

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

PROPERTY OWNER: PINEGREEN LLC
PO BOX 1800
CORVALLIS, OREGON 97330

PROPERTY OWNER: LAPINE HI-WAY CENTER LLC
PO BOX 37
LA PINE, OREGON 97739

PROJECT ADDRESS: 51425 HWY 97, 51450 Morson Street
LA PINE, OREGON 97739

LOCATION: 221015ADO0500
221015AD00600
221015AD04100

ZONING DESIGNATION: COMMERCIAL

PROPERTY SIZE: +/-92,348 SQUARE FEET +/-2.12/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
STARBUCKS
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*

**SITUS ADDRESS:
51425 HWY 97 & 51450 MORSON STREET
LA PINE, OREGON 97739
MAP NUMBERS: 221015AD TL 500, 600, 4100**

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

SECTION 1

PROJECT DESCRIPTION

*SITUS ADDRESS:
51425 HWY 97 & 51450 MORSON STREET
LA PINE, OREGON 97739
MAP NUMBERS: 221015AD TL 500, 600, 4100*

PROJECT OVERVIEW & DESCRIPTION

This application is for the development of a new Starbucks at the location of 51425 Hwy 97 and 51450 Morson Street, La Pine. The new Starbucks development will front a Pedestrian Friendly Street, Highway 97 after completion of the Property Line Adjustment submitted concurrently with this application. The applicant will comply with standards for each street from the City of La Pine Development Code.

The properties are located within the City of La Pine Oregon on Tax Lots 221015AD 00500, 00600, 04100. A Property Line Adjustment Application is being submitted concurrently with this Site Plan Review Application to reconfigure 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 Morson Street to the west. 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 the construction of a +/-2,122 square foot building that will be the new Starbucks with a drive-thru for added convenience. La Pine Development Code standards will comply with Pedestrian Friendly Street criteria.

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
STARBUCKS
SITE PLAN APPLICATION*

SECTION 2

*SITE PLAN
APPLICATION*

*SITUS ADDRESS:
51425 HWY 97 & 51450 MORSON STREET
LA PINE, OREGON 97739
MAP NUMBERS: 221015AD TL 500, 600, 4100*



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 PINEGREEN LLC Phone 541-754-3630 Fax _____
 Address PO Box 1800 City Corvallis State OR Zip Code 97330
 Email darren@dickerhoof.com
 Property Owner Pinegreen LLC
Lapine Hi-Way Center LLC Phone _____ Fax _____
 Address PO Box 1800, Corvallis, OR 97330 (Pinegreen) City Corvallis State OR Zip Code 97330
PO Box 37, La Pine, OR 97739 (Lapine Hi-Way) City La Pine State OR Zip Code 97739
 Email darren@dickerhoof.com

PROPERTY DESCRIPTION

Property Location (address, intersection of cross street, general area) _____
51425 Morson Street and 51425 Hwy 97 (tax lot 600 has not been assigned a situs)
 Tax lot number: T-15 R-13 Section 15AD Tax Lot(s) 500, 600, 4100
22s R10
 Zoning Commercial (C) Total Land Area +/-92,348 (Square Ft.) +/-2.12 (Acres)
 Present Land Use Vacant building/s to be demolished
 Describe Project (i.e. type of use, hours of operation, other project characteristics):
Construction of Starbucks with drive up window. Hours of operation to be determined.
Development to be located on it's own taxlot following the PLA submitted concurrently with this app.

PROJECT DESCRIPTION

Please give a brief description of the project: New Starbucks.



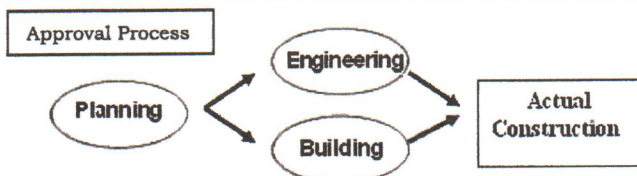
Community Development Department
 PO Box 2460 16345 Sixth Street
 La Pine, Oregon 97739
 Phone: (541) 536-1432 Fax: (541) 536-1462
 Email: info@lapineoregon.gov

PROFESSIONAL SERVICES

Architect/Designer/Engineer Rhine Cross Group, LLC Phone 541 / 851 Fax / 9405
112 N 5th Street - Suite 200
 Address PO Box 909 City Klamath Falls State OR Zip Code 97601
 Email lani@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.



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

- 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.



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

- 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: Carol Brewer Date: 07/24/2024
Signature

Damen Dill

7-23-24



Business Name Search

[New Search](#)
[Printer Friendly](#)

Business Entity Data

06-26-2023
12:55

Registry Nbr	Entity Type	Entity Status	Jurisdiction	Registry Date	Next Renewal Date	Renewal Due?
115035-13	DBC	ACT	OREGON	04-30-1976	04-30-2024	
Entity Name	LAPINE HI-WAY CENTER, INC.					
Foreign Name						

[New Search](#)
[Printer Friendly](#)

Associated Names

Type	PPB	PRINCIPAL PLACE OF BUSINESS				
Addr 1	51425 HIGHWAY 97					
Addr 2						
CSZ	LA PINE	OR	97739	Country	UNITED STATES OF AMERICA	

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

Type	AGT	REGISTERED AGENT	Start Date	04-15-1996	Resign Date	
Name	CAROL	E	BREWER			
Addr 1	51425 HIGHWAY 97					
Addr 2						
CSZ	LA PINE	OR	97739	Country	UNITED STATES OF AMERICA	

Type	MAL	MAILING ADDRESS				
Addr 1	PO BOX 37					
Addr 2						
CSZ	LA PINE	OR	97739	Country	UNITED STATES OF AMERICA	

Type	PRE	PRESIDENT			Resign Date	
Name	CAROL	E	BREWER			
Addr 1	PO BOX 37					
Addr 2						
CSZ	LA PINE	OR	97739	Country	UNITED STATES OF AMERICA	

Type	SEC	SECRETARY			Resign Date	
Name	CYNTHIA	J	BREWER			
Addr 1	PO BOX 1063					
Addr 2						

CSZ	FALL CREEK	OR	97438		Country	UNITED STATES OF AMERICA
-----	------------	----	-------	--	---------	--------------------------






[New Search](#)[Printer Friendly](#)

Name History

Business Entity Name	Name Type	Name Status	Start Date	End Date
LAPINE HI-WAY CENTER, INC.	EN	CUR	04-30-1976	

Please [read before ordering Copies](#).[New Search](#)[Printer Friendly](#)

Summary History

Image Available	Action	Transaction Date	Effective Date	Status	Name/Agent Change	Dissolved By
	ANNUAL REPORT	03-31-2023		FI		
	ANNUAL REPORT PAYMENT	05-19-2022		FI		
	ANNUAL REPORT	03-24-2021		FI		
	ANNUAL REPORT	04-09-2020		FI		
	AMENDED ANNUAL REPORT	03-27-2019		FI		
	AMENDED ANNUAL REPORT	03-27-2018		FI		
	AMENDED ANNUAL REPORT	03-27-2017		FI		
	AMENDED ANNUAL REPORT	03-17-2016		FI		
	ANNUAL REPORT	05-20-2015		FI		
	ANNUAL REPORT	04-02-2014		FI		
	ANNUAL REPORT PAYMENT	03-28-2013		SYS		
	AMNDMT TO ANNUAL RPT/INFO STATEMENT	02-04-2013		FI		
	ANNUAL REPORT PAYMENT	03-20-2012		SYS		
	ANNUAL REPORT PAYMENT	03-22-2011		SYS		
	ANNUAL REPORT PAYMENT	03-29-2010		SYS		
	ANNUAL REPORT PAYMENT	03-30-2009		SYS		
	ANNUAL REPORT PAYMENT	04-03-2008		SYS		
	ANNUAL REPORT PAYMENT	03-22-2007		SYS		
	ANNUAL REPORT PAYMENT	03-31-2006		SYS		
	ANNUAL REPORT	03-29-2005		FI		
	ANNUAL REPORT PAYMENT	03-26-2004		SYS		

	ANNUAL REPORT PAYMENT	03-27-2003		SYS		
	ANNUAL REPORT PAYMENT	04-09-2002		SYS		
	ANNUAL REPORT PAYMENT	03-23-2001		SYS		
	STRAIGHT RENEWAL	04-11-2000		FI		
	STRAIGHT RENEWAL	03-25-1999		FI		
	STRAIGHT RENEWAL	03-24-1998		FI		
	STRAIGHT RENEWAL	03-19-1997		FI		
	STRAIGHT RENEWAL	04-15-1996		FI		
	CHANGED RENEWAL	04-15-1996		FI		
	AGENT/AUTH REP CHNG	04-15-1996		FI		
	AMENDED RENEWAL	05-09-1995		FI		
	AMENDED RENEWAL	04-19-1994		FI		
	STRAIGHT RENEWAL	03-22-1993		FI		
	AMENDED RENEWAL	04-07-1992		FI		
	STRAIGHT RENEWAL	04-22-1991		FI		
	AGENT/AUTH REP CHNG	03-27-1990		FI		
	AMENDED RENEWAL	03-27-1990		FI		
	AMENDED RENEWAL	03-22-1989		FI		
	STRAIGHT RENEWAL	03-22-1988		FI		
	STRAIGHT RENEWAL	03-19-1987		FI		
	STRAIGHT RENEWAL	05-20-1986		FI		
	STRAIGHT RENEWAL	03-11-1985		FI		
	STRAIGHT RENEWAL	03-14-1984		FI		

[About Us](#) | [Announcements](#) | [Laws & Rules](#) | [Feedback Policy](#) | [SOS Home](#) | [Oregon Blue Book](#) | [Oregon.gov](#)

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

© 2023 Oregon Secretary of State. All Rights Reserved.

Business Name Search

[New Search](#)

[Printer Friendly](#)

Business Entity Data

06-12-2024
12:56

Registry Nbr	Entity Type	Entity Status	Jurisdiction	Registry Date	Next Renewal Date	Renewal Due?
2146994-98	DLLC	ACT	OREGON	07-14-2023	07-14-2025	
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
-----	-----------	----	-------	--	---------	--------------------------

[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
	AMENDED ANNUAL REPORT	06-04-2024		FI		
	ARTICLES OF ORGANIZATION	07-14-2023		FI	Agent	

[About Us](#) | [Announcements](#) | [Laws & Rules](#) | [Feedback Policy](#) | [SOS Home](#) | [Oregon Blue Book](#) | [Oregon.gov](#)

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

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

SECTION 3

*LA PINE DEVELOPMENT CODE
FINDINGS OF FACT*

*SITUS ADDRESS:
51425 HWY 97 & 51450 MORSON STREET
LA PINE, OREGON 97739
MAP NUMBERS: 221015AD TL 500, 600, 4100*

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 Starbucks is a permitted use in Commercial as noted in Table 15.22-1 under Eating and Drinking establishments and Retail Sales and Service.

Table 15.22-1. Use Regulations in the Commercial and Mixed-Use Zones					
Use Category	C	CRMX	CMX	CN	Special Use Standards
<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](#).

Table 15.22-2. Development Standards in the Commercial and Mixed-Use Zones

<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: The proposed development meets all required setbacks as shown in Table 15.22.2 for Commercial Development.

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 new proposed Starbucks is located on the lot bordering Highway 97, a pedestrian friendly street, and will comply with the applicable codes associated with pedestrian friendly criteria. The applicant is submitting a Property Line Adjustment concurrently with this application to define the locations of new and future development with the appropriate code criteria for pedestrian friendly streets as applicable to this application and 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.

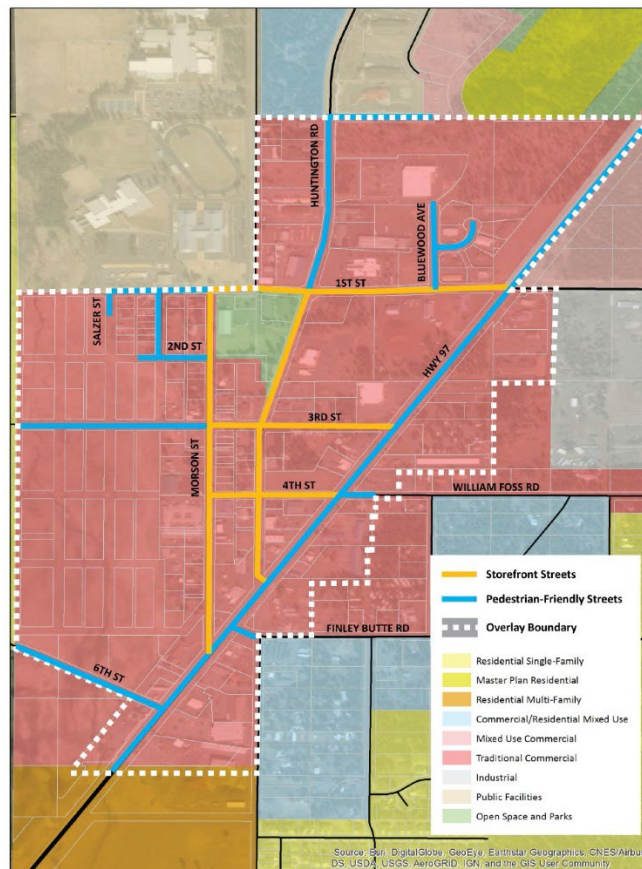
FINDINGS OF FACT: The proposed Starbucks borders a pedestrian friendly street. The applicant is using the standards for the pedestrian friendly street as the applicable criteria for development.

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. As discussed above, Starbucks will comply with the pedestrian friendly street criteria.

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.

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

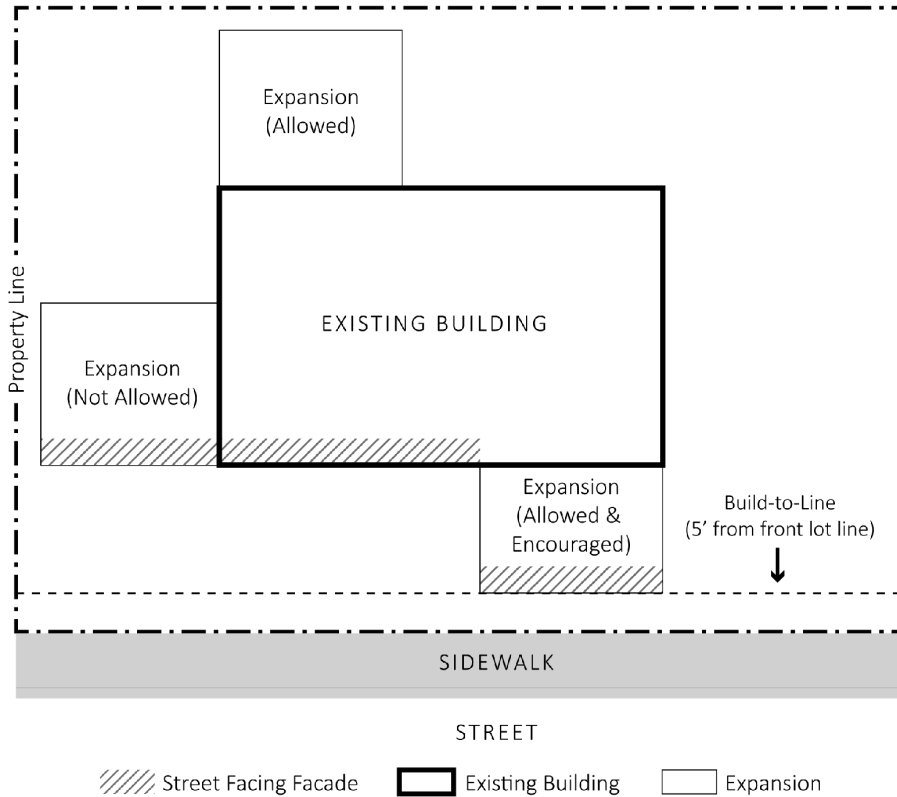
2. The alternative design better complies with the following:

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.

Applicability of Build-to-Line Standard for Expansions or Additions on Storefront Streets



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: Starbucks will be developed as a drive-through. The location of the new building is adjacent to a pedestrian friendly street and addresses drive-thru criteria within this document under 15.86.040.

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 Starbucks.

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: Starbucks is utilizing the pedestrian friendly street criteria (US Hwy 97) and will comply with the parking standards for pedestrian friendly street criteria as noted 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: Starbucks borders US Hwy 97 a pedestrian friendly street and will comply with pedestrian friendly street criteria. There will not be a drive-thru between Starbucks and Morson Street, the property will be separated by a tax lot with the PLA. The proposed Starbucks will have parking south of the building with no parking proposed between the front of the store and Highway 97. The circulation pattern for the store is between the new tax lot to the west and the back of the store.

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 applicant acknowledges the criteria in (D) above, the project does not abut a Storefront Street.

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 a sidewalk for public use between Starbucks and Highway 97 with an outdoor seating area in front of the Starbucks.

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.

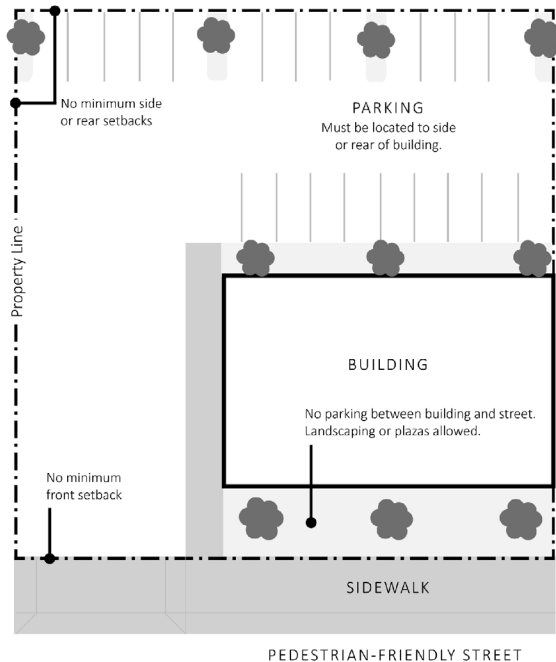
FINDINGS OF FACT: N/A

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 proposed Starbucks entrance is visible and connected to the proposed sidewalk by a pedestrian walkway. The drive-thru is located internally within the development away from the pedestrian friendly street. Parking is located on the south side of the building providing visibility and direct access to the pedestrian friendly street.

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 continues sidewalk connecting to the sidewalk along the west side of Highway 97.

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 primary entrance as shown on the elevations is emphasized through the use of an overhang with transom windows above the primary entrance 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 proposed Starbucks has one primary entrance facing the pedestrian friendly street. No other buildings are proposed currently for this phase of the development.

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: No buildings are proposed with this application on a storefront street. Future development will address these criteria.

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).

FINDINGS OF FACT: The proposed Starbucks complies with (a) above as shown on the elevations.

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).

FINDINGS OF FACT: N/A to this application.

