



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

Site Plan Application

File Number # _____

Fee: Less than 1,000 sq ft	Fee: \$ 1,100.00
Fee: 1,001 to 5,000 sq ft	Fee: \$ 2,000.00
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 Tom Zitzelberger Phone 503-559-5255 Fax _____
Address 11101 Saratoga Dr NE City Salem State OR Zip Code 97305
Email tom.zitzelberger@westernmet.com
Property Owner Pudding River Prop. LLC Phone 503-559-5255 Fax _____
Address 11101 Saratoga Dr NE City Salem State OR Zip Code 97305
Email tom.zitzelberger@westernmet.com

PROPERTY DESCRIPTION

Property Location (address, intersection of cross street, general area) _____
16775 CW REEVES LN
Tax lot number: T-15 R-13 Section 14DA Tax Lot(s) 400
Zoning I Total Land Area _____ (Square Ft.) 2.95 (Acres)
Present Land Use Vacant
Describe Project (i.e. type of use, hours of operation, other project characteristics):

PROJECT DESCRIPTION

Please give a brief description of the project: _____
Construct a 15,200 s.f. facility with 13,400 s.f. of Office & Light Manufacturing
and 1,800 s.f. of Internal Storage



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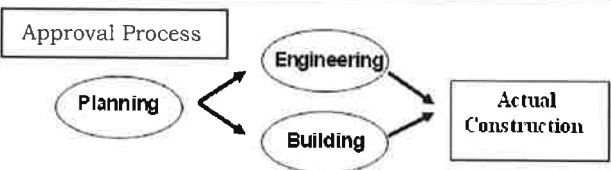
PROFESSIONAL SERVICES

Architect/Designer/Engineer LB Engineering Phone 541/317-2939 Fax /
 Address 1904 NE 4th St City Bend State OR Zip Code 97701
 Email scott@lbeng.com

FOR OFFICE USE ONLY

Date Received: _____

Rec'd By: _____



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.*
- Burden of proof statement, three (3) copies addressing approval criteria.
- Title Report or Subdivision Guarantee verifying ownership, *including legal description of land.*
- Fee Schedule (please see attached).
- Site and Landscape plan; Building Elevations; seven (7) full sized copies of each which must be folded individually, or in sets to 8 ½" X 11" in size and 1 reduced (8 ½ by 11 or 11 by 17) copy.
- Floor plans, three copies for each building which must be folded individually, or in sets to 8 ½" X 11" in size, plus 1 reduced (8 ½ by 11 or 11 by 17). Include the class of construction.
- 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.
- Preliminary Grading and Storm Drainage Plan. 3 copies (11" x 17")
- Fire Flow Analysis
- CD or electronic version of submittal items (Word, Jpeg or PDF)



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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.
- 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.



Site Development Narrative

PROJECT NAME: 16775 CW Reeves Ln

OWNER: Pudding River Properties LLC
11108 Saratoga Dr Ne
Salem, OR 97070

PROJECT ADDRESS: 16775 CW Reeves Ln. La Pine OR 97739

ZONING: I

PROJECT DESCRIPTION: The applicant is requesting site plan and design review approval to construct a 15,200 s.f. (footprint) and 956 s.f. of exterior canopies, the building will be used for Manufacturing, associated offices, raw material and Final Product storage.

Applicable Procedure, Standards, and Criteria:

La Pine Development

Article 3 – Zoning Districts

- Chapter 15.24 Industrial and Public Facility Zones

Article 5 – Development Standards

- Chapter 15.80 Development Standards, Generally
- Chapter 15.82 Landscaping, Buffering and Fences
- Chapter 15.86 Parking and Loading
- Chapter 15.88 Access and Circulation
- Chapter 15.90 Public Facilities
- Chapter 15.94 improvement Procedures and Guarantees

PROJECT LOCATION:

The project is located at 16775 CW Reeves Ln. The SE corner of CW Reeves Ln and Mitts Way.
Being Tax Lot 221014DA00400

CHAPTER 15.24. INDUSTRIAL AND PUBLIC FACILITY ZONES

Sec. 15.24.100. Purpose.

Chapter 15.24 regulates allowed land uses ("uses") and sets forth lot and development standards, including without limitation minimum dimensions, area, density, coverage, structure height, and other provisions that control the intensity, scale, and location of development in the industrial and public facility zones. The regulations of this chapter are intended to implement the City of La Pine Comprehensive Plan.

Sec. 15.24.200. Characteristics of the industrial and public facility zones.

Industrial and public facility zones accommodate a mix of intensive and less intensive uses engaged in manufacturing, processing, warehousing, distribution, and similar activities. Two industrial zoning districts, one for light industrial uses and one for general industrial uses, provide for the full range of planned industrial land uses within the city. Both districts are intended to provide for efficient use of land and public services, provide a high-quality environment for business, offer a range of parcel sizes and locations for industrial site selection, avoid encroachment by incompatible uses, provide transportation options for employees and customers, and facilitate compatibility between dissimilar uses.

A. Light Industrial Zone (LI). The LI zone is intended to allow for a mix of industrial and manufacturing businesses alongside industrial services, research and development, and small-scale retail and professional services.

B. Industrial Zone (I). The I zone allows for the same uses as the LI zone, but also provides suitable locations for more intensive industrial uses, such as those with processing, manufacturing, assembly, packaging, distribution, or other activities.

C. Public Facility Zone (PF). The PF zone is intended to provide areas for large-scale public facility and utility uses that require separation from residential and commercial uses. Additionally, the PF zone accommodates industrial uses that are compatible with large-scale public facilities.

RESPONSE: *The current zoning is I (Industrial) The proposed Manufacturing and associated Offices use will comply with this zone.*

Sec. 15.24.300. Use regulations.

Uses may be designated as permitted, limited, conditional, or prohibited in the industrial and public facility zones. As noted in Table 15.24-1, a use may also be subject to special use standards of article 6.

A. Permitted uses (P). Uses allowed outright in the industrial and public facility zones are listed in Table 15.24-1 with a "P."

B. Limited uses (L). Uses allowed in the industrial and public facility zones subject to limitations are listed in Table 15.24-1 with an "L." The limitations are defined below and correspond with the footnote numbers in Table 15.24-1.

1. Eating and drinking establishments in the LI zone. Eating and drinking establishments in the LI zone are limited to 2,500 square feet of gross floor area.

2. Offices in the LI, I, and PF zones. Offices as a primary use are limited to industrial offices (as defined in section 15.14.235) and government offices that do not include a point-of-service facility. All other office uses must be accessory to a permitted industrial use.

3. Retail sales and services in the LI zone. Retail sales and services in the LI zone are limited to 2,500 square feet of gross floor area, except for the following uses:

- a. Health and fitness centers may exceed the maximum floor area.
 - b. Retail sales of heavy equipment may exceed the maximum floor area with a conditional use permit.
 - c. Retail sales of goods that are displayed outdoors, such as sales of building materials, landscape materials, or garden or farm supplies, may exceed the maximum floor area with a conditional use permit.
4. Automotive wrecking, salvage, and junk yards. The storage or sale of junk requires a special license, see section 15.108.040.
 5. General manufacturing and production in the LI zone. Agricultural processing establishments require a conditional use permit. Energy and power generation uses are prohibited. All other general manufacturing and production uses are permitted outright.
 6. Warehouse and freight movement in the LI zones. Truck transportation and loading terminals require a conditional use permit. All other warehouse and freight movement uses permitted outright.
 7. Community services in the LI zone. Government buildings and services that do not include a point-of-service facility are permitted. All other uses are prohibited.
 8. Agriculture in the LI zone. Agriculture uses in the LI zone are limited to large animal veterinary clinics allowed with a conditional use permit.
 9. Marijuana facilities in the I zone. Marijuana testing laboratories are permitted outright. Marijuana processing facilities, production facilities, or wholesalers are allowed with a conditional use permit.
 10. Retail sales and services in the I and PF zones. Retail sales and services in the I and PF zones are limited to mobile food unit sites.
- C. Conditional uses (CU). Uses which are allowed if approved through the conditional use review process are listed in Table 15.24-1 with a "CU." These uses are allowed provided they comply with the conditional use requirements of chapter 15.316, conditional uses. Uses listed with a "CU" that also have a footnote number in the table are subject to the regulations cited in the footnote.
- D. Prohibited uses (N). Uses listed in Table 15.24-1 with an "N" are prohibited. Existing uses in categories listed as prohibited may be subject to the regulations of chapter 15.08, non-conforming uses and structures.

Table 15.24-1. Use Regulations in the Industrial and Public Facility Zones

Table 15.24-1. Use Regulations in the Industrial and Public Facility Zones				
Use Category	LI	I	PF	Special Use Standards
<i>Residential Use Categories - None Permitted</i>				
<i>Commercial Use Categories</i>				
General manufacturing and production	L/CU (5)	P	P	—

Use Category	LI	I	PF	Special Use Standards
Office	L (2)	L (2)	L (2)	—

RESPONSE: *The proposed Manufacturing is a permitted use within this zone, the associated offices are accessory to the permitted use.*

Sec. 15.24.400. Development standards.

A. Purpose. The development standards for industrial and public facility 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 industrial and public facility zones are presented in Table 15.24-2. Development standards may be modified as provided by chapter 15.320, variances. Additional standards may apply to specific zones or uses, see section 15.24.500.

Standard	LI	I	PF
Minimum setbacks	—	—	—
- Front or street-side yard	20 feet	None	None
- Side yard	10 feet	None	None
- Rear yard	10 feet	None	None
Maximum building height	45 feet	75 feet	75 feet
Maximum lot coverage	60%	80%	80%
Minimum landscaped area	See 15.24.500.A and chapter 15.82		

RESPONSE: *There are no setback requirements for the Industrial zone, the proposed building setbacks are as follows: North front yard 65.72 feet, East side yard 42.91 feet, West side yard 87.14 feet and South Rear yard 247.94 feet.*

The proposed building will cover 12% of the lot and have a height of 30'-9". The existing lot is 128,667 s.f. the proposal is to develop 65,448 s.f. at this time, 10% of the developed area is 6,545 s.f., we are proposing 6,715 s.f. of landscaping along the frontage of the site and building, the remainder parcel will be maintained in its natural vegetative state. This complies with the Development Standards.

Sec. 15.24.500. Additional standards.

- A. Landscaping standard. Any portion of a lot developed for industrial 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 standards in article 5.

RESPONSE: *Landscaping of the developed area will comply with this section.*

- B. Screening requirements. All accessory storage of junk, waste, discarded or salvaged material, machinery, or equipment shall not be permitted except within a completely enclosed structure. Or if the lot area devoted to such use is over 200 square feet in area, the owner may have the alternative of enclosing it on all sides, except for an exit and entrance not over 25 feet in width, by a solid fence or wall at least six feet in height and maintained in good condition or by a cyclone or equal-wire fence at least six feet in height and surrounded, except for an exit and entrance not over 25 feet in width, by evergreens at least six feet in height and planted not further apart than six feet so as to form a solid screen. See also chapter 15.82 for additional screening requirements. See additional buffering and fence standards in article 5.

RESPONSE: *No exterior storage is being proposed at this time.*

- C. [C.] 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.

RESPONSE: *There are two access driveways being proposed on CW Reeves Ln., the West driveway access is 90 feet East of the centerline of Mitts Way and the East Driveway access is 303 feet East of the centerline of Mitts Way, both access driveways are far enough from the intersection to provide adequate sight distance and allow safe movement of traffic.*

- D. [D.] Emissions. Industrial uses shall comply with all applicable pollution control regulations enacted by the federal and state government and other governmental authorities.

RESPONSE: *Any emissions from proposed Manufacturing will comply with this section.*

- E. [E.] Noise. Industrial uses shall provide necessary shielding or other protective measures against interference caused by mechanical and nuclear equipment, or uses or processes with electrical apparatus, to nearby residences.

RESPONSE: *There will be no excessive noise produces by proposed Manufacturing process, and will comply with this section.*

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

RESPONSE: *All exterior lighting will comply with this section.*

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.

RESPONSE: *No exemptions are being requested.*

Sec. 15.80.040. Exemption - yard or setback requirements.

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

- A. If there is a lot where there are buildings on abutting lots, and the buildings are within 100 feet of the intervening lot, and the buildings have front yards less than the required front yard for the applicable zone, the depth of the front yard for the subject lot need not exceed the average depth of the front yards of the abutting lots.

- B. If there is a building on only one abutting lot within 100 feet with a front yard less than the required front yard for the zone, the front yard of the subject lot need not exceed a depth one-half way between the depth of the yard on the abutting lot and the required front yard of the applicable zone.
- C. Architectural features such as cornices, eaves, sunshades, canopies, gutters, chimneys and flues may project into a required yard two feet, provided that the projection is not closer than three feet to a property line, and, drainage or snowdrift does not flow onto abutting properties or right-of-way, and, fumes from woodstoves are not directed to other properties. Steps, terraces, platforms, patios, decks and porches having no roof covering, and fences not interfering with vision clearance requirements or drainage requirements may be permitted in required yards, except as otherwise limited or provided for by this chapter, or as otherwise approved by the city.

RESPONSE: *No exceptions are being requested.*

Sec. 15.80.050. Supplementary height regulations.

The maximum height limitations shall not apply to:

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

RESPONSE: *No structure is being proposed that will exceed the height regulations.*

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:

- A. In residential zones, no metal shipping containers shall be utilized as a dwelling at any time, or as storage structures for greater than 30 days.
- 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.
- C. In industrial zones, metal shipping containers are permitted for storage uses.

RESPONSE: *No shipping containers are being proposed on-site.*

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:
 - 1. Duplexes and triplexes: 25 percent.
 - 2. Multi-family dwelling complexes containing four or more units and commercial residential mixed uses (CRMX): 20 percent.
 - 3. Commercial uses including mixed use commercial (CMX): 15 percent.
 - 4. Industrial uses. A minimum five-foot landscaped buffer along any adjoining public right-of-way of a collector or arterial street or highway, which may be computed toward an overall requirement of ten percent.
 - 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.
- 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.
- 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.
 - 2. If required, each planter shall contain at least one tree or shrub and ground cover.
 - 3. The areas shall be designed to be protected from being damaged by vehicles using the parking area.

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.
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.

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.
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.
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.
 - c. Areas of the buffer strip not covered with a fence, wall, or screening plantings, shall be planted with appropriate ground cover vegetation, including native species. Xeriscape methods are highly encouraged.
 - d. Installation and maintenance of the buffer and screening shall be the responsibility of the owner of the property on which the "C" type zone permitted use is located. Installation must be completed prior to issuance of a certificate of use and occupancy by the city. Fences or walls must be maintained in safe and structurally sound condition. Dead or diseased plants shall be removed and replaced in a timely manner. Grass shall be kept neatly mowed.
4. Within industrial zones. A buffer strip at least 30 feet wide shall be provided and maintained along the entire length of a side or rear yard where it abuts any RSF, RMF, RMP, or TA zoned land. 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 shall meet the following standards:

- a. The buffer shall be planted with evergreens capable of obtaining and maintaining a dense growth to a full height and a full canopy diameter of no less than 12 feet. The minimum height at the time of planting shall be six feet. Plants shall be situated in two rows within the buffer strip, each row being located at least ten feet from the edge of the buffer strip. Plants in each row shall be spaced no more than 20 feet center-to-center and the two rows shall be situated in an alternating pattern so that the trees in one row are located centrally between the trees in the other row. Plants shall be allowed to obtain a minimum height of 12 feet and shall not be trimmed below that height thereafter.
 - b. Installation and maintenance of the buffer and screening shall be the responsibility of the owner of the property on which the industrial use is located. Installation must be completed prior to issuance of a certificate of use and occupancy by the city. Dead or diseased plants shall be removed and replaced in a timely manner. Xeriscape methods and use of native species is highly encouraged.
 - c. A property owner may not sell, lease, or otherwise transfer property if such action results in a reduction of a separation distance for a commercial or light manufacturing use below the minimum required in this section. Likewise, a property owner may not remove or alter natural vegetation or landforms serving upon a waiver from the city as buffer and screening for a commercial or light manufacturing use if such action results in the natural buffer and screening being less effective than as required in this and other sections of this Development Code.
5. A buffer or screening area may only be occupied by screening utilities and landscaping materials, but the same may be located within the required yard or setback requirements provided vision clearance requirements are complied with.
 6. In lieu of the foregoing requirements, an applicant may provide for landscaping and screening, including plantings, fences, walls, walks and other features designed to afford the same degree of buffering as the standards above. A plan and specifications for an alternative shall be reviewed and approved by the review authority.
- 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.
 2. Trees shall be a minimum size of six feet in height and be 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.
 4. Rows of plants should be staggered 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.

