

# La Pine Unincorporated Community

## Mainstreet Design and Special Transportation Area (STA) Plan for US Highway 97



Prepared by:



June 15, 2005

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**The contents of this document do not necessarily reflect views or policies of the State of Oregon.**

## Mainstreet Design and Special Transportation Area (STA) Plan for US 97

This document presents the Mainstreet Design and Special Transportation Area (STA) Management Plan for the segment of Highway 97 that runs through the unincorporated community of La Pine. Highway 97 bisects the community of La Pine and is a designated north-south Statewide Freight Route through Central Oregon.

The purpose of this plan is to develop a highway design and access management approach that balances the need to accommodate through traffic movements with the needs for local access and circulation to the community businesses and services. This plan will support a *Main Street concept* on the designated segment of Highway 97 and will allow ODOT to use highway designs and mobility standards that are different from other highway segments. This document will define the relationship between ODOT and Deschutes County in regards to projects on or adjacent to Highway 97 in La Pine.

As the STA management plan for the Highway 97 corridor in La Pine, this document also has the primary objective of providing access to community activities, businesses and residences, and to accommodate pedestrian, and bicycle movements along and across the highway. This plan must be adopted jointly by Oregon Transportation Commission (OTC) and Deschutes County as part of its Transportation System Plan (TSP).

An STA is an area within an urban growth boundary, or in the case of La Pine, a rural unincorporated community, that historically is more densely developed and populated. Some of the characteristics of an STA are:

- Buildings spaced closely together with little or no front setback.
- Sidewalks with ample width placed next to buildings and highway.
- A well developed parallel and interconnected local street network.
- Streets designed for easy pedestrian crossing.
- Public road connections that correspond to existing city blocks and only a limited number of private driveways.
- Adjacent land uses that provide for compact mixed development.
- On-street parking and/or shared general use parking placed next to or behind buildings.
- Well developed pedestrian and bicycle facilities including amenities that support these modes.
- A posted speed limit of 25 mph or less.
- Develop a mutually agreed upon maintenance plan for the management of Highway 97 within the STA.

La Pine does not possess all of these attributes, however it does possess many of them or the potential to develop them. Historically La Pine has been more densely populated than neighboring unincorporated areas and the commercial development along Highway 97 acts as the downtown for southern Deschutes and northern Klamath counties. It has the beginnings of a well-developed parallel and interconnected local street network especially with the street extensions proposed in this plan for adoption into the TSP; for the most part zoning supports the development of compact, mixed land uses along Highway 97. The OTC has included this area in a list of candidates for potential STAs.

### **District Boundaries**

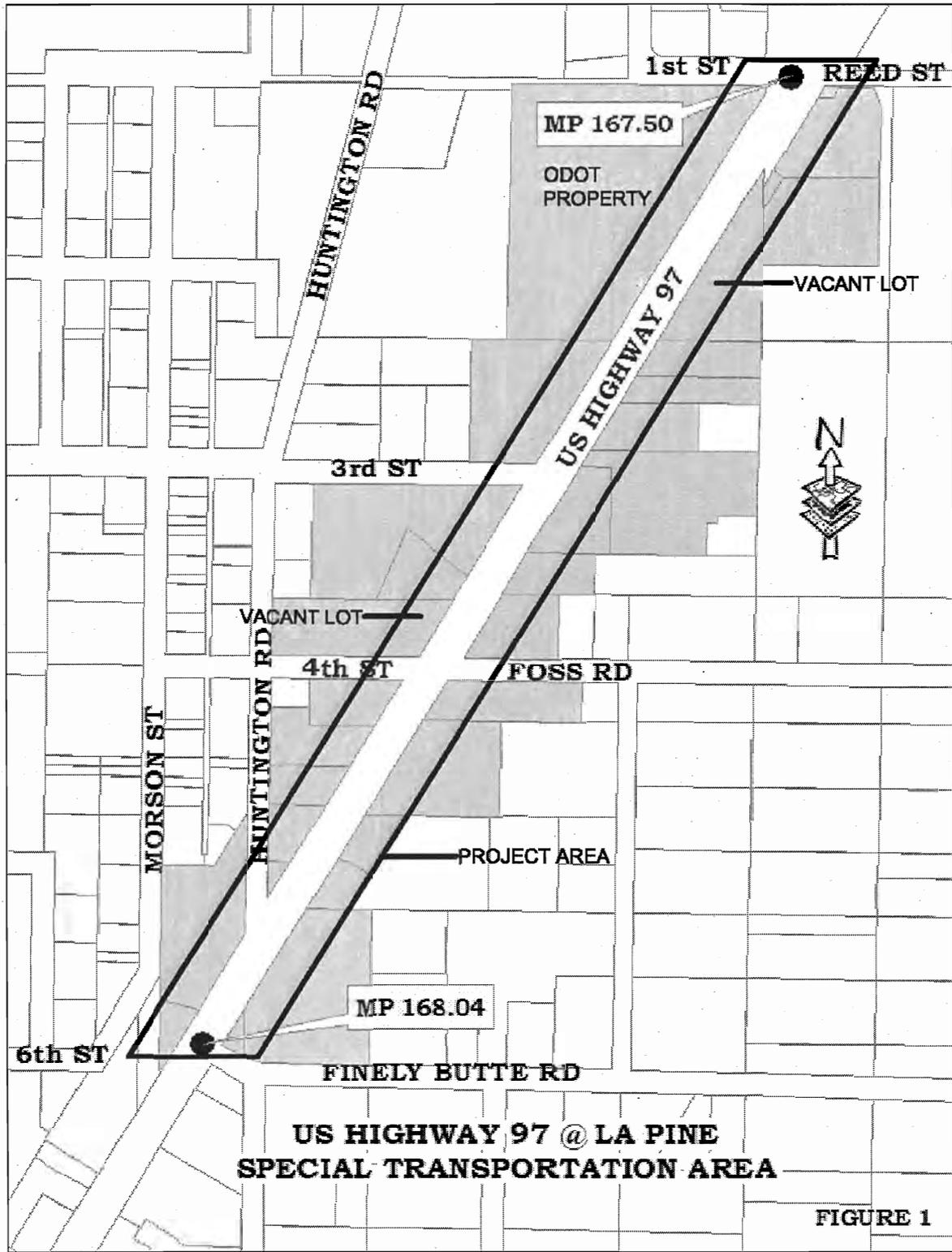
The La Pine STA includes Highway 97 from 1<sup>st</sup> Street (Milepost 167.50) to 6<sup>th</sup> Street/Finley Butte Road (Milepost 168.04) and is one property parcel deep on both sides of the highway. As

Figure 1 shows, the designated STA is zoned commercial. It functions as the commercial downtown of the La Pine area, containing a wide variety of retail, restaurants, banks and other commercial uses that typically create an active downtown area. While this area does not have much housing, residential areas are adjacent. However, poor access, conflicting turning movements and the current design of Highway 97 make pedestrian and cyclist activity difficult. The table below shows the approximate location and width of driveways located along the highway between 1<sup>st</sup> and 6<sup>th</sup> Streets. Figures 2A and 2B show existing access conditions. Figures 3A, 3B, 3C and 3D show the existing land uses in the proposed STA area.

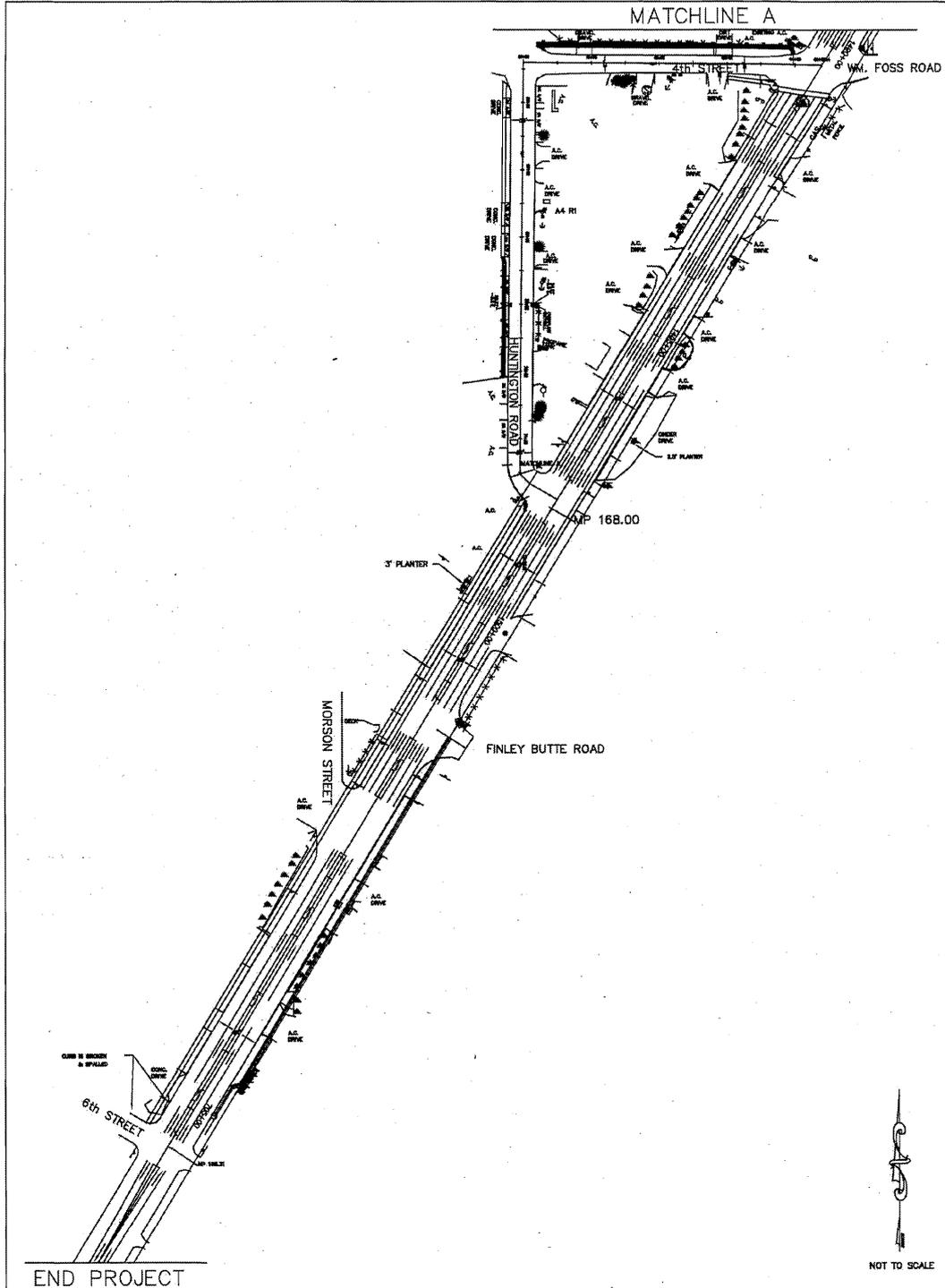
### ACCESS MANAGEMENT INVENTORY \*

West of Highway 97		East of Highway 97	
LOCATION	APPROX. WIDTH	LOCATION	APPROX. WIDTH
1st Street	30'	Reed Rd	30'
ODOT	28'	La Pine Square	30'
Sentry Market	30'	Private	10'
3rd Street	28'	Whispering Pines RV Park	36'
Highlander Motel / Shell Gas	40'	Dales Auto Service	20'
Quick Stop Market	50'	Angel Thai Restaurant	32'
4th Street	36'	La Pine Inn/Homestead Tavern/Vacant lot	40'
Napa Auto Parts	30'	WM Foss	36'
Various Businesses	32'	Gifts, Souvenirs, Floral Fantasies	20'
Harvest Hut, various businesses	46'	Aspen Alley Mall	32'
76 Station	46'	Aspen Alley	32'
76 Station	46'	Church of Christ	40'
Huntington Rd	28'	Church of Christ	35'
Various Businesses	36'	Equipment to Go	50'
Chamber / La Pine Realty	36'	Equipment to Go	48'
La Pine Realty	32'	Finley Butte Road	32'
Morson Road	45'	Sugar Pine Café	36'
West View Motel	36'	Peak Performance Auto Repair	40'
Cindy's Kitchen	24'	La Pine Dental Center	30'
CNF Gas Station	30'	First Community Bank	30'
6th Street	36'	Ray's Food Place	24'

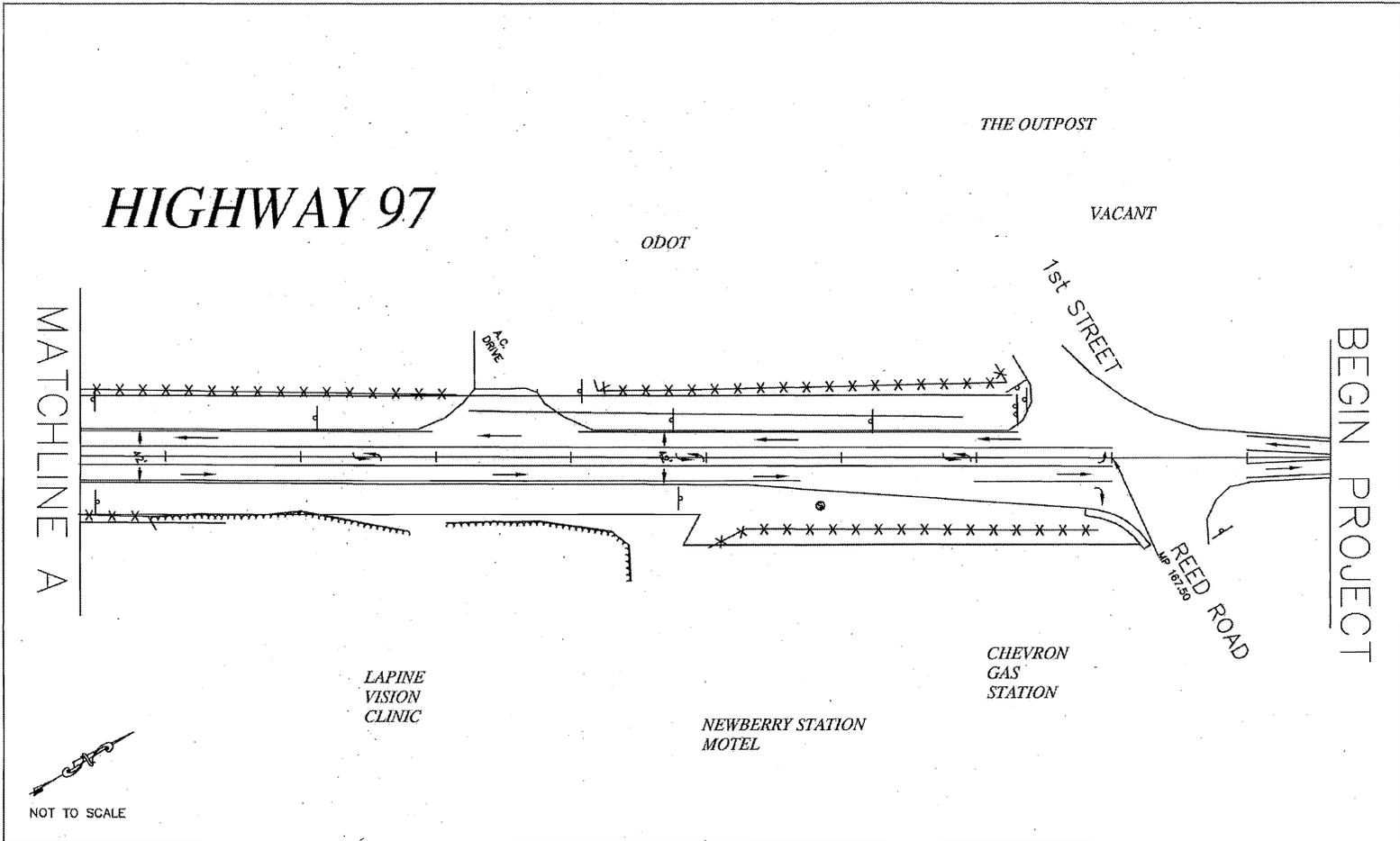
\* Information provided by ODOT District 10







	<p>Traffic Engineering &amp; Transportation Planning          11830 S.W. Kerr Pkwy. Ste. #375          Lake Oswego, OR 97035          Ph. 503.692.6608</p>	<p>La Pine Main Street (US97) Design Plan          Deschutes County,          La Pine, Oregon</p>			<p>Figure 2B          Existing          Access          Conditions          4th St.-6th St.</p>
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CONSULTING SERVICES

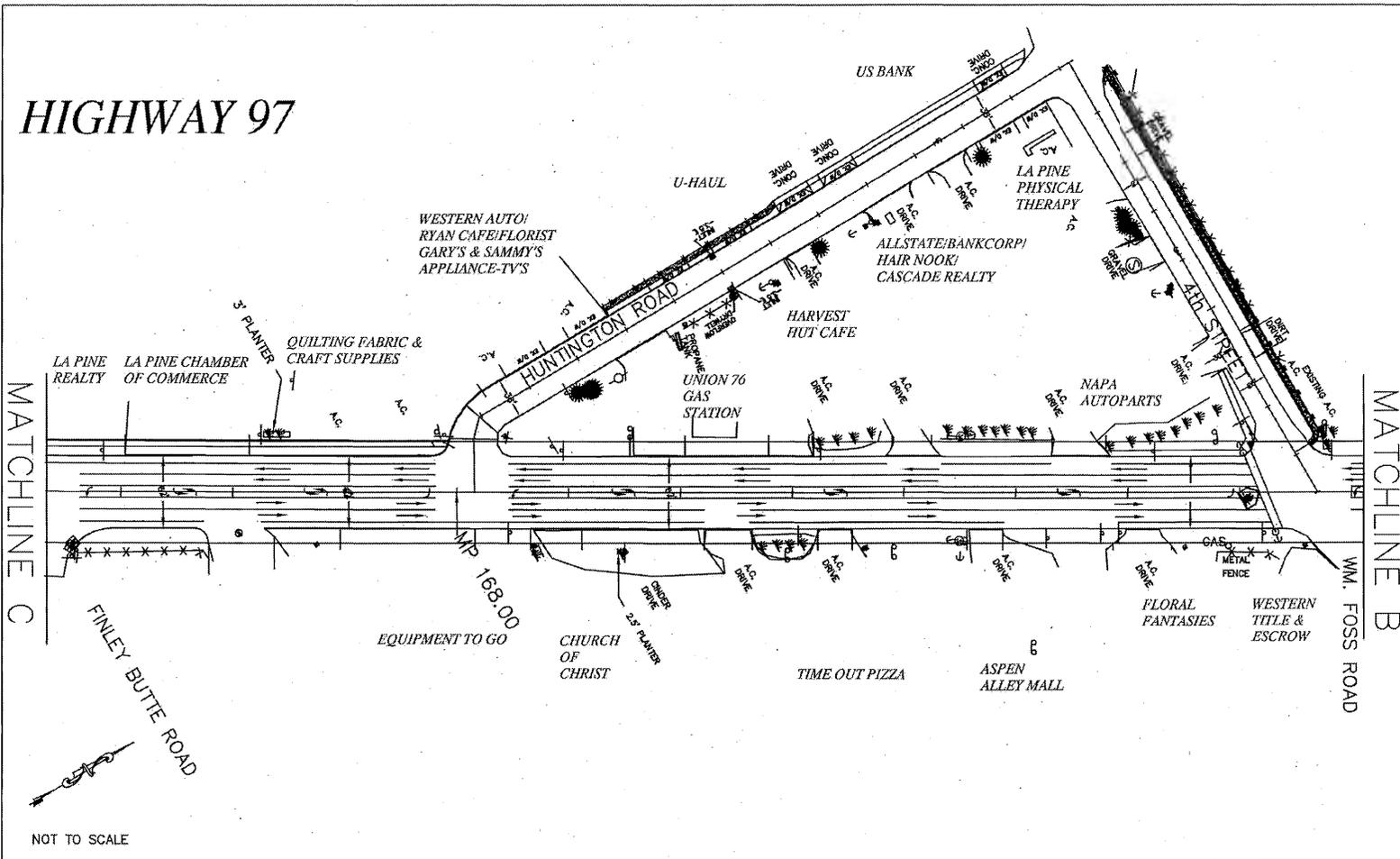
Traffic Engineering & Transportation Planning  
11830 S.W. Kerr Pkwy. Ste. #375  
Lake Oswego, OR 97035  
Ph. 503.892.6608

La Pine Main Street (US97) Design Plan  
Deschutes County,  
La Pine, Oregon



Figure 3A  
Existing  
Conditions;  
Land Uses  
1st St.-3rd St.





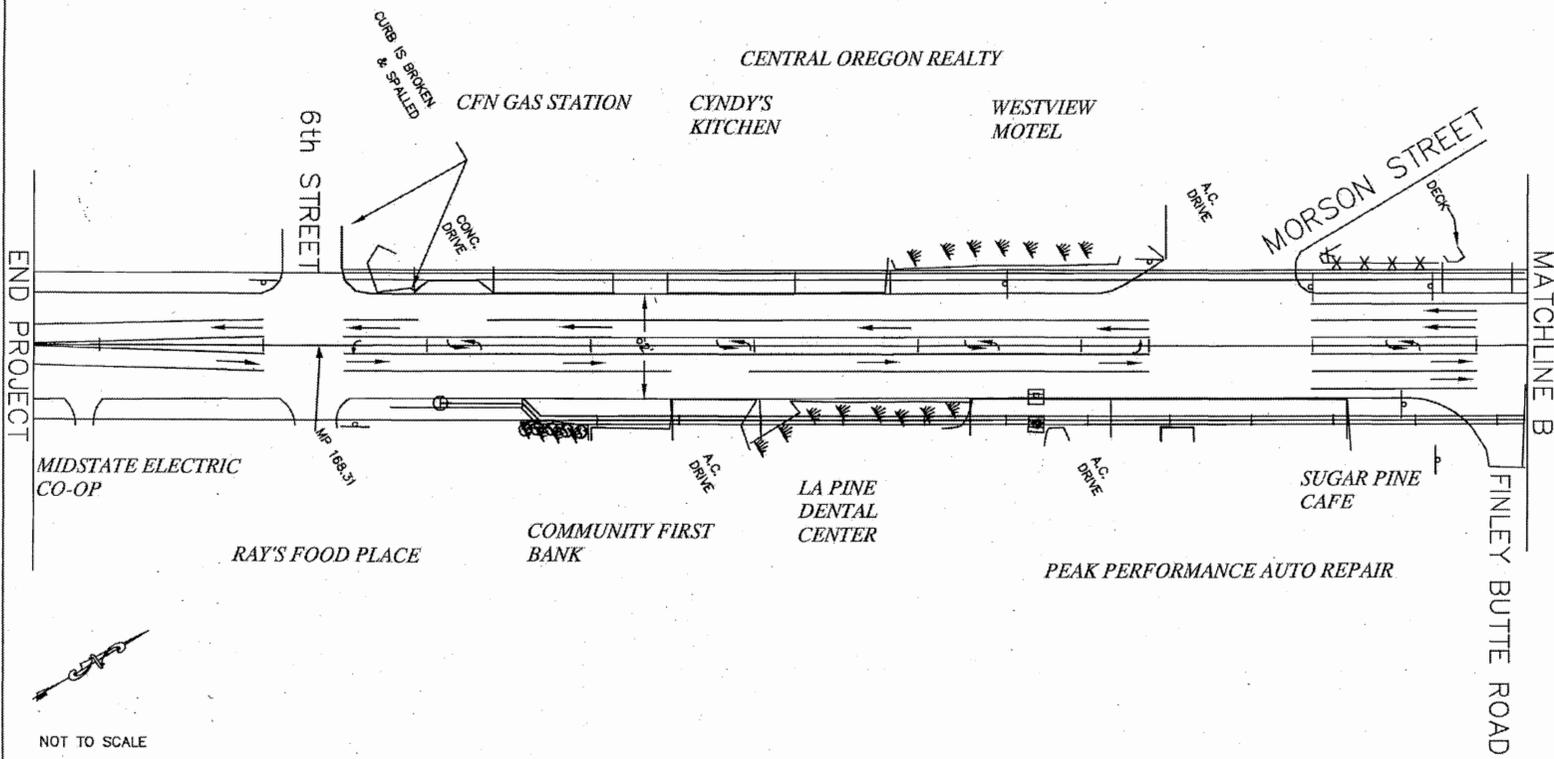
**FALCONI SERVICES CONSULTING SERVICES**  
 Traffic Engineering & Transportation Planning  
 11830 S.W. Kerr Pkwy. Ste. #375  
 Lake Oswego, OR 97035  
 Ph. 503.892.6608

**La Pine Main Street (US97) Design Plan**  
 Deschutes County,  
 La Pine, Oregon



**Figure 3C**  
 Existing  
 Conditions;  
 Land Uses  
 4th St.-Finley  
 Butte Rd.

# HIGHWAY 97



La Pine Main Street (US97) Design Plan  
 Deschutes County,  
 La Pine, Oregon



Figure 3D  
 Existing  
 Conditions;  
 Land Uses  
 Finley Butte  
 Rd.-6th St.