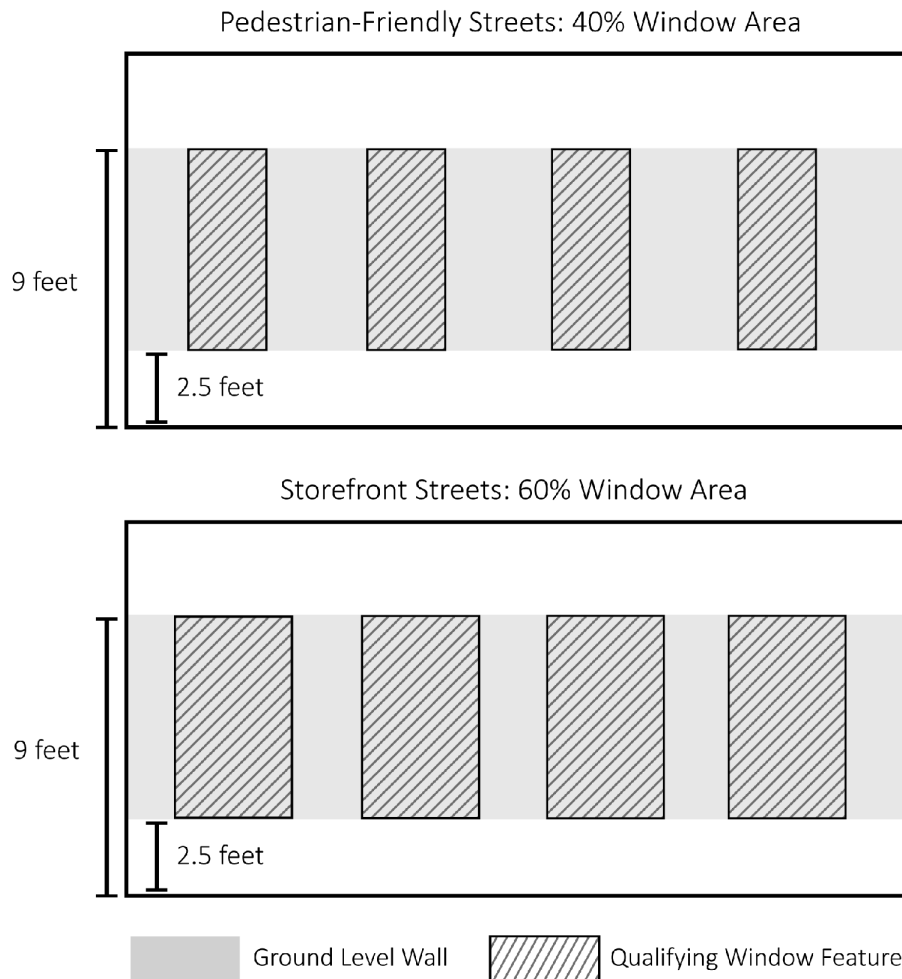
c. The ground level wall area is the wall area above 30 inches and below 108 inches, as measured from finished grade.

FINDINGS OF FACT: Acknowledged.

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

FINDINGS OF FACT: Applicant acknowledges the transparency requirements for floor windows and shall comply with this requirement.

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: No exterior walls are greater than 100' in length.

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: No exterior walls exceed 100' in length. However, the building is designed with variations in color, materials, and eaves for "breaks" in design.

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: Acknowledged.

C. *Screening of mechanical equipment.*

FINDINGS OF FACT: Acknowledged if applicable. No mechanical equipment is located on the building that requires screening.

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: Acknowledged.

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: Acknowledged.

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: Acknowledged.

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

FINDINGS OF FACT: The building is designed with a style that is characterized by the features that make the building notable with regional character and complies with 1-3 below as described.

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 proposed building exhibits primary materials that consists of masonry and natural wood siding which covers the structure a minimum of 60%.

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 which do not cover more than 40 percent of the buildings' exterior walls include natural appearing wood and glass.

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: Where the base of the building is like material used on other portions of the building the base is differentiated by a change in material color. Other sections of the building, the base material is separated by the use of the masonry materials.

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: Starbucks has incorporated at least three of the items listed in 1-6 above. The building is designed with exposed heavy timbers under the roofline, exposed natural wood trim around windows, and a pitched roof over more than 50 percent of the building constructed of metal.

<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

Article 5- DEVELOPMENT STANDARDS

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 proposed Starbucks meets the minimum lot size requirements for the development.

Sec. 15.80.050.- Supplementary height regulations.

The maximum height limitations shall not apply to:

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: N/A, Starbucks will not exceed the 70' maximum. The building is proposed at 31' 5" with no appurtenances attached to or part of the principal structure.

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 shipping containers will be located on the project site at any time except those that may be required for construction purposes.

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 subject property is proposing 14,822 square feet landscaping with 37.4% coverage exceeding the 15% requirement.

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: Minimum landscaping requirements include some of the items above to meet % requirements.

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.

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: Applicant acknowledges (C) above and has incorporated different items into the landscape plan to meet the required criteria.

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 aisles contain 10 or more vehicle spaces. N/A

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

FINDINGS OF FACT: The parking areas are divided into bays and at the end of each parking bay is a curbed planter with shrubs and/or trees.

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

FINDINGS OF FACT: Each area is protected from vehicles by curbs.

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: All parking areas are separated from the exterior wall of the commercial building by a minimum five-foot area of landscaping or sidewalk.

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 subject site does not abut a residential zone.

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: No uses are located adjoining the project site currently. All areas surrounding the proposed development are zoned Traditional Commercial.

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: N/A

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:

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

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: N/A to this application or project.

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: Applicant acknowledges that landscape plant materials shall be property guyed and stake and shall not interfere with vehicular or pedestrian traffic or parking and loading.

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 are proposed at a minimum of six feet in height and fully branched at the 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: All shrubs are proposed at a minimum of one-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: Applicant shall stagger rows of plants to provide for 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: All landscaping will be continuously maintained including necessary watering, weeding, pruning, and replacement of plant materials as needed.

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: No fences or walls shall be constructed or contain any material that could cause bodily harm.

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: No fencing is proposed with this development. Screening is proposed for the trash enclosure consisting of 6' CMU.

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: No trucks 40-feet or longer wheelbase at a frequency of one or more vehicles per week will deliver materials or merchandise to this business. N/A

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 off-street parking is located on the project site.

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: No parking is encroached upon by a structure, storage, or other use.

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: Total parking spaces include 14 parking spaces plus 6 spaces reserved for snow storage in winter months that do not count towards the maximum allowable spaces. Off-street parking calculations – 2,122 sf building footprint @ 1 space per 200 sf. Maximum may be 2 x minimum required parking. Total parking spaces required 11, total parking spaces provided 20.

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: Only one use is proposed for the project site.

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: N/A to this application.

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: Acknowledged.

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: No parking is proposed on the adjoining street.

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;
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:

<i>Table 15.86-1. Automobile Parking Spaces by Use</i>	
<i>Use Categories</i>	<i>Minimum Parking per Land Use (Fractions are rounded down to the closest whole number.)</i>
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: The maximum number of parking spaces for this development is 2 x minimum required spaces. Required spaces = 11 with maximum number allowed 22. Twenty spaces have been provided with this development meeting minimum and maximum requirements.

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: Total parking spaces include 14 parking spaces plus 6 spaces reserved for snow storage in winter months that do not count towards the maximum allowable spaces.

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: Applicant is not seeking exceptions or reductions to 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: No shared parking is proposed. N/A

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: All parking design is in conformance with stall design and minimum dimensions as shown on the tentative site plan.

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: No adjustment is being requested.

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: One ADA space per 25 required parking stalls with one ADA stall required. Two ADA stalls will be provided meeting this criterion.

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: Starbucks is designed to have a driveway that is internal to the development as shown on the site plan. The primary access is provided by Highway 97

which enters the site to the internal drive-through facility. A secondary existing access to Hwy 97 will be removed with this development.

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

FINDINGS OF FACT: The drive-through is not oriented to a street corner, it is on the internal side of the development.

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 is not located within 20' of a street right-of-way, it is located behind the Starbucks building and internally within the project site.

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 queuing area is designed to not obstruct any street, fire lane, 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

Use	Minimum Number of Spaces
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: All bicycle parking is located within 100 feet of the building entrance.

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 very convenient and easy to find.

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 is proposed at least two feet by six feet with a vertical clearance of six feet meeting this criterion.

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

FINDINGS OF FACT: The access aisle provided is 16' meeting this criterion.

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: Bicycle parking will be designed to provide security with a proposed bicycle rack where bicycles 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: Bicycle parking is located to not impede or create a hazard to pedestrians or vehicles and is located not to conflict with the vision clearance standards as noted in section 15.88.040.

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 designated on the site plan and the required percentage is 15% or 2,953 sf. Total snow storage area provided is 4,023 sf exceeding the minimum required.

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 proposed in parking spaces and still allows the site to accommodate enough parking spaces to meet the minimum off-street parking requirements.

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: No exceptions or adjustments are requested.

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: Acknowledged, no new access to the state highway is being requested with this project.

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: A TIA is included within this planning document.

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.

FINDINGS OF FACT: Acknowledged, please refer to TIA.

b. Sharing of access points between adjacent properties and developments.

FINDINGS OF FACT: Acknowledged. The south access from Highway 97 is being proposed to be shared with the parcel to the south and west and will remain where it is currently located.

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.

FINDINGS OF FACT: Acknowledged.

d. Constructing frontage or marginal access roads to separate local traffic from through traffic.

FINDINGS OF FACT: Acknowledged.

e. Providing service drives to prevent overflow of vehicle queues onto adjoining roadways.

FINDINGS OF FACT: Acknowledged.

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 refer to TIA.

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: Please refer to TIA.

c. Installation of median barriers to control conflicts associated with left turn movements.

FINDINGS OF FACT: Please refer to TIA.

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

FINDINGS OF FACT: Please refer to TIA.

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: The applicant shall work with ODOT if required for any ODOT approvals that may be 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: N/A to this project.

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: Acknowledged. The plan does plan on removing the access near Huntington Road and Highway 97 moving in the direction of code compliance.

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: Acknowledged.

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.

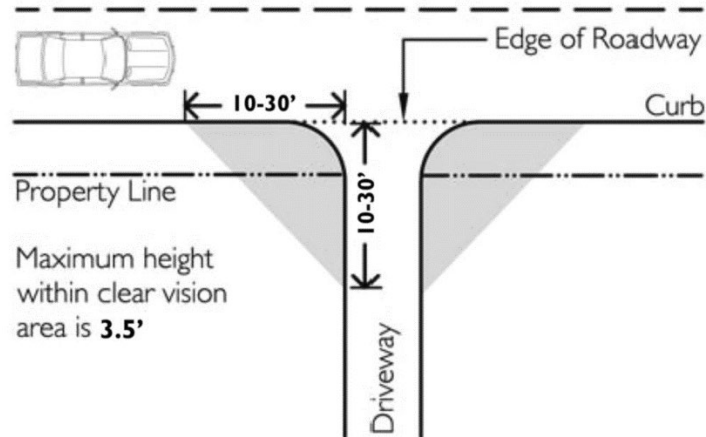
B. A clear vision area shall consist of a triangular area on the corner of a lot at the intersection of two streets or a street and a railroad (see Figure 18.88-1). Where lot lines have rounded corners, the specified distance is measured from a point determined by the extension of the lot lines to a 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: Clear vision shall be maintained where applicable.

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: As shown on the tentative site plan a continuous walkway is provided for pedestrians extending throughout the development site which connects to adjacent sidewalks and to all future phases of the 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: Walkways within the development provide safe, reasonably direct, and convenient connections between primary building entrance and all adjacent parking.

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: Proposed walkways do not deviate unnecessarily and do not involve significant 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: Walkways are designed for pedestrian safety and reasonably free from hazards and will provide reasonably smooth and consistent surface and direct route of travel between destinations.

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: Applicant shall comply with this requirement as applicable this this development.

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: Applicant acknowledges (d) above where applicable as shown on the tentative site plan.

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: Walkways are proposed with concrete, will meet ADA requirements and are proposed at 6' width.

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 paths are proposed with this development.

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 Sec. 15.90.010 Public facilities improvements 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 (A) above and shall comply with all applicable specifications of the city and/or the serving entity where applicable.

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: Acknowledged

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: Acknowledged

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: N/A

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: Acknowledged

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: Acknowledged

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: N/A

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: Acknowledged

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: Acknowledged

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

FINDINGS OF FACT: Acknowledged

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 has included within the planning packet a Traffic Impact Analysis.

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 in the State of Oregon

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: The applicant is not seeking a waiver or deferral.

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 each as required by code.

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 as applicable to this 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: Acknowledged

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: Acknowledged

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: Acknowledged

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].

FINDINGS OF FACT: Applicant acknowledges 15.94.050 above.

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).			

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 project location is located on a pedestrian friendly street and will comply with all code standards associated with this street type.

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: All areas of the project site not used for buildings, other structures, parking or loading spaces, or aisles, driveways, and sidewalks are proposed with grass or other all-season groundcover. Landscaping shall be kept in a neat appearance.

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: Access driveway and entrance is located at the existing location providing adequate sight distance, free movement of normal highway traffic, and does not create a hazard or an area of undue traffic congestion on the highway to which it has access. A Traffic Impact Analysis is included with this planning 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: Acknowledged

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: Acknowledged

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

FINDINGS OF FACT: All exterior lighting shall be placed and shielded so as not to create a nuisance for adjacent properties.

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

SECTION 4

**DEED
LLC**

**SITUS ADDRESS:
51425 HWY 97 & 51450 MORSON STREET
LA PINE, OREGON 97739
MAP NUMBERS: 221015AD TL 500, 600, 4100**



After recording return to:
Dickerhoof Properties
PO Box 1800
Corvallis, OR 97339

Until a change is requested all tax
statements shall be sent to the
following address:
Dickerhoof Properties
PO Box 1800
Corvallis, OR 97339

File No.: NCS-1177357-OR1 (RR)
Date: September 21, 2023

THIS SPACE RESERVED FOR RECORDER'S USE

Deschutes County Official Records **2023-23652**
D-D
Stn=1 BN **09/22/2023 11:44 AM**
\$20.00 \$11.00 \$10.00 \$61.00 \$6.00 **\$108.00**

I, Steve Dennison, County Clerk for Deschutes County, Oregon,
certify that the instrument identified herein was recorded in the
Official Records.

Steve Dennison - County Clerk

STATUTORY SPECIAL WARRANTY DEED

Susan Jane Humphres and Robert Maxwell Humphres, not as tenants in common, but with rights of survivorship, Grantor, conveys and specially warrants to **Pinegreen, LLC, an Oregon limited liability company**, Grantee, the following described real property free of liens and encumbrances created or suffered by the Grantor, except as specifically set forth herein:

See Legal Description attached hereto as Exhibit A and by this reference incorporated herein.

Subject to those items set forth on Exhibit B attached hereto and made a part hereof.

The true consideration for this conveyance is **\$160,000.00**. (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

EXHIBIT A

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

A TRACT OF LAND LOCATED IN THE SOUTHEAST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF SECTION 15, TOWNSHIP 22 SOUTH, RANGE 10 EAST, WILLAMETTE MERIDIAN, DESCHUTES COUNTY, OREGON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 5/8" IRON ROD MARKING THE NORTHWEST CORNER OF SAID TAX LOT 500, SAID POINT BEING ON THE EAST RIGHT-OF-WAY OF MORSON STREET; THENCE LEAVING SAID RIGHT-OF-WAY, EAST 99.78 FEET TO A 5/8" IRON ROD; THENCE SOUTH 00°05'13" EAST 125.09 FEET TO A 5/8" IRON ROD ON THE NORTH RIGHT-OF-WAY OF VACATED 5TH STREET; THENCE ALONG SAID RIGHT-OF-WAY, SOUTH 89°52'06" EAST 7.50 FEET TO A 5/8" IRON ROD; THENCE LEAVING SAID RIGHT-OF-WAY, SOUTH 00°00'38" EAST 177.89 FEET TO A 5/8" IRON ROD; THENCE WEST 107.50 FEET TO A 5/8" IRON ROD ON THE EAST RIGHT-OF-WAY OF MORSON STREET; THENCE ALONG SAID RIGHT-OF-WAY, NORTH 302.97 TO THE POINT OF BEGINNING AND THE TERMINUS OF THIS DESCRIPTION.

Exhibit "B"

1. Property Taxes for the year 2023-2024, a lien due but not yet payable.
2. Water rights, claims to water or title to water, whether or not such rights are a matter of public record.
3. Easement, including terms and provisions contained therein:
Recording Information: April 01, 2002 as Instrument No. 2002-17984
In Favor of: Midstate Electric Cooperative, Inc., an Oregon cooperative corporation
For: Right-of-way

THIS SPACE RESERVED FOR RECORDER'S USE

After recording return to:

Valentine Investments LLC,
an Oregon Limited Liability Company
53170 Riverview Dr.
Gilchrist, OR 97737

Until a change is requested all tax statements shall be sent to the following address:

Valentine Investments LLC,
an Oregon Limited Liability Company
53170 Riverview Dr.
Gilchrist, OR 97737
File No. 582242AM

Deschutes County Official Records **2023-06069**
D-D
Stn=1 BN **03/17/2023 12:58 PM**
\$45.00 \$11.00 \$10.00 \$61.00 \$6.00 **\$133.00**

I, Steve Dennison, County Clerk for Deschutes County, Oregon, certify that the instrument identified herein was recorded in the Official Records.
Steve Dennison - County Clerk

STATUTORY WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, That La Pine Hi-Way Center Inc.

hereinafter called Grantor, for the consideration hereinafter stated, does hereby grant, bargain, sell and convey unto

Valentine Investments LLC,

hereinafter called Grantee, and unto Grantee's heirs, successors and assigns all of that certain real property with the tenements, hereditaments and appurtenances thereunto belonging or in any way appertaining, situated in the County of Deschutes, State of Oregon, described as follows, to wit:

See attached Exhibit A

And

Valentine Investments LLC

hereinafter called Grantor, for the consideration hereinafter stated, does hereby grant, bargain, sell and convey unto

La Pine Hi-Way Center Inc.,

hereinafter called Grantee, and unto Grantee's heirs, successors and assigns all of that certain real property with the tenements, hereditaments and appurtenances thereunto belonging or in any way appertaining, situated in the County of Deschutes, State of Oregon, described as follows, to wit:

See attached Exhibit B

FOR INFORMATION PURPOSES ONLY, THE MAP/TAX ACCT #(S) ARE REFERENCED HERE:

221015AD 00600
221015AD 00700
221015AD 04100

Resulting in Adjusted Tax Lot 700, see attached Exhibit C
Resulting in Adjusted Tax Lot 600, see attached Exhibit D
Resulting in Adjusted Tax Lot 4100, see attached Exhibit E

The true and actual consideration for this conveyance is lot line adjustment.

The above-described property is free of encumbrances except all those items of record, if any, as of the date of this deed and those shown below, if any:

Return To:  AmeriTitle

Recorded by AmeriTitle as an accommodation only. No liability is accepted for the condition of title or for the validity, sufficiency, or effect of this document.

Page 2 Statutory Warranty Deed
Escrow No. 582242AM

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 13TH day of March, 2023

Valentine Investments LLC, an Oregon Limited Liability Company

By: Guy V. Tavares
Guy V. Tavares, Member

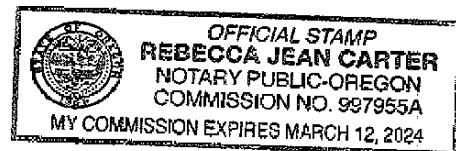
By: Lisa A. Tavares
Lisa A. Tavares, Member

State of Oregon} ss
County of Deschutes}

On this 13th day of March, 2023, before me, Rebecca Jean Carter a Notary Public in and for said state, personally appeared Guy V. Tavares and Lisa A. Tavares known or identified to me to be the Managing Member in the Limited Liability Company known as Valentine Investments LLC who executed the foregoing instrument, and acknowledged to me that he/she executed the same in said LLC name.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Rebecca Jean Carter
Notary Public for the State of Oregon
Residing at: La Pine, OR
Commission Expires: March 12 2024



Page 3 Statutory Warranty Deed
Escrow No. 582242AM

Dated this 17th day of March, 2023.

LaPine Hi-Way Center, Inc., an Oregon Corporation

By: Carol E. Brewer
Carol E. Brewer, President

State of Oregon}ss.
County of Deschutes}

On this 17th day of March, 2023, before me, Jillian Nadene Pickle a Notary Public in and for said state, personally appeared Carol E. Brewer known to me to be the President of the LaPine Hi-Way Center Corporation, and acknowledged to me that pursuant to a Resolution of the Board of Directors, he/she executed the foregoing in said Corporation name. IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Jillian Nadene Pickle
Notary Public for the State of Oregon
Residing at: La Pine Or.
Commission Expires: Sept. 23, 24

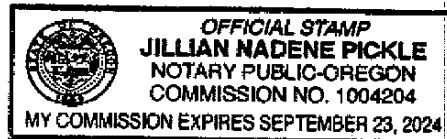


EXHIBIT A
TRANSFER PARCEL 1
LEGAL DESCRIPTION
LA PINE HI-WAY CENTER INC. TO VALENTINE INVESTMENTS LLC

A PORTION OF THAT LAND AS DESCRIBED IN THE WARRANTY DEED RECORDED AS VOL. 2019 PAGE 00384 IN THE OFFICE OF DESCHUTES COUNTY CLERK, OREGON AND BEING WITHIN THE PLAT OF LA PINE, DESCHUTES COUNTY, OREGON, AND ALSO SITUATE IN THE NE 1/4 OF SECTION 15 IN TOWNSHIP 22 SOUTH, RANGE 10 E.W.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EAST LINE OF SAID DESCRIBED LAND MARKED WITH AN ORANGE PLASTIC CAPPED #5 REBAR THAT BEARS N0°07'13"E 714.71 FEET FROM THE 1/4 CORNER BETWEEN SECTIONS 14 & 15 IN SAID TOWNSHIP AND RANGE; THENCE S30°35'13"W 36.00 FEET; THENCE S89°52'47"E 18.25 FEET TO AN ORANGE PLASTIC CAPPED #5 REBAR; THENCE N0°07'13"E 31.03 FEET TO THE **POINT OF BEGINNING** AND TERMINUS OF THIS DESCRIPTION. CONTAINS 283 SQUARE FEET MORE OR LESS.

