOLLARD, STEEL DIA.=4-IN., HT.=4 FT. (TYP.)
 - 24 STAND PIPE UNKNOWN DIA.=2-IN. HT=2.6 FT.

- EXISTING FEATURES**
- 26 PEDESTRIAN CROSSING SIGNAL POLE ARM.
 - 27 SIGN: "COACH'S DRIVE-IN OLD FASHIONED BURGERS & SHAKES" STEEL POST DIA.=12-IN.
 - 28 PEDESTRIAN CROSSING SIGNAL POLE, STEEL TAPERED, DIA.=10-IN. AT BASE, TOP STEEL BASE PLATE ELEV.=4233.62 FT.
 - 29 TRAFFIC SIGNAL JUNCTION BOX MARKED "ODOT" TRAFFIC RATED.
 - 30 PEDESTRIAN CROSSING SIGNAL SWITCH STEEL POST, DIA.=4-IN., 1.2 FTx1.2 FT. STEEL BASE PLATE.
 - 31 STORM CATCH BASIN, CURB INLET TYPE, CURB INLET ELEV.=4232.77 FT.
 - 32 CURB CUT TO EXISTING STORM DRAINAGE SWALE.
 - 33 EDGE GRAVEL SHOULDER.
 - 34 PARKING WHEEL STOP CONCRETE.
 - 35 FINISH FLOOR ELEV.=4233.77 FT.
 - 36 SANITARY SEWER CLEAN-OUT, DIA.=4-IN. LID ELEV.=4233.81 FT.
 - 37 FINISH FLOOR ELEV.=4233.83 FT.
 - 38 SANITARY SEWER CLEAN-OUT, DIA.=4-IN. LID ELEV.=4233.88 FT.
 - 39 1/4 SECTION CORNER S15 | S14 FOUND 2-1/2-IN. BRASS CAP.
 - 40 POWER POLE MEC TAG NO. 84290 W/LIGHT, 1 PHASE OVERHEAD SECONDARY.
 - 41 SIGN: "STOP" FINLEY BUTTE RD "HUNTINGTON RD", 4-IN.x4-IN. WOOD POST.
 - 42 WATER VALVE TOP OF NUT ELEV.=4230.8 FT.
 - 43 WATER VALVE TOP OF NUT ELEV.=4230.9 FT.
 - 44 FIRE HYDRANT TAG NO. 158, 3 PORT WATEROUS.
 - 45 TELEPHONE CLOSURE, TAG NO. U0139132.
 - 46 UTILITY POLE MEC TAG NO. 84287 3 PHASE OH PRIMARY, OH TV CABLE, 3 PHASE PRIMARY UNDERGROUND SERVICE DROP, TV CABLE UNDERGROUND SERVICE DROP.

- EXISTING FEATURES**
- 47 POWER POLE MEC TAG NO. 84286 1 PHASE OH PRIMARY, 1 PHASE TRANSFORMER, 1 PHASE SECONDARY UNDERGROUND SERVICE DROP.
 - 48 UNDERGROUND PULL BOX MEC, NO TAG NO. (TYP.)
 - 49 UNDERGROUND TV CABLE CLOSURE TAG NO. 512 3000 2 1A.
 - 50 UNDERGROUND TV CABLE CLOSURE TAG NO. 504 51386.
 - 51 POWER POLE MEC TAG NO. 84294 1 PHASE OH PRIMARY, (1) TRANSFORMER, 1 PHASE PRIMARY FROM WEST, 1 PHASE SECONDARY TO NE & SE.
 - 52 TV CABLE CLOSURE NO TAG NO.
 - 53 TELEPHONE CLOSURE TAG NO. 51374.
 - 54 FIRE HYDRANT NO ID TAG, 3 PORT WATEROUS.
 - 55 SEPTIC TANK LID, ELEV.=4233.84 FT.
 - 56 SEPTIC TANK LID, ELEV.=4233.88 FT.
 - 57 POSSIBLE CONCRETE SIGN BASE, NOT IN USE, DIA.=1.5 FT. HT=0.6 FT.
 - 58 POWER POLE MEC TAG NO. 84292 W/LIGHT 1 PHASE OH SECONDARY.
 - 59 UTILITY POLE MEC TAG NO. 84290_3 PHASE OH PRIMARY, OH TV CABLE, 1 PHASE TRANSFORMER, 1 PHASE SECONDARY.
 - 60 POWER POLE MEC TAG NO. 84396 3 PHASE OH PRIMARY, OH TV CABLE, (3) TRANSFORMERS, 3 PHASE SECONDARY UNDERGROUND SERVICE DROPS.
 - 61 SHED, WOOD FRAME CONSTRUCTION, NO FOUNDATION.
 - 62 SEPTIC TANK LID ELEV.=4231.41 FT.
 - 63 TV CABLE CLOSURE NOT IN USE.
 - 64 CHAIN LINK FENCE, HT.=4.0 FT.
 - 65 TELEPHONE CLOSURE TAG NO. 51375.

EXISTING STRUCTURES AND ALL UTILITIES SERVICING THEM SHALL BE PROPERLY DEMOLISHED FOR NEW CONSTRUCTION



PROPERTY INFORMATION

OWNER: PINEGREEN LLC
PO BOX 1800
CORVALLIS, OR 97339

SITE ADDRESS: 51396
51392
HWY 97
LAPINE, OR 97739

MAP & TAX LOT NUMBERS: 221015AD-04301 (51396)
221015DA-00100 (51392)

ZONING: L01: COMMERCIAL

PARCEL AREA: 0.20 ACRES (51396)
0.79 ACRES (51392)

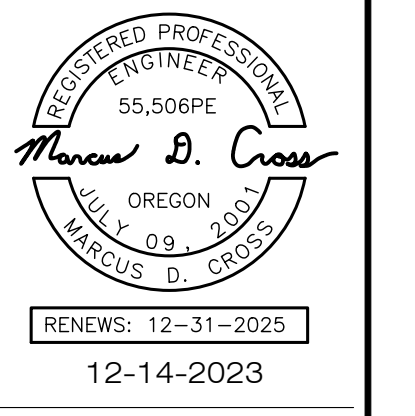
- NOTES**
1. CONTOUR INTERVAL IS 1-FOOT.
 2. THE PROPERTY LINES SHOWN ARE BASED ON FIELD TIES TO SURVEY MONUMENTS AND RECORD INFORMATION OBTAINED FROM THE DESCHUTES COUNTY SURVEYOR'S OFFICE, THEY ARE NOT THE RESULT OF A BOUNDARY SURVEY AS DEFINED BY O.R.S. 209.250(1).
 3. THE COORDINATES SHOWN ARE BASED ON THE CENTRAL OREGON COORDINATE SYSTEM - ELEVATIONS SHOWN ARE BASED ON THE VERTICAL DATUM NGVD29 AND WERE DERIVED FROM PUBLISHED CENTRAL OREGON COORDINATE SYSTEM CONTROL MONUMENTS LINEAR UNITS: INTERNATIONAL FEET
HORIZONTAL DATUM: NAD (83-91)
VERTICAL DATUM: NGVD29
 4. EXISTING SEWER LINE & WATER LINE SIZES AND TYPES PER CITY OF LAPINE DATA.
 5. UNDERGROUND UTILITY FIELD LOCATION PER OREGON UTILITY NOTIFICATION CENTER. VERIFY LOCATIONS PRIOR TO CONSTRUCTION.

UTILITY STATEMENT

THE UNDERGROUND UTILITIES SHOWN ARE BASED ON SURVEYED UTILITY LOCATE MARKINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

DICKERHOOF PROPERTIES
PO BOX 1568
CORVALLIS, OR 97339
(541) 231-5977

RHINE-CROSS GROUP LLC
ENGINEERING - SURVEYING - PLANNING
112 N 5th ST - SUITE 200 - P.O. BOX 909
KLAMATH FALLS, OREGON 97601
Phone: (541) 851-9405
Fax: (541) 273-9200
admin@rc-grp.com



WALGREENS
OREGON
LA PINE

SHEET NAME:
Existing Conditions
Plan

DRAWN BY: JDC
CHK'D BY: MDC
DATE: DECEMBER 2023

REVISIONS:

JOB NO.
2188

SHEET NO.
SP 02

DATE: _____ LOCATION: _____
 TYPE: _____ PROJECT: _____
 CATALOG #: _____

AIRO Micro Strike

AREA/SITE/ROAD LIGHTER

FEATURES

- Compact sleek design with multiple LED configurations and simple installation
- The Airo includes a universal mounting block for easy pole installation or mast arm option for 2-3/8 ft OD roadway brackets
- Capable of replacing up to 1000w HID luminaires
- Micro Strike optical distributions of Type 2, 3, 4W or 5QW
- Tool-less entry option for easy installation and maintenance
- 1.5G rated for high vibration applications including bridges and overpasses



RELATED PRODUCTS

- [RAR1 Ratio](#)
 [RAR2 Ratio](#)
 [Cimarron LED](#)

CONTROL TECHNOLOGY



SPECIFICATIONS

CONSTRUCTION

- Die-cast housing with hidden vertical heat fins that are optimal for heat dissipation while keeping a clean smooth outer surface
- Corrosion resistant, die-cast aluminum housing with powder coat paint finish
- Separate optical and electrical compartment for improved thermal management and optimum component operation
- TGIC thermoset polyester powder paint finish applied at nominal 2.5 mil thickness

OPTICS

- Entire optical aperture illuminates to create a larger luminous surface area resulting in a low glare appearance without sacrificing optical performance
- Premium engineered individual acrylic lenses deliver IES Type 2, 3, 4W and 5QW distributions
- Lens distributions are field rotatable (in 90° increments) or exchangeable for job site fine-tuning
- 3000K, 4000K, or 5000K (70 CRI) CCT
- 80, 160, or 320 midpower LEDs
- 3000K, 4000K or 5000K (70 CRI) CCT
- Zero uplight at 0 degrees of tilt
- Field rotatable optics

INSTALLATION

- Tool-less entry to wiring/driver compartment optional
- Universal mounting block works with #2 drill pattern
- Fixture ships with slotted mounting block to accommodate wide range of drill patterns for easy retrofit opportunities
- Mast arm fitter accessory or option available for 2-3/8" OD brackets with vertical tilt of +3°, 0° or -3°

ELECTRICAL

- Universal 120-277 VAC or 347-480 VAC input voltage, 50/60 Hz
- Ambient operating temperature -40° C to 40° C
- Drivers have greater than 90% power factor and less than 20% THD
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- Field replaceable surge protection device provides 20KA and 10KV protection meeting ANSI/IEEE C62.41.2 Category C High and Surge Location Category C3; Automatically takes fixture off-line for protection when device is consumed

CONTROLS

- Photo control, occupancy sensor and wireless available for complete on/off and dimming control
- 7-pin ANSI C136.41-2013 photocontrol receptacle option available for twist lock photocontrols or wireless control modules (control accessories sold separately)
- Dimming Drivers are standard and dimming leads are extended out of the luminaire unless control options require connection to the dimming leads. Must specify if wiring leads are to be greater than the 6
- SiteSync™ wireless control system is available via 7-pin See ordering information and details at: www.hubbellighting.com/sitesync
- NX Distributed Intelligence™ available with in fixture wireless control module, features dimming and occupancy sensor

IDA = International Dark-Sky Association

CONTROLS (CONTINUED)

- wiSCAPE® available with in fixture wireless control module, features dimming and occupancy sensor via 7-pin
- Please consult brand or sales representative when combining control and electrical options as some combinations may not operate as anticipated depending on your application

CERTIFICATIONS

- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations and 40°C ambient temperatures
- DLC (DesignLights Consortium Qualified), with some Premium Qualified configurations. Please refer to the DLC website for specific product qualifications at www.designlights.org
- 1.5G rated for ANSI C136.31 high vibration applications
- IP65 optical assembly
- Meets IDA recommendations using 3K CCT configuration at 0 degrees of tilt

This product qualifies as a "designated country construction material" per FAR 52.225-11 Buy American-Construction Materials under Trade Agreements effective 04/23/2020. See [Buy American Solutions](#)

WARRANTY

- 5 Year warranty
- See [HLI Standard Warranty](#) for additional information

KEY DATA	
Lumen Range	3,200–36,000
Wattage Range	25–255
Efficacy Range (LPW)	118–148
Weight lbs. (kg)	14.5–17.5 (6.6–8.0)