RESPONSE: *The existing lot is 128,667 s.f., 10% of the developed area is 12,867 s.f., we are proposing 13,246 s.f. of landscaping, with a minimum of 14 feet along both street frontages and the remainder around the building and East property line. The remainder parcel will be maintained in its natural vegetative state. This complies with the Development Standards.*

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.
1. Barbed wire fences intended to contain or restrict cattle, sheep, horses or other livestock, are permitted in any zone where the keeping of livestock is permitted.
 2. Electric fences are permitted in any zone where the keeping of livestock is permitted, provided the following standards are met:
 - a. The fence product shall be listed by a State of Oregon approved testing laboratory.
 - b. The fence shall be installed and used in accordance with the testing laboratory listing.
 - c. Electrical permits and inspections shall be required for the installation.
 - d. Warning signs which notify individuals of a dangerous fence shall be posted on the fence, at intervals not to exceed 50 feet. The statement, DANGER - Electrified Fence, or an equivalent statement, shall be on the warning signs.
 - e. The fence must be located outside any front yard setback and required landscaping, buffering or screening areas.
- 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.
 2. All required swimming pool and hot tub fencing shall be a minimum of four feet in height and be equipped with a self-locking gate that closes automatically.
 3. Fences within a front or street side yard shall also conform to the clear vision requirements at intersections, which further restrict the use or height of sight-obscuring fences.
 4. In no instance shall a fence extend beyond the property line including into a public right-of-way. It is the responsibility of the property owner to determine the property line.
 5. Within residential and commercial zones, fences within the required front yard setback may not exceed four feet in height except that one incidental garden structure (e.g., arbor or gate) not exceeding eight feet in height and six feet in width is allowed within the required front yard provided it does not encroach into a required clear vision area. All other fences in all zones shall not exceed seven feet in height.
 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.

RESPONSE: *No fences are being proposed at this time.*

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.
- B. Where an off-street loading space is required, it shall be large enough to accommodate the largest vehicle that is expected to serve the use without obstructing vehicles or pedestrian traffic on adjacent streets and driveways. Each off-street loading space shall not be less than 12 feet wide by 55 feet long unless otherwise approved by the city through site design review.
- C. Off-street loading space(s) shall also have adequate adjacent area for vehicle maneuvering so that vehicles using the space(s) are not required to back-up onto or back-up from a public street or alley to use the space. Where parking areas are prohibited between a building and the street, loading areas are also prohibited.
- D. Exceptions and adjustments. The city, through site design review, may approve a loading area adjacent to or within a street right-of-way where it finds that loading and unloading operations are short in duration (i.e., less than one hour), infrequent, do not obstruct traffic during peak traffic hours, do not interfere with emergency response services, and are acceptable to the applicable roadway authority.

RESPONSE: *The East side of the building is dedicated to shipping and receiving, the owner has provided a memo of vehicle frequency for deliveries and shipping. There is adequate length and width for the largest over the road tractor / trailer vehicle to be loaded / unloaded without interruption to any other vehicle maneuvering on the site. Truck traffic can maneuver around the South and West sides of the building, eliminate the need to back in or out of the public street .*

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.
- 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.
- 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.

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.
 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.
- 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.
- 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.
- 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.

<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>
<i>Commercial Categories</i>	
Manufacturing and production	One space per 1,000 sq. ft. of floor area; or as required by conditional use permit review.
General office	one space per 500 sq. ft. floor 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.
 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.

- 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.
- 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.
- 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.

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.
- 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.

RESPONSE: *Parking was calculated for the Manufacturing area at 1/1,000 s.f., 12,987 / 1,000 = 13 spaces required and the office area at 1/500 s.f. 2,235 / 500 = 4 spaces required for a total of 17 spaces required, the site plan indicates 18 proposed parking spaces with 1 ADA van accessible space. All parking stalls 9 feet wide by 20 feet long, with either perimeter curbing or wheel stops.*

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.
 2. The drive-up or drive-through facility shall not be oriented to street corner.
 3. The drive-up or drive-through facility shall not be located within 20 feet of a street right-of-way.
 4. Drive-up and drive-through queuing areas shall be designed so that vehicles will not obstruct any street, fire lane, walkway, bike lane, or sidewalk.

RESPONSE: *No drive-through use is being proposed.*

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.

<i>Table 15.86 -3. Minimum Required Bicycle Parking Spaces</i>	
<i>Use</i>	<i>Minimum Number of Spaces</i>
Industrial	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;
 2. Bicycle parking shall be convenient and easy to find. Where necessary, a sign shall be used to direct users to the parking facility;
 3. Each bicycle parking space shall be at least two feet by six feet with a vertical clearance of six feet;
 4. An access aisle of at least five feet shall be provided in each bicycle parking facility;
 5. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object, i.e., a "rack," upon which the bicycle can be locked. Structures that require a user-supplied lock shall accommodate both cables and U-shaped locks and shall permit the frame and both wheels to be secured (removing the front wheel may be necessary).
Note: businesses may provide long-term, employee parking by allowing access to a secure room within a building.
- 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.

RESPONSE: *One bike rack or 2 bike spaces are being provided and will be designed to comply with this section.*

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.
 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.

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.

RESPONSE: *15% of the area to be cleared is 2,602 s.f., the main snow storage area is being shown on the West side of the access aisle on the West side of the building which equals 1,680 s.f. and additional areas along the South maneuvering area which equal 1,016 s.f. for a total of 2,696 s.f.*

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.
- 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.
- D. *Approach and driveway development standards.* Access management restrictions and limitations consist of provisions managing the number of access points and/or providing traffic and facility improvements that are designed to maximize the intended function of a particular street, road or highway. The intent is to achieve a balanced, comprehensive program which provides reasonable access as new development occurs while maintaining the safety and efficiency of traffic movement. Intersections, approaches and driveways shall conform to access spacing guidelines in the City of La Pine Transportation System Plan and the roadway authority's engineering standards. In the review of all new development, the reviewing authority shall consider the following techniques or considerations in providing for or restricting access to certain transportation facilities.
 1. Access points to arterials and collectors may be restricted through the use of the following techniques:
 - a. Restricting spacing between access points based on the type of development and the speed along the serving collector or arterial.
 - b. Sharing of access points between adjacent properties and developments.

- c. Providing access via a local order of street; for example, using a collector for access to an arterial, and using a local street for access to a collector.
 - d. Constructing frontage or marginal access roads to separate local traffic from through traffic.
 - e. Providing service drives to prevent overflow of vehicle queues onto adjoining roadways.
2. Consideration of the following traffic and facility improvements for access management:
- a. Providing of acceleration, deceleration and right-turn-only lanes.
 - b. Offsetting driveways to produce T-intersections to minimize the number of conflict points between traffic using the driveways and through traffic.
 - c. Installation of median barriers to control conflicts associated with left turn movements.
 - d. Installing side barriers to the property along the serving arterial or collector to restrict access width to a minimum.
- 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.
- 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.
- 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.
- 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.

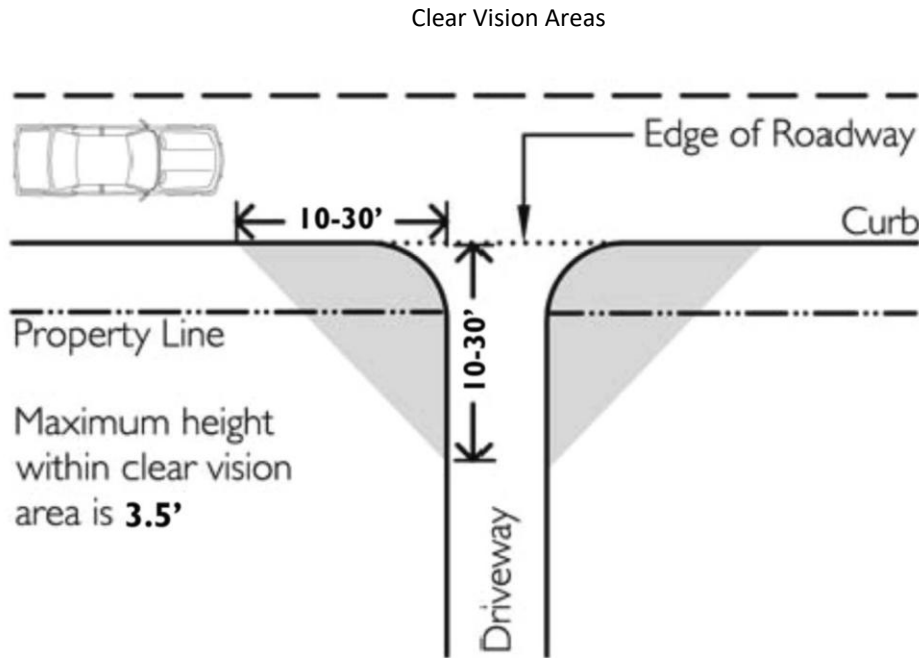
RESPONSE: *There are two access driveways being proposed on CW Reeves Ln., approximately 176 feet apart both being setback far enough from the intersection to provide adequate sight distance and allow safe movement of traffic, no joint access is being proposed.*

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 those 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



RESPONSE: *The clear vision areas are shown on the site plan, there is an existing electrical box on the west side of the Westerly entrance but it is on 6 inches above ground. Two trees will be removed from the clear vision areas at the Easterly entrance to make them compliant.*

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.
 2. *Safe, direct, and convenient.* Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas, playgrounds, and public rights-of-way conforming to the following standards:
 - a. The walkway is reasonably direct. A walkway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel.
 - b. The walkway is designed primarily for pedestrian safety and convenience, meaning it is reasonably free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The city may require landscape buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns.
 - c. Vehicle/walkway separation. Except as required for crosswalks, per subsection 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.
 - d. Crosswalks. Where a walkway crosses a parking area or driveway ("crosswalk"), it shall be clearly marked with contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrasting material). The crosswalk may be part of a speed table to improve driver-visibility of pedestrians.
 - e. Walkway construction. Walkway surfaces may be concrete, asphalt, brick or masonry pavers, or other city-approved durable surface meeting ADA requirements. Walkways shall be not less than four feet in width, except that the city may require five-foot wide, or wider, sidewalks in developments where pedestrian traffic warrants walkways wider than four feet.
 - f. Multi-use pathways. Multi-use pathways, where approved, shall be ten feet wide and constructed of asphalt, concrete or other city-approved durable surface meeting ADA requirements consistent with the applicable city engineering standards.

RESPONSE: *The proposed pedestrian crosswalk is shown on the site plan and will be constructed of concrete surrounded by asphalt.*

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.

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

RESPONSE: *CW Reeves Ln is a local street with an existing 50-foot Right of Way, Mitts Way is an Industrial Collector with an existing 60-foot Right of Way, both streets are paved and we will be constructing sidewalks along both street frontages for the full limits of the property.*

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.
- 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.

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.
- 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.

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.
- B. *Underground utilities.* All new electrical, telephone or other utility lines shall be underground unless otherwise approved by the city.
- C. *Subdivisions.* In order to facilitate underground placement of utilities, the following additional standards apply to all new subdivisions:
 - 1. The developer shall make all necessary arrangements with the serving utility to provide the underground services. Care shall be taken to ensure that no above ground equipment obstructs vision clearance areas for vehicular traffic.
 - 2. The city reserves the right to approve the location of all surface-mounted facilities.
 - 3. All underground utilities installed in streets must be constructed and approved by the applicable utility provider prior to the surfacing of the streets.
 - 4. Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.
- D. *Exception to undergrounding requirement.* The city may grant exceptions to the undergrounding standard where existing physical constraints, such as geologic conditions, streams, or existing development conditions make underground placement impractical.

RESPONSE: *All water and sewer mains are existing, there is an existing sewer service, a new water and fire line service will be installed in Mitts Way.*

Sec. 15.90.060. Public street/highway improvement.

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

- A. Installation of additional and/or passing lanes, including pedestrian ways and/or bikeways, within a public street or highway right-of-way existing as of the effective date of this chapter, unless such adversely impacts on-street parking capacities and patterns.
- B. Reconstruction or modification of public roads and highways, not including the addition of travel lanes, where no removal or displacement of buildings would occur, and/or no new land parcels result.

- C. Temporary public road and highway detours that will be abandoned and restored to original condition or use at such time when no longer needed.
- D. Minor betterment of existing public roads and highway related facilities such as maintenance yards, weigh stations, waysides, and, rest areas within a right-of-way existing as of the effective date of this Development Code. In addition, also exempt are contiguous public-owned property utilized to support the operation and maintenance of public roads and highways provided such is not located within a duly designated residential zone, or adjacent to or across the street from a lot or parcel within such a zone.
- E. The construction, reconstruction, or modification of a public street or highway that is identified as a priority project in a transportation system plan (TSP) or the state transportation improvement plan (STIP) that was duly adopted on or before the effective date of this chapter.
- F. The design, construction, operation, and maintenance of a tourist-oriented or public wayside.

RESPONSE: *Sidewalks will be installed along both street frontages, for the full extents of the property.*

15.90.070. Design of streets and other public facilities.

- A. *Traffic circulation system.* The overall street system shall ensure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain of the development and the area. An analysis of the proposed traffic circulation system within the land division, and as such system and traffic generated therefrom affects the overall City of La Pine transportation, will be required to be submitted with the initial land division review application. The location, width and grade of streets shall be considered in their relationship to existing and planned streets, to topographical conditions, to public convenience and safety and to the proposed use or development to be served thereby.
- B. *Street location and pattern.* The proposed street location and pattern shall be shown on the development plan, and the arrangement of streets shall:
 - 1. Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or
 - 2. Conform to a plan for the general area of the development approved by the city to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical; and
 - 3. Conform to the adopted La Pine Transportation System Plan as may be amended.
- C. *Access ways.* The city, in approving a land use application with conditions, may require a developer to provide an access way where the creation of a cul-de-sac or dead-end street is unavoidable and the access way connects the end of the street to another street, a park, or a public access way. Where an access way is required, it shall be not less than ten feet wide and shall contain a minimum six-foot-wide paved surface or other all-weather surface approved by the city. Access ways shall be contained within a public right-of-way or public access easement, as required by the city.