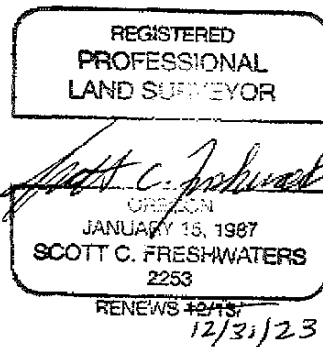


EXHIBIT B
LEGAL DESCRIPTION
VALENTINE INVESTMENTS LLC TO LA PINE HI-WAY CENTER INC
TRANSFER PARCEL 2

A PORTION OF THAT LAND AS DESCRIBED IN THE WARRANTY DEED RECORDED AS VOL. 2022 PAGE 42956 IN THE OFFICE OF DESCHUTES COUNTY CLERK, OREGON AND BEING WITHIN THE PLAT OF LA PINE, DESCHUTES COUNTY, OREGON, D AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID PARCEL MARKED WITH AN ORANGE PLASTIC CAPPED #5 REBAR; THENCE S89°52'47"E 46.94 FEET TO THE **POINT OF BEGINNING**; THENCE CONTINUING S89°52'47"E 34.81 FEET; THENCE S30°35'13"W 17.65 FEET TO AN ORANGE PLASTIC CAPPED #5 REBAR; THENCE N59°24'47"W 30.00 FEET TO THE **POINT OF BEGINNING** AND TERMINUS OF THIS DESCRIPTION. CONTAINS 265 SQUARE FEET MORE OR LESS.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Scott C. Freshwaters

OREGON
JANUARY 15, 1987
SCOTT C. FRESHWATERS
2253

RENEWS ~~12/31/23~~
12/31/23

EXHIBIT C
RESULTANT LEGAL DESCRIPTION
VALENTINE INVESTMENTS LLC TAX LOT 700

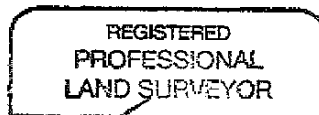
LOTS 20, 21 AND 22, BLOCK THIRTY-FOUR (34), OF LA PINE, RECORDED AUGUST 1, 1918, IN CABINET A, PAGE(S) 55, DESCHUTES COUNTY, OREGON. TOGETHER WITH THOSE PORTIONS OF FIFTH AND HILL STREETS ABUTTING THEREON, WHICH INURED TO SAID LOTS BY ORDER OF THE DESCHUTES COUNTY COMMISSIONERS DATED MAY 18, 1977 AND **EXCEPTING** THEREFROM THE FOLLOWING DESCRIBED PARCEL:

COMMENCING AT THE SOUTHWEST CORNER OF SAID PARCEL MARKED WITH AN ORANGE PLASTIC CAPPED #5 REBAR; THENCE S89°52'47"E 46.94 FEET TO THE **POINT OF BEGINNING**; THENCE CONTINUING S89°52'47"E 34.81 FEET; THENCE S30°35'13"W 17.65 FEET TO AN ORANGE PLASTIC CAPPED #5 REBAR; THENCE N59°24'47"W 30.00 FEET TO THE **POINT OF BEGINNING** AND TERMINUS OF THIS DESCRIPTION. CONTAINS 265 SQUARE FEET MORE OR LESS.

AND TOGETHER WITH THE FOLLOWING DESCRIBED PARCEL:

A PORTION OF THAT LAND AS DESCRIBED IN THE WARRANTY DEED RECORDED AS VOL. 2019 PAGE 00384 IN THE OFFICE OF DESCHUTES COUNTY CLERK, OREGON AND BEING WITHIN THE PLAT OF LA PINE, DESCHUTES COUNTY, OREGON. AND ALSO SITUATE IN THE NE 1/4 OF SECTION 15 IN TOWNSHIP 22 SOUTH, RANGE 10 E.W.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EAST LINE OF SAID DESCRIBED LAND MARKED WITH AN ORANGE PLASTIC CAPPED #5 REBAR THAT BEARS N0°07'13"E 714.71 FEET FROM THE 1/4 CORNER BETWEEN SECTIONS 14 & 15 IN SAID TOWNSHIP AND RANGE; THENCE S30°35'13"W 36.00 FEET; THENCE S89°52'47"E 18.25 FEET TO AN ORANGE PLASTIC CAPPED #5 REBAR; THENCE N0°07'13"E 31.03 FEET TO THE **POINT OF BEGINNING** AND TERMINUS OF THIS DESCRIPTION. CONTAINS 283 SQUARE FEET MORE OR LESS.



Scott C. Freshwaters
OREGON
JANUARY 15, 1987
SCOTT C. FRESHWATERS
2253

RENEWS 12/21/23

EXHIBIT D

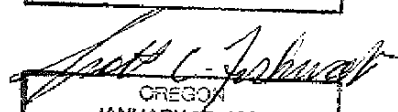
RESULTANT LEGAL DESCRIPTION
LA PINE HI-WAY CENTER INC. TAX LOT 600

LOT 19, BLOCK THIRTY-FOUR (34), OF LA PINE, DESCHUTES COUNTY, OREGON, TOGETHER WITH THOSE PORTIONS OF FIFTH AND HILL STREETS ABUTTING THEREON, WHICH INURED TO SAID LOT BY ORDER OF THE DESCHUTES COUNTY BOARD OF COMMISSIONERS DATED MAY 18, 1977 AND TOGETHER WITH THE FOLLOWING DESCRIBED PARCEL:

A PORTION OF THAT LAND AS DESCRIBED IN THE WARRANTY DEED RECORDED AS VOL. 2022 PAGE 42956 IN THE OFFICE OF DESCHUTES COUNTY CLERK, OREGON AND BEING WITHIN THE PLAT OF LA PINE, DESCHUTES COUNTY, OREGON. AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID PARCEL MARKED WITH AN ORANGE PLASTIC CAPPED #5 REBAR; THENCE S89°52'47"E 46.94 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING S89°52'47"E 34.81 FEET; THENCE S30°35'13"W 17.85 FEET TO AN ORANGE PLASTIC CAPPED #5 REBAR; THENCE N59°24'47"W 30.00 FEET TO THE POINT OF BEGINNING AND TERMINUS OF THIS DESCRIPTION. CONTAINS 265 SQUARE FEET MORE OR LESS.

REGISTERED
PROFESSIONAL
LAND SURVEYOR



OREGON
JANUARY 75, 1987
SCOTT C. FRESHWATERS
2253

RENEWS 12/13/23
12/31/23

EXHIBIT E

RESULTANT LEGAL DESCRIPTION
LA PINE HI-WAY CENTER INC. TAX LOT 4100

A TRACT OF LAND LOCATED IN THE SOUTHEAST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF SECTION 15, TOWNSHIP 22 SOUTH, RANGE 10 EAST, WILLAMETTE MERIDIAN, DESCHUTES COUNTY, OREGON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 5/8" IRON ON THE EAST RIGHT-OF-WAY OF MORSON STREET, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF SAID TAX LOT 4100; THENCE ALONG SAID RIGHT-OF-WAY, NORTH 202.04 FEET TO A 5/8" IRON ROD; THENCE LEAVING SAID RIGHT-OF-WAY, EAST 107.50 FEET TO A 5/8" IRON ROD; THENCE NORTH 00°00'38" WEST 148.16 FEET TO A 5/8" IRON ROD MARKING THE CENTERLINE OF VACATED 5TH STREET; THENCE ALONG SAID CENTERLINE, EAST 25.99 FEET TO A 5/8" IRON ROD AT THE CENTERLINE OF VACATED HILL STREET; THENCE ALONG SAID HILL STREET CENTERLINE, NORTH 30°28'00" EAST 160.82 FEET TO A POINT ON THE WEST RIGHT-OF-WAY OF HUNTINGTON ROAD; THENCE ALONG SAID RIGHT-OF-WAY, SOUTH 318.61 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY OF U.S. HIGHWAY 97; THENCE ALONG SAID RIGHT-OF-WAY, SOUTH 30°26'27" WEST 226.35 FEET; THENCE LEAVING SAID RIGHT-OF-WAY, NORTH 77°07'24" WEST 102.91 TO THE **POINT OF BEGINNING** AND THE TERMINUS OF THIS DESCRIPTION AND **EXCEPTING** THEREFROM THE FOLLOWING DESCRIBED PARCEL:

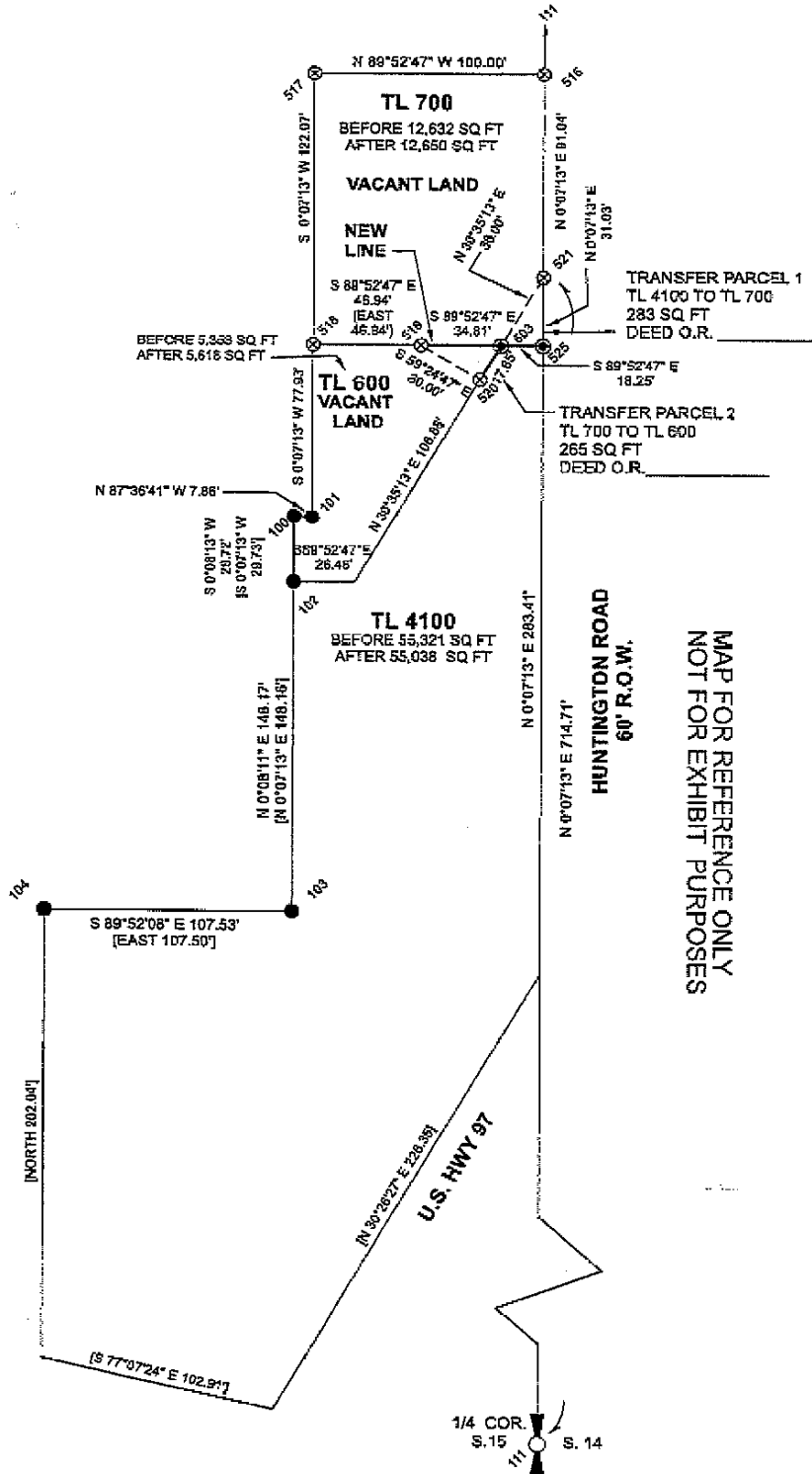
BEGINNING AT A POINT ON THE EAST LINE OF SAID DESCRIBED LAND MARKED WITH AN ORANGE PLASTIC CAPPED #5 REBAR THAT BEARS N0°07'13"E 714.71 FEET FROM THE 1/4 CORNER BETWEEN SECTIONS 14 & 15 IN SAID TOWNSHIP AND RANGE; THENCE S30°35'13"W 36.00 FEET; THENCE S89°52'47"E 18.25 FEET TO AN ORANGE PLASTIC CAPPED #5 REBAR; THENCE N0°07'13"E 31.03 FEET TO THE **POINT OF BEGINNING** AND TERMINUS OF THIS DESCRIPTION. CONTAINS 283 SQUARE FEET MORE OR LESS.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Scott C. Freshwaters
OREGON
JANUARY 15, 1987
SCOTT C. FRESHWATERS
2253

RENEWS ~~12/13/17~~
12/31/23

PROPERTY LINE ADJUSTME
SITUATE IN
IN TWP. 22 S., RANGE 10 E.W.



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

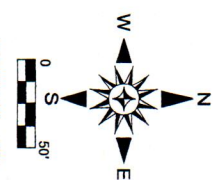
SECTION 5

LAWFUL CREATION

*SITUS ADDRESS:
51425 HWY 97 & 51450 MORSON STREET
LA PINE, OREGON 97739
MAP NUMBERS: 221015AD TL 500, 600, 4100*

PROPERTY LINE ADJUSTMENT SURVEY BETWEEN TAX LOTS 600, 700, AND 4100, A PORTION OF BLOCK 34, "LA PINE", AND OTHER LANDS SITUATE IN THE SE 1/4 OF THE NE 1/4 OF SECTION 15, IN TWP. 22 S., RANGE 10 E.W.M., CITY OF LA PINE, DESCHUTES COUNTY, OREGON

CITY OF LA PINE FILE NO. 021LA-22



NARRATIVE

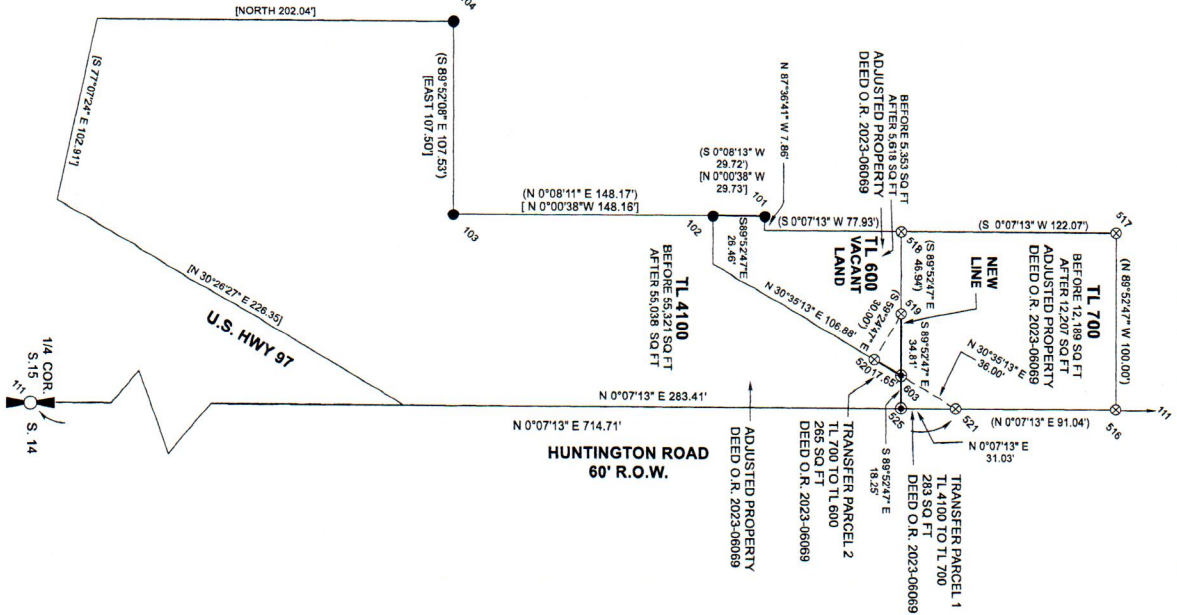
THE PURPOSE OF THIS SURVEY WAS TO ADJUST THE LINES BETWEEN TAX LOTS 600, 700, & 4100 IN ORDER TO MAKE THE SOUTH LINE OF TAX LOT 700 STRAIGHT. MONUMENT SET (629) FOR THE SE CORNER OF TAX LOT 700 WAS SET ON THE LINE BETWEEN MONUMENTS 521 AND THE EAST ONE-QUARTER CORNER (111) OF SECTION 15 AT THE INTERSECTION WITH THE EASTERY PROLONGATION OF THE LINE BETWEEN MONUMENTS 518 & 519. THE NEW NE CORNER (603) OF TAX LOT 600 WAS SET ON LINE BETWEEN MON. 529 AND MON. 519, AT THE INTERSECTION WITH A LINE BETWEEN MONUMENTS 520 & 521.

BASIS OF BEARINGS

THE BEARINGS ARE DERIVED FROM THE ORCA BROADCAST WAD 83 (2011) EPOCH 2010.00 COORDINATES IN THE BEND-KLAMATH FALLS ZONE USING THE FOLLOWING PARAMETERS:

TRANSVERSE MERCATOR PROJECTION
NORTH AMERICAN DATUM OF 1983
LATITUDE OF GRID ORIGIN: 41°45'00" N
EASTING OF GRID ORIGIN: 720000.00 M
FALSE NORTHING: 0.000 M
FALSE EASTING: 80,000.000 M
CENTRAL MERIDIAN SCALE: 1.000200

(NOTE: THE PHYSICAL BASIS OF BEARINGS LINE IS THE LINE BETWEEN MONS NUMBERED 111 & 110 BEING THE EAST LINE OF SECTION 15.)