AIRO Micro Strike

AREA/SITE/ROAD LIGHTER

ORDERING GUIDE

Example: ASL1-80L-50-3K7-2-UNV-ASQU-BLT-7PRMD-40F

CATALOG #

ORDERING INFORMATION

Series	# LEDs	CCT/CRI	Distribution	Rotation/Orientation	Voltage	Mounting
ASL1 ASL Microstrike Series	80L-25 3,000 lm	3K7 3000K, 70 CRI	2 Type II	L Optic rotation left	UNV Universal 120-277V	ASQU Arm Square w/ Universal Mount
	80L-39 4,500 lm	4K7 4000K, 70 CRI	3 Type III	R Optic rotation right		
	80L-50 6,000 lm	5K7 5000K, 70 CRI	4W Type 4W			
	160L-70 9,000 lm		5QW Type 5QW			
	160L-100 12,000 lm					
	160L-115 15,000 lm					
	160L-135 18,000 lm					
ASL2 ASL Microstrike Series	320L-145 21,000 lm				120 120V	A3 AS with 3.5-4.13" OD RPA3 & UM
	320L-170 24,000 lm				208 208V	A4 AS with 4.18-5.25" OD RPA4 & U
	320L-185 27,000 lm				240 240V	A5 AS with 5.5-6.5" OD RPA5 & UM
	320L-210 30,000 lm				277 277V	MAF Mast Arm Fitter for 2-3/8" OD
	320L-235 33,000 lm				347 347V	
	320L-255 35,000 lm				480 480V	

Control Options Network	Options	Color
SWP^{1,2} SiteSync pre-commissioned	F³ Fusing	BLT Black Matte Textured
SWPM^{1,2} SiteSync wireless pre-commissioned w/ motion detection	BC Backlight Control	BLS Black Gloss Smooth
NXSPW14F¹ NX Wireless, PIR Occupancy Sensor, Dimming Daylight Harvesting, 14' (use white for WH, black for DB, GT, TT, gray for LG, PS)	TB⁴ Terminal Block	DBT Dark Bronze Matte Textured
NXSPW30F¹ NX Wireless, PIR Occupancy Sensor, Dimming Daylight Harvesting, 30' (use white for WH, black for DB, GT, TT, gray for LG, PS)	TE Toolless Entry	DBS Dark Bronze Gloss Smooth
NXSP14F¹ NX, PIR Occupancy Sensor, Dimming Daylight Harvesting, 14' (use white for WH, black for DB, GT, TT, gray for LG, PS)	SSF Stainless Steel Fasteners	GTT Graphite Matte Textured
NXSP30F¹ NX, PIR Occupancy Sensor, Dimming Daylight Harvesting, 30' (use white for WH, black for DB, GT, TT, gray for LG, PS)		LGS Light Grey Gloss Smooth
NXWE¹ NX Wireless Enabled (module + radio)		LGT Light Grey Matte Textured
Stand Alone Sensors		PSS Platinum Silver Smooth
SCP-8F^{5,6} Remote control programmable line voltage sensor		WHT White Matte Textured
SCP-40F^{5,6} Remote control programmable line voltage sensor		WHS White Gloss Smooth
Control Options Other		VGT Verde Green Textured
7PR 7 Pin Receptacle		Color Option
7PR-SC 7 Pin Receptacle with shorting cap		CC Custom Color
7PR-MD8F 7 pin receptacle with low voltage sensor at 8' mounting for external control accessory		
7PR-MD40F 7 pin receptacle with low voltage sensor at 40' mounting for external control accessory		
7PR-TL 7 Pin Receptacle with Photocontrol		
ADD AutoDim timer based dimming		
ADT AutoDim time of day dimming		
Sensors		
BTS_F Bluetooth Programmable, PIR Occupancy/Daylight Sensor, 360° lens ⁷		
BTSO_F Bluetooth Programmable, PIR Occupancy/Daylight Sensor, 360° lens, up to 12' mounting height ⁸		

Notes:

- Not compatible with 80L configurations
- Not compatible with 480V configurations
- Must specify voltage
- Not available with a combination or 347/480 and fusing
- Must specify voltage, 120V or 277V only
- Order at least one SPC-REMOTE per project location to program and control the occupancy sensor
- Replace "_" with "14" for up to 14' mounting height, "40F" for 15-40' mounting height
- Replace "_" with "12" for up to 12' mounting height

AIRO Micro Strike

AREA/SITE/ROAD LIGHTER

CONTROL ACCESSORIES (ORDERED SEPARATELY)

Catalog Number	Description
<input type="checkbox"/> SCP-Remote	Remote Control for SCP/_F option. Order at least one per project to program and control the occupancy sensor
<input type="checkbox"/> SWUSB	SiteSync™ Software on USB
<input type="checkbox"/> SWTAB	SiteSync™ Windows Tablet
<input type="checkbox"/> SWBRG	SiteSync™ Wireless Bridge Node
<input type="checkbox"/> SWFC	SiteSync™ Field Commission Serve
<input type="checkbox"/> SW7PR	SiteSync™ on fixture module via 7PR
<input type="checkbox"/> WIR-RME-L	wiSCAPE External Fixture Module
<input type="checkbox"/> NXOFM-1R1D-UNV	NX Wireless, Daylight Harvesting, BLE, 7 pin twisted lock

Notes:

- * When ordering SiteSync at least one of these two interface options must be ordered per project
- + Available as a SiteSync retrofit solution for fixtures with an existing 7pin receptacle

ACCESSORIES (ORDERED SEPARATELY)

Catalog Number	Description
<input type="checkbox"/> ASL1-HSS-90-B-XXX ¹	House Side Shield Back 90 deg
<input type="checkbox"/> ASL1-HSS-90-F-XXX ¹	House Side Shield Front 90 deg
<input type="checkbox"/> ASL1-HSS-90-S-XXX ¹	House Side Shield Side 90 deg
<input type="checkbox"/> ASL1-HSS-270-BSS-XXX ¹	House Side Shield Back, Side & Side 270 deg
<input type="checkbox"/> ASL1-HSS-270-FSS-XXX ¹	House Side Shield Front, Side & Side 270 deg
<input type="checkbox"/> ASL1-HSS-270-FSB-XXX ¹	House Side Shield Front, Side & Back 270 deg
<input type="checkbox"/> ASL1-HSS-360-XXX ¹	House Side Shield 360 deg
<input type="checkbox"/> ASL2-HSS-90-B-XXX ¹	House Side Shield Back 90 deg
<input type="checkbox"/> ASL2-HSS-90-F-XXX ¹	House Side Shield Front 90 deg
<input type="checkbox"/> ASL2-HSS-90-S-XXX ¹	House Side Shield Side 90 deg
<input type="checkbox"/> ASL2-HSS-270-BSS-XXX ¹	House Side Shield Back, Side & Side 270 deg
<input type="checkbox"/> ASL2-HSS-270-FSS-XXX ¹	House Side Shield Front, Side & Side 270 deg
<input type="checkbox"/> ASL2-HSS-270-FSB-XXX ¹	House Side Shield Front, Side & Back 270 deg
<input type="checkbox"/> ASL2-HSS-360-XXX ¹	House Side Shield 360 deg
<input type="checkbox"/> ASL-MAF	Mast arm kit with wildlife shield for mounting on 2 3/8" OD arms
<input type="checkbox"/> SETA-XX ¹	Square pole tenon adapter (4 at 90 degrees) (2 3/8" OD tenon)
<input type="checkbox"/> RETA-XX ¹	Round pole tenon adapter (4 at 90 degrees) (2 3/8" OD tenon), requires CL1S-RPA4-ACC-XX for each luminaire
<input type="checkbox"/> RARBC80L	Backlight Control 80L
<input type="checkbox"/> RARBC160L	Backlight Control 160L
<input type="checkbox"/> RARBC320L	Backlight Control 320L
<input type="checkbox"/> RARBC480L	Backlight Control 480L
<input type="checkbox"/> CL1S-RPA4-ACC-XX ¹	Round Pole Adapter (* denotes pole diameter; 3 = 3 1/4" - 3 3/4"; 4* = 3 7/8" - 6")
<input type="checkbox"/> ASL-ARMMTG-XX ¹	Arm mounting kit for side of pole attachment
<input type="checkbox"/> WB-AREA-XX ¹	Wall bracket, Compatible with standard arm mount option
<input type="checkbox"/> ASL-MAF	Mast arm kit with wildlife shield for mounting on 2 3/8" OD arms

¹ Replace XX or XXX with color choice, eg.: DB for Dark Bronze or BLT for Black Matte Textured

AIRO Micro Strike

AREA/SITE/ROAD LIGHTER

PERFORMANCE DATA

Description	Nominal Wattage	System Watts	Dist. Type	5K (5000K NOMINAL 70 CRI)					4K (4000K NOMINAL 70 CRI)					3K (3000K NOMINAL 70 CRI)				
				Lumens	LPW ¹	B	U	G	Lumens	LPW ¹	B	U	G	Lumens	LPW ¹	B	U	G
ASL1	25	25.4	2	3430	135	2	0	2	3413	134	2	0	2	3225	127	2	0	2
			3	3465	136	2	0	2	3448	136	2	0	2	3259	128	2	0	2
			4W	3401	134	2	0	3	3384	133	2	0	3	3198	126	2	0	3
			5QW	3483	137	4	0	2	3466	136	4	0	2	3274	129	4	0	2
	39	38.0	2	5237	138	3	0	3	5211	137	3	0	3	4924	130	3	0	3
			3	5292	139	2	0	2	5265	139	2	0	2	4976	131	2	0	2
			4W	5193	137	2	0	3	5168	136	2	0	3	4883	129	2	0	3
			5QW	5318	140	4	0	2	5292	139	4	0	2	4999	132	4	0	2
	50	49.7	2	6294	127	2	0	2	6263	126	2	0	2	5918	119	2	0	2
			3	6360	128	2	0	2	6328	127	2	0	2	5980	120	2	0	2
			4W	6242	126	2	0	3	6211	125	2	0	3	5869	118	2	0	3
			5QW	6392	129	4	0	2	6360	128	4	0	2	6008	121	4	0	2
	70	68.4	2	9461	138	3	0	3	9414	138	3	0	3	8897	130	3	0	3
			3	9560	140	2	0	2	9513	139	2	0	2	8989	131	2	0	2
			4W	9383	137	2	0	3	9336	136	2	0	3	8822	129	2	0	3
			5QW	9608	140	4	0	2	9560	140	4	0	2	9032	132	4	0	2
	100	88.0	2	11945	136	2	0	2	11886	135	2	0	2	11232	128	2	0	2
			3	12070	137	2	0	2	12010	136	2	0	2	11349	129	2	0	2
			4W	11846	135	2	0	3	11787	134	2	0	3	11139	127	2	0	3
			5QW	12131	138	4	0	2	12070	137	4	0	2	11403	130	4	0	2
	115	109.7	2	15683	143	2	0	2	15605	142	2	0	2	14977	137	2	0	2
			3	15486	141	2	0	2	15411	140	2	0	2	14819	135	2	0	2
			4W	15305	140	2	0	3	15232	139	2	0	3	14646	134	2	0	3
			5QW	15732	143	4	0	2	15653	143	4	0	2	15024	137	4	0	2
	135	133.3	2	18089	136	3	0	3	17999	135	3	0	3	17275	130	3	0	3
			3	17861	134	2	0	2	17776	133	2	0	2	17092	128	2	0	2
			4W	17653	132	2	0	3	17569	132	2	0	3	16893	127	2	0	3
			5QW	18155	136	4	0	2	18064	136	4	0	2	17338	130	4	0	2

ASL2 Performance Data on next page

¹ VAC input Lumen values are from photometric test performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations. Actual performance may differ as a result of end-user environment and application.

AIRO Micro Strike

AREA/SITE/ROAD LIGHTER

PERFORMANCE DATA

Description	Nominal Wattage	System Watts	Dist. Type	5K (5000K NOMINAL 70 CRI)					4K (4000K NOMINAL 70 CRI)					3K (3000K NOMINAL 70 CRI)				
				Lumens	LPW ¹	B	U	G	Lumens	LPW ¹	B	U	G	Lumens	LPW ¹	B	U	G
ASL2	145	143.0	2	21007	147	3	0	4	20902	146	3	0	4	20061	140	3	0	4
			3	20842	146	3	0	4	20738	145	3	0	4	19904	139	3	0	4
			4W	20595	144	3	0	5	20492	143	3	0	5	19668	138	3	0	5
			5QW	21130	148	5	0	4	21024	147	5	0	4	20179	141	5	0	4
	170	168.0	2	24447	146	3	0	4	24325	145	3	0	4	23347	139	3	0	4
			3	24256	144	3	0	4	24134	144	3	0	4	23164	138	3	0	4
			4W	23968	143	3	0	5	23848	142	3	0	5	22889	136	3	0	5
			5QW	24591	146	5	0	4	24468	146	5	0	4	23484	140	5	0	4
	185	185.0	2	26651	144	4	0	5	26518	143	4	0	5	25452	138	4	0	5
			3	26442	143	3	0	4	26310	142	3	0	4	25252	136	3	0	4
			4W	26129	141	4	0	5	25998	141	4	0	5	24953	135	4	0	5
			5QW	26808	145	5	0	5	26674	144	5	0	5	25602	138	5	0	5
	210	210.0	2	29880	142	3	0	4	29731	142	3	0	4	28535	136	3	0	4
			3	29646	141	3	0	4	29497	140	3	0	4	28312	135	3	0	4
			4W	29294	139	3	0	5	29148	139	3	0	5	27976	133	3	0	5
			5QW	30056	143	5	0	4	29905	142	5	0	4	28703	137	5	0	4
	235	235.0	2	32959	140	3	0	4	32794	140	3	0	4	31475	134	3	0	4
			3	32700	139	3	0	4	32537	138	3	0	4	31229	133	3	0	4
			4W	32312	137	3	0	5	32151	137	3	0	5	30858	131	3	0	5
			5QW	33152	141	5	0	4	32987	140	5	0	4	31661	135	5	0	4
	255	261.2	2	36218	139	4	0	5	36037	138	4	0	5	34588	132	4	0	5
			3	35934	138	3	0	4	35754	137	3	0	4	34317	131	3	0	4
			4W	35508	136	4	0	5	35330	135	4	0	5	33910	130	4	0	5
			5QW	36431	139	5	0	5	36249	139	5	0	5	34792	133	5	0	5

¹ VAC input Lumen values are from photometric test performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations. Actual performance may differ as a result of end-user environment and application.