- D. *Future street extensions.* Where necessary to give access to or permit future subdivision or development of adjoining land, streets shall be extended to the boundary of the proposed development or subdivision. Where a subdivision is proposed adjacent to other developable land, a future street plan shall be filed by the applicant in conjunction with an application for a subdivision in order to facilitate orderly development of the street system. The plan shall show the pattern of existing and proposed future streets from the boundaries of the proposed land division and shall include other divisible parcels within 600 feet surrounding and adjacent to the proposed subdivision. The street plan is not binding, but is intended to show potential future street extensions with future development. The plan must demonstrate, pursuant to city standards, that the proposed development does not preclude future street connections to adjacent development land. Wherever appropriate, street stubs shall be provided to allow access to future abutting subdivisions and to logically extend the street system into the surrounding area. Street ends shall contain turnarounds constructed to Uniform Fire Code standards, as the city deems applicable, and shall be designed to facilitate future extension in terms of grading, width, and temporary barricades.
- E. *Minimum right-of-way and roadway widths.* Unless otherwise approved in the tentative development plan, street, sidewalk and bike rights-of-way and surfacing widths shall not be less than the minimum widths in feet set forth in the La Pine Transportation System Plan, and shall be constructed in conformance with applicable standards and specifications set forth by the city.
- F. *Sidewalks.* Unless otherwise required in this chapter or other city ordinances or other regulations, or as otherwise approved by the commission, sidewalks shall be required as specified in the La Pine Transportation System Plan. In lieu of these requirements, however, the city may approve a development without sidewalks if alternative pedestrian routes and facilities are provided.
- G. *Bike lanes.* Unless otherwise required in this chapter or other city ordinances or other regulations, bike lanes shall be required as specified in the La Pine Transportation System Plan, except that the planning commission may approve a development without bike lanes if it is found that the requirement is not appropriate to or necessary for the extension of bicycle routes, existing or planned, and may also approve a development without bike lanes in the streets if alternative bicycle routes and facilities are provided.
- H. *Cul-de-sac.* A cul-de-sac street shall only be used where the city determines that environmental or topographical constraints, existing development patterns, or compliance with other applicable city requirements preclude a street extension. Where the city determines that a cul-de-sac is allowed, all of the following standards shall be met:
1. The cul-de-sac shall not exceed a length of 400 feet, except where the city through a Type II procedure determines that topographic or other physical constraints of the site require a longer cul-de-sac. The length of the cul-de-sac shall be measured along the centerline of the roadway from the near side of the intersecting street to the farthest point of the cul-de-sac.
 2. A cul-de-sac shall terminate with a circular turn around with a minimum radius of 45 feet of paved driving surface and a 50-foot right-of-way and meeting the Uniform Fire Code.
 3. The cul-de-sac shall provide, or not preclude the opportunity to later install, a pedestrian and bicycle access way between it and adjacent developable lands.
- I. *Marginal access streets.* Where a land development abuts or contains an existing or proposed arterial street, the city may require marginal access streets, reverse frontage lots with suitable depth, screen-plantings contained in a non-access reservation strip along the rear or side property line or other treatments deemed necessary for adequate protection of residential properties and the intended functions of the bordering street, and to afford separation of through and local traffic.

- J. *Streets adjacent to railroad right-of-way.* Whenever a proposed land development contains or is adjacent to a railroad right-of-way, provisions may be required for a street approximately parallel to the ROW at a distance suitable for the appropriate use of land between the street and the ROW. The distance shall be determined with consideration at cross streets of the minimum distance required for approach grades to a future grade separation and to provide sufficient depth to allow screen planting or other separation requirements along the ROW.
- K. *Reserve strips.* Reserve strips or street plugs controlling access to streets will not be approved unless deemed necessary for the protection of public safety and welfare and may be used in the case of a dead-end street planned for future extension, and in the case of a half street planned for future development as a standard, full street.
- L. *Alignment.* All streets, as far as practicable, shall be in alignment with existing streets by continuations of the center lines thereof. Necessary staggered street alignment resulting in intersections shall, wherever possible, leave a minimum distance of 200 feet between the center lines of streets of approximately the same direction, and in no case shall the off-set be less than 100 feet.
- M. *Intersection angles.* Streets shall be laid out to intersect at angles as near to right angles as practicable, and in no case shall an acute angle be less than 80 degrees unless there is a special intersection design approved by the city engineer or other duly designated city representative as applicable. Other streets, except alleys, shall have at least 50 feet of tangent adjacent to the intersection, and the intersection of more than two streets at any one point will not be approved.
- N. *Curves.* Centerline radii of curves should not be less than 500 feet on major arterials, 300 feet on minor arterials, 200 feet on collectors or 100 feet on other streets and shall be on an even ten feet. Where existing conditions, particularly topography, make it otherwise impractical to provide building sites, the city may accept steeper grades and sharper curves than provided for herein in this subsection.
- O. *Street grades.* Street grades shall not exceed eight percent on arterials, ten percent on collectors and 12 percent on all other streets including private driveways entering upon a public street or highway; however, for streets at intersections, and for driveways entering upon a public street or highway, there should be a distance of three or more car lengths (approximately 50 feet) where the grade should not exceed six percent to provide for proper stopping distance during inclement weather conditions.
- P. *Street names.* Except for the extension of existing streets, no street names shall be used which will duplicate or be confused with the name of an existing street in the city or within a radius of six miles of the city or within the boundaries of a special service district such as fire or ambulance. Such street names shall be approved by the Deschutes County Street name coordinator.
- Q. *Street name signs.* Street name signs shall be installed at all street intersections by the developer in accordance with applicable city, county or state requirements. One street sign shall be provided at the intersection of each street, and two street signs shall be provided at four-way intersections.
- R. *Traffic control signs.* Traffic control signs shall be provided for and installed by the developer as required and approved by the appropriate city, county and/or state agency or department.
- S. *Alleys.* Alleys are not necessary in residential developments, but may be required in commercial and industrial developments unless other permanent provisions for access to off-street parking and loading facilities are approved by the city.
- T. *Curbs.* Curbs shall be required on all streets in all developments, and shall be installed by the developer in accordance with standards set forth by the city unless otherwise approved by the city. Approval of streets without curbs shall be at the discretion of the city engineer, and shall be so determined during the tentative plan land division review process on the basis of special circumstances to the development.

- U. *Street lights.* Street lights may be required and, if so required, shall be installed by the developer in accordance with standards set forth by the city and the serving utility company. Streets lights, if required, shall include one fixture and be located at the intersection of streets.
- V. *Utilities.* The developer shall make necessary arrangements with the serving utility companies for the installation of all proposed or required utilities, which may include electrical power, natural gas, telephone, cable television and the like.
- W. *Drainage facilities.* Drainage facilities shall be provided as required by the city in accordance with all applicable city and Oregon Department of Environmental Quality standards.
- X. *Gates.* Except where approved as part of a master planned development, private streets and gated drives serving more than two dwellings (i.e., where a gate limits access to a development from a public street), are prohibited.

RESPONSE: *Sidewalks will be installed along both street frontages, for the limits of construction, no other public improvements are being proposed.*

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.
- 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.

- 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.

RESPONSE: *A traffic impact Analysis has been provided.*



Traffic Generation Letter

February 14, 2025

Subject: Western Metrology Sales LLC – 16775 CW Reeves Ln.
City, State: La Pine, Oregon

L. B. Engineering, Inc. is submitting for a 15,200 s.f. footprint building and 1,680 s.f. upper floor, that will be used for Manufacturing and associated offices.

L.B. Engineering, Inc. has completed the traffic generation letter for the proposed building with the findings presented below.

SITE INFORMATION

The building has a footprint of 15,200 s.f. and 1,680 s.f. upper floor that will be used for Manufacturing and associated offices

The site is located at 16775 CW Reeves Ln, La Pine, OR and is Tax Lot 221014DA00400

The site zoning is I - Industrial

The site will be accessed off of CW Reeves Ln

TRIP GENERATION

We will be using ITE Trip Generation Manual, 11th Edition, 140 Manufacturing

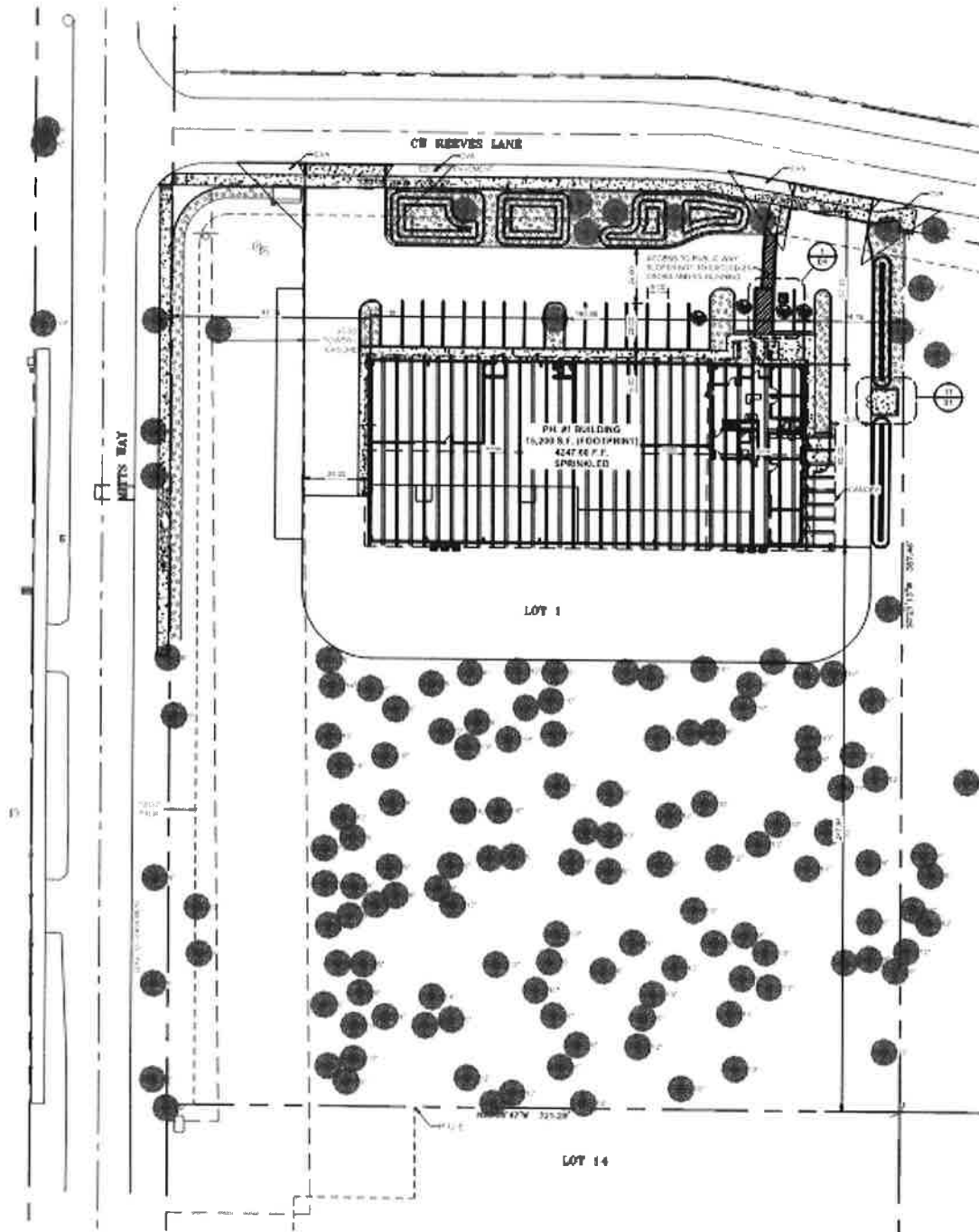
PROPOSED USE

ADT TABLE 1- TRIP GENERATION FOR PROPOSED BUILDING ITE CODE 140 - Manufacturing per 1000 s.f. (16,880 s.f.)						
ADT TIME STUDY	TRIP RATE	KFS	IN/OUT (PERCENT)	IN	OUT	TOTAL
WEEKDAY A.M. PEAK HOUR	0.68	16.88	76/24	9	2	11
WEEKDAY P.M. PEAK HOUR	0.74	16.88	31/69	4	8	12
TOTAL PEAK TRIPS GENERATED						21
DAILY TRIPS GENERATED	4.75	16.88	50/50	40	40	80

AERIAL



SITE PLAN



north **SITE PLAN**
SCALE: 1" = 100'
0 10 20 30 40

REQUIREMENTS FOR A TRAFFIC IMPACT ANALYSIS:

1. A change in zoning or a plan amendment designation;

RESPONSE: *This Land use submittal is for site plan approval with no change in zoning or plan amendment designation.*

2. Operational or safety concerns documented in writing by a road authority;

RESPONSE: *Both Mitts Way and CW Reeves Ln are low use streets that serve one developed site to the South, we do not anticipate and operational or safety concerns.*

3. An increase in site traffic volume generation by [300] average daily trips (ADT) or more;

RESPONSE: *This site proposal does not increase ADT by 300 daily trips 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;

RESPONSE: *The highest classification street is Finley Butte Rd to the North which is an industrial collector, with only 12 PM peak hour trip this will not increase a particular movement 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;

RESPONSE: *The owner has indicated that currently there are up to 5 deliveries a day from FedEx / UPS and Amazon, they do not anticipate any increase in deliveries with their move to La Pine, therefore there will not be an increase of vehicles exceeding 20,000 pounds by 10 or more.*

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;

RESPONSE: *The proposed approaches meet minimum spacing and sight distance requirements for a local street, there are no anticipated safety concerns.*

7. A change in internal traffic patterns that may cause safety concerns; or

RESPONSE: *The site is vacant so all internal traffic patterns are proposed, there are no anticipated safety concerns.*

8. A TIA required by ODOT pursuant to OAR 734-051.

RESPONSE: *The site does not front an ODOT road classification*

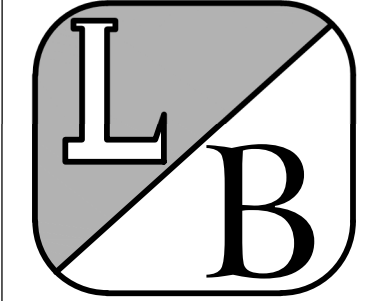
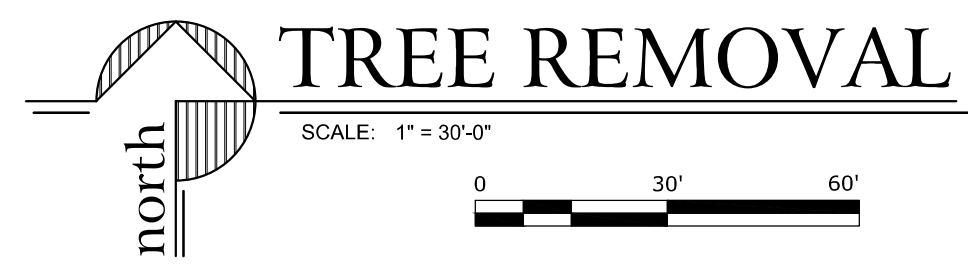
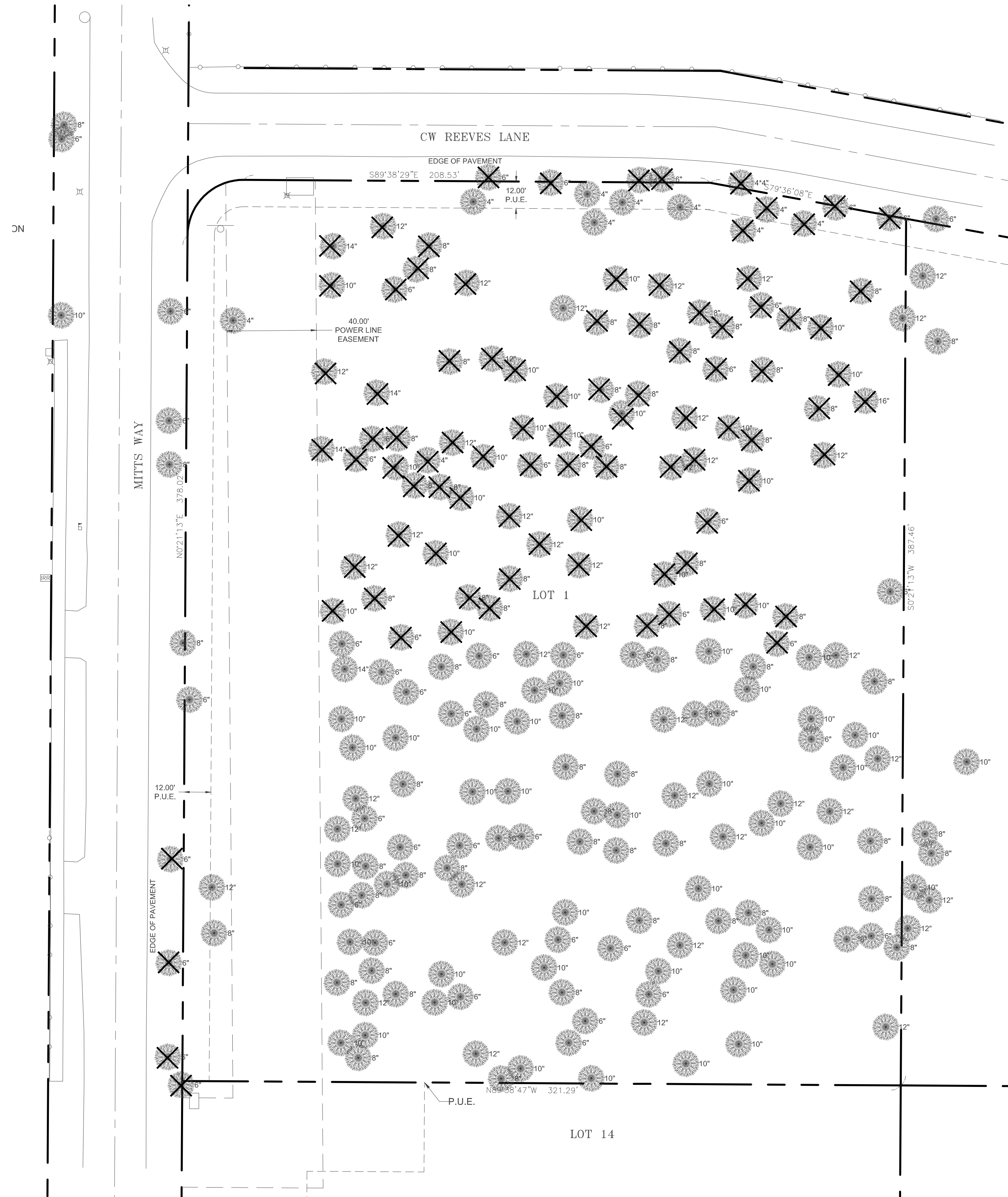
CONCLUSION:

Based on the above responses a Traffic Impact Analysis should not be required to meet the City of La Pine development code.

