



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

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## Site Plan Application

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**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

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### PROPERTY OWNER AND APPLICANT INFORMATION

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Applicant Name Grant Hanson Phone 541.241.6091 Fax \_\_\_\_\_  
Address 135 NE Norton Avenue City Bend State OR Zip Code 97701  
Email grant@linnius.com

Property Owner Newberry Basin LLC Phone 541.241.6091 Fax \_\_\_\_\_  
Address 125 NE Norton Ave City Bend State OR Zip Code 97701  
Email grant@linnius.com

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### PROPERTY DESCRIPTION

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Property Location (address, intersection of cross street, general area) \_\_\_\_\_  
SE corner of Reed Road and Hinkle Way intersection.

Tax lot number: T-15 R-13 Section \_\_\_\_\_ Tax Lot(s) 221014AB00111

Zoning Industrial Total Land Area \_\_\_\_\_ (Square Ft.) 0.58 (Acres)

Present Land Use vacant/undeveloped

Describe Project (i.e. type of use, hours of operation, other project characteristics):  
multi-tenant industrial spec building to respond to City's RFP

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### PROJECT DESCRIPTION

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Please give a brief description of the project: \_\_\_\_\_  
8,283 sf industrial spec building and associated site infrastructure



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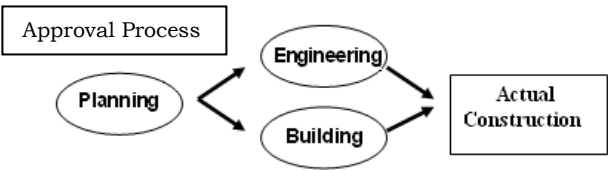
**PROFESSIONAL SERVICES**

Land Use: Tammy Wisco, Retia Consult, 210.896.3432, PO Box 831, Bend, OR 97709  
 Architect/Designer/Engineer Carter Britt Phone 307 / 577.0450 Fax      /       
 Address 152 N Durbin St City Casper State WY Zip Code 82601  
 Email cbritt@m-m.net

**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.



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

**FLOOR PLAN**

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

**LIGHTING PLAN**

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

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

Owner: \_\_\_\_\_ *Grant Hausou* \_\_\_\_\_ Date: 2025-01-09

Signature

Applicant: \_\_\_\_\_ *Grant Hausou* \_\_\_\_\_ Date: 2025-01-09

Signature

# Signature Certificate

Reference number: NNFIJ-TDWQS-N9GBE-HRKZU

## Signer

## Timestamp

## Signature

### Grant Hanson

Email: grantkhanson@gmail.com

Sent:

09 Jan 2025 19:17:59 UTC

Viewed:

09 Jan 2025 19:18:30 UTC

Signed:

09 Jan 2025 19:18:49 UTC



### Recipient Verification:

✓ Email verified

09 Jan 2025 19:18:30 UTC

IP address: 200.5.49.51

Location: Liberia, Costa Rica

Document completed by all parties on:

09 Jan 2025 19:18:49 UTC

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### Signed with PandaDoc

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# FINAL PLANS FOR LA PINE INDUSTRIAL PARK

LA PINE, OREGON  
JANUARY 2025

PREPARED BY:



engineers • surveyors • planners • scientists

1001 SW Disk Drive, Suite 110, Bend, OR 97702  
541.69.5432 www.m-m.net

### SHEET INDEX

SHT NO.	DWG. NO.	TITLE
1	G-0	COVER
2	G-1	GENERAL NOTES, PROJECT NOTES, AND TYPICAL SECTIONS
3	G-1	SITE DEMOLITION PLAN
4	C-2	SITE LAYOUT PLAN
5	C-3	SITE GRADING AND DRAINAGE PLAN
6	D-1	DETAILS
7	D-2	DETAILS
8	D-3	DETAILS
9	D-4	DETAILS

**FINAL PLANS**  
JANUARY 2025

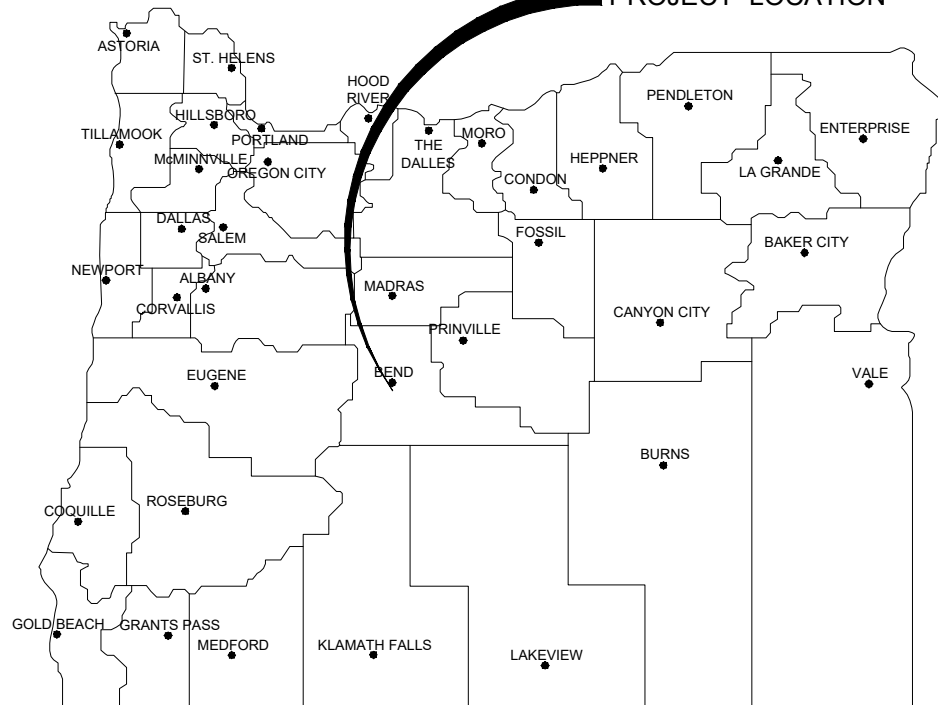
PROJECT LOCATION



**VICINITY MAP**

NOT TO SCALE

PROJECT LOCATION



**LOCATION MAP**

NOT TO SCALE

APPROVED BY:

CELINE SAUCIER, P.E.

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engineers • surveyors • planners • scientists

### QUALITY ASSURANCE

ERIC HEIDEBRECHT, PE  
PROJECT MANAGER

XX|XX|XX  
Q.A. APPROVAL DATE

CELINE SAUCIER, PE  
OFFICE QUALITY ASSURANCE COORDINATOR

(XXXXX) XX-XX  
Q.A. PROJECT NUMBER

CELINE SAUCIER, PE  
PEER REVIEWER

SET NO. \_\_\_\_\_

MORRISON-MAIERLE PROJECT NO. 10123.003

**GENERAL NOTES:**

- STANDARD SYMBOLS AND LINE TYPES ARE SHOWN IN THE LEGEND. SOME SYMBOLS OR LINE TYPES SHOWN MAY NOT BE SHOWN ON THE PLANS.
- IN GENERAL, EXISTING STRUCTURES AND FACILITIES ARE NOTED AS "EXISTING" AND ARE SHOWN IN LIGHT LINE WEIGHTS OR AS SCREENED BACKGROUND. NEW STRUCTURES OR FACILITIES ARE SHOWN IN HEAVY LINE WEIGHTS.

**CONSTRUCTION NOTES:**

- ALL IMPROVEMENTS ON THIS PROJECT SHALL BE COMPLETED IN ACCORDANCE WITH THE CITY OF LA PINE, OREGON 2016 STANDARDS AND SPECIFICATIONS; THE DESCHUTES COUNTY CODE; THE 2021 OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION (OSSC).
- CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE DIVISION OF INDUSTRIAL REGULATIONS (OSHA) SAFETY STANDARDS. IF REQUESTED BY THE INSPECTOR, THE CONTRACTOR SHALL PROVIDE PROOF OF A PERMIT FROM SAID DIVISION.
- THE CONTRACTOR'S OPERATIONS SHALL BE CONFINED WITHIN THE PROJECT LIMITS. MATERIALS AND EQUIPMENT SHALL BE STORED ON THE PROJECT SITE WHERE APPROVED BY THE OWNER. IT SHALL BE UNDERSTOOD THAT THE RESPONSIBILITY FOR PROTECTION AND SAFEKEEPING OF EQUIPMENT AND MATERIALS ON OR NEAR THE SITE WILL BE ENTIRELY THAT OF THE CONTRACTOR AND THAT NO CLAIM SHALL BE MADE AGAINST THE OWNER BY REASON OF ANY ACT OF AN EMPLOYEE OR TRESPASSER.
- CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION. ANY DISCREPANCIES FOUND ARE TO BE BROUGHT TO THE ENGINEER'S ATTENTION PRIOR TO COMMENCEMENT OR CONTINUATION OF CONSTRUCTION ACTIVITIES.
- REFERENCE ALL SURVEY MONUMENTS, SECTION CORNERS, 1/4 CORNERS, AND PROPERTY CORNERS PRIOR TO BEING DISTURBED BY CONSTRUCTION. ANY MONUMENTS AND CORNERS DISTURBED DURING CONSTRUCTION SHALL BE REPLACED BY A PROFESSIONAL LAND SURVEYOR (PLS) REGISTERED IN THE STATE OF OREGON.
- A PRE-CONSTRUCTION MEETING (AS REQUIRED) SHALL BE HELD WITH THE GENERAL CONTRACTOR, SITE SUBCONTRACTOR, CITY OF LA PINE, OWNER, AND MORRISON-MAIERLE, INC. PRIOR TO THE START OF CONSTRUCTION.
- THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND THE CITY, COUNTY, AND/OR STATE INSPECTOR 48 HOURS PRIOR TO COMMENCING CONSTRUCTION AND 24 HOURS IN ADVANCE OF SPECIFIC INSPECTION NEEDS DURING THE COURSE OF THE WORK. ALL WORK SHALL BE PERFORMED DURING NORMAL WORKING HOURS AND SUBJECT TO THE AVAILABILITY OF AN INSPECTOR AND APPROVED BY THE ENGINEER. THE CONTRACTOR WILL BE BILLED FOR SAID INSPECTION SERVICES AS PROVIDED IN THE MOST RECENTLY ADOPTED FEES FOR SUCH SERVICES.
- THE CONTRACTOR SHALL PERFORM ALL CONSTRUCTION ACTIVITIES IN A MANNER TO MINIMIZE INCONVENIENCE TO THE ADJACENT BUSINESSES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL PUBLIC AND PRIVATE PROPERTY INsofar AS IT MAY BE AFFECTED BY THESE OPERATIONS, ALL COSTS FOR PROTECTING, REMOVING, AND RESTORING EXISTING IMPROVEMENTS SHALL BE BORNE SOLELY BY THE CONTRACTOR.
- THE CONTRACTOR SHALL AT ALL TIMES TAKE WHATEVER MEASURES ARE NECESSARY TO ASSURE THE PROPER CONTAINMENT AND DISPOSAL OF POLLUTANTS ON THE SITE IN ACCORDANCE WITH ANY AND ALL APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS.
- THE CONTRACTOR SHALL IMMEDIATELY CLEAN UP ANY CONSTRUCTION MATERIALS INADVERTENTLY DEPOSITED ON EXISTING STREETS, SIDEWALKS, OR OTHER PUBLIC RIGHTS-OF-WAY AND MAKE SURE STREETS AND WALKWAYS ARE CLEANED AT THE END OF EACH WORKING DAY.
- CONSTRUCTION WORK ZONE TRAFFIC SIGNS SHALL BE FURNISHED, INSTALLED, AND MAINTAINED IN ACCORDANCE WITH APPLICABLE REQUIREMENTS OF THE REGULATORY AGENCIES HAVING JURISDICTION. A TRAFFIC CONTROL PLAN, PREPARED BY THE CONTRACTOR, MAY BE REQUIRED BY THE CITY OR STATE. "CONSTRUCTION AHEAD" WARNING SIGNS ARE TO BE INSTALLED ALONG ADJACENT ROADS OR DRIVEWAYS. FLASHERS WITH CAUTION TAP ARE TO BE INSTALLED WHERE ANY CONSTRUCTION ACTIVITY CROSSES A SIDEWALK OR PEDESTRIAN PATH IN ACCORDANCE WITH THE SPECIFICATIONS AND ANY OR ALL LOCAL REGULATIONS.
- AREAS ON THE SITE TO BE GRADED SHALL BE CLEARED AND GRUBBED OF ALL VEGETATION AND DEBRIS. THESE MATERIALS SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR.
- SURFACE SOILS WITHIN THE PROJECT LIMITS CONTAINING ROOTS AND ORGANIC MATTER SHALL BE STRIPPED DOWN AND STOCKPILED OR DISCARDED AS DIRECTED BY THE OWNER OR ENGINEER. DEEPER STRIPPING WHERE REQUIRED TO REMOVE WEAK SOILS OR ACCUMULATIONS OR ORGANIC MATTER, SHALL BE PERFORMED WHEN DETERMINED BY THE ENGINEER OR OWNER'S AUTHORIZED REPRESENTATIVE. STRIPPING SHALL BE REMOVED FROM THE SITE OR STOCKPILED AT A LOCATION DESIGNATED BY THE OWNER.
- THE GROUND SURFACE EXPOSED BY STRIPPING SHALL BE SCARIFIED TO A MINIMUM DEPTH OF EIGHT INCHES (8"), MOISTURE CONDITIONED TO THE PROPER MOISTURE CONTENT FOR COMPACTION, AND COMPACTED AS REQUIRED FOR COMPACTED FILL. RECOMPACTION SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACING FILL.
- NO STOPPING, PARKING, OR STORING OF CONSTRUCTION MATERIALS IN THE PUBLIC STREETS /ROADS, RIGHTS-OF-WAY, OR ANY DRIVEWAY IS ALLOWED.
- THE CONTRACTOR SHALL RESTORE ALL ROADWAY SURFACES TO EQUAL OR BETTER CONDITION THAN EXISTED PRIOR TO EXCAVATION AS DETERMINED BY AGENCY, OWNER, AND/OR ENGINEER.
- ASPHALT AND CONCRETE SHALL BE SAW CUT OR NEAT CUT AS APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL UTILIZE COMPACTION EQUIPMENT SUITABLE FOR THE SOIL TYPES AND SURFACE MATERIALS ENCOUNTERED ON THE PROJECT.
- SUBGRADE, SUB-BASE, BASE, AND SURFACE COURSE COMPACTION SHALL CONFORM TO ALL APPLICABLE SPECIFICATIONS.
- CONSTRUCTION JOINTS SHALL BE CONSTRUCTED BY SAWING OR SCORING. WHEN SCORING, A TOOL SHALL BE USED THAT WILL LEAVE CORNERS ROUNDED AND TO DESTROY AGGREGATE INTERLOCK FOR SPECIFIED MINIMUM DEPTH.
- GRADE ELEVATIONS INDICATED BY "XX.XX" ON PLANS ARE +4200' TO PROJECT DATUM.
- SIDE SLOPES FROM DRIVE AND PARKING AREAS SHALL BE 4:1 MAX UNLESS OTHERWISE SPECIFIED.
- CONTRACTOR IS RESPONSIBLE FOR VERIFYING THAT THERE IS A CONSTRUCTION PERMIT APPROVED BY THE OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY (ODEQ) OR LOCAL GOVERNING AGENCY AS APPROPRIATE FOR THE CONTROL OF STORM WATER RUNOFF. IF THERE IS NOT AN APPROVED PERMIT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY APPROVALS FROM ODEQ OR THE LOCAL GOVERNING AGENCY.
- CONTRACTOR IS RESPONSIBLE FOR PROJECT DUST CONTROL.
- ACCESSIBLE ROUTES SHALL HAVE A MAXIMUM RUNNING SLOPE OF 5% AND A MAXIMUM CROSS SLOPE OF 2%.

**GENERAL UTILITY NOTES:**

- THE LOCATION, DEPTH, AND SIZE OF EXISTING UTILITIES SHOWN ON THESE PLANS IS APPROXIMATE. THE CONTRACTOR SHALL FIELD VERIFY THE EXISTENCE, LOCATION, DEPTH, SIZE, LINE, AND GRADE OF EXISTING UTILITY CONNECTIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ANY DAMAGE TO THE EXISTING FACILITIES DUE TO FAILURE TO LOCATE OR PROVIDE PROPER PROTECTION WHEN LOCATION IS KNOWN.
- LOCATION OF SITE UTILITIES SHALL BE VERIFIED BY GENERAL CONTRACTOR AND THE UTILITY COMPANY PROVIDING SERVICE. ANY PROPOSED ADJUSTMENTS TO DRY UTILITY LOCATION SHALL BE COORDINATED WITH UTILITY COMPANIES.
- PRIOR TO SUBMITTING PIPING DRAWINGS FOR ANY NEW PIPE THAT IS TO CONNECT TO AN EXISTING PIPE OR STRUCTURE, THE CONTRACTOR SHALL EXPOSE THE EXISTING PIPE OR STRUCTURE TO VERIFY ITS EXACT LOCATION, SIZE, MATERIALS, INVERT ELEVATIONS, AND GRADE.
- THE CONTRACTOR SHALL NOTIFY THE OREGON ONE CALL CENTER @ 811 OR (800) 332-2344 FOR ON-SITE UTILITY LOCATION. ALL KNOWN EXISTING UTILITIES SHALL BE MARKED BEFORE DIGGING.
- SITE TO BE ROUGH GRADED PRIOR TO INSTALLATION OF UTILITIES TO ASSURE 3 FEET (36 INCHES) OF MINIMUM COVER ON BURIED WATER PIPING OR DEEPER AS SPECIFIED. IF 3 FEET OF MINIMUM COVER CANNOT BE OBTAINED, INSULATION OF BURIED WATER PIPING MAY BE REQUIRED.
- GENERAL CONTRACTOR SHALL HAVE APPROVAL OF ALL GOVERNING AGENCIES HAVING JURISDICTION OVER ANY UTILITY SYSTEM PRIOR TO INSTALLATION.
- CONTRACTOR TO COORDINATE WITH CITY ENGINEER PRIOR TO CONNECTING TO EXISTING WATER LINES OWNED AND MAINTAINED BY THE CITY OF LA PINE.
- ALL WATER VALVES OWNED AND OPERATED BY THE CITY OF LA PINE SHALL BE OPERATED BY CITY OF LA PINE PUBLIC WORKS DEPARTMENT PERSONNEL ONLY.
- SEWER AND WATER CONNECTIONS SHALL BE PERFORMED BY A LICENSED PLUMBER.
- GENERAL CONTRACTOR WILL BE RESPONSIBLE FOR ALL TAP AND TIE-IN FEES REQUIRED, AS WELL AS THE COST OF UNDERGROUND SERVICE CONNECTIONS TO THE BUILDING.
- ALL GRAVITY SANITARY SEWER PIPING SHALL BE SDR 35 PVC IN ACCORDANCE WITH ASTM D 3034, UNLESS OTHERWISE NOTED.
- FIRE SERVICE PIPE MATERIAL SHALL BE CLASS 51 DUCTILE IRON MEETING AWWA C151.
- DOMESTIC WATER SERVICE PIPE MATERIAL SHALL BE CLASS 51 DUCTILE IRON MEETING AWWA C151.
- DIMENSIONS SHOWN ARE TO CENTERLINE OF PIPE OR FITTING.
- THE PIPE GRADES SHOWN ARE CALCULATED FROM ACTUAL DISTANCES, EDGE-OF-MANHOLE TO EDGE-OF-MANHOLE FOR BOTH SANITARY SEWER AND STORM DRAIN AS APPLICABLE. THE DISPLAYED PIPE LINEAL FEET REFLECTS THE DISTANCE FROM EDGE-OF-MANHOLE TO EDGE-OF-MANHOLE ON ALL GRAVITY PIPING.
- LAY PIPE TO UNIFORM GRADE BETWEEN INDICATED ELEVATION POINTS.
- SIZE OF FITTINGS SHOWN ON DRAWINGS SHALL CORRESPOND TO ADJACENT STRAIGHT RUN OF PIPE, UNLESS OTHERWISE INDICATED. TYPE OF JOINT AND FITTING MATERIAL SHALL BE THE SAME AS SHOWN FOR ADJACENT STRAIGHT RUN OF PIPE.
- THRUST BLOCKS ARE NOT GENERALLY SHOWN ON THE DRAWINGS. ALL FITTINGS, INCLUDING BENDS EQUAL TO OR GREATER THAN TWENTY-TWO AND ONE-HALF DEGREES (22.5°), TEES, AND PLUGS, SHALL BE THRUST BLOCKED IN CONFORMANCE WITH CITY OF CASPER STANDARD SPECIFICATIONS, OR MUST HAVE MECHANICALLY RESTRAINED JOINTS WHERE INDICATED ON THE PLANS.
- ALL VALVES SHALL BE INSTALLED WITH THRUST BLOCKING AND VALVE BOXES IN ACCORDANCE WITH CITY OF LA PINE STANDARDS.
- VALVE BOXES ARE REQUIRED FOR ALL VALVES IN A BURIED SERVICE.
- REFER TO BUILDING PLAN FOR LOCATION OF SEWER, DOMESTIC, FIRE, ROOF DRAIN (AS APPLICABLE), AND IRRIGATION CONNECTIONS.
- GENERAL CONTRACTOR SHALL TRENCH FOR DRY UTILITIES (NATURAL GAS, POWER, CABLE, PHONE, ETC.). DRY UTILITIES ARE TO BE INSTALLED AS NOTED IN AGREEMENT(S) WITH THE UTILITY COMPANY OR COMPANIES.
- THE CONTRACTOR SHALL ADJUST ALL NEW AND EXISTING VALVE BOXES, CURB BOXES, AND MANHOLES TO FINAL GRADE UPON COMPLETION OF ALL CONSTRUCTION. ANY BOXES OR MANHOLES DAMAGED OR OTHERWISE DISTURBED BY THE CONTRACTOR OR ANY SUBCONTRACTOR SHALL BE REPAIRED AT THE EXPENSE OF THE CONTRACTOR. THIS WORK SHALL BE INCIDENTAL TO THE PROJECT. SEPARATE PAYMENT WILL NOT BE MADE.

ABDN	ABANDON	CU IN	CUBIC INCH	GND	GROUND	PC	POINT OF CURVE	TW	TOP OF WALL
AC	ASPHALTIC CONCRETE, ALUMINUM CAP	CULV	CULVERT	GSP	GALVANIZED STEEL PIPE	PI	POINT OF INTERSECTION	TYP	TYPICAL
ADA	AMERICANS WITH DISABILITIES ACT	CU YD	CUBIC YARD	GVL	GRAVEL	PL	PROPERTY LINE	UG	UNDERGROUND
ADDL	ADDITIONAL	D & L	D&L FOUNDRY AND SUPPLY	HC	HANDICAP	PRELIM	PRELIMINARY	UTIL	UTILITY
ADJ	ADJACENT, ADJUST	DBL	DOUBLE	HDPE	HIGH DENSITY POLYETHYLENE	PROP	PROPERTY	VERT	VERTICAL
AFF	ABOVE FINISHED FLOOR	DI	DUCTILE IRON, DRAIN INLET	HORIZ	HORIZONTAL	PT	POINT, POINT OF TANGENCY	VOL	VOLUME
ALT	ALTERNATE	DIA, Ø	DIAMETER	HP	HIGH POINT	PVC	POLYVINYL CHLORIDE	VPD	VEHICLES PER DAY
APPROX	APPROXIMATE	DIM	DIMENSION	HT	HEIGHT	PVMT	PAVEMENT	W	WEST
ARCH	ARCHITECTURE, ARCHITECTURAL	DIR	DIRECTION	HWY	HIGHWAY	RACET	ROAD APPROACH CULVERT END TERMINAL	W/	WITH
ARCP	ARCHED REINFORCED CONCRETE PIPE	DTL	DETAIL	HYD	HYDRANT	R, RAD	RADIUS	WO	WITHOUT
ASPH	ASPHALT	DWG	DRAWING	ID	INSIDE DIAMETER	RCP	REINFORCED CONCRETE PIPE	WL	WATERLINE
AVG	AVERAGE	E	EAST	IE	INVERT ELEVATION	RC	REINFORCED CONCRETE	TR	WATER
BC	BUILDING CORNER	EA	EACH, EDGE OF ASPHALT	IN	INCH	REF	REFERENCE	WSEL	WATER SURFACE ELEVATION
BFF	BELOW FINISHED FLOOR	EC	EDGE OF CONCRETE	INSUL	INSULATE	REQD	REQUIRED	WV	WATER VALVE
BH	BOREHOLE	EG	EDGE OF GRAVEL, EXISTING GROUND	INT	INTERIOR	REQD	REQUIRED	XFMR	TRANSFORMER
BLDG	BUILDING	EJW	EAST JORDAN IRON WORKS	INV	INVERT	RT	RIGHT	YD	YARD
BLK	BLOCK	EL, ELEV	ELEVATION	LAT	LATITUDE	R/W	RIGHT-OF-WAY		
BM	BENCHMARK	ELEC	ELECTRIC, ELECTRICAL	LF	LINEAR FEET	S	SOUTH		
BRG	BEARING	ENGR	ENGINEER	LONG	LONGITUDE, LONGITUDINAL	SAN	SANITARY		
BW	BOTTOM OF WALL	EP	EDGE OF PAVEMENT	LT	LEFT	SCH	SCHEDULE		
CHK	CHECK	EXC	EXCAVATE	LVL	LEVEL	SD	STORM DRAIN		
CI	CAST IRON	EX	EXISTING	MATL	MATERIAL	SE	SOUTHEAST		
CIPC	CAST IN-PLACE CONCRETE	EXT	EXTERIOR	MAX	MAXIMUM	SEC	SECTION		
CIRC	CIRCULAR	FD	FLOOR DRAIN	MECH	MECHANICAL	SPEC	SPECIFICATION		
CL	CENTERLINE	FDN	FOUNDATION	MFD	MANUFACTURED	SQ	SQUARE		
CMP	CORRUGATED METAL PIPE	FES	FLARED END SECTION	MFR	MANUFACTURER	SQ FT, SF	SQUARE FOOT		
CMU	CONCRETE MASONRY UNITS	FET	FLARED END TERMINAL	MH	MANHOLE	SQ IN	SQUARE INCH		
CO	CLEANOUT	FF	FINISHED FLOOR	MIN	MINIMUM	STA	STATION		
COMB	COMBINATION	FG	FINISHED GRADE	MISC	MISCELLANEOUS	SS	SANITARY SEWER		
CONC	CONCRETE	FHYD	FIRE HYDRANT	N	NORTH	STD	STANDARD		
CONN	CONNECT, CONNECTION	FL	FLOWLINE	NE	NORTHEAST	SVC	SERVICE		
COORD	COORDINATE	FLR	FLOOR	NIC	NOT IN CONTRACT	SW	SIDEWALK, SOUTHWEST		
CP	CONTROL POINT	FT	FOOT, FEET	NOM	NOMINAL	TB	THRUST BLOCK		
CPP	CORRUGATED PLASTIC PIPE	FTG	FOOTING	NTS	NOT TO SCALE	TBC	TOP BACK OF CURB		
CSP	CORRUGATED STEEL PIPE	GA	GAGE, GAUGE	NW	NORTHWEST	TEMP	TEMPORARY, TEMPERATURE		
CTR	CENTER	GAL	GALLON	OC	ON CENTER	TOC	TOP OF CONCRETE		
CU	CUBIC	GB	GRADE BREAK	OD	OUTSIDE DIAMETER	TRANS	TRANSITION		
CU FT, CF	CUBIC FEET	GFA	GROSS FLOOR AREA	OHP	OVERHEAD POWER				

**LEGEND**

	CONTROL POINT		STOCK FENCE		CABLE TV PEDESTAL
	BENCHMARK		VINYL FENCE		BURIED TELEVISION
	FOUND MONUMENT		WIRE FENCE		OVERHEAD TELEVISION
	PARCEL BOUNDARY		WOOD / PRIVACY FENCE		ELECTRICAL JUNCTION BOX
	ASPHALT PAVEMENT		GATE POST		ELECTRICAL MANHOLE
	BOLLARD		FLAG POLE		ELECTRICAL METER
	BUILDING		MAIL BOX		ELECTRICAL PEDESTAL
	BUILDING DRAIN		SIGN POST		TRANSFORMER
	BUILDING PILLAR		DOUBLE SIGN POST		GUY ANCHOR
	ROAD CENTERLINE		RAILROAD SIGNAL LIGHT		GUY POLE
	CONCRETE		RAILROAD CENTERLINE		LIGHT POLE
	CURB AND GUTTER		RAIL		POWER POLE
	EG CONTOUR		RIPRAP		BURIED POWER LINE
	EG SPOT ELEVATION		ROCK OUTCROP		OVERHEAD POWER LINE
	GRADE BREAK		BOULDER		FIBER MANHOLE / VAULT
	DELINEATOR POST		CONIFEROUS BUSH		BURIED FIBER OPTIC LINE
	DIRT ROAD		CONIFEROUS TREE		OVERHEAD FIBER OPTIC LINE
	GRAVEL ROAD		DECIDUOUS BUSH		GAS METER
	GUARDRAIL		DECIDUOUS TREE		GAS VALVE
	SHOULDER OF ROAD		PLANTER		BURIED GAS LINE
	TRAIL		DITCH		IRRIGATION CENTER PIVOT
	DRILL HOLE		EDGE OF WATER		IRRIGATION CONTROL VALVE
	MONITORING WELL		FLOWLINE		IRRIGATION LINE
	PERCOLATION TEST HOLE		HIGH WATER LINE		SPRINKLER HEAD
	TEST PIT		POND EDGE		SPRINKLER VALVE
	FENCE		SWAMP EDGE		PETROLEUM LINE
	BARBED WIRE FENCE		THALWEG		SANITARY SEWER CLEANOUT
	CHAINLINK FENCE		TREELINE		LIFT STATION
	ELECTRIC FENCE		WETLAND DELINEATION		SANITARY SEWER MANHOLE
	PICKET FENCE		CABLE TV MANHOLE		SANITARY SEWER MAIN
					SANITARY SEWER SERVICE
					STEAM LINE
					TELEPHONE MANHOLE / VAULT
					TELEPHONE PEDESTAL
					TELEPHONE POLE
					BURIED TELEPHONE LINE
					OVERHEAD TELEPHONE LINE
					TRAFFIC SIGNAL BOX
					TRAFFIC SIGNAL POLE
					STORM DRAIN
					STORM DRAIN MANHOLE
					STORM DRAIN INLET
					STORM DRAIN VAULT
					CULVERT UNDER 12' W/ FLARED ENDS
					CULVERT UNDER 12'
					BACKFLOW PREVENTER
					CURB STOP
					HOSE BIB
					FIRE HYDRANT
					FROST FREE HYDRANT
					WATER MANHOLE
					WATER METER
					AIR RELIEF VALVE
					BLOWOFF VALVE
					WATER VALVE
					WELL
					WATER LINE
					WATER SERVICE