## Goals and Objectives

### Goals

- To develop a Main Street concept for Highway 97 that improves the livability and sense of community within La Pine while balancing the transportation needs of the adjacent property owners, transportation users, the local transportation system, and the state highway system.
- To improve pedestrian and cyclist accessibility and mobility to businesses and community services in La Pine.
- To help improve the quality and economic vitality of La Pine.

### Objectives

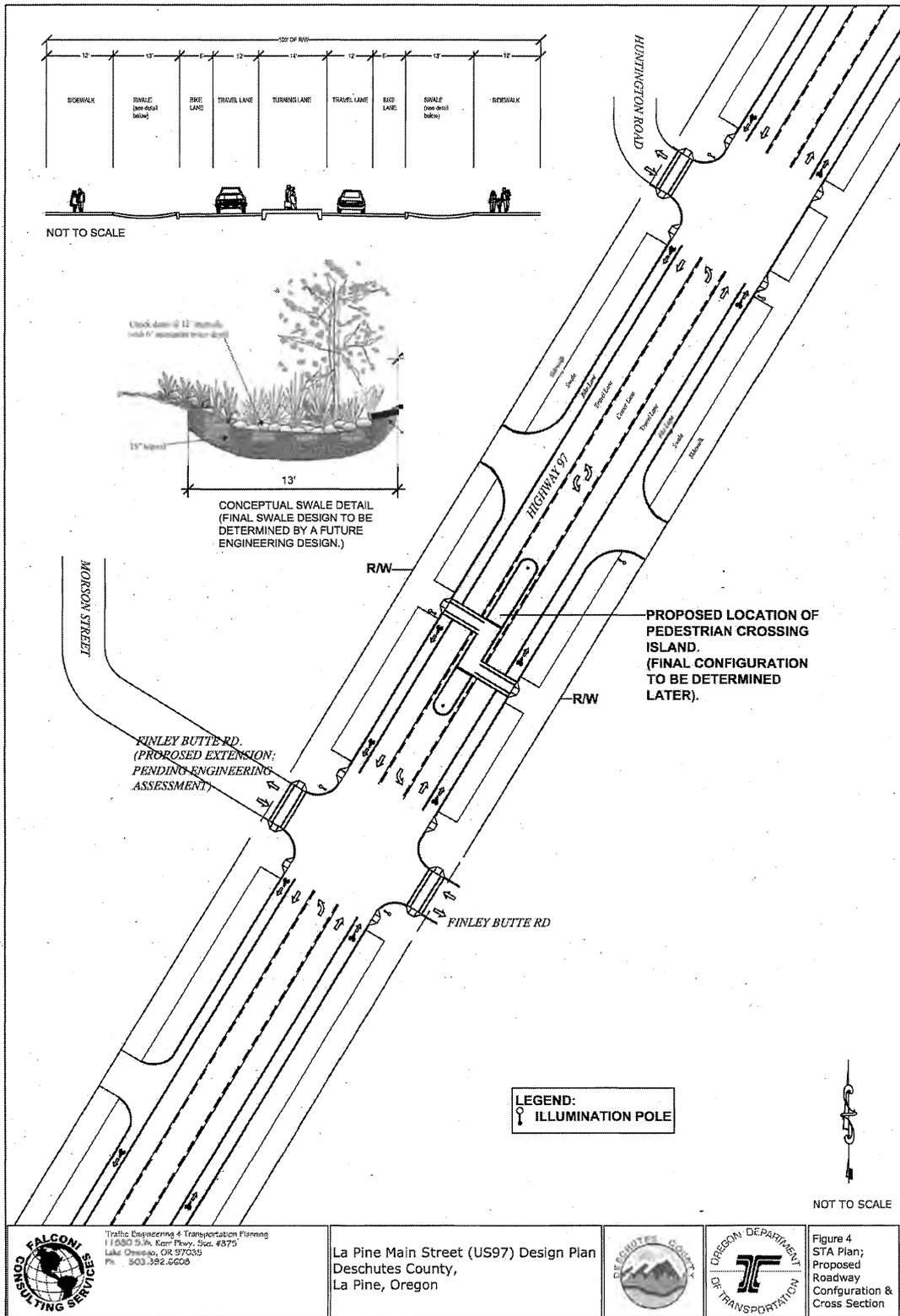
- To develop a design plan for Highway 97 that creates a safer environment for pedestrians through improving crossing opportunities, a narrower highway and intersection cross section and widened sidewalks.
- Include bike lanes within the highway cross section to enhance the opportunity for safer bicycle usage to and through the community.
- To develop strategies to reduce operating speeds to 25 mph and concurrently reduce the speed limit to 25 mph on Highway 97 within the STA corridor.
- To develop a design plan for Highway 97 that improves access management through use of curbs and limited driveway widths and access.
- To develop a Corridor Overlay District to be adopted into the Deschutes County Code that decreases setbacks, improves pedestrian and bicycle access, decreases the need for off-street parking and disallows land uses that do not support a Main Street concept.
- To delineate the entrance to the STA through architectural and/or landscaping features.
- To develop off-street public parking.

These goals will be implemented through a redesign of Highway 97 that encourages heightened pedestrian/bicycle activity and safety. This will require updates to the Deschutes County TSP, Comprehensive Plan and Zoning Code.

### Strategies for Addressing Design Standards to Improve Local Access and Community Function

This section describes the design standards for the STA segment of Highway 97. The cross section of the highway includes two travel lanes, one in each direction that will be 12 feet wide and one center two-way left turn lane 14 feet wide. Six-foot bike lanes are proposed in both directions as well. Sidewalks are proposed on both sides of the highway that are approximately 12 feet wide. A 13-foot drainage bio-swale runs between the bike lane and the sidewalk. Figure 4 shows the proposed roadway configuration and cross-section.

The STA on Highway 97 will have mid-block pedestrian crossings at locations that would best serve current and future pedestrian generators located on both sides of the highway. Since there are not any currently, ODOT and the County will determine the location of the mid-block pedestrian crossings as the STA gets implemented. The crossing suggested in the section between Huntington Road and Morson Street along Highway 97 (Figure 4) is a concept for the



purpose of illustration. The actual design and location of the crossings, with all the engineering parameters, should be agreed upon between the County and ODOT.

There will not be any new marked pedestrian crosswalks along Highway 97 at each intersection. As per ODOT Traffic Manual (2005), marked crosswalks are discouraged at uncontrolled approaches due to a concern that they may not improve safety and may put a pedestrian more at risk. Crosswalks can be added in the future as pedestrian activity justifies their installation and as the STA gets implemented.

This plan also recommends standards for roadway design that will cue drivers as they approach the STA that they are entering an area in which vehicles must slow down and share the right-of-way with bicyclists and pedestrians. This would be achieved through the use of signage as well as landscaping or other roadway/gateway-type treatments, as illustrated in Figures 5A and 5B.

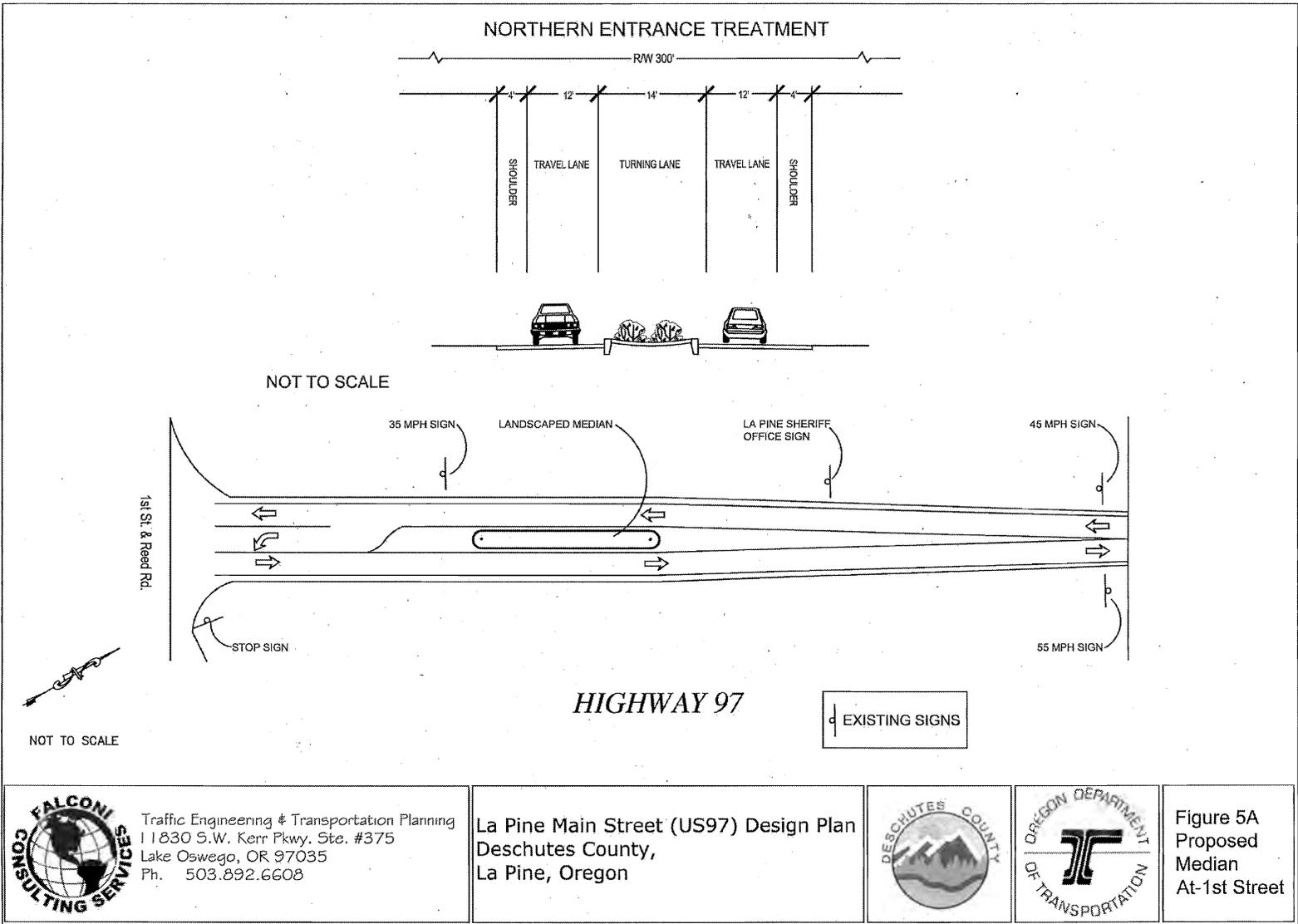
### **Strategies for Addressing Freight and Through Traffic Movements**

Access management is important in promoting safe and efficient travel for both local and longer distance users on Highway 97 through the unincorporated community of La Pine. The 1999 *Oregon Highway Plan* (OHP) and the Oregon Administrative Rule 734 Division 51 (OAR 734-051) specify access management spacing standards and policies for state facilities. These spacing standards are based on highway classification, type of area and speed. This section of the STA Plan describes the state highway access management objectives and requirements and how they would apply to the specific highway segment where special access spacing standards apply.

Highway 97 through La Pine is considered a statewide highway, and is part of the National Highway System and a statewide freight route. Statewide Highways typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips. The OHP management objective for a statewide highway is to provide safe and efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal. However, inside Special Transportation Areas, local access may also be a priority as well as the need to accommodate pedestrian movement along and across the highway.

The area being considered for STA status has a number of established businesses in many instances with more than one direct access to the highway, or with curb cuts that are wider than current standard. From information provided by ODOT District 10, it appears that there are approximately 18 access points under permit with ODOT. For the most part, there are not common driveways established at property lines. However, inter-parcel circulation is possible between a number of the properties and there is potential to develop this feature on other properties through implementation of the STA Plan.

There are five public roads connecting with Highway 97 within the study area as shown in Figures 2A and 2B. Spacing of these public roads ranges from 300 to 800 feet on the west side of the highway to over 800 feet on sections along the east side. There are some local streets that run roughly parallel to the highway, particularly on the west side. However, on the east side of the highway the ability of the local street system to function for traffic circulation and property access is generally limited because of lack of street connectivity. There are a number of improvements recommended in the STA Management Plan that if implemented, could greatly improve the access and circulation characteristics of this area.



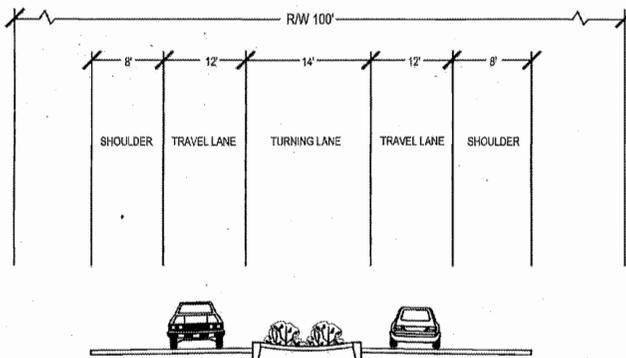
Traffic Engineering & Transportation Planning  
 11830 S.W. Kerr Pkwy, Ste. #375  
 Lake Oswego, OR 97035  
 Ph. 503.892.6608

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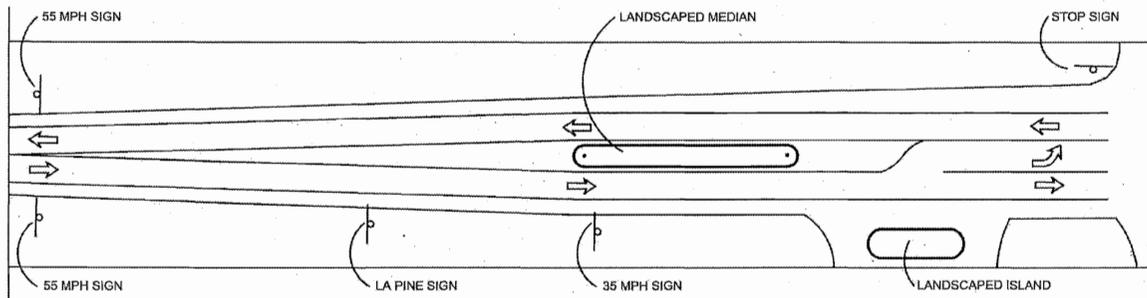


Figure 5A  
 Proposed  
 Median  
 At-1st Street

SOUTHERN ENTRANCE TREATMENT



NOT TO SCALE



NOT TO SCALE

HIGHWAY 97

EXISTING SIGNS



Traffic Engineering & Transportation Planning  
 11830 S.W. Kerr Pkwy. Ste. #375  
 Lake Oswego, OR 97035  
 Ph. 503.892.6608

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Figure 5B  
 Proposed  
 Median At  
 6th Street

The purpose of Oregon Administrative Rule 734 Division 51 is to provide a safe and efficient transportation system through the preservation of public safety, the improvement and development of transportation facilities, the protection of highway traffic from the hazards of unrestricted and unregulated entry from adjacent property, and the elimination of hazards due to highway at-grade intersections. This rule established procedures and criteria used by ODOT to govern highway approaches, access control, spacing standards, medians and restriction of turning movements in compliance with statewide planning goals and in a manner compatible with acknowledge comprehensive plans and consistent with Oregon Revised Statutes (ORS), Oregon Administrative Rules and the 1999 Oregon Highway Plan.

The 1999 Oregon Highway Plan and OAR 734-051 establish access management standards that include standards for an STA presented in the table below. As this table indicates, since the posted speed on Highway 97 is currently 35 miles an hour, spacing (i.e. the separation of both public and private connections) is to be 720 feet. If the speed is decreased to 25 miles an hour, access spacing could be reduced to 520 feet. The note below the table covers the additional provisions applying to STAs that minimum spacing could be reduced to 175 feet or less with an STA designation. However, private driveways are discouraged.

**Access Management Spacing Standards for Statewide Highways**  
**(Measurement is in Feet)**

Posted Speed	Rural		Urban			
	Expressway **	Other	Expressway **	Other	UBA	STA
≥55	5,280	1,320	2,640	1,320		
50	5,280	1,100	2,640	1,100		
40 & 45	5,280	990	2,640	990		
30 & 35		770		770	720	*
≤25		550		550	520	*

\* Minimum space for public road approaches is either the existing city block spacing or the city block spacing as identified in the local comprehensive plan. Public road connections are preferred over private driveways and in STAs driveways are discouraged. However, where driveways are allowed and where land use patterns permit, the minimum spacing for driveways is 175 feet or mid-block if the current city block spacing is less than 350 feet.

To assist in implementing state access management standards and policies, the 1999 Oregon Highway Plan also recognizes that state highways serve as main streets of many communities, such as La Pine. Shorter block lengths and a well-developed grid system are important to support a highway as a main street, along with convenient and safe pedestrian facilities. In general, a commercial *main street* arterial in an existing urban area like La Pine typically has blocks 200 to 400 feet long, driveway access sometimes as close as 100-foot intervals and occasionally, crosswalks, along with on-street parking. The need to maintain these typical main street characteristics must be carefully considered along with the need to maintain the safe and efficient movement of through traffic. The Oregon Highway Plan recognizes the main street function through the designation of Special Transportation Areas.

The primary objective of the La Pine STA Plan is to provide access to community activities, businesses and residences, and to accommodate pedestrian, and bicycle movements along and across the highway in the designated STA area. The Plan will seek to do this with minimum harm to the ability of Highway 97 to fulfill its role as a statewide facility and a designated freight route. Currently the Deschutes Code requires that blocks not exceed 1,200 linear feet. This is coupled with the requirement of pedestrian pathways every 600 feet. These block faces will hinder the development of a well connected pedestrian environment. However the STA area is small and the block faces are already established. If the County decides to pursue an area wide urban design project, it then should adjust the mandated block face lengths.

The designation of an STA in the La Pine Planning Area is intended to accommodate the existing public street spacing and downtown development pattern. However, now there are numerous duplicate and extra wide curb cuts along Highway 97. The current development pattern does not fit the requirements for designation as an STA, but with improvements to Highway 97 and new development some curb cuts can be eliminated or shortened. Also the Deschutes County Code (DCC) Chapter 12.28.100 B defining the requirements for curb cuts should be updated to comply with OAR Division 51. That ordinance currently states:

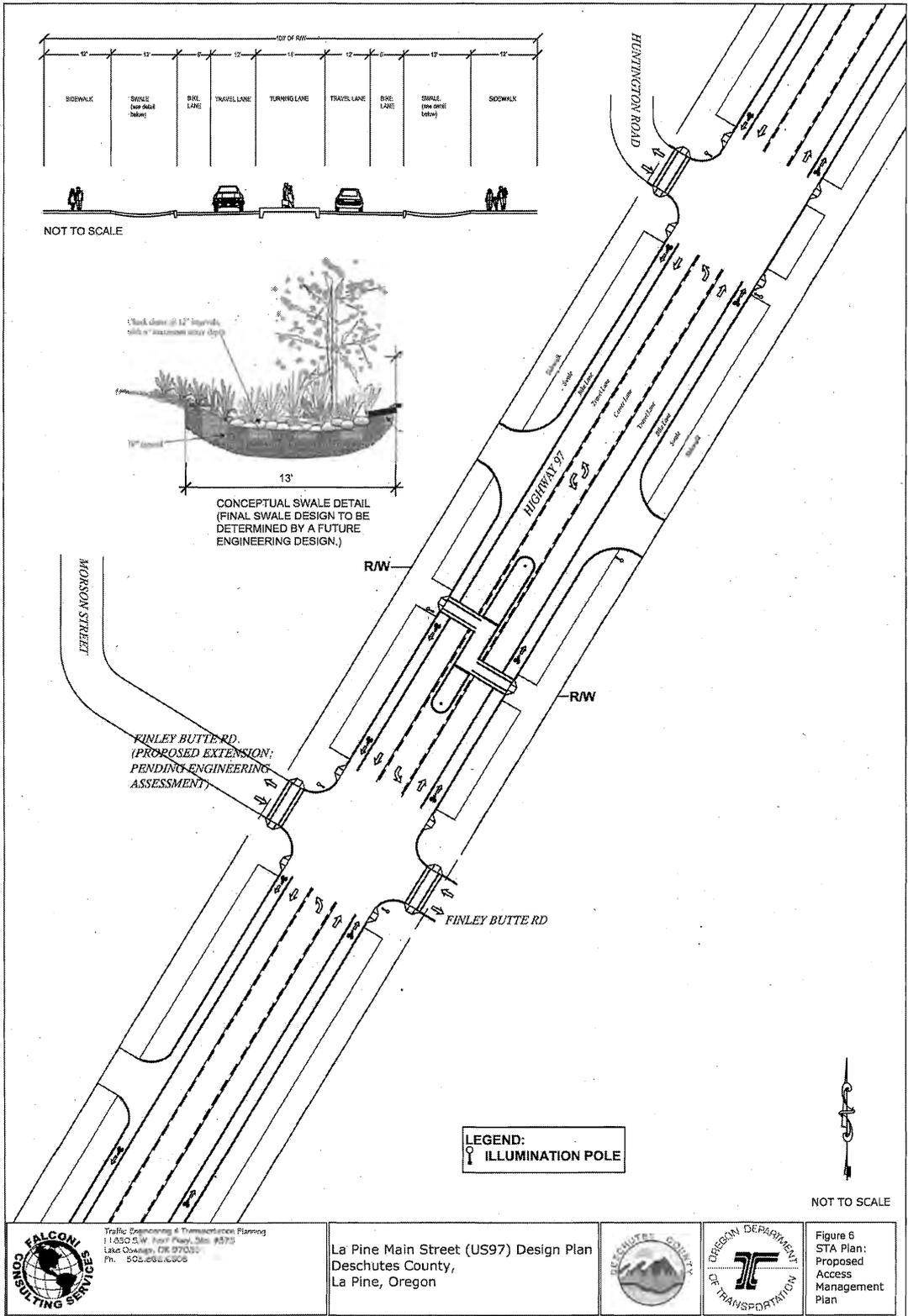
*For commercial driveways, when one or more driveway approaches serve a given property frontage, no single apron shall exceed 35 feet in width, but when such establishment controls 50 feet or more of street frontage the number of driveway aprons shall be limited to two for the first 100 feet or part thereof and not more than 35 percent of the frontage exceeding the initial 100 feet thereafter. A safety island of not less than 16 feet of full height curb shall in all cases be provided between driveway approaches serving any one-property frontage.*

It should be updated to state that that single aprons shall not exceed 24 feet in width and that the number of driveway aprons shall be limited to one per property. It should further state that if properties front on two streets access should be from the street with the lower classification. Moreover this amendment should reference OAR 734 Division 51 for access management in an STA.

Chapter 18.61 of the Code addresses access in the La Pine Planning Area. It states:

*There shall be only one ingress and one egress from properties accommodating uses covered by DCC 18.61.030(C) per each 300 feet or fraction thereof of street frontage. If necessary to meet this requirement, uses shall provide for shared ingress and egress.*

Access management strategies will need to reduce and narrow numerous curb cuts fronting on the highway. As cited above, the County Code does provide language to support this plan for new development. However it should be strengthened to allow only one curb cut for both egress and ingress unless a site plan proves the need for two curb cuts. Figure 6 shows the proposed access management plan for the STA segment of Highway 97. The STA Plan incorporates a number of access management strategies that over time can achieve greater conformity with the access management objectives set out for STAs in the Highway Plan.



Additional access management conditions for La Pine include:

- a) Minimum spacing for public road connections should be set at the current city block spacing of approximately 400 feet.
- b) Public road connections are preferred over private driveways. Private driveways are discouraged in an STA.
- c) Where land use patterns permit, ODOT will work with the County and property owners to identify appropriate access to adjacent property within the STA. This will link parking lots, thus improving traffic circulation off the highway and reducing the number of turning movements onto and off the highway. ODOT and the County will also work with the property owners to develop alternate access to local streets and alleys as they are constructed over time.
- d) Where, according to ODOT records, a "right to access" exists, access will be allowed to a given property at less than the designated spacing standard only if the property does not have reasonable alternative access. If possible, other options should be considered, such as shared access.
- e) Where a right to access exists, the number of driveways to a single property shall be limited to one. ODOT will work with the County and property owners if additional driveways are necessary to accommodate and service the traffic to the property, and will not interfere with driver expectancy and the safety of through traffic on the highway.
- f) Driveways shall be located where they do not create undue interference or hazard to the free movement of normal highway or pedestrian traffic. Locations in areas of restricted sight distance or at points that interfere with the placement and proper functioning of traffic control signs, lighting or other devices that affect traffic operation will not be permitted.
- g) If a property is landlocked (no reasonable alternative access exists) because a driveway cannot be safely constructed and operated, and all other alternatives have been explored and rejected, ODOT may be required to purchase the property. However, if a hardship is self-inflicted, such as by partitioning or subdividing a property, ODOT has no responsibility for purchasing the property.
- h) The County will eliminate from its Code the requirement that all commercial uses in the La Pine Planning Area that generate more than 20 trips at peak hour will have direct access onto an arterial or a collector.