MONUMENT DESCRIPTIONS

- 101) CS18839, #5 REBAR WITH YPC FWG
- 102) CS18839, #5 REBAR WITH YPC FWG
- 103) CS18839, #5 REBAR WITH YPC FWG
- 104) CS18839, #5 REBAR WITH YPC FWG
- 110) NE CORNER SECTION 15, 3-1/4" DIA. BRASS CAP 0.25" DOWN IN MONUMENT BOX, 2.4" NORTHERLY OF CURB FACE
- 111) EAST 1/4 CORNER SECTION 15, BRASS CAP FROM CS07853 0.7' DOWN IN MON. BOX THAT IS 0.4' DOWN IN SECTION 15
- 518) 1" DIA. BRASS CAP WITH LS2253 RECESSED INTO THE CONCRETE SIDEWALK, 0.4' EAST OF THE WEST EDGE
- 519) 0.2" D
- 520) FWG
- 521) FWG
- 603) SET FWG

LEGEND

- FOUND A MONUMENT AS DESCRIBED
- ⊗ FOUND AN ORANGE PLASTIC CAP MARKED WITH LS2253 ATOP A #5x30" REBAR UNLESS OTHERWISE NOTED
- XXXX AS MEASURED DURING THIS SURVEY
- XXXXX PROPERTY LINE ADJUSTMENT SURVEY CS18839 BY JAMES PERRY FILED ON 1/16/2019
- FWG FLUSH WITH GROUND
- YPC YELLOW PLASTIC CAP
- OPC ORANGE PLASTIC CAP INSCRIBED WITH LS2253
- SECTION CORNER MONUMENT
- ONE QUARTER CORNER MONUMENT
- SET AN ORANGE PLASTIC CAP MARKED WITH LS2253 ATOP A #5 REBAR UNLESS OTHERWISE NOTED
- PROPERTY LINE ADJUSTMENT SURVEY 20318 BY SCOTT FRESHWATERS FILED ON 9/24/2020

DESCHUTES COUNTY SURVEYOR
FILED 04/16/2023 BY: Collins

REGISTERED PROFESSIONAL LAND SURVEYOR
Scott C. Freshwaters
OR 0230
SCOTT C. FRESHWATERS
JANUARY 15, 1987
RENEWED 12/31/2023

FRESHWATERS SURVEYING, INC.
SCOTT C. FRESHWATERS, PLS
P.O. BOX 4524
SUNRIVER, OR 97707
541-593-1792 OFFICE
MARCH 28, 2023
CLIENT: GUY & LISA TAVARES,
VALENTINE INVESTMENTS LLC
#11127

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

SECTION 6

*MAILING ADDRESSES
100 FEET*

*SITUS ADDRESS:
51425 HWY 97 & 51450 MORSON STREET
LA PINE, OREGON 97739
MAP NUMBERS: 221015AD TL 500, 600, 4100*

CENTURYLINK
ATTN: CORP TAX DEP-KLAUS COX
6300 S SYRACUSE WAY #STE 700
ENGLEWOOD, CO 80111

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

SANDERS LIVING TRUST
PO BOX 1880
LA PINE, OR 97739

NANCY L CARTER
PO BOX 184
LA PINE, OR 97739

PINEGREEN LLC
PO BOX 1800
CORVALLIS, OR 97339

WILLIAM W BREWER
920 S 45TH STREET
RICHMOND, CA 94805

LAPINE HI-WAY CENTER
PO BOX 37
LA PINE, OR 97739

VALENTINE INVESTMENTS LLC
53170 RIVERVIEW DRIVE
LA PINE, OR 97739

LESUEUR FAMILY PROPERTIES
53444 BRIDGE DRIVE
LA PINE, OR 97739

TRUAX CORPORATION
PO BOX 3002
CORVALLIS, OR 97339

JOHNNY JEAN LLC
61253 CHIKAMIN DRIVE
BEND, OR 97702

PINEHOOF LLC ET AL
PO BOX 1538
CORVALLIS, OR 97339

RON LAFRANCHI
580 N CENTRAL BLVD
COQUILLE, OR 97423

NOVO I LLC
PO BOX 1742
LA PINE, OR 97739

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

RICHARD C PELISSEY
PO BOX 2211
LA PINE, OR 97739

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

SECTION 7

TRAFFIC STUDY

*SITUS ADDRESS:
51425 HWY 97 & 51450 MORSON STREET
LA PINE, OREGON 97739
MAP NUMBERS: 221015AD TL 500, 600, 4100*



Date:	August 6, 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 supplement the Transportation Impact Analysis for the proposed commercial development on US 97 near Finley Butte Road in La Pine, Oregon, with minor site plan revisions and a planned phasing of the AutoZone site. As previously studied, this development will include an approximately 2,500 square-foot Walgreens prototype, a Starbucks coffee shop with drive through that will replace existing commercial and office uses, and a future phase adjacent to the Starbucks that is planned to include the AutoZone (the specific timing is not known). For context, the site vicinity map is shown in Figure 1, and the most current site plans are shown in Figures 2 and 3.



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

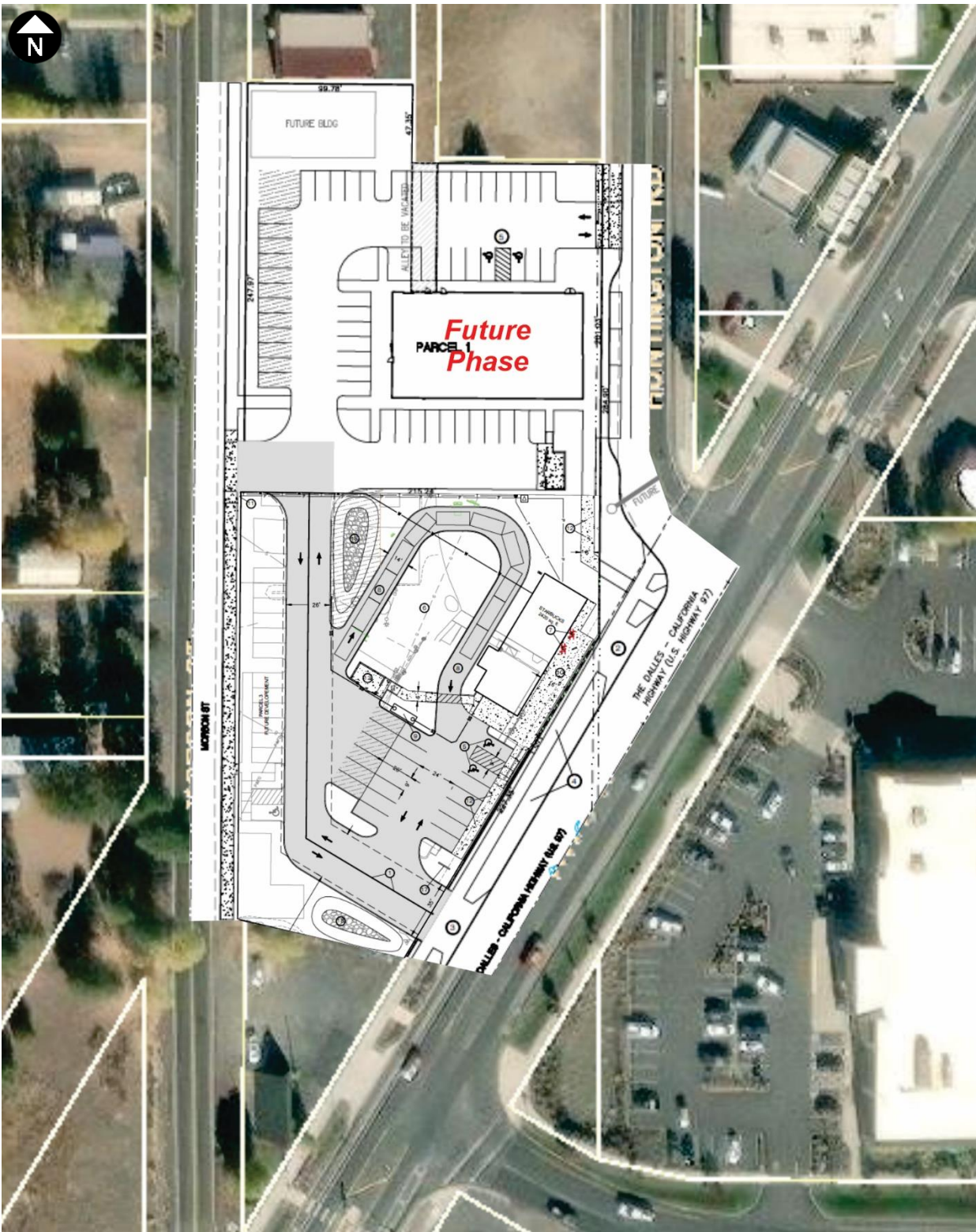


Figure 2. Preliminary northwestern site layout.

The prior analysis had assessed full build-out of the entire site within a single phase, and accounted for trips with the AutoZone within this initial phase. The separate timeline for this site does not modify the prior study findings or results, but will create reduced impacts until full build-out occurs. Separation of

the prior trip generation estimates by phase is contained in Table 1; note that this revision omits internal trips between the Starbucks and AutoZone within the first phase, resulting in slightly higher trip generation estimates for these individual uses (but less overall without the AutoZone). With the later addition of the AutoZone the trip rates will again match the prior study.

Table 1. Phased 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 <i>Passby Trips</i> Net New Trips			753 -286 467	93 -35 58	46 -18 28	47 -17 30
Proposed Uses						
Phase 1 (Starbucks and Walgreens as Stand-Alone 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
Coffee/Donut Shop with Drive through Window <i>Passby Trips (55%)¹</i> (Northwest Parcel)	937	2,465 SF	1,315 -723	96 -53	48 -26	48 -27
Phase 1 Net New Trips			730	56	29	27
Phase 2 (Adds Auto Parts Store and Includes Interaction with Starbucks)						
Automobile Parts Sales <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	0 -132 +72	0 -10 +6	0 -5 +2	0 -5 +4
Total Proposed Trips (Phase 1 + Phase 2) <i>Internal Trips</i> <i>Pass-by Trips</i> Estimated Net Trip Impacts			1,989 -172 -940 877	158 -14 -74 70	78 -7 -36 35	80 -7 -38 35
Trip Generation Comparison (Both Sites Combined)						
Phase 1 + Phase 2 Net New 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

FINDINGS AND RECOMMENDATIONS

Based on the addition of a phasing plan, no changes will occur to the analysis previously prepared, although the impact of full site build-out will not occur until the northern properties are fully developed.

This will not change any of the prior findings and recommendations. 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.



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.

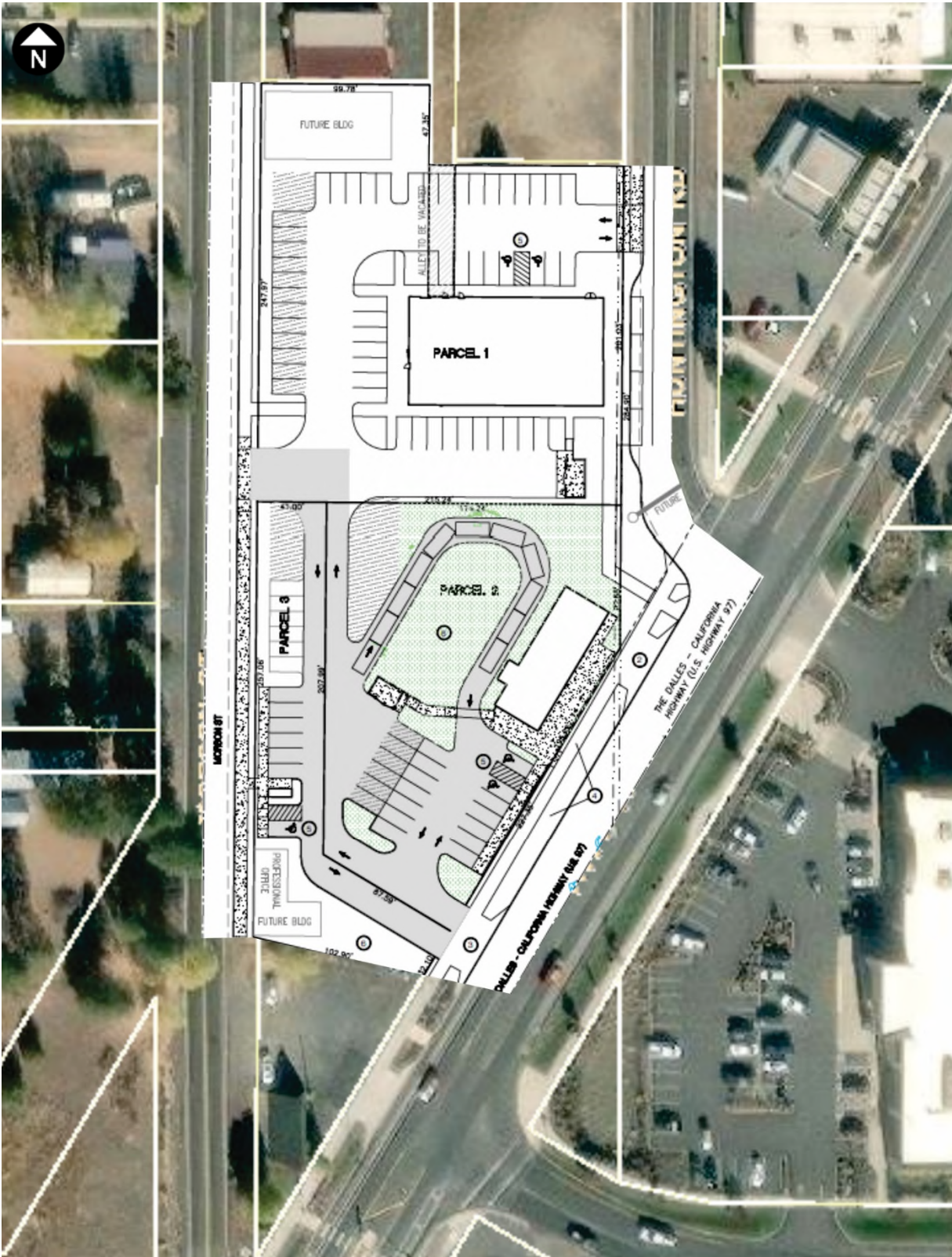


Figure 2. Preliminary northwestern site layout.

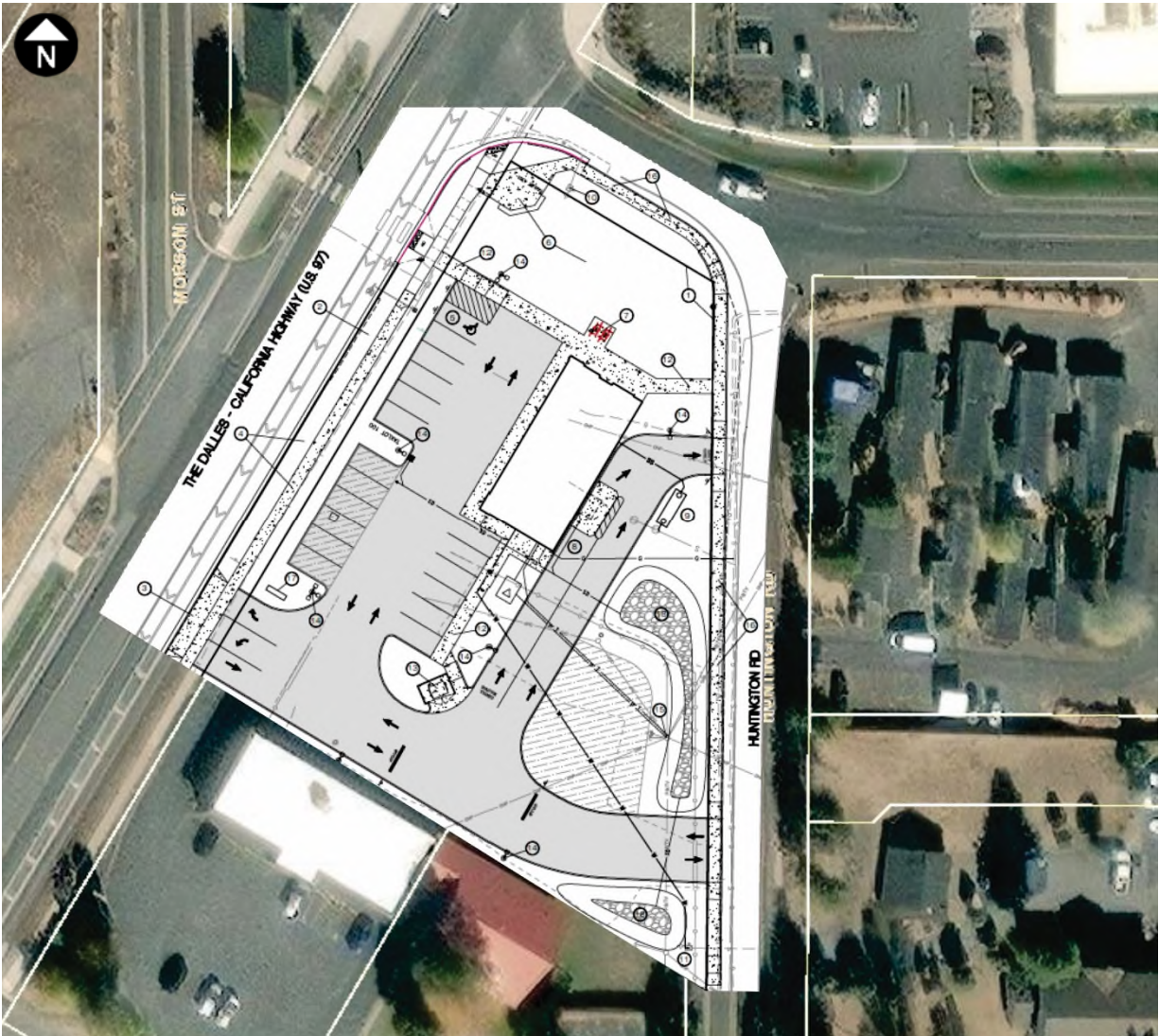


Figure 3. Preliminary southeastern site layout.

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.

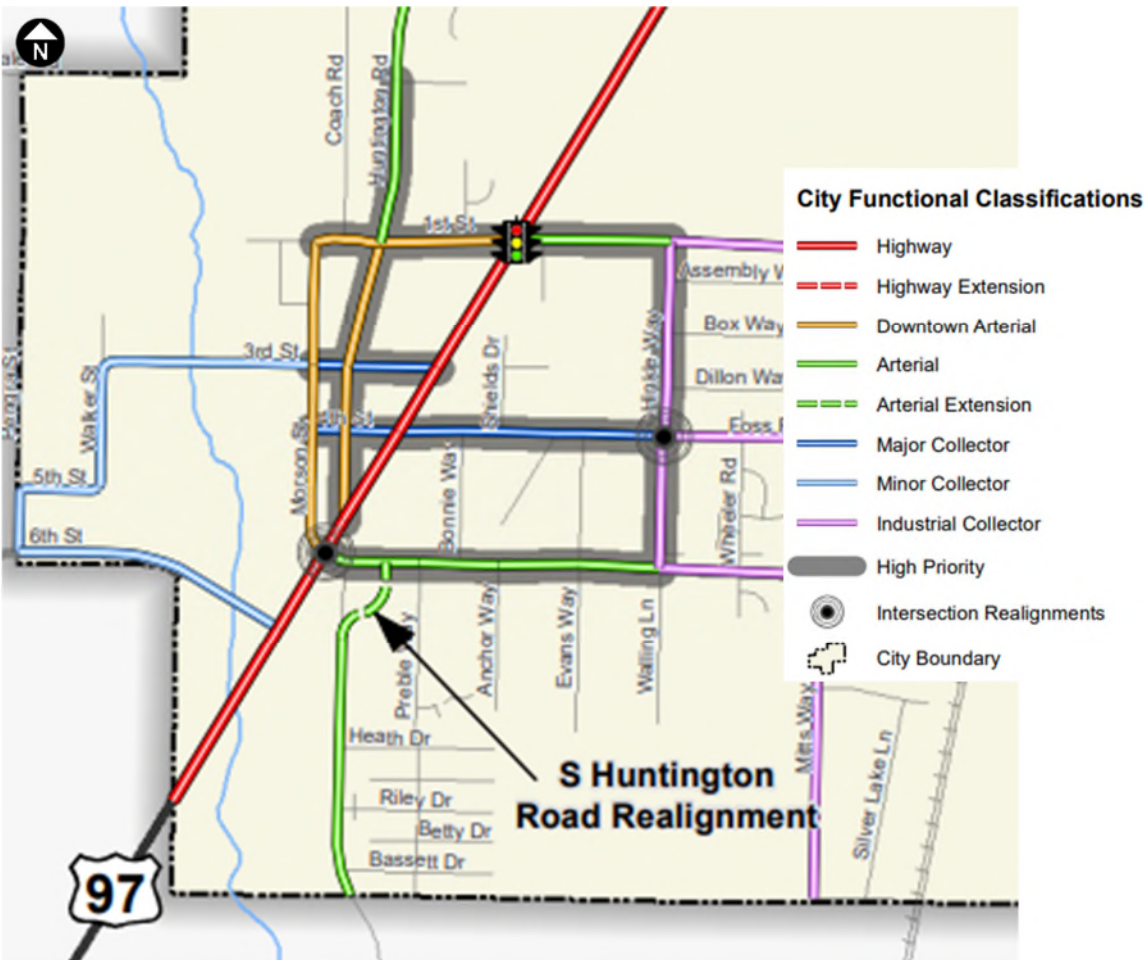


Figure 7. Functional Classification and Improvement Map.
 Source: 2013 La Pine Transportation System Plan.

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.