**ABBREVIATIONS**

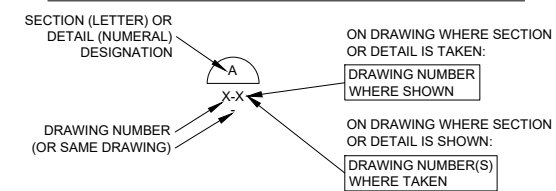
GROUND	GND	POINT OF CURVE	PC	TOP OF WALL	TW
GALVANIZED STEEL PIPE	GSP	POINT OF INTERSECTION	PI	TYPICAL	TYP
GRAVEL	GVL	PROPERTY LINE	PL	UNDERGROUND	UG
HANDICAP	HC	PRELIMINARY	PRELIM	UTILITY	UTIL
HIGH DENSITY POLYETHYLENE	HDPE	PROPERTY	PROP	VERTICAL	VERT
HORIZONTAL	HORIZ	POINT, POINT OF TANGENCY	PT	VOLUME	VOL
HIGH POINT	HP	POLYVINYL CHLORIDE	PVC	VEHICLES PER DAY	VPD
HEIGHT	HT	PAVEMENT	PVMT	WEST	W
HIGHWAY	HWY	ROAD APPROACH CULVERT END TERMINAL	RACET	WITH	W/
HYDRANT	HYD	RADIUS	R, RAD	WITHOUT	WO
INSIDE DIAMETER	ID	REINFORCED CONCRETE	RC	WATERLINE	WL
INVERT ELEVATION	IE	REINFORCED CONCRETE PIPE	RCP	WATER	TR
INCH	IN	ROAD, ROOF DRAIN	RD	WATER SURFACE ELEVATION	WSEL
INSULATE	INSUL	REFERENCE	REF	WATER VALVE	WV
INTERIOR	INT	REQUIRED	REQD	TRANSFORMER	XFMR
INVERT	INV	RIGHT	RT	YARD	YD
LATITUDE	LAT	RIGHT-OF-WAY	R/W		
LINEAR FEET	LF	SOUTH	S		
LONGITUDE, LONGITUDINAL	LONG	LEFT	SAN		
LONG	LONG	SCHEDULE	SCH		
LEFT	LT	STORM DRAIN	SD		
LEVEL	LVL	SOUTHEAST	SE		
MATERIAL	MATL	SECTION	SEC		
MAXIMUM	MAX	SPECIFICATION	SPEC		
MECHANICAL	MECH	SQUARE	SQ		
MANUFACTURED	MFD	SQUARE FOOT	SQ FT, SF		
MANUFACTURER	MFR	SQUARE INCH	SQ IN		
MANHOLE	MH	STATION	STA		
MINIMUM	MIN	SANITARY SEWER	SS		
MISCELLANEOUS	MISC	STANDARD	STD		
NORTH	N	SERVICE	SVC		
NORTHEAST	NE	SIDEWALK, SOUTHWEST	SW		
NOT IN CONTRACT	NIC	THRUST BLOCK	TB		
NOMINAL	NOM	TOP BACK OF CURB	TBC		
NOT TO SCALE	NTS	TEMPORARY, TEMPERATURE	TEMP		
NORTHWEST	NW	TOP OF CONCRETE	TOC		
ON CENTER	OC	TRANSITION	TRANS		
OUTSIDE DIAMETER	OD				
OVERHEAD POWER	OHP				

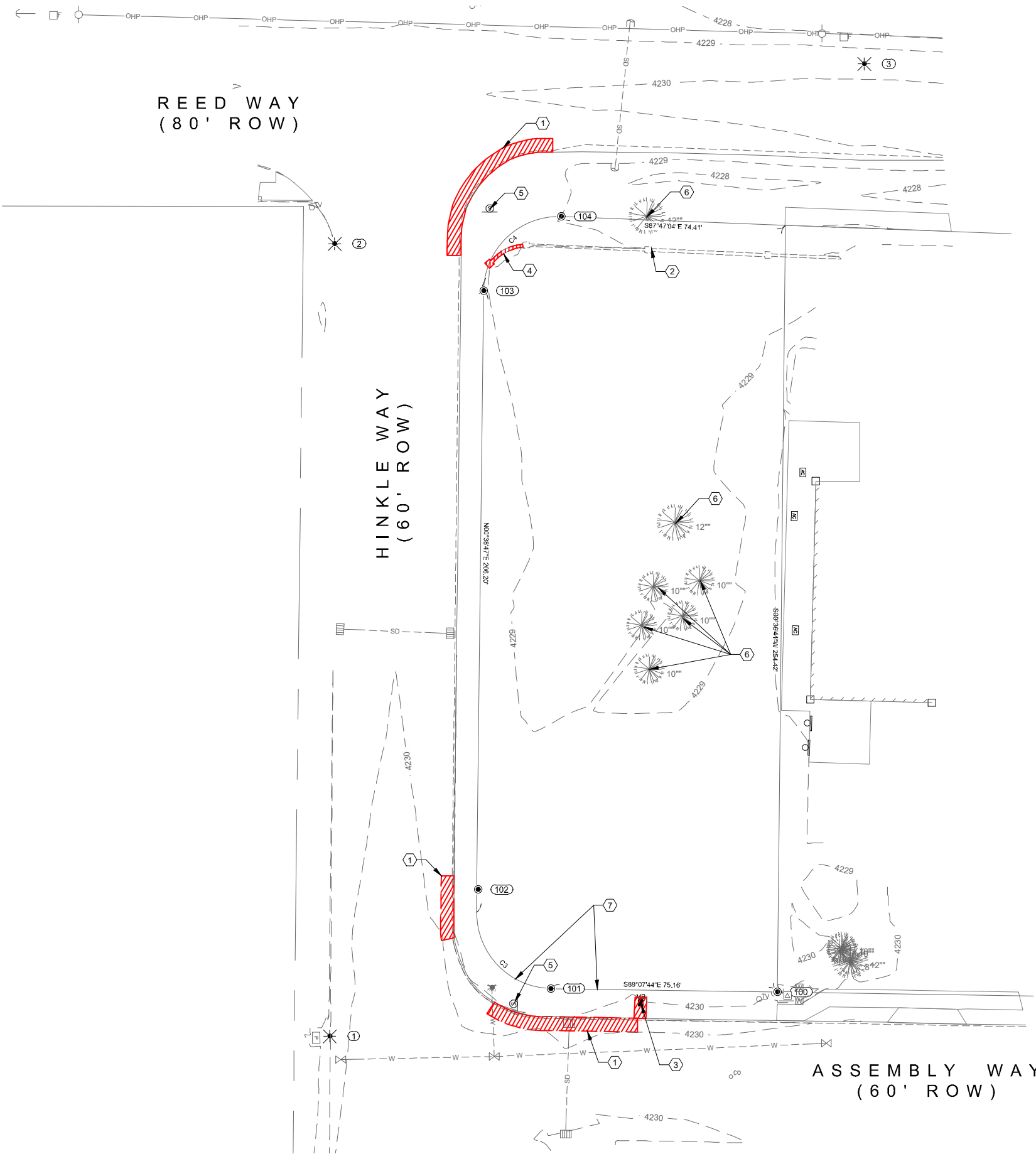
<b>NOTE:</b> FOR ABBREVIATIONS NOT LISTED, CONTACT THE ENGINEER.
---

**ELECTRONIC FILES:**  
IF THE CONTRACTOR UTILIZES A COMPUTERIZED GRADE CONTROL SYSTEM WHEN GRADING/FINISHING SUBGRADE, SUB-BASE COURSE AND BASE COURSE, UTILITIES, CURB AND GUTTER, OR FOR CONSTRUCTING ANY OTHER FEATURE OR FOR ANY OTHER PURPOSE, THEN THE CONTRACTOR IS RESPONSIBLE FOR DEVELOPING THEIR OWN MACHINE CONTROL FILES. THE CONTRACTOR MAY CREATE THIS DATA FROM SUPPLEMENTAL CAD INFORMATION AND THE INFORMATION PROVIDED ON THE PLANS IN THE CONTRACT DOCUMENTS. THE ENGINEER MAY PROVIDE THE CONTRACTOR SUPPLEMENTAL CAD INFORMATION IN THE FORM OF AN XML SURFACE AND/OR CAD LINE WORK (DERIVED FROM AUTOCAD CIVIL 3D). THE XML SURFACE AND/OR CAD LINE WORK DEVELOPED BY THE ENGINEER WAS PREPARED SOLELY FOR THE PURPOSE OF DEVELOPING THE PRINTED PLANS AND WAS NOT DEVELOPED FOR ANY OTHER USE. ELECTRONIC DATA PROVIDED TO THE CONTRACTOR IS CURRENT AS OF THE TIME TRANSMITTED TO THE CONTRACTOR AND MAY NOT INCLUDE LATER REVISIONS MADE AND COMMUNICATED ON THE CONSTRUCTION PLANS.

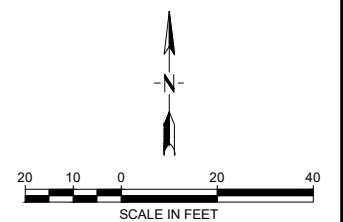
THE CONTRACTOR SHALL SIGN AND PROVIDE AN MMI-SPECIFIC ELECTRONIC INFORMATION RELEASE FORM WHEN REQUESTING THE SUPPLEMENTAL CAD INFORMATION AND SHALL RECOGNIZE THAT THE PRINTED PLANS AND SPECIFICATIONS AND INFORMATION FOUND THEREIN ARE THE CONTRACT DOCUMENTS AND AS SUCH, THEY GOVERN OVER ANY CAD INFORMATION PROVIDED. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR ANY USE OF THIS CAD INFORMATION OR MODIFICATIONS MADE THERETO.

**DETAIL AND SECTION DESIGNATION**





- GENERAL NOTES**
1. WHEN POSSIBLE, PROTECT CURB IN LOCATIONS NOT SPECIFIED FOR REMOVAL.
- KEY NOTES**
- 1 SAWCUT AND REMOVE EXISTING ASPHALT TOWN TO BASE. DISPOSE OF DEMOLISHED MATERIAL
  - 2 EXISTING CONCRETE FENCE TO BE PROTECTED DURING CONSTRUCTION.
  - 3 EXISTING MAILBOX TO BE RELOCATED FROM EXISTING CONCRETE PAD TO NEW CONCRETE PAD. EXISTING CONCRETE PAD TO BE DEMOLISHED.
  - 4 PORTION OF EXISTING CONCRETE FENCE TO BE SAWCUT AND DEMOLISHED FOR CONSTRUCTION OF PROPOSED SIDEWALK.
  - 5 EXISTING STOP SIGN TO BE RELOCATED. SEE SITE PLAN.
  - 6 EXISTING TREE TO BE REMOVED.
  - 7 2' WIDE RIGHT-OF-WAY DEDICATION ALONG ASSEMBLY WAY, SEE SHEET C-2 FOR NEW BOUNDARY LINE.



**FINAL PLANS**  
JANUARY 2025

M:\10123 - LINNUS CONSTRUCTION\003 LA PINE INDUSTRIAL PARK\CAD\CIVIL\BHEETS\CIVIL\SITE DEMO.DWG

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REVISIONS				
NO.	DESCRIPTION	BY	DATE	

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DRAWN BY: KRL  
DSGN BY: CDB  
APPR BY: CS  
DATE: 11/2024  
Q.C. REVIEW BY: \_\_\_\_\_  
DATE: \_\_\_\_\_

LA PINE OREGON

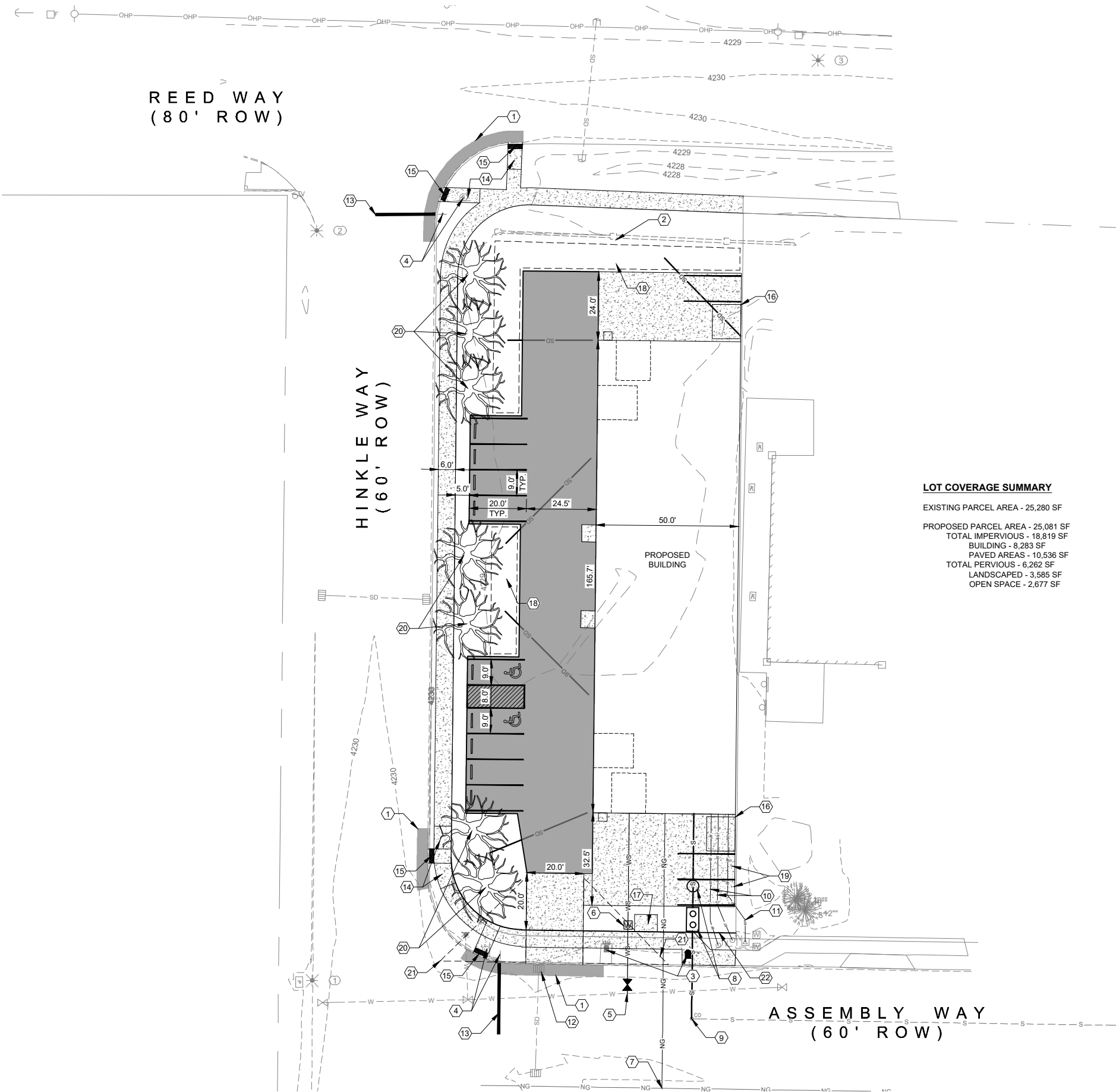
LA PINE INDUSTRIAL PARK

SITE DEMOLITION PLAN

PROJECT NUMBER 10123.003  
SHEET NUMBER 3  
DRAWING NUMBER C-1

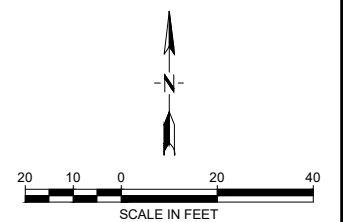
PLOTTED BY: CARTER BRITT ON Jan/27/2025





- GENERAL NOTES**
1. WHEN POSSIBLE, PROTECT CURB IN LOCATIONS NOT SPECIFIED FOR REMOVAL.
  2. AREAS OF ASPHALT PAVEMENT PATCHING SHALL MATCH THE EXISTING PAVEMENT SECTION FOR MATERIAL THICKNESS.
  3. ALL EXTERIOR LIGHTING SHALL BE DOWNWARD FACING AND FULLY SHIELDED.

- KEY NOTES**
- ① PROPOSED ASPHALT PATCH (4' WIDE TYP.)
  - ② EXISTING CONCRETE FENCE TO BE PROTECTED DURING CONSTRUCTION.
  - ③ EXISTING MAILBOX TO BE RELOCATED FROM EXISTING CONCRETE PAD TO NEW CONCRETE PAD. EXISTING CONCRETE PAD TO BE DEMOLISHED.
  - ④ RESET EXISTING "STOP" AND STREET SIGNAGE
  - ⑤ 1.5" COMMERCIAL WATER SERVICE TO CONNECT TO EXISTING WATER MAIN.
  - ⑥ 1" COMMERCIAL WATER METER
  - ⑦ PROPOSED NATURAL GAS SERVICE TO TIE TO EXISTING MAIN (APPROXIMATE LOCATION, EXISTING NATURAL GAS MAIN NOT SURVEYED)
  - ⑧ 1,000 GALLON SEPTIC TANK AND INSPECTION MANHOLE (SEE DETAILS, SHEETS D-1 & D-4)
  - ⑨ PROPOSED 4" SEWER SERVICE CONNECTION TO EXISTING SANITARY SEWER MAIN. CONTRACTOR TO FIELD VERIFY INVERT ELEVATIONS OF EXISTING SANITARY SEWER SYSTEM - INVERTS NOT AVAILABLE FROM TOPOGRAPHIC SURVEY
  - ⑩ PROPOSED BURIED CONNECTION TO EXISTING TELEPHONE AND COMMUNICATIONS SERVICES
  - ⑪ PROPOSED BURIED CONNECTION TO EXISTING POWER TRANSFORMER
  - ⑫ EXISTING GRATE INLET TO BE RESET TO EXISTING RIM ELEVATION
  - ⑬ PROPOSED STOP BAR
  - ⑭ PROPOSED ADA RAMP
  - ⑮ TRUNCATED DOME MAT
  - ⑯ TRASH ENCLOSURE LOCATION. TRASH ENCLOSURE TO PROVIDE ADEQUATE SCREENING OF TRASH RECEPTACLES AND BE CONSTRUCTED OF MATERIALS SIMILAR TO THOSE IN THE EXTERIOR SIDING OF THE BUILDING
  - ⑰ PROPOSED BIKE PARKING RACK LOCATION - 4 TOTAL BIKE PARKING SPACES (DESCHUTES COUNTY STANDARD INVERTED-U RACK)
  - ⑱ SNOW STORAGE SPACE  
AREA TO BE PLOWED = 10,525 SF  
15% OF AREA TO BE PLOWED = 1,580 SF  
AREA PROVIDED = 1,600 SF
  - ⑲ AREA FOR 2 - FUTURE ELECTRIC VEHICLE PARKING, CONDUIT TO BE PROVIDED TO SPACES AS NECESSARY FOR FUTURE RETRO FIT
  - ⑳ 6 - STREET TREES TO BE PLANTED ALONG HINKLE WAY FRONTAGE. LOWER LIMBS TO BE TRIMMED AS NECESSARY TO MAINTAIN 30' CLEAR VISION TRIANGLE AT ACCESS TO ASSEMBLY WAY
  - ㉑ 30' CLEAR VISION TRIANGLES
  - ㉒ 2' WIDE ADDITIONAL RIGHT-OF-WAY DEDICATION ON ASSEMBLY WAY FRONTAGE



**FINAL PLANS**  
JANUARY 2025

M:\10123 - LINNUS CONSTRUCTION\003 LA PINE INDUSTRIAL PARK\CADD\CIVIL\01 SHEETS\CIVIL SITE LAYOUT.DWG

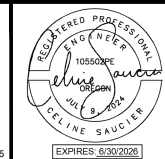
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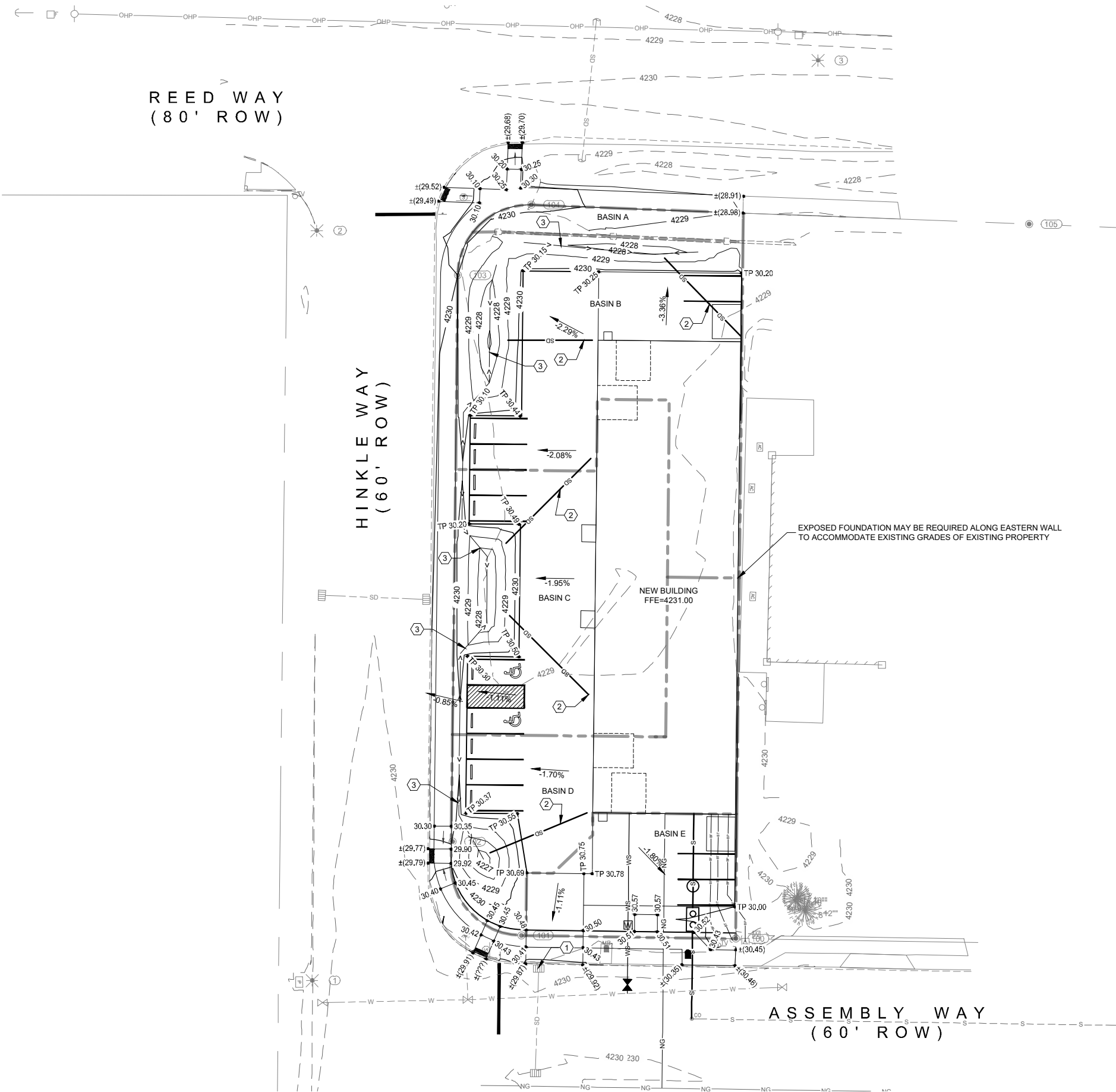
DRAWN BY: KRL  
DSGN. BY: CDB  
APPR. BY: CS  
DATE: 11/2024  
Q.C. REVIEW BY: \_\_\_\_\_  
DATE: \_\_\_\_\_

LA PINE OREGON

SITE LAYOUT PLAN

PROJECT NUMBER 10123.003  
SHEET NUMBER 4  
DRAWING NUMBER C-2

PLOTTED BY: CARTER BRITT ON Jan/27/2025

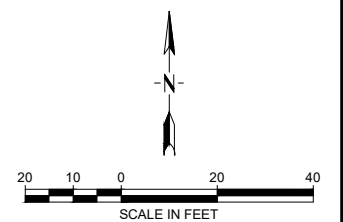


- GENERAL NOTES**
1. PROPOSED ADA PATHS AND AREAS SHALL BE CONSTRUCTED WITHIN GUIDELINES ESTABLISHED IN THE 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN.
  2. ADA RAMPS SHALL NOT EXCEED 8.33% RUNNING SLOPE, AND NO AREA OF ADA LANDINGS SHALL EXCEED 2% CROSS SLOPE IN ANY DIRECTION.
  3. CARE SHOULD BE TAKEN TO MATCH EXISTING CONCRETE CURBING AND FLATWORK AT A SAWCUT OR TOOLED JOINT WITH MINIMAL DAMAGE TO EXISTING CONCRETE.
  4. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING A CLEAN WORK SITE DURING CONSTRUCTION. CARE SHOULD BE TAKEN TO KEEP CONSTRUCTION DEBRIS, MUD, DUST, AND WATER ON-SITE.
  5. THE CONTRACTOR IS RESPONSIBLE FOR ANY LOCAL EROSION AND SEDIMENT CONTROL PERMITTING, REPORTING, AND MAINTENANCE REQUIREMENTS.
- KEY NOTES**
- ① EXISTING COMBINATION INLET AND GRATE TO BE RESET TO EXISTING CONDITION FOLLOWING CONSTRUCTION OF NEW APPROACH.
  - ② PROPOSED 6" SDR 35 PVC @ 1% MINIMUM. ADDITIONAL DETAILS TO ROOF DRAINAGE SYSTEM CAN BE PROVIDED WITH FURTHER DETAILING FROM BUILDING MANUFACTURER.
  - ③ PROPOSED INFILTRATION SWALE. REFERENCE COSM, CHAPTER 6, SECTION 6.5.1 FOR TYPICAL CROSS SECTIONS, SOIL MEDIA AND VEGETATION REQUIREMENTS, AND CONSTRUCTION AND INSPECTION REQUIREMENTS.

EXPOSED FOUNDATION MAY BE REQUIRED ALONG EASTERN WALL TO ACCOMMODATE EXISTING GRADES OF EXISTING PROPERTY

**LEGEND**

±(XX.XX)	MATCH EXISTING ELEVATION
FG	FINISHED GRADE
TC	TOP OF CONCRETE
TP	TOP OF PAVEMENT



**FINAL PLANS**  
JANUARY 2025

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REGISTERED PROFESSIONAL ENGINEER  
1055000  
CELINE SAUGIER  
EXPIRES: 6/30/2026

DRAWN BY: KRL  
DSGN. BY: CDB  
APPR. BY: CS  
DATE: 11/2024  
Q.C. REVIEW BY: \_\_\_\_\_  
DATE: \_\_\_\_\_

LA PINE INDUSTRIAL PARK	PROJECT NUMBER 10123.003
OREGON	SHEET NUMBER 5
SITE GRADING AND DRAINAGE PLAN	DRAWING NUMBER <b>C-3</b>

M:\10123 - LINNUS CONSTRUCTION\003 LA PINE INDUSTRIAL PARK\CADD\CIVIL\SHEETS\CIVIL SITE GRADING.DWG  
PLOTTED BY: CARTER BRITT ON Jan/27/2025

REED WAY  
(80' ROW)

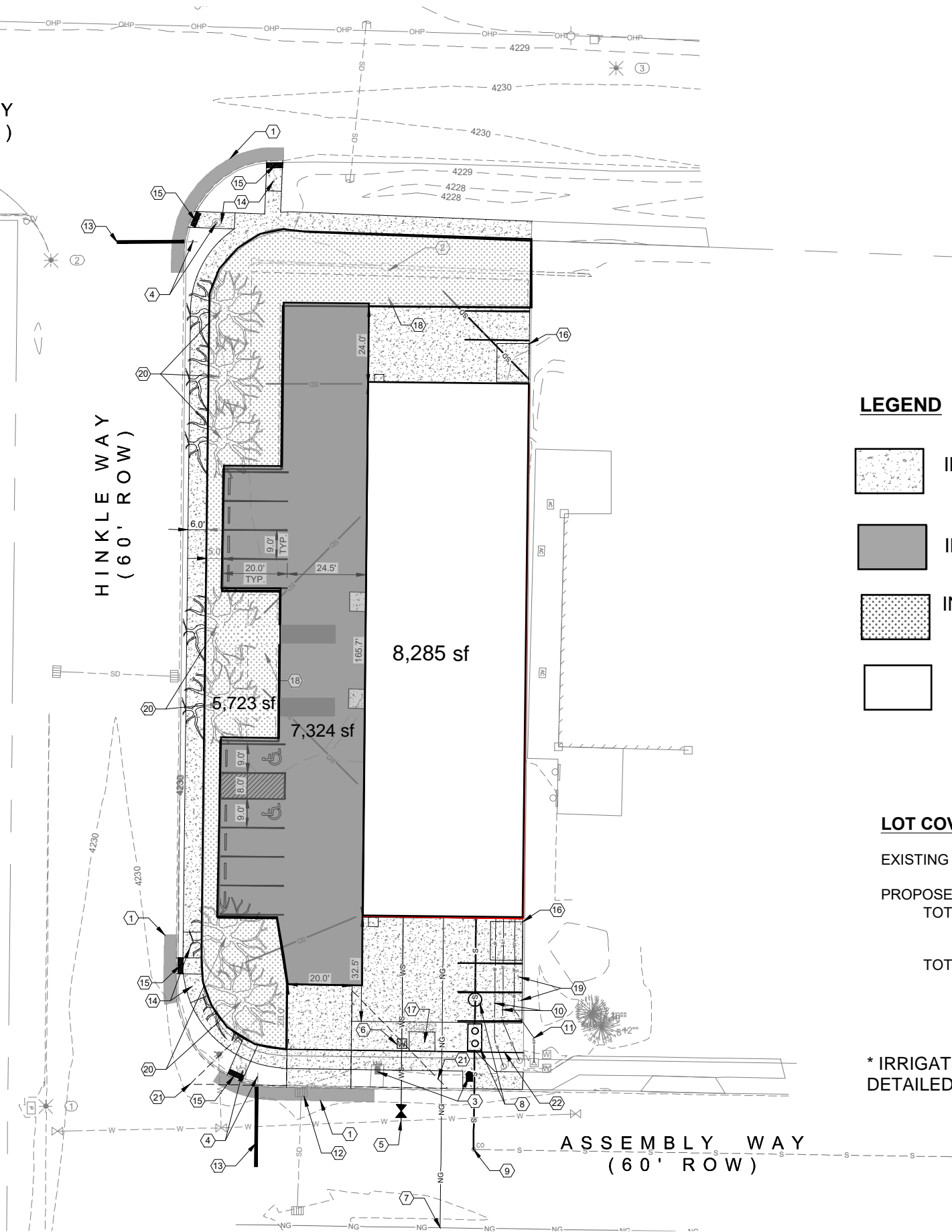
HINKLE WAY  
(60' ROW)

ASSEMBLY WAY  
(60' ROW)

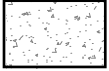



\* SECTION G: PLANT MATERIAL INSTALLATION STANDARDS. EXCEPT AS OTHERWISE APPROVED BY THE CITY, THE FOLLOWING STANDARDS SHALL APPLY TO PLANT MATERIALS AND THE INSTALLATION THEREOF AS IN ACCORDANCE WITH THE PROVISIONS OF THIS SECTION:

1. LANDSCAPE PLANT MATERIALS SHALL BE PROPERLY GUYED AND STALKED, AND SHALL NOT INTERFERE WITH VEHICULAR OR PEDESTRIAN TRAFFIC OR PAKING AND LOADING.
2. TREES SHALL BE A MINIMUM OF SIX FEET IN HEIGHT AND BE FULLY BRANCHED AT THE TIME OF PLANTING.
3. SHRUBS SHALL BE SUPPLIED IN 1-GAL CONTAINERS OR 6 IN. BURLAP BALLS WITH A MIN. SPREAD OF 12 IN.
4. ROWS OF PLANTS SHALL BE STAGGERED TO PROVIDE FOR MORE EFFECTIVE COVERAGE.