AIRO Micro Strike

AREA/SITE/ROAD LIGHTER

ELECTRICAL DATA

Family	Nominal Wattage	Input Voltage (Volts)	Current (AMPS)	System Power (Watts)
AIRO (ASL1)	25	120	0.21	25.4
		208	0.12	
		240	0.11	
		277	0.09	
		347	0.07	
		480	0.05	
	39	120	0.32	38
		208	0.18	
		240	0.16	
		277	0.14	
		347	0.11	
		480	0.08	
	50	120	0.41	49.7
		208	0.24	
		240	0.21	
		277	0.18	
		347	0.14	
		480	0.10	
	70	120	0.57	68.4
		208	0.33	
		240	0.29	
		277	0.25	
		347	0.20	
		480	0.14	
	100	120	0.73	88
		208	0.42	
		240	0.37	
		277	0.32	
		347	0.25	
		480	0.18	
115	120	0.91	109.7	
	208	0.53		
	240	0.46		
	277	0.40		
	347	0.32		
	480	0.23		
135	120	1.11	133.3	
	208	0.64		
	240	0.56		
	277	0.48		
	347	0.38		
	480	0.28		
AIRO (ASL2) Next Page				

AIRO Micro Strike

AREA/SITE/ROAD LIGHTER

ELECTRICAL DATA (CONT'D)

Family	Nominal Wattage	Input Voltage (Volts)	Current (AMPS)	System Power (Watts)
AIRO (ASL2)	145	120	1.19	143.0
		208	0.69	
		240	0.60	
		277	0.52	
		347	0.41	
		480	0.30	
	170	120	1.40	168.0
		208	0.81	
		240	0.70	
		277	0.61	
		347	0.48	
		480	0.35	
	185	120	1.54	185.0
		208	0.89	
		240	0.77	
		277	0.67	
		347	0.53	
		480	0.39	
	210	120	1.75	210.0
		208	1.01	
		240	0.88	
		277	0.76	
		347	0.61	
		480	0.44	
	235	120	1.96	235.0
		208	1.13	
		240	0.98	
		277	0.85	
347		0.68		
480		0.49		
255	120	2.18	261.2	
	208	1.26		
	240	1.09		
	277	0.94		
	347	0.75		
	480	0.54		

AIRO Micro Strike

AREA/SITE/ROAD LIGHTER

PROJECTED LUMEN MAINTENANCE

Ambient Temperature	OPERATING HOURS					
	0	25,000	TM-21-11' L96 60,000	50,000	100,000	L70 (Hours)
25°C / 77°F	1.00	0.97	0.96	0.95	0.91	408,000
40°C / 104°F	0.99	0.96	0.95	0.94	0.89	356,000

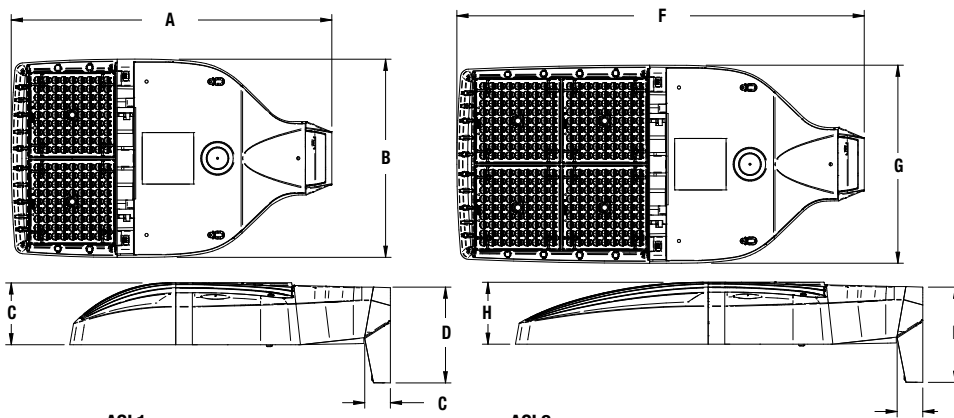
1. Projected per IESNA TM-21-11 (* Cree XP-L, 2100mA, 105°C Ts, 6,000hrs)

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

Ambient Temperature		Lumen Multiplier
0° C	32° F	1.06
10° C	50° F	1.03
20° C	68° F	1.01
25° C	77° F	1.00
30° C	86° F	0.99
40° C	104° F	0.97
50° C	122° F	0.94

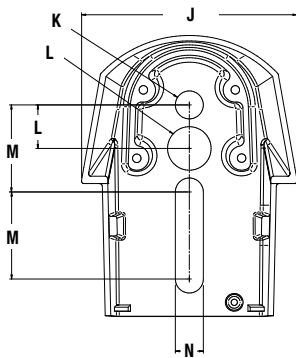
Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

DIMENSIONS



Weight	
ASL1	14.47 lbs (6.56 kgs)
ASL2	17.47 lbs (7.92 kgs)

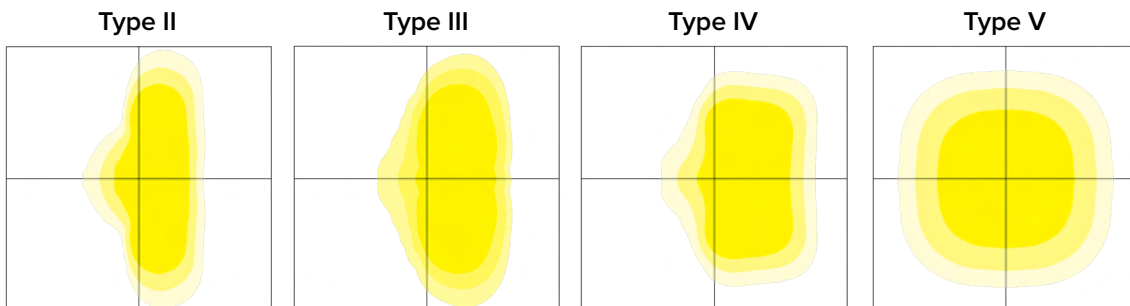
A	B	C	D	E	F	G	H	I	ASL1 EPA@0°	ASL2 EPA@0°	ASL1 w/ HSS	ASL2 w/ HSS
18.9"	11.7"	3.7"	5.65"	1.5"	24.0"	11.7"	3.7"	5.62"	.46 ft. ²	.56 ft. ²	.73 ft. ²	1.01 ft. ²
480mm	297mm	94mm	144mm	38mm	610mm	297mm	94mm	143mm	.14 m ²	.17 m ²	.22 m ²	.31 m ²



J	K	L	M	N
4.33"	.562"	.875"	1.75"	.562"
480mm	297mm	94mm	610mm	297mm

PHOTOMETRY

The following diagrams represent the general distribution options offered for this product. For detailed information on specific product configurations, see [website photometric test reports](#).



AIRO Micro Strike

AREA/SITE/ROAD LIGHTER

ADDITIONAL INFORMATION (CONT'D)

OCCUPANCY SENSOR

- Individual fixture control
- Dims product when space is not occupied



7-PIN RECEPTACLE

- Compatible with 3-pin, 5-pin or 7-pin photocontrols
 - Turns fixture on when sun sets, off when sun rises
 - Wireless networked solution
 - For use with a variety of control platforms
- *Additional accessories required.



NX

NX DISTRIBUTED INTELLIGENCE™

Hubbell Controls Solutions' NX Distributed Intelligence™ platform delivers a lighting control solution capable of seamlessly connecting exterior and interior applications.

- Standalone or networked fixture control
- Astronomical time schedules
- BACnet building networking
- Connects with indoor wired, wireless or hybrid networks
- Wireless setup via app
- Occupancy Sensor option dims product when space is not occupied



SITESYNC LIGHTING CONTROL



SiteSync Lighting Control delivers flexible control strategies for reducing power consumption and minimizing maintenance costs while delivering the right light levels with a simple and affordable wireless solution.

- Pre-commissioning options available
- Standalone or networked fixture control
- Astronomical time schedules
- Occupancy Sensor option dims product when space is not occupied



AIRO Micro Strike

AREA/SITE/ROAD LIGHTER

ADDITIONAL INFORMATION (CONT'D)

PROGRAMMED CONTROLS

ADD-AutoDim Timer Based Options

- Light delay options from 1-9 hours after the light is turned on to dim the light by 10-100%. To return the luminaire to its original light level there are dim return options from 1-9 hours after the light has been dimmed previously.

EX: ADD-6-5-R6

ADD Control Options	Configurations Choices	Example Choice Picked
Auto-Dim Options	1-9 Hours	6
Auto-Dim Brightness	0-9% Brightness	5
Auto-Dim Return	Delay 0-9 Hours	R6

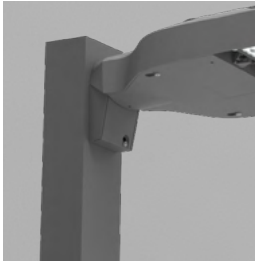
ADT-AutoDim Time of Day Based Option

- Light delay options from 1AM-9PM after the light is turned on to dim the light by 10-100%. To return the luminaire to its original light level there are dim return options from 1AM-9PM after the light has been dimmed previously.

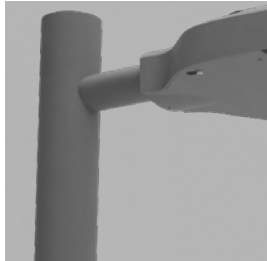
EX: ADT-6-5-R6

ADD Control Options	Configurations Choices	Example Choice Picked
Auto-Dim Options	12-3 AM and 6-11 PM	6
Auto-Dim Brightness	0-9% Brightness	5
Auto-Dim Return	12-6 AM and 9-11P	R6

MOUNTING



Arm Mount – Fixture ships with integral arm for ease of installation. Compatible with Hubbell Outdoor S2 drill pattern.



MAF – Fits 2-3/8" OD arms Roadway applications.



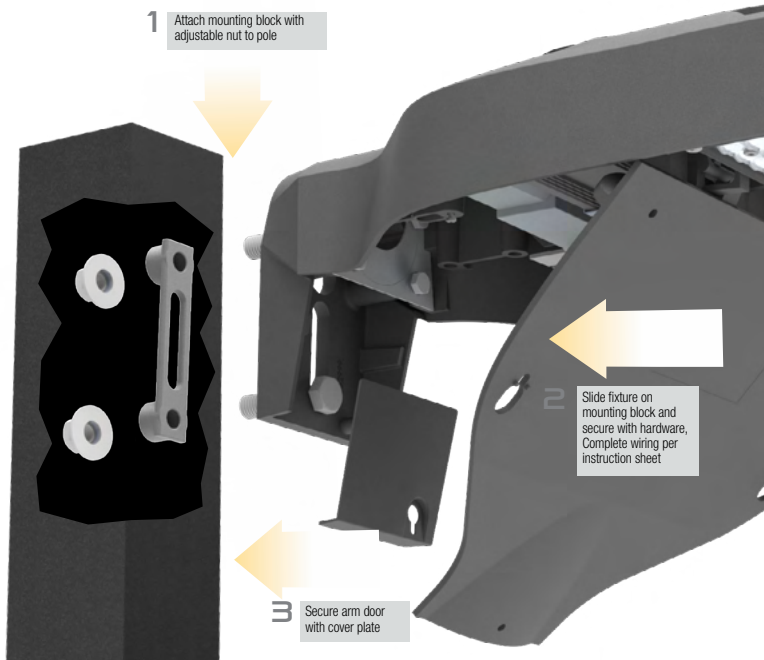
Wall Mount – Wall mount bracket designed for building mount applications.

AIRO Micro Strike

AREA/SITE/ROAD LIGHTER

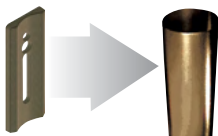
ADDITIONAL INFORMATION (CONT'D)

MOUNTING (CONT'D)



Universal Mount – Universal mounting block for ease of installation. Compatible with drill patterns from 2.5" to 4.5"

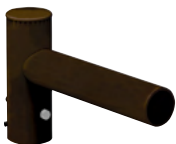
ACCESSORY



ROUND POLE ADAPTER



WB-AREA-XX



SPOKE BRACKET (single arm shown)
Horizontal round arm tenon adapters for use with MAF mounting type or accessory kit. Reference SH Spoke Pole Top Brackets for ordering information.