Improvements and additions to the local and state street system in the future should provide opportunities for alternate access to properties and to reduce connections to Highway 97. These improvements should also assist in providing local circulation patterns that can help the allowed access points work more efficiently. County road improvements contemplated at this time include:

- Extending Finley Butte Road across Highway 97 to connect with Morson Street. A proposed connection is shown in Figure 4 as part of this plan but an engineering study should be conducted in the future to clearly define the design parameters of this four-legged intersection
- Extending Bonnie Way to Highway 97, and
- Connecting Evans Way to Reed Road.

## Regional and Local Traffic and Safety

The 2003 Highway Design Manual (HDM) gives design specifics to STA areas. It states that generally in an STA, the accessibility and mobility needs of pedestrians, bicyclists and transit users outweigh vehicular mobility. This manual goes on to state that the need for community access outweighs the considerations of highway mobility except on designated OHP freight routes where community accessibility and vehicular mobility are balanced.

This plan also seeks compliance with the 2003 Highway Design Manual by developing a design plan seeks to balance the community accessibility needs with those of vehicular mobility on this OHP freight route. It does this through improving facilities for pedestrians and bicyclists while maintaining facilities for through freight movements such as:

- Appropriate lane width for trucks
- Providing appropriate street turning radii
- Allowing continuous traffic flow
- Providing a continuous left turn lane

The design standards for STAs include features such as providing access to community and business activities, accommodating pedestrian and bicycle movements in downtown areas, and prioritizing the attractiveness and livability of downtowns over the through traffic movements. This planning document does not include specific engineering design features. During the final design phase of this STA, the County and ODOT should review the STA Management Plan to determine the final design characteristics of this STA. The standards listed below provide a discussion of the design elements chosen for this STA:

- **Pedestrians**  
Providing adequate pedestrian facilities in STAs is critical to the vitality of the La Pine area. Ample sidewalks of approximately 12 feet in width are provided. A planting strip/drainage bio-swale approximately 13 feet in width is included, which also serves as a buffer between the travel lanes and the sidewalk. The sidewalk width further enhances the pedestrian environment by providing sufficient area for benches, decorative illumination, garbage receptacles and other street furniture such as café and restaurant chairs and tables. The pedestrian crossing distance between curbs across the highway will be approximately 50 feet. Mid-block pedestrian crossing islands will further enhance the ability for pedestrians to cross the highway and will serve to support future developments conducive to a high level of pedestrian activity. Striped crosswalks can be added in the future at street intersections along the highway depending on the level of pedestrian activity and whether their use would be warranted according to ODOT standards.
- **Bike Lanes**  
Six-foot bike lanes are provided in both directions of travel along Highway 97 within the project area. These bike lanes will be striped and signed in accordance with ODOT standards for this type of facility. The bike lanes provide an additional buffer area for pedestrians, allow safer traffic flow, and give the best accommodations for bicycle mobility. This will be a tremendous improvement from the current highway cross-section configuration, which does not include bike lanes.

- **Medians**  
A median is the area of roadway or highway that separates opposing directions of travel. Medians can either be traversable or non-traversable. A median can be raised curbed or simply a painted stripe. A continuous Two Way Left Turn Lane (TWLTL) is included as part of this STA Plan. The TWLTL is recommended based on the fact that pedestrian crossing islands are included in this Plan and non-traversable medians could not be accommodated between intersections together with left turn bays for each of the local street intersections with the highway given the block lengths in the STA. The location and other design parameters of the proposed pedestrian crossing islands should be agreed upon between ODOT and the County and remains at this time an open question. Non-traversable medians could also encourage unsafe and illegal U-turns since La Pine does not have a street grid system that would allow drivers to use the local transportation system to reach destinations opposite to the direction they would be driving. The TWLTL measures 14 feet wide, which safely accommodates the 10-foot width pedestrian crossing islands for this project.
- **Access Management**  
As indicated in this STA Plan, ODOT access management goals and objectives are part of this project. Access management helps to improve the capacity and safety of vehicular traffic as well as pedestrian safety and mobility. Generally, the purchase of access rights from adjacent properties is not appropriate for STAs. The best approach for managing access in these areas is through the planning and permitting processes. The Plan proposes the systematic consolidation of driveways in order to increase pedestrian and bicycle safety as well as a way to achieve compliance with the ODOT access management policies. This is a component of the STA Plan where ODOT and the County will need to work together to optimize traffic circulation along the highway within La Pine.
- **Lane Widths**  
Functional class, purpose of the highway, volume and nature of traffic, pedestrian mobility and accessibility goals, and available right-of-way are all factors to consider in determining the width of travel lanes within STAs. The Highway Design Manual indicates that lane widths in STAs can vary between 10 and 12 feet. A 12-foot width for travel lanes is part of this Plan. This width was chosen for this facility based on the ability for this highway to carry truck traffic and its current classification as a Statewide facility and Freight Route.
- **Trees, Landscaping and Street Lighting**  
Besides providing an STA with a more inviting and visually pleasing effect, landscaping and trees can provide traffic calming results. Trees provide a vertical element much the way adjacent buildings, located up close to the travel lanes, impact driver behavior. A row of trees gives the appearance to the driver that the roadway is narrower and thus helps calm traffic speeds. As part of this STA Plan, trees are proposed to be located in the drainage swale area. The trees will serve to buffer pedestrians using the sidewalks along the project area. The swale area (shown only as a concept in this Plan in Figure 4) is approximately 13 feet wide and would be located between the edge of the bike lane and sidewalk. The swale can also serve as a snow storage area from snow removal operations, which occur frequently in the winter months in La Pine. Further engineering studies should be conducted to determine the actual size of the swale and to verify its configuration and features. Ornamental street lighting including features for hanging

flower baskets or banners are also part of this Plan, which are elements that also encourage traffic calming along a roadway.

Since Highway 97 is a through route within the STA area, it should generally continue to function at well above current Highway Plan standards for its Highway Plan classification through the time horizon of the STA Plan. The intersection at 1<sup>st</sup> Street could present a challenge to maintaining the mobility standard on the highway. There are some design options for such an improvement without compromising the requirements of an STA, which would allow achieving the standard through the time horizon. Some of these options may be to look into adding left turn lanes and improving the intersection alignment to provide a better connection on the east-west direction. Another option would be to limit turning movements for the access points on the north side of 1<sup>st</sup> Street between the highway and Huntington Road by installing a non-traversable median on 1<sup>st</sup> Street. Development of the local street system, particularly on the east side of the highway, will provide an improvement for the local traffic circulation and could also help to relieve demand at the approaches to this intersection.

Highway Plan Policy 1C includes language on planning requirements on freight routes in STAs. Basically, there is a need to 'Recognize and balance freight needs with needs for local circulation, safety and access ...'. Since, in general, the highway is expected to continue to operate at well above the mobility standard, its ability to function as an OHP freight route should not be reduced. Speeds will be lowered but development of better patterns for access and traffic circulation should enhance the ability of trucks to move through town unimpeded, as illustrated in the analysis provided in the technical appendix of this plan.

La Pine has historically served as a stopping place for some trucks. However, this need may have diminished slightly with the recent development of a commercial truck stop three miles up the highway in Wickiup Junction. Clear delineation of off-the-highway truck parking opportunities in proposed public off street parking areas should be provided for trucks that choose to stop. The current section with two lanes in each direction serves as a passing opportunity for through traffic on Highway 97. This is not conducive to the general objectives of an STA, particularly pedestrian safety. The proposed STA cross section addresses this by narrowing the number of travel lanes from four to two. Consideration might be given to providing for a passing lane in the northbound direction a suitable distance before entering the STA to reduce the demand for passing maneuvers. This passing lane project should be programmed in the Statewide Transportation Improvement Program. There is currently a passing opportunity in the southbound direction just north of the STA.

While the table below shows that a three-lane configuration for Highway 97 at 1<sup>st</sup> Street exceeds the v/c ratio of 0.85, the proposed connectivity for streets on the east side of the highway has the potential to remove some of the local traffic that currently utilizes the highway, thus potentially reducing the v/c ratio on Highway 97. Left turn lanes on the highway northbound and southbound approaches were included at this intersection as part of the analysis for the year 2020.

An analysis was done to determine the v/c ratio at two key unsignalized intersections within the limits of this STA utilizing prior studies from land developments in the La Pine area. This analysis was confirmed with the 2003 ODOT traffic counts. A complete explanation of this traffic analysis is included in the technical appendix of this plan.

INTERSECTION	V/C (Year 2004)	V/C (Year 2020)	
		3-Lane	5-Lane
1 <sup>st</sup> Street at Highway 97	1.51	1.95	1.80
Finley Butte Road at Highway 97	0.07	0.22	0.09

The posted speed limit in the STA is currently 35 mph but should be reduced to 25 mph. This will be accomplished by following the provisions stated in this Plan under the items addressing compliance with the HDM. Other design and operational features are to be included in the Plan to assure speeds can be reduced to the posted limit. These include such features as:

- Narrowing width of the existing highway cross section
- Widening sidewalks
- Pedestrian islands
- Landscaping and tree planting

### Parking

An inventory conducted in the study area revealed that there are approximately 628 off-street parking spaces. The following table shows the location of the 628 off-street parking spaces.

#### Approximate Off-Street Parking by Block

Location of Off-Street Parking	Approx. Number of Spaces
1 <sup>st</sup> Street/Reed Road to 3 <sup>rd</sup> Street	237
3 <sup>rd</sup> Street to 4 <sup>th</sup> Street	82
4 <sup>th</sup> Street to Huntington Road	134
Huntington Road to Morson Road	46
Morson Road to 6 <sup>th</sup> Street	129

Except for the Sentry Market parking lot with 117 spaces, approximately 70% of the off-street parking is in significantly smaller lots. A visual analysis of parking occupancy was conducted in 2004 (in August, November and December) and once in April 2005. The visual inventory suggests that parking is usually less than 40 percent filled within the proposed STA area.

Existing off-street parking is mainly placed in front of shops, separating the shops from pedestrian access and making it unnecessarily dangerous. Most parking is well back from the street. However, there are several instances where parking for shops or service stations impinges on sidewalks.

There is seldom a pedestrian connection from the sidewalk to the front door of businesses along the highway. This necessitates pedestrians crossing parking lots with no pedestrian areas. This lack of pedestrian designated walkways is both unsafe and unpleasant for pedestrians.

Currently, ODOT restricts parking on Highway 97 to allow safe freight movement. They are planning to remove the existing 24 on-street illegal spaces between 1<sup>st</sup> and 3<sup>rd</sup> Streets. On-street parking can be an important component of an STA. However, is not a specific goal of this Plan since the parking need is not anticipated during the planning horizon, and the traffic calming effect provided by on-street parking will be achieved by landscaped swales, bike lanes, and wide sidewalks. In addition, on-street parking can increase the possibility of vehicle-bicycle conflicts.

Further, it is recommended that Deschutes County coordinate with ODOT and private property owners to develop public off-street parking that will decrease the need for off-street parking at individual sites, thus decreasing the number of curb cuts and traffic conflicts. Two likely sites listed in the capital plan to be adopted into the TSP, and that are recommended to be included as part of this STA Plan for public off-street parking are:

- On the ODOT property at the southwest corner of the intersection of Highway 97 and 1<sup>st</sup> Street.
- On the vacant lot currently located on the north side of 4th Street.

The Deschutes County Code specifies the number of off-street parking spaces required by different land uses and sets minimum required on-site parking. The following table identifies required on-site parking for commercial uses. Both requirements could be consolidated into fewer categories to simplify the development process. It is recommended that the County use the existing minimum parking requirements as the maximum number of spaces allowed, as indicated in the table below.

#### **Parking Space Requirements by Land Use**

<b>Use Type</b>	<b>Requirements</b>
Grocery stores of 1,500 sq. ft. or less of gross floor area, and retail stores, except those selling bulky merchandise	1 space per 300 sq. ft. of gross floor areas
Supermarkets, grocery stores	1 space per 200 sq. ft. of gross floor area
Service or repair shops, retail stores and outlets selling furniture, automobiles or other bulky merchandise where the operator can show the bulky merchandise occupies the major area of the building	1 space per 600 sq. ft. of gross floor area
Bank or office, except medical or dental	1 space per 300 sq. ft. of gross floor area
Medical and dental office or clinic	1 space per 150 sq. ft. of gross floor area
Eating or drinking establishments	1 space per 100 sq. ft. of gross floor area.
Mortuaries	1 space per 4 seats or 8 ft. of bench length in chapels



It is recommended as part of the STA Management Plan that Deschutes County should amend their development code for La Pine as follows:

- Encourage shared parking. The Code does allow shared use of parking but the applicant must show that the times of the use do not overlap. So for example a church may share space with a business that is closed on Sundays but open Monday through Friday. This section of the Code needs to be modified to take the burden of proving workable shared use away from the developer, making it a more attractive concept. The shared parking concept should consider that trips into the STA area would be linked creating the need for less parking at each individual use.
- Require vehicle connections between commercial land uses adjacent to Highway 97. This will decrease the number of conflicting turning movements on Highway 97 within the STA.
- Require a maximum number of off-street parking spaces. This may be accomplished by converting the minimum required to the maximum allowed.

## **Vehicle, Bicycle and Pedestrian Circulation**

### **Vehicle Circulation**

To improve vehicular circulation this STA management plan recommends the following local County roadway connection improvements:

- Extend Bonnie Way from William Foss Road to Highway 97
- Extend Evans Way from William Foss Road to 1st Street
- Extend Finley Butte Road across Highway 97 to connect with Morson Street

### **Pedestrian and Bicycle Circulation**

All arterial, collector and local streets within the La Pine Commercial and Residential Zones should have sidewalks that are a minimum of 5 feet wide on both sides of the street. Currently, the Code requires sidewalks on both sides of the street within the commercial areas.

Good pedestrian connections between buildings on properties adjacent to Highway 97 in the designated STA are an essential part of a functioning main street. Deschutes County Code Chapter 17.36 regarding subdivisions states:

*The tentative plan for a proposed subdivision shall provide for bicycle and pedestrian routes, facilities and improvements within the subdivision and to nearby existing or planned neighborhood activity centers, such as schools, shopping areas and parks in a manner that will:*

- a. Minimize such interference from automobile traffic that would discourage pedestrian or cycle travel for short trips;*
- b. Provide a direct route of travel between destinations within the subdivision and existing or planned neighborhood activity centers, and*
- c. Otherwise meet the needs of cyclists and pedestrians, considering the destination and length of trip*

It goes on to state that:

*Bicycle and pedestrian connections between streets shall be provided at mid-block where the addition of a connection would reduce the walking or cycling distance to an existing or planned neighborhood activity center by 400 feet and by at least 50 percent over other available routes.*

Chapter 17.16.030 Approval of Subdivision Tentative Plans and Master Development Plan Information Concerning Proposed Subdivisions requires that the plans locate and show the design of pedestrian, bicycle and transit facilities.

Chapter 18.124 Site Plan Review requires that new development provide bicycle access as well as pedestrian connections:

**Non-motorized Access:**

1. **Bicycle Parking.** The development shall provide the number and type of bicycle parking facilities as required in DCC 18.116.031 and 18.116.035. The location and design of bicycle parking facilities shall be indicated on the site plan.

**Pedestrian Access and Circulation:**

- a. Internal pedestrian circulation shall be provided in new commercial, office and multi-family residential developments through the clustering of buildings, construction of hard surface pedestrian walkways, and similar techniques.
- b. Pedestrian walkways shall connect building entrances to one another and from building entrances to public streets and existing or planned transit facilities. On-site walkways shall connect with walkways, sidewalks, bikeways, and other pedestrian or bicycle connections on adjacent properties planned or used for commercial, multi-family, public or park use.
- c. Walkways shall be at least five feet in paved unobstructed width. Walkways, which border parking spaces, shall be at least seven feet wide unless concrete bumpers or curbing and landscaping or other similar improvements are provided which prevent parked vehicles from obstructing the walkway. Walkways shall be as direct as possible.
- d. Driveway crossings by walkways shall be minimized. Where the walkway system crosses driveways, parking areas and loading areas, the walkway must be clearly identifiable through the use of elevation changes, speed bumps, a different paving material or other similar method.

**These site review requirements pertain to:**

- All conditional use permits where a site plan is a condition of approval;
- Multiple-family dwellings with more than three units;
- All commercial uses that require parking;
- All industrial uses;
- All other uses that serve the general public or that otherwise require parking facilities, including but not limited to, landfills, schools, utility facilities, churches, community buildings, cemeteries, mausoleums, crematories, airports, parks and recreation facilities.

Therefore development within the STA will be subject to Site Plan Review. These requirements should also be applied to development of commercial sites to ensure that there is clear pedestrian access from buildings to the street and that building entrances are oriented to Highway 97 within the STA.

## Land Use Improvements

In 2000, prior to the current STA plan project, the citizens of La Pine undertook a design charrette process with the Rocky Mountain Institute. During this process the participants adopted the following goal: *La Pine will maintain its rural identity and high quality of life, and preserve its pristine natural environment, while diversifying its economy and developing into a full-service community.*

Participants also were guided by La Pine's Strategic Goals, which affirm that La Pine is:

- A beautiful rural community
- An affordable and equitable, regional, full-service community
- Self-governed
- An economically diverse, self-sustained community
- A technologically advanced community, a well planned, sustainable community
- A conscientious steward of its natural environment, where high quality educational opportunities exist for all, and citizens of all ages are active in all aspects of community, working together for the betterment of La Pine

Part of this design process focused on developing a town center. Its core would be a civic center on two acres at the intersection of 1<sup>st</sup> Street and Highway 97, near the Oregon Department of Transportation Maintenance Station.

Currently, the entire proposed STA is zoned La Pine Commercial District. This district allows outright or as a conditional use, a wide range of activities including single and multi-family dwelling units, gas stations, retail, restaurants, motels, medical clinics, art galleries and public uses. It does allow some uses that do not support a *Main Street* concept. These include buildings of greater than 8,000 SF and such activities as automobile trailer sales and gas stations. These uses do not lend themselves to compact development and should not be allowed in the STA.

As Figures 3A, 3B, 3C and 3D show, the proposed STA corridor currently has mixed land uses ranging from gas stations, supermarkets and motels to residential, retail and government. There is one car sales lot and two vacant parcels. Most of these uses are set back from the street and may have parking spaces between the buildings and the street.

For this area to develop its full potential as an STA, it is recommended that the County amend its Code to require that:

- Buildings be oriented to the street and that the main entrance be visible from the street. This will require new development to address the street more closely by placing off-street parking behind shops and offices. This will increase the safety and quality of the area between the street and shops. It will improve the quality of the main street and encourage pedestrian use.
- Buildings should be spaced close together with no setback. The current code requires a set back of 15 feet. This should be deleted to require buildings to set directly behind the sidewalk.
- Parking lots should be limited to the sides or backs of buildings.

- Develop new buildings with large, attractive shop windows and sun and rain protection (generous awnings or porches). The choice of building materials is important. The buildings should use local, traditional materials.
- Encourage mixed-use development. People who live in or close to the downtown area will tend to shop there if it is pleasant and convenient. Develop a variety of housing sizes for rent and purchase. The current zoning allows mixed-use development in the La Pine Commercial District. However it also allows buildings of over 8,000 SF. The commercial zone within the STA should not allow buildings over 8,000 SF. It should also not permit uses such as automobile or trailer sales that are land intensive.
- Require that all new development or substantial renovation within the STA area have a main entrance facing the street.
- Develop a public square on 1st Street to increase the development of small business, improve interest in and attractiveness of the downtown. The square should be managed for a variety of uses (farmer's market, antique market, etc.).

To accomplish these land use goals, it is recommended that Deschutes County develop an overlay zone along Highway 97 from 1<sup>st</sup> to 6<sup>th</sup> Streets that will support the development of the *main street* area. Within this zone:

- Buildings of greater than 8,000 SF would be prohibited
- Vehicle, gas stations and trailer sales uses would be prohibited
- Building set backs would be reduced to a maximum of no more than 3 feet from the sidewalk.

The Appendix included as part of this document presents proposed code amendments.

### **Needed Capital Improvements**

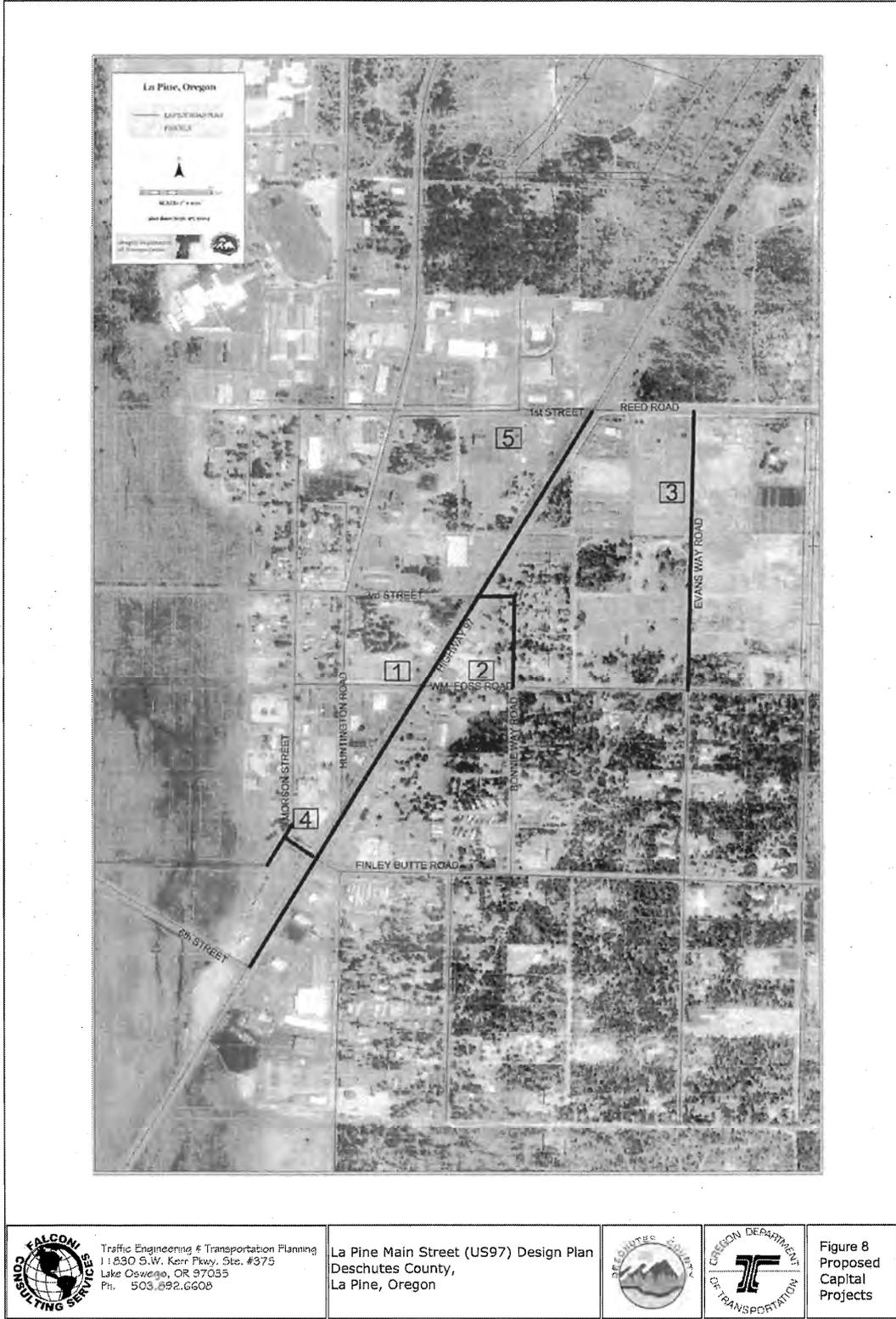
Based on the preliminary assessment of pedestrian, cyclist, through and local vehicular needs, the following identifies proposed capital improvements within the STA area.

- Roadway improvements from 1st to 6th on Highway 97
- Bonnie Way extension from Foss Road to Highway 97
- Evans Way extension from Foss Road to 1st Street
- Extending Finley Butte Road to connect with Morson Road
- Potential development of a public parking lot on the ODOT property on the southwest corner of 1st Street and Highway 97 and at the vacant lot on the north side of 4th Street.

The location of these projects is shown in Figure 8 and the following table presents approximate costs, description and other information about the proposed improvements.