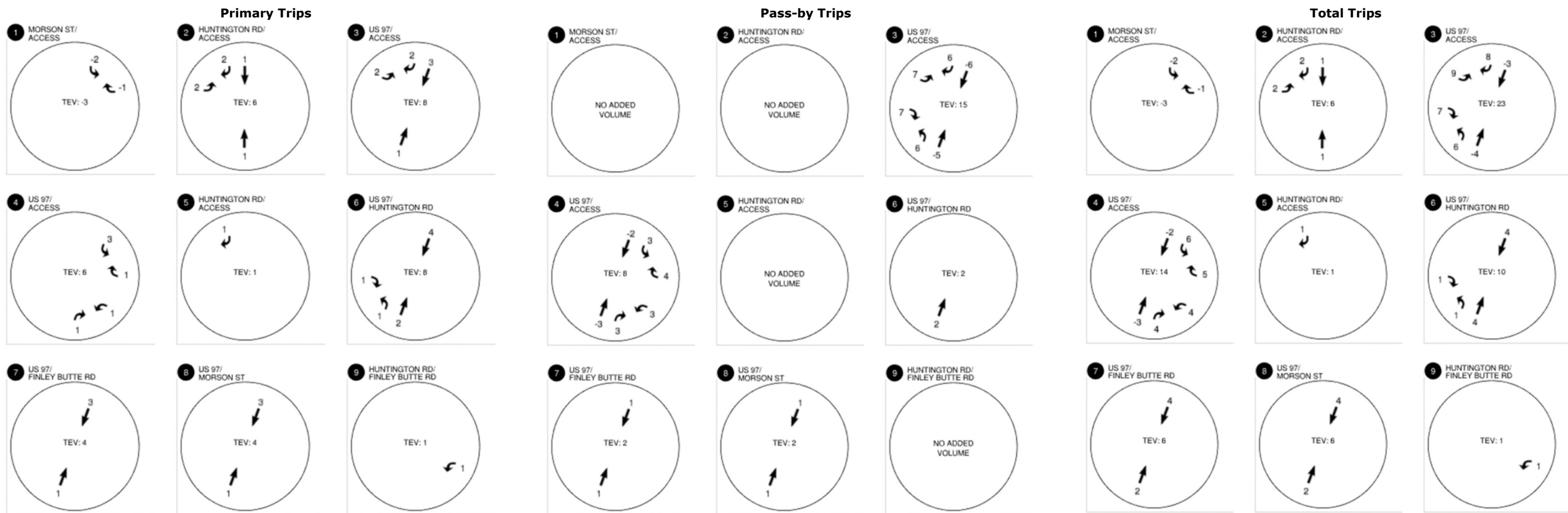


Figure 8. Original Estimated Trip Distribution and Trip Assignment, Weekday PM Peak Hour.
 (Note: Values shown include a trip credit to account for current site uses).

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.

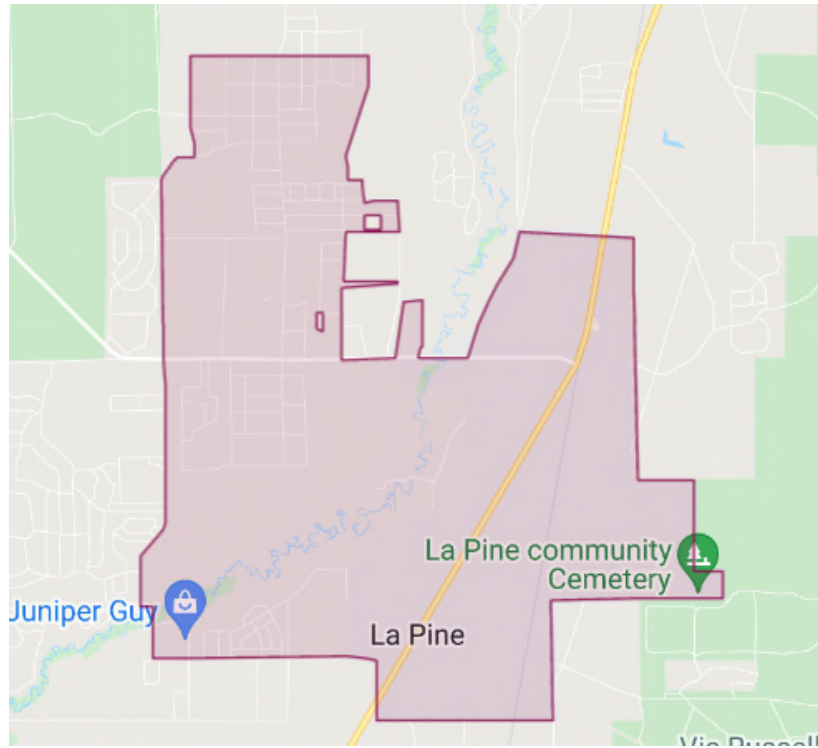


Figure 9. La Pine on-demand transit service area map.

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.

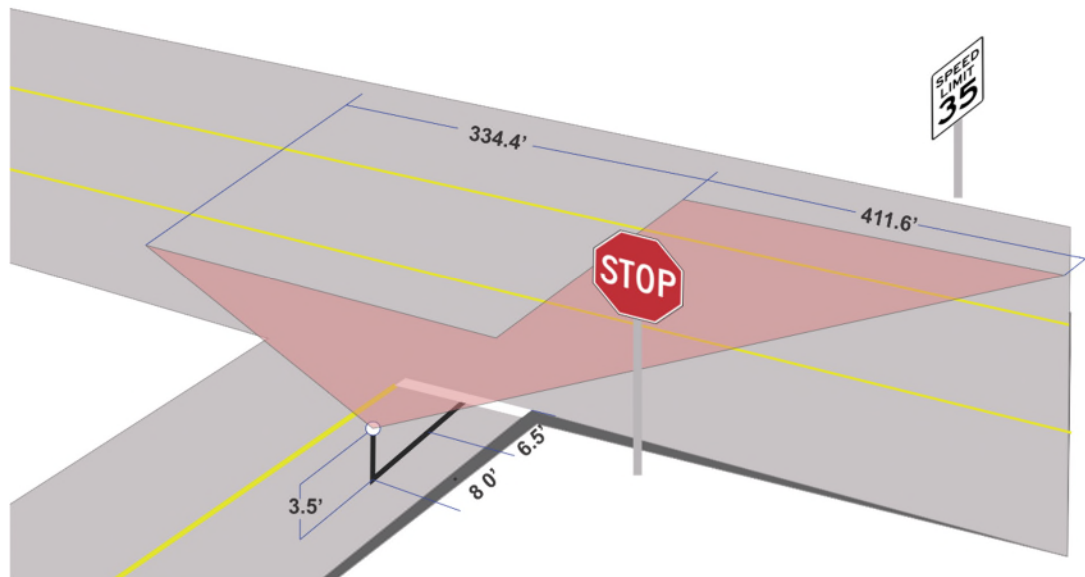


Figure 10. US 97 Intersection Sight Triangle Measurements for Case B1 (Left-Turn from Stop) and Case B2 (Right-Turn from Stop).

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.

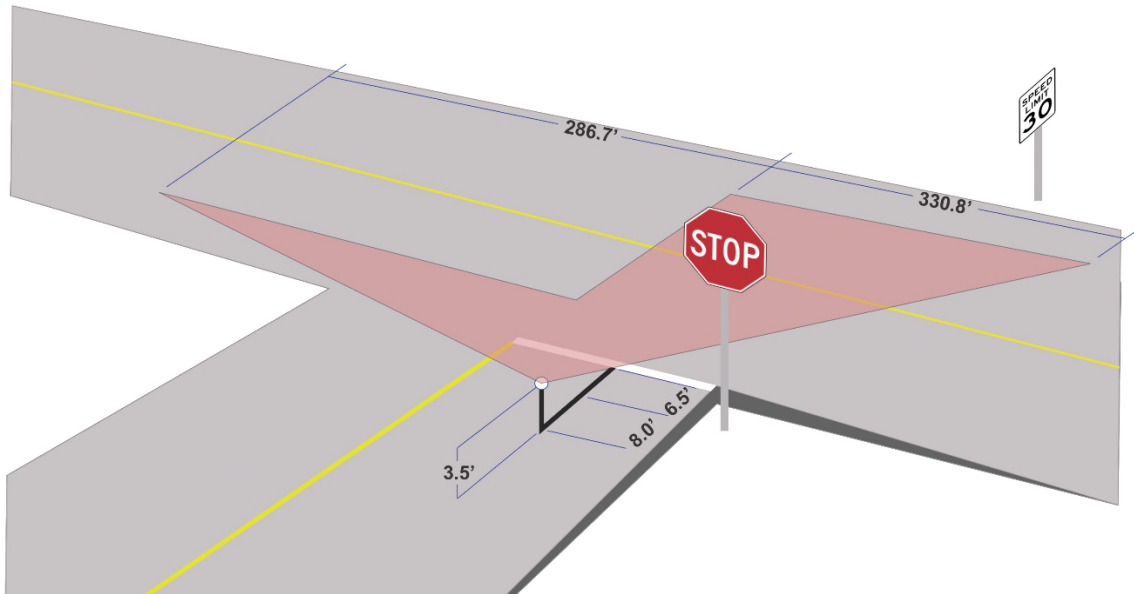


Figure 11. Morson Street and Huntington Road Access Intersection Sight Triangle Measurements for Case B1(Left-turn from Stop) and Case B2 (Right-Turn from Stop).

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.

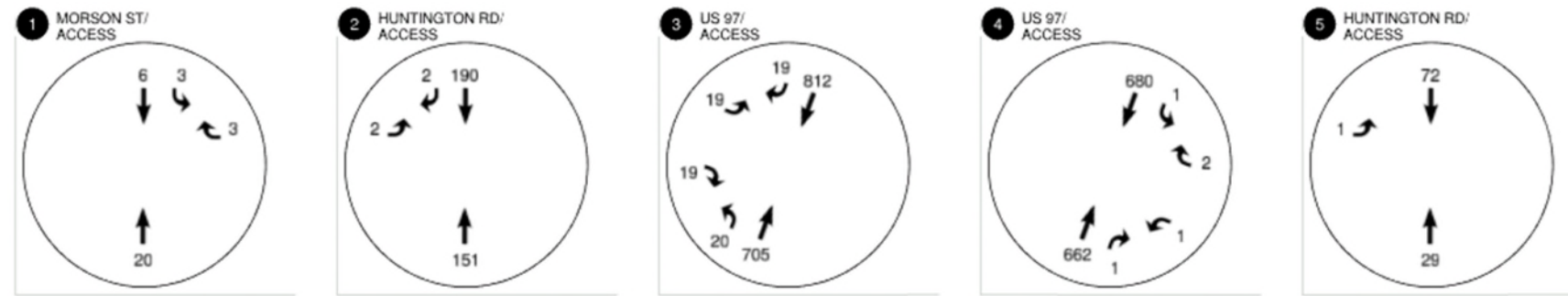
LEFT-TURN LANE WARRANTS

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.

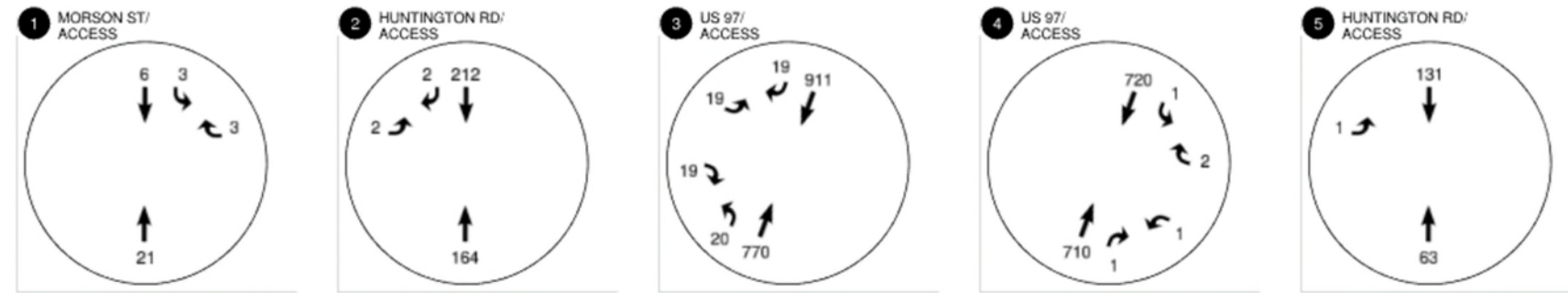
Left-turn lane warrants are shown within Figure 22 on Huntington Road and Morson Street. There is an existing two-way left-turn lane along US 97 at the existing and proposed accesses to the development, the only locations requiring left-turn lane warrant reviews are the Morson Street and Huntington Road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



2023 Existing
Traffic Volumes



2025 No-Build
Traffic Volumes



2025 With Project
Traffic Volumes

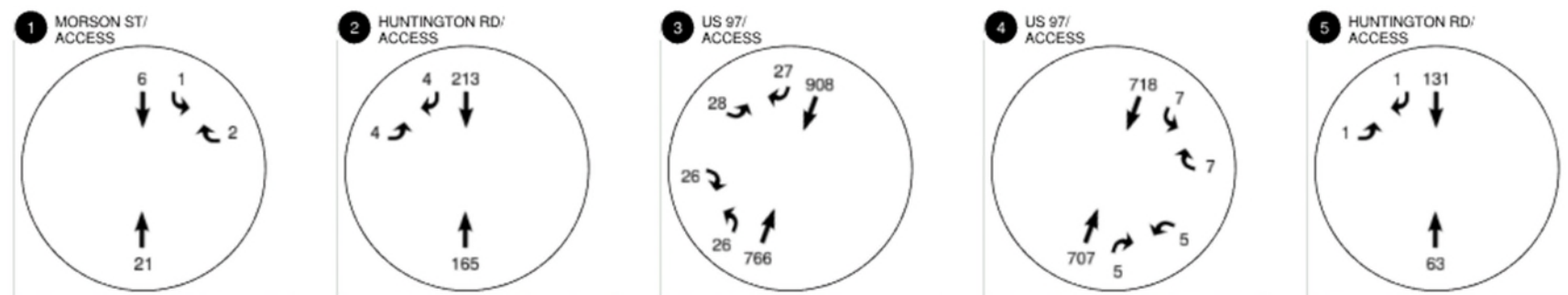


Figure 21. Traffic Volumes, Weekday PM Peak Hour.

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

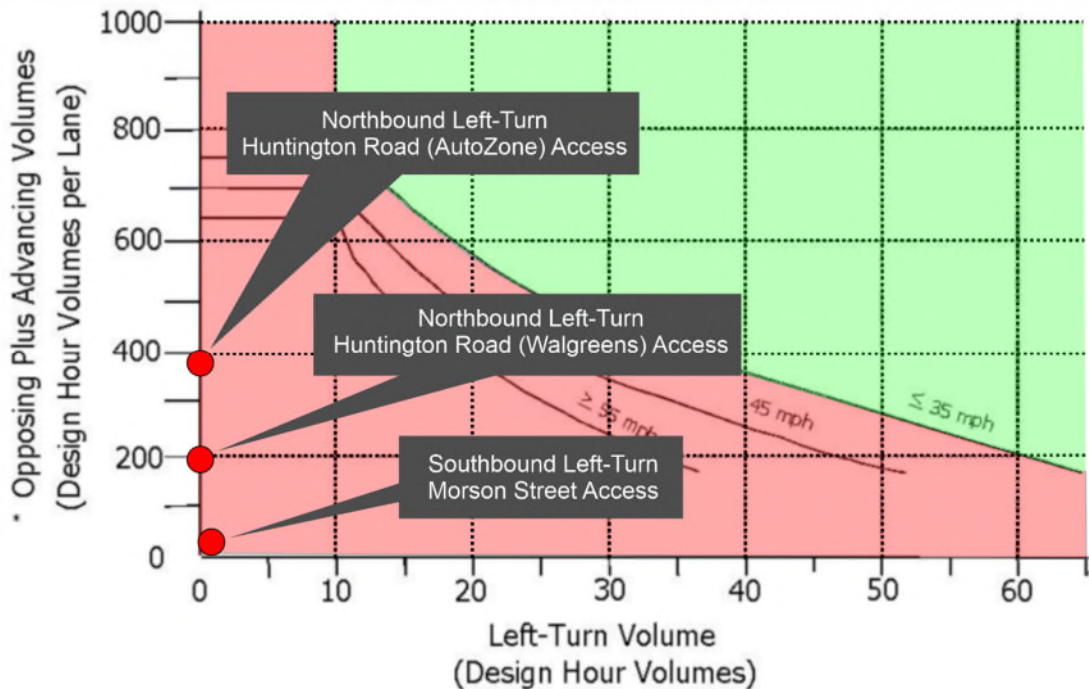


Figure 22. Left-Turn Lane Evaluation: 2025 Total Traffic Volumes, Weekday PM Peak Hour.

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	
04:25:00 PM	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	25	
04:30:00 PM	0	4	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	25	
04:35:00 PM	0	8	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	32	
04:40:00 PM	0	10	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	37	
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	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	
	Huntington Rd				Huntington Rd				Memorial Ln				Memorial Ln				Sum	Sum		
	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum				
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																		
Time	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	1	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	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				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	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				Southbound				Eastbound				Westbound				15 Min 1 HR	
	Huntington Rd				Huntington Rd				Memorial Ln				Memorial Ln				Sum	Sum
	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	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	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	
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				Sum	Sum	Sum	Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn				
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	Pedestrians Crossing				15 Min	1 HR
	NB	SB	EB	WB		
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

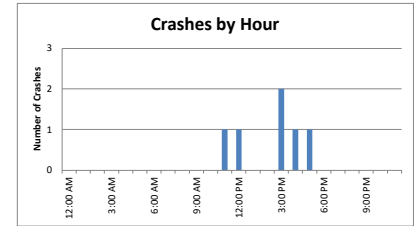
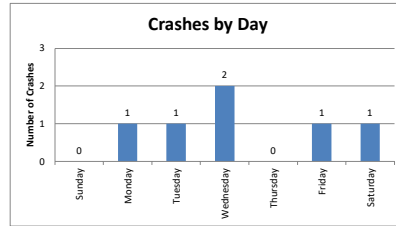
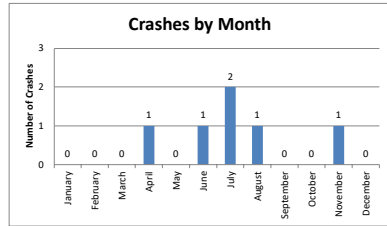
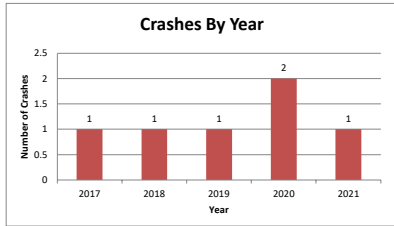
04:45:00 PM	0	0	0	0	0
04:50:00 PM	0	0	0	0	0
04:55:00 PM	0	0	0	0	0
05:00:00 PM	0	0	0	0	0
05:05:00 PM	0	0	0	0	0
05:10:00 PM	0	0	0	0	0
05:15:00 PM	0	0	0	0	0
05:20:00 PM	0	0	0	0	0
05:25:00 PM	0	0	0	0	0
05:30:00 PM	0	0	0	0	0
05:35:00 PM	0	0	0	0	0
05:40:00 PM	0	0	0	0	0
05:45:00 PM	0	0	0	0	0
05:50:00 PM	0	0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

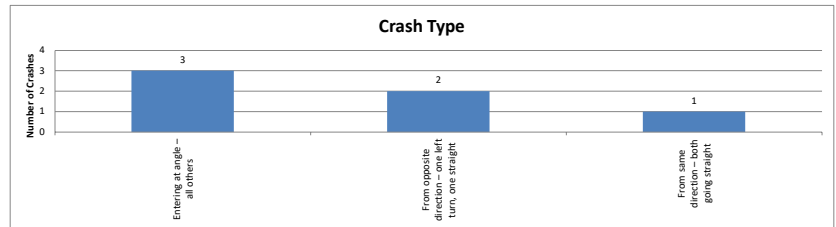
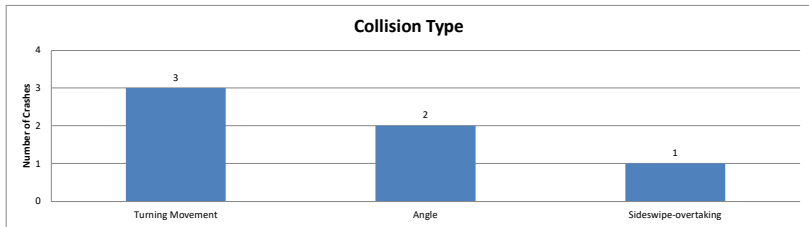
US 97/ Huntington Road