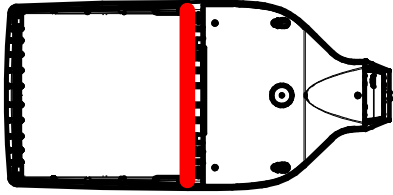
AIRO Micro Strike

AREA/SITE/ROAD LIGHTER

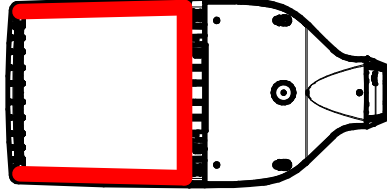
ADDITIONAL INFORMATION (CONT'D)

CONFIGURATIONS

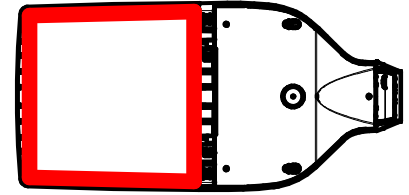
ASLx HSS-90-B-xx



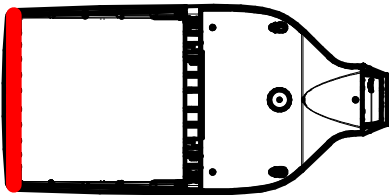
ASLx HSS-270-BSS-xx



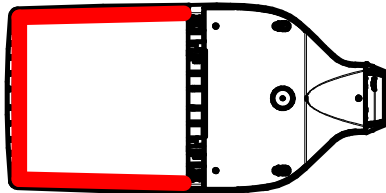
ASLx HSS-360-xx



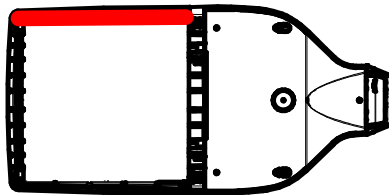
ASLx HSS-90-F-xx



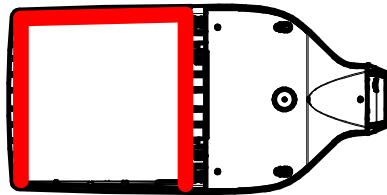
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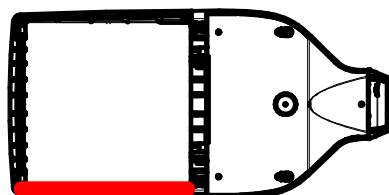
ASLx HSS-90-S-xx



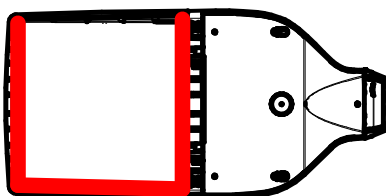
ASLx HSS-270-FSB-xx



ASLx HSS-90-S-xx



ASLx HSS-270-FSB-xx



USE OF TRADEMARKS AND TRADE NAMES

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SSS-H SERIES POLES

SQUARE STRAIGHT STEEL

RESET

APPLICATIONS

Lighting installations for side and top mounting of luminaires with effective projected area (EPA) not exceeding maximum allowable loading of the specified pole in its installed geographic location

CONSTRUCTION

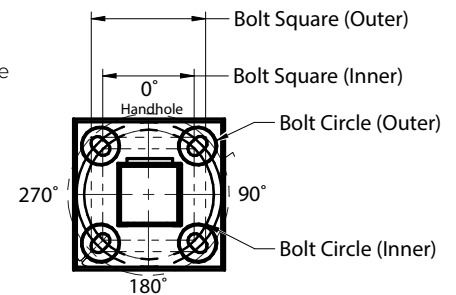
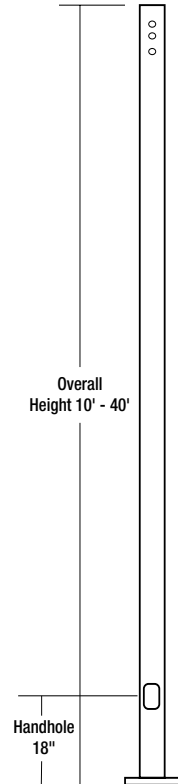
- Shaft: One-piece straight steel with square cross section, flat sides and minimum 0.23" radius on all corners; Minimum yield of 46,000 psi (ASTM-A500, Grade B); Longitudinal weld seam to appear flush with shaft side wall; Steel base plate with axial bolt circle slots welded to pole shaft having minimum yield of 36,000 psi (ASTM A36)
- base cover: Two-piece square aluminum base cover included standard
- pole cap: Pole shaft supplied with removable cover when applicable; Tenon and post-top configurations also available
- hand hole: Rectangular 3x5 steel hand hole frame (2.38" x 4.38" opening); Mounting provisions for grounding lug located behind gasketed cover
- anchor bolts: Four galvanized anchor bolts provided per pole with minimum yield of 55,000 psi (ASTM F1554). Galvanized hardware with two washers and two nuts per bolt for leveling
- Anchor bolt part numbers:
 - 3/4 x 30 x 3 — TAB-30-M38
 - 1 x 36 x 4 — TAB-36-M38

FINISH

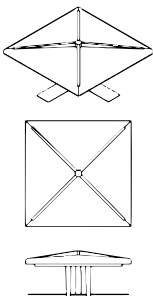
- Durable thermoset polyester powder coat paint finish with nominal 3.0 mil thickness
- Powder paint prime applied over "white metal" steel substrate cleaned via mechanical shot blast method
- Decorative finish coat available in multiple standard colors; Custom colors available; RAL number preferable

WAREHOUSE 'STOCKED' POLES:

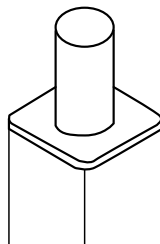
- SSSH-20-40-STK and SSSH-25-40-STK
- The above catalog numbers use a combination of the S2 and B3 drill pattern



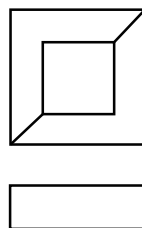
POLE CAP



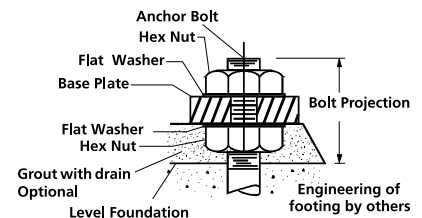
TENON



BASE COVER



BASE DETAIL



DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

SSS-H SERIES POLES

SQUARE STRAIGHT STEEL

RESET

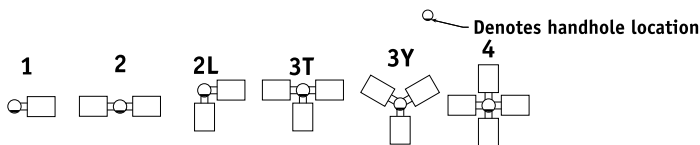
ORDERING GUIDE

Example: SSS-H-25-40-A/B/C-2L-S2-DBT-UL

CATALOG #

Series	Height	Shaft	Thickness	Mounting	Finish	Options
SSS-H Square Straight Steel Pole Hubbell Outdoor	Reference page 2 Ordering matrix	Reference page 2 Ordering matrix	Reference page 3 Ordering matrix	1 Single arm mount 2 Two fixtures at 180° 2L Two fixtures at 90° 3T Three fixtures at 90° 4 Four fixtures at 90° TA Tenon (2.38" OD x 4" Tall) TB Tenon (2.88" OD x 4" Tall) TC Tenon (3.5" OD x 6" Tall) TR¹ Removable Tenon (2.38" x 4") OT Open Top (includes pole cap)	BLT Black Matte Textured BLS Black Gloss Smooth DBT Dark Bronze Matte Textured DBS Dark Bronze Gloss Smooth GTT Graphite Matte Textured LGS Light Grey Gloss Smooth PSS Platinum Silver Smooth WHT White Matte Textured WHS White Gloss Smooth VGT Verde Green Textured Color Option CC Custom Colors Drill Pattern B3 2 bolt (2-1/2" spacing), Ratio S2 2 bolt (3-1/2" spacing)	GFI² 20 Amp GFCI Receptacle and Cover EHH² Extra Handhole C05² .5" Coupling C07² .75" Coupling C20² 2" Coupling MPB² Mid-pole Luminaire Bracket VM2 2nd mode vibration damper LAB Less Anchor Bolts UL UL Certified

MOUNTING ORIENTATION



Notes:

- Removable tenon used in conjunction with side arm mounting. First specify desired arm
- Specify option location using logic found on page 1 (Option Orientation)
- VM1 recommended on poles 20' and taller with EPA of less than 1.

ACCESSORIES- ORDER SEPARATELY

CATALOG NUMBER	DESCRIPTION
VM1³	1st mode vibration damper
VM2SXX*	2nd mode vibration damper

* XX = 08 for 8', 12 for 12', 15 for 16', 20 for 20', and 24' for 24'

SSS-H SERIES POLES

SQUARE STRAIGHT STEEL

ORDERING GUIDE (CONTINUED)

RESET

Catalog Number	Height		Nominal Shaft Dimensions	Wall Thickness	Bolt Circle (suggested)	Bolt Circle (range)	Bolt Square (range)	Base Plate Square	Anchor bolt size	Bolt Projection	Pole weight
	Feet	Meters									
SSS-H-10-40-A-XX-XX	10	3.0	4" square	0.125"	9"	8"-10"	5.66"-7.07"	9"	3/4"x30"x3"	3.5	77
SSS-H-12-40-A-XX-XX	12	3.7	4" square	0.125"	9"	8"-10"	5.66"-7.07"	9"	3/4"x30"x3"	3.5	90
SSS-H-14-40-A-XX-XX	14	4.3	4" square	0.125"	9"	8"-10"	5.66"-7.07"	9"	3/4"x30"x3"	3.5	103
SSS-H-16-40-A-XX-XX	16	4.9	4" square	0.125"	9"	8"-10"	5.66"-7.07"	9"	3/4"x30"x3"	3.5	116
SSS-H-18-40-A-XX-XX	18	5.5	4" square	0.125"	9"	8"-10"	5.66"-7.07"	9"	3/4"x30"x3"	3.5	129
SSS-H-20-40-A-XX-XX	20	6.1	4" square	0.125"	9"	8"-10"	5.66"-7.07"	9"	3/4"x30"x3"	3.5	142
SSS-H-25-40-A-XX-XX	25	7.6	4" square	0.125"	9"	8"-10"	5.66"-7.07"	9"	3/4"x30"x3"	3.5	175
SSS-H-14-40-B-XX-XX	14	4.3	4" square	.188"	11"	10"-12"	7.07"-8.48"	10.50"	3/4"x30"x3"	3.5	152
SSS-H-16-40-B-XX-XX	16	4.9	4" square	.188"	11"	10"-12"	7.07"-8.48"	10.50"	3/4"x30"x3"	3.5	171
SSS-H-18-40-B-XX-XX	18	5.5	4" square	.188"	11"	10"-12"	7.07"-8.48"	10.50"	3/4"x30"x3"	3.5	190
SSS-H-20-40-B-XX-XX	20	6.1	4" square	.188"	11"	10"-12"	7.07"-8.48"	10.50"	3/4"x30"x3"	3.5	209
SSS-H-25-40-B-XX-XX	25	7.6	4" square	.188"	11"	10"-12"	7.07"-8.48"	10.50"	3/4"x30"x3"	3.5	257
SSS-H-30-40-B-XX-XX	30	9.1	4" square	.188"	11"	10"-12"	7.07"-8.48"	10.50"	3/4"x30"x3"	3.5	304
SSS-H-16-50-B-XX-XX	16	4.9	5" square	.188"	11"	10.25"-13.25"	7.25"-9.37"	11.50"	1"x36"x4"	4.5	219
SSS-H-18-50-B-XX-XX	18	5.5	5" square	.188"	11"	10.25"-13.25"	7.25"-9.37"	11.50"	1"x36"x4"	4.5	243
SSS-H-20-50-B-XX-XX	20	6.1	5" square	.188"	11"	10.25"-13.25"	7.25"-9.37"	11.50"	1"x36"x4"	4.5	267
SSS-H-25-50-B-XX-XX	25	7.6	5" square	.188"	11"	10.25"-13.25"	7.25"-9.37"	11.50"	1"x36"x4"	4.5	327
SSS-H-30-50-B-XX-XX	30	9.1	5" square	.188"	11"	10.25"-13.25"	7.25"-9.37"	11.50"	1"x36"x4"	4.5	387
SSS-H-25-50-C-XX-XX	25	7.6	5" square	.25"	11"	10.25"-13.25"	7.25"-9.37"	11.50"	1"x36"x4"	4.5	427
SSS-H-30-50-C-XX-XX	30	9.1	5" square	.25"	11"	10.25"-13.25"	7.25"-9.37"	11.50"	1"x36"x4"	4.5	507
SSS-H-20-60-B-XX-XX	20	6.1	6" square	.188"	12"	11.00"-13.25"	7.81"-9.37"	12.25"	1"x36"x4"	5.0	329
SSS-H-25-60-B-XX-XX	25	7.6	6" square	.188"	12"	11.00"-13.25"	7.81"-9.37"	12.25"	1"x36"x4"	5.0	404
SSS-H-30-60-B-XX-XX	30	9.1	6" square	.188"	12"	11.00"-13.25"	7.81"-9.37"	12.25"	1"x36"x4"	5.0	479
SSS-H-35-60-B-XX-XX	35	10.7	6" square	.188"	12"	11.00"-13.25"	7.81"-9.37"	12.25"	1"x36"x4"	5.0	554
SSS-H-40-60-B-XX-XX	40	12.2	6" square	.188"	12"	11.00"-13.25"	7.81"-9.37"	12.25"	1"x36"x4"	5.0	629

Notes:
 1 Factory supplied template must be used when setting anchor bolts. Hubbell Lighting will deny any claim for incorrect anchorage placement resulting from failure to use factory supplied template and anchor bolts.