Respectfully Submitted,

Lennie Brant, SE
President
L. B. Engineering, Inc.





ENGINEERING, INC.
 1802 NE 4TH ST.
 BEND, OREGON 97701
 (541) 317-2939 FAX. 317-2940

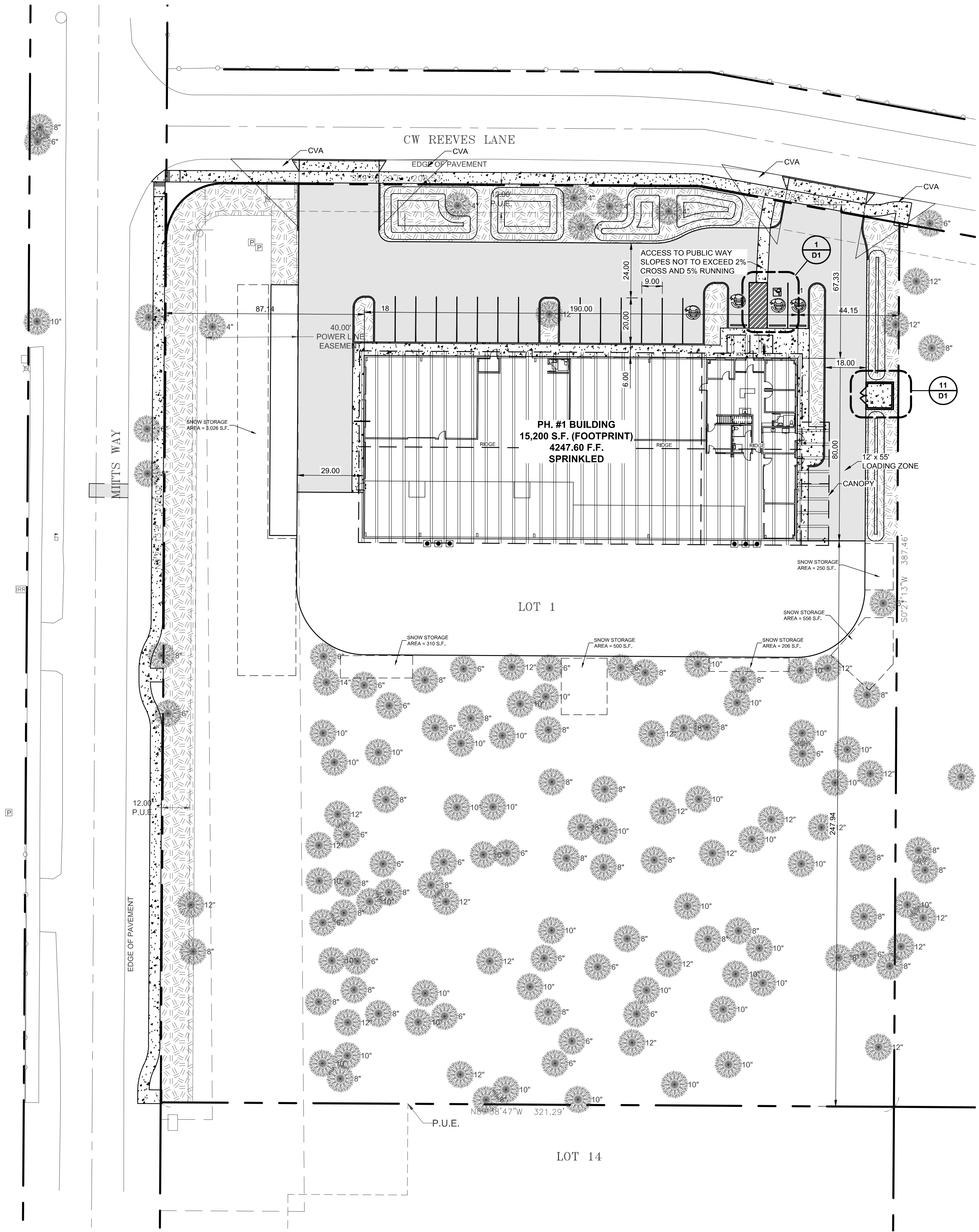
LOT 1, FINLEY BUTTE INDUSTRIAL PARK PH. 1

16775 CW REEVES LN
 LA PINE OREGON

TREE REMOVAL

DRAWN BY	ISSUE DATE	MARK	REVISIONS

C1

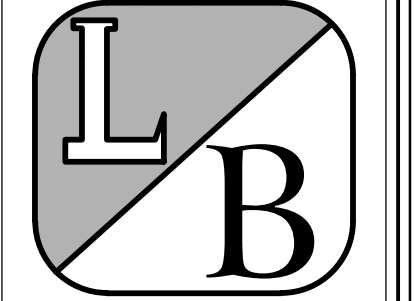
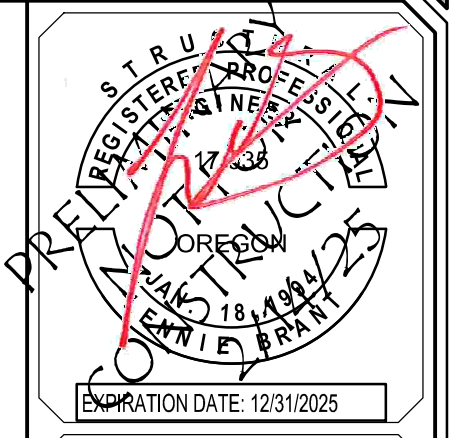


Project Data

PROJECT NAME: LOT 1, FINLEY BUTTE INDUSTRIAL PARK PH. 1
PROJECT ADDRESS: 16775 CW REEVES LN
 LA PINE, OR 97739
JURISDICTION: CITY OF LA PINE / DESCHUTES COUNTY
LEGAL DESCRIPTION: LOT 1, FINLEY BUTTE INDUSTRIAL PARK PH. 1
TOTAL LOT AREA: 2.95 ACRES
CURRENT ZONING: I-1 INDUSTRIAL
CONSTRUCTION: V-B SPRINKLED
TOTAL BUILDING AREA: 14,400 SQ. FT. (FOOTPRINT)
PARKING PROVIDED: 10 EMPLOYEES MAX
LANDSCAPING PROVIDED: 128,666 x 0.10 = 12,867 S.F.
LANDSCAPING REQUIRED: 13,246 S.F.
SNOW STORAGE AREA REQUIRED: 31,363 S.F. x 0.15 = 4,704 S.F.
SNOW STORAGE AREA PROVIDED: 4,848 S.F.

LEGEND

- EXIST. PROPERTY LINE
- SS --- EXIST. SEWER LINE
- W --- EXIST. WATER LINE
- NS --- NEW SEWER LINE
- NW --- NEW WATER LINE
- FL --- NEW FIRELINE
- SD --- NEW STORMLINE
- X --- NEW CHAINLINK FENCE W / SLATS
- [Pattern] PROP. ASPHALT
- [Pattern] PROP. CONCRETE
- [Pattern] PROP. LANDSCAPE AREAS
- [Symbol] HANDICAP PARKING SPACE
- [Symbol] FUTURE EV CHARGING SPACES (20%)
- [Symbol] EX. POWER POLE



ENGINEERING, INC.
 1902 NE 4TH ST.
 BEND, OREGON 97701
 (541) 317-2939 FAX. 317-2940

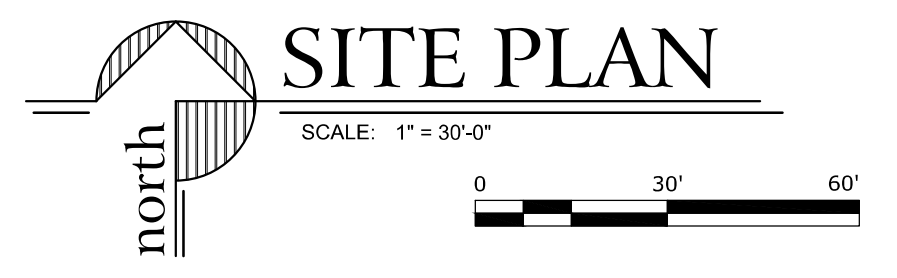
LOT 1, FINLEY BUTTE INDUSTRIAL PARK PH. 1

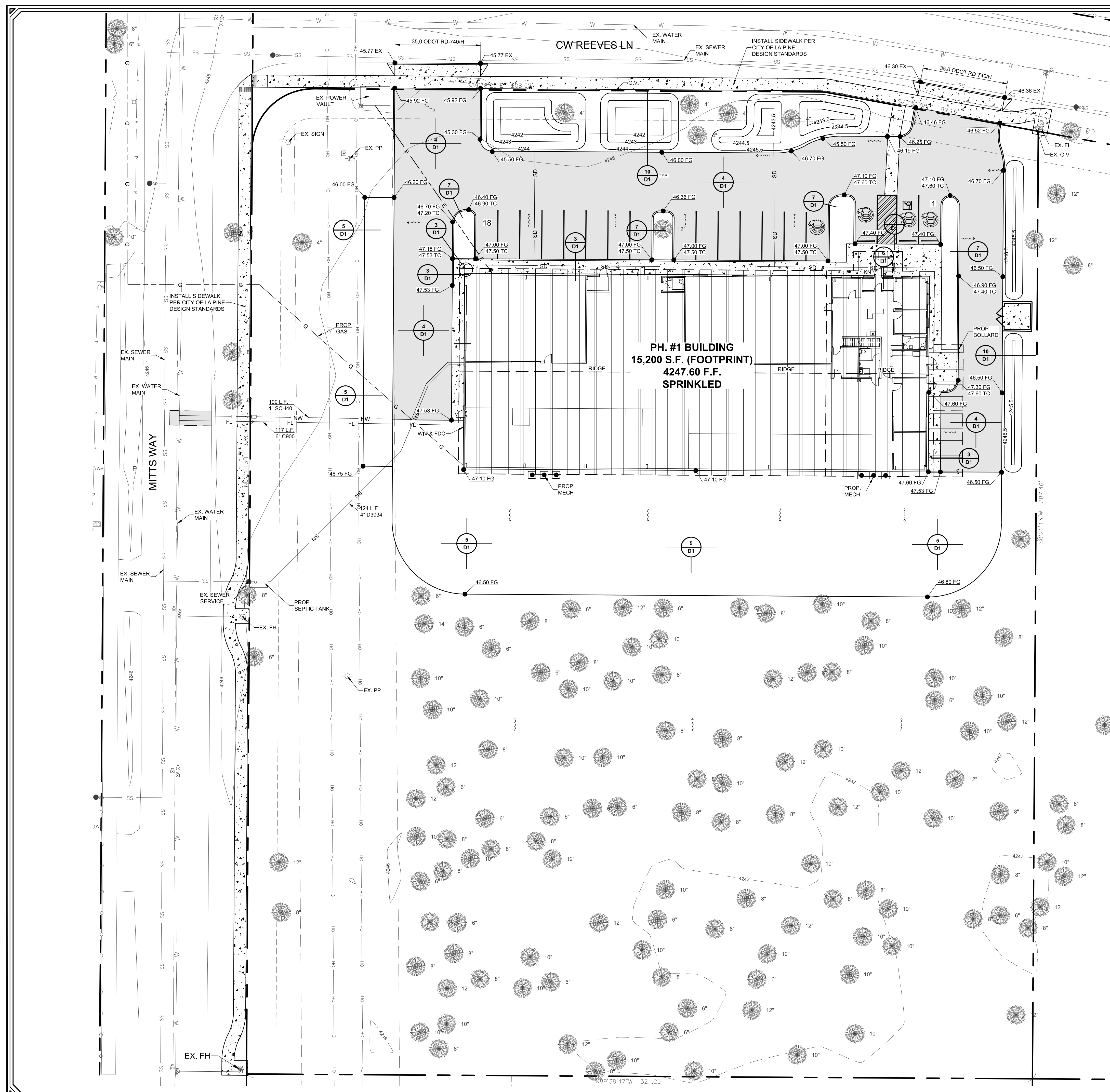
**16775 CW REEVES LN
 LA PINE OREGON**

SITE PLAN

DRAWN BY	ISSUE DATE	MARK	REVISIONS

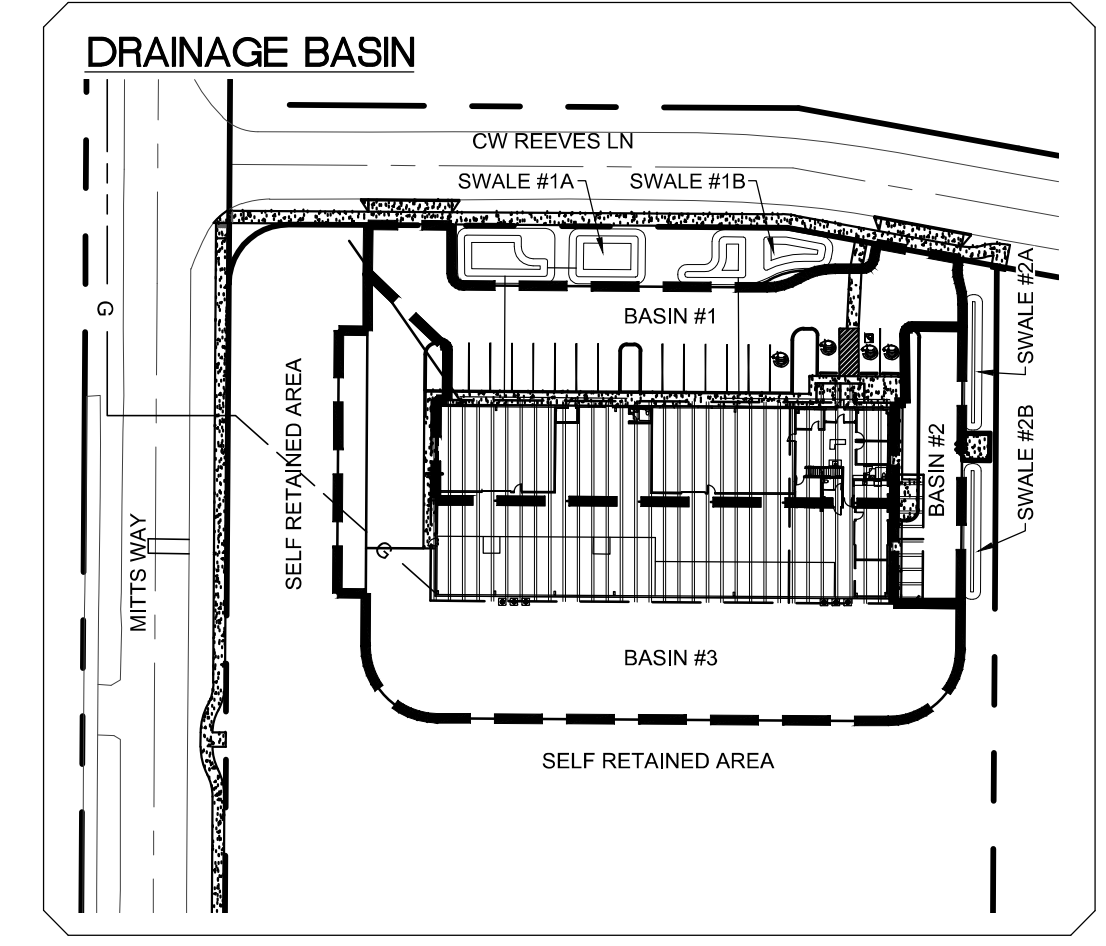
C2





LEGEND

- EXIST. PROPERTY LINE
- SS EXIST. SEWER LINE
- W EXIST. WATER LINE
- NS NEW SEWER LINE
- NW NEW WATER LINE
- FL NEW FIRELINE
- SD NEW STORMLINE
- - - NEW CHAINLINK FENCE W / SLATS
- ▭ PROP. ASPHALT
- ▭ PROP. CONCRETE
- ▭ PROP. LANDSCAPE AREAS
- ⊠ HANDICAP PARKING SPACE
- ⊙ FUTURE EV CHARGING SPACES (20%)
- EX. POWER POLE



DRAINAGE CALCULATIONS
 DESIGNED FOR THE 25yr 24hr STORM EVENT 2.6"/HR:

DRAINAGE BASIN #1:
 INFLOW AREA / REQUIRED STORAGE: 18,765 S.F., 3,073 C.F. (22,986 GAL.)