Project Name	Project Description and Purpose	In a Plan	Funding Source	Approx. Total Project Cost
1. Highway 97 improvements (1 <sup>st</sup> to 6 <sup>th</sup> Streets)	Within the current right-of-way, convert the current cross section to a three-lane configuration, including bike lanes, pedestrian crossing islands, 13-foot swales, and 12-foot sidewalks.	No	State/Federal	\$6,145,383.02
2. Bonnie Way road extension (Foss Road to Highway 97)	30' road width, gravel base, asphalt surface, 5' sidewalks, 4' planting strips, curbs and gutters, ADA ramps, 10' X 20' driveways, street signs, speed signs, stop signs. This project will improve local street connectivity.	No	Private developers	\$373,798.40
3. Evans Way road extension (Foss Road to 1 <sup>st</sup> Street)	30' road width, gravel base, asphalt surface, 5' sidewalks, 4' planting strips, curbs and gutters, ADA ramps, 10' X 20' driveways, street signs, speed signs, stop signs. This project will improve local street connectivity.	No	Private developers	\$879,472.91
4. Finley Butte / Morson realignment at Highway 97	30' road width, gravel base, asphalt surface, 5' sidewalks, 4' planting strips, curbs and gutters, ADA ramps, 10' X 20' driveways, street signs, speed signs, stop signs. This project will improve local street connectivity and roadway safety.	No	County/Private developers	\$72,830.71
5. Public Parking Lot	40 parking spaces at 1 <sup>st</sup> Street and Highway 97. This project will decrease the number of off-street parking needed in the STA therefore eliminating the loss of land for parking.	No	County/private developers	\$147,200.00

These projects will need to be included in the Deschutes County MRCIP and the TSP. Those projects seeking federal or state funding will need to be included in the Statewide Transportation Improvement Program.




 Falconi Consulting Services  
 Traffic Engineering & Transportation Planning  
 11830 S.W. Kerr Pkwy, Ste. #375  
 Lake Oswego, OR 97035  
 Ph. 503.692.6608

La Pine Main Street (US97) Design Plan  
 Deschutes County,  
 La Pine, Oregon



Figure 8  
 Proposed  
 Capital  
 Projects

## **Maintenance**

Existing maintenance and operational strategies along Highway 97 will be employed within the STA, consistent with Oregon Revised Statute 373.020, as follows:

**ODOT** shall be responsible for the ongoing maintenance of:

- a) The roadway surface between curbs, or if there is no regular established curb, to that portion of right-of-way utilized for highway purposes
- b) Pavement markings and bike lane delineation
- c) Designated crosswalk delineation, directional and regulatory signs except those signs described as the County's responsibility
- d) Plowing snow one blade-width of centerline stripe provided there are no conflicts with utilities.
- e) Traffic control devices such as stop signs or other appropriate signage.
- f) Pedestrian crossing median(s)

**Deschutes County** shall be responsible for the on-going maintenance of:

- a) Storm water discharge system
- b) Painting parking-stripes and other pavement delineation not described as ODOT's responsibility
- c) Signs, including parking signs and street name signs

**Responsibility** for the on-going maintenance of the following items will be negotiated and subject to an intergovernmental agreement between Deschutes County and ODOT:

- d) Sidewalks
- e) Landscaping
- f) Luminaries
- g) Street furniture
- h) Snow removal from on-street parking if implemented.

Future improvements and modifications to the highway within the STA will include maintenance and operational strategies with ODOT and County approval.

# APPENDICES

Appendix 1-

## DRAFT REVISIONS TO CODE AND ORDINANCES

Chapter 23.64. Transportation System Plan

Chapter 18.61. Urban Unincorporated Community Zone - La Pine

Chapter 18.116. Supplementary Provisions

Appendix 2-

## TECHNICAL APPENDIX

## Appendix 1: DRAFT REVISIONS TO CODE AND ORDINANCES

### Chapter 23.64. TRANSPORTATION SYSTEM PLAN

- 23.64.010. Transportation System Plan.
- 23.64.020. Coordination and implementation.
- 23.64.030. Arterial and collector roads.
- 23.64.040. Access management.
- 23.64.050. Functional classification.
- 23.64.060. Road and street standards.
- 23.64.070. Road management System.
- 23.64.080. Level of service.
- 23.64.090. County Roads.
- 23.64.100. ODOT State Highways.
- 23.64.110. Bridges.
- 23.64.120. Truck routes.
- 23.64.130. Hazardous material routes.
- 23.64.140. Facility/safety improvements.
- 23.64.150. Public transportation – Special transit services.
- 23.64.160. Bikeways and pedestrians.
- 23.64.170. On-road route selection.
- 23.64.180. Off-road route selection.
- 23.64.190. Facility requirements.
- 23.64.200. Airports.
- 23.64.210. Railroads.
- 23.64.220. Waterways.
- 23.64.230. Pipelines.
- 23.64.240. Transportation System Management (TSM) and Transportation Demand Management (TDM).
- 23.64.250. Deschutes County Transportation Project List.

#### 23.64.010. Transportation System Plan.

In late 1994, the County initiated work on a long-range transportation system plan (TSP), which was a requirement of OAR 660-12, the Transportation Planning Rule (TPR). The State of Oregon approved the Rule in 1991. The purpose of the Transportation System Plan is to guide the development of a safe, convenient and efficient transportation system that promotes economic prosperity and livability for all County residents.

As required by the TPR, Deschutes County developed the standards and policies in the Transportation System Plan (TSP) that comply with the requirements to provide a multi-modal approach to solving transportation issues. The Rule identifies the specific actions required of jurisdictions based on their population. For most urban areas, the Rule requires an alternatives analysis to compare various new project options versus an alternative that proposes to build only existing funded and committed projects. Many of the alternatives have goals such as an increase in mode split share and reduced vehicle miles traveled (VMT). These goals are measurable in many urban areas or areas with a Metropolitan Planning Organization (MPO), but not in rural Deschutes County. The logical alternative choices in the County were to:

- A. Pursue an alternative that programs only the identified projects in the current County Major Roads Capital Improvement Plan (MRCIP) and gradually shifts funding from new capital projects to more preservation and maintenance. Over time, capital improvements to address traffic and safety problem areas will proceed on a prioritized basis. The long-term effect is that preservation and maintenance of the existing system becomes a higher priority than relieving congestion and solving safety issues. This is often referred to as the “no build” alternative.
- B. Adopt a “build” alternative, which tries to keep pace with anticipated growth by focusing funding on building capacity-enhancing and safety oriented projects, while also attempting to maintain the existing road network.
- C. Adopt a combination alternative, as recommended in the Deschutes County Transportation System Plan (TSP, located in the transportation chapter of the Resource Element), which includes a mixture of new projects to enhance roadway capacity, improve safety while also maximizing preservation and maintenance. The alternative also shifts emphasis to non-auto modes as much, as is practical to meet the intent of the Transportation Planning Rule (TPR).

This Plan balances the need to reduce the reliance on single occupant vehicles given the County’s needs, geography and demographics, with the need to solve safety and operational problems. At the same time, the system needs a significant effort in maintenance over the next twenty years to preserve the investment already made by the community. Additionally, the Plan encourages ridesharing, telecommuting and eventually fixed-route transit.

The TSP makes recommendations regarding short-term and long-term transportation projects on state and County facilities that will be needed over the next 20 years.

- A. The project list was based on:
  - 1. Evaluating the capacity of the County road system and the state highway network within Deschutes County.
  - 2. The results of state accident database analysis.
  - 3. Input from the County Road Department.
  - 4. Efforts to enhance alternative modes of transportation through compliance with the Transportation Planning Rule.
  - 5. The input received from the citizen review committee (County Planning Commission) and the public outreach process in general.
- B. The identified projects were prioritized based on the following criteria:
  - 1. Most Important:
    - a. Solving safety problems
  - 2. Important:
    - a. Maximizing the use of pedestrian and bicycle facilities.
    - b. Location of schools and fire stations.
    - c. Project cost, cost per average daily trip.
    - d. Anticipated traffic volumes (2016).

(Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

**23.64.020. Coordination and Implementation of the Transportation System Plan.**

Based on the requirements of the Transportation Planning Rule (TPR), Deschutes County has established an ongoing procedure to periodically analyze, prepare and plan for the transportation

needs of Deschutes County residents and visitors. The following goals and policies are intended to implement the Deschutes County Transportation System Plan, and thereby meet the requirements of the TPR.

A. Goals.

1. Achieve an efficient, safe, convenient and economically viable transportation and communication system. This system includes roads, rail lines, public transit, air, pipeline, pedestrian and bicycle facilities. The Deschutes County transportation system shall be designed to serve the existing and projected needs of the unincorporated communities and rural areas within the County. The system shall provide connections between different modes of transportation to reduce reliance on the single-occupancy vehicle.
2. Have an ongoing transportation planning process and maintain a transportation plan that meets the needs of the County and its residents. The transportation plan and facilities of Deschutes County shall be coordinated with the plans and facilities of incorporated cities within Deschutes County, adjacent counties and the State of Oregon.

B. Policies. Deschutes County shall:

1. Identify local, regional and state transportation needs;
2. Develop a transportation plan that shall address those needs;
3. Review and update the plan every three to five years;
4. Continue to coordinate transportation planning with local, regional and state plans by reviewing any changes to Deschutes County local transportation plans, regional transportation plans, the Oregon Transportation Plan and ODOT's State Transportation Improvement Plan (STIP); and
5. Continue public and interagency involvement in the transportation planning process.
6. Deschutes County shall notify ODOT concerning:
  - a. All land use proposals or actions that would create access onto a state highway or add >100 ADT to any County road intersection with a state highway;
  - b. Any proposed land use or development within 500 feet of a state highway or public use airport within the County; and
  - c. Required ODOT road approach permits.
7. Deschutes County shall protect approved or proposed transportation project sites through:
  - a. Access control measures;
  - b. Review of future large development and transportation projects that significantly affect the County's transportation system; and
  - c. The imposition of conditions of approval on developments and transportation projects that have a significant effect on the County's transportation system.
8. Deschutes County shall coordinate local plans and land use decisions with state transportation plans, including the Oregon Transportation Plan, modal plans and corridor plans. These plans provide ODOT policies and performance standards for statewide highways within Deschutes County. The statewide plans also provide the framework for access management on state facilities to protect the capacity and function of the highways.
9. The lead agency for transportation project review in Deschutes County shall be:
  - a. Deschutes County for projects outside UGBs;
  - b. The affected city for projects within the UGBs; and
  - c. The State of Oregon, Deschutes County and affected cities on projects involving state-owned facilities.

10. Transportation Projects.

The County shall have a list of transportation projects, adopted by the Board of County Commissioners in accordance with the policies set forth below.

- a. The initial Transportation Project List shall be set forth in Table 5.11.T1 of the Transportation System Plan adopted as part of the Resource Element of the Comprehensive Plan. The Board shall update the Transportation Project List periodically by resolution adopted by the Board, without need of a formal amendment to the TSP.
  - b. New transportation projects shall be included on the County's Transportation Project List. A transportation project proposed for addition to the list shall be subject to an individual land use review only if applicable administrative rules or land use regulations require such review.
  - c. Transportation or development projects that require a plan text amendment or a conditional use permit may be required to fulfill conditions or implement mitigation measures before approval is granted. Mitigation and conditions may include, but are not limited to:
    1. Improvement of surrounding roads;
    2. Limits on level of development;
    3. Revision of development placement;
    4. Addition or redesign of access;
    5. Addition of traffic management devices such as traffic signals, medians, turn lanes or signage; and/or
    6. Improvements that reduce transportation impacts.
11. Deschutes County acknowledges that land use designations have a significant impact on the overall transportation system and any alterations shall be completed with consideration to traffic impacts on the County road system.
12. The findings of compliance with applicable statewide planning goals, acknowledged comprehensive plan policies and land use regulations, shall be coordinated with the preparation of any Environmental Impact Statement (EIS) required for a proposed transportation facility that is identified on the Deschutes County Transportation System Plan.

(Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

**23.64.030. Arterial and Collector Roads.**

- A. County Road Network. The findings in the TSP conclude that the County road network currently in place, except for several specific road segments, should be adequate to serve the County needs over the next twenty years. Given the rural nature of Deschutes County and the fact that the majority of new development will take place on existing lots with existing access, few additional roads are anticipated. New road corridors to isolated subdivisions and new roads linking urban and rural areas are the main exceptions. Any new roads that will be created most likely will be the result of new developments and would therefore be part of land use development review or would be for secondary access or emergency ingress/egress to isolated subdivisions. Unforeseen large developments such as destination resorts normally have a private road system but their impacts to the County road network would be assessed at the time of land use approval.

The majority of road-related projects will consist of safety-related or other upgrades, maintenance and repair. Upgrades, maintenance and repair should be actively pursued to maintain the integrity of the system and not jeopardize the current conditions. Pedestrian, bicycle and transit modes of transportation require wider, smoother roadways. These

improvements also benefit automobile and truck traffic by making the roads safer and more efficient. The main purpose of the County-owned road network is to move people and goods as efficiently as possible between and to the incorporated cities in the County, not as a means of increasing urban scale developments in the unincorporated communities of the County. The County recognizes the importance of having a natural and seamless transition of jurisdiction for County roads within urban growth boundaries to their respective city jurisdictions as the cities continue to grow.

B. Goal. Establish a transportation system, supportive of a geographically distributed and diversified industrial base, while also providing a safe, efficient network for residential mobility and tourism.

C. Policies.

1. Deschutes County shall:
  - a. Consider the road network to be the most important and valuable component of the transportation system; and
  - b. Consider the preservation and maintenance and repair of the County road network to be vital to the continued and future utility of the County's transportation system.
2. Deschutes County shall not add any miles of new road to the system unless the following issues are satisfied:
  - a. The need for the road can be clearly demonstrated;
  - b. The County can financially absorb the additional maintenance requirements;
  - c. The condition of the road proposed for acceptance into the County system must meet County road standards;
  - d. An accrued benefit can be shown to the County's economic growth; and
  - e. An overall increase in efficiency in the County road network can be demonstrated.
3. Deschutes County shall make transportation decisions with consideration of land use impacts, including but not limited to, adjacent land use patterns, both existing and planned, and their designated uses and densities.
4. Deschutes County shall consider roadway function, classification and capacity as criteria for plan map amendments and zone changes to assure that proposed land uses do not exceed the planned capacity of the transportation system.
5. Roads in Deschutes County shall be located, designed and constructed to meet their planned function and provide space for motor vehicle travel and bike and pedestrian facilities where required.
6. Deschutes County shall manage the development process to obtain adequate street right-of-way and improvements commensurate with the level and impact of development. New development shall provide traffic impact analysis to assess these impacts and to help determine transportation system needs. The guidelines for traffic impact analysis shall be located within the Deschutes County Road Standards and Specifications document upon its adoption.
7. Transportation system improvements in Deschutes County shall comply with the Americans with Disabilities Act.
8. Transportation safety in Deschutes County shall improve for all modes through approved design practice and sound engineering principles.
9. Deschutes County shall acquire the necessary right-of-way through the development process to correct street intersections, substandard road geometry or other problems in order to improve the safety of a road alignment, consistent with constitutional limitations.
10. Deschutes County shall support efforts to educate the public regarding hazards related to travel on the transportation system.

11. Deschutes County shall support public and private efforts to acquire right-of-way for new secondary access roads to isolated subdivisions.

#### D. State Highways.

Each of the Access Oregon Highways (AOH) in Deschutes County has a specific role in the statewide transportation network, as well as the County system. The 1991 Oregon Highway Plan specifies the design, access management and level of service requirements that need to be applied to these highways. Deschutes County supports ODOT policy to develop highways through a "four-phased" approach. The four phases of development take place incrementally as the traffic volumes increase and the level of service decreases. Beginning with a standard two-lane rural highway, the improvement phases are as follows:

1. Addition of passing or climbing lanes.
2. Widening to a four-lane section.
3. Adding grade-separated interchanges and raised medians.
4. Develop full grade-separated interchanges and frontage roads.

Through a coordinated analysis effort between ODOT and County staff, the probable locations of future passing and climbing lanes on the state highways in Deschutes County were identified. Also identified were the four-lane extension to Highway 97 from La Pine south to Highway 31, along with the probable locations of future grade-separated interchanges. The projected conceptual highway lane additions and interchanges are shown on Figures 5.2.F1 and 5.2.F2 in the Transportation chapter of the Resource Element. Actual locations and design would be the result of detailed engineering work occurring during project development. No signals are appropriate on state highways outside of UGBs, Terrebonne or La Pine. Instead, as intersections develop safety or operational problems, they shall be grade-separated, restricted or closed (where there is alternative access).

The following descriptions identify the roles the state highways are expected to play in Deschutes County over the next twenty years.

#### E. US Highway 97.

Congestion on Highway 97 has been mostly a problem within the communities of Bend and Redmond, due to the increasing volumes of truck traffic combined with local traffic generated by the rapid growth experienced in recent years. The Highway 97 Strategy (Appendix D of the Transportation chapter of the Resource Element) contains the goals and policies that govern the future development of the Highway 97 corridor. These goals and policies include the possible designation of selected highway sections as Special Transportation Areas (STA). One such STA has been designated by the Oregon Transportation Commission for the US Highway 97 corridor between 1<sup>st</sup> and 6<sup>th</sup> Streets in La Pine.

Outside of urban areas, the highway is characterized by two, three, and four-lane sections. The ultimate plan is for a continuous four-lane section to be built throughout the corridor, except for the sections through unincorporated communities such as Terrebonne. In those communities, traffic calming and pedestrian safety are more important than through traffic movement. In most cases, the time delay to drivers passing through the small rural communities is insignificant compared to the overall travel time along the corridor.

Highway 97 is considered a Category 2 access management facility outside of urban areas, except for the specific sections through the communities of Terrebonne, Wickiup Junction and La Pine which are Category 4 (definitions can be found on page 17). The Category 4 section in Terrebonne extends from Lower Bridge Way south to 11th Street. The section in Wickiup Junction extends from Drafter Road south to Burgess Road. The La Pine section extends south from 1st Street to 6th Street. The Terrebonne section has already been redesigned to be pedestrian-friendly by the eventual inclusion of sidewalks, landscaped strips, bulbed intersection corners and a center median. The La Pine section was studied in 1998 and again in 2005 as part of approved state Transportation and Growth Management (TGM) grants. The La Pine section presents challenges due to the existing four-lane section through the community. The 2005 TGM grant project identified specific streetscape, lane configuration and access improvements in conjunction with the approval of a Special Transportation Area designation by the Oregon Transportation Commission. The 2005 La Pine STA plan is included in Appendix D of the Transportation Chapter (1998 Deschutes County Transportation System Plan) of the Resource Element. Issues regarding Highway 97 in Deschutes County include:

1. The increasing traffic volumes north of Terrebonne, especially at Lower Bridge Way;
2. Traffic calming through Terrebonne, Wickiup Junction and La Pine;
3. Local road and direct driveway access onto the highway;
4. North and south connections to the Redmond "bypass";
5. The needed grade-separated interchange at South Century Drive (Sunriver);
6. The excessive speeds through the rural communities; and
7. The possible grade separation between Yew Avenue and Deschutes Junction.
8. The opportunity to enhance the parallel local road network to redistribute local trips that would otherwise need to use the highway (such as paving FS Rd. #41 between Sunriver and Bend).

F. US Highway 20.

The ODOT Highway 20 corridor planning process is currently underway, and not expected to be completed before this TSP is adopted. However, policy direction and identified projects resulting from the corridor work can be added to the County's adopted TSP when completed.

The Tumalo section was studied (with Terrebonne) in 1997 as part of an approved state Transportation and Growth Management (TGM) grant. The community focused on the need to reduce accidents and ease the burden of crossing three lanes of high-speed traffic on Highway 20. The high volume of truck trips in the Tumalo area is seen as a contributor to the overall problem, and is not anticipated to diminish during the next twenty years.

Highway 20 is considered a Category 3 access management facility west of the Sister's UGB, Category 4 within Sisters (similar to Terrebonne), Category 2 between Sisters and the Bend UGB, and Category 4 east of the Bend UGB. The critical areas of the corridor are:

1. The increasing traffic volumes west of Sisters that may necessitate additional passing lanes;
2. The intersection of Cook Avenue in Tumalo which will require an eventual grade separation;
3. Safety problems at the intersection of the Old Redmond-Bend Highway, which will also require an eventual grade separation;

4. Local road and direct driveway access onto the highway between Sisters and Bend; and
5. Improvements to the Powell Butte Highway intersection if land uses intensify at the Bend Airport and/or accelerated growth occurs in Crook County.

G. Oregon Highway 126 (OR 126).

With the completion of the Cline Falls interchange in 1997, there are few transportation issues remaining or anticipated on this facility. No new interchanges or medians are proposed. The primary issues are related to the highway as it passes through the City of Redmond. Areas outside of the Redmond UGB that could develop problems include:

1. The intersection of Helmholtz Way if rapid development in and around Redmond continues;
2. Access to a possible new state park expansion at Cline Falls;
3. Local road and direct driveway access onto the highway between Sisters and Redmond; and
4. The substandard section east of Redmond.
5. The connection of 74<sup>th</sup> Street to the Cline Falls interchange.

H. Oregon Highways (OR 27, OR 31, OR 370 & OR 372).

The remaining highways in the County are not considered AOH facilities, and as such, do not warrant the same priority for projects nor are they anticipated to carry significant traffic volumes. Each of these highways, except for OR 27, is currently considered a Category 4 facility. None has identified high accident rates or safety problems. With the exception of OR 370 (O'Neil Highway), none has much direct private access or potential for intensified land use. There are no plans to pave OR 27 which is considered a Category 6 facility.

Deschutes County recognizes that Crook County is incrementally paving a new road extending south from their industrial area towards Deschutes County. Ultimately this new road may connect to Highway 20 west of OR 27 near Millican. When and if this new road connects to Highway 20, ODOT may choose to designate this new route as OR 27.

(Ord. 2005-021 § 6, 2005; Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

**23.64.040. Access Management.**

Roads accommodate two types of travel: local travel and through traffic. Arterial streets are intended for through movement of traffic while local roads are designed to give direct access to the abutting properties. Collector roads provide a link between the local and arterial roads, balancing accessibility and function. Historically, the state and local governments corrected many congestion problems by constructing new bypasses, grade separations or major street improvements. However, such solutions are expensive and are fast becoming infeasible under current funding levels.

Arterial roads without access management can over time become overused for short distance trips and local access to property. Land use changes along these overburdened arterials results in increased trip generation and traffic conflicts, as businesses normally desire to locate on high traffic arterials. The lack of adequate access management and insufficient coordination of land use development, property division and access review can contribute to the deterioration of both the arterial and collector road network. Traffic signals, new road approaches and driveways can decrease speed and capacity, and increase both congestion and hazards. Access management includes the control of vehicular access to major roadways. Partial access control, which is often found on major arterials and highways, is provided by limiting or prohibiting driveway access, left turn movements and cross traffic at intersections. These limitations increase the capacity of an

arterial to carry through traffic at the desired speeds without requiring the addition of more travel lanes. Coordination, planning and proper policies can help avoid these problems and costly solutions.

A. Goal.

1. Establish an access management system adequate to protect the quality and function of the arterial and collector street system.

B. Policies.

1. Deschutes County shall designate access and land uses appropriate to the function of a given road.
2. Deschutes County shall require new development to minimize direct access points onto arterials and collectors by encouraging the utilization of common driveways.
3. Wherever practical, access to state highways shall be provided via frontage roads, alternative local roads or other means, rather than direct access to the highway.
4. A non-traversable median on state highways shall be installed by ODOT when operational or safety issues warrant installation. Directional breaks in the median shall be provided as needed to allow safe traffic operation.
5. Access requests onto Deschutes County arterials and collectors for new partitions, subdivisions and commercial and industrial development shall be processed with the following access management classification system in mind:
  - a. Public road access spaced at no less than every 500 feet on arterials and 300 feet on collectors.
  - b. If either safety or environmental factors, or the unavailability of adequate distance between access points requires placing access points at lesser intervals, then access will be denied or the best alternative placement will be chosen. On road segments that are already severely impacted by numerous access points or on road segments which abut exception areas, adherence to the above standards may be either unreasonable or counterproductive to infill of exception areas. In such cases, these standards may be relaxed by the County Road Department Director to accommodate the aforementioned special conditions.

(Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

**23.64.050. Functional classification.**

Functional classification describes how the public road system should operate. Roads are grouped by their similar characteristics in providing mobility and/or land access. Within the County, there are six rural road classifications and nine urban classifications. Further coordination is needed between the County and cities in Deschutes County regarding the functional classification of County roads within city limits and urban growth boundaries. Currently, the County maintains approximately 123 miles of roadway within city limits and urban growth boundaries. The County lacks funds to upgrade these roads to city urban standards. Strengthening and revising Urban Growth Management agreements with cities may be an effective way to pursue tight coordination on this important issue and reduce the long-term financial burden to the County. As an example, the County and the City of Bend have agreed that as of July 1, 1998, all roads within the Bend UGB will become the responsibility of the City of Bend. This shift reduces the County's urban road mileage by approximately 70%.