EHH EXTRA HANDHOLE

Provision for Grounding

C05 - C07 - C20 - COUPLING

C20 2" - 11.5 NPS Threads
 C07 3/4" - 14 NPS Threads
 C05 1/2" - 14 NPS Threads

VM1 - VIBRATION DAMPER 1ST MODE

Field Installed Pole Top damper designed to reduce pole top deflection or sway. VM1 is recommended for pole systems 20' and taller with a total EPA of 1.0 or less.

VM2 - VIBRATION DAMPER 2ND MODE

Factory installed, internal damper designed to alter pole resonance to reduce movement and material fatigue caused by 2nd mode vibration.

VM2SXX - VIBRATION DAMPER 2ND MODE

VM2S08 - 8'
 VM2S12 - 12'
 VM2S16 - 16'
 VM2S20 - 20'
 VM2S24 - 24'

Field installed, internal damper designed to alter pole resonance to reduce movement and material fatigue caused by 2nd mode vibration.

GFI - 20 AMP GFCI RECEPTACLE & COVER

Square Steel Pole
 Standard hand hole frame
 Adapter plate
 Gasket
 20 AMP GFCI
 Wet Locations In-use Cover

MPB - MID POLE BRACKET

Square Steel Pole
 Attachment stub 5" long welded to pole
 2" pipe tenon 4.25" tall
 Arm, 3" Sq. x 13.5" long ships separately

OPTION ORIENTATION

Bolt Square (Outer)
 Bolt Square (Inner)
 Bolt Circle (Outer)
 Bolt Circle (Inner)

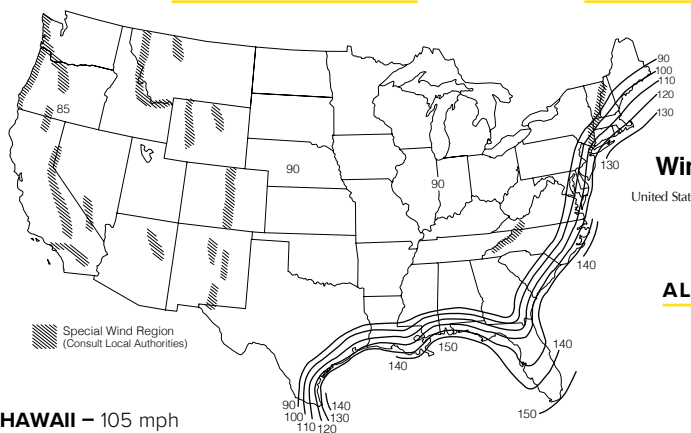
Follow the logic below when ordering location specific options. For each option, include its orientation (in degrees) and its height (in feet). Example: Option C07 should be ordered as: SSS-H-20-40-A-TA-DBT-C07-0-15 (5" coupling on the handhole/arm side of pole, 15 feet up from the pole base) 1' spacing required between option. Consult factory for other configurations.

RESET

SSS-H SERIES POLES

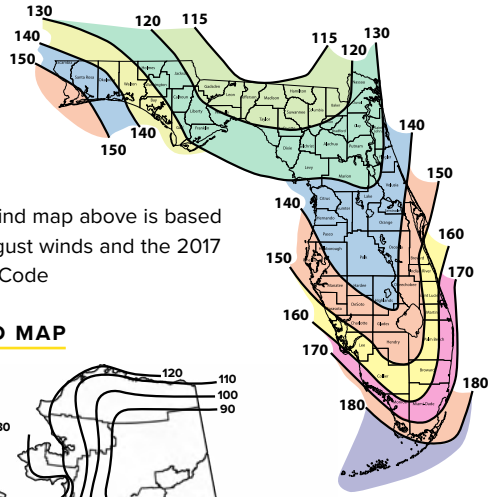
SQUARE STRAIGHT STEEL

ASCE7-05 WIND MAP

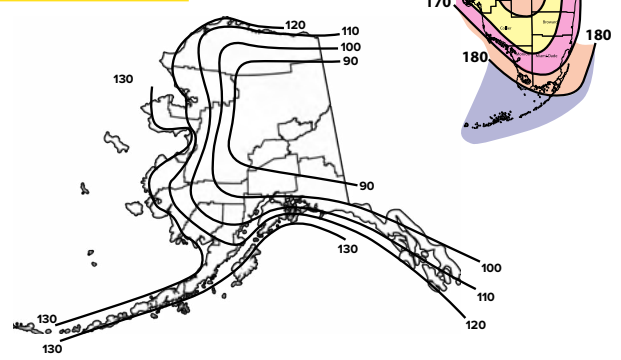


FLORIDA REGION WIND MAP

• Florida region wind map above is based upon 3-second gust winds and the 2017 Florida Building Code



ALASKA REGION WIND MAP



ASCE 7-05 wind map EPA Load Rating - 3 second gust wind speeds (Use for all locations except Florida)

Catalog Number	85	90	100	105	110	120	130	140	145	150
SSS-H-10-40-A	25.0	25.0	25.0	22.8	20.6	17.0	14.2	11.9	11.0	10.1
SSS-H-12-40-A	25.0	25.0	20.0	18.0	16.1	13.2	10.8	8.9	8.1	7.4
SSS-H-14-40-A	23.1	20.4	16.1	14.3	12.8	10.2	8.2	6.6	5.9	5.3
SSS-H-16-40-A	19.0	16.7	13.0	11.5	10.1	7.9	6.2	4.7	4.1	3.6
SSS-H-18-40-A	15.6	13.6	10.0	9.0	7.8	5.9	4.4	3.1	2.6	2.1
SSS-H-20-40-A	12.7	10.9	7.9	6.9	5.9	4.2	2.8	1.7	1.3	0.9
SSS-H-25-40-A	7.3	5.9	3.8	2.9	2.1	0.8	NR	NR	NR	NR
SSS-H-14-40-B	25.0	25.0	23.3	20.8	18.6	15.1	12.3	10.2	9.2	8.4
SSS-H-16-40-B	25.0	24.9	19.4	17.3	15.4	12.3	9.9	8.0	7.2	6.4
SSS-H-18-40-B	24.0	20.8	16.1	14.2	12.5	9.8	7.7	6.1	5.3	4.7
SSS-H-20-40-B	20.2	17.5	13.2	11.6	10.1	7.7	5.9	4.4	3.8	3.2
SSS-H-25-40-B	12.8	11.0	7.9	6.7	5.5	3.7	2.3	1.2	0.7	NR
SSS-H-30-40-B	8.0	6.6	4.1	3.1	2.2	0.8	NR	NR	NR	NR
SSS-H-16-50-B	25.0	25.0	25.0	25.0	24.8	20.1	16.5	13.6	12.3	11.2
SSS-H-18-50-B	25.0	25.0	25.0	22.9	20.4	16.4	13.2	10.7	9.6	8.6
SSS-H-20-50-B	25.0	25.0	21.3	18.9	16.7	13.2	10.4	8.1	7.2	6.3
SSS-H-25-50-B	20.7	17.8	13.3	11.5	9.8	7.2	5.0	3.3	2.6	1.9
SSS-H-30-50-B	13.5	11.3	7.7	6.2	4.9	2.8	1.1	NR	NR	NR
SSS-H-25-50-C	25.0	25.0	19.4	17.1	15.1	11.7	9.0	6.9	6.0	5.1
SSS-H-30-50-C	20.1	17.3	12.7	10.9	9.3	6.6	4.5	2.8	2.1	1.4
SSS-H-20-60-B	25.0	25.0	25.0	25.0	25.0	20.2	16.1	12.9	11.5	10.3
SSS-H-25-60-B	25.0	25.0	20.6	18.0	15.6	11.8	8.7	6.2	5.2	4.2
SSS-H-30-60-B	21.4	18.1	12.9	10.7	8.8	5.7	3.3	1.3	NR	NR
SSS-H-35-60-B	14.0	11.3	6.9	5.2	3.6	1.0	NR	NR	NR	NR
SSS-H-40-60-B	8.1	5.8	2.2	NR	NR	NR	NR	NR	NR	NR

Florida Building Code 2017 EPA Load Rating - 3 second gust wind speeds (Use for Florida only)

Catalog Number	115	120	130	140	150	160	170	180
SSS-H-10-40-A	25.0	25.0	25.0	25.0	21.4	18.4	15.9	13.9
SSS-H-12-40-A	25.0	25.0	23.6	19.8	16.7	14.2	12.1	10.4
SSS-H-14-40-A	25.0	23.1	19.0	15.7	13.1	10.9	9.1	7.6
SSS-H-16-40-A	20.8	18.7	15.2	12.3	10.1	8.2	6.7	5.4
SSS-H-18-40-A	16.8	15.0	11.9	9.4	7.5	5.9	4.5	3.4
SSS-H-20-40-A	13.6	11.9	9.2	7.1	5.3	3.9	2.7	1.7
SSS-H-25-40-A	7.4	6.2	4.1	2.5	1.1	NR	NR	NR
SSS-H-14-40-B	25.0	23.6	19.4	16.1	13.4	11.2	9.4	7.8
SSS-H-16-40-B	21.4	19.2	15.6	12.7	10.4	8.5	6.9	5.6
SSS-H-18-40-B	17.2	15.4	12.2	9.7	7.7	6.1	4.7	3.6
SSS-H-20-40-B	13.9	12.3	9.5	7.3	5.5	4.1	2.9	1.9
SSS-H-25-40-B	7.7	6.4	4.3	2.6	1.3	NR	NR	NR
SSS-H-30-40-B	3.2	2.1	NR	NR	NR	NR	NR	NR
SSS-H-16-50-B	25.0	25.0	25.0	25.0	25.0	21.4	18.2	15.5
SSS-H-18-50-B	25.0	25.0	25.0	24.4	20.4	17.0	14.2	11.9
SSS-H-20-50-B	25.0	25.0	24.4	19.9	16.3	13.4	11.0	8.9
SSS-H-25-50-B	21.8	19.3	15.0	11.5	8.8	6.5	4.7	3.1
SSS-H-30-50-B	13.7	11.7	8.2	5.5	3.3	1.5	NR	NR
SSS-H-25-50-C	21.8	19.3	15.0	11.5	8.8	6.5	4.7	3.1
SSS-H-30-50-C	13.7	11.7	8.2	5.5	3.3	1.5	NR	NR
SSS-H-20-60-B	25.0	25.0	25.0	21.9	17.8	14.5	11.7	9.4
SSS-H-25-60-B	23.8	20.9	16.1	12.3	9.2	6.6	4.5	2.8
SSS-H-30-60-B	14.6	12.3	8.4	5.3	2.8	0.8	NR	NR
SSS-H-35-60-B	7.5	5.6	2.4	NR	NR	NR	NR	NR
SSS-H-40-60-B	1.8	NR	NR	NR	NR	NR	NR	NR

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

SSS-H SERIES POLES

SQUARE STRAIGHT STEEL

RESET

Notes:

- 1 Allowable EPA, to determine max pole loading weight, multiply allowable EPA by 30 lbs.
- 2 The tables for allowable pole EPA are based on the ASCE 7-05 Wind Map or the Florida Region Wind Map for the 2010 Florida Building Code. The Wind Maps are intended only as a general guide and cannot be used in conjunction with other maps. Always consult local authorities to determine maximum wind velocities, gusting and unique wind conditions for each specific application
- 3 Allowable pole EPA for jobsite wind conditions must be equal to or greater than the total EPA for fixtures, arms, and accessories to be assembled to the pole. Responsibility lies with the specifier for correct pole selection. Installation of poles without luminaires or attachment of any unauthorized accessories to poles is discouraged and shall void the manufacturer's warranty
- 4 Wind speeds and listed EPAs are for ground mounted installations. Poles mounted on structures (such as bridges and buildings) must consider vibration and coefficient of height factors beyond this general guide; Consult local and federal standards
- 5 Wind Induced Vibration brought on by steady, unidirectional winds and other unpredictable aerodynamic forces are not included in wind velocity ratings. Consult Hubbell Lighting's Pole Vibration Application Guide for environmental risk factors and design considerations. https://hubbellcdn.com/ohwassets/HLL/outdoor/resources/literature/files/Pole_Wind_Induced_Flyer_HLQI0022.pdf
- 6 Extreme Wind Events like, Hurricanes, Typhoons, Cyclones, or Tornadoes may expose poles to flying debris, wind shear or other detrimental effects not included in wind velocity ratings

Due to our continued efforts to improve our products, product specifications are subject to change without notice.