SWALE #1A:
 PROVIDED STORAGE: 2,001 C.F. (14,967 GAL.)

SWALE #1B:
 PROVIDED STORAGE: 1,210 C.F. (9,050 GAL.)

TOTAL VOLUME PROVIDED: 3,211 C.F. (24,018 GAL.)

DRAINAGE BASIN #2:
 INFLOW AREA / REQUIRED STORAGE: 3,116 S.F., 510 C.F. (3,814 GAL.)

SWALE #2A:
 PROVIDED STORAGE: 310 C.F. (2,319 GAL.)

SWALE #2B:
 PROVIDED STORAGE: 691 C.F. (5,169 GAL.)

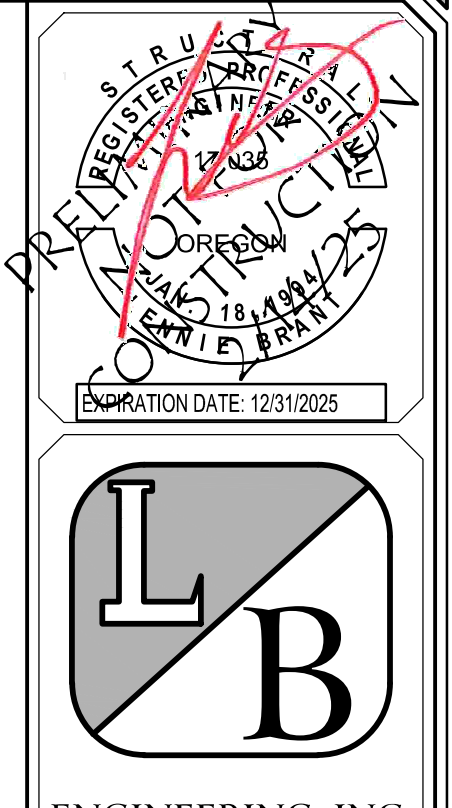
TOTAL VOLUME PROVIDED: 1,001 C.F. (7,487 GAL.)

DRAINAGE BASIN #3: 67 WEIGHTED CN 31.91% IMPERVIOUS
 INFLOW AREA: 24,796 S.F., 824 C.F. (6,163 GAL.)

AREA WILL BE SELF RETAINED ON-SITE. IN THE NATIVE VEGETATION

TESTING:
 SWALES ARE DESIGNED TO CONTAIN FULL VOLUME. TESTING IS REQUIRED FOR 72 HOUR INFILTRATION. CONTRACTOR TO PLACE REQUIRED STORAGE AMOUNT IN THE SWALES AND VERIFY THAT THE SWALES ARE DRY WITHIN 72 HOURS TESTING IS TO BE WITNESSED BY THE HIRED SPECIAL INSPECTION COMPANY. TESTING AND PICTURES ARE TO BE PROVIDED TO LB ENGINEERING FOR FINAL REPORT.

SWALE #1A: 1,000 C.F. (7,480 GALLONS)
SWALE #1B: 600 C.F. (4,488 GALLONS)
SWALE #2A: 150 C.F. (1,122 GALLONS)
SWALE #2B: 350 C.F. (2,618 GALLONS)



ENGINEERING, INC.
 1902 NE 4TH ST.
 BEND, OREGON 97701
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LOT 1, FINLEY BUTTE INDUSTRIAL PARK PH. 1
 16775 CW REEVES LN
 LA PINE OREGON

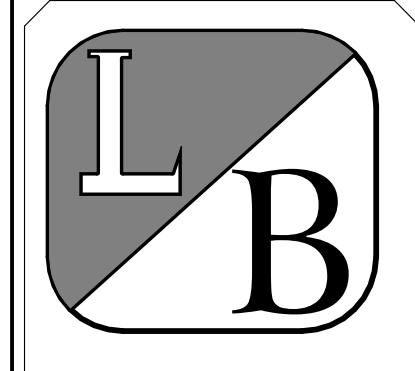
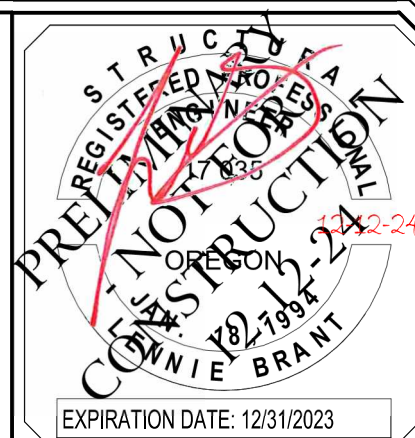
GRADING AND
 UTILITY PLAN

DRAWN BY	ISSUE DATE	MARK	REVISIONS

C3

GRADING AND UTILITY PLAN

SCALE: 1" = 20'-0"



ENGINEERING, INC.
1902 NE 4TH ST.
BEND, OREGON 97701
(541) 317-2939
FAX (541) 317-2940

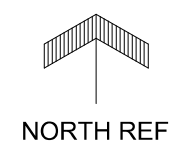
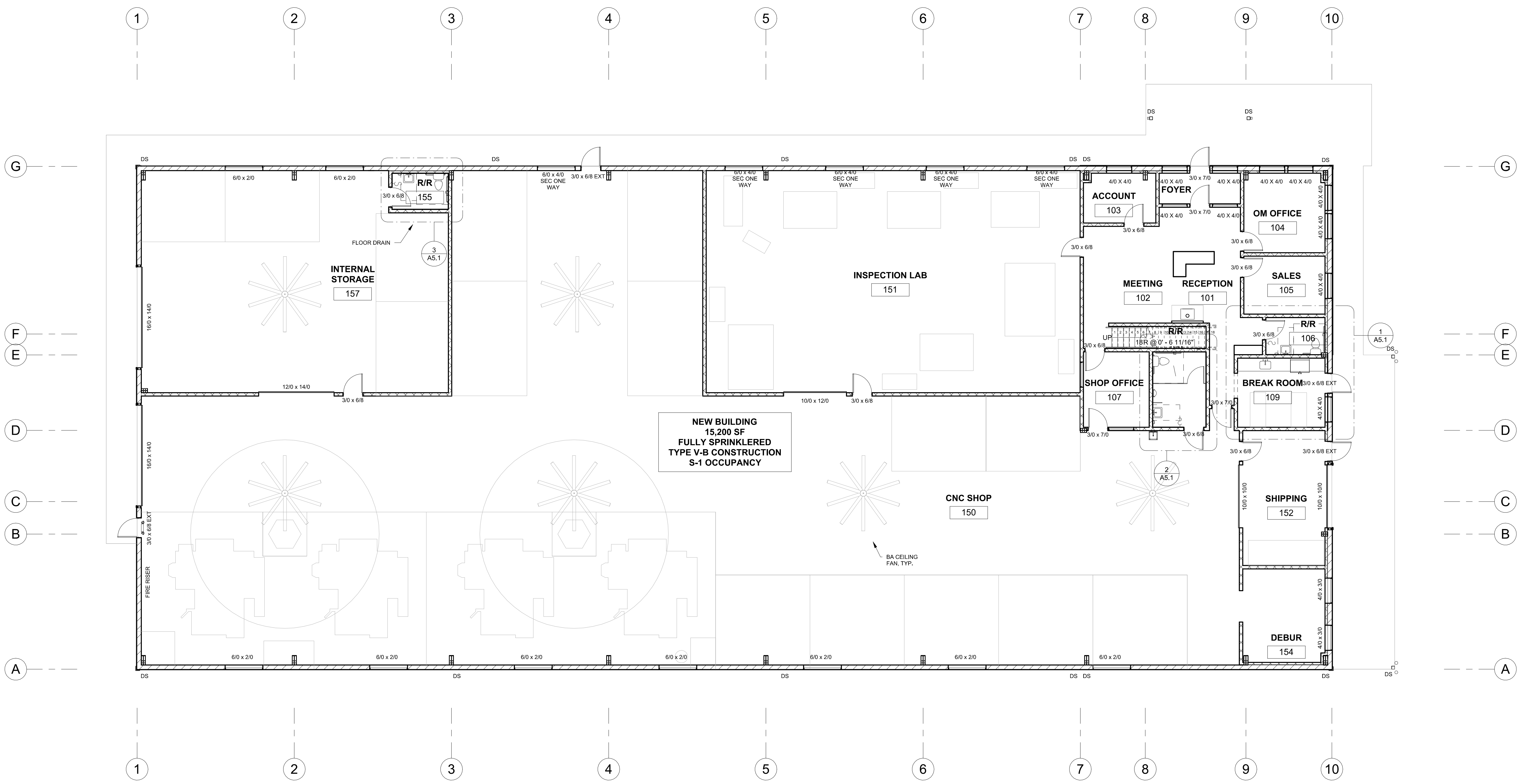
REEVES LN WAREHOUSE
16775 CW REEVES LN
LA PINE OREGON

OVERVIEW FLOOR PLAN

REV # DATE REVISION

A1

134-24



OVERVIEW FLOOR PLAN

SCALE: 1/8" = 1'-0"

WALL LEGEND	
	METAL BUILDING GIRT WALL W/ 8" GIRTS, W/ R-30 LINER INSULATION SYSTEM, MIN. R-0.75 THERMAL SPACER BLOCK OR THERMAL BREAK STRIPS BETWEEN GIRTS AND EXTERIOR METAL PANELS, PANEL TYPE AND COLOR PER ELEVATIONS
	METAL BUILDING GIRT WALL W/ 8" GIRTS, W/ R-30 LINER INSULATION SYSTEM, MIN. R-0.75 THERMAL SPACER BLOCK OR THERMAL BREAK STRIPS BETWEEN GIRTS AND EXTERIOR METAL PANELS, PANEL TYPE AND COLOR PER ELEVATIONS 8" PLY AT BASE OF WALL, W/ FULL HEIGHT GYP ABOVE
	INTERIOR 2x6 STUD WALL, HEIGHT VARIES, FULL HEIGHT GYP U.N.O.

PLAN LEGEND	
	INDICATES ROOM NUMBER W/ FINISHES PER ROOM SCHEDULE ON SHEET A6.
	INDICATES DOOR NUMBER PER SCHEDULE ON SHEET A6.1, VERIFY ALL OPENINGS, SPECIFICATIONS AND CONDITIONS.
	INDICATES WINDOW NUMBER PER SCHEDULE ON SHEET A6, VERIFY ALL OPENINGS, SPECIFICATIONS AND CONDITIONS.
	DETAIL NUMBER
	SHEET NUMBER
	SECTION LETTER
	SHEET NUMBER
	DIMENSION TO FACE OF STRUCTURE EXCEPT BATHROOM FIXTURES AND CASEWORK TO GYP. OR STRUCTURE.
	DOWN SPOUTS PER PLAN COORDINATE W/ CIVIL, PLUMBING AND METAL BUILDING PLANS.
	HOSE BIB, COORDINATE LOCATIONS W/ PLUMBING PLANS

GENERAL NOTES:

GENERAL: CONTRACTOR SHALL COORDINATE LOCATIONS OF MECHANICAL, ELECTRICAL, PLUMBING AND FIRE PROTECTION EQUIPMENT w/ENGINEER PRIOR TO CONSTRUCTION. ADDITIONAL BLOCKING MAY BE REQUIRED DEPENDING ON WEIGHT OF EQUIPMENT.

VENTILATION: CONTRACTOR SHALL COORDINATE LOCATIONS OF MECHANICAL, ELECTRICAL, PLUMBING AND FIRE PROTECTION EQUIPMENT w/ENGINEER PRIOR TO CONSTRUCTION. ADDITIONAL BLOCKING MAY BE REQUIRED DEPENDING ON WEIGHT OF EQUIPMENT.

INSULATION: ALL EXPOSED INSULATION SHALL HAVE A MIN. OF 1-PERM MOISTURE BARRIER AND A FLAME SPREAD INDEX NOT MORE THAN 25 AND SMOKE DEVELOPED INDEX NOT MORE THAN 450 PER 2022 OSSC SECT. 720.3.

WALLS AND CEILING FINISHES: FLAME SPREAD CLASS OR FINISH MATERIALS USED ON INTERIOR WALL AND CEILING SHALL HAVE A MAXIMUM FLAME SPREAD AND SMOKE DEVELOPED INDEX PER 2022 OSSC SECTION 803.1.2 AND TABLE 803.13 - INTERIOR FINISH AND CEILINGS REQUIRED = CLASS "C"

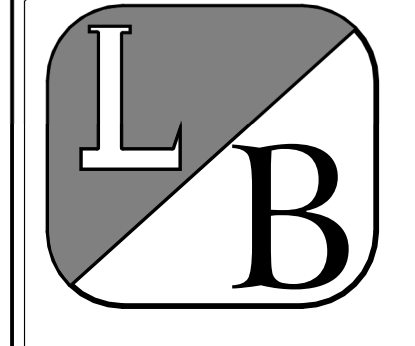
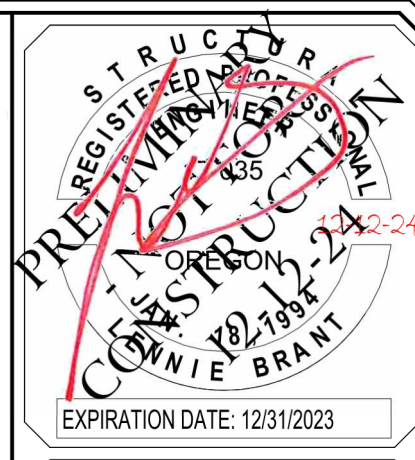
GENERAL: VERIFY ALL DOOR TYPES, FINISHES, PAINT, AND WINDOW TYPES W/ OWNER PRIOR TO PURCHASING MATERIALS. ALL DOORS ARE TO BE PLACED 6" FROM STUD WALLS (U.N.O.) DIMENSIONS SHOWN ARE BASED ON DWGS. SUPPLIED TO LB ENGINEERING, INC.

ALL DIMENSIONS SHALL BE VERIFIED PRIOR TO BIDDING.

ANY ALTERATIONS OR DEVIATIONS FROM THE PLANS SHALL BE COORDINATED WITH ENGINEER PRIOR TO ANY MODIFICATION CONSTRUCTION.

ALL ALARMS AND MONITORING SYSTEMS BY OTHERS.