(January 2017 through December 2021)

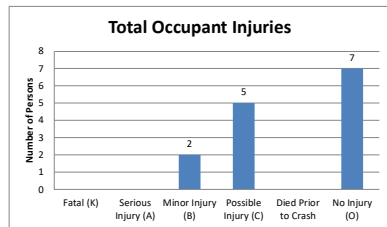
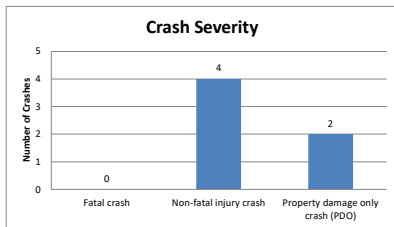
Crash Summary by Date and Time



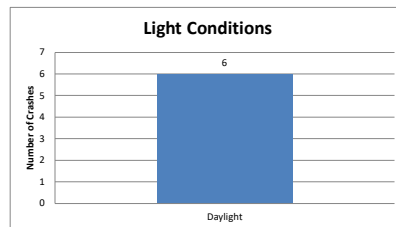
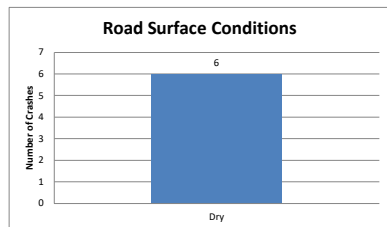
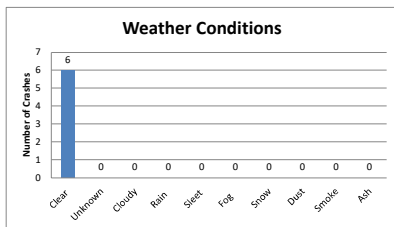
Crash Summary by Type



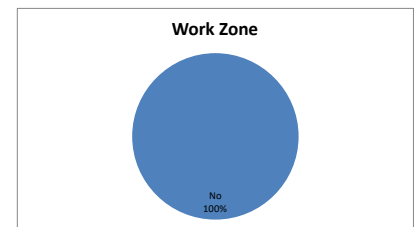
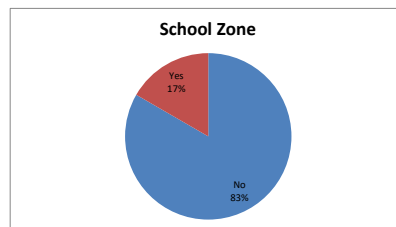
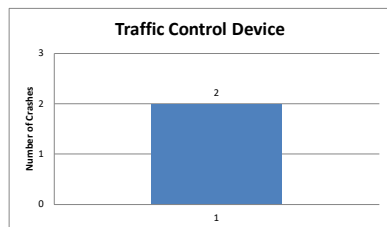
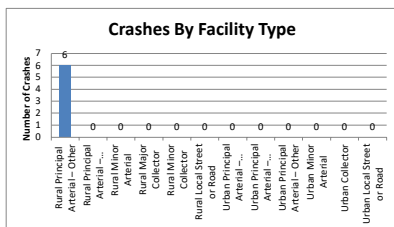
Crash Severity



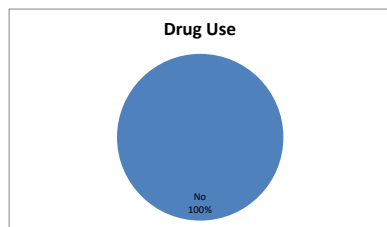
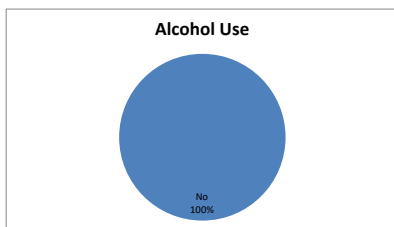
Crash Environment Characteristics



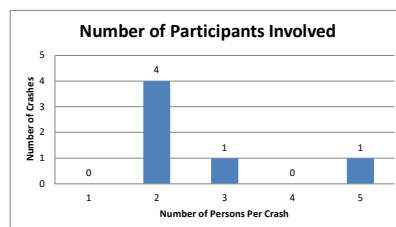
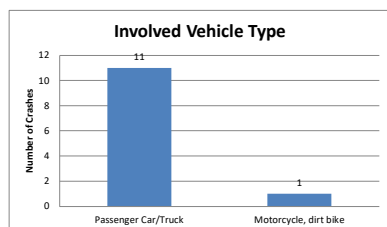
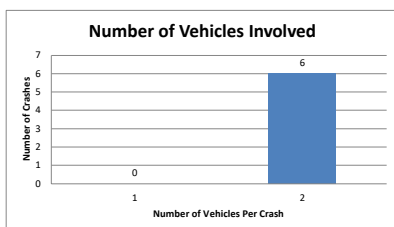
Crash Area Characteristics



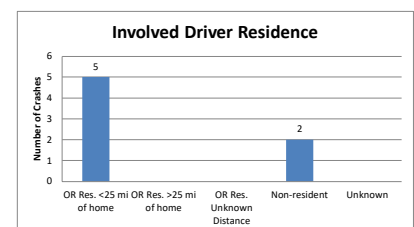
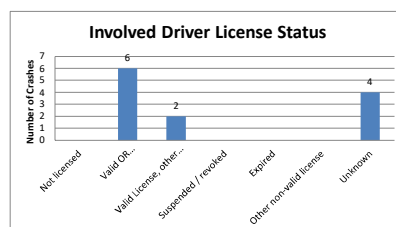
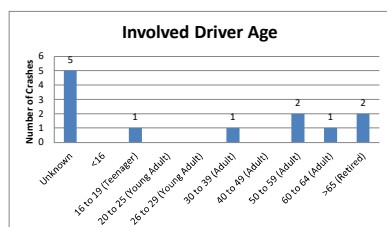
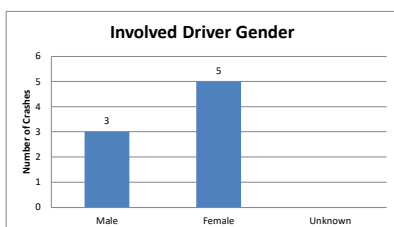
Driving Impairments



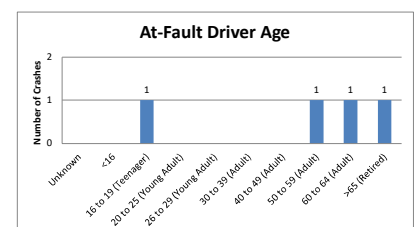
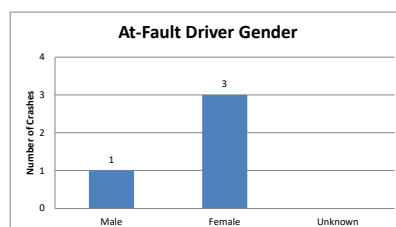
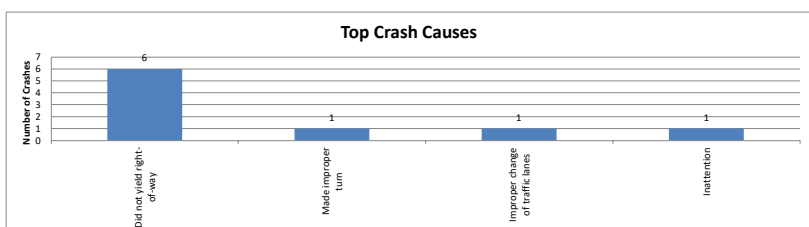
Vehicles and Occupants



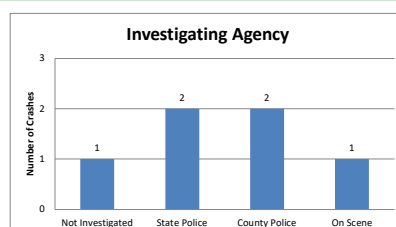
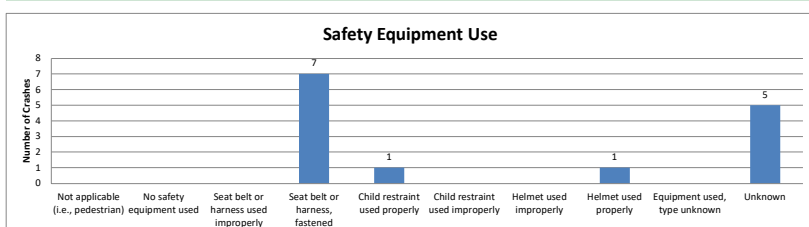
Involved Driver Characteristics



At-Fault Driver Characteristics



Other Crash Characteristics

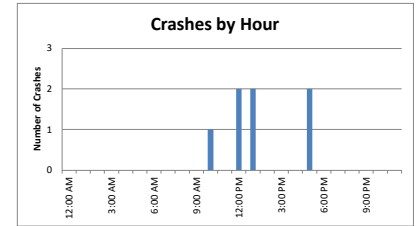
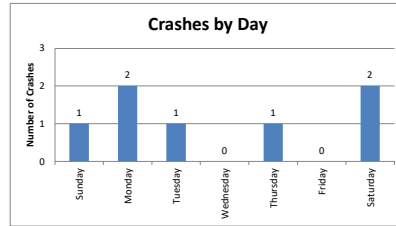
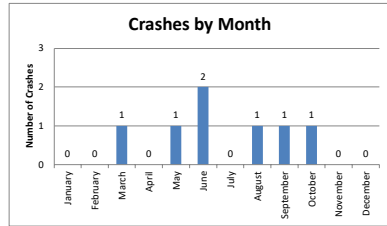
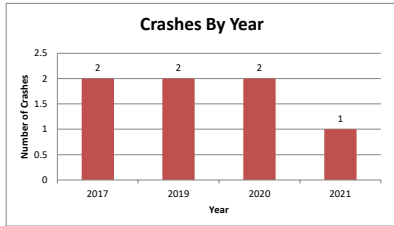


Project Name:
 Project Number:
 Query Information: US 97_Finley Butte
 Date Queried:
 Data Provider: ODOT Crash Analysis Reporting Unit
 Analyst:
 Summary Date: 5/1/2024
 Text File Name:
 Filters Applied: :: County: Deschutes

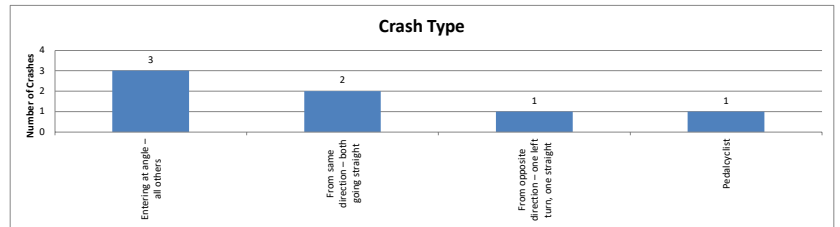
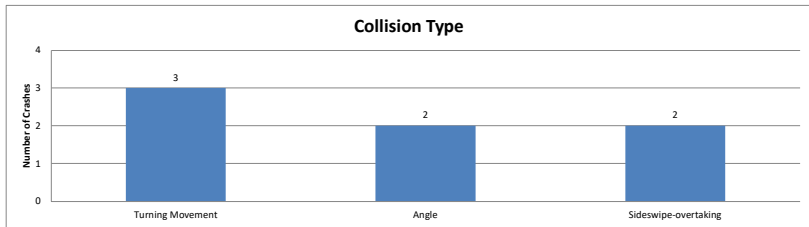
US 97/ Finley Butte

(January 2017 through December 2024)

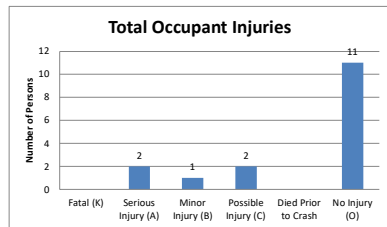
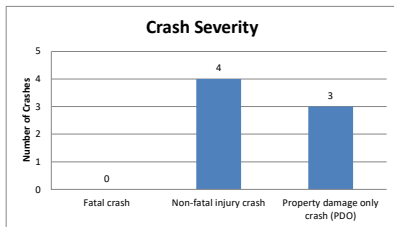
Crash Summary by Date and Time



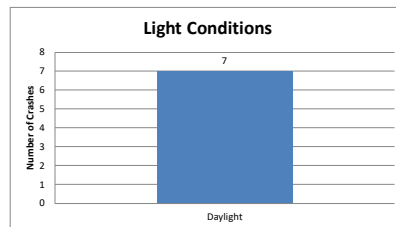
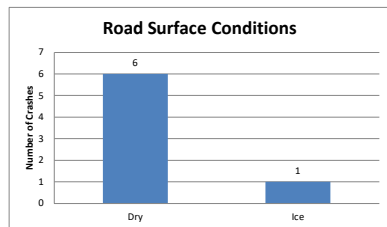
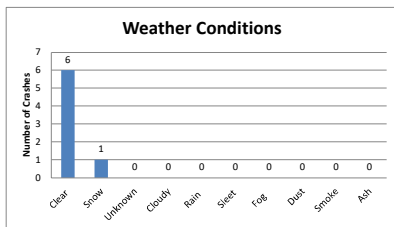
Crash Summary by Type



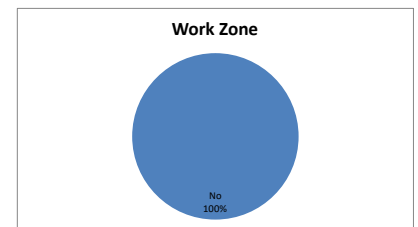
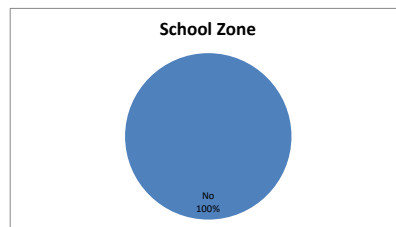
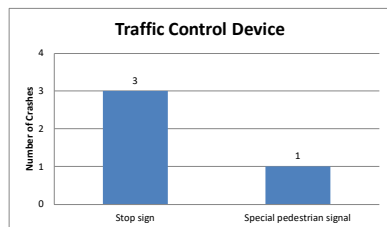
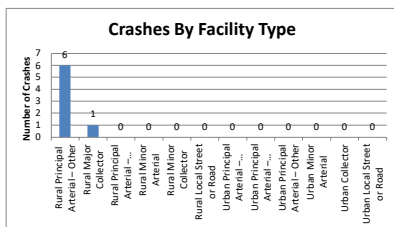
Crash Severity



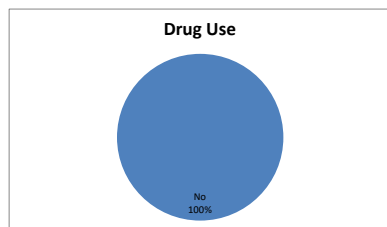
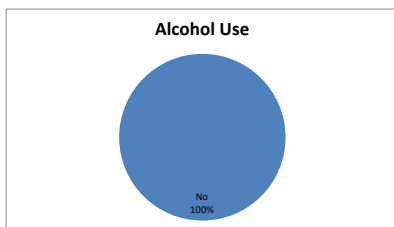
Crash Environment Characteristics



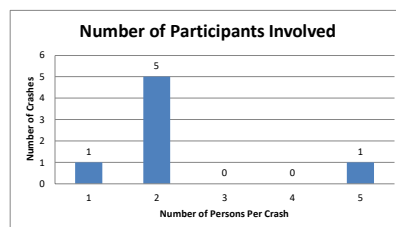
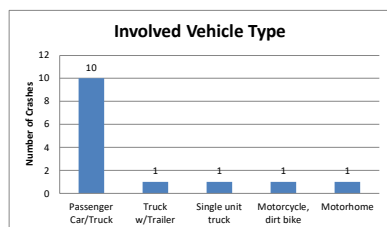
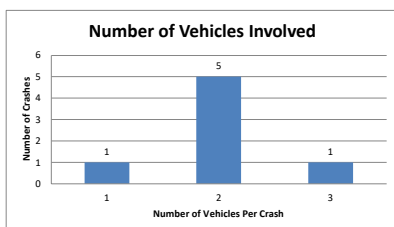
Crash Area Characteristics



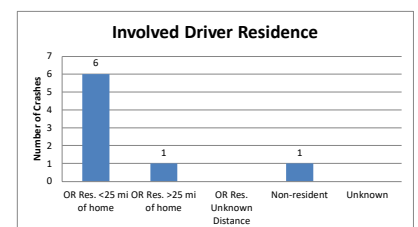
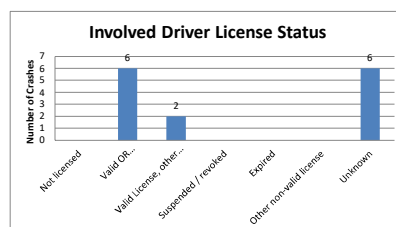
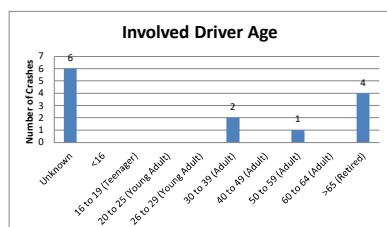
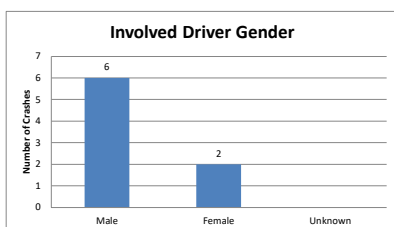
Driving Impairments



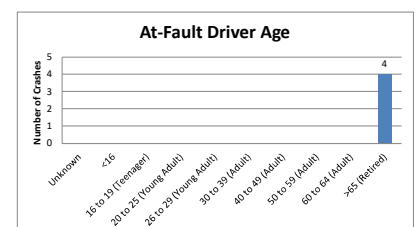
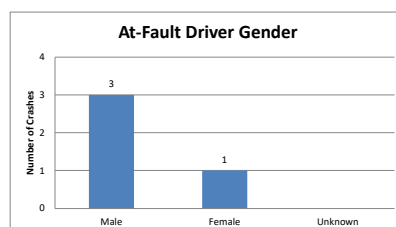
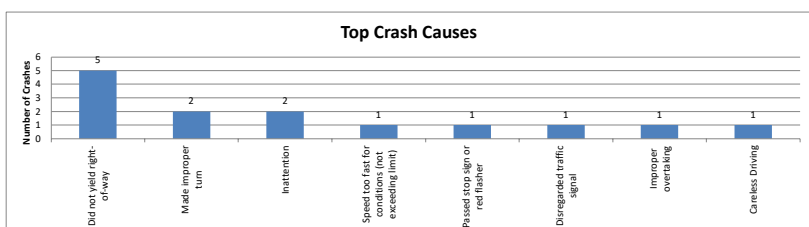
Vehicles and Occupants



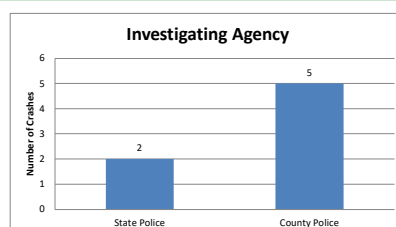
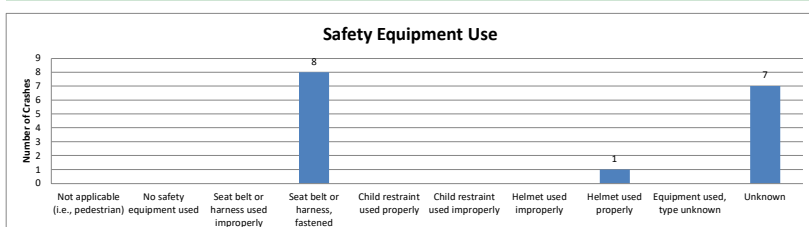
Involved Driver Characteristics