*CITY OF LA PINE, OREGON
WALGREENS
SITE PLAN APPLICATION*

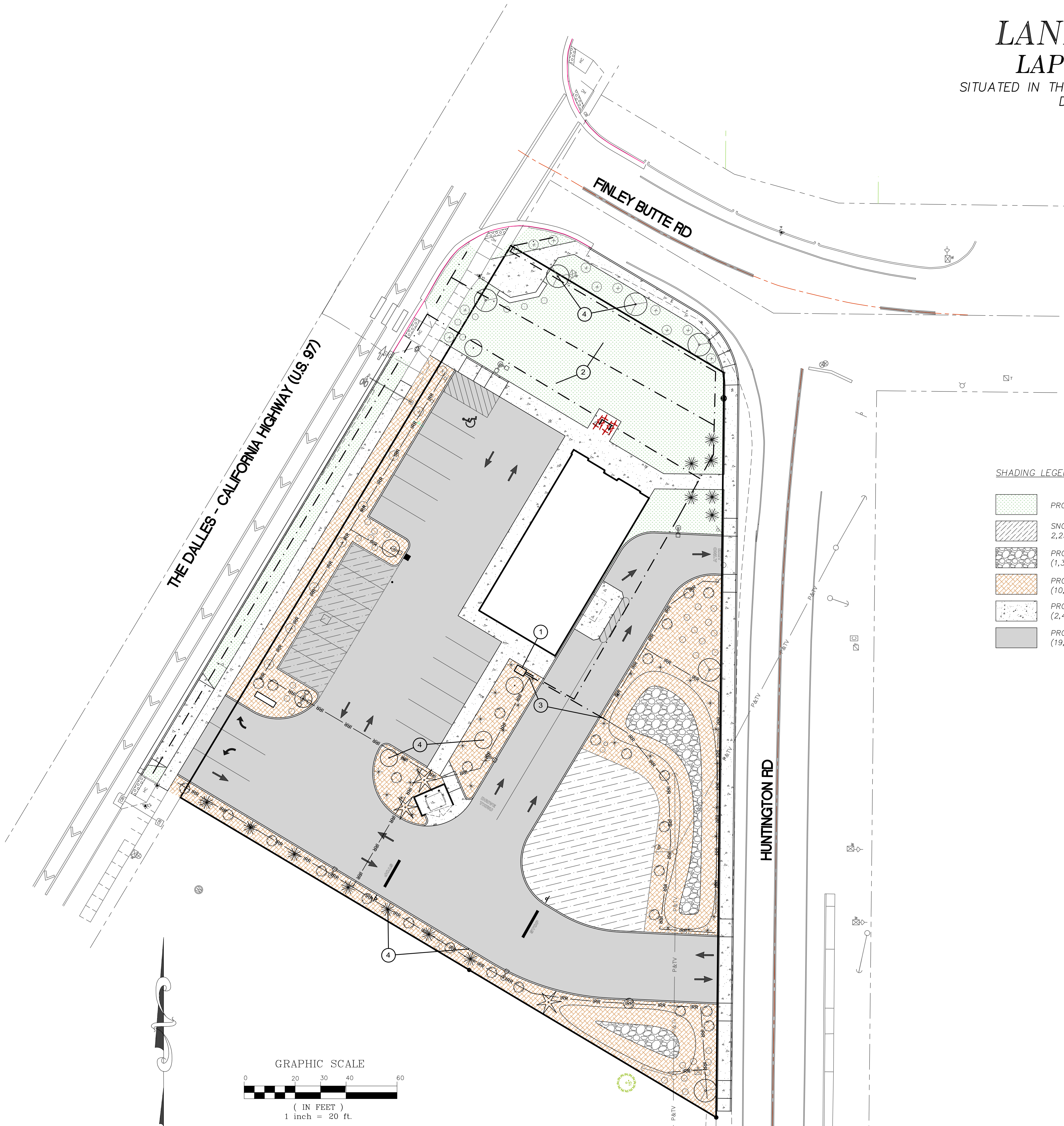
SECTION 9

LANDSCAPE PLAN

*SITUS ADDRESS:
51369 HWY 97
LA PINE, OREGON 97739
MAP NUMBERS: 221015AD TL 4301 AND 221015DA TL 100*

LANDSCAPE PLAN LAPINE WALGREEN'S

SITUATED IN THE NE1/4 SE1/4, SEC 15, T22S, R10E, W.M.
DESCHUTES COUNTY OREGON
CITY OF LA PINE



SHADING LEGEND:

- PROPOSED LAWN (SOD) (7,422 sq.ft.)
- SNOW STORAGE AREA
2,251 sq.ft. ON GRAVEL (1136 sq.ft. ASPHALT)
- PROPOSED RIVER ROCK SWALE BOTTOM
(1,318 sq.ft.)
- PROPOSED 3" HEMLOCK MULCH
(10,538 sq.ft.)
- PROPOSED CONCRETE WALKWAY
(2,489 sq.ft.)
- PROPOSED ASPHALT AREA
(19,200 sq.ft.)

Irrigation Schedule

- 1 3-ZONE IRRIGATION CONTROL VALVE BOX. VALVE BOX TO BE FED BY EXISTING ONSITE WELL. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR DESIGN BUILD SYSTEM INCLUDING PUMPS, CONTROLS, EXPANSION TANKS, ETC.
- 2 ALL LAWN AREAS SHALL BE ADEQUATELY COVERED BY TURF ROTATOR 4" POP UP HEADS. LOCATIONS SHALL BE APPROVED BY OWNER
- 3 INSTALL DRIP CONTROL KIT FOR COMMERCIAL APPLICATIONS.
- 4 INSTALL DOUBLE TREE RING DRIPLINE AT EACH TREE LOCATION, FIRST RING SHALL BE 12" FROM TRUNK, SECOND RING 24" (Typ. ALL TREES)

1. THIS PLAN IS DIAGRAMMATICAL: ALL PIPING, VALVES, SPRINKLER HEADS ETC. SHALL BE INSTALLED BY LANDSCAPE CONTRACTOR AND FOLLOW THIS PLAN AS CLOSE AS IS PRACTICAL
2. ALL MAINLINE IRRIGATION PIPES SHALL BE INSTALLED AT 24" DEPTH WITH LATERALS AT 12" DEPTH.
3. CONTRACTOR SHALL MAKE FIELD ADJUSTMENTS AS NEEDED TO OBTAIN FULL COVERAGE.
4. ALL ROAD AND SIDEWALK CROSSING SHALL BE INSTALLED IN CLASS 200 PVC SLEEVES AT 24" MIN. DEPTH.

LEGEND:

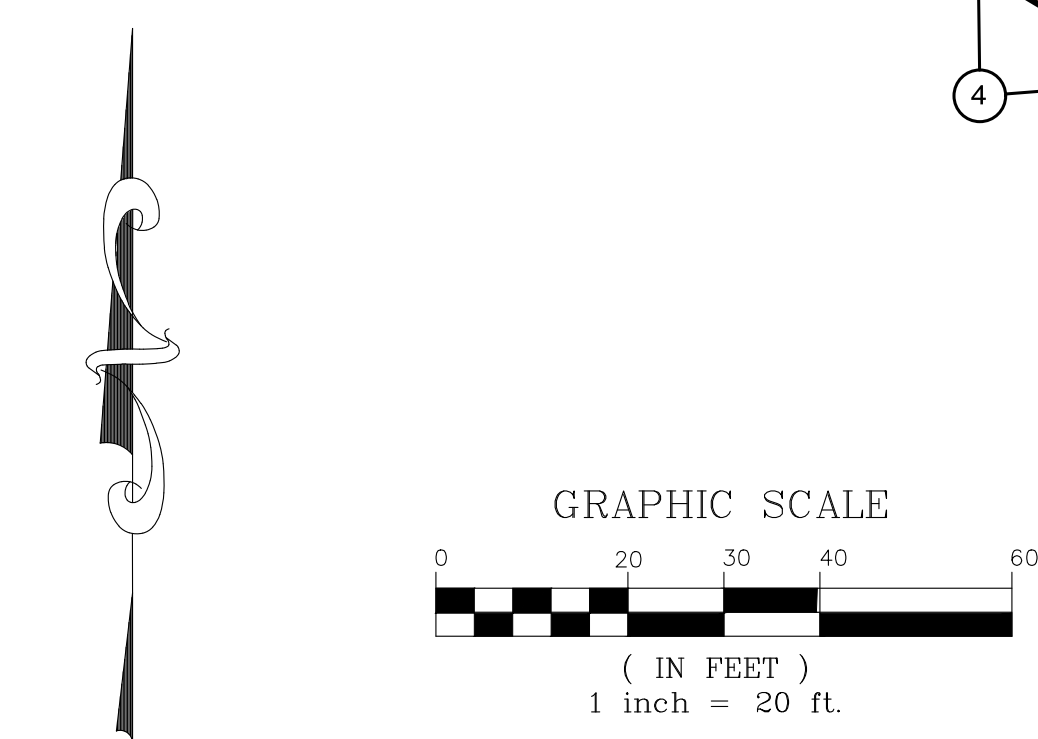
- IRRIGATION MAINLINE, PVC SCH 40 PIPE 1-1/2" DIA WITH 3/8" DIA LATERALS TO SPRINKLER HEADS
- DRIP LINE

Tree Planting Schedule

Symbol	Quantity	Plant Name	Specifications
	6	SYRINGA RETICULATA 'IVORY SILK' JAPANESE TREE LILAC	2" CAL., 10'-12' HT.
	13	PINUS PONDEROSA PONDEROSA PINE	5'-6' HT.
	6	ACER GRISEUM PAPERBARK MAPLE	2" CAL., 10'-12' HT.
	2	PICEA PLUNGENS 'HOOPSI' COLORADO SPRUCE	5'-6' HT.

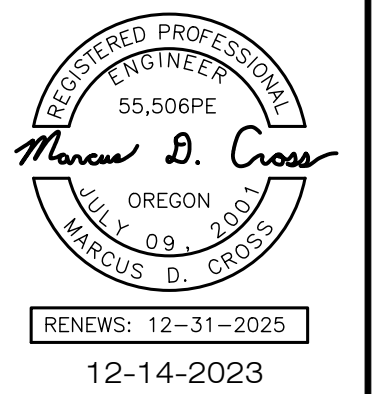
Shrub and Grass Planting Schedule

Symbol	Quantity	Plant Name	Specifications
	20	SYMPHORICARPOS ALBUS COMMON SNOWBERRY	5 GAL.
	33	MAHONIA HAEMATOCARPA RED BARBERRY	1 GAL.
	27	EUNYMUS ALATUS 'COMPACTUS' COMPACT BURNING BUSH	5 GAL.
	33	HELECTOTRICHON SEMPERVIRENS BLUE OAT GRASS	5'-6' HT.