All trees specified on plans to be Rocky Mountain Maple (*Acer glabrum*) subject to seasonal availability. All trees to will be on OSU Water-wise list for Central Oregon



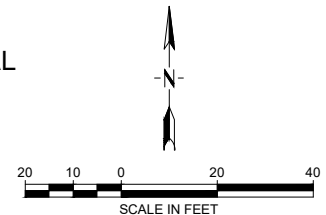
**LEGEND**

-  INDICATES CONCRETE SIDEWALK / APRON 16%
-  INDICATES ASPHALT PAVEMENT 28%
-  INDICATES KENTUCKY BLUE GRASS 14%
-  INDICATES BUILDING FOOTPRINT 32%


**LOT COVERAGE SUMMARY**

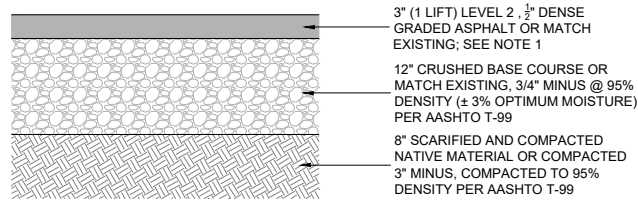
EXISTING PARCEL AREA - 25,280 SF  
 PROPOSED PARCEL AREA - 25,081 SF  
 TOTAL IMPERVIOUS - 18,819 SF  
 BUILDING - 8,283 SF  
 PAVED AREAS - 10,536 SF  
 TOTAL PERVIOUS - 6,262 SF  
 LANDSCAPED - 3,585 SF  
 OPEN SPACE - 2,677 SF

\* IRRIGATED WATER SYSTEM DESIGN TO BE DETAILED BY ENGINEER IN DEFERRED SUBMITTAL



**FINAL PLANS**  
JANUARY 2025

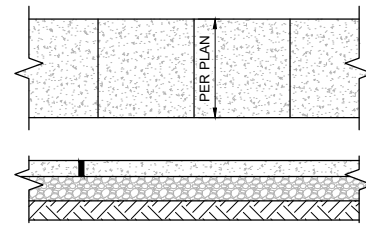
VERIFY SCALE! THESE PRINTS MAY BE REDUCED. LINE BELOW MEASURES ONE INCH ON ORIGINAL DRAWING.  MODIFY SCALE ACCORDINGLY!	REVISIONS				DRAWN BY: _____ DSGN. BY: _____ APPR. BY: _____ DATE: _____ Q.C. REVIEW BY: _____ DATE: _____	LA PINE INDUSTRIAL PARK LA PINE OREGON LANDSCAPE PLAN	PROJECT NUMBER 10123.003
	NO. DESCRIPTION BY DATE						SHEET NUMBER C-4



**NOTES:**

- ASPHALTIC CONCRETE PG 64-28 BINDER; SHALL BE COMPLETED IN ACCORDANCE WITH CITY OF LA PINE 2016 DESIGN STANDARDS WHICH REFERENCE SECTION 0074 OF THE OREGON DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS SECTION 0074. COMPACT TO MINIMUM 92% OF MAX PER ASTM D2041. SEE CITY OF LA PINE STANDARDS FOR DESIGN AND CONSTRUCTION FOR PAVEMENT AND MATERIAL TESTING REQUIREMENTS.
- EXISTING DELETERIOUS FILL MATERIALS ENCOUNTERED SUBSURFACE ARE TO BE REMOVED TO SUITABLY PREPARE SUBGRADE.

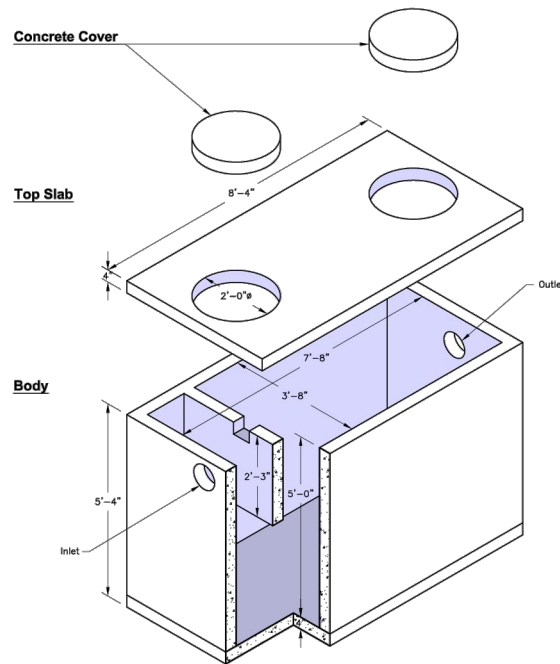
**1 PAVEMENT SECTION**  
NOT TO SCALE



**NOTES:**

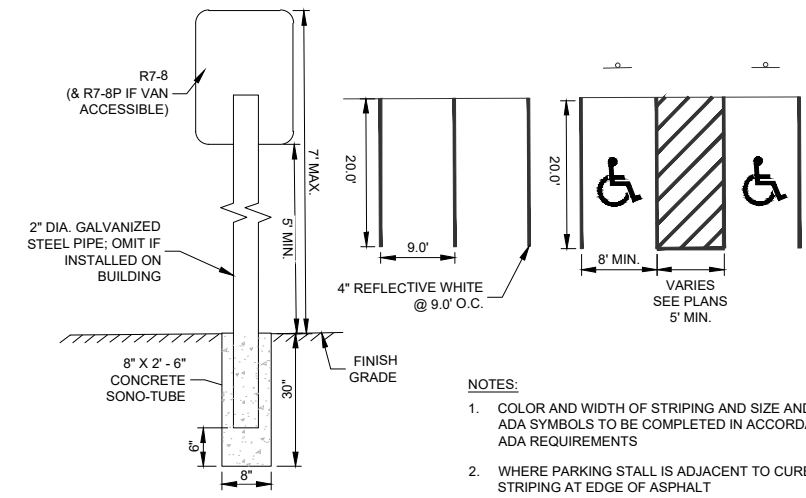
- PRE-FORMED 1/2" EXPANSION JOINT MATERIAL MEETING THE REQUIREMENTS OF AASHTO M-213 SHALL BE PLACED AT 45-FOOT INTERVALS AND AT ALL COLD JOINTS.
- CONTRACTION JOINTS SHALL BE SPACED THE APPROXIMATE SAME DIMENSION AS THE WIDTH, BUT NOT TO EXCEED SIX FEET. CONTRACTION JOINTS SHALL BE CONSTRUCTED BY SAWING OR SCORING. A TOOL SHALL BE USED WHICH WILL LEAVE THE EDGES ROUNDED AND DESTROY AGGREGATE INTERLOCK FOR THE SPECIFIED MINIMUM DEPTH. CONTRACTION JOINTS SHALL BE A MINIMUM OF 1/4 TIMES THE SIDEWALK THICKNESS.
- ALL VISIBLE EDGES AND JOINTS SHALL BE ROUNDED WITH AN EDGING TOOL WITH A MINIMUM 1/4" RADIUS.
- CONCRETE SHALL BE M-4000 WITH 3/4" MAXIMUM AGGREGATE, MINIMUM 28-DAY STRENGTH OF 4000 PSI, 6%± 1 1/2% AIR ENTRAINMENT, AND MAXIMUM SLUMP OF 4".
- SIX INCHES OF CRUSHED GRAVEL BASE MATERIAL, -3/4" DIAMETER IS REQUIRED FOR THE SIDEWALK FOUNDATION. THE BASE MATERIAL SHALL BE COMPACTED TO 95% DENSITY (± 3% OPTIMUM MOISTURE) PER AASHTO T-99.
- SUBGRADE COMPACTED TO 95% DENSITY PER ASTM D698
- SIDEWALK MINIMUM THICKNESS:
  - STANDARD: 4"
  - DRIVE APPROACH: 6"
- 2% SLOPE IN DIRECTION OF REQUIRED DRAINAGE, 5% MAX. IN THE DIRECTION OF TRAVEL

**2 CONCRETE SIDEWALK SECTION**  
NOT TO SCALE



**SPECIFICATIONS:**  
 1. Concrete: 28 Day Compressive Strength  $f'_c = 4,000$  psi.  
 2. Steel reinforcement: ASTM A-615, Grade 60, ASTM A-185.  
 3. Designed for AASHTO HS-20 loading with 24" cover.  
 4. Piping by others.

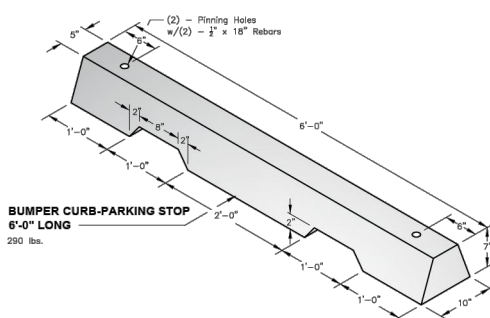
**5 1,000 GAL. SEPTIC TANK**  
NOT TO SCALE



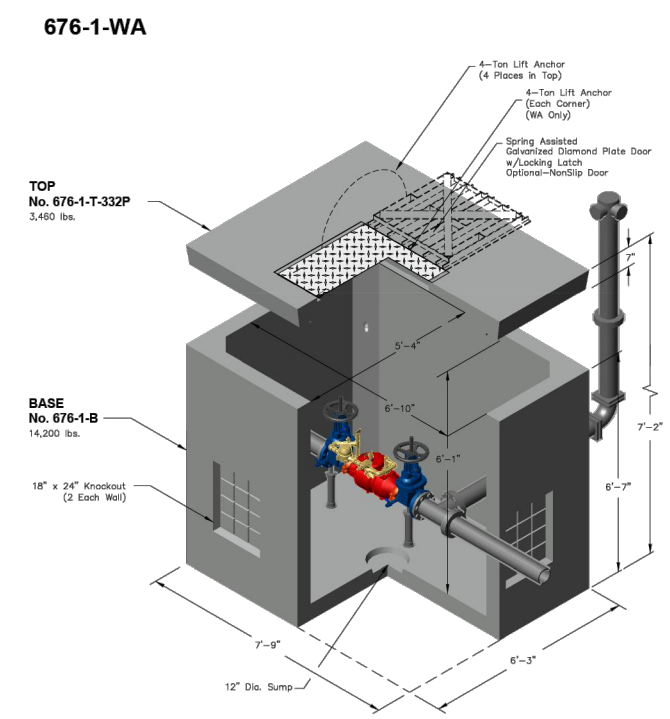
**NOTES:**

- COLOR AND WIDTH OF STRIPING AND SIZE AND COLOR OF ADA SYMBOLS TO BE COMPLETED IN ACCORDANCE WITH ADA REQUIREMENTS
- WHERE PARKING STALL IS ADJACENT TO CURB, TERMINATE STRIPING AT EDGE OF ASPHALT

**3 ADA PARKING SIGNAGE AND STRIPING**  
NOT TO SCALE



**4 CONCRETE PARKING BLOCK**  
NOT TO SCALE



Note: Designed for 0 to 5'-0" of Cover

 PO Box 323, Wilsonville, Oregon 97070-0323 Tel: (503) 682-2844 Fax: (503) 682-2657	<b>676-1-WA</b> File Name: 020-676-1-WA Issue Date: 2018 <a href="http://oldcastleprecast.com/wilsonville">oldcastleprecast.com/wilsonville</a>	<b>676-1-WA DCV /DCDV BACK FLOW DEVICE VAULT</b>
	4.0	

**6 DCV UNDERGROUND VAULT**  
NOT TO SCALE

**FINAL PLANS**  
JANUARY 2025

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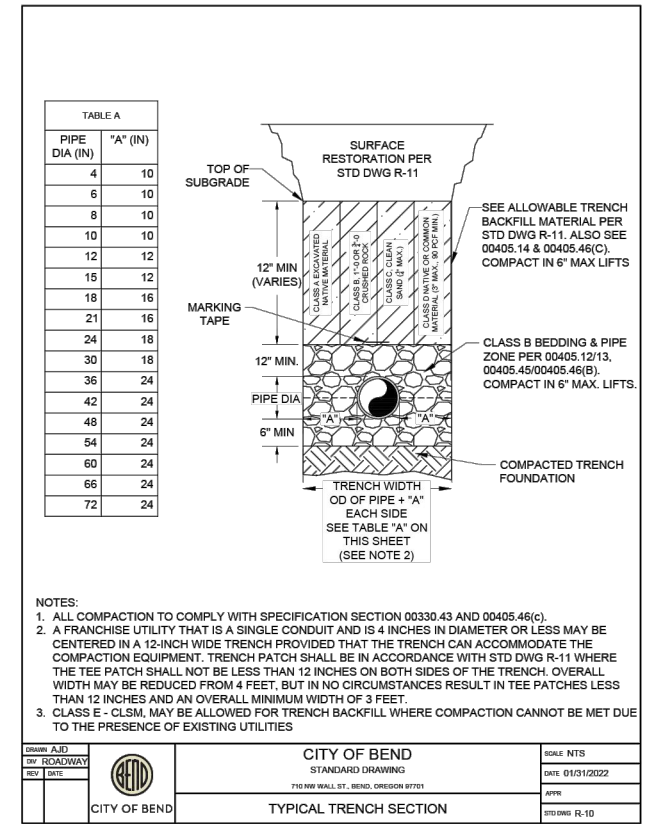
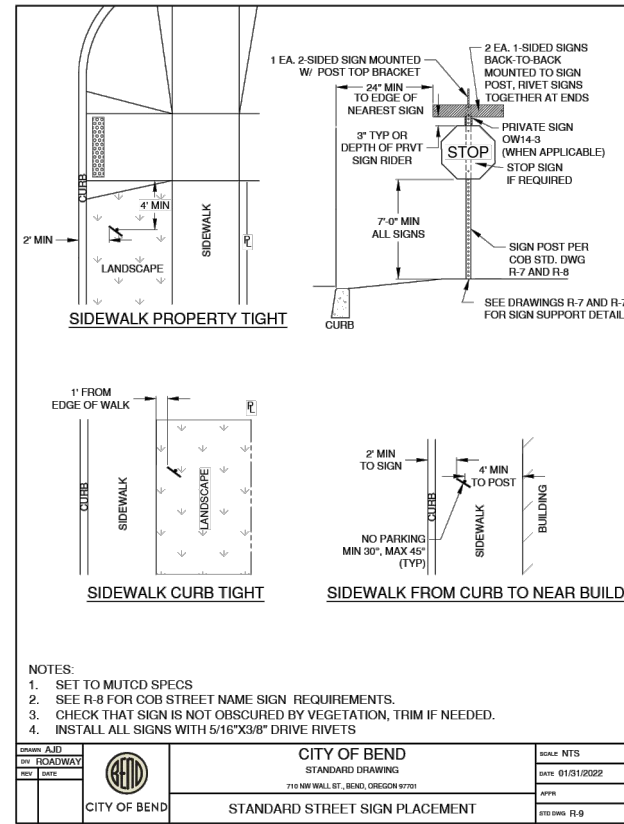
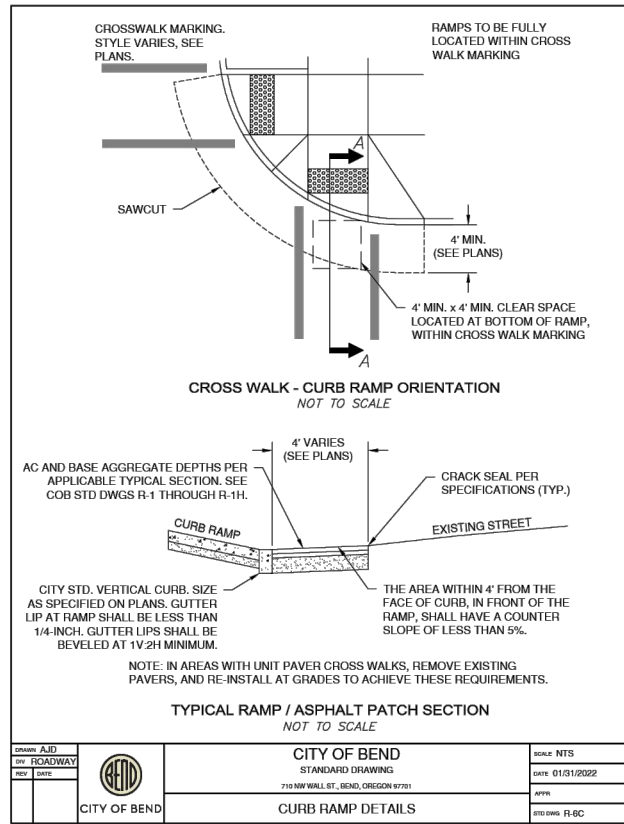
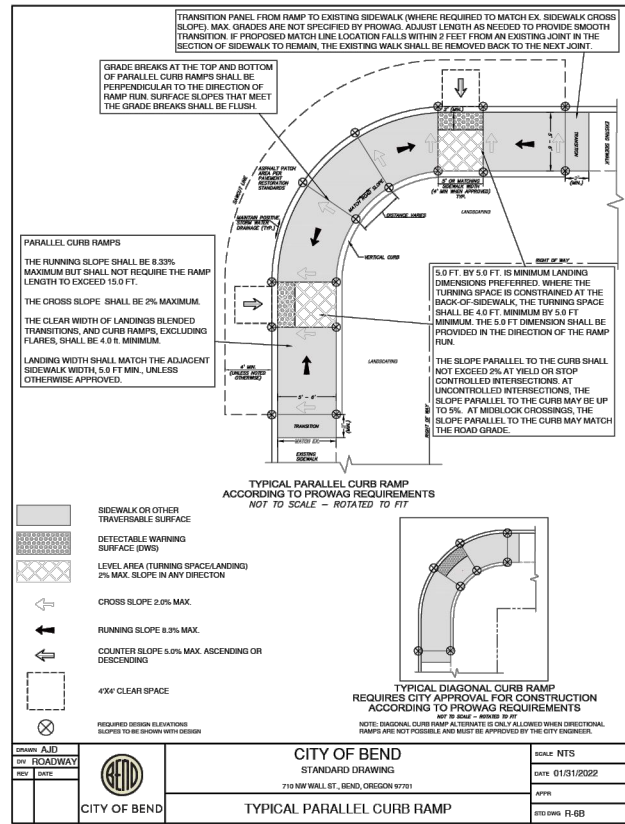
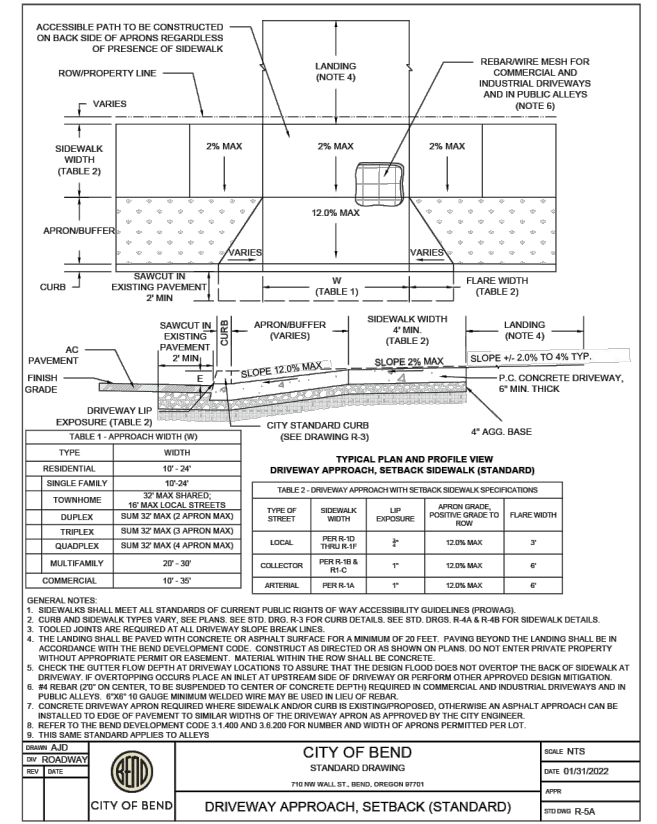
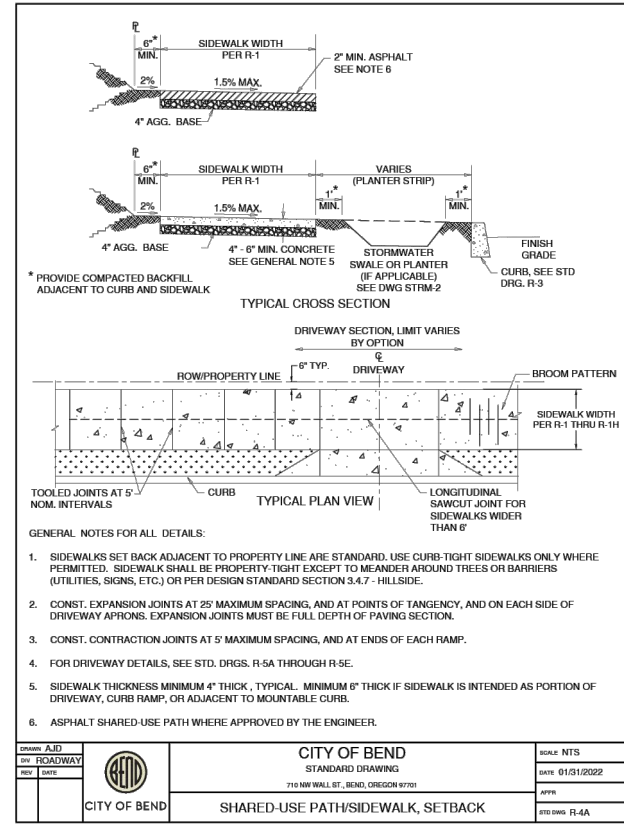
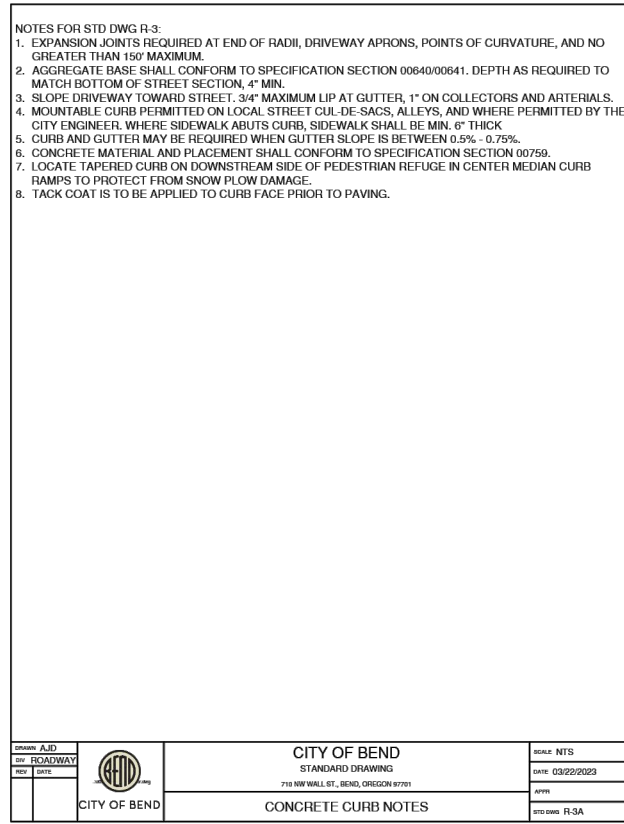
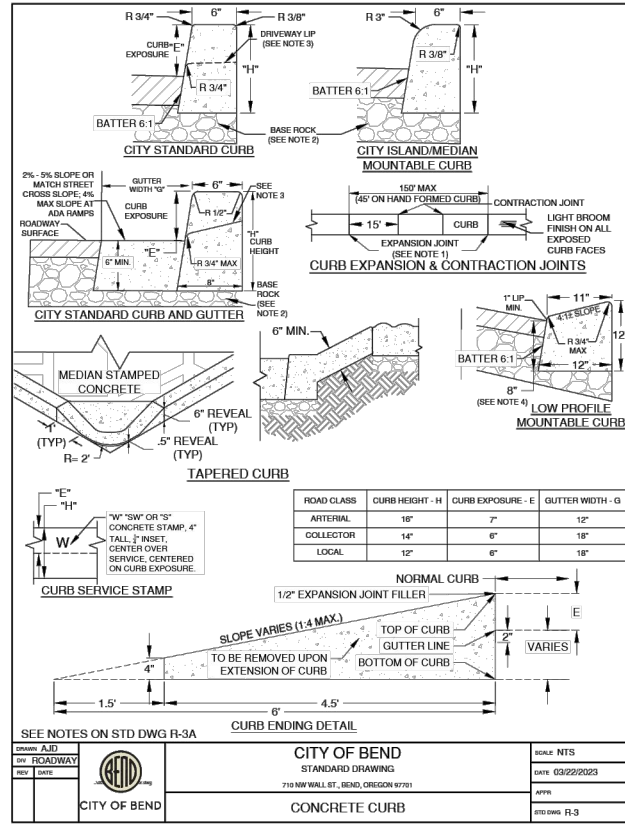
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10550000  
OREGON  
JUL 9 2008  
CELINE SAUCIER