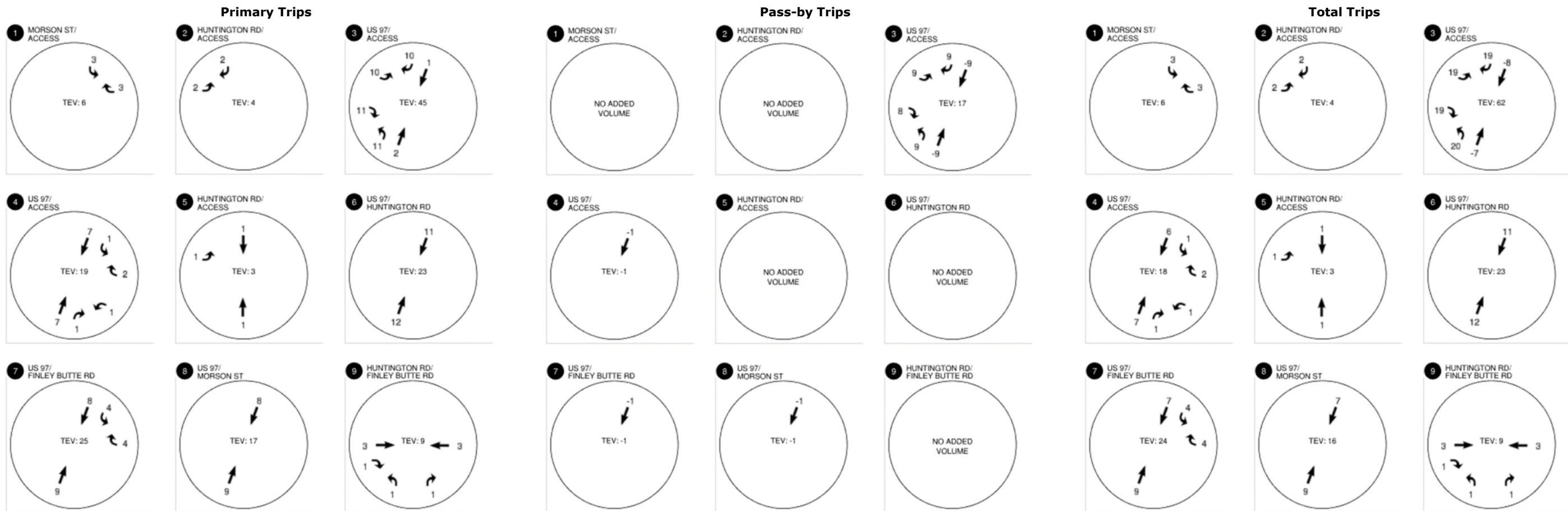


At-Fault Driver Characteristics

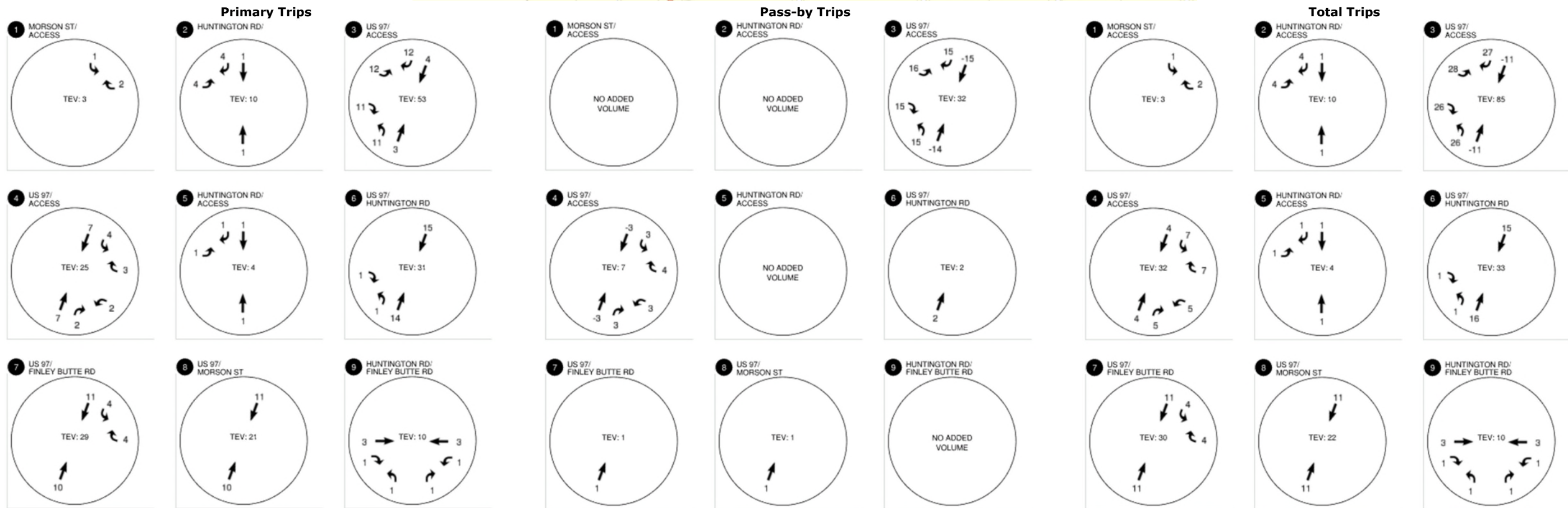


Other Crash Characteristics





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	Major2	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	T			T		
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						
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						
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
STARBUCKS
SITE PLAN APPLICATION*

SECTION 8

SITE PLAN

*SITUS ADDRESS:
51425 HWY 97 & 51450 MORSON STREET
LA PINE, OREGON 97739
MAP NUMBERS: 221015AD TL 500, 600, 4100*

SITEPLAN

LAPINE STARBUCKS COFFEE

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

08-27-2024

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. 500, 600, # 4100

ADDRESS: 51425 HWY 97, LA PINE, OREGON 97739
51450 MORSON ST, LA PINE, OREGON 97739

ZONING: C - COMMERCIAL

PROPOSED OCCUPANCY: STARBUCKS COFFEE SHOP WITH DRIVE-THRU

SHADING LEGEND:

- PROPOSED NEW ASPHALT
- PROPOSED CONCRETE WALKWAY
- PROPOSED SNOW STORAGE

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

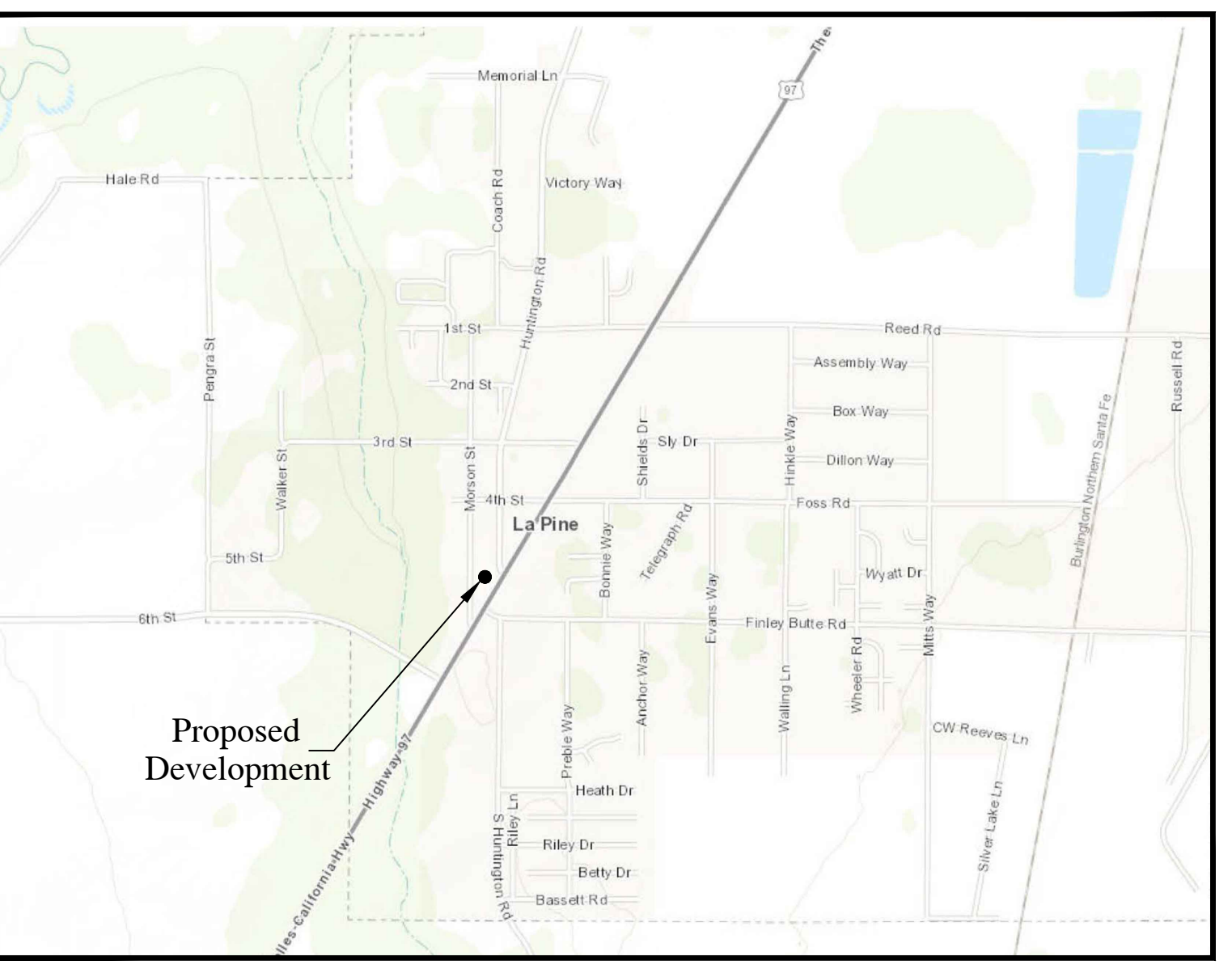
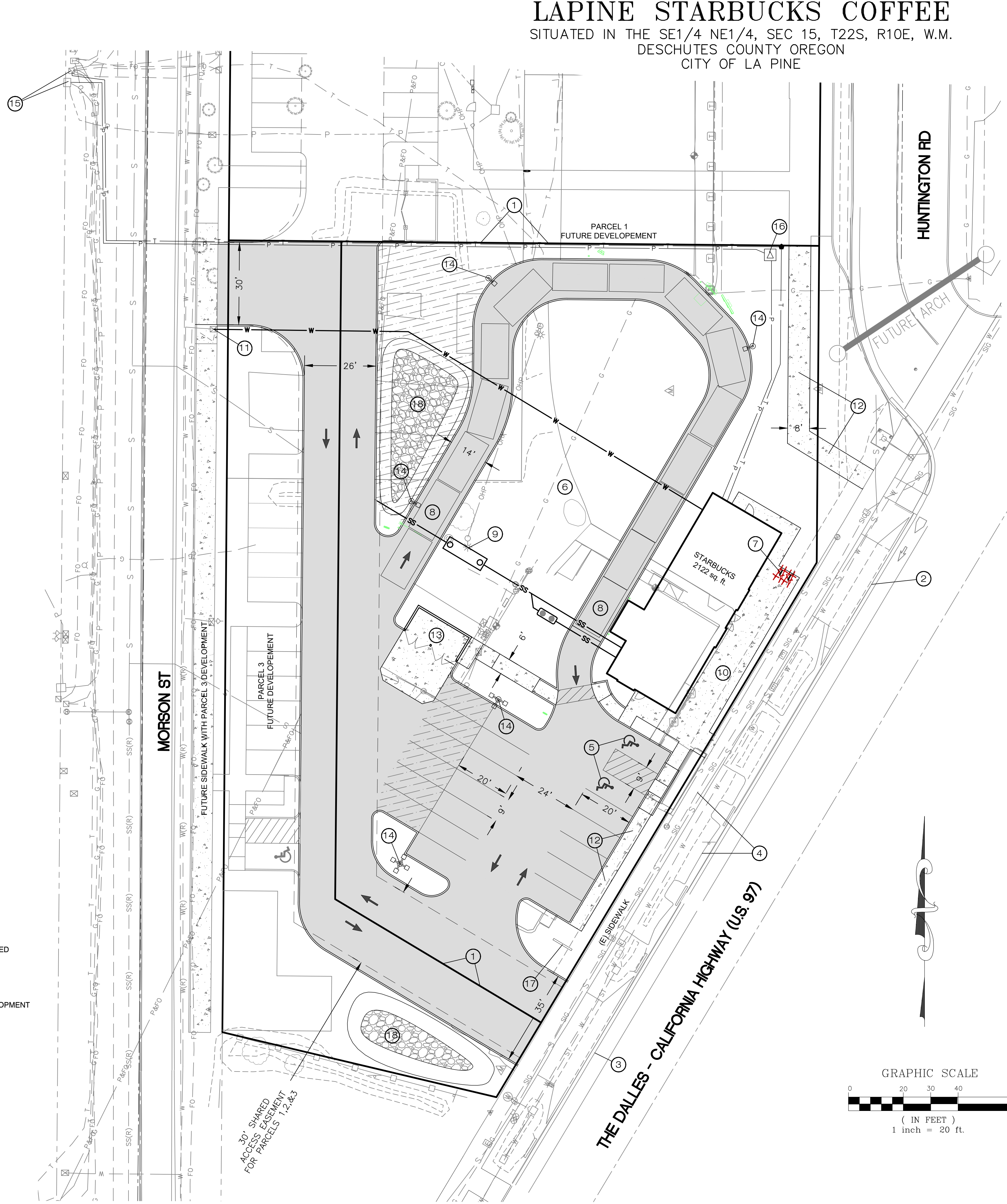
SETBACKS:

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 REMAIN
- 4 EXISTING SIDEWALK, PLANTER, CURB AND GUTTER ALONG HWY 97 SHALL REMAIN.
- 5 PROPOSED ADA PARKING SPACE - VAN ACCESSIBLE
- 6 PROPOSED GRASSY OPEN SPACE
- 7 PROPOSED BICYCLE PARKING AREA
- 8 PROPOSED DRIVE THRU LANE FOR STARBUCKS
- 9 PROPOSED S.T.E.G. TANK WITH EFFLUENT LINE CONNECTED TO EXISTING SEWER LATERAL, KITCHEN WASTE LINE WILL HAVE A GREASE INTERCEPTOR INSTALLED UPSTREAM
- 10 PROPOSED OUTDOOR SEATING AREA
- 11 EXISTING WATER METER TO BE UTILIZED FOR NEW DEVELOPMENT
- 12 PROPOSED CONCRETE SIDEWALK
- 13 PROPOSED 6' SCREENED CMU TRASH ENCLOSURE
- 14 PROPOSED SITE LIGHTING
- 15 PROPOSED POINT OF CONNECTION TO POWER AND COMMUNICATIONS LINES AT EXISTING SERVICE VAULTS
- 16 PROPOSED TRANSFORMER VAULT FOR POWER SERVICE
- 17 PROPOSED TENANT SIGN
- 18 PROPOSED STORMWATER INFILTRATION SWALE



VICINITY MAP
NOT TO SCALE

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

BUILDING	# SPACES
STARBUCKS: 2,122 sf BUILDING FOOTPRINT 2,122 sq.ft. BUILDING FOOTPRINT @ 1 per 200 sf	11
MAXIMUM PARKING MAY BE 2.0 X MIN. REQUIRED PARKING	
TOTAL REQUIRED:	11
TOTAL PROVIDED:	20*

* TOTAL PARKING SPACES INCLUDE 14 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
2 ADA STALLS PROVIDED

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

SNOW STORAGE: SNOW STORAGE REQUIRED TO BE 15% OF THE ASPHALT AND SIDEWALK AREA = 19,688 sq.ft. x 0.15 = 2,953 sq.ft. REQUIRED
TOTAL SNOW STORAGE PROVIDED = 1,073 sq.ft. ON ASPHALT PARKING LOT AND 2,950 sq.ft. ON GRAVEL FOR A TOTAL PROVIDED AREA = 4,023 sq.ft.

SITE DATA & CALCULATIONS

TOTAL SITE AREA:(PARCEL 2 ONLY)	39,582 sq.ft.
TOTAL BUILDING FOOTPRINT:	2,122 sq.ft.
% BUILDING COVERAGE:	5.4%
TOTAL PAVED PARKING AND MANEUVERING AREA:	16,897 sq.ft.
% PAVED COVERAGE:	42.7%
TOTAL ONSITE SIDEWALK/CONCRETE AREAS:	2,791 sq.ft.
% ONSITE SIDEWALK COVERAGE:	7.1%
ONSITE SNOW STORAGE AREA (GRAVEL):	2,950 sq.ft.
TOTAL ONSITE SNOW STORAGE AREA (GRAVEL):	7.4%
LANDSCAPE AREA:	14,822 sq.ft.
LANDSCAPE COVERAGE:	37.4%

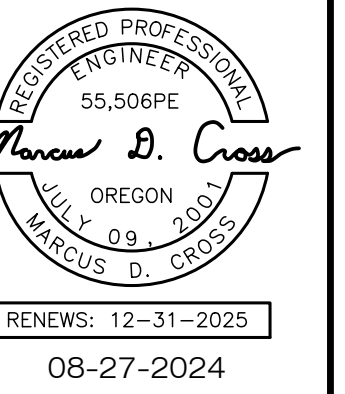
PROPOSAL:
REMOVAL OF ONE EXISTING RETAIL STRUCTURE (Approximately 7,600 sq.ft.) TO FACILITATE DEVELOPMENT OF A NEW STARBUCKS COFFEE SHOP WITH DRIVE-THRU.