DICKERHOOF PROPERTIES
PO BOX 1563
CORVALLIS, OR 97339
(541) 231-5977

R-C GROUP
ENGINEERING - SURVEYING - PLANNING
112 N 5th ST - SUITE 200 - P.O. BOX 909
KLAMATH FALLS, OREGON 97601
Phone: (541) 851-9405 Fax: (541) 273-9200
admin@rc-grp.com



WALGREENS

OREGON
LA PINE

SHEET NAME:
Landscape Plan

DRAWN BY: JDC
CHK'D BY: MDC
DATE: DECEMBER 2023

REVISIONS:

JOB NO:
2188

SHEET NO:
LS 01

*CITY OF LA PINE, OREGON
WALGREENS
SITE PLAN APPLICATION*

SECTION 10

ELEVATIONS

*SITUS ADDRESS:
51369 HWY 97
LA PINE, OREGON 97739
MAP NUMBERS: 221015AD TL 4301 AND 221015DA TL 100*



- EIFS OR CEMENT PLASTER SIGN BACKING
- STANDING SEAM AWNING
- "JAMES HARDIE" SHINGLE SIDING "MAGNOLIA HOME: STONE BEACH"
- "JAMES HARDIE" HARDIE BOARD TRIM
- "NICHIBA" STONE BASE

EXTERIOR WALL FINISHES (NEW)			
I.D.	Manufacturer	Description	Comments
E1.1	Nichiha	5/8" Nichiha Fiber Cement Cladding with 5/8" Clip (JE778)	Cladding - Fiber Cement - Nichiha - StackedStone Mountain
E3.1	JamesHardie	Shake Shingle Siding	Color: to match "Stone Beach"
E6	Una-Clad	Prefinished metal parapet cap	Stone White
E8		EIFS or cement plaster sign backing	Color: white shown (or custom)
E9.1		Awning	Standing seam metal

GLAZING TYPES	
Type	Description
Type A	1" Tinted, Low-Emissivity, Coated, Tempered, Insulating, Laminated
Type B	5/16" Tinted, Laminated Safety Glass
Type C	1" Tinted, Low-Emissivity, Coated, Insulating Glass
Type E	1" Tinted, Low-Emissivity, Coated, Insulating, Laminated Glass

SIGN AREA SUMMARY (NEW)	
Type	Sign SF
13' - 4 3/4" Script Sign	39.91 SF
13' - 4 3/4" Script Sign	39.91 SF
79.82 SF	
East Elevation	
12'H. PHARMACY INDIVIDUAL LETTER SIGN	7.72 SF
7.72 SF	
North Elevation	
DRIVE THRU SIGN	1.75 SF
DRIVE-THRU CLEARANCE SIGN	1.67 SF
3.42 SF	
South Elevation	
EXIT SIGN	1.75 SF
14' - 11 3/4" Script Sign	29.08 SF
12'H. PHARMACY INDIVIDUAL LETTER SIGN	7.72 SF

KEYNOTE LEGEND

NOTE	DESCRIPTION

Walgreens
 STORE PLANNING + DESIGN DEVELOPMENT
 106 WILMOT ROAD
 DEERFIELD, IL 60015-5105

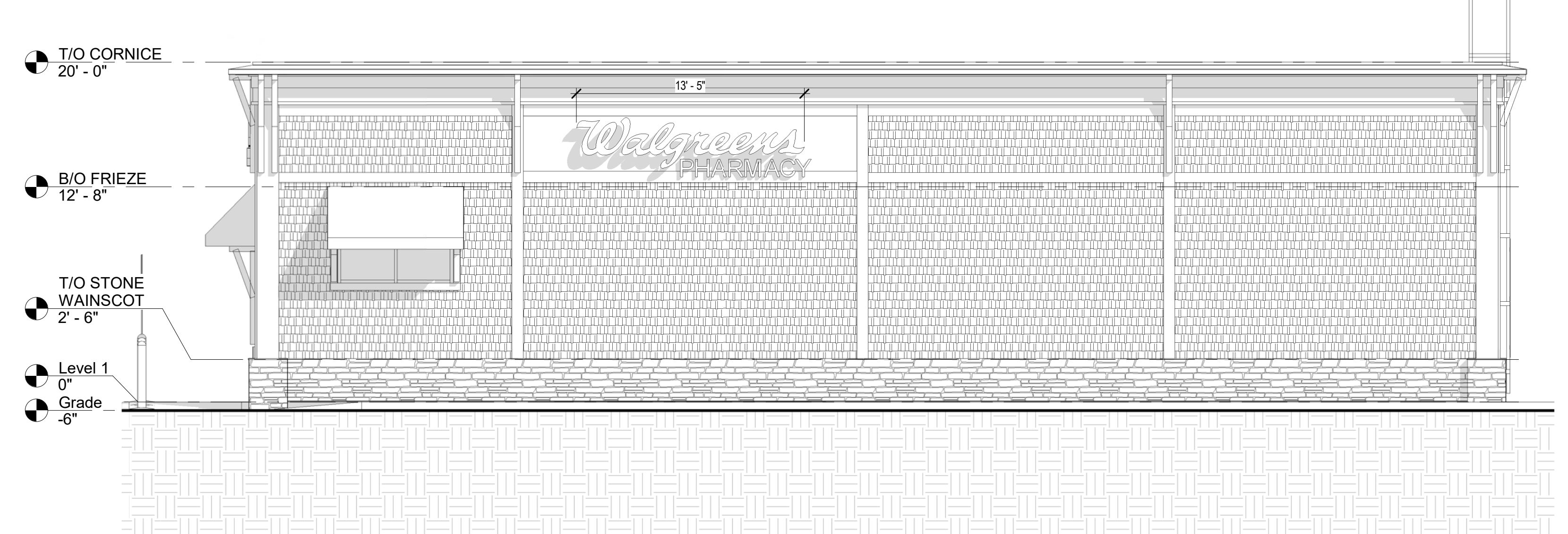
I HEREBY CERTIFY THAT THIS PLAN AND SPECIFICATION WAS PREPARED OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED ARCHITECT OR ENGINEER IN THE STATE OF ILLINOIS AS SIGNIFIED BY MY HAND AND SEAL.



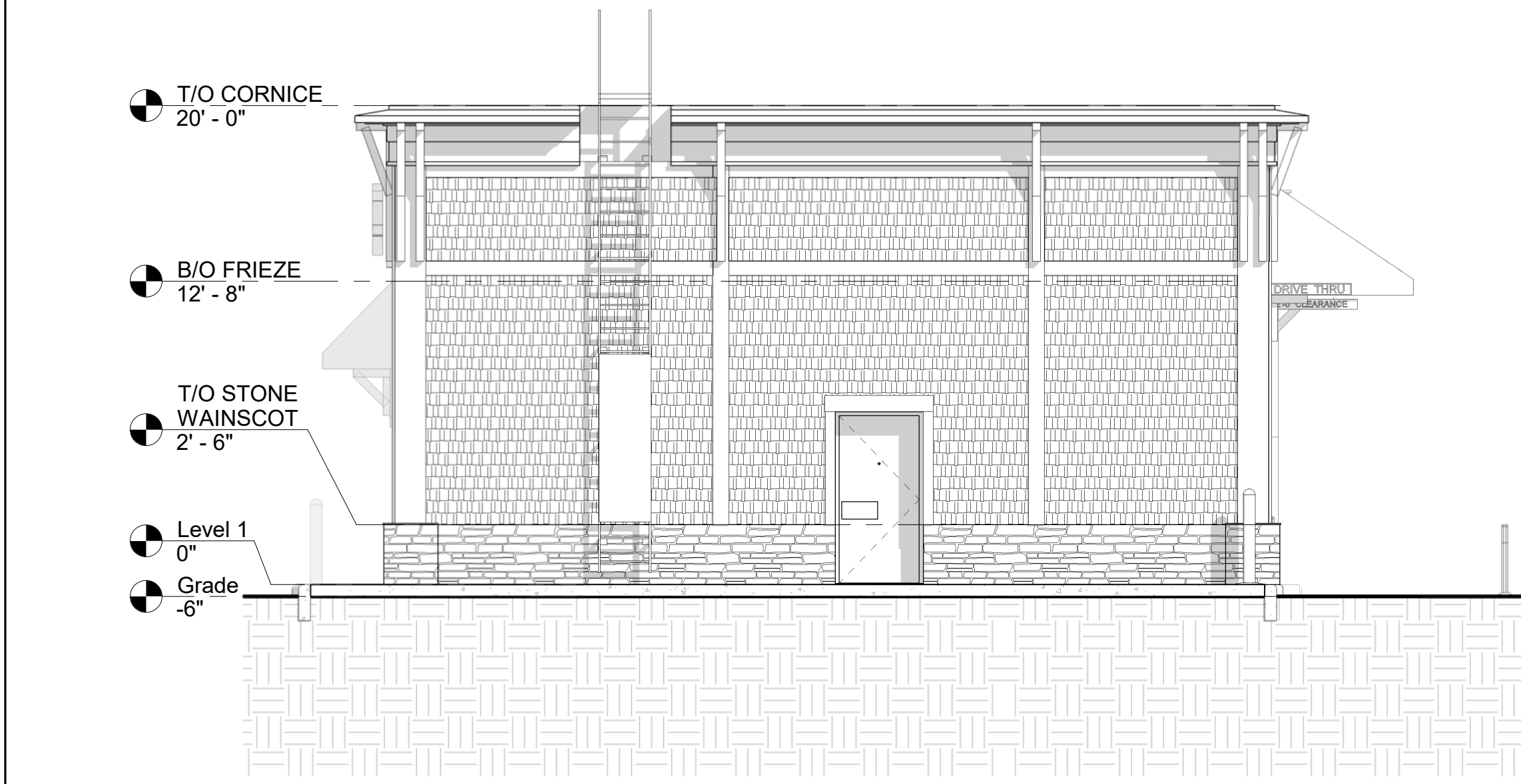
LINGLE DESIGN GROUP INC.
 158 W. MAIN ST.
 LENA, IL 61048
 815.369.9155
 1764 BLAKE ST.
 DENVER, CO 80202
 303.974.3873
 WWW.LINGLEDESIGN.COM



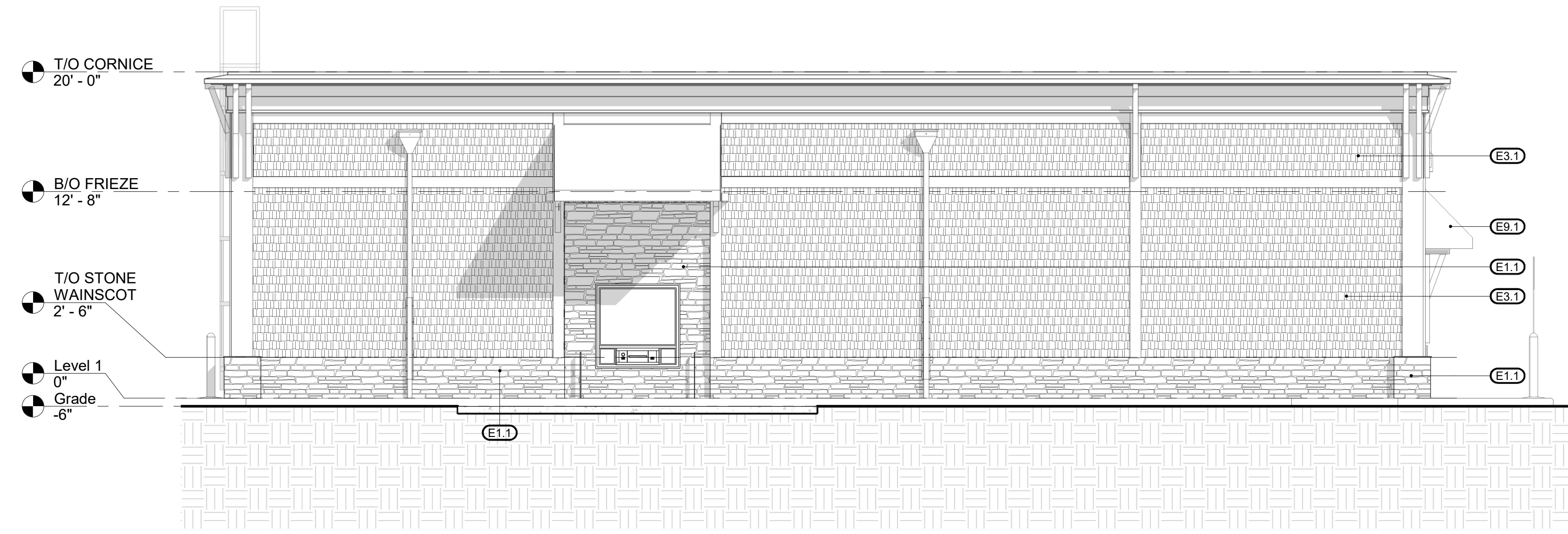
1 South Elevation
 SCALE: 3/16" = 1'-0" REF. 1/A-111