The following changes to functional classification are identified on the Deschutes County Transportation Plan Map, designated as Exhibit "A" to Ordinance No. 98-044, and also identified on the more detailed maps located in the Transportation System Plan which is part of the Resource Element of the Comprehensive Plan.

A. Bend TSP.

The draft Bend Transportation System Plan is proposing only one change in functional classification to a County road within the UGB. However, with the recent management agreement, this road will become the jurisdiction of the City of Bend. The functional classification of all other roads that cross the Bend UGB between the City and the County have been coordinated.

1. Yeoman Road from 18th street east to the outer (ultimate) urban growth boundary is currently classified as either a future or current arterial depending on segment. It is proposed to change to a corresponding future and current collector.

B. Redmond TSP.

The draft Redmond Transportation System Plan proposes several classification changes to County roads within and around the UGB. The Redmond TSP also splits the existing arterial classification into two new categories, "major arterial" replaces "principal arterial" and "minor arterial" replaces "arterial". The collector category is also changed by creating a "Major" and "Minor" classification. The difference is that bike lanes are not required on "Minor" collectors. The designation of County roads outside of UGBs shall remain consistent with the County functional classes of Rural Arterial and Rural Collector. The County shall require at least a four-foot shoulder bikeway along those sections of road within the County that are extensions of designated Minor Arterials and Major Collectors on the Redmond Plan.

1. Rural Arterial to Rural Collector:
  - a. Hemholtz Way (43rd) between Maple Avenue and Obsidian Avenue.
  - b. Northwest Way north of Maple Avenue.
  - c. Maple Avenue between Hemholtz Way (43rd) and Northwest Way (27th).
2. Rural Collector to Rural Arterial:
  - a. 27th Street between Maple Avenue and Hemlock Avenue.
3. Other Changes:
  - a. 9th Street classification as future arterial north of Maple Avenue / Negus Way is eliminated.

C. County roads.

Several roads within the rural areas of the County road network are in need of reclassification. The reclassification of these roads is warranted based on either their current and projected average daily traffic (ADT), or planned functional role in the transportation network. In most cases, a projected level of service "D" or worse triggered the change from collector to arterial. One exception to this is the reclassification of Forest Service Road #45. This road is expected to have high peak seasonal use between Sunriver and Mt. Bachelor, and should therefore be reconstructed to a rural arterial standard.

Several roads currently classified as arterial are recommended to revert to collector status because they don't have a projected level of service of "D" or worse, and serve as a parallel route to a state highway. The original Transportation Element of the County Comprehensive Plan made several recommendations as to reclassifications at that time. As time has passed, some of these roads have not experienced the anticipated traffic while others are playing larger roles than originally planned due to accelerated development pressure. The County emphasis is for County roads to remain rural, have lower traffic speeds, and reduced cost to upgrade, repair and maintain.

New local roads for secondary access to rural isolated subdivisions have been identified as part of the Regional Problem Solving Project. In some cases, there is an existing dirt road across private or government land, but no dedicated right-of-way. Figures 5.2.F3a and 5.2.F3b of the Transportation chapter of the Resource Element identify proposed new roads as “corridors”, subject to future engineering and design, rather than specific alignments. The Sunriver Business Park is also in need of a future secondary access or intersection treatment such as a roundabout. With increasing development of commercial uses in the Park along with the increasing traffic volumes on South Century Drive, the single entrance/exit onto South Century Drive will become inadequate. Any solution may be problematic due to the established development pattern, the electric substation location, the forest-zoned land, and the Harper town site to the south. Figure 5.2.F3c in the Transportation chapter of the Resource Element identifies possible solutions to the problem by establishing a new access to Huntington Road. In the interim, an upgrade project to South Century Drive is identified in the Project List in the Transportation chapter of the Resource Element. The project would add a continuous two-way center turn lane from the entrance at Sunriver to the intersection at Spring River Road.

Roads classified as “future” in Figures 5.2.F4a-5.2.F4e of the Transportation chapter of the Resource Element are currently in need of either dedicated right-of-way, paving to County standard or both. The County makes the following changes in functional classification based on the current and projected traffic volumes, as well as the need for coordination between jurisdictions:

1. Upgrade Functional Class - Rural Collector to Rural Arterial.
  - a. Baker Road from US 97 to Brookwood Blvd.
  - b. Burgess Road from US 97 to Day Road.
  - c. South Century Drive from US 97 to Spring River Road.
  - d. Cline Falls Highway from OR 126 to Second St. (Tumalo).
  - e. Spring River Road from South Century Drive to FS Road #45.
  - f. Forest Service Road #45 from Spring River Road to Century Drive.
2. Upgrade Functional Class - Rural Local to Rural Collector.
  - a. Stevens Road from Bend UGB to Ward Road.
  - b. Nelson Road from Waugh Rd. to Powell Butte Highway.
  - c. Billadeau Road from Ward Rd. to Arnold Market Rd.
  - d. Reed Road from US 97 to Darlene Way (edge of La Pine Community).
  - e. Hunnell Rd. from Tumalo Rd. to Bend UGB.
  - f. Rogers Rd. from Old Redmond-Bend Hwy. to Hunnell Rd.
3. Upgrade Functional Class - Rural Local to Future Rural Collector.
  - a. Lazy River Drive to Tamarack Dr.
  - b. Tamarack Drive from Lazy River Dr. to 4th Street.
  - c. 4th Street to Whittier Drive.
  - d. Whittier Drive to La Pine State Recreation Road.
  - e. Solar Drive to Milky Way.
  - f. Upland Road from Milky Way to Savage Drive.
  - g. Savage Drive from Upland Road to Winchester Drive.
  - h. Winchester Drive From Savage Drive to Browning Drive.
  - i. Browning Drive from Winchester Drive to Stagestop Drive.
  - j. Stagestop Drive from Browning Drive to Bonanza Lane.
  - k. Bonanza Lane from Stagestop Drive to South Century Drive.
  - l. Sunrise Blvd. from Day Rd. to Burgess Rd.
4. Downgrade Functional Class - Rural Arterial to Rural Collector.
  - a. Holmes Road from OR126 to Lower Bridge Way .

- b. OB Riley Road from Bend UGB to Johnson Market Road.
  - c. Lower Bridge Way from Holmes Road to 43rd Street.
  - d. Deschutes Market Road from US 97 to Bend UGB.
5. Downgrade Functional Class - Rural Collector to Rural Local.
- a. Horse Butte Road from Knott Road to end.
  - b. Arnold Market Road from Rickard Rd. to Billadeau Rd.

D. Goal. Deschutes County functional classification goals and policies are as follows: Designate access and land uses appropriate to the function of a given road.

E. Policies.

1. Deschutes County shall:

- a. Coordinate the County Transportation System Plan with the transportation system plans of the cities of Bend, Redmond and Sisters. The County shall emphasize continuity in the classification of roads and appropriate design standards for roads that link urban areas with rural areas outside the urban growth boundaries. Prior to the finalization of any UGB amendment, the County and affected city shall agree on the functional classification and design standards of County roads within the proposed UGB area.
- b. Request the transfer, or an agreement to transfer with specific timelines and milestones, jurisdiction of County roadways within the urban growth boundaries to their respective cities at the time of annexation. County policy also directs that any developer of property who proposes annexation and who has frontage on a road that does not meet city standards shall have the primary responsibility for upgrading the road to applicable city specifications. Roads shall be upgraded prior to or at the time of annexation, or the developer shall sign an agreement with the city to upgrade the road, at the time of development. Transfer of road jurisdiction shall require the approval of both the County and affected city in accordance with the provisions in ORS 373.270.

(Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

### **23.64.060. Road and Street Standards.**

Historically, County road and street standards and specifications have been located in various places throughout the County Zoning and Subdivision Ordinances, making it a difficult task to implement standards uniformly and update them as needed. The County pledges to create a separate standards and specifications document, which will enable the County to periodically update or change specifications or road project procedures without a Comprehensive Plan amendment. The likely location for the new document or chapter will be in Title 12 (Road Department) of the Deschutes County Code. The new document will reflect the County's desire to no longer have urban road standards, only rural road standards, including specific standards for the unincorporated communities of La Pine, Terrebonne and Tumalo.

A. Goals.

- 1. Develop and adopt a document or chapter of Road Standards and Specifications that shall control all aspects of construction related to roads, pedestrian walkways and bicycle facilities occurring outside designated urban growth boundaries in Deschutes County.
- 2. Develop and adopt criteria for the requirement of various levels of traffic analysis for each new rural development. The traffic analysis requirements shall be located in the Road Standards document.

B. Policies.

1. After County adoption of the Deschutes County Road Standards and Specifications document, all new Deschutes County rural roads and reconstructed rural roads shall be built to those identified standards. In the interim, rural road dimensions outside of the unincorporated communities of Terrebonne and Tumalo shall match the requirements set forth in Table 5.2.T1, which replaces current Table "A" located in Title 17 of the Deschutes County Code. The City of Sisters Road Development Standards shall apply within the Sisters Urban Area. The Road requirements for the unincorporated communities of Tumalo and Terrebonne are governed by the previously adopted tables included in Appendix G of the Transportation System Plan located in the Resource Element.
2. Road, pedestrian and bicycle projects occurring in unincorporated areas within urban growth boundaries shall be governed by the respective city's road and street standards. Those requirements shall be coordinated between the city, the County and the applicant during the land use process according to procedures to be identified in the Deschutes County Road Standards and Specifications document.

(Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

**23.64.070. Road management system.**

Road management is an orderly scheduling of pavement preservation, maintenance, repairs and improvements to meet serviceability goals and provide safe, comfortable and economical transportation while striving to achieve the best possible value from available funds. Routine maintenance activities are carried out on a daily basis. Road sections requiring more extensive work are prioritized and then selected for improvements based on an evaluation of pavement condition.

Local road standards need to evolve over time as a given road experiences more traffic. A dirt or aggregate surfaced road may be adequate for access to individual properties. However, as additional properties begin to use that road for access, it may no longer be adequate. At a certain point, the owners of property using the road for access will need to join together and participate in the improvement of the road through the formation of a special road district or local improvement district.

A. Goal. Maintain the County road network pavement in good to excellent condition.

B. Policies.

1. Deschutes County shall continue to maintain and preserve the County road network through its pavement management system which guides a program of paving, repairing, reconstruction, drainage clearance and vegetation control.
2. After safety-related issues, the highest volume road segments shall be the next priority for County road maintenance and repair.
3. If and when gravel or dirt roads are paved by the County, the main controlling criteria shall be: density of surrounding development, traffic volumes, road classification, gap filling, potential school bus routing efficiency and emergency evacuation potential.

(Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

**23.64.080. Level of service.**

Levels of service (LOS) describe the service quality on two lane roads or highways as determined by average travel speed, percent of time delay due to the inability to pass, roadway capacity utilization, or intersection delay. LOS ratings generally apply to collector and arterial streets only.

LOS is defined by a range of designations from “A” to “F”. LOS “A” is completely unimpeded traffic flow while “F” is highly congested. Table 5.2.T2 in the Transportation chapter of the Resource Element identifies the relationship between two-way average daily traffic (ADT) volumes, level of service and the percentage of daily traffic that occurs during the peak travel hours of the day (K factor) on two-lane highways. While several road segments are expected to reach LOS “E” over the next 20 years, most County roads will be at LOS “D” or better as long as population growth does not exceed the projections. ODOT highway policies dictate that anything over LOS “C” outside of urban areas is unacceptable. For rural highway segments in Deschutes County, ODOT projects several to exceed LOS “D” over the next 20 years.

Table 5.2.T2  
Maximum Average Daily Traffic Allowed for Various Levels of Service

K Factor	Level of Service				
	A	B	C	D	E
	Average Daily Traffic Volume (ideal conditions, i.e., level terrain, etc.)				
10%	2,400	4,800	7,900	13,500	22,900

- A. Goal. Maintain a level of service of “D” or better during the peak hour throughout the County arterial and collector road system over the next 20 years.
- B. Policy. Deschutes County shall continue to monitor road volumes on the County arterial and collector network. The County Road Department shall continue to be the department responsible for monitoring volumes and shall strive to count each arterial and collector at least once every four years. The Road Department shall periodically examine the traffic volumes to identify level of service deterioration.

(Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

**23.64.090. County Roads.**

Traffic volumes on County roads were estimated using a combination of trending analyses and the Potential Development Impact Analysis work done by ODOT for Deschutes County. It was assumed that any road segment with fewer than 9,600-projected ADT in 2016 would operate at an LOS of “D” or better, and that LOS “D” is acceptable for County arterial and collector roads. Of all the County roads, only Baker Road (LOS “E”) leading into Deschutes River Woods is projected to operate at worse than LOS “D” in 2016. Additional roads *approaching* LOS “E” are located in the South County and include:

- a. Burgess Road west of Huntington Road in La Pine.
- b. South Century Drive near Sunriver.

These two road segments shall be monitored by the County Road Department and counted at least every two years instead of the usual 4-year cycle.

**23.64.100. ODOT State Highways.**

ODOT provides yearly traffic counts on all the state highways running through Deschutes County. ODOT used historical growth rates based on the last twenty years of traffic volume data. The yearly growth ranged from 0.0 to 11.4 percent.

- A. It was also assumed that the number of access points remained constant. Whereas the County road analysis related LOS directly to ADT levels, several highway segments may have high ADT levels but a correspondingly low LOS because of the presence of multilane and passing lane sections. Therefore, the most important analysis tool for highway sections becomes the LOS value rather than ADT. For multilane sections in the County,

the forecasted traffic volumes are well within the capacity limits through the year 2016. However, several sections of the state highways will be reaching capacity thresholds for two-lane sections. The sections projected to approach capacity and operate at level of service (LOS) "D" or worse are:

1. Highway 126 through downtown Sisters and on either side of the City of Redmond.
2. Most of Highway 20/126 between the Jefferson County line, through Sisters and Bend to Powell Butte Highway.
3. Highway 97 from the Jefferson County line through Terrebonne and Cottonwood Drive south to La Pine.
4. Highway 372 from Bend to Dillon Falls Road on the way to Mt Bachelor.

B. Goal. Maintain the current arterial and collector system in the County and prevent degradation of the capacity of the system.

C. Policies.

1. Deschutes County shall monitor County arterials and collectors to help in the determination of when road improvement projects are necessary.
2. Deschutes County shall continue to work with the ODOT and the Cities of Bend, Redmond and Sisters to coordinate solutions to highway and non-highway road issues that cross over jurisdictional boundaries.
3. The County shall establish requirements and adopt standards for secondary access roads to isolated rural subdivisions.

(Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

#### **23.64.110. Bridges.**

Deschutes County owns and manages approximately 120 bridges throughout the County. The County Road Department performs routine maintenance and repairs as necessary. Several of the bridges are signed for weight limitations in the five to fifteen-ton range because they are structurally deficient. Five bridges on higher volume roads are signed with 25-ton weight limits. Since the recent replacement of the Fall River Bridge in 1995, no significant bridge problems have been identified for correction or reconstruction.

A. Goal. Maintain a safe and efficient network of bridges on County roadways.

B. Policy. Deschutes County shall monitor the condition of County bridges on a regular basis, and perform routine maintenance and repair when necessary. The County shall also explore additional funding sources when major reconstruction or replacement of bridges is necessary.

(Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

#### **23.64.120. Truck Routes.**

Currently Deschutes County has no designated truck routes or hazardous materials routes on County roads. However, several roads are signed to *not* allow trucks over a certain weight due to bridge limitations. Oregon is one of the few states that currently allow oversized tractor-trailer vehicles referred to as Longer Combination Vehicles (LCV's) on certain highways. Two types of Luvs, triple trailers and heavier double trailers (105,000-lb weight limit) are allowed to operate in Oregon without a special permit. Truck traffic is generally confined to industrial, commercial and surface mining areas. State highways serve the majority of truck traffic and are most suitable for truck use. The County shall continue to designate state highways as the desired through truck routes in the County. The draft 1998 Oregon Highway Plan proposes to designate U.S. 97 as a State Truck Route. This designation could mean that additional funds would be available for

improvements to U.S. 97. Outside of the state highway system, trucks should be limited to travel only on arterial roads.

A. Goal. Develop a plan of designated truck routes.

B. Policy. Deschutes County shall require that long-haul, through trucks be limited to operating on Principal Arterial and Rural Minor Arterial roads as designated in the County transportation network, except in emergency situations and when no reasonable alternative arterial road is available for access to commercial or industrial uses.

(Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

### **23.64.130. Hazardous Material Routes.**

The transport of non-radioactive hazardous materials (NRHM) is guided by Part 397 of the Federal Motor Carrier Safety Regulations. The Federal Department of Transportation defines hazardous materials (HAZMAT) and regulates their packaging and shipping. ODOT designates the NRHM routes in Oregon. Currently, there are no designated NRHM routes in Central Oregon, which means HAZMAT can be transported through Deschutes County without any restrictions. In order to establish a new NRHM route, the County would need to work with ODOT to make findings on various federal criteria such as population density and proximity to hospitals and schools. The creation of NRHM routes requires a deeper understanding of the movement of these shipments than is currently available, therefore no routes shall be designated in this Plan. However, the County shall work with ODOT to determine if any Deschutes County highways should be candidates for designation as NRHM routes.

A. Goal. Develop a plan of designated hazardous materials (NRHM) routes.

B. Policy. Deschutes County shall work with ODOT to determine the feasibility of designating NHRM route(s) through Deschutes County.

(Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

### **23.64.140. Facility/Safety Improvements.**

In 1996, the grant-funded Deschutes County Safe Communities program was initiated in an effort to reduce transportation-related injuries of all types. Program staff used the state accident database, from the Accident Data Unit at ODOT, to evaluate accident data for the period 1991-April 1995. During this time period there were a total of 2,518 crashes reported on County roads and highways outside of urban areas. Of the total number of accidents, 70 were fatal, 1,073 involved injury (170 serious), and 1,375 were property damage only accidents. Safe Communities staff has also identified the difference in accident rates between the County in general and the rural areas.

Countywide, fatal accidents accounted for 1.2 percent of the total number of accidents, while fatal accidents just in the rural area accounted for 2.8 percent of the total. Injury accidents made up 4.4 percent of the County total, while in just the rural areas; they accounted for 6.8 percent of the total. The Safe Communities Group identified the process of reengineering high incident areas, where the greatest number of accidents occur, as the most important issue that should be addressed within the first year of the program. However, it could also be argued that the number of accidents alone is not the only indicator of need for corrective measures. A location with very high traffic volumes and a high accident rate may be safer than a location with low volumes but a high accident per average daily trip (ADT) rate. The "high priority" projects in the Project List section of the Transportation chapter of the Resource Element include improvement projects recommended to improve safety.

- A. Goal. Maintain a safe and efficient network of roadways.
- B. Policy. Deschutes County shall maintain a prioritized inventory of safety-deficient facilities on the County road network and give highest priority to correcting safety issues.  
(Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

**23.64.150. Public Transportation – Special Transit Services.**

- A. Fixed-route transit. There is currently no traditional fixed-route local transit service in Deschutes County. However, the Mt. Bachelor Ski Resort Super Shuttle does operate during the winter months on a fixed-route and schedule. The County shall continue to work with service providers such as Mt. Bachelor to secure additional funding as well as increase promotion of their services.
- B. Future fixed-route transportation options. In 1997, ODOT funded a study to address the issue of a fixed-route, commuter shuttle transit system between Bend and Redmond. The Study includes a commuter survey, information regarding potential ridership and costs. The results indicated that the most feasible operation would be a 3-van system with reasonably direct routing and few stops. The travel time between Bend and Redmond would average 30 minutes. The capital costs would be approximately \$150,000, with annual operating costs of \$200,000. Average daily ridership could average 100 if fares were \$3.00 or less. Further study would be required prior to implementation.

If the County were to establish a rural transit “district” to include a Bend-Redmond shuttle, another potential transit route could be from La Pine to Bend. Although no formal study has been done on this, similar results as the Bend-Redmond Study would be expected. A major difference in a La Pine-Bend shuttle would be the limited number of stops in La Pine and Wickiup Junction, and a probable diversion to serve Deschutes River Woods.

To achieve its potential, a commuter shuttle service needs good connections to sidewalks, bikeways, fixed-route transit and rideshare lots. Currently, there is no fixed-route transit in Bend or Redmond. The sidewalk and bicycle networks are generally fragmented and there are few rideshare lots. Because of these limitations, a shuttle service should attempt point-to-point travel as much as possible, which means working with larger employers to encourage the service. Figure 5.3.F1 in the Transportation chapter of the Resource Element identifies the potential routes and stops for a County rural transit system.

The need for a public transit center has been identified and shall be supported by Deschutes County. The center would include adequate parking and restroom facilities, and provide the opportunity to transfer between multiple intercity and local service providers. The most likely transit center location is in Bend, but additional locations in Redmond and possibly La Pine/Wickiup Junction may also be established. The County shall cooperate with ODOT and local jurisdictions in establishing future transit facilities as needed.

- C. Local demand-responsive transportation. Deschutes County has a network of special transportation providers who serve the elderly and disabled population. In most cases, the general public does not have access to these special transportation services. There are several providers of special transportation services in the County, ranging from public to private, both profit and non-profit. The following are the existing service providers in the County:

1. City of Bend Dial-A-Ride.
2. Central Oregon Council On Aging (COCOA) Dial-A-Ride.
3. Opportunity Foundation of Central Oregon.
4. Residential Assistance Program (RAP).
5. Disabled American Veterans.
6. Volunteer Services.
7. Central Oregon Resources for Independent Living.
8. Access Express.

With limited funding options, no significant expansions in these demand responsive programs are planned. Short-term capital needs have been identified for several dial-a-ride service providers and are included in the Project List.

D. Intercity bus and passenger rail.

The following intercity bus services are planned to continue as the primary (and only) public transit options in the County.

1. Greyhound.
2. CAC Transportation.
3. The People Mover.
4. Porter Stage Lines.
5. Valley Retriever.

The focus is to maximize the efficiency of these services as land use changes occur. The County realizes it has no control over the market driven forces that allow private transit providers to thrive or just survive. Increased emphasis shall be placed on the transit/rideshare connections possible in the South County as the population increases. The County will continue to work with the cities of Bend and Redmond as they investigate the possibility of fixed-route local transit systems. Without a local transit system to distribute trips, a commuter system linking the rural and urban areas of the County is less likely to succeed.

The Oregon Transportation Commission in November 1992 adopted the Oregon Rail Passenger Policy and Plan. It provides a comprehensive long-range plan for railroad passenger service in Oregon in coordination with the Oregon Transportation Plan. Unfortunately, passenger rail service for Central Oregon was ruled out as not being cost-effective. However, as conditions change and the population of Deschutes County continues to increase, the County will monitor the feasibility for future passenger rail service and work with ODOT and the community on future transit/rail options.

E. Goal.

1. Enhance the opportunity for intermodal connections throughout the County transportation system.
2. Increase the existing level of special services provided.
3. Establish rural transit service for Deschutes County residents.
4. Decrease barriers to the use of existing services.

F. Policies.

1. Deschutes County shall work with ODOT, the cities of Bend, Redmond and Sisters, and transit service providers to study countywide rideshare facility needs, and investigate public transit possibilities including potential transit stops for a regional or commuter-based transit system. Those possibilities shall include bus and rail, and if

economically feasible, the County shall seek such services as are found to be safe, efficient, and convenient in serving the transportation needs of the residents of Deschutes County.

2. Deschutes County shall continue to work with special service providers, ODOT, and the cities of Bend, Redmond and Sisters to secure additional funding as well as increase promotion of those special transit services that may be underutilized.
3. Deschutes County shall monitor the needs of the transportation disadvantaged and attempt to fill those needs.

(Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

### **23.64.160. Bikeways and Pedestrians.**

In March 1992, the County adopted a Bicycle Master Plan as a resource element of the Deschutes County Year 2000 Comprehensive Plan. The Bicycle Master Plan provides recommendations for policies, classifications of bike facilities, location of bike facilities, bicycle parking and other transportation issues related to bike facilities. Many of the goals and objectives of that Plan have been implemented and/or are still valid. With the adoption of the latest version of the Oregon Bicycle and Pedestrian Plan by the Oregon Transportation Commission on June 14, 1995, portions of the 1992 County Bicycle Master Plan are no longer relevant. The new state Plan contains several changes from earlier versions, which will have an effect on the Deschutes County Bicycle Master Plan. The most significant change is the new emphasis on pedestrian facilities, which were not addressed in the previous Plan.

Based on need and road characteristics, all roads open for public use should be considered for the potential to improve bicycling and walking. Facilities should safely accommodate the majority of users. Roads designed to accommodate cyclists with moderate skills will meet the needs of most riders; special consideration should be given close to school areas, where facilities designed specifically for children should be provided. Roads designed to accommodate young, elderly and disabled pedestrians serve all users well.