12/18/2024 11:28:03 AM Z:\2024\JOB FILES\16775 CW REEVES LN, LA PINE, OREGON\134-24\LB DWG\16775 CW Reeves Ln.dwg



ENGINEERING, INC.
1902 NE 4TH ST.
BEND, OREGON 97701
(541) 317-2939
FAX (541) 317-2940

REEVES LN WAREHOUSE
16775 CW REEVES LN
LA PINE OREGON

FLOOR PLANS

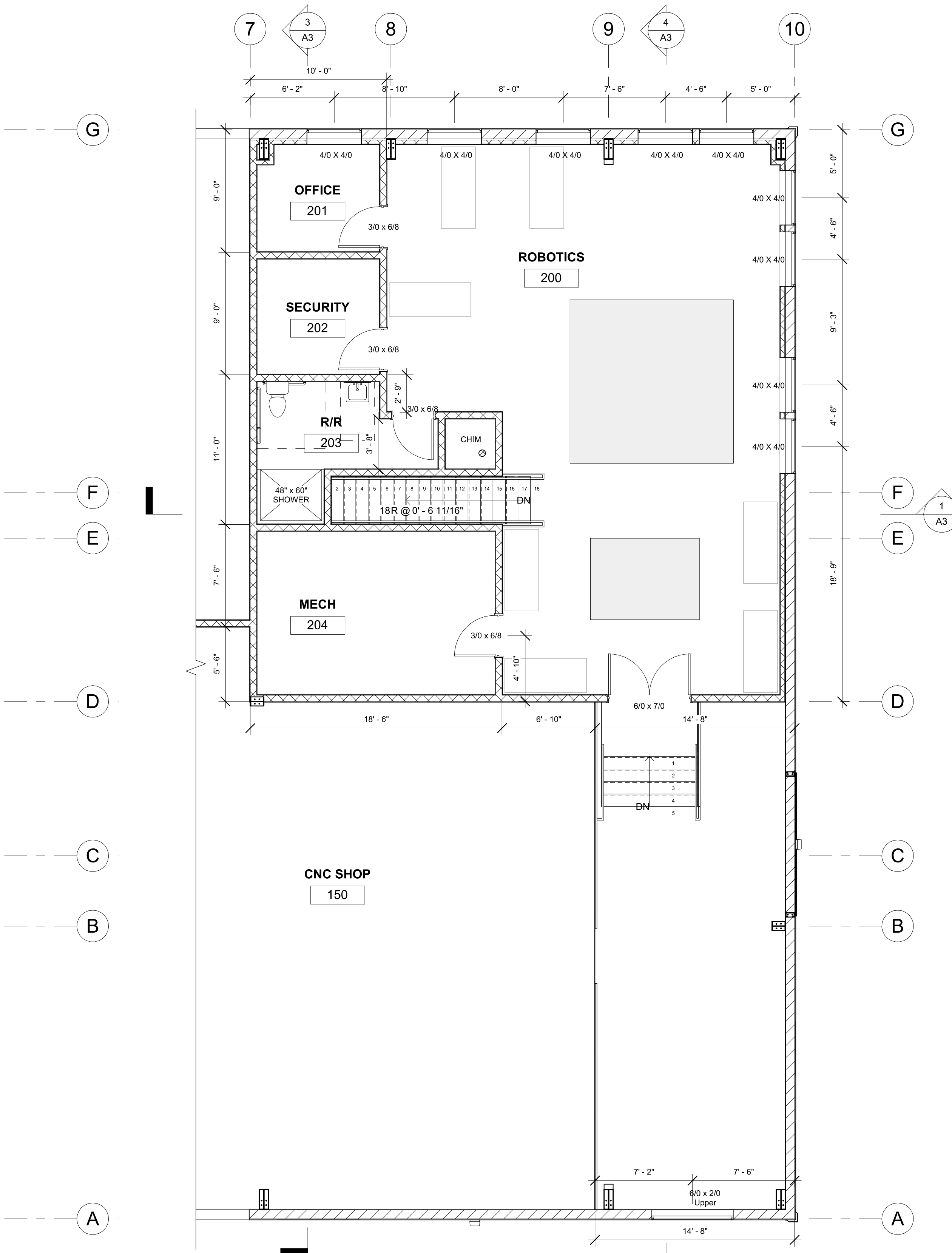
REV #	DATE	REVISION

A1.1

134-24



MAIN FLOOR
SCALE: 3/16" = 1'-0"
NORTH REF



UPPER FLOOR
SCALE: 3/16" = 1'-0"
NORTH REF

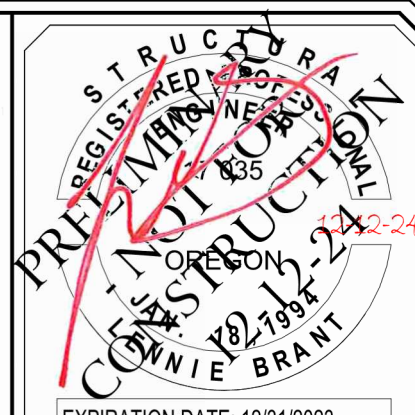
WALL LEGEND

	METAL BUILDING GIRT WALL W/ 8" GIRTS, w/ R-30 LINER INSULATION SYSTEM, MIN. R-0.75 THERMAL SPACER BLOCK OR THERMAL BREAK STRIPS BETWEEN GIRTS AND EXTERIOR METAL PANELS. PANEL TYPE AND COLOR PER ELEVATIONS
	METAL BUILDING GIRT WALL W/ 8" GIRTS, w/ R-30 LINER INSULATION SYSTEM, MIN. R-0.75 THERMAL SPACER BLOCK OR THERMAL BREAK STRIPS BETWEEN GIRTS AND EXTERIOR METAL PANELS. PANEL TYPE AND COLOR PER ELEVATIONS 8" PLY AT BASE OF WALL, w/ FULL HEIGHT GYP ABOVE
	INTERIOR 2x6 STUD WALL, HEIGHT VARIES, FULL HEIGHT GYP U.N.O.

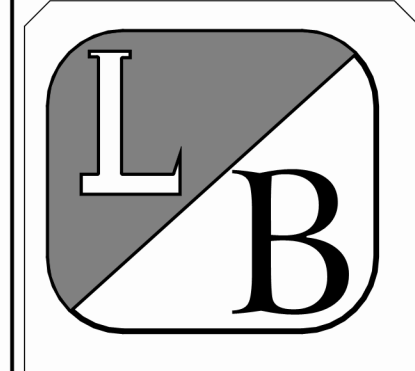
PLAN LEGEND

	INDICATES ROOM NUMBER W/ FINISHES PER ROOM SCHEDULE ON SHEET A6.
	INDICATES DOOR NUMBER PER SCHEDULE ON SHEET A6.1. VERIFY ALL OPENINGS, SPECIFICATIONS AND CONDITIONS.
	INDICATES WINDOW NUMBER PER SCHEDULE ON SHEET A6. VERIFY ALL OPENINGS, SPECIFICATIONS AND CONDITIONS.
	DETAIL NUMBER
	SHEET NUMBER
	SECTION LETTER
	SHEET NUMBER
	DIMENSION TO FACE OF STRUCTURE EXCEPT BATHROOM FIXTURES AND CASEWORK TO GYP. OR STRUCTURE.
	DS DOWN SPOUTS PER PLAN COORDINATE w/ CIVIL, PLUMBING AND METAL BUILDING PLANS.
	HB HOSE BIB, COORDINATE LOCATIONS W/ PLUMBING PLANS

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EXPIRATION DATE: 12/31/2023



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1902 NE 4TH ST.
BEND, OREGON 97701
(541) 317-2939
FAX (541) 317-2940

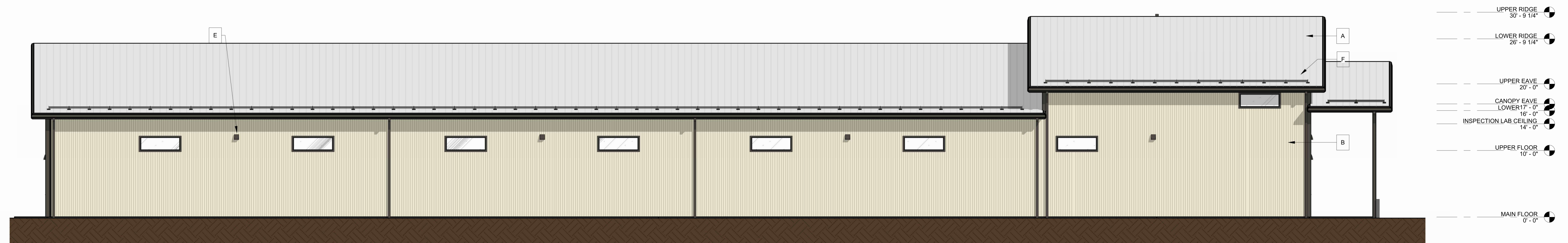
REEVES LN WAREHOUSE
16775 CW REEVES LN
LA PINE OREGON

ELEVATIONS

REV # DATE REVISION

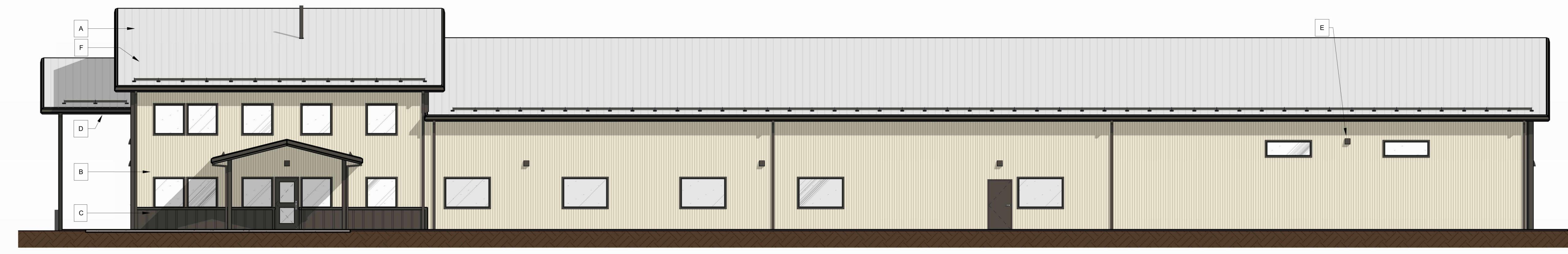
A2

134-24



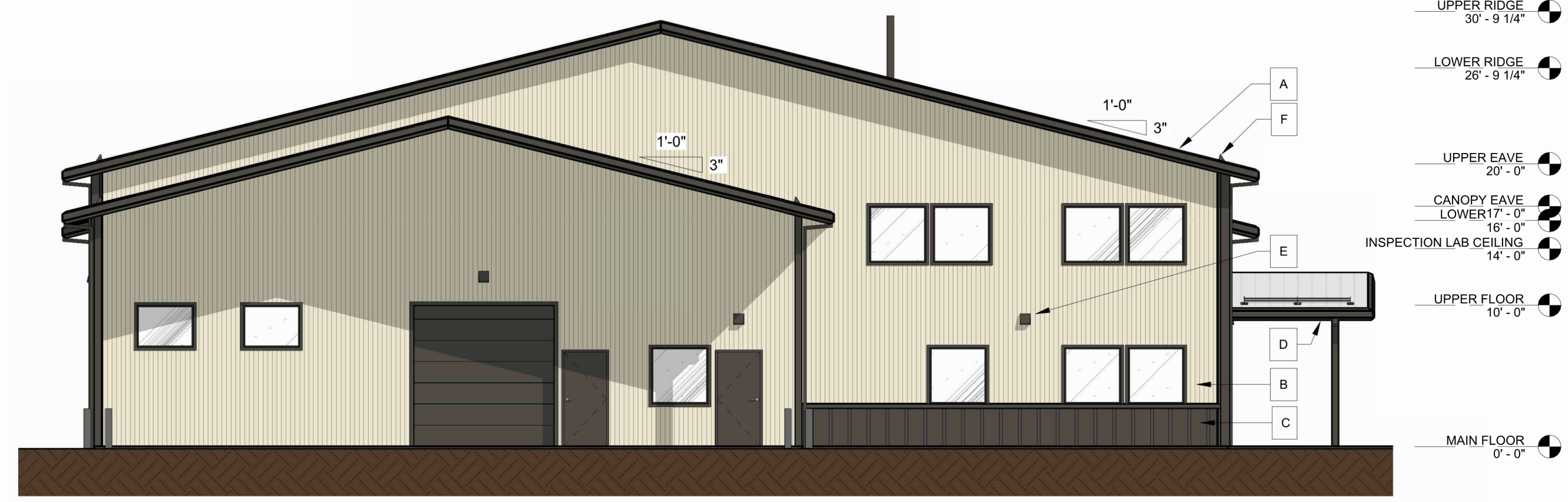
SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

- UPPER RIDGE 30' - 9 1/4"
- LOWER RIDGE 26' - 9 1/4"
- UPPER EAVE 20' - 0"
- CANOPY EAVE LOWER 17' - 0"
- INSPECTION LAB CEILING 14' - 0"
- UPPER FLOOR 10' - 0"
- MAIN FLOOR 0' - 0"



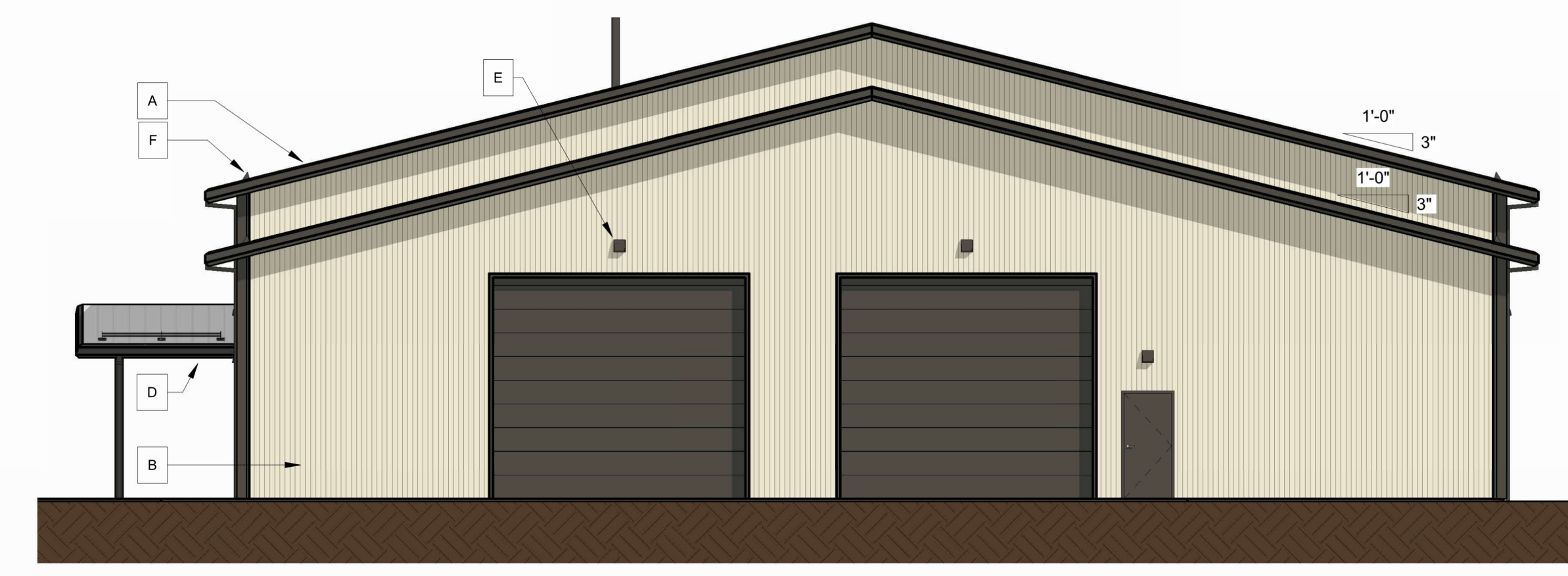
NORTH ELEVATION
SCALE: 1/8" = 1'-0"