3 East Elevation
 SCALE: 3/16" = 1'-0" REF. 1/A-111



2 North Elevation
 SCALE: 3/16" = 1'-0" REF. 1/A-111



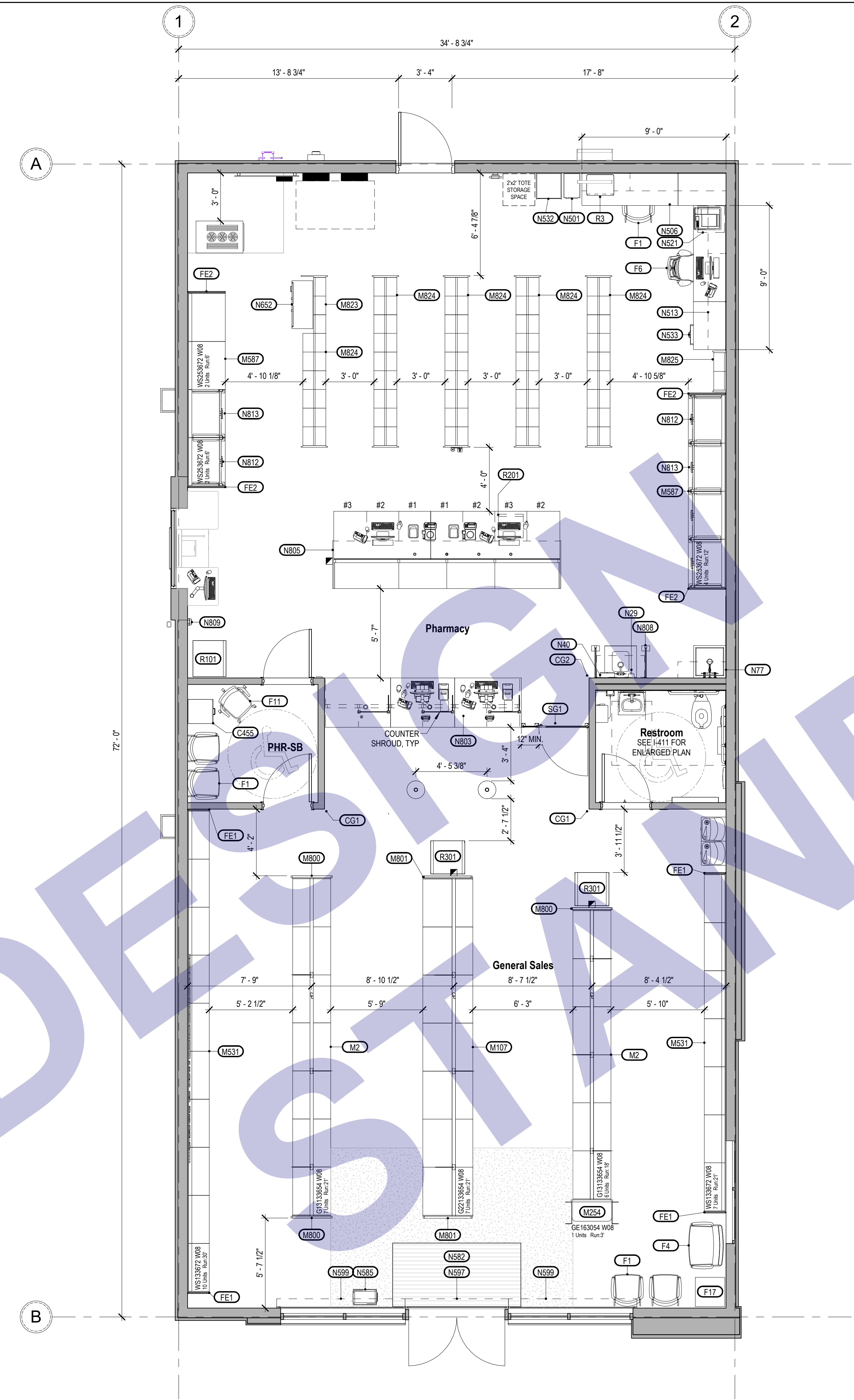
4 West Elevation
 SCALE: 3/16" = 1'-0" REF. 1/A-111

NO.	DATE	BY	DESCRIPTION	REVISIONS

EXTERIOR ELEVATIONS + SIGN DATA
 STORE # 21589
WALGREENS
 5140 The Dalles - California Hwy
 La Pine OR 97739

CADD PLOT:
 11/13/2023 12:58:02 PM
 DRAWN BY:
 J. McInnis (LDG)
 DATE: 2023.10.31
 REVIEWED:
 T. Wilson (LDG)

A-210
 2024 SFRX.DWG



CASEWORK SCHEDULE (NEW)			
I.D.	Room: Name	Description	Count
C4	Pharmacy	Insert #1 - Rx bottle dispenser cabinet, recessed pull	2
C5	Pharmacy	Insert #2 - Rx printer unit with pull out tray, nom. 30" opening, recessed pull	3
C6	Pharmacy	Insert #3 - Open storage unit cabinet	2
SG1	General Sales	Cooper gate and panel kit, LH	1

F.E. PANEL SCHEDULE (NEW)			
I.D.	Room: Name	Description	Count
FE1	General Sales	13' x 72" floor mounted finished end panel	4
FE2	Pharmacy	25' x 72" floor mounted finished end panel	4

FURNITURE SCHEDULE (NEW)			
I.D.	Room: Name	Description	Count
F1	General Sales	Guest chair	2
F1	Pharmacy	Guest chair	1
F1	PHR-SB	Guest chair	2
F4	General Sales	Bariatric chair	1
F6	Pharmacy	Task chair	1
F11	PHR-SB	Medical stool	1
F17	General Sales	Side table	1

REFRIGERATION SCHEDULE (NEW)			
I.D.	Room: Name	Description	Count
R3	Pharmacy	Undercounter refrigerator	1
R101	Pharmacy	Vaccine Refrigerator	1
R201	Pharmacy	Medical freezer	1
R301	General Sales	Glass door merchandiser	2

WINDOW SCHEDULE (NEW)			
I.D.	Room: Name	Description	Count
DT1	Pharmacy	Drive thru window	1

SPECIALTY EQUIP. SCHEDULE (NEW)			
I.D.	Room: Name	Description	Count
CG1		48" x 1-1/2" x 1-1/2" Acrolyn corner guard	2
CG2		48" x 1-1/2" x 1-1/2" stainless steel corner guard	1
M800	General Sales	Off-set end mdsr panel, 54"H, 30"W, low base, both sides mrtack	3
M801	General Sales	Off-set end mdsr panel, 54"H, 36"W, low base, both sides mrtack	2
M823	Pharmacy	Single sided island bottle bays	1
M824	Pharmacy	Double sided island bottle bays	19
M825	Pharmacy	Wall bottle bays	1
M829	Pharmacy	Flex Rx overhead brace, HD uprite, adjustable 48" to 72", uprite to uprite	10
N41	Restroom	Paper towel dispenser	1
N77	Pharmacy	12" deep plastic coated wire shelving	2
N501	Pharmacy	12" x 84" 6 tier locker w/ ADA locker	1
N506	Pharmacy	9' Employee break countertop	1
N513	Pharmacy	9' Office countertop and overhead shelving	1
N521	Pharmacy	30" mini deposit safe	1
N532	Pharmacy	Secure shred bin	1
N533	Pharmacy	15" x 25" x 28.38" (2) drawer file cabinet	1
N582	General Sales	Entrance floor grid	1
N585	General Sales	12" x 18" hand basket storage	1
N595		Roll-down window shade	4
N597		6'-0" security shutter	1
N599		8'-0" security shutter	2
N552	Pharmacy	2 door safe	2
N503	Pharmacy	12' checkout consisting of (6) 24"W sections	1
N805	Pharmacy	Pharmacy work counter with inserts and shelving	1
N808	Pharmacy	Pharmacy sink, splashguard and overhead shelves	1
N809	Pharmacy	Hand sanitizer push button dispenser	1
N812	Pharmacy	Swinging door security case, starter, 36"W, 25"D, 72"H	2
N813	Pharmacy	Swinging door security case, add-on, 36"W, 25"D, 72"H	4

METAL SHELVING SCHEDULE (NEW)			
ID	Room: Name	Description	Count
M2	General Sales	13/13 x 36" x 54" gondola shelving assembly	13
M107	General Sales	22/13 x 36" x 54" gondola shelving assembly	7
M254	General Sales	16" x 30" x 54" gondola end display	1
M531	General Sales	13" x 36" x 72" wall shelving assembly	17
M587	Pharmacy	25" x 36" x 72" wall shelving assembly	8

NMSC METAL SHELVING SCHEDULE (NEW)				
ID	Count	Run Length	Manufacturer	Description
M2	6	18'-0"	Lozier	13/13 x 36" x 54" gondola shelving assembly
M2	7	21'-0"	Lozier	13/13 x 36" x 54" gondola shelving assembly
M107	7	21'-0"	Lozier	22/13 x 36" x 54" gondola shelving assembly
M254	1	2'-6"	Lozier	16" x 30" x 54" gondola end display
M531	7	21'-0"	Lozier	13" x 36" x 72" wall shelving assembly
M531	10	30'-0"	Lozier	13" x 36" x 72" wall shelving assembly
M587	2	6'-0"	Lozier	25" x 36" x 72" wall shelving assembly
M587	2	6'-0"	Lozier	25" x 36" x 72" wall shelving assembly
M587	4	12'-0"	Lozier	25" x 36" x 72" wall shelving assembly

AREA GROSS BUILDING			
GROSS BUILDING AREA			
2547 SF			
AREA EXISTING		AREA NEW	
Name	Area	Name	Area
General Sales	1193 SF	Pharmacy	1079 SF
Pharmacy	1079 SF	Rx Service	72 SF
Rx Service	72 SF	Service	157 SF
Service	157 SF		

LINEAR FOOTAGE - EXISTING		LINEAR FOOTAGE - TOTAL	
Room: Name	Linear	Room: Name	Linear
General Sales	171'-0"	Pharmacy	171'-0"
Pharmacy	24'-0"	Grand total	195'-0"

LINEAR FOOTAGE - DEMO		LINEAR FOOTAGE - RESET	
Room: Name	Linear	Room: Name	Linear
General Sales	171'-0"	Pharmacy	24'-0"
Pharmacy	24'-0"	Grand total	195'-0"

LINEAR FOOTAGE - NEW	
Room: Name	Linear
General Sales	171'-0"
Pharmacy	24'-0"
Grand total	195'-0"

RX SHELVING (EXISTING)		RX SHELVING (NEW)	
Description	Rx Linear	Description	Rx Linear
Double sided island bottle bays	98'-0"	Double sided island bottle bays	98'-0"
Single sided island bottle bays	3'-6"	Single sided island bottle bays	3'-6"
Wall bottle bays	2'-4"	Wall bottle bays	2'-4"
Total Rx Shelving	103'-10"	Total Rx Shelving	103'-10"

CASH REGISTERS (EXISTING)		CASH REGISTERS (NEW)	
I.D.	Description	I.D.	Description
A14	Drive thru cash register	A14	Drive thru cash register
A20	Front checkout cash register	A20	Front checkout cash register
Grand total	2	Grand total	3

FIXTURE COLOR LEGEND			
W08	COOL WHITE		
WHT	WHITE		
PLT	PLATINUM		
PUT	PUTTY		
ARB	ARCHITECTURAL BRONZE		
TPE	TAUPE		
GNM	GUNMETAL GRAY		
SVR	SILVER		
CHR	CHARCOAL		

FIXTURE LEGEND			
G	GONDOLA	1919	36 66" WT
	(EA. SIDE)	D. W. H.	COLOR
GE	GONDOLA	19	47 66" WT
	ENDCAP	D. W. H.	COLOR
WS	WALL SHELVING	19	36 84" WT
		D. W. H.	COLOR
MS	METAL SHELVING	24	96 120" /SS
		D. W. H.	NUM. OF SHELVES
FE	FINISHED END PANEL	SIZES NOT NOTED ON D-111	

ALL OTHER FIXTURES ARE TYPICALLY CALLED OUT BY DEPTH AND WIDTH.
 EXAMPLE:
 DT DISPLAY TABLE 30 48 D. W.
 CAB CABINET 22 36 D. W.
 * DOES NOT INCLUDE STANDARDS, WOOD GROUNDS, OR FINISHED END PANELS.

PHASE LEGEND			
[Symbol]	EXISTING FIXTURE	[Symbol]	RESET FIXTURE
[Symbol]	NEW FIXTURE	[Symbol]	DEMO FIXTURE
[Symbol]		[Symbol]	LIT SHELVES

Walgreens
 STORE PLANNING + DESIGN DEVELOPMENT
 106 WILMOT ROAD
 DEERFIELD, IL 60015-5105

I HEREBY CERTIFY THAT THIS PLAN AND SPECIFICATION WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED ARCHITECT OR ENGINEER OF THE STATE OF ILLINOIS AS SIGNIFIED BY MY HAND AND SEAL.

(ADD LOGO/JPEG TO TITLEBLOCK FAMILY HERE)

Firm Address Line 1
 Firm Address Line 2
 Firm City, State
 Firm Phone Number
 Firm Fax Number

NO.	DATE	BY	DESCRIPTION
1	12.1.2022	CW	SFR23-B001

FIXTURE FLOOR PLAN
 STORE # 00000
WALGREENS
 Enter Address Here

CADD PLOT: 1/27/2023 1:35:19 PM
 DRAWN BY: Author
 DATE: 9/12/2022
 REVIEWED: Checker

D-111
 2023 SFRX
 COPYRIGHT © 2023 WALGREEN CO.

1 Fixture Floor Plan
 SCALE: 1/4" = 1'-0"

*CITY OF LA PINE, OREGON
WALGREENS
SITE PLAN APPLICATION*

SECTION 11

PHOTOS OF SITE

*SITUS ADDRESS:
51369 HWY 97
LA PINE, OREGON 97739
MAP NUMBERS: 221015AD TL 4301 AND 221015DA TL 100*



RENT OR BUY
CALL [phone number]

CHANGES
[unreadable text]

WE ARE
THANK YOU
LA PINE







COACHS
DRIVE IN
On National Highway 8.5 Miles

SWE AVE

RENT
OR
OWN
541-475-2110

Finley Butte Road

The picture shows the site from Finley Butte Road looking south at the Cafe which will be demolished for the new Walgreens. Highway 97 is on the right with Huntington Drive on the left.

Legend