EXPIRES: 6/30/2026

DRAWN BY: KRL DSGN BY: CDB APPR BY: CS DATE: 11/2024 Q.C. REVIEW BY: _____ DATE: _____	LA PINE OREGON	LA PINE INDUSTRIAL PARK OREGON	PROJECT NUMBER 10123.003 SHEET NUMBER 6 DRAWING NUMBER D-1
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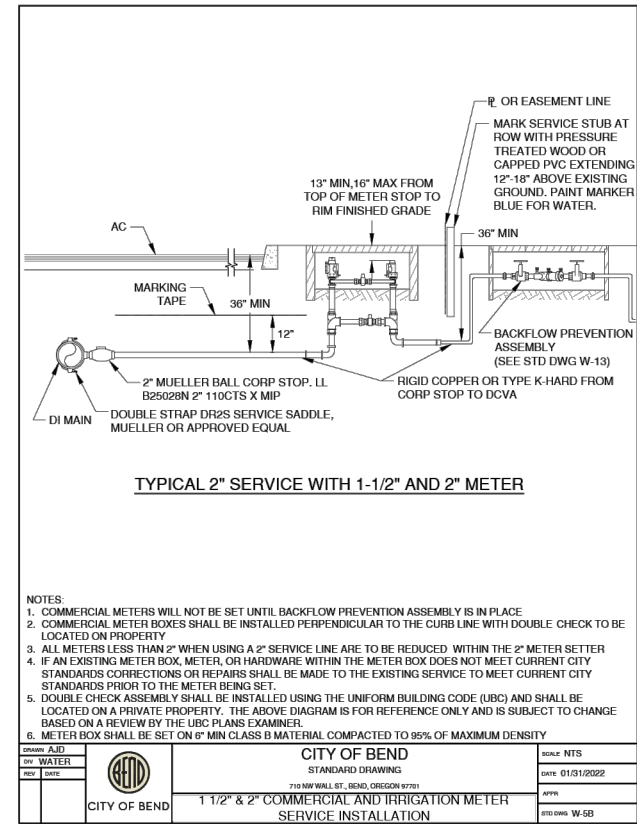
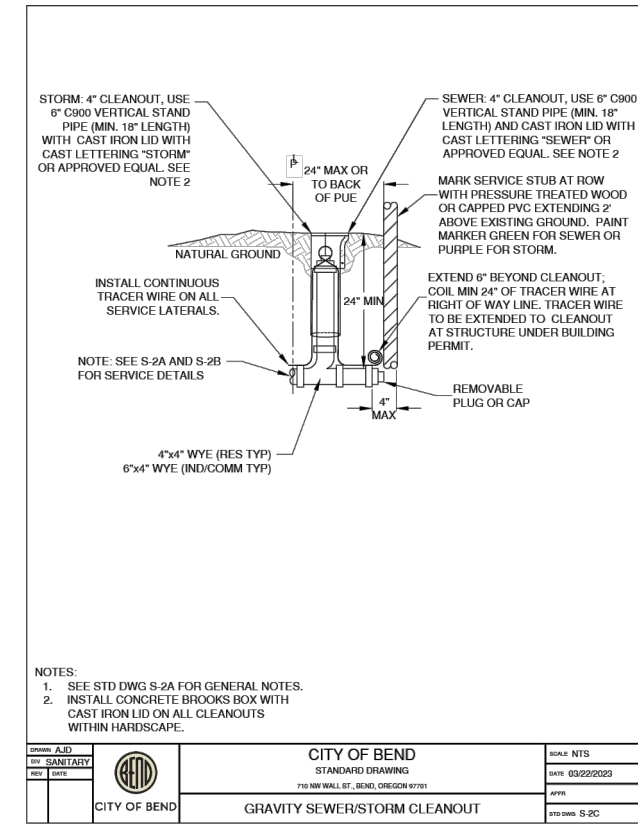
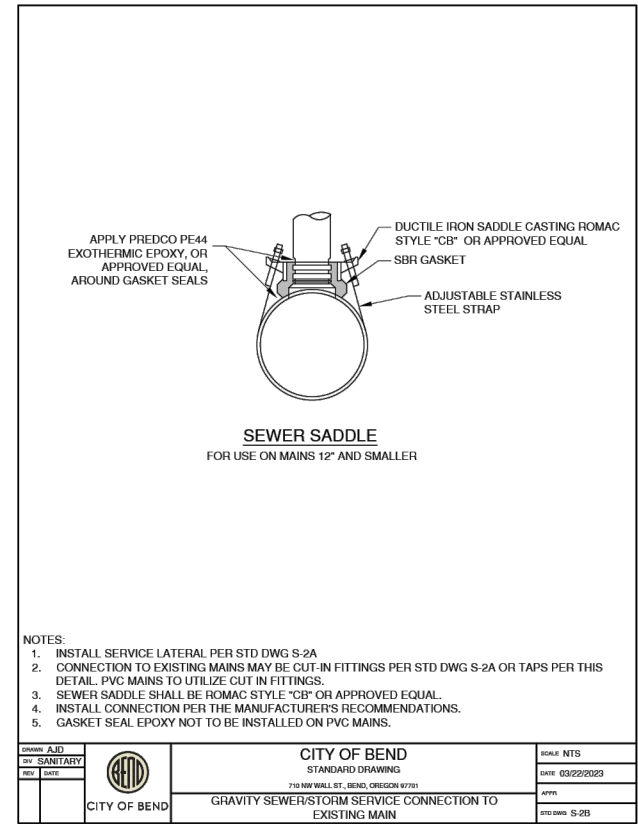
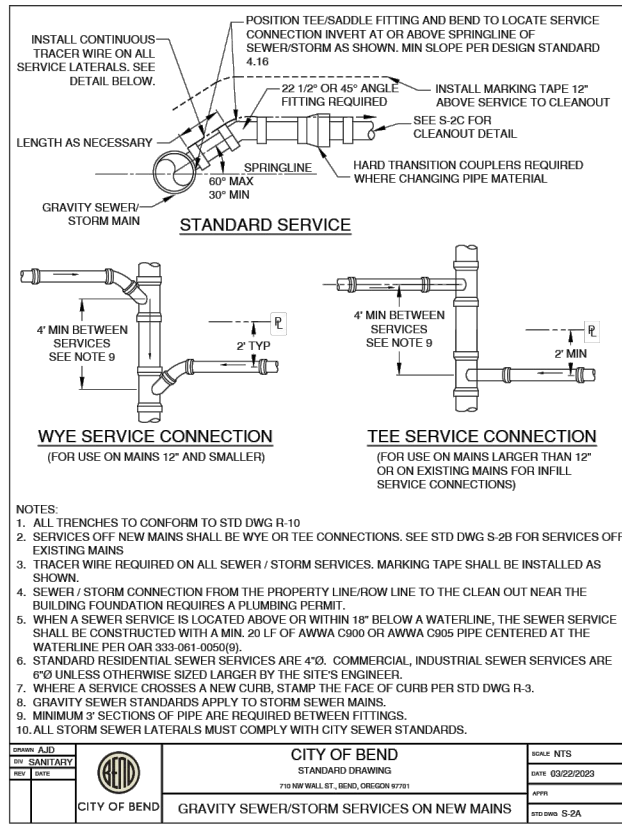
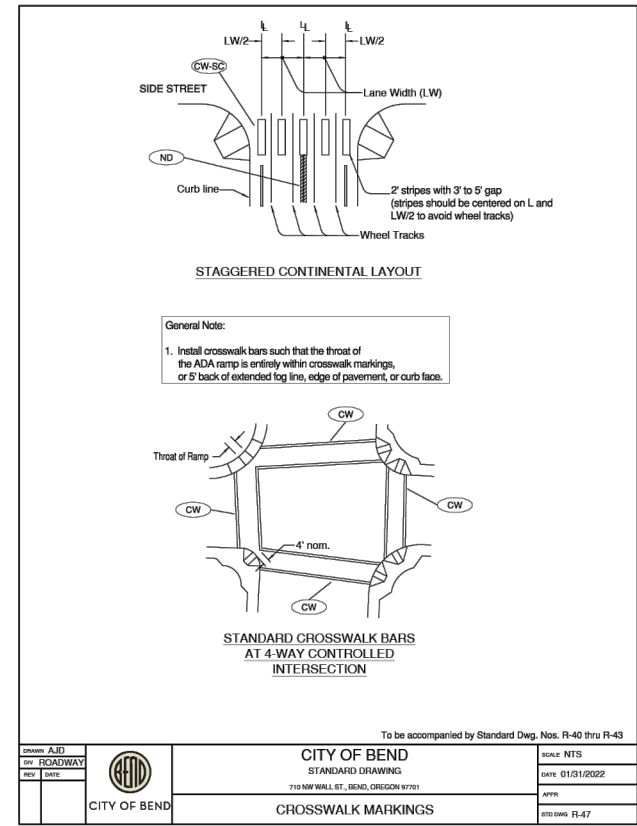
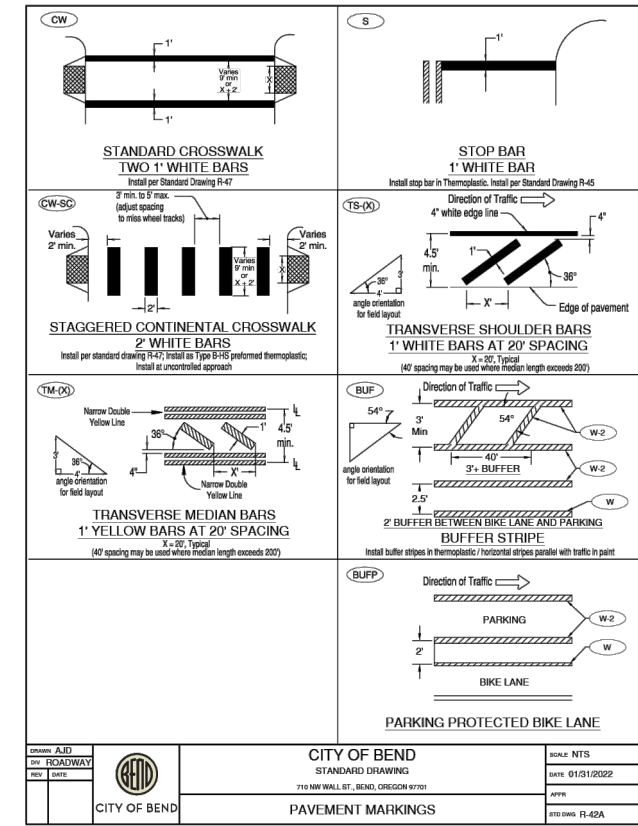
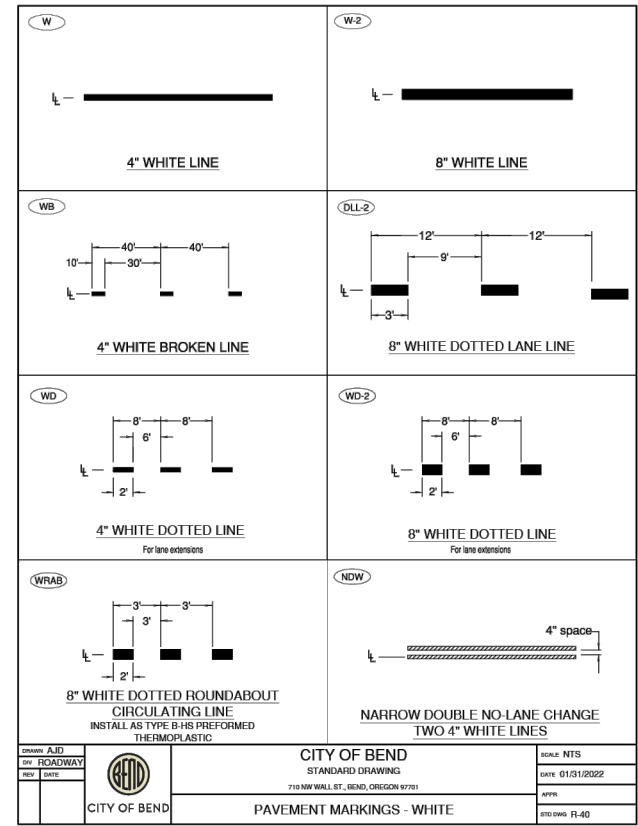
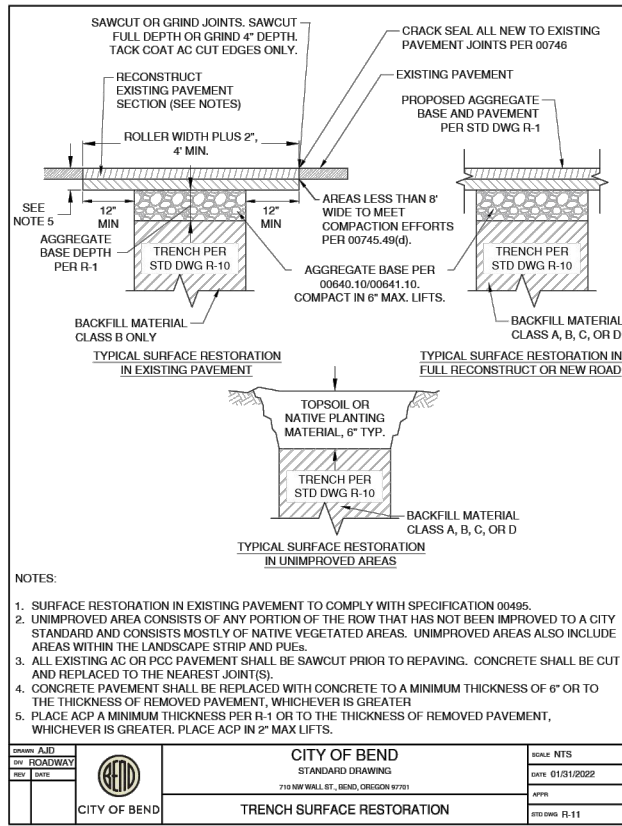
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**LA PINE INDUSTRIAL PARK**  
 OREGON

PROJECT NUMBER: 10123.003  
 SHEET NUMBER: 7  
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DETAILS

**FINAL PLANS**  
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JUL 8 2024  
CELINE SAUCIER  
EXPIRES: 6/30/2026

DRAWN BY: KRL  
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DATE: 11/2024  
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LA PINE INDUSTRIAL PARK OREGON

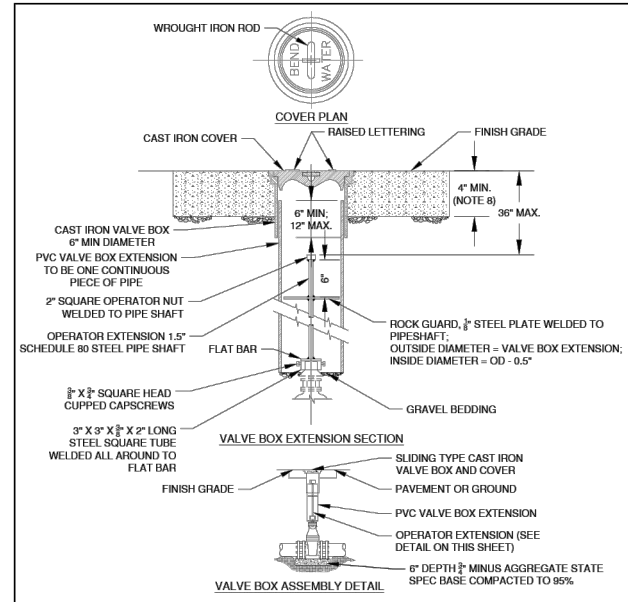
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SHEET NUMBER 8  
DRAWING NUMBER D-3

DETAILS

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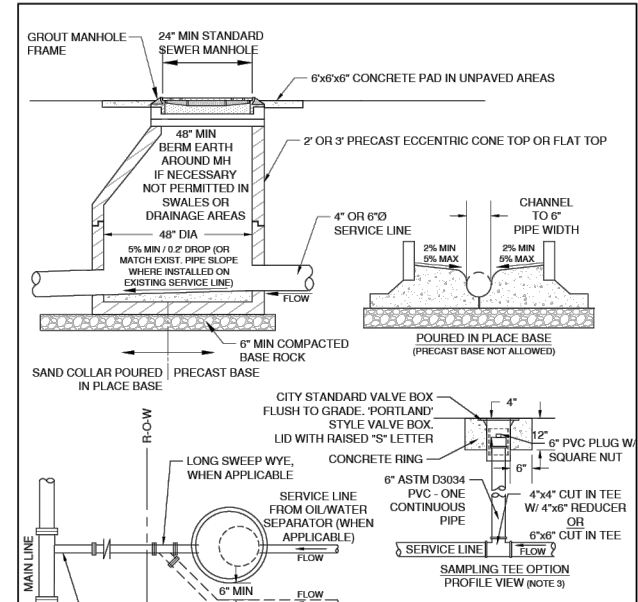
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**FINAL PLANS**  
JANUARY 2025



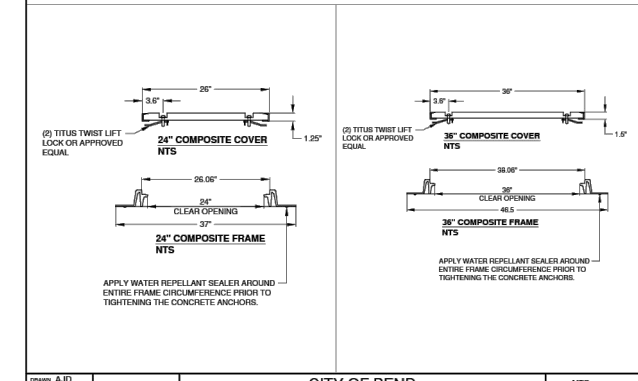
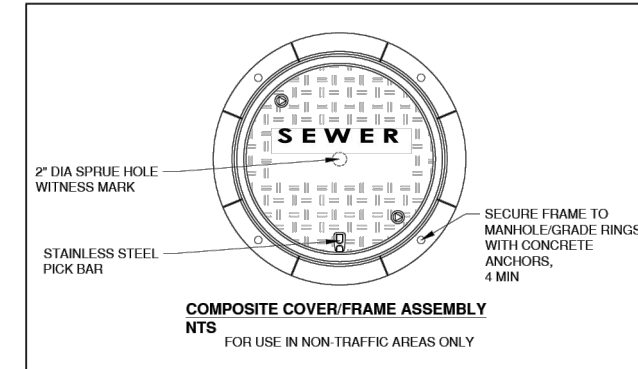
- NOTES:
1. VALVE BOX NOT TO REST ON OPERATING ASSEMBLY.
  2. OPERATOR EXTENSION REQUIRED WHEN VALVE NUT IS DEEPER THAN 8" FROM FINISH GRADE.
  3. CENTER VALVE BOX ON AXIS OF OPERATOR NUT.
  4. VALVES TO BE INSTALLED WITH COMPACTED AGGR. BASE ON UNDISTURBED GROUND.
  5. WELDS SHALL BE MINIMUM 0.5" ALL AROUND.
  6. HOT DIP GALVANIZE OPERATOR EXTENSION AFTER FABRICATION.
  7. CASTING SHALL MEET H20 LOAD REQUIREMENT.
  8. PROVIDED 24"x24"x4" CONCRETE PAD WITH EXPANSION JOINT AROUND VALVE BOX WHEN INSTALLED OUTSIDE OF ROADWAY.
  9. SEE PROJECT PLANS FOR DETAILS NOT SHOWN.
  10. ALL VALVE BOXES SHALL BE PLACED OUTSIDE THE PATH OF TRAVEL ON SIDEWALK AND DRIVEWAY APRONS.

DESIGNER	AJD	CITY OF BEND	SCALE	NTS
CHKD	WALTER	CITY OF BEND	DATE	01/31/2022
REV	DATE	CITY OF BEND	APPN	
		CITY OF BEND	DATE	01/31/2022



- NOTES:
1. MULTIPLE SERVICE LINES SHALL CONNECT UPSTREAM AND OUTSIDE THE SAMPLE MANHOLE
  2. SAMPLE MANHOLE TO BE LOCATED ON PRIVATE PROPERTY IN AN ACCESSIBLE AREA.
  3. SAMPLING TEE OPTION IS ONLY PERMITTED WHEN APPROVED BY THE CITY ENGINEER AND ARE INTENDED FOR RETROFITS ON EXISTING SYSTEMS ONLY. CONSIDERED IN SITUATIONS WHERE EXISTING UTILITIES OR EASEMENTS PREVENT THE INSTALLATION OF MANHOLE.

DESIGNER	AJD	CITY OF BEND	SCALE	NTS
CHKD	WALTER	CITY OF BEND	DATE	01/31/2022
REV	DATE	CITY OF BEND	APPN	
		CITY OF BEND	DATE	01/31/2022



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CHKD	WALTER	CITY OF BEND	DATE	01/31/2022
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FELINE SAUCIER

EXPIRES: 6/30/2026

DRAWN BY:	KRL
DSGN. BY:	CDB
APPR. BY:	CS
DATE:	11/2024
Q.C. REVIEW BY:	
DATE:	

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DETAILS		

PROJECT NUMBER	10123.003
SHEET NUMBER	9
DRAWING NUMBER	D-4

**FINAL PLANS**  
JANUARY 2025

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**BEFORE THE CITY OF LA PINE PLANNING DIVISION**

- APPLICANT:** Linnius Construction, Grant Hanson, 135 NE Norton Ave, Bend, OR 97701
- OWNER:** Newberry Basin LLC, 125 NE Norton Ave, Bend, OR 97701
- LAND USE:** Retia Consult LLC, Tammy Wisco, PE, AICP, PO Box 831, Bend, OR 97709
- APPLICATION:** The Applicant requests approval of a site plan for a multi-tenant industrial building in the La Pine Business Park, pursuant to Chapter 15.312 (Site Plan Review) and in accordance with the use regulations of the Industrial (I) zone as specified in Section 15.24.300.
- SUBJECT PROPERTY:** The subject site is located on the south side of Reed Road, east of Hinkle Way and north of Assembly Way in the Industrial (I) zone. The subject property is not yet addressed and is identified as map/tax lot 221014AB00111.
- LIST OF EXHIBITS:** EXHIBIT A: Title Report  
EXHIBIT B: Fire Flow  
EXHIBIT C: Trip Generation Letter  
EXHIBIT D: Mid State Will Serve Letter  
EXHIBIT E: Stormwater Report

**PROJECT DESCRIPTION:**

**I. APPLICABLE STANDARDS AND CRITERIA:**

La Pine Code Title 10 – Development Code

Article 3

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

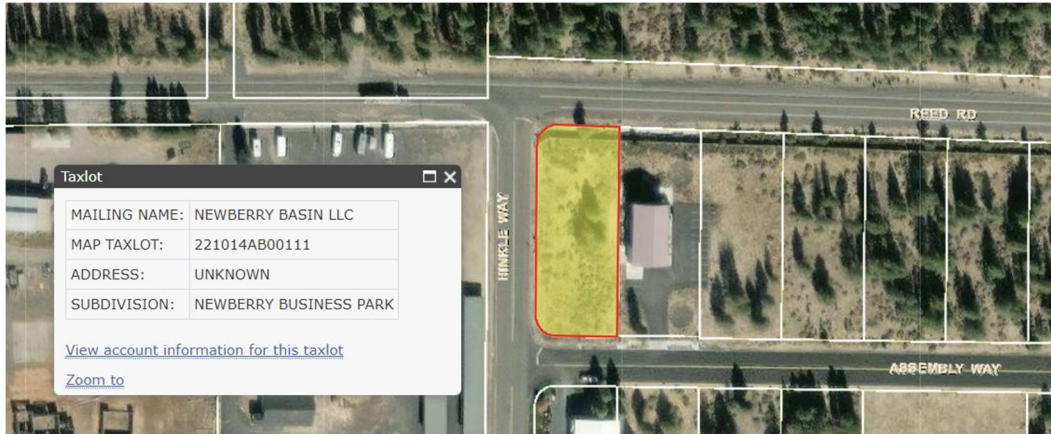
Article 8 Applications and Reviews

Chapter 15.312 – Site Plan Review

**II. BASIC FINDINGS:**



**LOCATION:** The subject site is located on the south side of Reed Road, east of Hinkle Way and north of Assembly Way. The subject property is not yet addressed and is identified as map/tax lot 221014AB00111.



**ZONING:** The subject property is zoned and designated industrial (I).



**PROPOSAL:** The Applicant requests approval of a site plan for a multi-tenant industrial building to be used for permitted industrial uses under Section 15.24.300 and Table 15.24-1.

**SITE DESCRIPTION:** The subject 0.58-acre property is undeveloped and vacant.

**SURROUNDING LAND USES:** The subject property is in the northwest corner of the La Pine Business Park, which includes a variety of existing industrial uses. Immediately to the east is an existing business park structure; across Hinkle to the west is a storage facility; and across Assembly Way to the south is an auto repair shop.

Properties to the north across Reed Road are zoned Public Facilities (PF), to the west, east and south are within the Industrial zone.

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III. **PROPOSED FINDINGS:**

**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.

**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.

<i>Table 15.24-1. Use Regulations in the Industrial and Public Facility Zones</i>				
<i>Use Category</i>	<i>LI</i>	<i>I</i>	<i>PF</i>	<i>Special Use Standards</i>
<i>Residential Use Categories - None Permitted</i>				
<i>Commercial Use Categories</i>				
Campgrounds and recreational vehicle parks	N	N	N	—
Commercial lodging	N	N	N	—
Commercial parking	N	N	N	—
Commercial recreation	N	N	N	—
Eating and drinking establishments	L (1)	L (10)	N L (10)	Mobile food unit sites subject to Section 15.108.070.
Marijuana dispensary	N	N	N	—
Quick vehicle servicing	P	N	N	—
Office	L (2)	L (2)	L (2)	—
Retail sales and service	L (3)	N	N	—

Vehicle repair	P	N	N	—
Self-service storage	CU	P	P	—
<i>Industrial Use Categories</i>				
Artisanal and light manufacturing	P	P	P	Section 15.108.010
Automotive wrecking, salvage, and junk yards	L (4)	N	L/CU (4)	Section 15.108.040
Industrial service	P	N	N	—
General manufacturing and production	L/CU (5)	P	P	—
Marijuana facilities	N	L/CU (9)	N	Section 15.108.050
Wholesale sales	P	P	P	—
Warehouse and freight movement	L/CU (6)	P	P	—
Waste treatment and recycling	N	N	CU	Section 15.108.100
<i>Institutional Use Categories</i>				
Basic utilities	P	P	P	—
Colleges	N	N	N	—
Community services	L (7)	P	N	—
Daycare centers	P	N	N	—
Medical centers	N	N	N	—
Parks and open areas	CU	CU	CU	—
Religious institutions	N	N	N	—
Schools	N	N	N	—
<i>Other Use Categories</i>				
Agriculture	L/CU (8)	N	N	Section 15.108.080
Forestry	P	P	P	—
Mining	N	CU	CU	Section 15.108.060
Wireless telecommunication facilities	P	P	P	Section 15.108.110

**RESPONSE:** This site plan is proposed to respond to the City’s Request for Proposals (RFP) for the construction of an industrial spec building. As such, the specific proposed use is not yet known, however, only tenants that are permitted outright or conditionally in the industrial zone will be allowed. If a future proposed use is allowed as a conditional use, it will be required to submit required land use applications prior to commencement of the 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.

<i>Table 15.24-2. Development Standards in the Industrial and Public Facility Zones</i>			
<i>Standard</i>	<i>LI</i>	<i>I</i>	<i>PF</i>
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:** This site plan was designed to meet the lot requirements of the industrial zone. As such, there are no front, side or rear yard setbacks. The proposed single story building is well under the 75-foot height maximum. The proposed building size is 8,283 sf and the proposed lot is 25,280 sf, resulting in a lot coverage of 33%, less than the allowed 80%. The landscape requirements of LPDC 15.24.500.A and 15.82 are addressed below.

**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:** As indicated on the landscape plan, all areas not utilized for parking, access or buildings will be landscaped with trees and grass.

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:** The site plan does not include any accessory storage of junk, waste, discarded or salvages material, machinery or equipment.

D. [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.

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**RESPONSE:** One vehicle access is proposed on Assembly Way, a straight street with little to no grade, with adequate site distance in compliance with this requirement. The site does not access a highway or affect other traffic entering a highway.

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

**RESPONSE:** This site plan is proposed to respond to the City's RFP for the construction of an industrial spec building. As such, the specific proposed use is not yet known, however, only tenants that are permitted in the industrial zone will be allowed. If the future proposed use is allowed as a conditional use, it will be required to submit required land use applications prior to commencement of the use. Further, prior to commencement of a new use in the building, a zoning permit checklist will be required and compliance with other agency pollution control regulations can be evaluated at that time.

- F. [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:** This site plan is proposed to respond to the City's RFP for the construction of an industrial spec building. As such, the specific proposed use is not yet known, however, only tenants that are permitted in the industrial zone will be allowed. If the future proposed use is allowed as a conditional use with known noise issues, it will be required to submit required land use applications prior to commencement of the use. Further, the subject property is not located near any residences that are protected by this requirement.

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

**RESPONSE:** As shown on the Lighting Plan Sheet L1.0, all exterior lighting fixtures will be full cut-off, dark-sky compliant fixtures mounted at a maximum height of 20 feet. Photometric analysis demonstrates that light levels will not exceed 0.5 foot-candles at any property line. Security lighting near building entrances will be motion-activated during non-business hours to minimize light impacts.

## **Article 5 DEVELOPMENT STANDARDS**

### **CHAPTER 15.80. DEVELOPMENT STANDARDS, GENERALLY**

#### **Sec. 15.80.010. Purpose.**

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

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

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**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 to lot size requirements are requested.

...

**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.

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**RESPONSE:** Hinkle Way is an industrial collector; the site plans include a five-foot buffer between the back of sidewalk and the parking area, in compliance with this standard. Further, greater than 10% of the site is proposed to be landscaped (3,585 sf of total 25,081 sf lot).

- 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.

**RESPONSE:** Landscaping areas are proposed on the north and west sides of the property and is comprised of grasses and trees, in compliance with this requirement.

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

**RESPONSE:** If feasible, existing vegetation may be utilized in the proposed landscape areas, however, it is anticipated that new vegetation will be planted.

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

**RESPONSE:** The proposed parking lot includes twelve spaces; as such, this section applies.

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.

**RESPONSE:** The subject property is zoned industrial; these sections are not applicable.

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.

**RESPONSE:** No parking is proposed adjacent to the building; this section is not applicable.



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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.

**RESPONSE:** The subject property abuts Hinkle Way, a collector street. In compliance with this requirement, the site plan includes planting of trees between the parking area and right-of-way, but outside of clear vision and sidewalk areas.

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.

**RESPONSE:** The subject property does not abut any land zoned RSF, RMF, RMP or TA; as such, this buffering and screening section is not applicable.

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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.

**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.

**RESPONSE:** No fences or walls are proposed; this section is not applicable.

## **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.

**RESPONSE:** The proposed building is intended for two smaller-scale industrial uses that are not anticipated to require large trucks needing a loading area.

- 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 Applicant requests approval of a loading area within the street right-of-way for infrequent deliveries that are less than one hour. Hinkle Way right-of-way is eight feet wider than required for an industrial collector (60 feet vs. required 52 feet), providing ample space for infrequent delivery vehicles.

### **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

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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.

**RESPONSE:** Eleven off-street parking spaces are proposed, on the same lot they are intended to serve. Parking spaces do not conflict with a loading space, as no loading spaces are necessary on site.

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

**RESPONSE:** No required loading or parking spaces are encroached upon by a structure, storage, or other use. No spaces are proposed to be removed/reduced.

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.

**RESPONSE:** The proposed parking spaces are intended for use by the employees and customers of the future building.

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.

**RESPONSE:** All parking will be provided in the improved off-street parking area developed in conformance with this Development Code. No on street parking is not proposed or required.

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>Residential Categories</i>	
Single-family dwelling, including manufactured dwellings on lots or in parks	One space per dwelling
Duplex	Two spaces per duplex (one space per dwelling unit)
Accessory dwelling (second dwelling on a single-family lot)	Two spaces total for primary dwelling and accessory dwelling
Multi-family	One space per dwelling unit
Group living, such as nursing or convalescent homes, rest homes, assisted living, congregate care, and similar special needs housing	0.5 space per four bedrooms
<i>Commercial Categories</i>	
Commercial outdoor recreation	One space for each three persons maximum occupancy; or per conditional use permit review whichever is less
Bed and breakfast inn	One space per use, plus 0.5 space(s) for each bedroom offered as lodging
Educational services, not a school (e.g., tutoring or similar services)	One space per 300 sq. ft. floor area
Entertainment, major event	One space for each three persons maximum occupancy; or per conditional use permit review whichever is less
Hotels, motels, and similar uses	0.75 space per guest room. See also, parking requirements for associated uses, such as restaurants, entertainment uses, drinking establishments, assembly facilities
Mortuary or funeral home	One space per 300 sq. ft. floor area
Offices	General office: one space per 500 sq. ft. floor area
	Medical or dental office: one space per 500 sq. ft. floor area
Outdoor recreation, commercial	Per conditional use permit review
Surface parking lot, when not accessory to a permitted use	Per conditional use permit review
Quick vehicle servicing or vehicle repair	Two spaces, excluding vehicle service or queuing area, or per conditional use permit review
Retail sales and commercial service	Bank: one space per 300 sq. ft. floor area

	Retail: one space per 400 sq. ft. floor area, except one space per 1,000 sq. ft. for bulk retail (e.g., auto sales, nurseries, lumber and construction materials, furniture, appliances, and similar sales)
	Restaurants and bars: one space per 200 sq. ft. floor area
	Health clubs, gyms, continuous entertainment (e.g., roller rinks): one space per 500 sq. ft. floor area
	Bowling alleys: five spaces for each lane
	Theaters and cinemas: one space per six seats
	Trailer and monument sales: one space per 2,500 sq. ft. of gross area
Self-service storage	Two spaces, plus adequate space for loading and unloading
<i>Industrial Categories<sup>1</sup></i>	
Industrial service	One space per employee on the largest shift plus one space for each 10,000 sq. ft. for visitors up to ten additional spaces
Manufacturing and production	One space per 1,000 sq. ft. of floor area; or as required by conditional use permit review
Warehouse and freight movement	0.5 space per 1,000 sq. ft. of floor area; or as required by conditional use permit review
Waste-related	Per conditional use permit review
Wholesale sales, e.g., building materials, heavy equipment, agricultural supplies, etc.	One space per 1,000 sq. ft.
Marijuana wholesaler/production facility/processing facility/testing laboratories	Four plus one additional space per 2,000 sq. ft. gross floor area
<i>Institutional Categories</i>	
Basic utilities	Parking based on applicant's projected parking demand, subject to city approval
Community service, including government offices and services	Parking based on applicant's projected parking demand, subject to city approval, except as specifically required elsewhere in this table for individual uses (See public assembly, office, retail, housing, etc.)
Daycare	Family daycare: 1 space, plus required parking for dwelling
	Daycare center: 1 space per 400 sq. ft. of floor area
Medical center or hospital	One space per 300 sq. ft. floor area or one for each bed, whichever is less
Parks and open space	Parking based on projected parking demand for planned uses
Public assembly	One space per 75 sq. ft. of public assembly area; or as required by conditional use permit

Religious institutions and houses of worship	One space for each four members but not less than 15% of total occupancy permitted by fire marshal
Schools	Pre-school through middle-school: one space per classroom
	High school/college: 1.5 spaces per classroom, plus 1 space per 10 students
	If the school is designed to accommodate related uses such as auditoriums, stadiums, theatres, and gymnasiums, additional parking shall be provided at a rate of 1 space per 4 seats. In the alternative, the city may accept a parking management plan to determine required parking
<i>Other Categories<sup>2</sup></i>	
Accessory uses	Parking standards for accessory uses are the same as for primary uses, but are pro rated based on the percentage of estimated overall parking demand, subject to city review and approval
Agriculture	None, except as required for accessory uses
Radio frequency transmission facilities	None, except as required by conditional use permit
Temporary uses	Parking standards for temporary uses are the same as for primary uses, except that the city may reduce or waive certain development and designs standards for temporary uses
Transportation facilities (operation, maintenance, preservation, and construction)	None, except for park-and-ride facilities; and where temporary parking is required for construction staging areas

**RESPONSE:** The building is being constructed as a spec building for future industrial tenants, in response to the City’s RFP. Parking is provided for the most likely industrial uses with the highest parking requirement (industrial service, manufacturing and production) at one space per 1,000 sf. The building is not intended for those uses with higher parking requirements (warehouse and freight movement, marijuana businesses). The proposed building is 8,283 sf, yielding a required minimum of 8 spaces. 11 spaces are provided, in compliance with this requirement.