#### **A. Rural bikeways.**

On most rural roadways, shoulder bikeways are appropriate, accommodating cyclists with few conflicts with motor vehicles. In general, the minimum shoulder widths recommended by Oregon Bicycle and Pedestrian Plan for rural highways are adequate for bicycle travel. These standards take into account traffic volumes and other considerations.

Shared roadways are adequate on low-volume rural roads, where motor vehicle drivers can safely pass bicyclists due to the low likelihood of encountering on-coming traffic. Shoulder bikeways can be added to roads with high bicycle use, such as in semi-rural residential areas or close to urban areas. It may be appropriate to stripe and mark shoulders as bike lanes near schools or other areas of high use. Even adding minimal-width shoulders can improve conditions for bicyclists on roads with moderate traffic volumes. On roads with high use, it may be necessary to add full-width shoulders in areas of poor visibility due to topography.

#### **B. Rural walkways.**

In sparsely populated areas, the shoulders of rural roads usually accommodate pedestrians. There are, however, roadways outside urban areas where the developing urban character creates a need for sidewalks, such as on highly developed commercial strips or in residential clusters along county roads or state highways.

How and where pedestrians cross arterial roads is potentially more important than pedestrian travel along roads. Road volumes will dictate at what locations special pedestrian treatments may be warranted. It is anticipated that much of the focus will be on the state highways as they travel through rural communities. These locations have the highest concentrations of pedestrians and activity centers. Pedestrian treatments will be analyzed in concert with traffic calming strategies on the highways. Where sidewalks are not provided, paved shoulders should be wide enough to accommodate both pedestrians and bicyclists. Paved multi-use paths provided on one or both sides of a roadway in a rural community may be appropriate for providing access to schools. These paths will also serve the needs of young bicycle riders.

Through the site plan review process, the County will continue to monitor pedestrian facility design, and require appropriate facility designs to comply with provisions of the Americans with Disabilities Act (ADA).

The TSP identifies policies, bike and pedestrian facility classifications, design standards and construction and maintenance guidelines. Many of the design standards apply to urban rather than rural areas. However, they are in this plan because they may apply to specific projects, new neighborhoods, or urban unincorporated communities. This TSP contains a list of suggested improvements on the Deschutes County Road System to accommodate bike and pedestrian facilities. Completion of these projects will considerably enhance the network of bike and pedestrian facilities throughout the County.

The TSP recommends standards and design guidelines for bicycle and pedestrian facilities set by the 1995 Oregon Bicycle and Pedestrian Plan. All traffic devices used in conjunction with bikeways are required to meet the standards set forth in the national Manual on Uniform Traffic Control Devices (MUTCD).

#### C. Goals.

1. Adopt a Countywide system plan for bike and pedestrian facilities which provide access to various destinations within unincorporated communities and between urban areas and unincorporated communities.
2. Provide and maintain a safe, convenient and pleasing countywide bicycle and pedestrian system that is integrated with other transportation systems.
3. Establish bicycle safety, education and enforcement programs for all ages, improve riding skills, achieve observances of traffic laws, increased awareness of cyclist's and pedestrian rights, and monitor and analyze bicycle accident data to determine safety problem areas.

#### D. Policies.

1. Deschutes County shall coordinate local plans for pedestrian and bicycle facilities with the 1995 Oregon Bicycle and Pedestrian Plan. The statewide plan provides a framework for a local bicycle and pedestrian system and design standards.
2. Deschutes County shall require bike facilities at locations that provide access within and between residential subdivisions, schools, shopping centers, industrial parks, and other activity centers when financially feasible.
3. Deschutes County shall:
  - a. Balance the plan with a variety of facilities to meet the needs of different cyclists;
  - b. Plan for bicycle access between the County's urban and rural areas;
  - c. Develop a bikeway system, to be updated yearly and including a map for the public that describes the opportunities for bicycling in Deschutes County;

- d. Establish priorities for facility construction and maintenance based on need and resource availability;
- e. Evaluate the plan regularly to monitor how well the facilities meet the goals of the Plan;
- f. Upgrade rural road shoulder widths to County standards during road modernization or maintenance projects involving overlays as funding allows;
- g. Require bicycle and pedestrian facilities to satisfy the recreational and utilitarian needs of the citizens of Deschutes County;
- h. Make potential use, safety and the cost of bikeway construction, the primary considerations when designing specific bikeways;
- i. Emphasize the designation of on-road bikeways, where conditions warrant due to safety reasons and the cost of construction and maintenance of separate bike paths;
- j. Expend resources for the maintenance of existing bikeways and to keep pace with the development of new bikeways;
- k. Designate that the Deschutes County Bicycle and Pedestrian Advisory Committee facilitate the coordination of all bicycle and pedestrian planning in the County to assure compatibility;
- l. Designate that the Deschutes County Bicycle and Pedestrian Advisory Committee assure that the Plan remains up-to-date and that implementation proceeds according to the Plan;
- m. Work with affected jurisdictions to acquire, develop and maintain a series of trails along the Deschutes River, Tumalo Creek, and the major irrigation canals so that these features can be retained as a community asset; and
- n. Adopt standards for trail system right-of-ways and trail improvements that are based on the type of planned trail use and reflect the standards of the 1995 Oregon Bicycle and Pedestrian Plan.

(Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

**23.64.170. On-Road Route Selection.**

The integrity and usefulness of the bicycle system mandates that future development is designed with bicycling in mind.

- A. Goal. Coordinate on-road County bikeways with known existing and proposed state and city bikeways.
- B. Policies.
  - 1. New public and private land developments in Deschutes County shall accommodate and tie into the bicycle system, and shall provide their residents and employees with appropriate bicycle facilities.
  - 2. County arterials and collectors may use shoulder bikeways or shared roadways. These bikeways shall be upgraded to bike lanes when highway reconstruction occurs and the traffic volumes warrant lanes.
  - 3. Deschutes County shall facilitate safe and direct bicycle and pedestrian crossings of arterial roads.
  - 4. On-road bikeways shall be constructed in accordance with the specifications set forth in the 1995 Oregon Bicycle and Pedestrian Plan.

(Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

### **23.64.180. Off-Road Route Selection.**

- A. On-road bike facilities are generally preferred due to their lower cost and easier maintenance. However, paved and unpaved off-road bike paths could cater more to the recreational and fitness riders, and also offer an automobile-free route for inexperienced and younger cyclists. Well-placed paths could also serve commuting traffic. A paved multi-use path should be of sufficient width to accommodate multiple user groups such as jogging strollers and rollerbladers. The opportunity exists in Deschutes County to create off-road, separate multiple-use paths in some circumstances:
  - 1. Along maintenance “ditchrider” roads adjacent to main irrigation canals.
  - 2. Major utility easements.
  - 3. Short connector routes between adjoining subdivisions, and between subdivisions and adjoining schools and parks.
  - 4. Abandoned roadways.
  - 5. Additional bicycle paths within destination resorts and new recreational communities now in the planning stage.
  - 6. Heavily impacted forest trails.
  
- B. Goal. Identify a system of off-road paved multiple use paths to be included in the County transportation system.
  
- C. Policies.
  - 1. Developers in Deschutes County are encouraged to design paths that connect to the countywide bikeway system and that provide a direct route for commuters. In some cases, it may be appropriate to relax a requirement, such as for a sidewalk on one side of a residential street, in favor of a comparable bike path in the development. However, the use of a bike path shall not change the on-road bikeway requirement for arterials and collectors.
  - 2. Deschutes County shall facilitate mountain bike routes and the creation of paved off-road multiple-use paths. The County shall identify routes and incorporate them into its transportation system where appropriate. Particular attention shall be given to obtaining and keeping rights-of-way for uninterrupted routes linking areas within the County. Natural corridors such as rivers, irrigation canals, ridges and abandoned roadway and rail lines shall receive special attention. Proposed developments may be required to provide such identified rights-of-way as part of their transportation scheme in order to maintain the integrity and continuity of the countywide system.
  - 3. The County shall work with local agencies and jurisdictions to acquire, develop and maintain those sections of trail that are located outside of UGBs, but are part of a trail plan or map that has been adopted by the local jurisdiction and the County.
  - 4. Off-road paved multiple use paths shall be constructed in accordance with the specifications set forth in the 1995 Oregon Bicycle and Pedestrian Plan.

(Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

### **23.64.190. Facility Requirements.**

The TPR has various requirements relating to bicycle facilities such as bike parking amounts and areas, and employee considerations such as shower and changing facilities. Most of these requirements have already been implemented through Deschutes County ordinances, but are reinforced here with goals and policies.

- A. Goal. Maintain the existing development requirements for bicycle facilities in Deschutes County.

- B. Policy. Deschutes County shall maintain and update as necessary the existing ordinance requirements for bicycle facilities found in Title 18.116.031, or such other location that it may be moved to within the Deschutes County Development Code.

(Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

### **23.64.200. Airports.**

The continued operation and vitality of airports registered, licensed or otherwise recognized by the Department of Transportation is a matter of State and County concern. There are currently 18 registered airports in Deschutes County. Four of these are public use airports; two of which, Bend Municipal and Redmond Municipal-Roberts Field are publicly owned while Sisters Eagle Air and Sunriver airports are privately owned. These airports have improved (paved) runways, and offer a range of services, from the availability of commercial passenger flights arriving and departing daily at Redmond Municipal Airport, to the Sisters (Eagle Air) Airport which offers no services or runway navigational aids.

The Redmond Airport, which is located completely within the City limits of Redmond, is owned and controlled by the City of Redmond. It has a master plan, which was updated in 1998 and adopted by the City. The Plan guides the future land use(s) at the airport. The Master Plan includes an inventory of existing facilities, land uses, aviation forecasts, a demand/capacity analysis, airport layout plan and a development program.

Unlike the Redmond Airport, the Bend Municipal Airport is located outside the Bend City limits and UGB, therefore the County has land use jurisdiction over it. In order to guide airport land uses, the County adopted and utilizes the 1994 Bend Municipal Airport Master Plan, as amended in 2002 the "Supplement to 1994 Airport Master Plan" incorporated by reference herein. This is the guiding document for airport planning and development. This document incorporates a range of facility improvements for the Bend Municipal Airport over the 20-year planning horizon (2021), including short, intermediate, and long-term projects to improve safety and function at the airport. Currently, LCDC has administrative regulations (OAR 660-13) which were adopted in 1996. These regulations apply to airports that, in 1994, were the base for three or more aircraft. However, with the passage of HB 2605, the regulations were revised by the 1997 Oregon Legislature, which will require DLCD to update the rules to incorporate the changes made by the Legislature. For purposes of this TSP, the County will not alter current land use regulations in response to the current regulations (OAR 660-13) which have been revised by the Oregon Legislature. While the content of the new regulations is not yet known, the County policy shall be to develop ordinances to comply with the new regulations once they are adopted by DLCD.

- A. Goal. Protect the function and economic viability of the existing public-use airports, while ensuring public safety and compatibility between the airport uses and surrounding land uses for public use airports and for private airports with three or more based aircraft.

- B. Policies.

1. Deschutes County shall protect public-use airports through the development of airport land use regulations. Efforts shall be made to regulate the land uses in designated areas surrounding the Redmond, Bend, Sunriver and Sisters (Eagle Air) airports based upon adopted airport master plans or evidence of each airports specific level of risk and usage. The purpose of these regulations shall be to prevent the installation of airspace obstructions, additional airport hazards, and ensure the safety of the public and guide compatible land use. For the safety of those on the ground, only limited uses shall be allowed in specific noise impacted and crash hazard areas that have been identified for each specific airport.

Protecting the privately owned, private-use airports, with three or more based aircraft, will be accomplished by development of specific land use regulations for these types of airports. The function and economic vitality of privately owned, private-use airports with two or fewer based aircraft will also be accomplished through land use planning. Each airport's specific level of risk and usage shall be used to guide the continued safe aeronautical access to and from these airports considering the type of aircraft approved to use the airfield.

2. Deschutes County shall:
  - a. Continue to recognize the Redmond (Roberts Field) Airport as the major commercial/passenger aviation facility in Deschutes County and an airport of regional significance. Its operation, free from conflicting land uses, is in the best interests of the citizens of Deschutes County. Incompatible land uses shall be prohibited on the County lands adjacent to the airport;
  - b. Cooperate with the cities of Bend, Redmond and Sisters in establishing uniform zoning standards, which will prevent the development of hazardous structures and incompatible land uses around airports;
  - c. Through adoption of appropriate zoning restrictions, take steps to ensure that any proposed uses shall not impact airborne aircraft because of height of structures, smoke, glare, lights which shine upward, radio interference from transmissions or any water impoundment's or sanitary landfills which would create potential hazards from waterfowl to airborne aircraft;
  - d. Through adoption of appropriate zoning restrictions, allow land uses around public-use airports that will not be adversely affected by noise and safety problems and will be compatible with the airports and their operations;
  - e. Work with, and encourage airport sponsors to work with the Federal Aviation Administration (FAA) to enforce FAA-registered flight patterns and FAA flight behavior regulations to protect the interests of County residents living near airports.
  - f. Adopt zoning restrictions to ensure that developments in the airport approach areas will not be visually distracting, create electrical interference or cause other safety problems for aircraft or persons on the ground. In addition, efforts shall be made to minimize population densities and prohibit places of public assembly in the approach areas;
  - g. Continue efforts to prevent additional residential encroachment within critical noise contours or safety areas without informed consent;
  - h. Specifically designate any proposed airport facility relocations or expansions within County jurisdiction on an airport master plan or airport layout plan map, as amended, and establish the appropriate airport zoning designation to assure a compatible association of airport growth with surrounding urban or rural development;
  - i. Maintain geographic information system (GIS) mapping of the Airport Safety Combining Zones and provide timely updates;
  - j. For those airports in Deschutes County without adopted master plans, the County shall, as a minimum, base any land use decisions involving airports on LCDC airport regulations, upon adoption of those regulations by LCDC, which implement HB 2605;
  - k. Participate in and encourage the County-adoption of airport master plans for all public use airports and at least an airport layout plan for the remaining ODOT-recognized airfields in Deschutes County;

- l. Encourage appropriate federal, state and local funding for airport improvements at public-owned airports; and
- m. Discourage future development of private landing fields when they are in proximity to one another, near other public airports and potential airspace conflicts have been determined to exist by the Federal Aviation administration (FAA) or ODOT Aeronautics.

(Ord. 2003-035 § 1, 2003; Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

**23.64.210. Railroads.**

A. Goals.

- 1. Maintain the existing levels of freight rail activity throughout the County while also encouraging expanded usage by commercial and industrial companies.
- 2. Increase the safety of existing at-grade crossings and work towards the eventual replacement of all at-grade crossings with gate-protected or grade-separated crossings.

B. Policies. Deschutes County shall:

- 1. Work cooperatively with affected local jurisdictions and railroad operators to reduce land use conflicts and increase safety at all at-grade crossings;
- 2. Encourage efforts to improve the condition of rail lines throughout the County in order to retain the effectiveness and competitiveness of freight rail;
- 3. Not endorse the abandonment of any rail lines unless they are to be converted to trail use through the federal "Rails to Trails" program. Once converted, the trails will be incorporated into the County Bikeway/Trail System;
- 4. Not endorse any activities that would diminish existing rail service; and
- 5. Work cooperatively with affected local jurisdictions, businesses and railroad operators to protect all rail spurs that currently serve businesses or have the potential to serve freight rail uses from abandonment or incompatible zoning.

(Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

**23.64.220. Waterways.**

A water-borne transportation plan is not applicable in Deschutes County.

(Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

**23.64.230. Pipelines.**

Many miles of pipeline in Deschutes County currently carry power transmission lines, cable television, telephone, natural gas, water and sewage. The County encourages the continued use of pipelines to carry goods across County boundaries and for distribution within the County.

(Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

**23.64.240. Transportation System Management (TSM) and Transportation Demand Management (TDM).**

Although not urban, Deschutes County still has the potential to use several TSM and TDM strategies in order to help preserve the function of major County roads and state highways.

A. Transportation System Management (TSM).

- 1. TSM improvements focus on optimizing the carrying capacity of roads by alleviating congestion and reducing accidents. Examples of TSM strategies include:
  - a. Minimizing the number of access points.
  - b. Channelization of turning movements.
  - c. Creation of continuous turning and merging lanes.

- d. Raised medians.
- e. Signalization.

An important aspect of TSM is that public agencies work closely with affected businesses to fully evaluate impacts from changes to access. In addition, TSM must account equally for the needs of all modes of travel, particularly that bike, pedestrian and transit movements and safety are not compromised in exchange for improving roadway capacity.

- 2. Goal. In order to optimize the carrying capacity of the County road system, provide cost effective transportation improvements and implement strategies that shall improve the efficiency and function of existing roads.
- 3. Policies.
  - a. Deschutes County shall adopt land use regulations to limit the location and number of driveways and access points on all collector and arterial roads.
  - b. Deschutes County shall ensure that land use actions support the access management policies of the Oregon Department of Transportation (ODOT) along state highways.
  - c. Deschutes County shall implement transportation system management measures to increase safety and reduce traffic congestion on arterial and collector streets, and protect the function of all travel modes.
  - d. Deschutes County shall promote safety and uninterrupted traffic flow along arterials via the following planning considerations:
    - 1. Clustering of all types of development and provisions for an internal traffic circulation pattern with limited arterial access shall be encouraged;
    - 2. A minimum setback of 50 feet from arterial rights-of-way shall be required;
    - 3. Recommendations on speed limits shall be forwarded to the State Speed Control Board.

#### C. Transportation Demand Management (TDM).

- 1. Unlike TSM strategies, which focus on physical changes, TDM targets driver behavior, mode choice and employers to lower the traffic demands on the roads, especially during the peak travel times of the day. Examples of TDM strategies include:
  - a. Alternative or flexible work schedules.
  - b. Ridesharing/carpooling.
  - c. Transit use.
  - d. Bicycling/walking.
  - e. Parking management.
  - f. Working at home/telecommuting (teleworking).TDM strategies often involve an education and promotion effort to encourage changes in single occupant driving behavior. Therefore, TDM strategies require a concerted community and/or employer effort and commitment to realize the greatest results. A "tool box" of TDM strategies suitable for Central Oregon is included in Appendix M of the Transportation chapter of the Resource Element. Also significant is that, of all the different strategies used to relieve congestion, TDM efforts in Bend, Redmond, Sisters, Prineville, and Madras can all affect the County and each city because of the employee commute patterns throughout the tri-county area.
- 2. Goal. Reduce peak hour traffic volumes on County roads and diminish the exclusive use of single-occupant vehicles.
- 3. Policies. Deschutes County shall:
  - a. Encourage businesses to participate in transportation demand management efforts through the development of incentives and/or disincentives. These programs shall be designed to reduce peak hour traffic volumes by encouraging ridesharing,

- cycling, walking, telecommuting, alternative/flexible work schedules and transit use when it becomes available;
- b. Work with business groups, large employers and school districts to develop and implement transportation demand management programs;
- c. Continue to support the work of non-profit agencies working towards the same TDM goals as Deschutes County;
- d. Encourage programs such as van or carpooling (rideshare) to increase vehicle occupancy and reduce unnecessary single-occupant vehicle travel;
- e. Continue to pursue the development of park and ride facilities and consider the siting of a rideshare facility, based on identified needs, when realigning County roadways, considering the sale of surplus property, or reviewing land use applications for developments that could benefit from such a facility;
- f. Pursue the development and utilization of telecommunication technologies that facilitate the movement of information and data;
- g. Support efforts to educate the public regarding the actual costs related to travel on the transportation system and encourage transportation demand management alternatives; and
- h. Establish and make available a transportation demand management program to County employees, to serve as a role model for the community.

(Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

**23.64.250. Deschutes County Transportation Project List.**

- A. The list of expected transportation projects needed over the next twenty years is provided in the Transportation chapter of the Resource Element. The projects chosen were a result of:
  - 1. Analysis of County roadway accident data provided by the state.
  - 2. Using capacity analysis on County roads based on the forecasted growth.
  - 3. Knowledge and experience of the County Road Department.
  - 4. Public input.
  - 5. Efforts to enhance non-auto modes of transportation to conform to requirements of the State Transportation Planning Rule (OAR 660-12).
- B. The project list is broken down into two categories:
  - 1. A list of previously-committed projects, which in most cases, the County has an obligation to fund and/or construct; and
  - 2. A prioritized detailed project list of the remaining needs in Table 5.11.T1 of the Transportation chapter of the Resource Element.
  - 3. The method used to prioritize the projects involved a criteria-ranking system. The complete ranking matrix is located in Appendix J of the Transportation chapter of the Resource Element. Categories were created then divided up by level of importance as follows:
    - a. Most Important: Solving safety problems.
    - b. Other Important Criteria Included: Maximizing the use of pedestrian and bicycle facilities; Location of schools, parks and fire stations; Project cost, cost per average daily trip (ADT); Pavement condition index; Anticipated traffic volumes (2016).
  - 4. Safety related issues were automatically placed at the top of the list, then were ranked by cost and future traffic volumes within their category. Projects that add or enhance bicycle and pedestrian facilities and/or have access to schools, parks or fire stations, received extra credit. The rankings for each category were added together to result in a numerical score or "rank total". The lower the "rank total" number was, the higher the project was rated. The rankings for bike and pedestrian projects within the

communities of Terrebonne and Tumalo were defined by a community planning process that took place in 1996-'97, and were to be used as general guidelines.

C. Goal. Have an annual review of the Transportation Project List for the purposes of prioritizing, adding or deleting projects.

D. Policies.

1. The Deschutes County Board of Commissioners shall review the Transportation Project List annually to add, delete, and/or reprioritize projects, and may do so by adoption of a resolution.
2. The County Board of Commissioners has the authority to add projects to the list at any time if whole or partial private sector (developer) funding becomes available through the land use process, and the potential financial benefit to the County can be demonstrated to the satisfaction of the Board.

(Ord. 2002-005 § 1, 2002; Ord. 2000-017 § 1, 2000; Ord. 98-044, 1998)

**Chapter 18.61. URBAN UNINCORPORATED COMMUNITY ZONE - LA PINE**

**18.61.010. Purpose.**

**18.61.020. Standards for all Districts.**

**18.61.030. La Pine Planning Area.**

**18.61.040. Wickiup Junction Planning Area.**

**18.61.050. Neighborhood Planning Area.**

**18.61.010. Purpose.**

The purpose of the Urban Unincorporated Community (UUC) Zone – La Pine is to provide standards and review procedures for the future development of the urban unincorporated community of La Pine. The La Pine UUC includes three separate planning areas, La Pine, Wickiup Junction and Neighborhood, each with its own zoning districts, with allowed uses and distinct regulations, as further set forth in DCC 18.61.

(Ord. 2000-015 § 2, 2000; Ord. 96-003 § 1, 1996)

**18.61.020. Standards in all Districts.**

- A. Solar Setback. The setback from the north lot line shall meet the solar setback requirements in DCC 18.116.180.
- B. Stream Setback. To permit better light, air, vision, stream or pollution control, protect fish and wildlife areas and to preserve the natural scenic amenities and vistas along the streams and lakes the following setback shall apply:
  - 1. All sewage disposal installations, such as septic tanks and septic drain fields, shall be set back from the ordinary high water mark along all streams or lakes a minimum of 100 feet, measured at right angles to the ordinary high water mark. In those cases where practical difficulties preclude the location of the facilities at a distance of 100 feet and the County Sanitarian finds that a closer location will not endanger health, the Planning Director or Hearings Body may permit the location of these facilities closer to the stream or lake, but in no case closer than 25 feet.
  - 2. All structures, buildings and similar permanent fixtures shall be set back from the ordinary high water mark along all streams or lakes a minimum of 100 feet measured at right angles to the ordinary high water mark.
- C. Building Code Setbacks. In addition to the setbacks set forth herein, any greater setbacks required by applicable building or structural codes adopted by the State of Oregon and/or the County under DCC 15.04 shall be met.
- D. Off-Street Parking and Loading. Off-street parking and loading shall be provided subject to the provisions of DCC 18.116, Supplementary Provisions.
- E. Outdoor Lighting. All outdoor lighting shall be installed in conformance with DCC 15.10 providing outdoor lighting control.

(Ord. 2000-015 § 2, 2000; Ord. 96-003 § 1, 1996)

**18.61.030. La Pine Planning Area.**

The La Pine Planning Area is composed of eight zoning districts, each with its own set of allowed uses and regulations, as further set forth in DCC 18.61.030, and one overlay district as set forth in DCC 18.61.030 (I).

- A. La Pine Residential District.