- UPPER RIDGE 30' - 9 1/4"
- LOWER RIDGE 26' - 9 1/4"
- UPPER EAVE 20' - 0"
- CANOPY EAVE LOWER 17' - 0"
- INSPECTION LAB CEILING 14' - 0"
- UPPER FLOOR 10' - 0"
- MAIN FLOOR 0' - 0"



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

- UPPER RIDGE 30' - 9 1/4"
- LOWER RIDGE 26' - 9 1/4"
- UPPER EAVE 20' - 0"
- CANOPY EAVE LOWER 17' - 0"
- INSPECTION LAB CEILING 14' - 0"
- UPPER FLOOR 10' - 0"
- MAIN FLOOR 0' - 0"



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

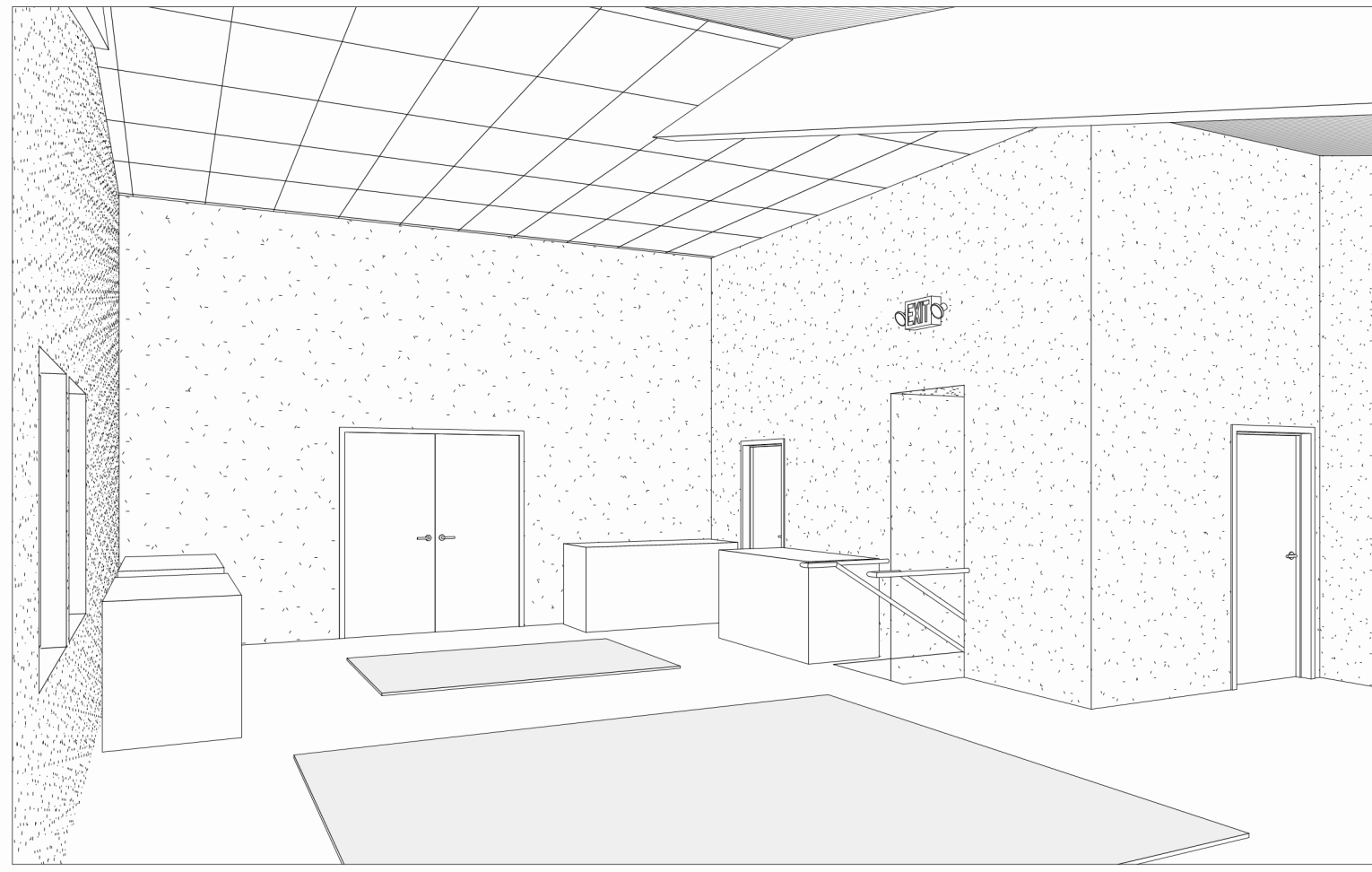
- UPPER RIDGE 30' - 9 1/4"
- LOWER RIDGE 26' - 9 1/4"
- UPPER EAVE 20' - 0"
- CANOPY EAVE LOWER 17' - 0"
- INSPECTION LAB CEILING 14' - 0"
- UPPER FLOOR 10' - 0"
- MAIN FLOOR 0' - 0"

MATERIAL LEGEND	
A	STANDING SEAM METAL ROOF, COLOR: WHITE
B	METAL WALL PANEL, COLOR: BEIGE
C	METAL BOARD AND BATTEN PANEL, COLOR: BROWN
D	SOFFIT, COLOR: BROWN
E	EXTERIOR LIGHTING, XTOR CROSSTOUR MAXX LED, PHOTOELECTRIC SWITCH AND MOTION SENSOR, COORDINATE W/ ELECTRICAL PLAN, ELECTRICAL HOUSING TO BE BLACK
F	SNOW GUARDS, COLOR: BROWN

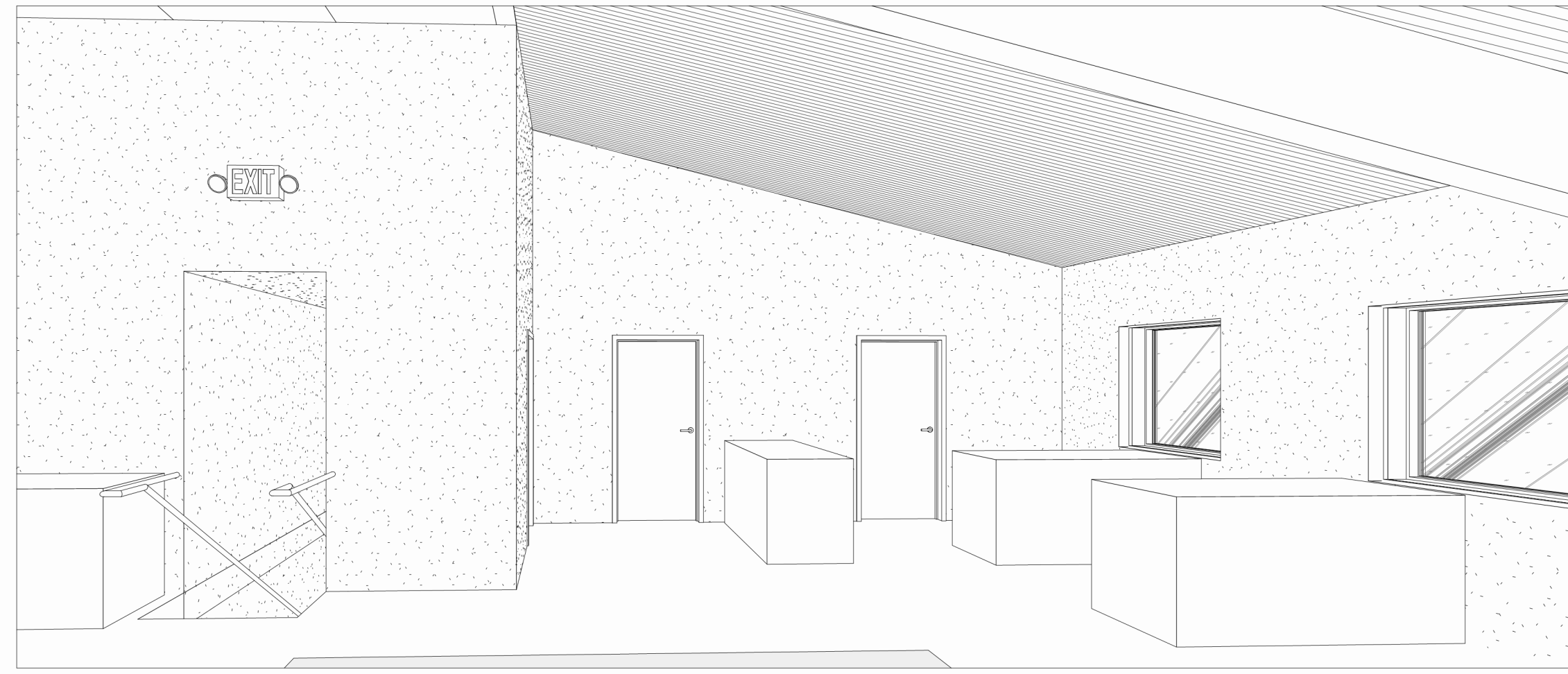
TYPICAL NOTES:

- ALL DOWNSPOUTS AND GUTTERS TO BE PRE-FINISHED BROWN. COORDINATE ALL DOWNSPOUTS WITH CIVIL PLANS
- ALL STOREFRONT WINDOW AND DOOR FRAMES TO BE BLACK
- ALL VINYL WINDOW FRAMES TO BE PRE-FINISHED BLACK (INTERIOR AND EXTERIOR)
- ALL EXTERIOR LIGHT FIXTURES TO BE BLACK
- ALL DRIP FLASHING TO BE PRE-FINISHED MATTE BROWN

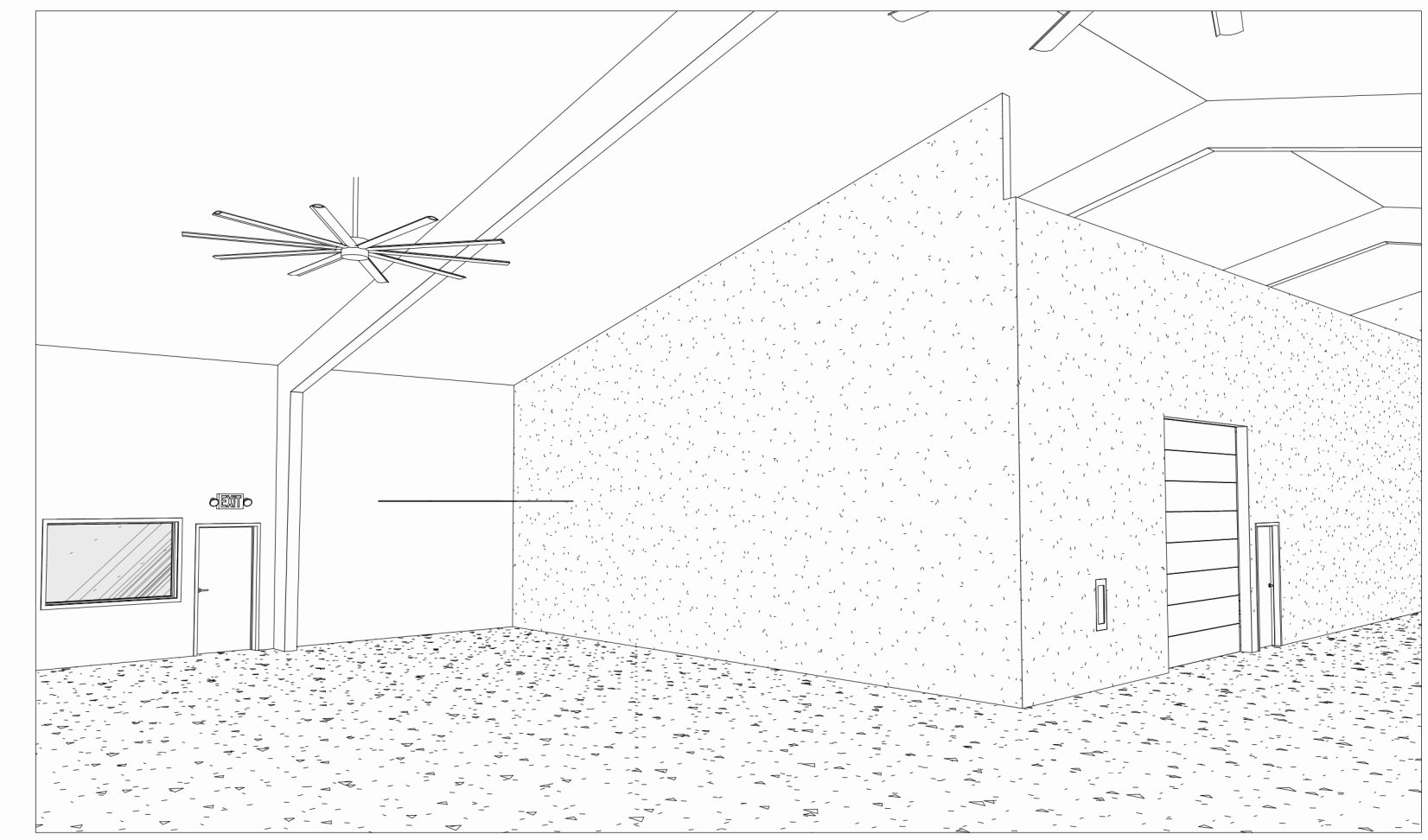
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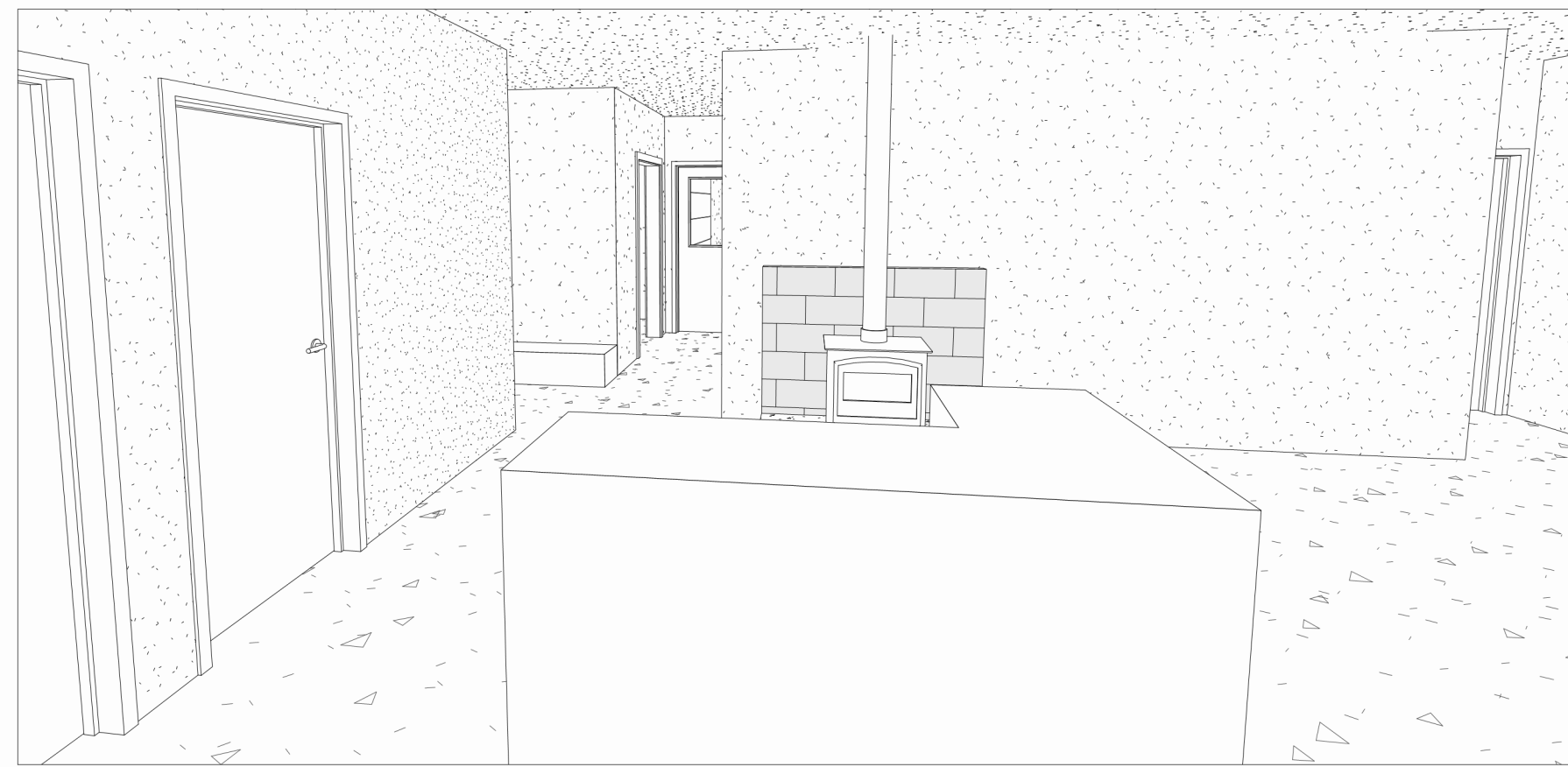
3D UPSTAIRS VIEW 1
SCALE:



3D UPSTAIRS VIEW 2
SCALE:



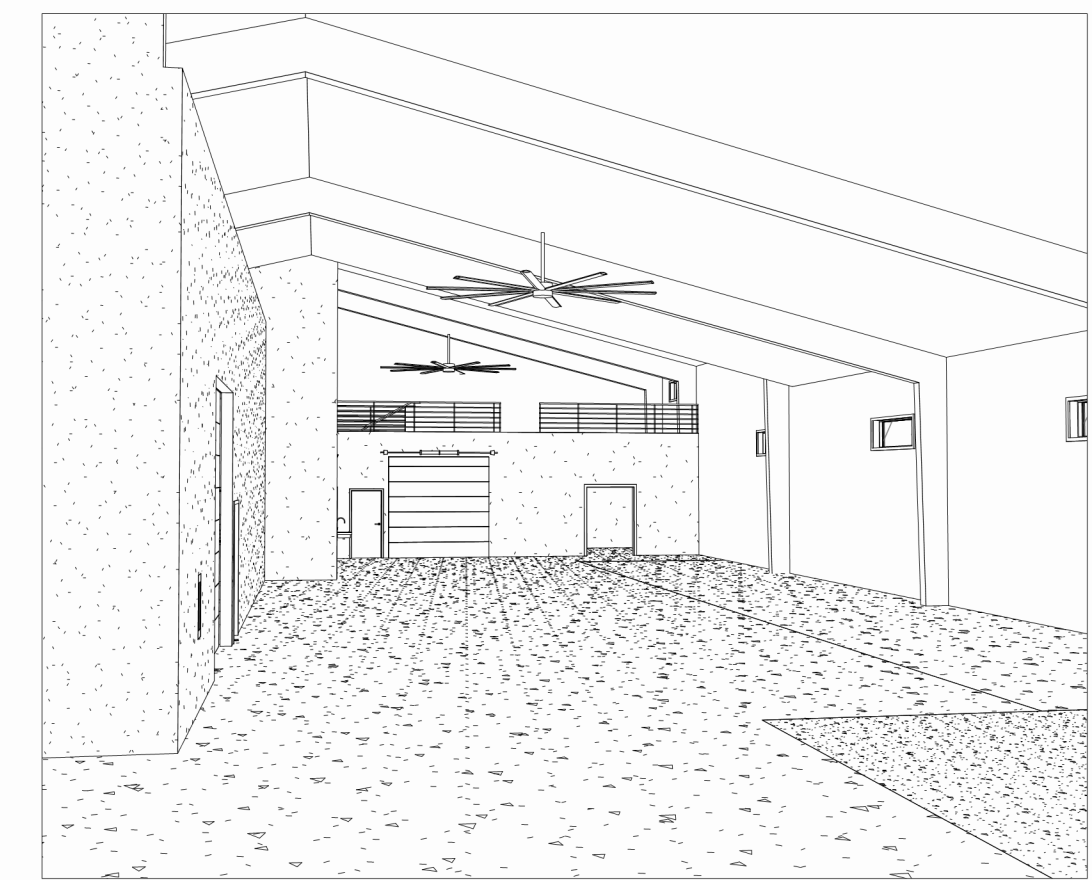
3D SHOP VIEW 1
SCALE:



3D LOBBY VIEW 1
SCALE:



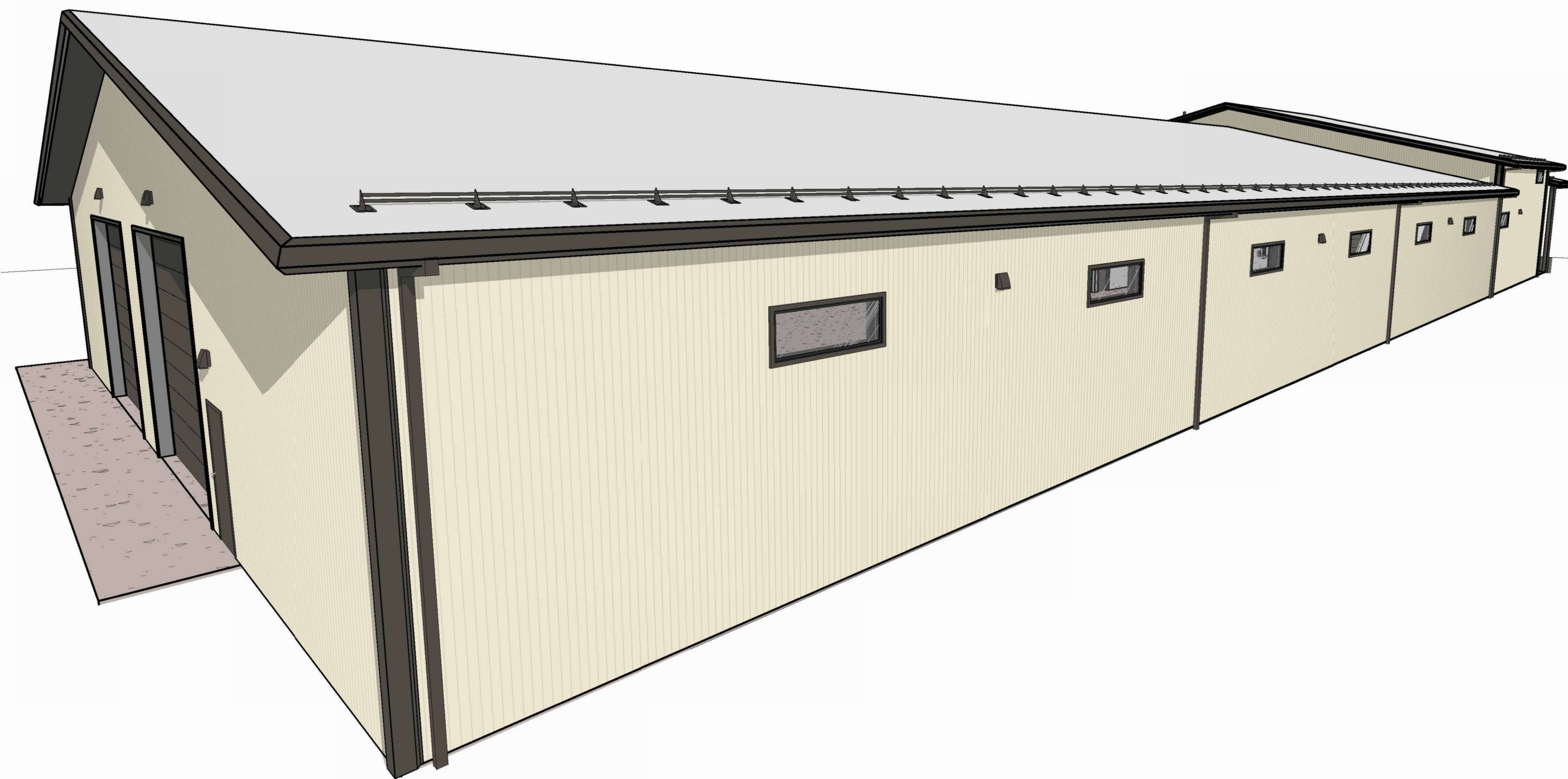
3D LOBBY VIEW 2
SCALE:



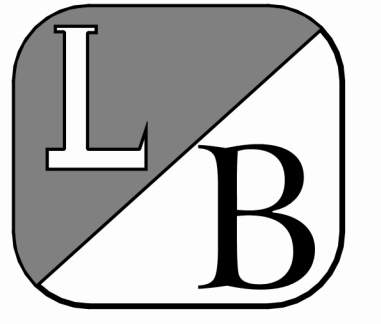
3D SHOP VIEW 2
SCALE:



3D EXTERIOR 1
SCALE:



3D EXTERIOR 2
SCALE:



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REEVES LN WAREHOUSE
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LA PINE OREGON

3D VIEWS

REV # DATE REVISION

A3.1

134-24

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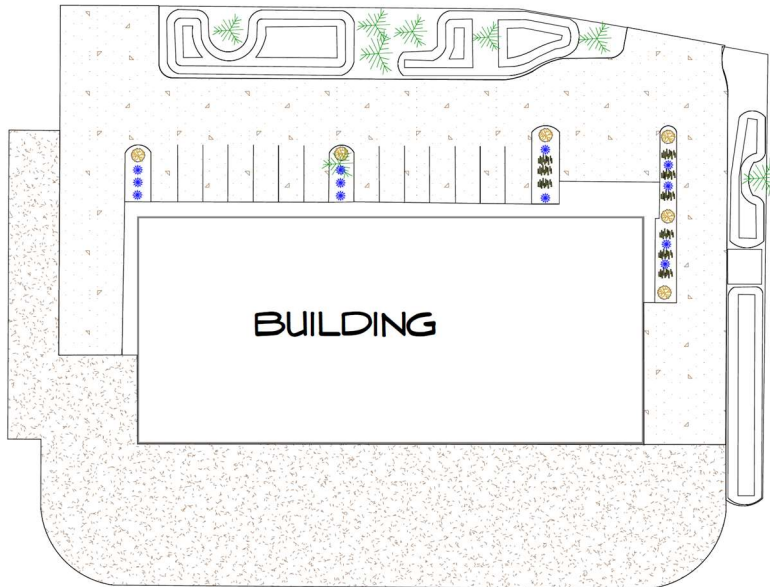
16775 CW REEVES LN LA PINE OR LANDSCAPE PLAN (2/14/2025)

Site Area – 2.95 acres (128,000 SF)

Required Area to Landscape – 12,800 SF (10%)

TYPE 1 DETAILS (935 SF)

- 1) Type 1 includes 4 areas adjacent to building, i.e. Parking Islands
- 2) Drip Irrigation will be placed as appropriate, with supply lines underground
- 3) Base will consist of Red Lava Rock, consistent with region, on fabric
- 4) Existing trees will be kept where practical
- 5) New plants will consist of grass & shrubs (see detail below)



LEGEND	
COMMON NAME	QTY
FLOWER, GRASS	
GRASS, 'KARL FOERSTER'	9
OAT GRASS, BLUE	12
SHRUB, DECIDUOUS	
POTENTILLA, HAPPY FACE	6

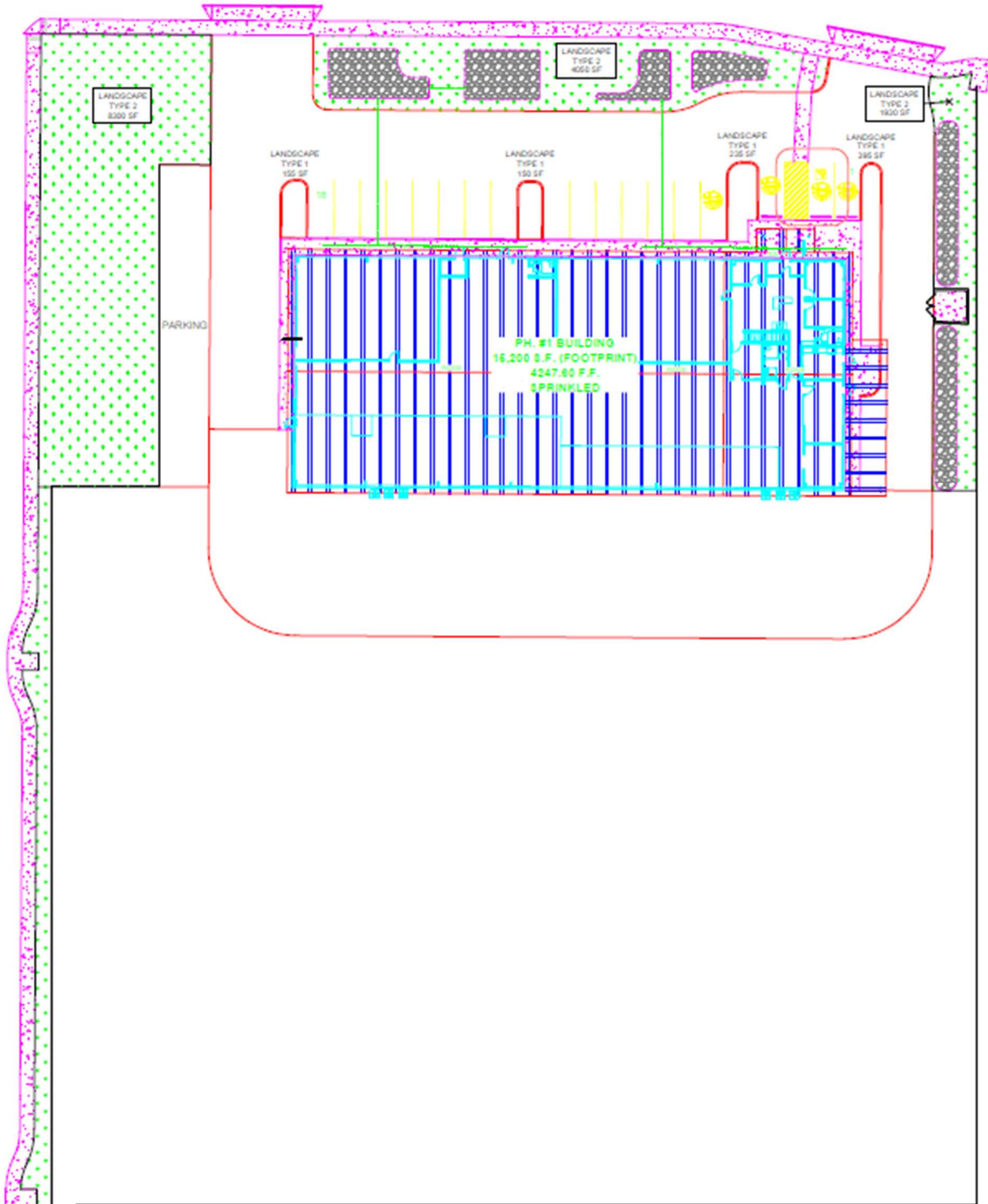
4 ZONES WITH NEW PLANTS WILL HAVE DRIP IRRIGATION

Revision #:	Scale:	Landscape Plan:	Landscape Design by: Shaun Dewey
Date: 12/11/2024	1" = 10'	Reeves Ln Warehouse	Little River Landscape & Design

TYPE 2 DETAILS (14,280 SF)

- 1) Type 2 includes 3 areas along perimeter of lot
- 2) Type 2 zones will not be irrigated
- 3) Existing trees will be kept where practical (reference Site Plan C2)
- 4) Small trees closely spaced will be removed as needed for fire abatement
- 5) Local small tree transplants (under 6") may be used in large gaps between trees
- 6) New vegetation will consist of drought tolerant species:
 - a. Minimal existing Bitterbrush may be kept
 - b. Native and Existing Grass

- c. English Lavender
- d. Penstemon
- 7) 5 feet minimum along sidewalks will be landscaped as Type 2
- 8) Swales will be lined with drainage rock (aggregate), approximately 2,200 SF



The remainder of the lot will have crowded trees and excess Bitterbrush removed for fire abatement.