- 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.

**RESPONSE:** The proposed building is being designed for future tenants, most likely industrial service or manufacturing and production. As noted above, these types of uses yield a minimum parking requirement of eight spaces. Per this section, the maximum parking allowed is  $8 * 2 = 16$  spaces. Eleven spaces are proposed in compliance with this section.

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.

**RESPONSE:** No exceptions or reductions are proposed to the off-street parking.

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.

**RESPONSE:** The proposed building will likely include two users; shared parking between the two users is proposed, however, no reductions in parking space counts were made, so the parking for each use can be utilized at the same time.

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.

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					

**RESPONSE:** The parking area is proposed to be paved, with wheel stops to prevent vehicles from interfering with landscaping or sidewalk areas. As shown on the site plan, all parking spaces are proposed to be 9 feet wide and 20 feet long, with a 24.5-foot aisle width. This requirement is met.

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.

**RESPONSE:** No adjustments to the parking area dimensions are proposed.

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:** Two ADA parking spaces are provided in compliance with ADA requirements. The spaces are located closest to the building entrance. Both spaces will be properly marked with identification signs and connected to the building entrance via an accessible route. All required lighting and design standards will be met.

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

**RESPONSE:** Table 15.86-3 requires a minimum of two bike spaces per primary use. The spec building is proposed to include two separate suites, resulting in four bike parking spaces being required. Bicycle parking is proposed on the site plan, east of the driveway, adjacent to the sidewalk.

- 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.

**RESPONSE:** Bicycle racks are proposed to be Deschutes County standard inverted U-racks. The bicycle parking is located within 100 feet of a building entrance, in an area easily accessible and visible from the street and sidewalk (east of driveway along Assembly Way sidewalk) and will provide the minimum space of two feet by six feet, with vertical clearance of more than six feet, in compliance with these requirements.

- 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.

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**RESPONSE:** The proposed bicycle parking is located outside of the vehicular and pedestrian travel ways, and outside of all clear vision areas.

**Sec. 15.86.060. Snow storage areas.**

- A. *Purpose.* The purpose of these standards is to ensure that adequate space is 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:** Snow storage areas are shown on the site plan (see note #18). In compliance with these requirements, the snow storage area is larger than 15 percent of the area to be cleared:

Area to be plowed =	10,525 sf
15% of area to be plowed =	1,580 sf
Area provided =	1,600 sf

**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.

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- 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.
- RESPONSE:** The subject property does not abut or access ODOT right of way; as such, no coordination with or approval from ODOT is required.
- F. *Other agency approval.* Where an approach or driveway crosses a drainage ditch, canal, railroad, or other feature that is under the jurisdiction of another agency, the applicant is responsible for obtaining all required approvals and permits from that agency prior to commencing development.
- 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.

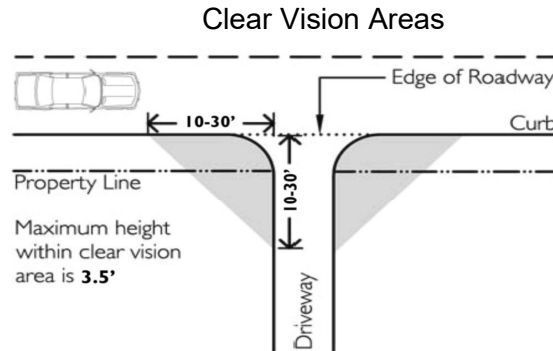
- H. *Joint use access easement and maintenance agreement.* Where the city approves a joint use driveway, the property owners shall record an easement with the deed allowing joint use of and cross access between adjacent properties. The owners of the properties agreeing to joint use of the driveway shall 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:** A joint use driveway is not 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 that trees exceeding this height may be located in this area provided all branches and foliage are removed to a height of eight feet above the grade.
- B. A clear vision area shall consist of a triangular area on the corner of a lot at the intersection of two streets or a street and a railroad (see Figure 18.88-1). Where lot lines have rounded corners, the specified distance is measured from a point determined by the extension of the lot lines to a point of intersection. The third side of the triangle is the line connecting the ends of the measured sections of the street lot lines. The following measurements shall establish clear vision areas within the city:
  1. In an agricultural, forestry or industrial zone, the minimum distance shall be 30 feet; or at intersections including an alley, ten feet.
  2. In all other zones, the minimum distance shall be in relationship to street and road right-of-way widths as follows:

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



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**RESPONSE:** The proposed site plan includes one driveway to/from Assembly Way. The clear vision areas include no plantings, walls, structures, private signage, or any temporary or permanent obstruction exceeding 3½ feet in height within the clear vision triangle areas, in compliance with this requirement.

**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:

**RESPONSE:** The project is an industrial building, which is not required to conform with this section.

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**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.

**RESPONSE:** The adjacent streets are existing and pavement is constructed to required widths. The project includes frontage improvements along both Assembly Way and Hinkle Way to meet the cross-sections required in the City's Transportation System Plan, in compliance with this section.

- B. *Over-sizing.* The city may require as a condition of development approval that sewer, water, or storm drainage systems serving new development be sized to accommodate future development within the area as projected by the applicable facility master plan, and the city may authorize other cost-recovery or cost-sharing methods as provided under state law.

**RESPONSE:** Water and sewer lines are installed in Assembly Way and are of adequate size to serve the proposed project and surrounding properties. The proposed project is not required to construct any water or sewer infrastructure off-site.

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

**RESPONSE:** The proposed project abuts three streets: Reed Road (industrial collector), Hinkle Way (industrial collector), and Assembly Way (local street). Required cross-sections for these streets are shown below.

Assembly Way

Assembly Way is designated as a local street in the City’s TSP, with a required right-of-way width of 64 feet. The existing right-of-way is 60’, requiring a two-foot dedication along the subject property to achieve the required 32’ from centerline. Additionally, in compliance with the standards of the TSP, a 6-foot sidewalk will be installed along the Assembly Way frontage.



Hinkle Way

Hinkle Way is designated as an industrial collector in the City’s TSP, with a required right-of-way of 52 feet. The existing right-of-way exceeds this width at 60 feet, so no dedications are required. A new 6-foot sidewalk will be constructed in compliance with the City’s cross section requirements for an industrial collector.

## Industrial Collector



### Reed Road

Reed Road is classified as an industrial collector in the City's TSP, however has a much wider existing right-of-way. A six-foot sidewalk is proposed along the property's frontage at the back of the existing right-of-way.

- 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:** No half streets are proposed.

### **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.

**RESPONSE:** Connections to existing sewer and water lines in Assembly Way are proposed to serve the subject property. No deficiencies in either system are known in this area and development permit restrictions are not required. Infrastructure design plans will be submitted to City Public Works for review and approval prior to construction.

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**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.

**RESPONSE:** Stormwater infrastructure is existing in Assembly Way and no new underground stormwater infrastructure is proposed or required within the right-of-way. The existing storm grate will be reset following paving of a section of right-of-way along the curve at the intersection of Assembly Way and Hinkle Way. Stormwater from the subject property will be retained onsite utilizing infiltration swales along the north and west areas of the subject property. The stormwater management design will limit the peak runoff rates to pre-developed peak rates. See submitted stormwater report for more information.

**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.

**RESPONSE:** All new utilities are proposed to be installed underground.

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**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



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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:** None of these street/highway improvements are proposed with this site plan.

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

- A. *Traffic circulation system...*
- B. *Street location and pattern....*
- C. *Access ways...*
- D. *Future street extensions...*

**RESPONSE:** The above sections are not applicable to this single-lot site plan that is abutted on three sides by existing developed streets.

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

**RESPONSE:** The subject property abuts three rights-of-way, including Reed Road, Hinkle Way, and Assembly Way. The project proposes necessary dedications on Assembly Way and six-foot wide sidewalk construction on all three frontages, in compliance with the standards of the La Pine TSP.

Assembly Way: Local street requiring a 64-foot right-of-way width. Existing width is 60 feet, so the site plan proposes 2' dedication to achieve the TSP-required width of 32 feet on the north side of the centerline. Construction of a sidewalk along the Assembly Way frontage is proposed in compliance with the TSP standards.

Reed Road: Industrial collector requiring a 52-foot right-of-way width. Existing width is 80 feet, so no additional dedication is required. Construction of a sidewalk along the Reed Road frontage is proposed in compliance with the TSP standards.

Hinkle Way: Industrial collector requiring a 52-foot right-of-way width. Existing width is 60 feet, so no additional dedication is required. Construction of a sidewalk along the Hinkle Way frontage is proposed in compliance with the TSP standards.

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

**RESPONSE:** The subject property has frontage on three streets: Assembly Way, Hinkle Way and Reed Road. Six-foot sidewalks are proposed along all three frontages, in compliance with the required cross-sections in the City's TSP.

- G. *Bike lanes....*

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- H. *Culs-de-sac...*
  - I. *Marginal access streets...*
  - J. *Streets adjacent to railroad right-of-way...*
  - K. *Reserve strips...*
  - L. *Alignment...*
  - M. *Intersection angles...*
  - N. *Curves...*
  - O. *Street grades...*
  - P. *Street names...*
  - Q. *Street name signs...*
  - R. *Traffic control signs...*
  - S. *Alleys...*
  - T. *Curbs...*
  - U. *Street lights...*

**RESPONSE:** The above sections are not applicable to this single-lot site plan that is abutted on three sides by existing developed 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.

**RESPONSE:** A Will Serve letter from MidState Electric is included with the submittal.

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

**RESPONSE:** Onsite drainage will be provided through infiltration swales on the north and west sides of the parcel. These swales were designed in compliance with the Central Oregon Stormwater Manual (see Exhibit E for the Stormwater Report).

- 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:** No gates are proposed with this single site plan.

**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

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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.

**RESPONSE:** This site plan is proposed in response to the City's RFP for an industrial spec building. To meet the requirements of the RFP, the building is being designed to include two units totaling 8,283 square feet. Based on the size of the lot and the size of the units, it is anticipated that these units will serve uses that generate far less traffic than the threshold for requiring a traffic analysis. A trip generation letter is included in the site plan application, confirming that the anticipated traffic is below the thresholds. As such, no traffic impact analysis is anticipated.

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#### **CHAPTER 15.94. IMPROVEMENT PROCEDURES AND GUARANTEES**

##### **Sec. 15.94.010. Improvement procedures.**

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

- A. *Plan review and approval.* Improvement work shall not be commenced until plans therefor have been reviewed and approved by the city or a designated representative thereof. The review and approval shall be at the expense of the developer.
- B. *Modification.* Improvement work shall not commence until after the city has been notified and approval therefore has been granted, and if work is discontinued for any reason, it shall not be resumed until after the city is notified and approval thereof granted.
- C. *Improvements as platted.* Improvements shall be designed, installed and constructed as platted and approved, and plans therefore shall be filed with the final plat at the time of recordation or as otherwise required by the city.
- D. *Inspection.* Improvement work shall be constructed under the inspection and approval of an inspector designated by the city, and the expenses incurred therefore shall be borne by the developer. Fees established by the city council for such review and inspection may be established in lieu of actual expenses. The city, through the inspector, may require changes in typical sections and details of improvements if

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unusual or special conditions arise during construction to warrant such changes in the public interest.

**RESPONSE:** The proposed project will not be constructed until approvals have been received from the City. Any improvements to City infrastructure will be completed under the inspection of a City representative.

- E. *Utilities.* Underground utilities, including, but not limited to, electric power, telephone, water mains, water service crossings, sanitary sewers and storm drains, to be installed in streets, shall be constructed by the developer prior to the surfacing of the streets.

**RESPONSE:** The project is a site plan on a property surrounded on three sides by developed streets. Utilities will be installed as needed to serve the single lot site and will be placed underground while minimizing impacts to existing asphalt.

- F. *As built plans.* As built plans for all public improvements shall be prepared and completed by a licensed engineer and filed with the city upon the completion of all such improvements. A copy of the as built plans shall be filed with the final plat of a subdivision or other development by and at the cost of the developer. The plans shall be completed and duly filed within 30 days of the completion of the improvements.

**RESPONSE:** As needed and appropriate, as built plans will be provided for public improvements.

**Sec. 15.94.020. Completion or assurance of improvements.**

- A. *Agreement for improvements.* Prior to final plat approval for a subdivision, partition, PUD or other land development, or the final approval of a land use or development pursuant to applicable zoning provisions, where public improvements are required, the owner and/or developer shall either install required improvements and repair existing streets and other public facilities damaged in the development of the property, or shall execute and file with the city an agreement between him/herself and the city specifying the period in which improvements and repairs shall be completed and, providing that if the work is not completed within the period specified, that the city may complete the work and recover the full costs thereof, together with court costs and attorney costs necessary to collect the amounts from the developer. The agreement shall also provide for payment to the city for the cost of inspection and other engineer services directly attributed to the project.
- B. *Bond or other performance assurance.* The developer shall file with the agreement, to ensure his/her full and faithful performance thereof, one of the following, pursuant to approval of the city attorney and city manager, and approval and acceptance by the city council:
1. A surety bond executed by a surety company authorized to transact business in the State of Oregon in a form approved by the city attorney.
  2. A personal bond co-signed by at least one additional person together with evidence of financial responsibility and resources of those signing the bond sufficient to provide reasonable assurance of the ability to proceed in accordance with the agreement.
  3. Cash deposit.
  4. Such other security as may be approved and deemed necessary by the city council to adequately ensure completion of the required improvements.
- C. *Amount of security required.* The assurance of full and faithful performance shall be for a sum approved by the city as sufficient to cover the cost of the improvements and repairs,

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including related engineering, inspection and other incidental expenses, plus an additional 20 percent for contingencies.

- D. *Default status.* If a developer fails to carry out provisions of the agreement, and the city has unreimbursed costs or expenses resulting from the failure, the city shall call on the bond or other assurance for reimbursement of the costs or expenses. If the amount of the bond or other assurance deposit exceeds costs and expenses incurred by the city, it shall release the remainder. If the amount of the bond or other assurance is less than the costs or expenses incurred by the city, the developer shall be liable to the city for the difference plus any attorney fees and costs incurred.

**RESPONSE:** The Applicant understands these requirements and will comply.

**Sec. 15.94.030. Building and occupancy permits.**

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

**Sec. 15.94.040. Maintenance surety bond.**

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

**RESPONSE:** The Applicant understands this requirement and will comply.

**Sec. 15.94.050. Engineering/special services for review.**

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

**RESPONSE:** Minimal public infrastructure construction is required; contracting with special technical services is not necessary for this single lot site plan.

**CHAPTER 15.312. SITE PLAN REVIEW**

**Sec. 15.312.010. Purpose.**

- A. The purpose of the site plan review provisions of this section [chapter] is to ensure that development within the city complies with standards and limitations set forth within the

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applicable zone, by other city standards and requirements and by applicable county, state and federal regulations.

- B. This broad purpose is furthered by the following specific purposes of site plan review:
1. To implement the goals and policies of the comprehensive plan.
  2. To foster development that is designed, arranged and constructed in a manner that provides a safe, efficient and aesthetically pleasing community asset.
  3. To encourage originality and creativity in site design, architecture and landscape design.
  4. To ensure that the arrangement of all functions, uses and improvements of a development reflect the natural amenities, capabilities and limitations of its site and adjacent areas.
  5. To encourage development where the various structures, use areas and site elements are integrated in a manner that is visually harmonious within the development and the surrounding area.
  6. To encourage development and landscape design that complements the natural landscape and setting, improves the general appearance of the community and enhances specific elements of the man-made environment, both presently and historically.

**Sec. 15.312.020. Applicability.**

The following uses and development shall be subject to the provisions of this section:

- A. All new construction or new development except for: single-family residences (including manufactured dwellings, mobile homes, modular homes), duplexes, accessory dwelling units and related accessory structures unless provided otherwise in this chapter.
- B. An exterior alteration or modification to an existing nonresidential use or structure, which is subject to site plan review and/or is subject to regulation under the provisions of this chapter, except for painting, replacement of roofing and siding, and other normal maintenance and upkeep requirements which are not subject to regulation under the provisions of this chapter or any other applicable city, county, state and/or federal regulations.
- C. Any alteration or modification of site improvements, such as the landscaping, parking and/or loading facilities and areas, in conjunction with an existing nonresidential use which is subject to site plan review and/or is subject to regulation under the provisions of this chapter.

**RESPONSE:** The project includes new construction of a building and associated site amenities; site plan review and approval is required.

**Sec. 15.312.025. Site plan approval required.**

Site plan review and approval, as specified by this chapter, shall be required prior to the following:

- A. Site clearance activities such as grading, excavation or filling for any use or development requiring a permit pursuant to this Development Code.
- B. The issuance of a building or development permit for any use or development requiring city approval pursuant to this Development Code.

**RESPONSE:** The Applicant understands and will comply.

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**Sec. 15.312.030. Procedure type.**

- A. Site plan review applications are subject to Type II review in accordance with the procedures in article 7 unless elevated to a Type III review at the discretion of the planning official.
- B. Pre-application conference. Prior to applying for site plan approval, applicants should and may meet with the city planning official, building official and public works director, or designees thereof, and present a preliminary plan which shall contain, in an approximate manner, the information required on a site plan review application.
  - 1. The purpose of the preliminary site plan review is to enable the applicant to obtain advice from the city as to the intent, standards, criteria and provisions of this chapter, this Development Code, other city ordinances, standards and regulations, and state and federal rules and regulations which may be pertinent to the proposal.
  - 2. Information presented for preliminary discussion shall be considered confidential if so requested by the applicant.

**RESPONSE:** The project team met with the City for a pre-application meeting on February 14, 2024 and again on July 22, 2024, to discuss the preliminary site layout, including access, fire requirements, frontage improvements, and infrastructure design. Representatives from the following departments were present: City Planning Department, City Public Work, City Engineering and Deschutes County Fire Marshal.

The Applicant understands that this site plan will be reviewed administratively as a Type II review.

**Sec. 15.312.040. Submittal requirements.**

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

- A. *Requirements for information to be submitted.* Information provided on the site plan shall conform to the following. The number of copies required shall be as specified on the application form.
  - 1. Drawings depicting the proposal shall be presented on sheets not larger than 24 inches by 36 inches in the number of copies directed by the city.
  - 2. To facilitate public reviews and notice, at least one copy of the proposal shall be provided on a sheet of paper not larger than 11 inches by 17 inches.
  - 3. Drawings shall be at a scale sufficiently large enough to enable all features of the design to be clearly discerned and shall include a north arrow and scale.
  - 4. The city may require that the drawing, development plan or other information be provided to the city on computer disk in a format adaptable to the city's computer systems.
- B. *Site analysis diagram.* If required by the city planning official, this element of the site plan, which may be in schematic or free hand form to scale, shall indicate the following site characteristics:
  - 1. Location and species of existing trees greater than six inches in diameter when measured four feet above the natural grade, and an indication of which trees are proposed to be removed.

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2. On sites that contain steep slopes, potential geological hazard or unique natural features that may affect the proposed development, the city may require contours mapped at two-foot intervals.
  3. Natural drainage ways, depths of any ground water tables less than 12 feet, any areas of surface water accumulations and any other significant natural features.
  4. The location and width of all public and private streets, drives, sidewalks, pathways, rights-of-way, and easements on the site and adjoining the site, and all buildings, utilities, retaining walls, and other man-made features, both existing and proposed.
  5. Natural features, including trees, riparian habitat and stream channels and structures on-site or on adjoining properties that have or may have a visual or other significant relationship with the site and the proposed development thereon.
- C. *Site photographs*. Photographs depicting the site and its relationship to adjoining sites and the general area are extremely valuable, should be provided, and may be required by the city planning official.
- D. *Site development plan*. The site plan shall indicate the following:
1. Legal description of the property.
  2. Boundary dimensions and site area.
  3. Location and sizes of existing and proposed utilities, including water lines, sewer lines, hydrants, etc.
  4. Location of all existing and proposed structures, including distances from the property lines.
  5. Area of the site to be covered by structures, existing and proposed, and the percentage of site coverage thereby.
  6. All external dimensions of existing and proposed buildings and structures.
  7. Location of building entrances and exits.
  8. Access drives, parking and circulation areas, including their dimensions.
  9. Service areas and delivery circulation plan for such uses as the loading and delivery of goods.
  10. Locations, descriptions and dimensions of easements as may be applicable.
  11. Grading and drainage plans and calculations, including spot elevations and contours at intervals close enough to convey their meaning.
  12. Location of areas to be landscaped, including designated landscape material/plant types and sizes.
  13. Outdoor recreation and/or play areas.
  14. Pedestrian and bicycle circulation, including existing and proposed on-site and off-site sidewalks.
  15. Location of mechanical equipment not enclosed within a building, garbage disposal areas, utility appurtenances and similar structures.
  16. Exterior lighting and fencing.
  17. Location, size and method of illumination of signs.
  18. Provisions for handicapped persons.
  19. Other site elements which will assist in the evaluation of site development.
  20. Location, names, surface and right-of-way widths and improvement standards of all existing and proposed streets within or adjacent to the proposed development.
  21. Location of areas designated for snow storage, in accordance with the requirements of section 18.86.060 [15.86.060], and calculations of the area required by the minimum standard and the proposed area.
  22. Information necessary to demonstrate compliance with [the] fire code, including, but not limited to, fire flow, apparatus access, and hydrant spacing.



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- E. *Accompanying written summary.* In addition to the foregoing site development plan requirements, a written summary of the proposal should be provided and may be required showing the following, (unless such is shown on the site development plan):
1. *Commercial and nonresidential development.* For commercial and nonresidential development:
    - a. The square footage contained in the site area to be developed.
    - b. The percentage of the area to be covered by structures when developed.
    - c. The percentage of the area to be covered by parking areas and the total number of parking spaces.
    - d. The total square footage of all landscaped areas, including the percentage consisting of natural materials and the percentage of hard surfaced areas such as courtyards.
    - e. Trip generation letter, signed by a professional engineer registered by the State of Oregon (unless waived by the city planning official). A traffic impact analysis may be required in accordance with section 15.90.080.
  2. *Residential development.* For residential development:
    - a. The total square footage of the lot or parcel and in the structures in the development.
    - b. The number of dwelling units in the development (include the units by the number of bedrooms in each unit, for example, ten one-bedroom, 25 two-bedroom and the like).
    - c. Percentage of lot coverage by structures, way areas, recreation areas and landscaping.
    - e. [d.] Trip generation letter, signed by a professional engineer registered by the State of Oregon (unless waived by the city planning official). A traffic impact analysis may be required in accordance with section 15.90.080.
- F. *Landscape plan.* If required by the city planning official, a landscape plan shall be submitted and shall indicate the following.
1. The size, species and locations of plant materials to be retained or placed on-site.
  2. The layout of irrigation facilities.
  3. Location and design details of walkways, plazas, courtyards and similar areas.
  4. Location, type and intensity of outdoor lighting.
  5. Location and design details of proposed fencing, retaining walls and trash collection areas.
  6. Other information as deemed appropriate by the review authority. An arborist's report may be required for sites with mature trees that are to be retained and protected.
- G. *Architectural drawings.* This element of the site plan review, if required by the city planning official, shall indicate the following:
1. A plan specifying the building footprint and dimensions, including all points of access. Floor plans of interior spaces to the extent required to clarify access functions and the relationship of the spaces to decks, porches, balconies and stairs or other features shown on the building elevations. The floor plans shall be provided for all building floors and shall include appropriate dimensions.
  2. Exterior elevations showing building heights, windows, doors, exterior light fixtures, stairways, balconies, decks and other architectural details. These elevations shall be provided for every exterior wall surface, including those which are completely or partially concealed from view by overlapping portions of the structure. Existing and finished grades at the center of all walls shall be shown

- 
- with elevations of floors indicated and a dimension showing compliance with height limitations.
3. Location and type of exterior light fixtures, including the lamp types and the levels of illumination that they provide.
  4. Location, size and method of illumination of all exterior signs.
- H. *Property survey.* A survey of the property by a licensed land surveyor may be required, and if required the survey shall clearly delineate property boundaries, and show the location of the corners of proposed buildings and other significant features proposed for the site. The requirement for a survey of the exterior boundaries of a site may be waived where it is found that there is a recent survey that can be used to clearly establish the applicant's property boundaries.
- I. *Deed restrictions.* Copies of all existing and proposed restrictions or covenants, including those for roadway access control.
- J. *Narrative.* A written narrative addressing the applicable criteria listed [in] section 15.312.050 for residential development and sections 15.312.050 and 15.312.060 for nonresidential development.
- K. *Other information as determined by the city planning official.* The city planning official may require studies or exhibits prepared by qualified professionals to address specific site features or project impacts (e.g., traffic, noise, environmental features, natural hazards, etc.), as necessary to determine a proposal's conformance with this Development Code.

**RESPONSE:** Site plan documentation and supporting materials have been submitted as part of this application process.

**Sec. 15.312.050. Approval criteria - all residential and nonresidential.**

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

- A. *Statement of intent.*
1. The site plan review criteria are intended to provide a frame of reference for the applicant in the development of a site, building and landscape plans, as well as providing the city with a means of reviewing proposed plans.
  2. These criteria provide a clear and objective means of evaluating residential development (and the residential components of a mixed use development) in accordance with ORS 197.
  3. The review authority is not authorized as a part of the site plan review process to approve projects which exceed specific development standards set forth by the applicable zone unless the exceptions are approved in accordance with specific variance or other provisions set forth in this Development Code.
- B. *Site plan evaluation criteria.* The following criteria shall be used in evaluating all site development plans:
1. The application is complete, in accordance with the applicable procedures in article 7.

**RESPONSE:** Article 7 largely outlines the review process by which the City must comply, including review time limitations, noticing requirements and general process requirements. The Applicants believes the City will comply with all procedural requirements. Compliance with the preapplication meeting requirement was demonstrated above. Additionally, as a single lot site plan, a

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neighborhood meeting was not required. The Applicant expects that compliance with Article 7 will be maintained.

2. The application complies with all applicable provisions of the underlying zoning district in article 3, including, but not limited to, setbacks, lot dimensions, density, lot coverage, building height, and other applicable standards.

**RESPONSE:** Compliance with Article 3 is demonstrated above.

3. The application complies with the provisions of the any applicable overlay zones in article 4.

**RESPONSE:** The subject property is not within any overlay zones; this section is not applicable.

4. The proposal complies with all applicable development and design standards of article 5.

**RESPONSE:** Compliance with Article 5 is demonstrated above.

5. The application complies with all applicable special use standards in article 6.

**RESPONSE:** As the site is being developed in response to a City RFB for a spec building for future tenants, the future uses are not known at this time. As a result, no special use standards are applicable at this time.

6. Adequate public facilities and utilities are available or can be made prior to occupancy to serve the proposed development.

**RESPONSE:** City water and sewer services are available in the Assembly Way right-of-way and are sized appropriately to serve the site. The subject property abuts developed public right-of-way on its north, west and south sides. The Applicant will construct sidewalks on all three frontages, in compliance with City standards and in support of this requirement.

7. The proposed site plan conforms to the standards within the adopted La Pine Transportation System Plan (TSP), as may be amended from time to time, unless other design standards are specifically approved by the city.

**RESPONSE:** The subject property abuts Assembly Way to the south, Reed Road to the north and Hinkle Way to the west. Six-foot sidewalks are proposed to be constructed on all three frontages, in compliance with the TSP standards.

Assembly Way: Local street requiring a 64-foot right-of-way width. Existing width is 60 feet, so the site plan proposes 2' dedication to achieve the TSP-required width of 32 feet on the north side of the centerline.

Reed Road: Industrial collector requiring a 52-foot right-of-way width. Existing width is 80 feet, so no additional dedication is required.

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Hinkle Way: Industrial collector requiring a 52-foot right-of-way width. Existing width is 60 feet, so no additional dedication is required.

8. The proposed site plan conforms to the La Pine Sewer and Water Standards, as may be amended from time to time, unless other design standards are specifically approved by the city. All sewer improvements must comply with Oregon Administrative Rules chapter 340 division 52 requirements, including Appendix A - Sewer Pipelines.

**RESPONSE:** The site plan includes connection to the La Pine sewer system with a STEG system designed to City standards.

9. The proposed site plan conforms to the Central Oregon Stormwater Manual (COSM), as may be amended from time to time, unless other design standards are specifically approved by the city.

**RESPONSE:** All stormwater is designed to be maintained on site. A stormwater management report is submitted with the site plan application and demonstrates that the site plan conforms to the COSM.