1. Uses Permitted Outright. The following uses and their accessory uses are permitted outright:
  - a. Single-family dwelling.
  - b. Manufactured home subject to DCC 18.116.070.
  - c. Two-family dwelling or duplex.
  - d. Agricultural use as defined in DCC Title 18, subject to the following limitations:
    1. Cows, horses, goats or sheep shall not be kept on lots having an area less than 20,000 square feet. The total number of all such animals over the age of six months shall be limited to the square footage of the lot divided by 20,000.
    2. The number of chickens, fowl or rabbits over the age of six months shall not exceed one for each 500 square feet of land.
  - e. Class I and II road or street project subject to approval as part of a land partition, subdivision or subject to the standards and criteria established by DCC 18.116.230.
  - f. Class III road and street project.
  - g. Excavation, grading or fill and removal activities involved in creation of a wetland in areas not requiring a conditional use permit for fill or removal.
  - h. Forest operation and forest practice including, but not limited to, reforestation of forest land, road construction and maintenance, harvesting of a forest tree species, application of chemicals and disposal of slash.
  
2. Conditional Uses Permitted. The following uses may be allowed subject to applicable provisions of DCC 18.61 and DCC 18.116, Supplementary Provisions, DCC 18.124, Site Plan Review, and DCC 18.128, Conditional Use:
  - a. Multi-family dwelling with three or more units.
  - b. Park, playground and community building.
  - c. Utility facility, except landfill.
  - d. Excavation, grading and fill and removal within the bed and banks of a stream or river or in a wetland.
  - e. Home occupation.
  - f. Church.
  - g. School.
  - h. Manufactured home park.
  - i. Multi-family dwelling complex.
  - j. Cluster development.
  - k. Nursery school, kindergarten and day care facility.
  - l. Nursing home.
  - m. Public use.
  - n. Residential care facility for more than 15 people.
  - o. Wireless telecommunications facilities, except those facilities meeting the requirements of DCC 18.116.250(A) or (B).
  
3. Lot Sizes.
  - a. Partitions:
    1. Parcels served by an approved community, municipal or public water system and an approved community or public sewage system shall have a minimum width of 50 feet and a minimum area of 5,000 square feet.
    2. Parcels served by an approved community, non-community, municipal or public water system, but not by sewer, shall have a minimum width of 100 feet and a minimum area of 22,000 square feet.
    3. Parcels not served by either an approved community, municipal or public water system or an approved community or public sewage system shall have a minimum

width of 150 feet with a minimum area of one acre. In addition, all lots must meet Oregon Department of Environmental Quality (DEQ) on-site sewage disposal rules.

- b. Subdivisions: For subdivisions, cluster developments or manufactured home parks, the following standards shall apply:
  - 1. All new lots shall be connected to a DEQ permitted community or municipal sewer system.
  - 2. Minimum lot size for a residential subdivision shall be 5,000 square feet. Maximum residential lot size for a subdivision shall be 15,000 square feet.
- 4. Dimensional Standards. The following dimensional standards shall apply:
  - a. Lot Coverage. The main building and accessory buildings located on any building site or lot shall not cover more than 35 percent of the total lot area.
  - b. Building Height. No building or structure shall be erected or enlarged to exceed 30 feet in height, except as approved under DCC 18.120.040.
- 5. Yard and Setback Requirements.
  - a. Front Yard. The minimum front yard shall be 20 feet, or 10 feet if a garage or carport is located a minimum of 20 feet from the front property line, and the lot fronts on a public or private street.
  - b. Side Yard. A side yard shall be a minimum of five feet and the sum of the two side yards shall be a minimum of 15 feet. A street side yard shall be a minimum of 10 feet. A parcel or lot with a side yard adjacent to zoned forest land shall have a minimum side yard of 100 feet.
  - c. Rear Yard. The minimum rear yard shall be 10 feet, or 5 feet if there is vehicular access to the rear property line. A parcel or lot with a rear yard adjacent to zoned forest land shall have a minimum rear yard of 100 feet.
- B. La Pine Commercial District.
  - 1. Uses Permitted Outright. The following uses and their accessory uses are permitted outright:
    - a. Single-family dwelling on a lot existing on March 27, 1996.
    - b. Manufactured home, on a lot existing on March 27, 1996, subject to DCC 18.116.070.
    - c. Class I and II road or street project subject to approval as part of a land partition, subdivision or subject to the standards and criteria established by DCC 18.116.230.
    - d. Class III road and street project.
    - e. Excavation, grading or fill and removal activities involved in creation of a wetland in areas not requiring a conditional use permit for fill or removal.
  - 2. Uses Permitted Subject to Site Plan Review. The following uses and their accessory uses are permitted subject to the applicable provisions of DCC 18.61, DCC 18.116, Supplementary Provisions and DCC 18.124, Site Plan Review:
    - a. Park, playground and community building.
    - b. Public use.
    - c. A building or buildings not exceeding 8,000 square feet of floor space housing any combination of:
      - 1. Retail store, office and service establishment.
      - 2. Residential use in the same building as a permitted use.
      - 3. Art studio in conjunction with retail sales.
      - 4. Medical clinic.
      - 5. Automobile service station.

6. Car wash.
  7. Day care facility.
  8. Restaurant and cocktail lounge.
  9. Club and fraternal lodge.
  10. Automobile and trailer sales.
  11. Uses accessory to the uses identified in DCC 18.61.030.
- d. Any of the uses allowed under DCC 18.61.030(B)(2)(c) housed in a building or buildings exceeding 8,000 square feet, subject to the provisions of DCC 18.61.030(B)(4).
3. Conditional Uses Permitted. The following uses and their accessory uses are permitted subject to applicable provisions of DCC 18.61 and DCC 18.116, Supplementary Provisions, DCC 18.124, Site Plan Review and DCC 18.128, Conditional Use:
- a. Multi-family dwelling on a lot existing on March 27, 1996.
  - b. Tourist and travelers' accommodation of up to 100 units, provided the use is served by a community water system as that term is defined in OAR 660-22-010(2).
  - c. Manufactured home park and travel trailer park.
  - d. Church.
  - e. School.
  - f. Excavation, grading and fill and removal within the bed and banks of a stream or river or in a wetland, subject to DCC 18.120.050 and 18.128.270.
  - g. Water supply and treatment facility.
  - h. Utility facility, except landfill.
  - i. Television and radio station with or without a transmitter tower.
  - j. Nursing home.
  - k. Residential care facility for more than 15 people.
  - l. A building or buildings not exceeding 8,000 square feet of floor space housing any combination of:
    1. Veterinary clinic including enclosed kennel.
    2. Automobile repair garage.
    3. Commercial amusement and recreation establishment.
    4. Shopping complex subject to a master plan.
    5. Mini-storage facility.
    6. Uses accessory to the uses identified in DCC 18.61.030.
  - m. Any of the uses allowed under DCC 18.61.030(B)(3)(l) housed in a building or buildings exceeding 8,000 square feet subject to the provisions of DCC 18.61.030(B)(4).
  - n. Wireless telecommunications facilities, except those facilities meeting the requirements of DCC 18.116.250(A) or (B).
4. Special Requirements for Large Scale Uses. Any of the uses listed in DCC 18.61.030(B)(2)(d) and 18.61.030(B)(3)(m) may be allowed in a building or buildings exceeding 8,000 square feet of floor space if the Planning Director or Hearings Body finds:
- a. That the intended customers for the proposed use will come from the community and surrounding rural area, or the use will meet the travel needs of the people passing through the area;
  - b. The use will primarily employ a work force from the community and surrounding rural area; and
  - c. That it is not practical to locate the use in a building or buildings under 8,000 square feet of floor space.

For the purposes of DCC 18.61.030, the surrounding rural area shall be that area identified in the map depicted as Figure 5 in the La Pine Urban Unincorporated Community section of the Comprehensive Plan.

5. Lot Size and Dimensional Standards.

- a. Lot Size. New commercial lots shall be served by an approved community or public sewage system and shall have a minimum width of 50 feet and a minimum area of 5,000 square feet.
- b. Lot Coverage. No requirements.
- c. Building Height. No building or structure shall be erected or enlarged to exceed 30 feet in height, except as approved under DCC 18.120.040.

6. Yard and Setback Requirements.

- a. Front Yard. The front yard shall be no more than 15 feet, except as otherwise allowed by DCC 18.124.070(D)(2) and except when abutting a lot in a Residential District, in which case the front yard shall be the front yard required in the abutting Residential District. All buildings shall be set at the front yard setback line.
- b. Side Yard. None required, except when a parcel or lot with a side yard adjacent to zoned forest land shall have a minimum side yard of 100 feet.
- c. Rear Yard. None required, except when abutting a yard in a Residential District, and then the rear yard shall be a minimum of 20 feet. A parcel or lot with a rear yard adjacent to zoned forest land shall have a minimum rear yard of 100 feet.

C. La Pine Industrial District.

1. Uses Permitted Outright. The following uses and their accessory uses are permitted outright:

- a. Agricultural use as defined in DCC Title 18.
- b. Excavation, grading or fill and removal activities involved in creation of a wetland in areas not requiring a conditional use permit for fill or removal.
- c. Class I and II road or street project subject to approval as part of a land partition, subdivision or subject to the standards and criteria established by DCC 18.116.230.
- d. Class III road or street project.
- e. Forest operation and forest practice including, but not limited to, reforestation of forest land, road construction and maintenance, harvesting of a forest tree species, application of chemicals and disposal of slash.

2. Uses Permitted Subject to Site Plan Review. The following uses and their accessory uses are permitted subject to DCC 18.61.030(C)(4)(c)(2) and other applicable provisions of DCC 18.61 and DCC 18.116, Supplementary Provisions, and DCC 18.124, Site Plan Review:

- a. Expansion of a valid use existing on December 5, 1994.
- b. Public use compatible with industrial uses.
- c. Uses that require proximity to rural resources, as defined in OAR 660-04-022(3)(a).
- d. Scientific research or experimental development of materials, methods or products, including engineering and laboratory research.
- e. Light manufacturing, assembly, fabricating or packaging and wholesale distribution.
- f. Cold storage plant, including storage and office.
- g. Kennel or veterinary clinic operated entirely within an enclosed building.
- h. Processing use such as bottling plant, creamery, laboratory, blueprinting and photocopying, laundry, carpet and rug cleaning plant, cleaning and dyeing plant and tire retreading, recapping and rebuilding.

- i. Contractor's equipment storage or sale yard, house mover, delivery vehicles, transit storage, trucking terminal and used equipment in operable condition.
  - j. Manufacture of concrete products and ceramic products using only previously comminuted raw materials.
  - k. All types of automobile, motorcycle, boat, trailer and truck sales, service, repair, storage and rental.
  - l. Retail or combination retail/wholesale lumber and building materials yard, not including concrete mixing.
  - m. Manufactured home sales and service.
  - n. Plant nursery and greenhouse.
3. Conditional Uses Permitted. The following uses may be allowed subject to the applicable provisions of DCC 18.61 and DCC 18.124, Site Plan Review, and DCC 18.128, Conditional Use:
- a. Mini-storage facility.
  - b. Hydroelectric facility, subject to DCC 18.116.130 and 18.128.260.
  - c. Asphalt plant.
  - d. Lumber manufacturing and wood processing including pulp and paper manufacturing.
  - e. Electrical substation.
  - f. Concrete, asphalt and ready-mix plant.
  - g. Petroleum products storage and distribution.
  - h. Storage, crushing and processing of minerals, including the processing of aggregate into asphaltic concrete or Portland cement concrete.
  - i. Commercial feedlot, stockyard, sales yard, slaughterhouse and rendering plant.
  - j. Railroad track, freight depot and related facilities.
  - k. Agricultural products storage and processing plant.
  - l. Transfer station.
  - m. Automotive wrecking yard totally enclosed by a sight-obscuring fence.
  - n. Any use permitted by DCC 18.61.030(C)(2) that is expected to:
    - 1. Require lot coverage in excess of 70 percent;
    - 2. Require more than one acre of land; or
    - 3. Generate any odor, dust, fumes, glare, flashing lights or noise that would be perceptible without instruments 500 feet from the property line of the subject use.
  - o. Service commercial use, such as office, restaurant, cafe, refreshment stand, bar and tavern, whose primary purposes is to serve industrial uses in the surrounding area, provided that such use is allowed as part of an Industrial Park Master Plan.
  - p. Wireless telecommunications facilities, except those facilities meeting the requirements of DCC 18.116.250(A) or (B).
4. Use Limits. The following limitations and standards shall apply to uses listed in DCC 18.61.030(C)(2) and (3):
- a. Sewer and Water Requirements:
    - 1. New uses that require DEQ Water Pollution Control Facility (WPCF) permits shall be required to connect to the La Pine Sewer Treatment Facility in lieu of obtaining a WPCF permit.
    - 2. Uses that do not require a WPCF permit shall demonstrate the ability to obtain approval for an on-site sewage disposal system either before approval of the land use permit or as a condition of permit approval.
    - 3. If a use requires more than 5,000 gallons of water per day, an application shall be made to the Oregon Water Resources Department for a water rights permit or the use must be connected to a municipal, community or public water system.
  - b. Compatibility:

1. A use that requires a lot area exceeding 9,000 square feet shall not be permitted to locate adjacent to a lot in a residential district.
  2. A use expected to generate more than 30 truck trailer or other heavy equipment trips per day to and from the subject property shall not be permitted to locate on a lot adjacent to or across a street from a lot in a residential district.
  3. Any use on a lot adjacent to or across the street from a lot in a residential district shall not emit odor, dust, fumes, glare, flashing lights, noise or similar disturbances perceptible without instruments more than 200 feet in the direction of the affected residential use or lot.
  4. Storage, loading and parking areas for uses permitted by DCC 18.61.030(C)(2) and (3) shall be screened from residential zones.
  5. No use requiring air contaminant discharge permits shall be approved by the Planning Director or Hearings Body prior to review by the applicable state or federal permit reviewing authority, nor shall such uses be permitted adjacent to or across a street from a residential lot.
  6. A property hosting a service commercial use shall be subject to a waiver of remonstrance recorded in the Deschutes County Book of Records declaring that the operator and his or her successors will not now or in the future file a complaint aimed at curtailing industrial activities on adjacent properties conducted in conformance with DCC 18.61.
- c. Traffic/Parking.
1. A use that generates more than 20 auto or truck trips during the busiest hour of the day (peak hour) to and from the premises shall be served directly by an arterial or collector classified road.
  2. An applicant must demonstrate that affected transportation facilities are adequate to serve the proposed use considering the functional classification, capacity and the level of service of such facilities.
  3. All parking demand created by any use permitted by DCC 18.61.030(C) shall be accommodated on the applicant's premises entirely off-street except as otherwise permitted by 18.61.030 (I).
  4. There shall be only one ingress and one egress from properties accommodating uses covered by DCC 18.61.030(C) per each 300 feet or fraction thereof of street frontage. If necessary to meet this requirement, uses shall provide for shared ingress and egress. Within the La Pine Special Transportation Area (LPSTA) Overlay District set forth in DCC 18.61.030 (I), only one combined entrance/exit is permitted per every 300 feet or fraction thereof.
- d. Requirements for Large Scale Uses. Any industrial use listed in DCC 18.61.030(C)(2) and (3) may be allowed in a building or buildings exceeding 20,000 square feet of floor space if the Planning Director or Hearings Body finds:
1. That such uses are necessary to provide employment that does not exceed the total projected work force within the community and the surrounding rural area;
  2. That such uses would not rely upon a work force served by uses within urban growth boundaries; and
  3. That the determination of the work force of the community and surrounding rural area considers the total industrial and commercial employment in the community and is coordinated with employment projections for nearby urban growth boundaries.
5. Additional Requirements. As a condition of approval of any use proposed, the Planning Director or Hearings Body may require:
- a. An increase in required setbacks.

- b. Additional off-street parking and loading facilities.
- c. Limitations on signs or lighting, hours of operation and points of ingress and egress.
- d. Additional landscaping, screening and other improvements.

6. Dimensional Standards. The following dimensional standards shall apply:

- a. Minimum Lot Size. The minimum lot size shall be determined subject to the provisions of DCC 18.61.030(C) concerning setback requirements, off-street parking and loading.
- b. Lot Coverage. Notwithstanding DCC 18.61.030(C)(3)(n), a use permitted by DCC 18.61.030(C) is located adjacent to or across the street from a lot in a residential district shall not exceed 70 percent lot coverage by all buildings, storage areas or facilities and required off-street parking and loading area.
- c. Setbacks.
  - 1. The minimum building setback between a nonrailroad related structure and a street, road or railroad right of way line shall be 50 feet unless a greater setback is required for compliance with Comprehensive Plan policies.
  - 2. The minimum setback between a structure and a property line adjoining a residential district shall be 50 feet.
  - 3. The minimum setback between a structure and an existing use shall be three feet from the property line and at least six feet from a structure on the adjoining property.
- d. Building Heights. The maximum building height for any structure shall be 30 feet on any lot adjacent to a residential district and 45 feet on any lot not adjacent to a residential district or that is separated from a residential district by a street or road. However, if a building on a lot adjacent to a residential district, but not separated by a street or road, is set back 100 feet or more from the residential district, the maximum height shall be 45 feet.
- e. Minimum Lot Frontage. The minimum lot frontage shall be 50 feet.
- f. Side Yard. None required, except when a parcel or lot with a side yard adjacent to zoned forest land shall have a minimum side yard of 100 feet.
- g. Rear Yard. None required, except when abutting a yard in a Residential District, and then the rear yard shall be a minimum of 20 feet. A parcel or lot with a rear yard adjacent to zoned forest land shall have a minimum rear yard of 100 feet.

D. La Pine Business Park District.

- 1. Uses Permitted Subject to Site Plan Review. The following uses and their accessory uses are permitted subject to the applicable provisions of DCC 18.61 and 18.116, Supplementary Provisions, and DCC 18.124, Site Plan Review:
  - a. Commercial use, as defined in DCC 18.04, in a building or buildings each not exceeding 8,000 square feet of floor space.
  - b. Industrial use, as defined in DCC 18.04, in a building or buildings not exceeding 20,000 square feet of floor space.
- 2. Conditional Uses Permitted. Notwithstanding the uses allowed under DCC 18.61.030(D)(1), the following uses may be allowed subject to the applicable provisions of DCC 18.61 and DCC 18.124, Site Plan Review, and DCC 18.128, Conditional Use:
  - a. Mini-storage facility.
  - b. Processing use such as bottling plant, creamery, laboratory, blueprinting and photocopying, laundry, carpet and rug cleaning plant, cleaning and dyeing plant and tire retreading, recapping and rebuilding.

- c. Contractor's equipment storage or sale yard, house mover, delivery vehicles, transit storage, trucking terminal and used equipment in operable condition.
  - d. Manufacture of concrete products and ceramic products using only previously comminuted raw materials.
  - e. Manufactured home sales and service.
  - f. Lumber manufacturing and wood processing.
  - g. Electrical substation.
  - h. Agricultural products storage and processing plant.
  - i. Any use permitted by DCC 18.61.030(D) that is expected to:
    - 1. Require lot coverage in excess of 70 percent;
    - 2. Require more than one acre of land; or
    - 3. Generate any odor, dust, fumes, glare, flashing lights or noise that would be perceptible without instruments 500 feet from the property line of the subject use.
  - j. Wireless telecommunications facilities, except those facilities meeting the requirements of DCC 18.116.250(A) or (B).
3. Additional Requirements for Large Scale Uses. A commercial use in the Business Park District may be allowed in a building or buildings exceeding 8,000 square feet of floor space if the Planning Director or Hearings Body finds:
- a. That the intended customers for the proposed use will come from the community and surrounding rural area, or the use will meet the travel needs of the people passing through the area, for the purposes of DCC 18.61.030(D), the surrounding rural area shall be that area identified in the map depicted as Figure 5 in the La Pine Urban Unincorporated Community section of the Comprehensive Plan;
  - b. The use will primarily employ a work force from the community and surrounding rural area; and
  - c. That it is not practical to locate the use in a building or buildings under 8,000 square feet of floor space.
4. Use Limits. The following limitations and standards shall apply to all uses:
- a. Sewer and Water Requirements:
    - 1. New uses shall be required to connect to the La Pine Sewer Treatment Facility.
    - 2. New uses must be connected to a municipal, community or public water system.
  - b. Compatibility:
    - 1. A use that requires a lot area exceeding 9,000 square feet shall not be permitted to locate adjacent to a lot in a residential district.
    - 2. A use expected to generate more than 30 truck-trailer or other heavy equipment trips per day to and from the subject property shall not be permitted to locate on a lot adjacent to or across a street from a lot in a residential district.
    - 3. Any use on a lot adjacent to or across the street from a lot in a residential district shall not emit odor, dust, fumes, glare, flashing lights, noise, or similar disturbances perceptible without instruments more than 200 feet in the direction of the affected residential use or lot.
    - 4. Storage, loading and parking areas for all uses shall be screened from residential zones.
    - 5. No use requiring air contaminant discharge permits shall be approved by the Planning Director or Hearings Body prior to review by the applicable state or federal permit reviewing authority, nor shall such uses be permitted adjacent to or across a street from a residential lot.
    - 6. A property hosting a service commercial use shall be subject to a waiver of remonstrance recorded in the Deschutes County Book of Records declaring that

the operator and his or her successors will not now or in the future file a complaint aimed at curtailing industrial activities on adjacent properties conducted in conformance with DCC 18.61.

- c. Traffic/Parking
  1. A use that generates more than 20 auto or truck trips during the busiest hour of the day to and from the premises shall be served directly by an arterial or collector.
  2. An applicant must demonstrate that affected transportation facilities are adequate to serve the proposed use, considering the functional classification, capacity and the level of service of such facilities.
  3. All parking demand created by any use permitted by DCC 18.61.030(D) shall be accommodated on the applicant's premises entirely off-street.
  4. Parking may be allowed within the front yard building setback area except that no parking shall be allowed within 10 feet of any street.
  5. There shall be only one ingress and one egress from properties accommodating uses permitted by DCC 18.61.030(D) per each 300 feet or fraction thereof of street frontage. If necessary to meet this requirement, uses shall provide for shared ingress and egress.
5. Additional Requirements. As a condition of approval of any use proposed, the Planning Director or Hearings Body may require:
  - a. An increase in required setbacks.
  - b. Additional off-street parking and loading facilities.
  - c. Limitations on signs or lighting, hours of operation and points of ingress and egress.
  - d. Additional landscaping, screening and other improvements.
6. Dimensional Standards. The following dimensional standards shall apply:
  - a. Minimum Lot Size. The minimum lot size shall be determined subject to the provisions of DCC 18.61.030(D) concerning setback requirements, off-street parking and loading.
  - b. Minimum Lot Frontage. The minimum lot frontage shall be 50 feet.
  - c. Lot Coverage. A use permitted by DCC 18.61.030(D) which is located adjacent to or across the street from a lot in a residential district shall not exceed 70 percent lot coverage by all buildings, storage areas or facilities and required off-street parking and loading area.
7. Setbacks.
  - a. Front Yard. The minimum setback between a building and the street that provides ingress and egress to that building shall be 30 feet unless a greater setback is required for compliance with Comprehensive Plan policies.
  - b. Side Yard. None required, a structure and a property line adjoining a street shall be 10 feet.
  - c. Rear Yard. None required, except the minimum setback between a structure and a property line adjoining a street or a residential district shall be 20 feet. A parcel or lot with a rear yard adjacent to zoned forestland shall have a minimum rear yard of 100 feet.
  - d. The minimum setback between a structure and an existing use shall be three feet from the property line and six feet from a structure on the adjoining property.
8. Building Height. The maximum building height for any structure shall be 30 feet on any lot adjacent to a residential district and 45 feet on any lot not adjacent to a residential district or that is separated from a residential district by a street or road. However, if a building on

a lot adjacent to a residential district, but not separated by a street or road, is set back 100 feet or more from the residential district, the maximum height shall be 45 feet.

E. La Pine Sewer Treatment District.

1. Uses Permitted Outright. The following uses and their accessory uses are permitted outright:
  - a. Any use that is allowed by ORS 215.283(1), including utility facility necessary for public service, except commercial facilities for the purpose of generating power for public use by sale and transmission towers over 200 feet in height.
2. Conditional Uses Permitted. The following uses may be allowed subject to applicable provisions of DCC 18.61 and DCC 18.116, Supplementary Provisions, DCC 18.124, Site Plan Review, and DCC 18.128, Conditional Use and DCC 18.16.040(A):
  - a. Parks, playground or community centers owned and operated by a governmental agency or a nonprofit community organization.
3. Dimensional Standards. The following dimensional standards shall apply:
  - a. Lot Coverage. No requirements.
  - b. Building Height. No building or structure shall be erected or enlarged to exceed 30 feet in height, except as approved under DCC 18.120.040.
4. Yard and Setback Requirements.
  - a. Front Yard. The minimum front yard shall be 20 feet.
  - b. Side Yard. A side yard shall be a minimum of five feet and the sum of the two side yards shall be a minimum of 15 feet.
  - c. Rear Yard. The minimum rear yard shall be 20 feet.