SHEET INDEX

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

DICKERHOOF PROPERTIES
PO BOX 1583
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



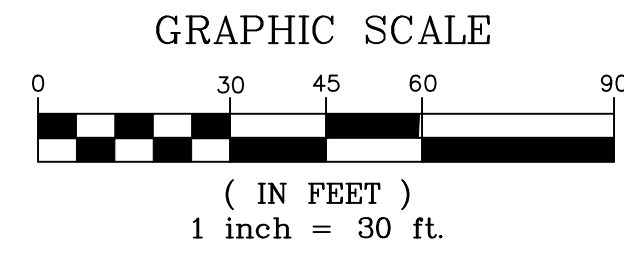
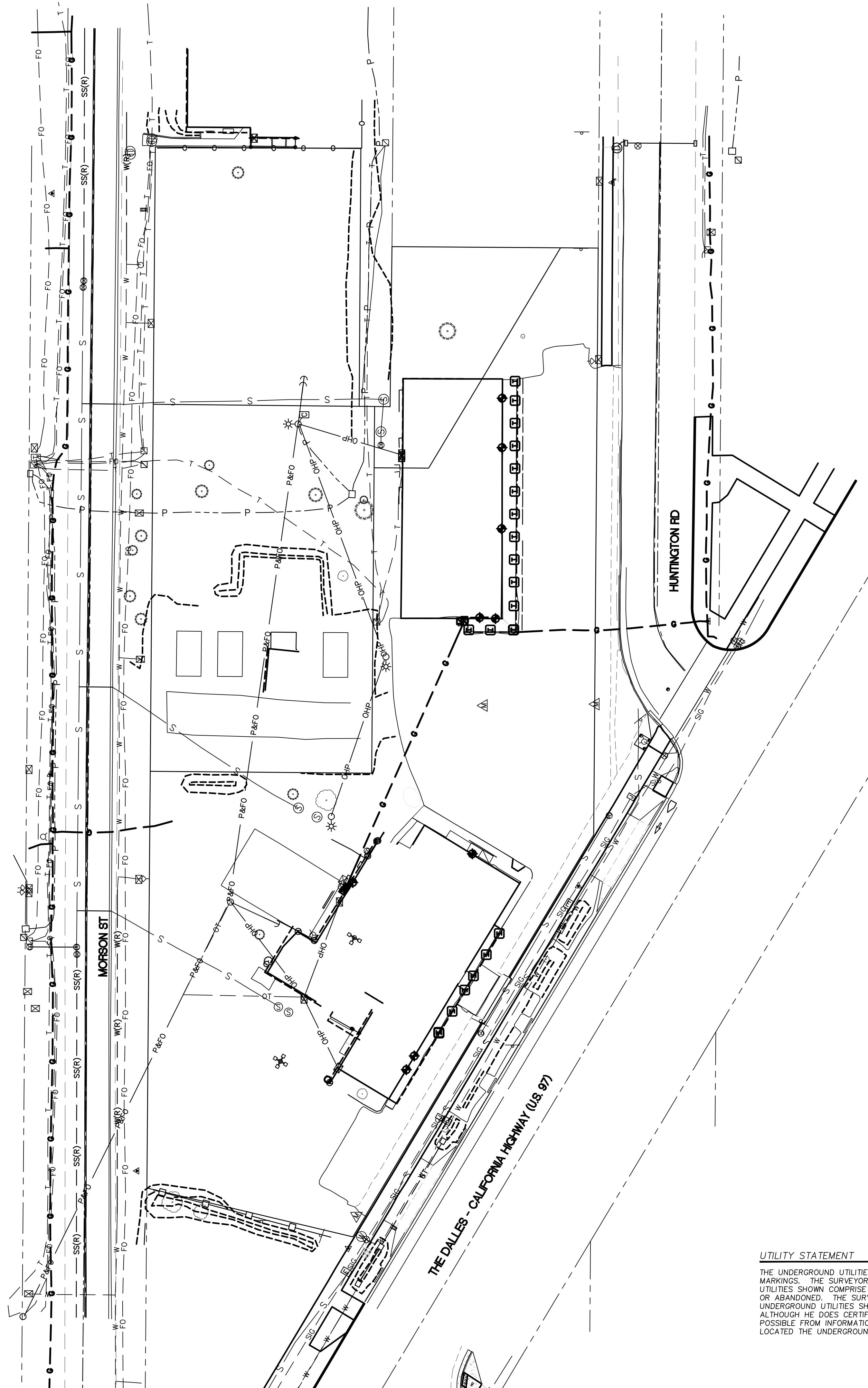
STARBUCKS COFFEE
LA PINE
OREGON

SHEET NAME: Siteplan

DRAWN BY: JDC
CHKD BY: MDC
DATE: AUGUST 2024

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
- ⊠ 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)
- W — WATER LINE (CITY OF LAPINE)

NOTES

- CONTOUR INTERVAL IS 1-FOOT.
- 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).
- 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.
- EXISTING SEWER LINE & WATER LINE SIZES AND TYPES PER CITY OF LAPINE DATA.
- UNDERGROUND UTILITY FIELD LOCATION PER OREGON UTILITY NOTIFICATION CENTER. VERIFY LOCATIONS PRIOR TO 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: 201: COMMERCIAL

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

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 1583
 CORVALLIS, OR 97339
 (541) 231-5977

R-C
RHINE-CROSS 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-sgr.com



STARBUCKS COFFEE
 LA PINE OREGON

SHEET NAME:
 Existing Conditions

DRAWN BY: JDC
 CHKD BY: MDC
 DATE: AUGUST 2024

REVISIONS:

JOB NO:
 2188

SHEET NO:
 SP 02

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

SECTION 9

LANDSCAPE PLAN

*SITUS ADDRESS:
51425 HWY 97 & 51450 MORSON STREET
LA PINE, OREGON 97739
MAP NUMBERS: 221015AD TL 500, 600, 4100*

LANDSCAPE PLAN LAPINE STARBUCKS

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

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
- IRR DRIP LINE

SHADING LEGEND (Areas Within Parcel Boundary Only):

- PROPOSED LAWN (SOD) (5,574 sq.ft.)
- SNOW STORAGE AREA (2,950 sq.ft. ON GRAVEL) (1,073 sq.ft. ASPHALT)
- PROPOSED RIVER ROCK SWALE BOTTOM (541 sq.ft.) (plus 282 sq. ft. adjacent parcel)
- PROPOSED 3" HEMLOCK MULCH (5,298 sq.ft.)
- PROPOSED CONCRETE WALKWAY (2,791 sq.ft.)
- PROPOSED ASPHALT AREA (16,897 sq.ft.)

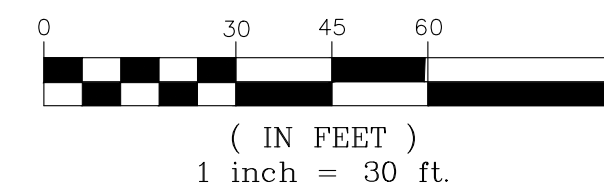
Tree Planting Schedule

Symbol	Quantity	Species	Size
	6	SYRINGA RETICULATA 'IVORY SILK' JAPANESE TREE LILAC	2" CAL., 10'-12' HT.
	6	PINUS PONDEROSA PONDEROSA PINE	5'-6' HT.
	18	ACER GRiseum PAPERBARK MAPLE	2" CAL., 10'-12' HT.
	2	PICEA PLUNGENS 'HOOPSII' COLORADO SPRUCE	5'-6' HT.

Shrub and Grass Planting Schedule

Symbol	Quantity	Species	Size
	19	SYMPHORICARPOS ALBUS COMMON SNOWBERRY	5 GAL.
	41	MAHONIA HAEMATOCARPA RED BARBERRY	1 GAL.
	37	EUNYMUS ALATUS 'COMPACTUS' COMPACT BURNING BUSH	5 GAL.
	41	HEUCTOTRICHON SEMPERVIRENS BLUE OAT GRASS	5'-6' HT.

GRAPHIC SCALE



MORSON ST

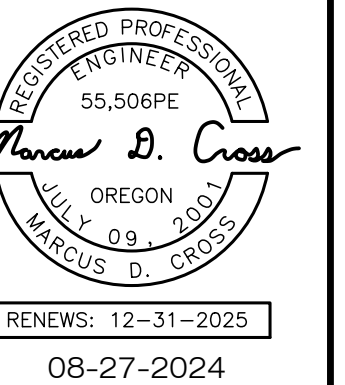
HUNTINGTON RD

FUTURE ARCH

THE DALLES - CALIFORNIA HIGHWAY (U.S. 97)

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

R-C
RHINE-CROSS 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



STARBUCKS COFFEE

OREGON

LA PINE

SHEET NAME:
Landscape Plan

DRAWN BY: JDC
CHKD BY: MDC
DATE: AUGUST 2024

REVISIONS:

JOB NO.
2188

SHEET NO.

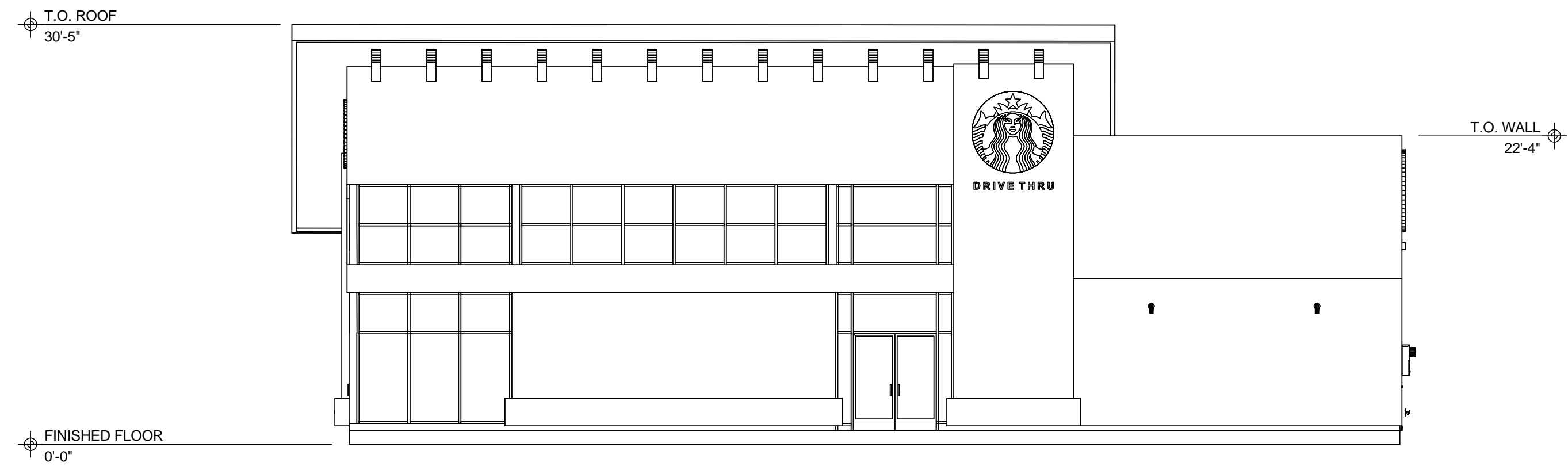
LS 01

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

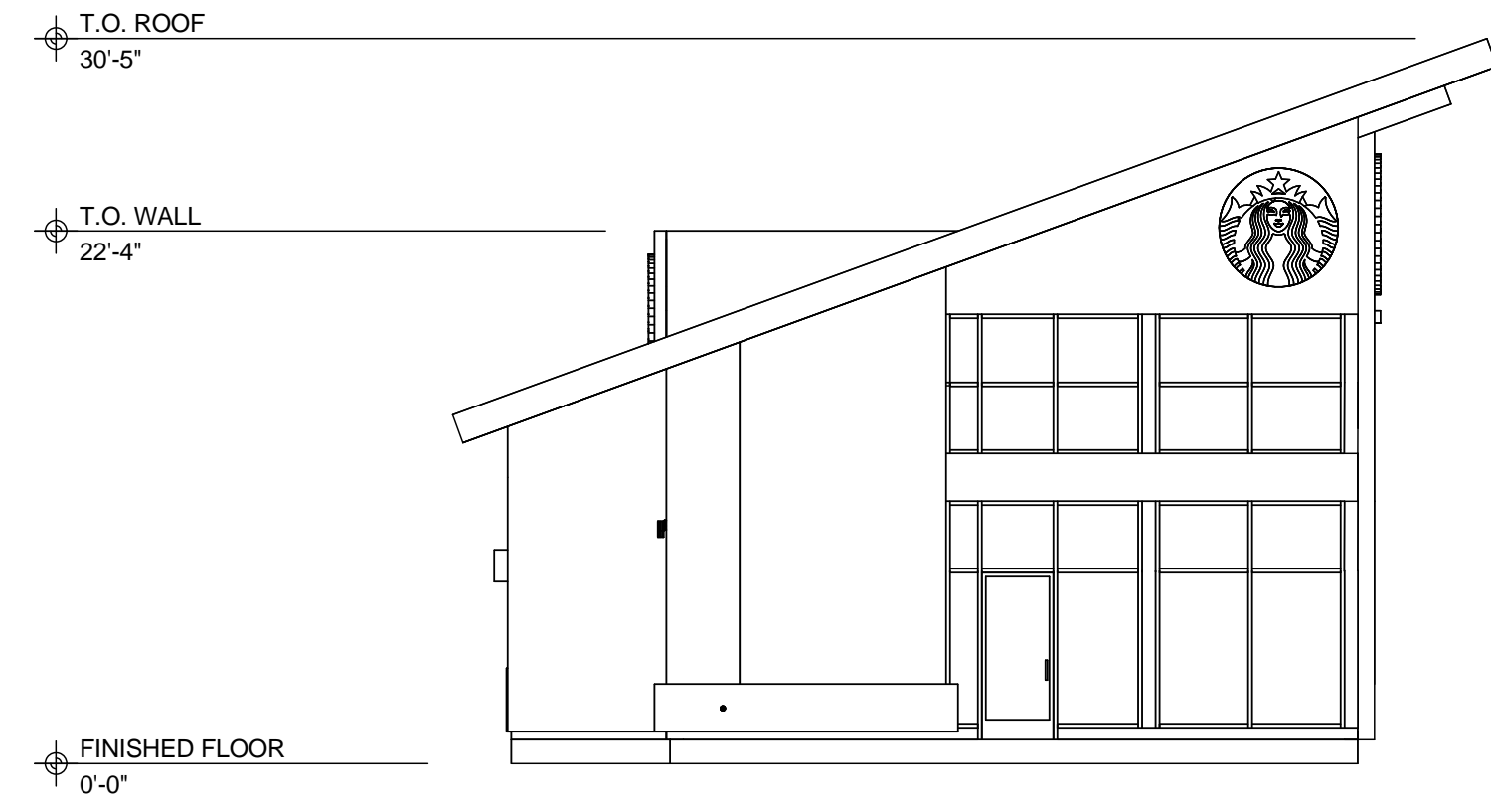
SECTION 10

ELEVATIONS

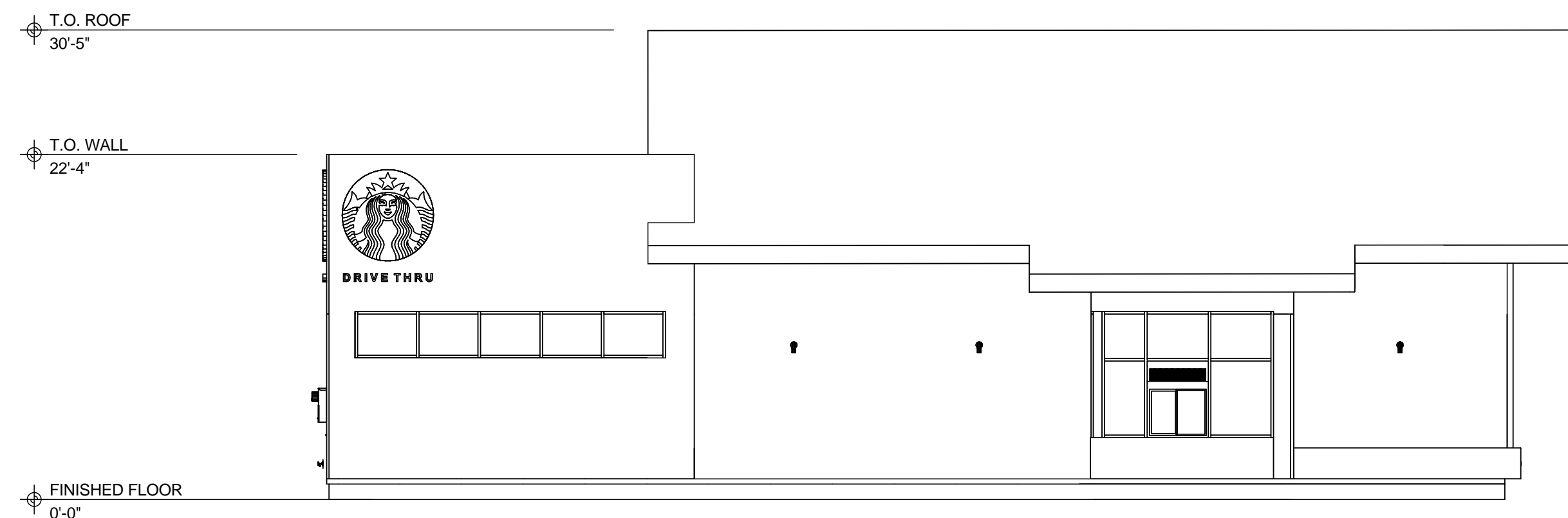
*SITUS ADDRESS:
51425 HWY 97 & 51450 MORSON STREET
LA PINE, OREGON 97739
MAP NUMBERS: 221015AD TL 500, 600, 4100*



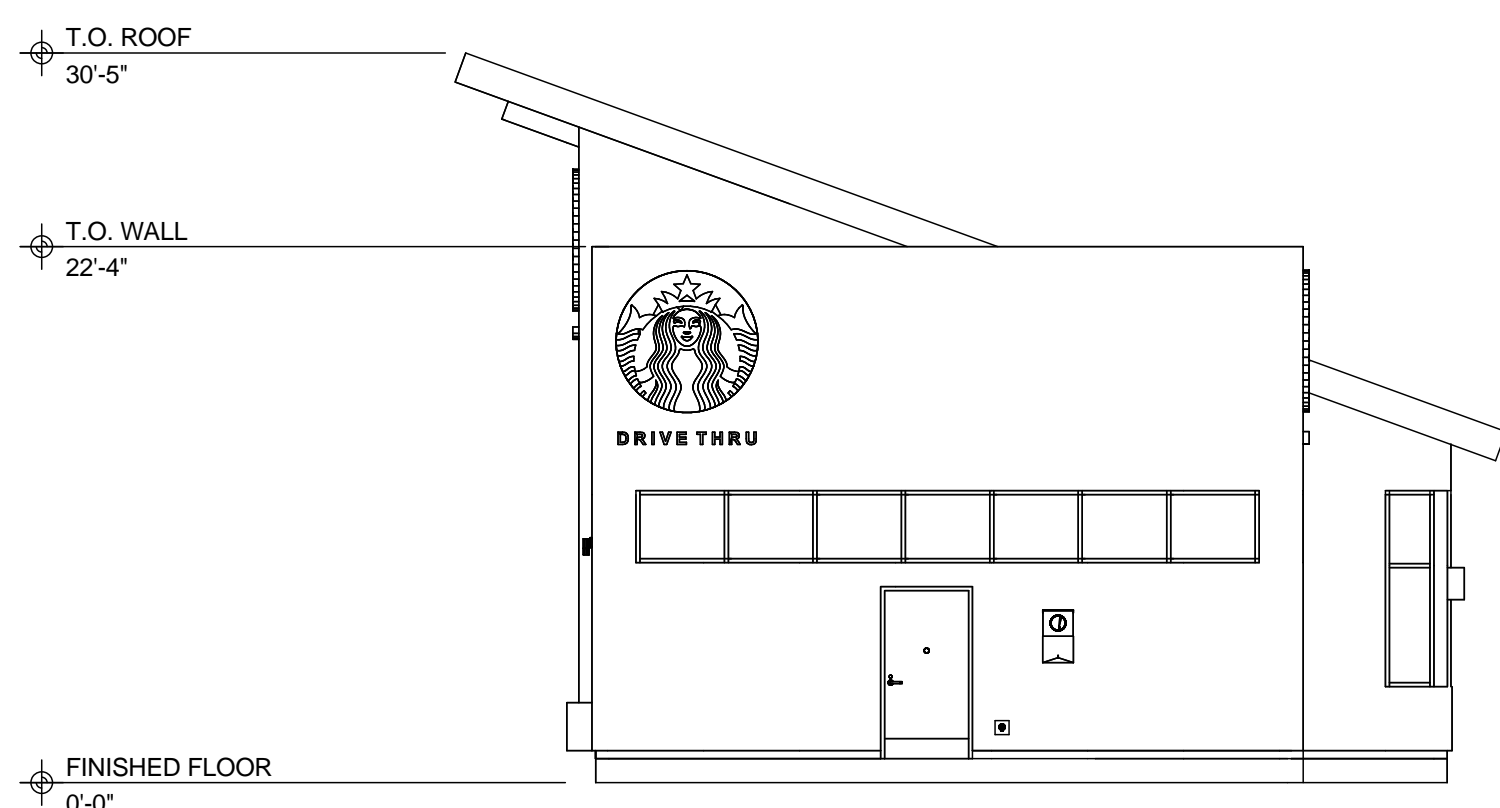
A EAST ELEVATION
 A2.0 SCALE: 1/8" = 1'-0"



B SOUTH ELEVATION
 A2.0 SCALE: 1/8" = 1'-0"



C WEST ELEVATION
 A2.0 SCALE: 1/8" = 1'-0"



D NORTH ELEVATION
 A2.0 SCALE: 1/8" = 1'-0"



REVISIONS	No.	DATE	DESCRIPTION

PROJECT: **STARBUCKS (SHELL)**
 LOCATION: **LAPINE, OREGON**

SHEET TITLE: **ELEVATIONS**
 CLIENT: **DICKERHOOF PROPERTIES**

STABILITY ENGINEERING INC.
 777 NE 2ND ST, SUITE 280
 P.O. BOX 2646, CORVALLIS, OR 97339
 TEL.: (541)223-5360 FAX: (541)223-5278

JOB NO. 24-0464
 DATE: 08/13/2024

DRAWN: PS
 SCALE: AS SHOWN

SHEET
A2.0