10. All utilities shall be installed underground, unless otherwise specifically approved by the city.

**RESPONSE:** All utilities are proposed to be installed underground, in compliance with this requirement.

11. The proposal meets all existing conditions of approval for the site or use, as required by prior land use decision(s), as applicable.

**RESPONSE:** There are no known existing conditions of approval for the site or use; as such, this section is not applicable.

**Sec. 15.312.060. Additional approval criteria - nonresidential development.**

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

A. *Statement of intent.*

1. The site plan review criteria for nonresidential development are intended to provide a frame of reference for the applicant in the development of a site, building and landscape plans, as well as providing the city with a means of reviewing proposed plans.
2. These criteria are not intended to be inflexible requirements, nor are they intended to discourage creativity. The specification of one or more architectural styles is not intended by these criteria.
3. The review authority is not authorized as a part of the design review process to approve projects which exceed specific development standards set forth by the applicable zone unless the exceptions are approved in accordance with specific variance or other provisions set forth in this chapter.

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

- 
1. The arrangement of all functions, uses and improvements has been designed so as to reflect and harmonize with the natural characteristics and limitations of the site and adjacent sites.

**RESPONSE:** The existing site is vacant, undeveloped and does not include any notable features. The building was designed and placed to maximize the use of the lot while accommodating requirements for setbacks, parking, stormwater retention, snow storage and landscaping.

2. In terms of setback from streets or sidewalks, the design creates a visually interesting and compatible relationship between the proposed structures and/or adjacent structures.

**RESPONSE:** All setbacks are complied with. The layout of the site results from compliance with all site requirements including buffers, sidewalks, setbacks, parking, and stormwater management. No variances are proposed and the site complies with the requirements of this code.

3. The design incorporates existing features, such as streams, rocks, slopes, vegetation and the like, as part of the overall design.

**RESPONSE:** The subject property does not include existing features such as streams, rocks, slopes, vegetation and the like that warrant incorporation in the design; as such, this criteria is not applicable.

4. Where appropriate, the design relates or integrates the proposed landscaping/open space to the adjoining landscape/open space in order to create a pedestrian/bike pathway and/or open system that connects several properties or uses.

**RESPONSE:** The proposed site plan includes construction of sidewalks on three sides (north, south, west) of the subject property, creating significant pedestrian pathways connecting adjacent properties and rights-of-way. Additional pedestrian pathways through landscaping/open spaces is not appropriate nor warranted in this area of the industrial zone.

5. The arrangement of the improvements on the site do not unreasonably degrade the scenic values of the community and the surrounding area in particular.

**RESPONSE:** The subject property is within the industrial zone and the proposed site plan includes a building appropriate for the zone. The proposed building continues orderly development of the area and will comply with the La Pine Business Park architectural standards, which may be required through a separate process outside of the City's land use process.

6. Where appropriate, the design includes a parking and circulation system that encourages a pedestrian and/or bicycle rather than vehicular orientation, including a separate service area for delivery of goods.

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**RESPONSE:** The subject property is industrially zoned and not conducive to prioritizing pedestrian/bicycle circulation over vehicular circulation. The site plan accommodates pedestrians through construction of significant lengths of sidewalks along Assembly Way and Hinkle Way.

7. The design gives attention to the placement of storage, mechanical equipment, utilities or waste collection facilities so as to screen such from view, both from within and from outside the site.

**RESPONSE:** No storage is planned on site outside of the building and all mechanical equipment will be screened from view. The trash enclosures will also be screened from view, as noted on the site plan.

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

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

**RESPONSE:** The proposed landscaping includes drought-tolerant Kentucky blue grass and Rocky Mountain Maple trees, selected for their compatibility with the natural environment and climate in La Pine. Landscaping will be irrigated, as needed, for survival and maintenance. No significant slopes are present on site, so landscaping is not necessary for slope stabilization.

**Sec. 15.312.070. Conditions of approval.**

In addition to the standards and conditions set forth in a specific zone (if found to be necessary and supported with adequate findings), additional conditions may be imposed by the city which are found to be necessary to avoid a detrimental impact on adjoining properties, the general area or the city as a whole, and to otherwise protect the general welfare and interests of the surrounding area. The conditions may include, but are not limited to, the following:

- A. Limiting the manner in which the use is conducted, including restricting the time an activity may take place, and restrictions to minimize environmental impacts such as noise, vibration, air or water pollution, glare and odor.
- B. Establishing a special setback or other open space requirements, and increasing the required lot size or other dimensional standards.
- C. Limiting the height, size or location of a building or other structure or use.
- D. Increasing street width and/or requiring improvements to public streets and other public facilities serving the proposed use, even including those off-site but necessary to serve the subject proposal.
- E. Designating the size, number, improvements, location and nature of vehicle access points and routes, and requiring pedestrian and/or bicycle ways.
- F. Limiting or otherwise designating the number, size, location, height and lighting of signs and outdoor or security lighting, and the intensity and/or direction thereof.

- 
- G. Requiring screening, fencing or other improvements or facilities deemed necessary to protect adjacent or nearby properties, and establishing requirements or standards for the installation and maintenance thereof.
  - H. Protecting and preserving existing trees, other vegetation and water, scenic, historic, archaeological, unique, landmark or other natural or man-made significant resources.
- ...

**RESPONSE:** The proposed site plan is intended to serve uses allowed outright in the City's industrial zone and in compliance with the requirements of the City's development code. Additional conditions of approval beyond those required to meet the standards and criteria for the site plan are not necessary. However, if a future proposed use requires a conditional use permit, an additional land use application and conditions specific to that application will be required at that time.

**Sec. 15.312.090. Performance assurance.**

- A. Landscaping and other site improvements required pursuant to an approved design review plan shall be installed prior to the issuance of a certificate of occupancy or final inspection, unless the property owner and/or applicant submits a performance assurance device that is approved by the city committing the installation of landscaping and other site improvements within one year.
- B. In no case shall the performance be delayed beyond the one-year period for more than six months unless approved otherwise by the city. Acceptable performance assurances shall be in compliance with the provisions of this chapter or as otherwise approved by the city.
- C. Performance guarantee required for infrastructure improvements. The city at its discretion may allow a developer to delay installation of required public infrastructure improvements provided such infrastructure improvements must be complete and accepted by the city prior to the issuance of a certificate of occupancy, and provided that the applicant provides assurance for said improvements acceptable to the city. The applicant shall provide a bond issued by a surety authorized to do business in the State of Oregon, irrevocable letter of credit from a surety or financial institution acceptable to the city, cash, or other form of security acceptable to the city.

**RESPONSE:** The Applicant acknowledges these requirements and intends to comply.



15 Oregon Ave., Bend, OR 97703  
PHONE (541) 389-7711 FAX (541) 389-0506

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To: FSBO

Attn:

Your File No.:

Date: January 22, 2025

Order No. 665503AM

Reference: Lot 1 Newberry Business  
Park  
La Pine, OR 97739

We have enclosed our Preliminary Title Report pertaining to order number 665503AM.

***Thank you for the opportunity to serve you. Your business is appreciated!***

If you have any questions or need further assistance, please do not hesitate to contact your Title Officer listed below.

Sincerely,

***Emily Kennedy***

Emily.Kennedy@amerititle.com  
Title Officer

**NOTICE: Please be aware that, due to the conflict between federal and state laws concerning the legality of the cultivation, distribution, manufacture or sale of marijuana, the Company is not able to close or insure any transaction involving land that is associated with these activities.**





AmeriTitle, LLC  
15 Oregon Ave., Bend, OR 97703  
PHONE (541) 389-7711 FAX (541) 389-0506

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January 22, 2025  
File Number: 665503AM  
Report No.: 1  
Title Officer: Emily Kennedy Email: Emily.Kennedy@amerititle.com

### **DEVELOPMENT REPORT**

**Property Address: Lot 1 Newberry Business Park, La Pine, OR 97739**

**Legal description attached hereto and made a part hereof marked Exhibit "A"**

and dated as of 14th day of January, 2025 at 7:30 a.m., title is vested in:

**Newberry Basin, LLC, an Oregon Limited Liability Company**

The estate or interest in the land described or referred to in this Development Report and covered herein is:

FEE SIMPLE

**Except for the items properly cleared through closing, Schedule B of the proposed policy or policies will not insure against loss or damage which may arise by reason of the following:**

**GENERAL EXCEPTIONS:**

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Facts, rights, interests or claims which are not shown by the Public Records but which could be ascertained by an inspection of the Land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the Public Records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the subject Land onto adjoining Land or of existing improvements located on adjoining Land onto the subject Land) encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the subject Land.
5. Any lien, or right to a lien, for services, labor, material, equipment rental, or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the Public Records.

EXCEPTIONS 1 THROUGH 5 ABOVE APPLY TO STANDARD COVERAGE POLICIES AND MAY BE MODIFIED OR ELIMINATED ON AN EXTENDED COVERAGE POLICY.

**SPECIAL EXCEPTIONS:**

6. City liens, if any, of the City of LaPine.  
None as of the effective date herein.
7. Reservations, Easements and Rights of way as shown on Patent from The United States of America, including the terms and provisions thereof,  
Recorded: September 11, 1981  
Instrument No.: [347-396](#)
8. Covenants, conditions and restrictions, but omitting any covenant or restriction based on race, color, religion, sex, sexual orientation, disability, handicap, familial status, marital status, ancestry, national origin or source of income, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law.  
Recorded: December 6, 1993  
Instrument No.: [321-1574](#)  
  
Amended by instrument,  
Recorded: September 18, 2017  
Instrument No.: [2017-37409](#)
9. Covenants, conditions and restrictions, but omitting any covenant or restriction based on race, color, religion, sex, sexual orientation, disability, handicap, familial status, marital status, ancestry, national origin or source of income, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law.  
Recorded: February 12, 2002  
Instrument No.: [2002-08641](#)

Amended by instrument,  
Recorded: September 18, 2017  
Instrument No.: [2017-37409](#)

10. Notes as shown on the official [plat](#) of said land.
11. Non-exclusive Public Utility Easement as disclosed in document,  
Recorded: July 3, 2003  
Instrument No.: [2003-45055](#)
12. The Company will require a copy of the Operating Agreement (including any approvals of withdrawal of member(s) or acceptance of new member(s)) and the Articles of Organization of Newberry Basin, LLC for its examination prior to closing. Any conveyance or encumbrance of the Limited Liability Company's property must be executed by all of the members unless otherwise provided for in the Operating Agreement.

The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

#### **INFORMATIONAL NOTES:**

NOTE: [Taxes](#) assessed under Code No. 1109 Account No. 205416 [Map](#) No. 221014AB00111  
The 2024-2025 Taxes: \$508.56, are paid.

NOTE: We find the following deed affecting said Land recorded within 24 months of the date of this report:  
Document: Statutory Warranty Deed  
Grantor: City of La Pine, an Oregon Municipal Corporation  
Grantee: Newberry Basin, LLC, an Oregon Limited Liability Company  
Recorded: July 31, 2023  
Instrument No.: [2023-18733](#)

NOTE: Any map or sketch enclosed as an attachment herewith is furnished for information purposes only to assist in property location with reference to streets and other parcels. No representation is made as to accuracy and the company assumes no liability for any loss occurring by reason of reliance thereon.

NOTE: Your application for a report was placed by reference to only a street address or tax identification number. Based on our records, we believe that the legal description in this report covers the parcel(s) of Land that you requested. If the legal description is incorrect, the parties to the transaction must notify the Company and/or the settlement company in order to prevent errors and to be certain that the correct parcel(s) of Land will appear on any documents to be recorded in connection with this transaction.

NOTE: Due to current conflicts or potential conflicts between state and federal law, which conflicts may extend to local law, regarding marijuana, if the transaction to be insured involves property which is currently used or is to be used in connection with a marijuana enterprise, including but not limited to the cultivation, storage, distribution, transport, manufacture, or sale of marijuana and/or products containing marijuana, the Company declines to close or insure the transaction, and this Development Report shall automatically be considered null and void and of no force and effect.

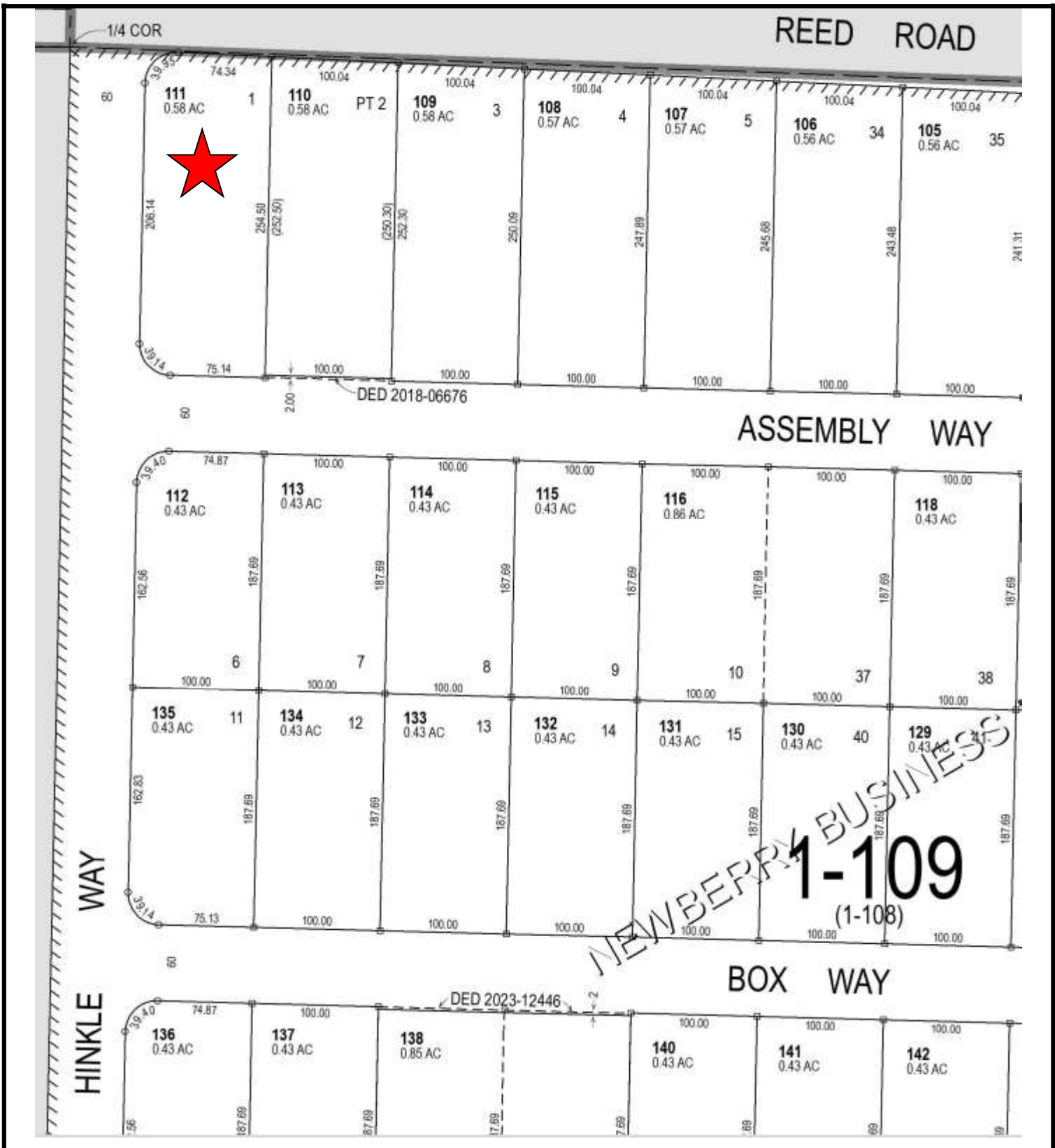
THIS DEVELOPMENT REPORT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACTIONAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

**End of Report**

*"Superior Service with Commitment and Respect for Customers and Employees"*

**EXHIBIT "A"**  
**LEGAL DESCRIPTION**

Lot 1, Newberry Business Park, recorded January 25, 2002, in Cabinet F, Page 6, Deschutes County, Oregon.



Lot 1 Newberry Business Park  
La Pine, OR 97739

THIS MAP IS FURNISHED AS AN ACCOMMODATION STRICTLY FOR THE PURPOSES OF GENERALLY LOCATING THE LAND. IT DOES NOT REPRESENT A SURVEY OF THE LAND OR IMPLY ANY REPRESENTATIONS AS TO THE SIZE, AREA OR ANY OTHER FACTS RELATED TO THE LAND SHOWN THEREOF



LA PINE

OREGON

CITY OF LA PINE

16345 Sixth Street — PO Box 2460

La Pine, Oregon 97739

TEL (541) 536-1432 — FAX (541) 536-1462

[www.lapineoregon.gov](http://www.lapineoregon.gov)

HYDRANT NUMBER: 186

MAKE /SIZE: Waterous

LEAD SIZE: 4 1/2

LOCATION AUX. VALVE: ●

HYDRANT LOCATION: Corner of Hinkle/assembly

NAME OF BUSINESS WORK BEING DONE FOR:

Date	Static Pressure	Residual Pressure	Pitot	Flow Rate	Flow @ 20 PSI
12-17-24	60psi	52psi	/	1550 GPM	3689 gpm

[Signature]  
Signature

12-17-2024  
Date

Cody Chavez  
Printed Name

12-17-2024  
Date

$$\frac{60}{60} - \frac{20}{52} = \frac{40}{8} \quad \frac{7.33}{3.07} = 2.38$$

$$1550 \times 2.38 = \underline{3689}$$

# Memo

**PROJECT: La Pine Industrial Park – Commercial Building Development**

**DATE: 10/28/24**

**RE: Trip Generation Letter – La Pine Industrial Park, Commercial Building**

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After reviewing the City of La Pine’s code, Morrison-Maierle believes that the threshold to require a traffic impact analysis (TIA) has not been met. Because of this, we are issuing this memorandum describing anticipated trip generations resulting from the proposed development described herein.

The proposed development will be located at the currently vacant lot (tax lot # 221014AB00111) at the intersection of Assembly Way and Hinkle Way, accessed primarily from the north by Reed Road. The proposed development project will have one approach accessed from Assembly Way and will consist of one 8,283 SF building (165’ 8” x 50’) with an internal partition wall allowing for two tenants with approximately 4,142 GSF each.

While individual tenants have not been determined at this time, the intended use case of this completed project aligns with use cases that may include, or be similar in use to, a “General Light Industrial” land use. Should a significantly different land use be assigned as a descriptor to a perspective tenant at the completion of the development, an additional trip generation assessment may be necessary.

## Trip Generation Estimate by Land Use Category

Table 1 provides trip generation estimates based on the “General Light Industrial” land use category applied to the 8,283 GSF building.

**Table 1. Proposed Trip Generation Volumes**

<b>General Light Industrial - 8,283 SF <sup>(1)</sup></b>		
Average Daily Traffic (ADT)	58	50% entering / 50% exiting
AM Peak Hour	9	90% entering / 10% exiting
PM Peak Hour	9	14% entering / 86% exiting
Saturday	11	50% entering / 50% exiting
Sunday	6	50% entering / 50% exiting
<small>(1) ITE Trip Generation Land Use #110 (General Light Industrial); 9<sup>th</sup> Edition, Vol. 2 of 3</small>		

## Adjacent Streets

Not all existing streets surrounding the proposed site do not all have existing traffic counts readily available. There are no known traffic concerns in the immediately surrounding area made aware by reviewing officials to the design team at this time.

Referencing the Deschutes County Traffic Count Summary from 2022, the closest available traffic count is for Reed Road (northern border of the proposed site). The recorded ADT value for Reed Road measured 0.10 miles east of Hwy 97 (directly adjacent to the proposed site) is 1,739. The estimated



# Memo

increase in traffic related to the proposed development (Peak Hour or otherwise) is estimated to be significantly less than 20% of the existing traffic count recorded in 2022 on Reed Road in the vicinity of the project's location.

## **Conclusion**

The proposed site development does not require a change in zoning classification, and there are currently no operational or safety concerns made immediately aware to the design professionals associated with this project. Without specific tenant requirements and needs being understood at this time, it is estimated that the estimated traffic volumes described in this memorandum will include less than ten vehicles exceeding 20,000 pounds per day. Finally, the estimated site traffic volume generation is significantly less than 300 ADT, and the peak hour volume of all site traffic is significantly less than any gross peak hour volumes recorded and available for the adjacent Reed Road.

It is not anticipated that a TIA will be necessary for this development.

Respectfully,



Carter Britt, PE



October 24, 2024

Grant Hanson  
135 NE Norton Ave  
Bend, OR 97701

RE: Assembly Way/Hinkle Way  
La Pine, OR 97739

Midstate Electric Cooperative, Inc. is a corporation organized and operated in accordance with the rules and regulations of the Rural Utilities Service and was franchised by the Oregon Public Utility Commissioner, under PUC Order #38618 dated July 25, 1962, to provide electric service in the franchised area.

Application for service will be considered on a case-by-case basis in conjunction with the rules regulations, By-laws, and policies (which are subject to change from time to time without notice) of the cooperative.

We will provide electric service to the above-mentioned property in accordance with our current Line Extension Policy in force at the time the project commences.

If you have any questions regarding the above, please contact me.

Sincerely,

Crystal DeLuca  
Member Service

# La Pine Industrial Park

Intersection of Assembly Way & Hinkle Way

La Pine, Oregon 97739

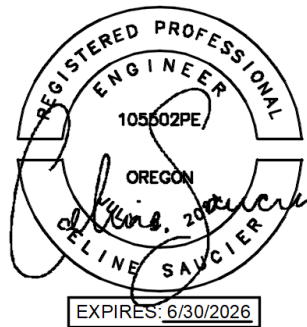
Stormwater Basis of Design Report

Prepared By:



1001 SW Disk Drive, Suite 110

Bend, Oregon 97702



Morrison-Maierle Project #: 10123.003

Design Engineer: Carter Britt, PE

Reviewing Engineer: Celine Saucier, PE

January 2025

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The following report provides the required content and supporting documentation for the La Pine Industrial Park (the Project, Subject Site) to satisfy the City of La Pine Site Plan requirements. This report is structured to address the design and construction criteria outlined in the City of La Pine, Oregon 2016 Standards and Specifications, and the Central Oregon Storm Manual (COSM). The report organization generally follows the format of COSM Full Drainage Report requirements where applicable.

### Project Description

La Pine Industrial Park consists of developing a currently vacant 0.58-acre parcel. Development will include the construction of an 8,280 SF pre-engineered metal building, a new access to the Site from Assembly Way, asphalt and concrete pavement, and associated utility services. The site is not currently addressed. The specific future use of the site is currently undetermined, as the proposed building will be partitioned into two separate units of equal size with the goal of attracting light-industrial tenants. A re-zoning is not an anticipated requirement, as this parcel is currently zoned Industrial.

The existing parcel is mostly flat, with less than 2 feet of elevation change across the parcel's footprint. Stormwater from the parcel and the adjacent streets are conveyed by existing underground infrastructure. At the north of the Site, an existing drainage ditch along Reed Way and a culvert crossing Reed Way convey stormwater. Existing combination inlets in Hinkle Way (west) and Assembly Way (south) also capture stormwater.

Stormwater flow control/detention and treatment, Basic Treatment (TSS) and Oil Control (TPH), will be provided by proposed infiltration swales along the north and west of the Site. Stormwater flow control/detention and treatment will be designed per the Central Oregon Stormwater Manual requirements.

### Basic Requirements

The Project is considered New Development and will rely on new facilities to manage stormwater runoff. In accordance with COSM, Chapter 2, Section 2.1.1, the Project will require compliance with the following Basic Requirements:

- BR #1 – Drainage Submittal
- BR #3 – Water Quality Treatment
  - Provided by infiltration swales with adequate staged storage
- BR #4 – Flow Control
- BR #5 – Natural and Constructed Conveyance Systems
- BR #6 – Erosion and Sediment Control
- BR #7 – Source Control
- BR #8 – Operation and Maintenance

### Downstream/Down-Gradient Analysis

The proposed stormwater management design will limit the peak runoff rates to pre-developed peak rates. The 2-year and 25-year, 24-hour design storms will be used to calculate allowable discharge rates and the 100-year, 24-hour design storm will be analyzed to ensure safe overflow

routing per the COSM Chapter 2, Section 2.2.4. Although the project will increase the overall amount of impervious surface areas on the subject site, additional stormwater management infrastructure, described in the following sections, will be installed to control the additional resulting run-off. We are not aware of any performance or capacity issues with existing stormwater conveyance infrastructure adjacent to the Site. The site and proposed dry wells are not located within 500 feet or the 2-year time of travel zone of private or public drinking water supply wells, adjacent to abandoned septic tanks or drain fields. An Oregon Environmental Cleanup Site Information (ESCI) database check shows that brownfields are not present on site or in the surrounding area.

## Hydrology

### Pre-Developed Condition

The existing site is undeveloped with no existing stormwater control or treatment systems on-site. Stormwater runoff in the Site's existing condition is ultimately conveyed to the existing combination inlets in Hinkle Way or Assembly Way, or the drainage ditch along Reed Road.

Utilizing the NRCS online soil survey mapping (provided in the appendix of this report), the entire site was classified as "Shanahan loamy coarse sand, low, 0 to 3 percent slopes." Table 5-1 from the COSM was utilized to estimate a curve number for the existing site of 67, coinciding with the hydraulic soil group "B" and a site description of "Brush-Weed-Grass Mixture" with <50% ground cover.

### Post-Developed Condition

The project's stormwater management infrastructure is comprised of infiltration swales along the north and west of the developed areas of the Site. The swales use soil media to provide water quality treatment in addition to water detention. The 24-hour storm depths for La Pine, as provided in the COSM Chapter 5, Section 5.3.7 was used for the SCS Curve Number Method calculations. A curve number of 98 was assigned to all impervious surfaces, and 40 to infiltration swales and all other landscaped areas.

The post-developed site is divided into 5 drainage basins. A summary of the proposed drainage basins, including the total area and percentage impervious surfaces is included in the table, below.

Table 1: Summary of Post-Development Drainage Basins

Basin ID	Basin Area (SF)	Impervious Area (%)	Weighted Curve Number	Time of Concentration (minutes)
A	884	0	67	5
B	8,496	70	81	5
C	7,577	83	88	5
D	5,515	79	86	5
E	2,798	82	88	5
B-E (comb.)	24,386	78	85	5

## Stormwater Facility Analysis and Design

Basin A is located at the northern end of the site and will be effectively unchanged from the existing conditions of the site. Because no increase in stormwater runoff is expected, and this portion of the site will not have developed areas requiring stormwater treatment for Basic Treatment or Oil Control Treatment impact it's area, no stormwater facility is proposed.

Basins B, C, D, and E will all utilize infiltration swales in landscaped areas to control stormwater flow control and provide stormwater treatment. Table 2 provides a summary of peak runoff rates and storage volumes for the purposes of controlling peak runoff rates. A more detailed table with additional supporting information is provided in the Appendix to this report, which includes a staged storage table for the combined basins as well as information surrounding the Water Quality Volume.

*Table 2: Summary of Post-Development Drainage Basins, 24-hour Design Storms*

Basin ID	2-yr Peak Runoff Rate (cfs)	25-yr Peak Runoff Rate (cfs)	100-yr Peak Runoff Rate (cf)
Existing	0.004	0.158	0.183
A	0.000	0.005	0.006
B – D (comb.)	<0.004	<0.153	<0.177
Req. Storage (B – D)	1082 CF	940 CF	914 CF
Storage Provided (B – D)	1107 CF @ 4229.1'	954 CF @ 4228.9'	954 CF @ 4228.9'

## Conveyance

Each infiltration swale and landscaped area is at the perimeter of the parcel, and will allow for adequate overland relief to existing stormwater structures in Assembly Way and Hinkle Way in the event of inundation. It should be noted that infiltration rates associated with the proposed infiltration swales with soil media with high percolation rates was not accounted for in the calculations described in this report. Because of this, the values provided are conservative and the more likely runoff conditions and required storage volumes are lower than reported.

Eight total roof drains will be associated on the proposed building. Exact locations were not available at the time this report was drafted, but it is assumed that 4 drains will be located on either side of the gabled roof. To ensure that roof drainage is not allowed to be transported onto the neighboring parcel, it may be necessary to convey water across the rear of the proposed building. Details surrounding this system will be determined when additional building details are available, but the roof drainage system will be designed to convey the 100-year storm. While roof drainage areas will need to be updated following final dimensioning of downspout locations, a 6" PVC conveyance pipe at a 1% minimum slope will provide adequate capacity to convey an eighth of the roof's drainage.

## Figures

[Drainage Basin Map](#)

[NRCS Web Soil Survey](#)

[Stormwater Calculations](#)



## DRAINAGE BASIN MAP

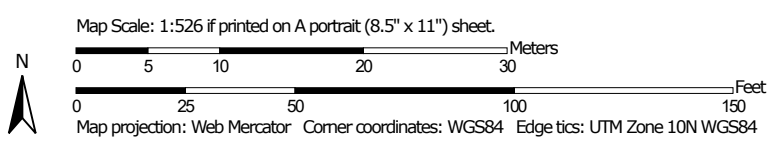
NOTE - INCLUDE  
GRADING AND  
DRAINAGE SHEET  
HERE IN REPORT  
ONCE QA HAPPENS  
ON DRAWINGS AND  
GETS "OK" FROM CS

## NRCS WEB SOIL SURVEY

Soil Map—Upper Deschutes River Area, Oregon, Parts of Deschutes, Jefferson, and Klamath Counties  
(La Pine Industrial Park)




Soil Map may not be valid at this scale.



Soil Map—Upper Deschutes River Area, Oregon, Parts of Deschutes, Jefferson, and Klamath Counties  
(La Pine Industrial Park)

### MAP LEGEND

**Area of Interest (AOI)**

 Area of Interest (AOI)

**Soils**

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

**Special Point Features**



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

**Water Features**



Streams and Canals

**Transportation**



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

**Background**



Aerial Photography

### MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

**Warning:** Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service  
Web Soil Survey URL:  
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Upper Deschutes River Area, Oregon, Parts of Deschutes, Jefferson, and Klamath Counties  
Survey Area Data: Version 21, Sep 8, 2023

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Nov 1, 2019—Nov 4, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

## Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
115A	Shanahan loamy coarse sand, low, 0 to 3 percent slopes	0.8	100.0%
<b>Totals for Area of Interest</b>		<b>0.8</b>	<b>100.0%</b>

## STORMWATER CALCULATIONS

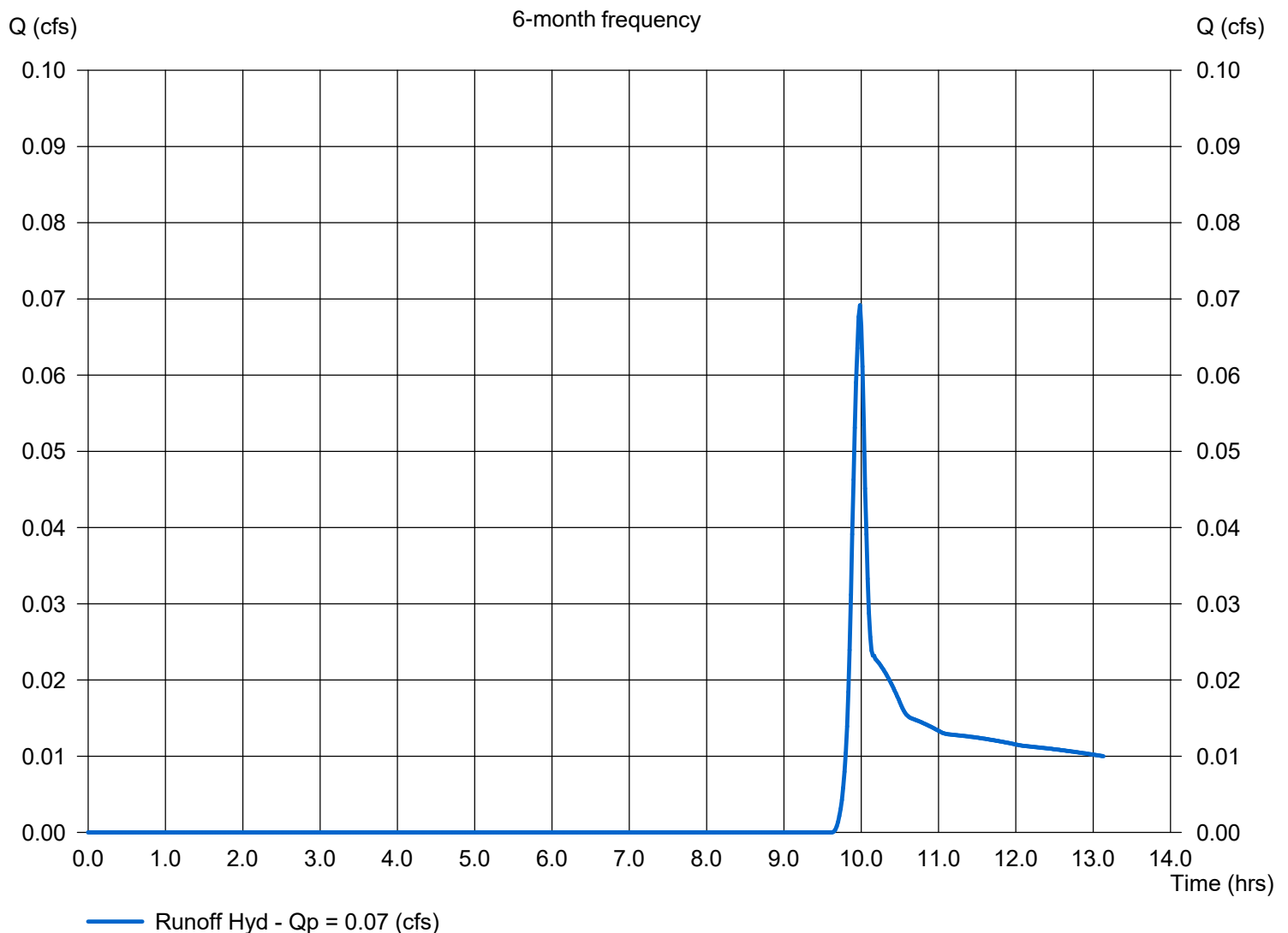
# Hydrology Report

## Water Quality Volume

Hydrograph type	= SCS	Peak discharge (cfs)	= 0.069
Storm frequency (yrs)	= 6-month	Time interval (min)	= 1
Drainage area (ac)	= 0.560	Curve number (CN)	= 85
Basin Slope (%)	= n/a	Hydraulic length (ft)	= n/a
Tc method	= User	Time of conc. (min)	= 5
Total precip. (in)	= 1.10	Storm Distribution	= Type I
Storm duration (hrs)	= 24	Shape factor	= 484

Hydrograph Volume = 466 (cuft); 0.011 (acft)

### Runoff Hydrograph



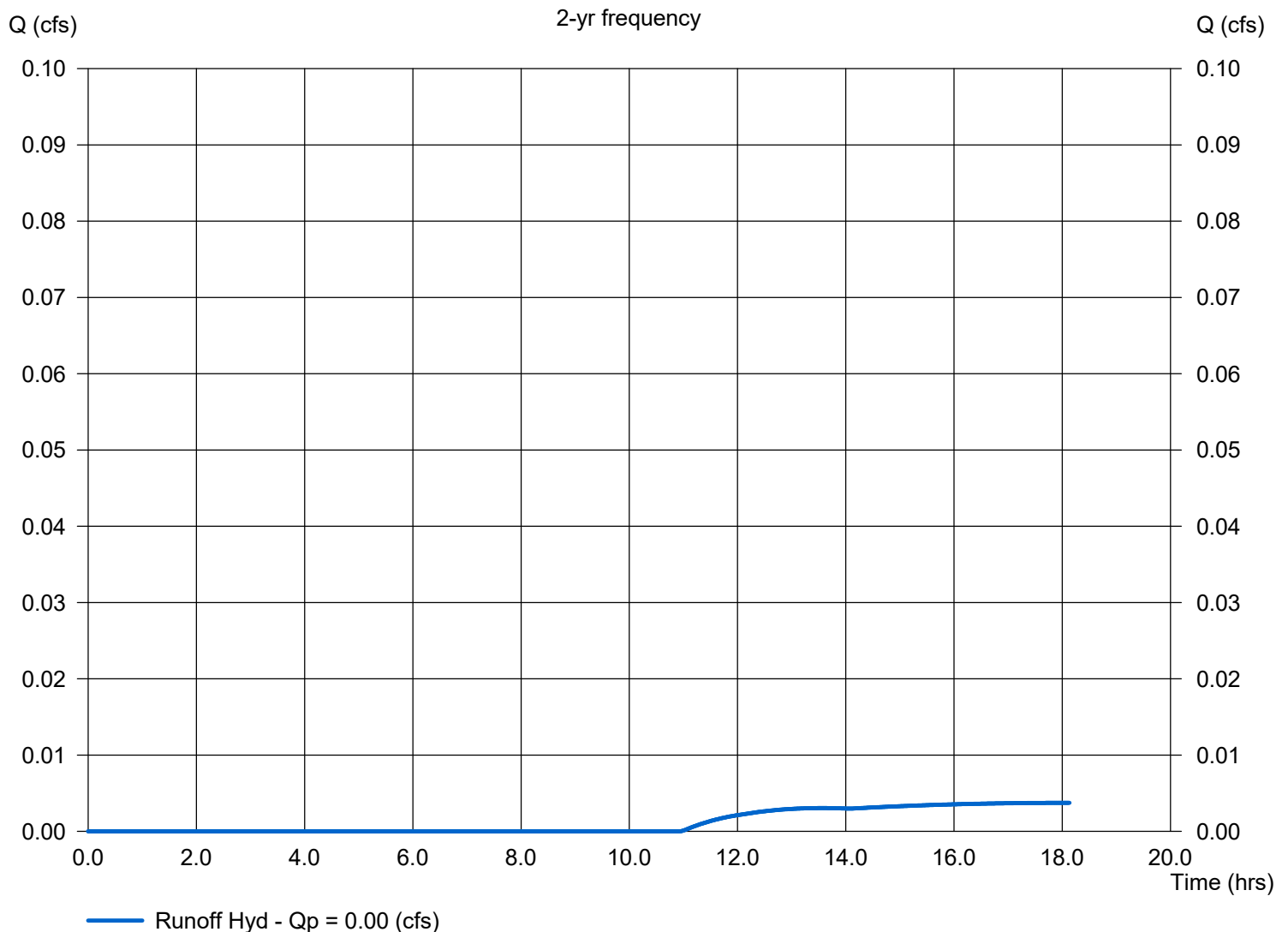
# Hydrology Report

## Pre-Developed Condition

Hydrograph type	= SCS	Peak discharge (cfs)	= 0.004
Storm frequency (yrs)	= 2	Time interval (min)	= 1
Drainage area (ac)	= 0.580	Curve number (CN)	= 67
Basin Slope (%)	= n/a	Hydraulic length (ft)	= n/a
Tc method	= User	Time of conc. (min)	= 5
Total precip. (in)	= 1.60	Storm Distribution	= Type I
Storm duration (hrs)	= 24	Shape factor	= 484

Hydrograph Volume = 148 (cuft); 0.003 (acft)

## Runoff Hydrograph





# Hydrology Report

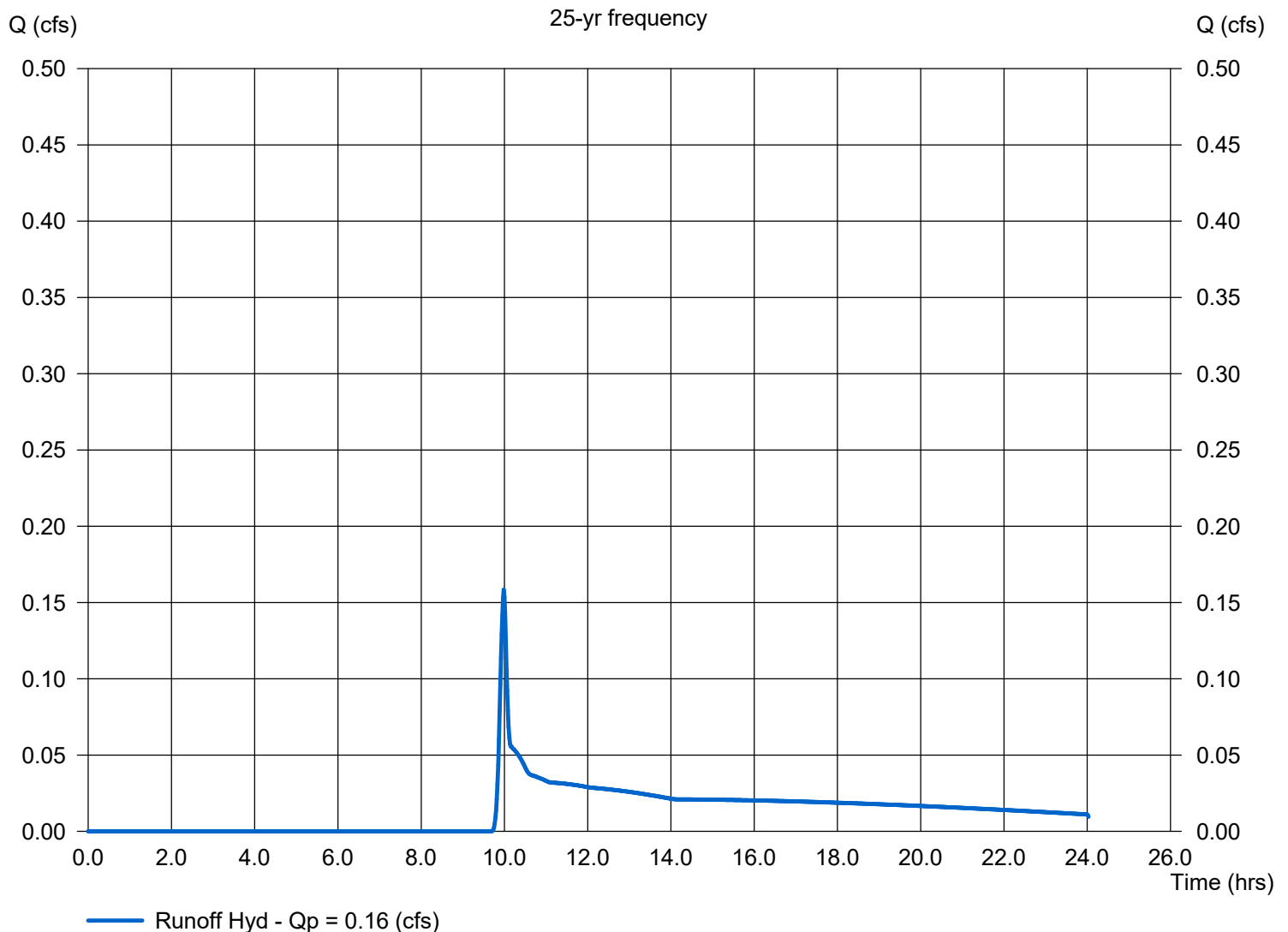
## Pre-Developed Condition

Hydrograph type = SCS  
Storm frequency (yrs) = 25  
Drainage area (ac) = 0.580  
Basin Slope (%) = n/a  
Tc method = User  
Total precip. (in) = 2.90  
Storm duration (hrs) = 24

Peak discharge (cfs) = 0.158  
Time interval (min) = 1  
Curve number (CN) = 67  
Hydraulic length (ft) = n/a  
Time of conc. (min) = 5  
Storm Distribution = Type I  
Shape factor = 484

Hydrograph Volume = 1,164 (cuft); 0.027 (acft)

## Runoff Hydrograph



# Hydrology Report

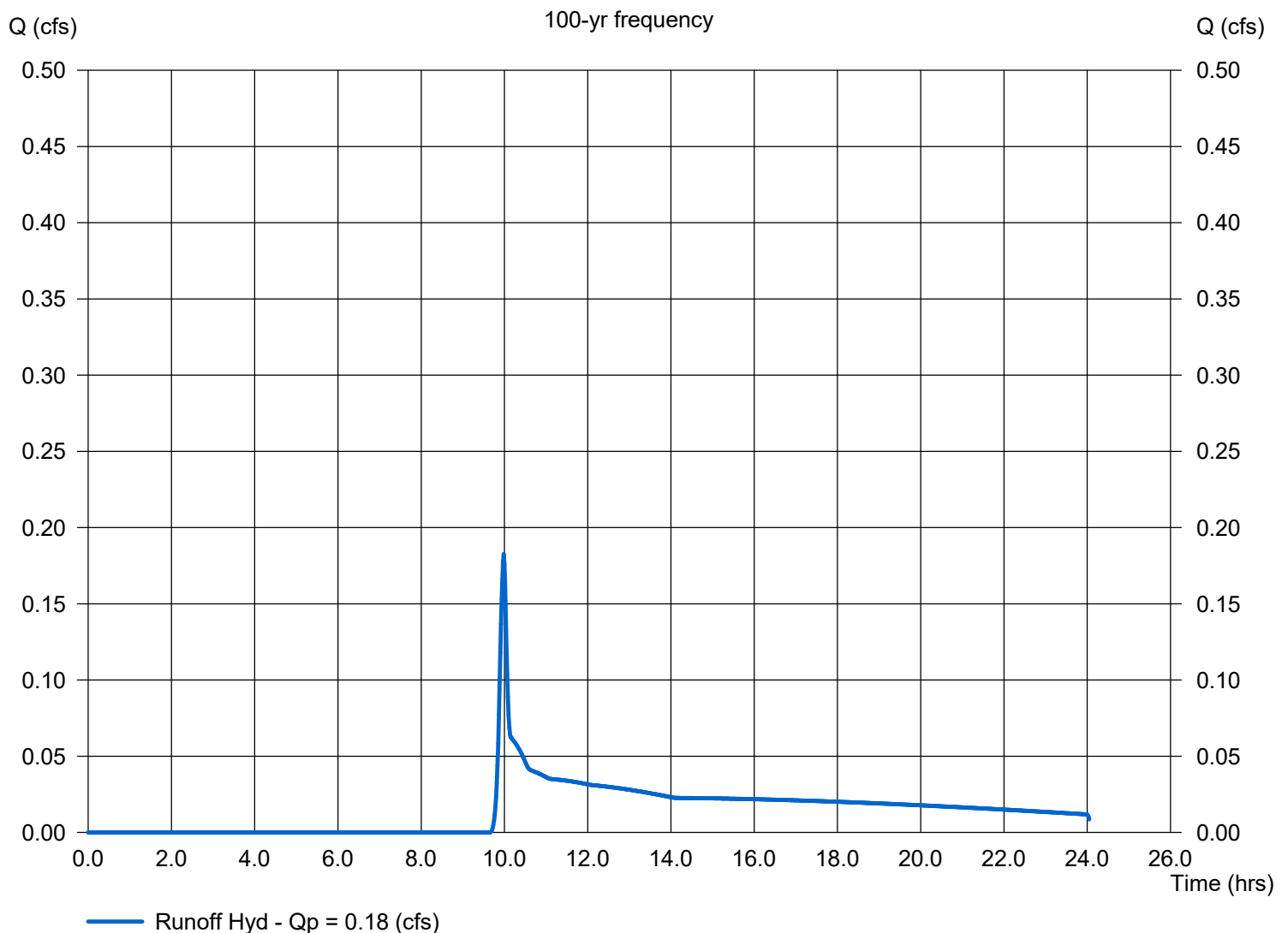
## Pre-Developed Condition

Hydrograph type = SCS  
Storm frequency (yrs) = 100  
Drainage area (ac) = 0.580  
Basin Slope (%) = n/a  
Tc method = User  
Total precip. (in) = 3.00  
Storm duration (hrs) = 24

Peak discharge (cfs) = 0.183  
Time interval (min) = 1  
Curve number (CN) = 67  
Hydraulic length (ft) = n/a  
Time of conc. (min) = 5  
Storm Distribution = Type I  
Shape factor = 484

Hydrograph Volume = 1,270 (cuft); 0.029 (acft)

## Runoff Hydrograph



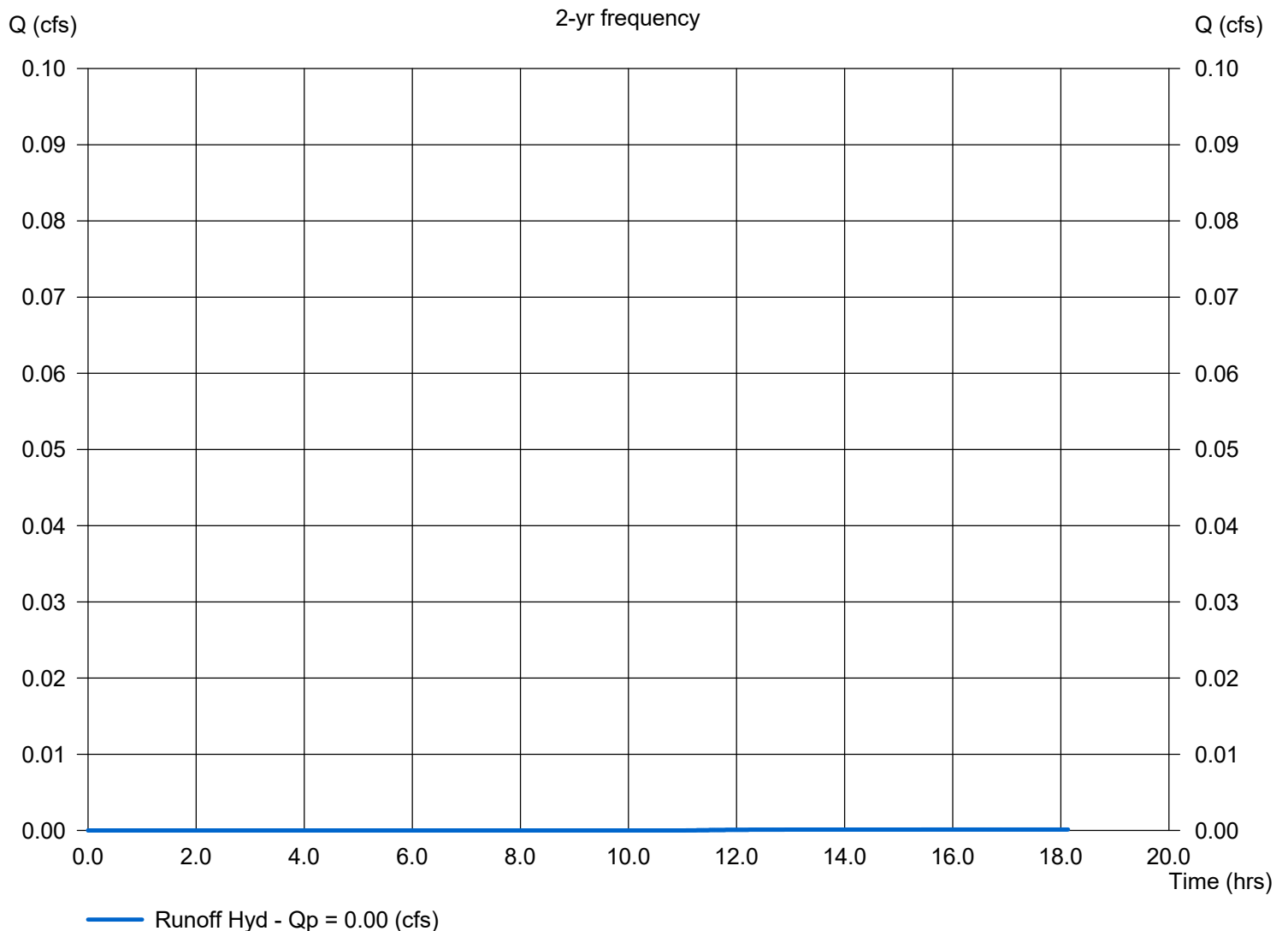
# Hydrology Report

## Basin A, Post-Developed Condition

Hydrograph type	= SCS	Peak discharge (cfs)	= 0.000
Storm frequency (yrs)	= 2	Time interval (min)	= 1
Drainage area (ac)	= 0.020	Curve number (CN)	= 67
Basin Slope (%)	= n/a	Hydraulic length (ft)	= n/a
Tc method	= User	Time of conc. (min)	= 5
Total precip. (in)	= 1.60	Storm Distribution	= Type I
Storm duration (hrs)	= 24	Shape factor	= 484

Hydrograph Volume = 5 (cuft); 0.000 (acft)

### Runoff Hydrograph



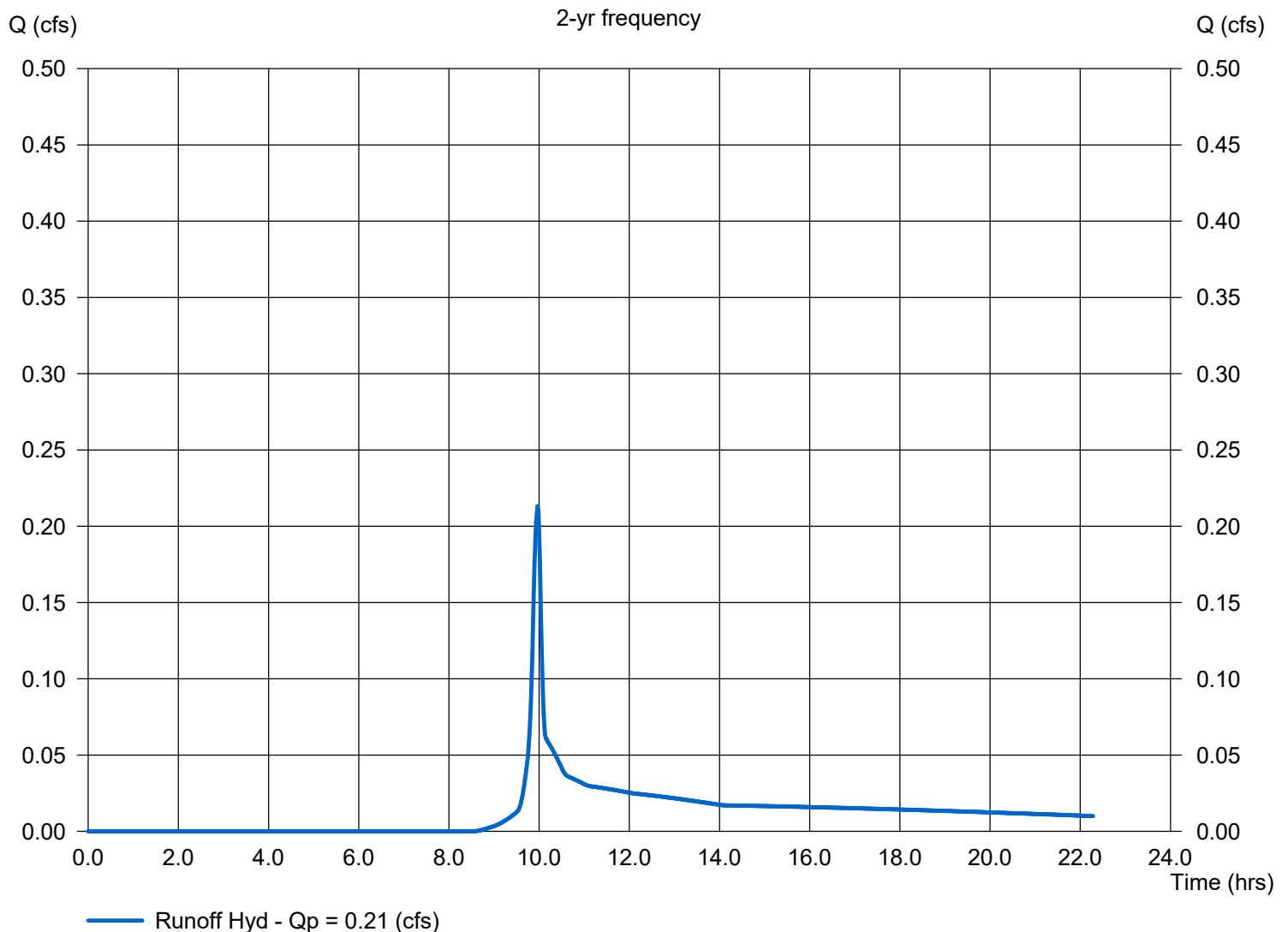
# Hydrology Report

## Basins B-E, Post-Developed Condition

Hydrograph type	= SCS	Peak discharge (cfs)	= 0.213
Storm frequency (yrs)	= 2	Time interval (min)	= 1
Drainage area (ac)	= 0.560	Curve number (CN)	= 85
Basin Slope (%)	= n/a	Hydraulic length (ft)	= n/a
Tc method	= User	Time of conc. (min)	= 5
Total precip. (in)	= 1.60	Storm Distribution	= Type I
Storm duration (hrs)	= 24	Shape factor	= 484

Hydrograph Volume = 1,082 (cuft); 0.025 (acft)

### Runoff Hydrograph



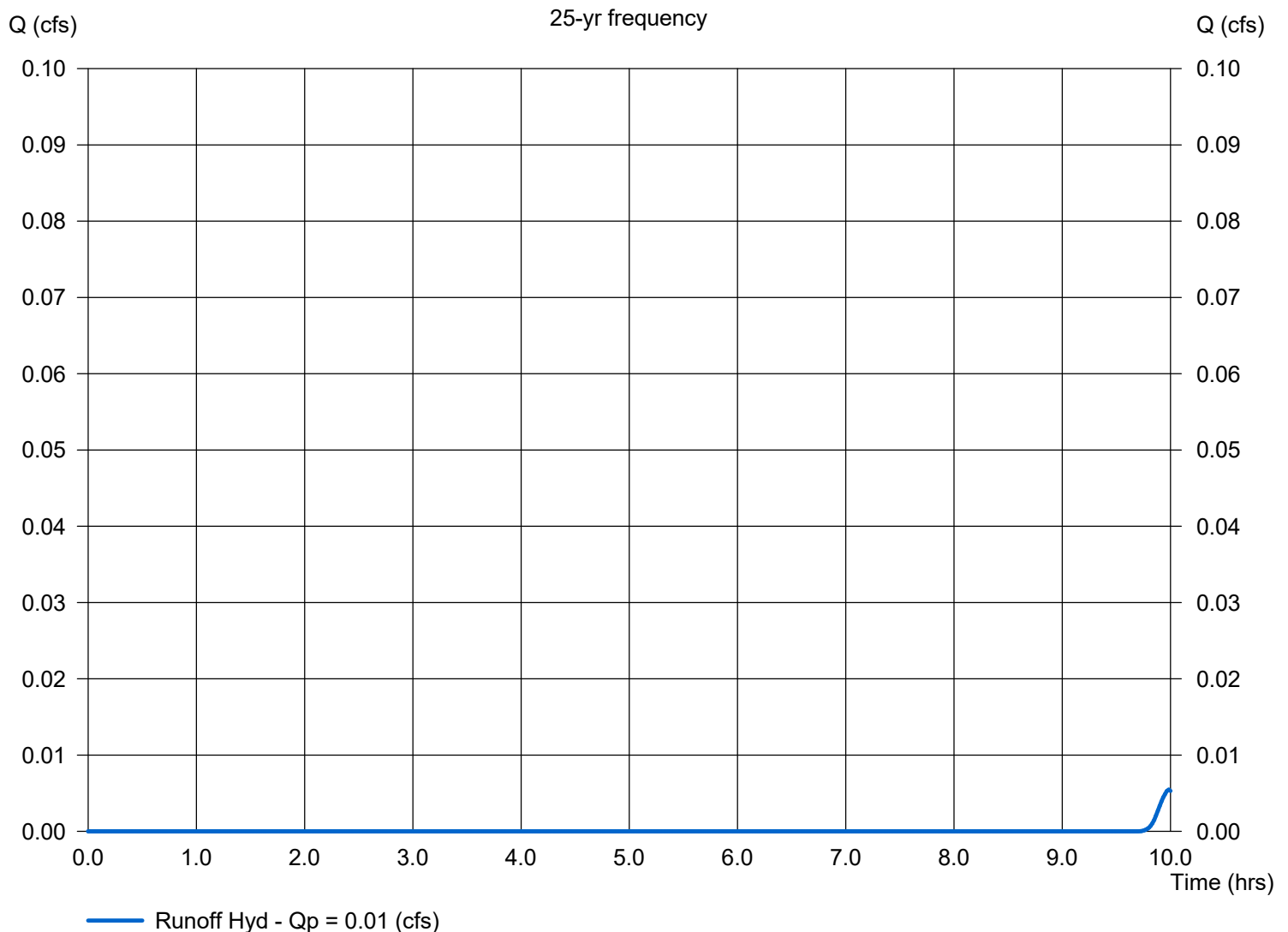
# Hydrology Report

## Basin A, Post-Developed Condition

Hydrograph type	= SCS	Peak discharge (cfs)	= 0.005
Storm frequency (yrs)	= 25	Time interval (min)	= 1
Drainage area (ac)	= 0.020	Curve number (CN)	= 67
Basin Slope (%)	= n/a	Hydraulic length (ft)	= n/a
Tc method	= User	Time of conc. (min)	= 5
Total precip. (in)	= 2.90	Storm Distribution	= Type I
Storm duration (hrs)	= 24	Shape factor	= 484

Hydrograph Volume = 40 (cuft); 0.001 (acft)

### Runoff Hydrograph



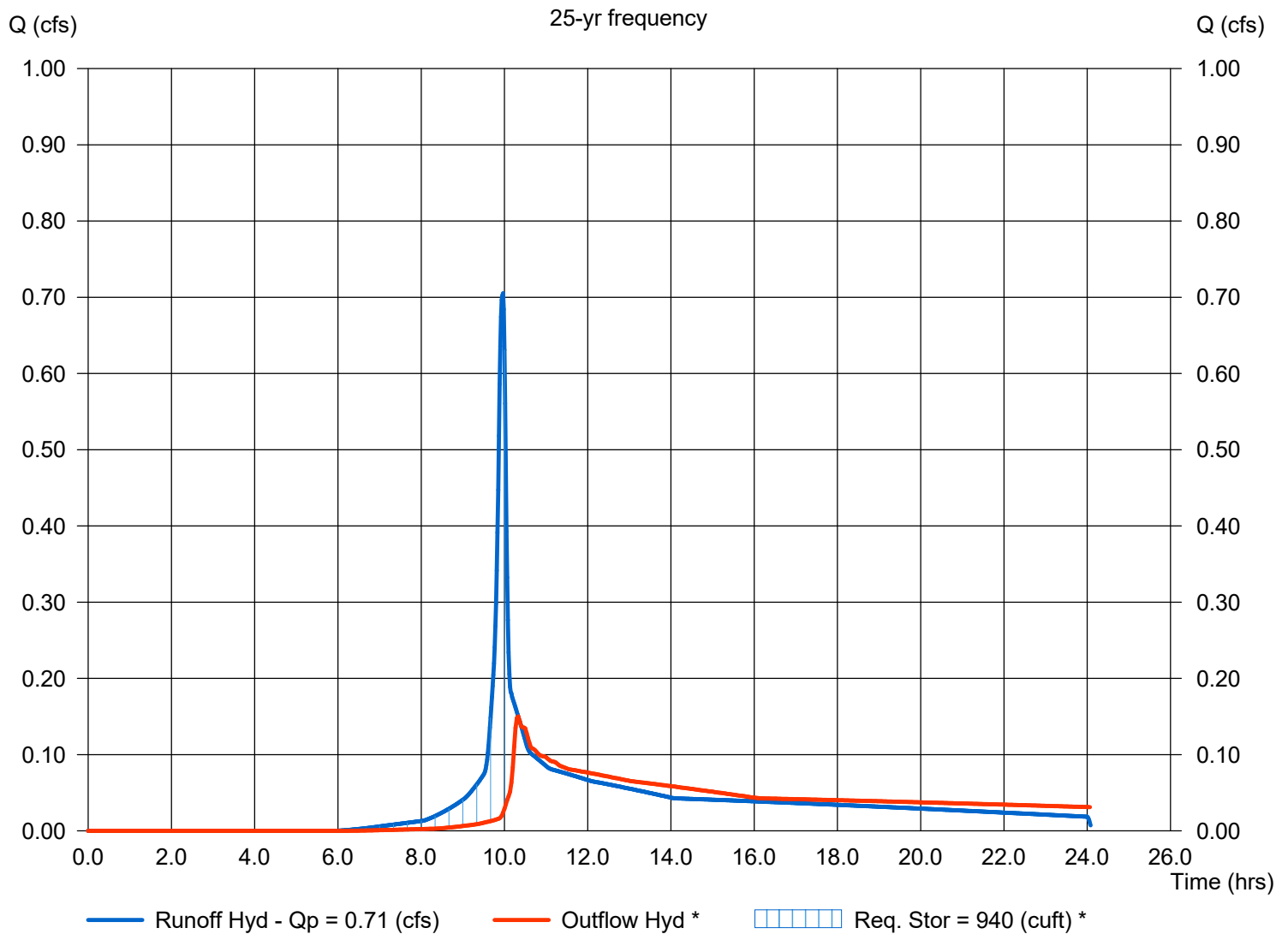
# Hydrology Report

## Basins B-E, Post-Developed Condition

Hydrograph type	= SCS	Peak discharge (cfs)	= 0.705
Storm frequency (yrs)	= 25	Time interval (min)	= 1
Drainage area (ac)	= 0.560	Curve number (CN)	= 85
Basin Slope (%)	= n/a	Hydraulic length (ft)	= n/a
Tc method	= User	Time of conc. (min)	= 5
Total precip. (in)	= 2.90	Storm Distribution	= Type I
Storm duration (hrs)	= 24	Shape factor	= 484

Hydrograph Volume = 3,154 (cuft); 0.072 (acft)

### Runoff Hydrograph



\* Estimated

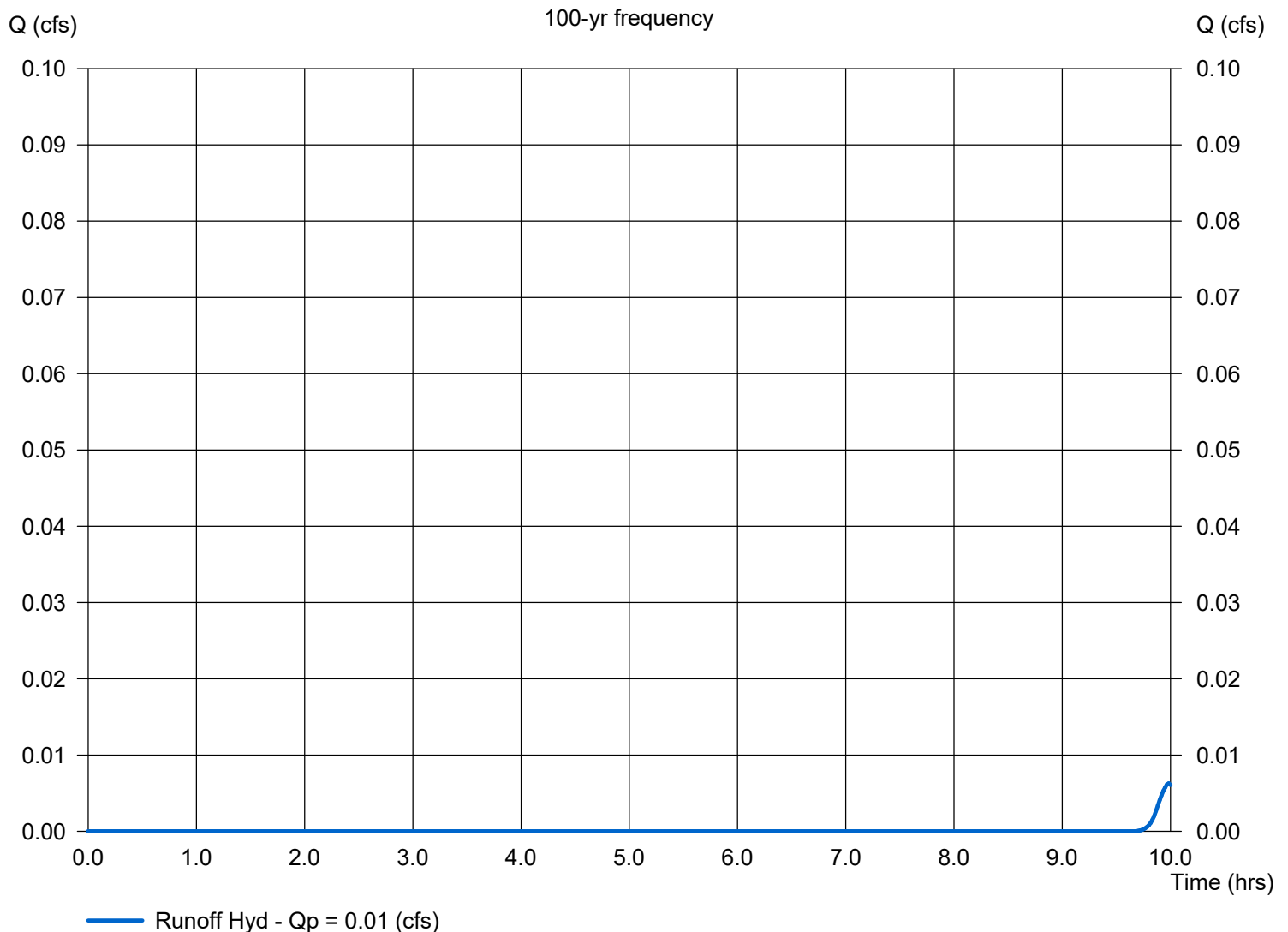
# Hydrology Report

## Basin A, Post-Developed Condition

Hydrograph type	= SCS	Peak discharge (cfs)	= 0.006
Storm frequency (yrs)	= 100	Time interval (min)	= 1
Drainage area (ac)	= 0.020	Curve number (CN)	= 67
Basin Slope (%)	= n/a	Hydraulic length (ft)	= n/a
Tc method	= User	Time of conc. (min)	= 5
Total precip. (in)	= 3.00	Storm Distribution	= Type I
Storm duration (hrs)	= 24	Shape factor	= 484

Hydrograph Volume = 44 (cuft); 0.001 (acft)

### Runoff Hydrograph



# Hydrology Report

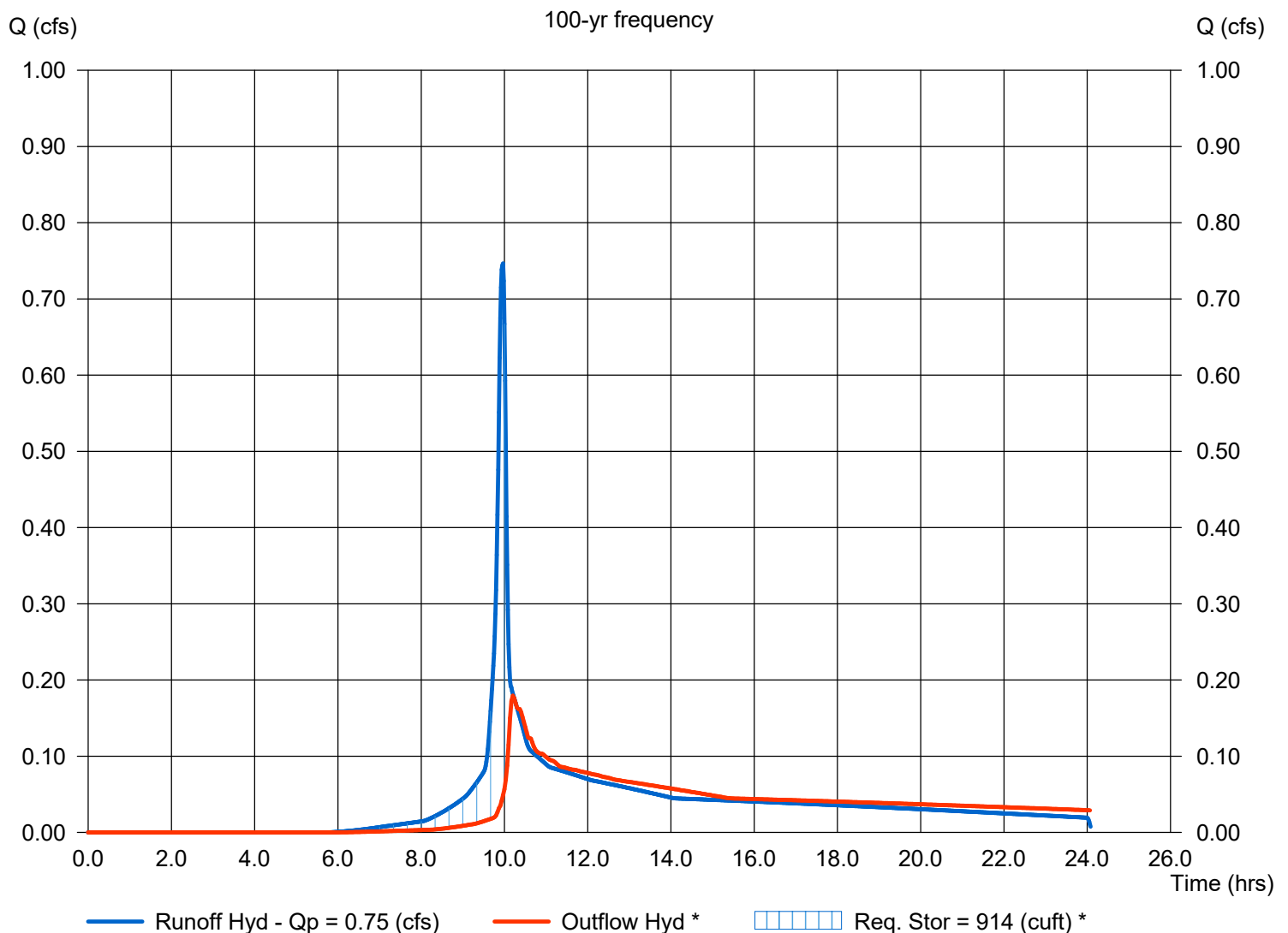
## Basins B-E, Post-Developed Condition

Hydrograph type = SCS  
Storm frequency (yrs) = 100  
Drainage area (ac) = 0.560  
Basin Slope (%) = n/a  
Tc method = User  
Total precip. (in) = 3.00  
Storm duration (hrs) = 24

Peak discharge (cfs) = 0.746  
Time interval (min) = 1  
Curve number (CN) = 85  
Hydraulic length (ft) = n/a  
Time of conc. (min) = 5  
Storm Distribution = Type I  
Shape factor = 484

Hydrograph Volume = 3,329 (cuft); 0.076 (acft)

### Runoff Hydrograph



\* Estimated



*Table 3 - Basins B-E, Combined Staged Storage Volumes*

<b>Contour Elevation</b>	<b>Incremental Volume, Combined (CF)</b>	<b>Cumulative Volume, Combined (CF)</b>
4226.4	-	0
4226.5	0.13	0
4226.6	0.3	0
4226.7	0.53	1
4226.8	0.82	2
4226.9	1.19	3
4227.0	1.91	5
4227.1	2.9	8
4227.2	5.02	13
4227.3	7.99	21
4227.4	11.69	33
4227.5	15.83	48
4227.6	20.41	69
4227.7	26.19	95
4227.8	32.97	128
4227.9	40.81	169
4228.0	49.7	218
4228.1	59.74	278
4228.2	70.77	349
4228.3	82.42	431
<b>4228.4 *</b>	<b>94.67</b>	<b>526</b>
4228.5	107.61	634
4228.6	90.5	724
4228.7	100.11	824
4228.8	62.26	887
4228.9	67.66	954
4229.0	73.34	1028
4229.1	79.3	1107
4229.2	85.52	1192
4229.3	91.95	1284
4229.4	98.58	1383
4229.5	105.47	1488
4229.6	112.62	1601
4229.7	121.35	1722
4229.8	127.79	1850
4229.9	82.1	1932
4230.0	88.84	2021
4230.1	6.43	2027
4230.2	2.18	2030
4230.3	4.97	2035
4230.4	8.1	2043

\* Water Quality Volume required per COSM, 6.4.1 and Table 5-5 in COSM, 5.3.7.  
See supporting runoff hydrograph for Water Quality Volume in Appendix.

*We create solutions that build better communities*

**To:** City of La Pine, Planning Department  
**From:** Tammy Wisco, PE, AICP, Retia Consult  
**Date:** March 15, 2025  
**RE:** 02SPR-25 Response to Incompleteness Letter

The Applicant received the incompleteness letter for the above reference project and provide the following responses, shaded in gray below. The Applicant believes these responses provide adequate details and information with which the City can proceed with the land use application review, however, if any additional information is needed, please contact me at [twisco@retiaconsult.com](mailto:twisco@retiaconsult.com) or 210.896.3432.

**PART III, CITY OF LA PINE DEVELOPMENT CODE**

**ARTICLE 5 - DEVELOPMENT STANDARDS**

**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:*

(\*\*\*)

*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:*

(\*\*\*)

*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.*

(\*\*\*)

**STAFF COMMENT:** The submitted landscape plan identifies a lot of different elements at the south access. Please confirm if the landscaped buffer will be included along Assembly Way.

**APPLICANT RESPONSE:** Assembly Way is a local street, not a collector or arterial. As such, the buffer requirement of Sec. 15.82.010.B.4 does not apply.

**CHAPTER 15.88. - ACCESS AND CIRCULATION**

(\*\*\*)

**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.*

**RETIA CONSULT, LLC**

c. 210 896 3432

P.O. Box 831, Bend, OR 97709

*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.*

**STAFF COMMENT:** These criteria were not addressed in the submitted findings of fact. Please address them.

**APPLICANT RESPONSE:** Only access to Assembly Way is proposed, which is designated as a local street in the City's TSP. As such, any criteria related to access to an arterial or collector street were not addressed as they are not applicable. For avoidance of doubt and to respond to this staff comment, responses have been included below for this Chapter.

## **CHAPTER 15.88. - ACCESS AND CIRCULATION**

**RETIA CONSULT, LLC**

c. 210 896 3432

P.O. Box 831, Bend, OR 97709

(\*\*\*)

**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.*

**APPLICANT RESPONSE:** One access point is proposed from the subject property onto Assembly Way. An approach permit will be submitted to the City and/or County for this access as part of the construction plans review process.

*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.*

**APPLICANT RESPONSE:** A response to section 15.90.080 is included in the burden of proof and restated here:

This site plan is proposed in response to the City's RFP for an industrial spec building. To meet the requirements of the RFP, the building is being designed to include two units totaling 8,283 square feet. Based on the size of the lot and the size of the units, it is anticipated that these units will serve uses that generate far less traffic than the threshold for requiring a traffic analysis. A trip generation letter is included in the site plan application, confirming that the anticipated traffic is below the thresholds. As such, no traffic impact analysis is anticipated.

*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:*

...

**APPLICANT RESPONSE:** No access is proposed to an arterial or collector; as such, this section is not applicable.

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

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

**RETIA CONSULT, LLC**

c. 210 896 3432

P.O. Box 831, Bend, OR 97709

**APPLICANT RESPONSE:** The only access proposed is to a low volume local street. Acceleration, deceleration and right-turn only lanes are not necessary in this location.

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

**APPLICANT RESPONSE:** One driveway is proposed on the subject property. The driveway location is controlled by site requirements and driveway spacing requirements from Hinkle. The driveway is proposed to be offset from the driveway across Assembly Way, minimizing conflicts between left turning vehicles out of each driveway.

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

**APPLICANT RESPONSE:** No access is proposed to an arterial or collector and a median barrier is not prudent on the low volume local street (Assembly Way); as such, this section is not applicable.

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

**APPLICANT RESPONSE:** No access is proposed to an arterial or collector; as such, this section is not applicable.

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

A. *In all zones, a clear vision area shall be maintained on the corners of all property at the intersection of two streets or a street and a railroad. A clear vision area shall contain no planting, wall, structure, private signage, or temporary or permanent obstruction exceeding 3½ feet in height, measured from the top of the curb or, where no curb exists, from the established street centerline grade, except that trees exceeding this height may be located in this area provided all branches and foliage are removed to a height of eight feet above the grade.*

B. *A clear vision area shall consist of a triangular area on the corner of a lot at the intersection of two streets or a street and a railroad (see Figure 18.88-1). Where lot lines have rounded corners, the specified distance is measured from a point determined by the extension of the lot lines to a point of intersection. The third side of the triangle is the line connecting the ends of the measured sections of the street lot lines. The following measurements shall establish clear vision areas within the city:*

1. *In an agricultural, forestry or industrial zone, the minimum distance shall be 30 feet; or at intersections including an alley, ten feet.*

2. *In all other zones, the minimum distance shall be in relationship to street and road right-of-way widths as follows:*

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

**RETIA CONSULT, LLC**

c. 210 896 3432

P.O. Box 831, Bend, OR 97709

**STAFF COMMENT:** The proposed entrance to the subject property is quite busy, as illustrated on the submitted site plan, with other elements, and it is hard to tell if clear vision is addressed. Please ensure these areas are clearly identified demonstrating compliance on both sides of the proposed access entrance.

**APPLICANT RESPONSE:** Clear vision areas on each side of the proposed access entrance are shown on the submitted plan sheets (sheet C-2, keynote 21). An updated plan sheet is included with this response, which highlights these clear vision triangles as shaded areas. No planting, wall, structure, private signage, or temporary or permanent obstruction exceeding 3½ feet in height are proposed to be located in this area.

**CHAPTER 15.90. - PUBLIC FACILITIES**

(\*\*\*)

**Sec. 15.90.020. - Developer responsibility for streets and other public facilities.**

(\*\*\*)

*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.*

**STAFF COMMENT:** Industrial Collectors require 6' bike lanes, which were not identified in the plans or burden of proof. Please demonstrate that the current road design will allocate for these improvements, and address the bike lane criteria in LPDC Sec. 15.90.070.G as well.

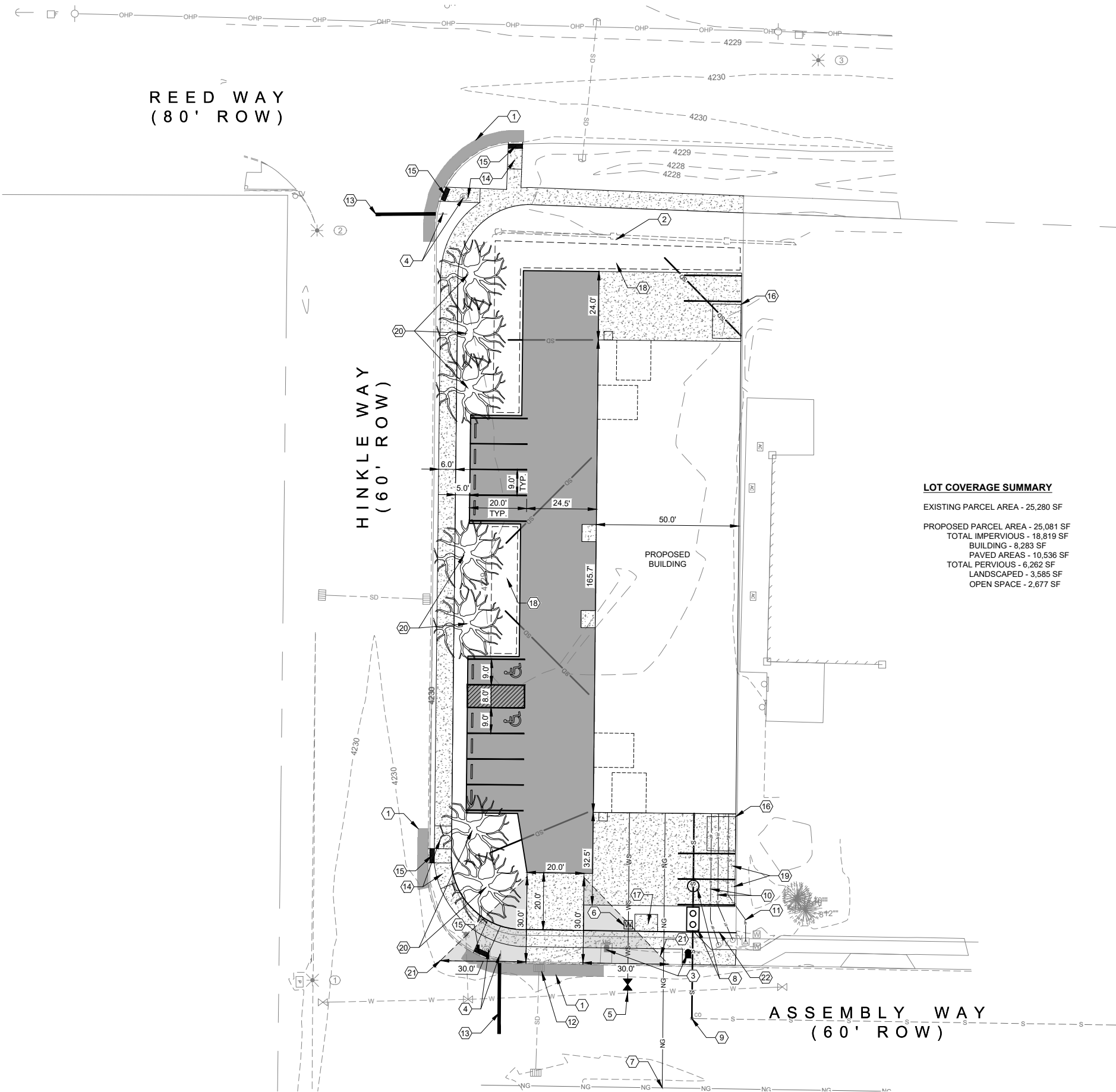
**APPLICANT RESPONSE:** Hinkle Way exists currently with a 60-foot right of way. The City of La Pine's Transportation System Plan (TSP) designated Hinkle Way as an industrial collector, with a required right of way of 52 feet (see cross-section from TSP below). As such, the existing right of way is adequate and no additional dedication is necessary. Further, the TSP requires that industrial collectors include 40 feet of pavement (two 14-foot travel lanes and two 6-foot bike lanes). Hinkle Way adjacent to the subject property appears to meet this pavement width. Six-foot wide sidewalks are proposed along Hinkle Way as frontage improvements for compliance with the La Pine Development Code and TSP.



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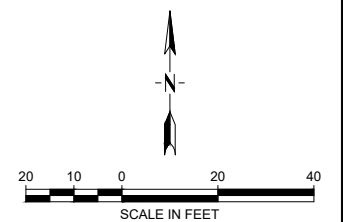


- GENERAL NOTES**
1. WHEN POSSIBLE, PROTECT CURB IN LOCATIONS NOT SPECIFIED FOR REMOVAL.
  2. AREAS OF ASPHALT PAVEMENT PATCHING SHALL MATCH THE EXISTING PAVEMENT SECTION FOR MATERIAL THICKNESS.
  3. ALL EXTERIOR LIGHTING SHALL BE DOWNWARD FACING AND FULLY SHIELDED.

- KEY NOTES**
- 1 PROPOSED ASPHALT PATCH (4' WIDE TYP.)
  - 2 EXISTING CONCRETE FENCE TO BE PROTECTED DURING CONSTRUCTION.
  - 3 EXISTING MAILBOX TO BE RELOCATED FROM EXISTING CONCRETE PAD TO NEW CONCRETE PAD. EXISTING CONCRETE PAD TO BE DEMOLISHED.
  - 4 RESET EXISTING "STOP" AND STREET SIGNAGE
  - 5 1.5" COMMERCIAL WATER SERVICE TO CONNECT TO EXISTING WATER MAIN.
  - 6 1" COMMERCIAL WATER METER
  - 7 PROPOSED NATURAL GAS SERVICE TO TIE TO EXISTING MAIN (APPROXIMATE LOCATION, EXISTING NATURAL GAS MAIN NOT SURVEYED)
  - 8 1,000 GALLON SEPTIC TANK AND INSPECTION MANHOLE (SEE DETAILS, SHEETS D-1 & D-4)
  - 9 PROPOSED 4" SEWER SERVICE CONNECTION TO EXISTING SANITARY SEWER MAIN. CONTRACTOR TO FIELD VERIFY INVERT ELEVATIONS OF EXISTING SANITARY SEWER SYSTEM - INVERTS NOT AVAILABLE FROM TOPOGRAPHIC SURVEY
  - 10 PROPOSED BURIED CONNECTION TO EXISTING TELEPHONE AND COMMUNICATIONS SERVICES
  - 11 PROPOSED BURIED CONNECTION TO EXISTING POWER TRANSFORMER
  - 12 EXISTING GRATE INLET TO BE RESET TO EXISTING RIM ELEVATION
  - 13 PROPOSED STOP BAR
  - 14 PROPOSED ADA RAMP
  - 15 TRUNCATED DOME MAT
  - 16 TRASH ENCLOSURE LOCATION. TRASH ENCLOSURE TO PROVIDE ADEQUATE SCREENING OF TRASH RECEPTACLES AND BE CONSTRUCTED OF MATERIALS SIMILAR TO THOSE IN THE EXTERIOR SIDING OF THE BUILDING
  - 17 PROPOSED BIKE PARKING RACK LOCATION - 4 TOTAL BIKE PARKING SPACES (DESCHUTES COUNTY STANDARD INVERTED-U RACK)
  - 18 SNOW STORAGE SPACE  
AREA TO BE PLOWED = 10,525 SF  
15% OF AREA TO BE PLOWED = 1,580 SF  
AREA PROVIDED = 1,600 SF
  - 19 AREA FOR 2 - FUTURE ELECTRIC VEHICLE PARKING, CONDUIT TO BE PROVIDED TO SPACES AS NECESSARY FOR FUTURE RETRO FIT
  - 20 6 - STREET TREES TO BE PLANTED ALONG HINKLE WAY FRONTAGE. LOWER LIMBS TO BE TRIMMED AS NECESSARY TO MAINTAIN 30' CLEAR VISION TRIANGLE AT ACCESS TO ASSEMBLY WAY
  - 21 30' CLEAR VISION TRIANGLES
  - 22 2' WIDE ADDITIONAL RIGHT-OF-WAY DEDICATION ON ASSEMBLY WAY FRONTAGE

**LOT COVERAGE SUMMARY**

EXISTING PARCEL AREA - 25,280 SF
PROPOSED PARCEL AREA - 25,081 SF
TOTAL IMPERVIOUS - 18,819 SF
BUILDING - 8,283 SF
PAVED AREAS - 10,536 SF
TOTAL PERVIOUS - 6,262 SF
LANDSCAPED - 3,585 SF
OPEN SPACE - 2,677 SF



**FINAL PLANS**  
JANUARY 2025

M:\10123 - LINNUS CONSTRUCTION\003 LA PINE INDUSTRIAL PARK\CAD\CIVIL\BHSHEETS\CIVIL\SITE LAYOUT.DWG

NO.		DESCRIPTION	BY	DATE
1		HATCH SITE TRIANGLES	CDB	3/18/25
REVISIONS				

VERIFY SCALE!  
THESE PRINTS MAY BE REDUCED.  
LINE BELOW MEASURES ONE INCH  
ON ORIGINAL DRAWING.  
MODIFY SCALE ACCORDINGLY!

**Morrison Maierle**  
engineers • surveyors • planners • scientists

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REGISTERED PROFESSIONAL ENGINEER  
105500000  
Morrison Maierle  
JUL 8 2008  
P. LINE SAUGIER  
EXPIRES: 6/30/2026

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DRAWN BY: KRL
DSGN. BY: CDB
APPR. BY: CS
DATE: 11/2024
Q.C. REVIEW BY:
DATE:

LA PINE INDUSTRIAL PARK	OREGON	PROJECT NUMBER 10123.003
SITE LAYOUT PLAN		SHEET NUMBER 4
		DRAWING NUMBER C-2