F. La Pine Flood Plain District. All uses proposed within this district shall be subject to the provisions in DCC 18.96, Flood Plain Zone.

G. La Pine Community Facility District.

1. Uses Permitted Subject to Site Plan Review. The following uses and their accessory uses are permitted subject to the applicable provisions of DCC 18.61, DCC 18.116, Supplementary Provisions and DCC 18.124, Site Plan Review:
  - a. Performing arts center.
  - b. Swimming pool.
  - c. Community center.
  - d. Public use.
  - e. School.
  - f. Theater.
2. Yard and Setback Requirements.
  - a. Front Yard. The front yard shall be no more than 15 feet, except as otherwise allowed by DCC 18.124.070(D)(2) and except when abutting a lot in a Residential District, in which case the front yard shall be the front yard required in the abutting Residential District. All buildings shall be set at the front yard setback line. A parcel or lot with a front yard adjacent to zoned forest land shall have a minimum front yard of 100 feet.
  - b. Side Yard. None required, except when abutting a lot in a Residential District in which case the side yard shall be the side yard required in the abutting Residential District. A parcel or lot with a side yard adjacent to zoned forest land shall have a minimum side yard of 100 feet.

- c. Rear Yard. None required, except when abutting a yard in a Residential District, and then the rear yard shall be a minimum of 20 feet. A parcel or lot with a rear yard adjacent to zoned forest land shall have a minimum rear yard of 100 feet.
3. Dimensional Standards. The following dimensional standards shall apply:
    - a. Lot Coverage. No requirements.
    - b. Building Height. No building or structure shall be erected or enlarged to exceed 30 feet in height, except as approved under DCC 18.120.040.
  4. Lot Size.
    - a. Lot Size. New lots shall have a minimum width of 50 feet and a minimum area of 5,000 square feet.
    - b. Lot Coverage. No requirements.
    - c. Building Height. No building or structure shall be erected or enlarged to exceed 30 feet in height, except as approved under DCC 18.120.040.
  5. Additional Requirements. As a condition of approval of any use proposed, the Planning Director or Hearings Body may require:
    - a. An increase in required setbacks.
    - b. Additional off-street parking and loading facilities.
    - c. Limitations on signs or lighting, hours of operation and points of ingress and egress.
    - d. Additional landscaping, screening and other improvements.
- H. La Pine Community Facility Limited District.
1. Uses Permitted Outright.
    - a. Multi-use path.
  2. Uses Permitted Subject to Site Plan Review. The following uses and their accessory uses are permitted subject to applicable provisions of DCC 18.61 and DCC 18.116, Supplementary Provisions, and DCC 18.124, Site Plan Review:
    - a. School.
    - b. Park or playground.
- I. La Pine Special Transportation Area (LPSTA) Overlay District
1. The LPSTA Overlay District is a superimposed zone applied in combination with the existing identified zones for the purpose of promoting a vital and active pedestrian oriented district for the Highway 97 corridor through La Pine. The needs of through vehicular traffic are balanced against the desire for a more compact urban form that facilitates the increased mobility of pedestrians and bicycle users.
  2. The LPSTA overlay zone is superimposed over the existing Deschutes County La Pine Planning Area Plan and Map. All requirements of the underlying zones/districts remain in force unless specifically defined in 18.61.030 (I) (3-9).
  3. No buildings of 8,000 feet or greater will be permitted in the LPSTA as a permitted or conditional use.
  4. Automobile and trailer sales are not a permitted or conditional use in the LPSTA.
  5. Yard and Setback Requirements: No building shall be set back more than 3 feet from the rear edge of the sidewalk or greenbelt in the LPSTA.

6. Off Street Parking Requirements: The off-street parking requirements established in 18.116.030 (D) shall be the maximum number of spaces allowed in the LPSTA. The minimum shall be 50 percent of the maximum rounded up to the next whole number.

7. More than one use on one or more parcels as stated in 18.116.030 (E) is modified to allow a 20 percent decrease in the number of spaces required to account for linked trips to the downtown.

8. In the LPSTA, the main entrance to buildings must face or be clearly visible from the sidewalk.

9. In the LPSTA, commercial land uses are encouraged to have vehicular access to and between adjacent commercial land uses as is practicable. (Ord. 2005-020 § 6, 2005: 2003-002 § 1, 2003; Ord. 2002-033 § 1, 2002; Ord. 2001-044 § 3, 2001; Ord. 2000-015 § 2, 2000; Ord. 97-063 § 3, 1997; Ord. 97-041 § 1, 1997; Ord. 97-017 § 4, 1997; Ord. 96-003 § 1, 1996)

#### **18.61.040 Wickiup Junction Planning Area.**

The Wickiup Junction Planning Area is composed of one Commercial/Residential zoning district with its own set of allowed uses and regulations, as further set forth in DCC 18.61.040.

- A. Uses Permitted Outright. The following uses and their accessory uses are permitted outright:
1. Single-family dwelling.
  2. Manufactured home subject to DCC 18.116.070.
  3. Two-family dwelling or duplex.
  4. Class I and II road or street project subject to approval as part of a land partition, subdivision or subject to the standards and criteria established by DCC 18.116.230.
  5. Class III road and street project.
  6. Excavation, grading or fill and removal activities involved in creation of a wetland in areas not requiring a conditional use permit for fill or removal.
- B. Uses Permitted Subject to Site Plan Review. The following uses and their accessory uses are permitted subject to applicable provisions of DCC 18.61 and DCC 18.116, Supplementary Provisions, and DCC 18.124, Site Plan Review:
1. Park, playground and community building.
  2. Public Use.
  3. A building or buildings not exceeding 8,000 square feet of floor space housing any combination of:
    - a. Retail store, office and service establishment.
    - b. Residential use in conjunction with a permitted use.
    - c. Art studio in conjunction with a permitted use.
    - d. Medical clinic.
    - e. Automobile service station.
    - f. Car wash.
    - g. Day care facility.
    - h. Restaurant and cocktail lounge.
    - i. Club and fraternal lodge.
    - j. Automobile and trailer sales.
    - k. Any new use, or the expansion of an existing use, allowed under DCC 18.61.040(B)(3) housed in a building or buildings exceeding 8,000 square feet of floor space, but not greater than 12,000 square feet of floor space, subject to the provisions of DCC 18.61.040 (D).

- C. Conditional Uses Permitted. The following uses and their accessory uses are permitted subject to applicable provisions of DCC 18.61 and DCC 18.116, Supplementary Provisions, DCC 18.124, Site Plan Review, and DCC 18.128, Conditional Uses:
1. Multi-family dwelling with three or more units.
  2. Tourist and travelers' accommodations of up to 100 units, provided the use is served by a community sewer system as that term is defined in OAR 660-22-010 (2).
  3. Manufactured home park.
  4. Travel trailer park.
  5. Cluster development.
  6. Church.
  7. School.
  8. Excavation, grading and fill and removal within the bed and banks of a stream or river or in a wetland subject to DCC 18.120.050 and DCC 18.128.270.
  9. Water supply and treatment facility.
  10. Utility facility, except landfill.
  11. Television and radio station with or without a transmitter tower.
  12. Nursing home.
  13. Residential care facility for more than 15 people.
  14. A building or buildings not exceeding 8,000 square feet of floor space housing any combination of:
    - a. Veterinary clinic including enclosed kennel.
    - b. Automobile repair garage.
    - c. Commercial amusement and recreation establishment.
    - e. Shopping complex subject to a master plan.
    - f. Mini-storage facility.
    - g. Uses accessory to the uses identified in DCC 18.61.040.
  15. Any new use, or the expansion of an existing use, allowed under DCC 18.61.040(C)(14) housed in a building or buildings exceeding 8,000 square feet, but not greater than 12,000 square feet, subject to the provisions of DCC 18.61.040 (D).
  16. Wireless telecommunications facilities, except those facilities meeting the requirements of DCC 18.116.250(A) or (B).
- D. Special Requirements for Large Scale uses. Any of the uses listed in DCC 18.61.040(B)(3) and 18.61.040(C)(14) may be allowed in a building or buildings exceeding 8,000 square feet of floor space but not greater than 12,000 square feet of floor space if the Planning Director or Hearings Body finds, based on evidence submitted by the applicant:
1. That the intended customers for the proposed use will come from the community and surrounding rural area, or the use will meet the travel needs of the people passing through the area;
  2. The use will primarily employ a work force from the community and surrounding rural area; and
  3. That it is not practical to locate the use in a building or buildings under 8,000 square feet of floor space but could locate the use in a building not exceeding 12,000 square feet of floor space.
- E. For the purposes of DCC 18.61.040, the surrounding rural area shall be that area identified in the map depicted as Figure 5 in the La Pine Urban Unincorporated Community section of the Comprehensive Plan.
- F. Lot Size.
1. New lots or parcels served by an approved community, municipal or public water system and an approved community or public sewage system shall have a minimum width of 50

feet and a minimum area of 6,000 square feet. Maximum lot size for residential subdivisions shall be 15,000 square feet.

2. New lots or parcels served by either an approved community, non-community, municipal or public water system shall have a minimum width of 100 feet and a minimum area of 22,000 square feet.
3. New lots or parcels not served by either an approved community, municipal or public water system or an approved community or public sewer system shall have a minimum width of 150 feet with a minimum area of one acre. In addition, an applicant shall demonstrate that:
  - a. The lot or parcel can meet DEQ on-site sewage disposal rules then in effect, which can be demonstrated either prior to land division approval or as a condition of such approval;
  - b. Residential subdivision will be served by either a municipal or community water system or a non-community public water system.

G. Dimensional Standards. The following dimensional standards shall apply:

1. Lot Coverage. No requirements.
2. Building Height. No building or structure shall be erected or enlarged to exceed thirty (30) feet in height, except as approved under DCC 18.120.040.

H. Yards.

1. Front Yard. The front yard shall be no more than 20 feet, except as otherwise allowed by DCC 18.124.070(D)(2). All buildings shall be set at the front yard setback line.
2. Side Yard. None required, except when a parcel or lot with a side yard adjacent to zoned forest land shall have a minimum side yard of 100 feet.
3. Rear Yard. None required, except when a parcel or lot with a rear yard adjacent to zoned forest land shall have a minimum rear yard of 100 feet.

(Ord. 2004-013 § 6, 2004; Ord. 2003-008 § 1, 2003; Ord. 2002-015 § 1, 2002; 2000-015 § 2, 2000; Ord. 97-063 § 3, 1997; Ord. 96-007 § 1, 1996)

#### **18.61.050. Neighborhood Planning Area.**

- A. Purpose. The Neighborhood Planning Area provides standards and review procedures for development in the Neighborhood Planning Area of the La Pine UUC and is the "receiving area" for transferable development credits (TDCs). The Neighborhood Planning Area includes six zoning districts, each with its own set of allowed uses, as further set forth in DCC 18.61.050.
- B. Water and Wastewater Facilities. All uses in the Neighborhood Planning Area requiring water shall be connected to the La Pine Water District water system. All uses in the Neighborhood Planning Area that discharge wastewater shall be connected to the La Pine Special Sewer District sewage treatment facility or a Department of Environmental Quality approved community waste water treatment facility serving the La Pine Neighborhood Planning Area.
- C. Residential General District. Purpose: The Residential General District is the largest area of Neighborhood Planning Area. The district is primarily for single-family residential uses with a variety of lot sizes and housing styles. Some higher density housing is allowed in specified locations.
  1. Uses permitted outright.
    - a. Single-family dwelling, including a "Class A" manufactured home.
    - b. Duplex.
    - c. Accessory dwelling.
    - d. Multi-use path.
    - e. Open space.

- f. Residential facility or residential home.
  - g. Home occupation that:
    - 1. Is carried on within a dwelling only by members of the family who reside in the dwelling;
    - 2. Does not serve clients or customers on-site;
    - 3. Does not produce odor, dust, glare, flashing lights or noise;
    - 4. Does not occupy more than 25 percent of the floor area of the dwelling; and
    - 5. Does not include the on-premises display or sale of stock in trade.
    - 6. Does not have any outdoor storage of materials used in the home occupation.
2. Uses Permitted Subject to Site Plan Review. The following uses and their accessory uses are permitted subject to applicable provisions of DCC 18.61 and DCC 18.116, Supplementary Provisions, and DCC 18.124, Site Plan Review:
    - a. Multi-family dwelling, located along the central collector road in the Neighborhood Planning Area or adjacent to Huntington or Burgess Roads.
    - b. Bed and Breakfast Inn, located along the central collector road in the Neighborhood Planning Area or Huntington or Burgess Roads.
    - c. Child care facility located adjacent to the central or a neighborhood collector road in the Neighborhood Planning Area or Huntington or Burgess Roads.
    - d. Park or playground.
  3. Conditional Uses Permitted. The following uses and their accessory uses are permitted subject to applicable provisions of DCC 18.61 and DCC 18.116, Supplementary Provisions, DCC 18.124, Site Plan Review, and DCC 18.128, Conditional Use:
    - a. Home occupation as defined in DCC 18.04.
    - b. Outdoor Recreational Equipment Storage area as defined in DCC 18.04.
  4. Dimensional Standards. The lot size, lot coverage block length, block perimeter and building height standards shown in Table 2 shall apply to the Residential General District.
  5. Yard and Setback Requirements. The front, side and rear yard requirements in Table 2 shall apply to uses in the Residential General District.
  6. Residential Density. The residential density requirements in Tables 1 and 2 shall apply to the Residential General District.
- D. Residential Center District. Purpose: The Residential Center District is a location for social activities and small mixed-use residential/commercial businesses. It is located near the geographical center of each Neighborhood. This district is the location for more compact housing types such as townhomes and apartment buildings that activate the center and allow a greater number of people the option to walk for their daily needs.
1. Uses permitted outright.
    - a. Single Family Dwelling – Zero Lot Line, town home, duplex or triplex.
    - b. Accessory dwelling.
    - c. Live/work unit.
    - d. Multi-use path.
    - e. Open space.
    - g. Home occupation that:
      1. Is carried on within a dwelling only by members of the family who reside in the dwelling;
      2. Does not serve clients or customers on-site;

3. Does not produce odor, dust, glare, flashing lights or noise;
  4. Does not occupy more than 25 percent of the floor area of the dwelling; and
  5. Does not include the on-premises display or sale of stock in trade; and,
  6. Does not have any outdoor storage of materials used in the home occupation.
2. Uses Permitted Subject to Site Plan Review. The following uses and their accessory uses are permitted subject to applicable provisions of DCC 18.61 and DCC 18.116, Supplementary Provisions, and DCC 18.124, Site Plan Review:
    - a. Community center up to 4,000 square feet in floor area.
    - a. Neighborhood commercial building as defined in DCC 18.04.
    - b. Multi-family dwelling.
    - c. Bed and Breakfast Inn.
    - d. Church.
    - e. Park or playground.
  3. Conditional uses permitted. The following uses and their accessory uses are permitted subject to applicable provisions of DCC 18.61 and DCC 18.116, Supplementary Provisions, DCC 18.124, Site Plan Review, and DCC 18.128, Conditional Use:
    - a. Single-family dwelling, including "Class A" manufactured home, except as permitted in 18.61.050.D.1.a.
    - b. Residential facility or residential home.
    - c. Home occupation as defined in DCC 18.04.
  4. Dimensional standards. The lot size, lot coverage block length, block perimeter and building height standards shown in Table 2 shall apply to the Residential Center District.
  5. Yard and setback requirements. The front, side and rear yard requirements in Table 2 shall apply to uses in the Residential Center District.
  6. Residential density. The residential density requirements in Tables 1 and 2 shall apply to the Residential Center District.
- E. Community Facility District. Purpose: The purpose of this district is to provide a location for public and private uses and facilities that serve the civic, social and recreational needs of the community. The Community Facility District also includes higher density housing.
1. Uses Permitted Outright.
    - a. Duplex, triplex or townhome.
    - b. Multi-use path.
    - c. Open space.
  2. Uses Permitted Subject to Site Plan Review. The following uses and their accessory uses are permitted subject to applicable provisions of DCC 18.61 and DCC 18.116, Supplementary Provisions, and DCC 18.124, Site Plan Review:
    - a. Multi-family dwelling.
    - b. Continuing care retirement center.
    - c. Hospital.
    - d. Medical facility.
    - e. Assisted living, congregate care facility.
    - f. Nursing home.
    - g. Mixed use building (residential with other permitted use in the district).
    - h. Child care center.

- i. Public use.
  - j. Community center.
  - k. Church.
  - l. Senior center.
  - m. Library.
  - n. Museum.
  - o. Performing arts building.
  - p. Theater.
  - q. School.
  - r. Park or playground.
3. Conditional Uses Permitted. The following uses and their accessory uses are permitted subject to applicable provisions of DCC 18.61 and DCC 18.116, Supplementary Provisions, DCC 18.124, Site Plan Review, and DCC 18.128, Conditional Use:
    - a. Single-family dwelling.
    - b. Retail or professional office use that supports a permitted use in the district.
  4. Dimensional Standards. The lot size, lot coverage block length, block perimeter and building height standards shown in Table 2 shall apply to the Community Facility District
  5. Yard and Setback Requirements. The front, side and rear yard requirements in Table 2 shall apply to uses in the Community Facility District.
- F. Community Facility Limited District. Purpose. The purpose of this district is to provide locations for a school, recreation and transportation facilities.
1. Uses permitted outright.
    - a. Multi-use path.
    - b. Open space.
  2. Uses Permitted Subject to Site Plan Review. The following uses and their accessory uses are permitted subject to applicable provisions of DCC 18.61 and DCC 18.116, Supplementary Provisions, and DCC 18.124, Site Plan Review:
    - a. Park and ride facility.
    - b. School.
    - c. Park or playground.
  3. Uses Permitted Subject to Conditional Use. The following uses and their accessory uses are permitted subject to applicable provisions of DCC 18.61 and DCC 18.116, Supplementary Provisions, DCC 18.124, Site Plan Review, and DCC 18.128, Conditional Use:
    - a. Equestrian facility.
- G. Neighborhood Commercial District. Purpose: The purpose of this district is to provide a location for small-scale convenience commercial uses designed to serve the Neighborhood Planning Area.
1. Uses Permitted Outright.
    - a. Multi-use path.
    - b. Open space.
  2. Uses Permitted Subject to Site Plan Review. The following uses and their accessory uses are permitted in a building or buildings each not exceeding 4,000 square feet of floor

space, subject to applicable provisions of DCC 18.61 and DCC 18.116, Supplementary Provisions, and DCC 18.124, Site Plan Review:

- a. Convenience market.
  - b. Video store.
  - c. Retail store.
3. Conditional Uses Permitted. The following uses and their accessory uses are permitted in a building or buildings each not exceeding 4,000 square feet of floor space, subject to applicable provisions of DCC 18.61 and DCC 18.116, Supplementary Provisions, DCC 18.124, Site Plan Review, and DCC 18.128, Conditional Use: Such as but not limited to:
- a. Restaurant.
  - b. Laundry mat.
  - c. Dry cleaning.
  - d. Art studio in conjunction with retail use.
  - e. Professional office.
4. Dimensional Standards. The lot size, lot coverage block length, block perimeter and building height standards shown in Table 2 shall apply to the Commercial District.
5. Yard and Setback Requirements. The front, side and rear yard requirements in Table 2 shall apply to uses in the Commercial District.
- H. Park District. The purpose of this district is to provide Neighborhood Parks in each of the four neighborhoods within the Neighborhood Planning Area. This district may also apply to an optional Regional Park that may be located in Neighborhood 2 and or 3 during Quadrant Plan approval process.
1. Uses Permitted Outright.
    - a. Multi-use path.
    - b. Open space.
  2. Uses Subject to Provisions of DCC 18.61.050(H)(4).
    - a. Neighborhood Park.
  3. Conditional Uses. The following uses and their accessory uses are permitted subject to the development standards in DCC 18.61.050(H)(5) and the applicable provisions of DCC 18.61 and DCC 18.116, Supplementary Provisions, and DCC 18.124, Site Plan Review:
    - a. Regional Park.
  4. Neighborhood Park Development Standards.
    - a. Size standard. Neighborhood Parks shall be a minimum of two acres and no more than five acres in size.
    - b. Location. Neighborhood Parks shall be located at the center of each Neighborhood and be fronted on at least three sides by public streets including the central collector and a neighborhood collector.
    - c. Boundary Determination. The boundaries of the Neighborhood Parks are generally depicted on the Neighborhood Planning Area Park Plan, Figure 17 in the Deschutes County Comprehensive Plan, DCC 23.36.052. The exact boundaries of the Neighborhood Parks shall be established at the time of approval of a Quadrant Plan under DCC 18.61.050(J).
    - d. Platting. Neighborhood Parks shall be platted as part of the first phase subdivision in an approved Quadrant Plan.

5. Regional Park Development Standards.
  - a. The La Pine Neighborhood Planning Area may include one Regional Park. The Regional Park may be developed in Neighborhood 3 or 4.
  - b. Size Standard. The Regional Park shall be between 10 and 25 acres in size.
  - c. The location of a Regional Park shall be determined during the quadrant planning of Neighborhoods 3 and/or 4.
  - d. If the Regional Park is located at the intersection of the central collector and a neighborhood collector at the center of a Neighborhood, it may replace the required Neighborhood Park.
  - e. Siting Standards.
    - i. The Regional Park shall have direct access to either a collector street and an arterial street or the central collector and a neighborhood collector street.
    - ii. The Regional Park shall have direct access to a paved multi-use path.
- I. Open Space District. The purpose of this district is to provide two types of open space in the Neighborhood Planning Area. Perimeter Open Space is located adjacent to Huntington and Burgess Roads, Highway 97, and between existing residential lots west of Neighborhood 4. Perimeter Open Space will provide visual and noise screening and locations for multi-use paths. Corridor Open Space divides the four Neighborhoods, helps to maintain a rural feeling and contains unpaved multi-use paths.
  1. Perimeter Open Space Uses Permitted Outright.
    - a. Open space.
    - b. Multi-use path.
  2. Corridor Open Space Uses Permitted Outright.
    - a. Open space.
    - b. Multi-use path.
    - c. Picnic area.
    - d. Benches along multi-use path.
    - e. Park or playground managed by the La Pine Park District or a Neighborhood Planning Area homeowners association.
  3. Uses Permitted Subject to an Open Space Management Plan under the provision of DCC 18.61.050(I)(4).
    - a. Vegetation management for wildfire hazard reduction.
    - b. Vegetation management for wildlife habitat enhancement.
    - c. Landscaped earthen berm.
  4. Open Space Management Plan.
    - a. An open space management plan shall be prepared for each Quadrant as a component of a Quadrant Plan. The plan shall be implemented as a condition of approval for the final plat of the first phase of any development in a Quadrant. The open space management plan shall identify the funding source and management responsibility for zoned open space.
- J. Quadrant Plan.
  1. Plan Approval Required. Prior to issuance of a building permit, approval of a tentative plan or initiation of development including streets or placement of utilities within a Neighborhood or Quadrant, a Quadrant Plan shall be approved according to the provisions of DCC 18.61.050.

2. Eligibility to Submit an Application. Deschutes County will accept a Quadrant Plan application from a developer who has an agreement with Deschutes County of intent to purchase land in the Quadrant. The County may also prepare a Quadrant Plan.
  
3. Application Requirements. All applications shall include the following elements.
  - a. Zoning Plan, drawn to scale, showing the boundaries of the proposed zones and the acres in each zone.
  - b. Transportation Plan, drawn to scale, including locations of street rights of way for central collector, neighborhood collector and local streets, block configurations and connections with adjacent Quadrants.
  - c. Non-motorized Circulation Plan showing locations of sidewalks paved and unpaved multi-use paths and where they will connect to adjacent Quadrants
  - d. Open Space and Park Plan, drawn to scale, defining boundaries for the open space district and Neighborhood or Regional Parks where applicable
  - e. Open Space Management Plan.
  - f. Utility Plan, drawn to scale, identifying location and specifications for sewer and water facilities. The utility plan shall include a schedule of improvement initiation and completion and a written narrative that explains or describes:
    1. How the proposed water and sewer systems will be adequate to serve the type and size of development planned.
    2. How the proposed location and sizing of facilities will be consistent with existing and planned facilities.
    3. How adequate water flow volumes will be provided to meet fire flow and domestic demands.
  - g. Proposed design guidelines and process for reviewing and approving buildings for conformance with the guidelines. Notwithstanding DCC 23.40.020(F)(1)(g), and this requirement, no design guidelines shall be required for Quadrant 1c.
  - h. A plan showing the zone boundaries for Neighborhood General and Neighborhood Center Districts.
  - i. A plan showing the proposed locations and dimensions of road rights-of-way.
  - j. A written burden of proof statement with findings demonstrating conformance with the goals and policies of The Deschutes County Comprehensive Plan, DCC 23.40.020, the applicable sections of DCC 18.61, and any other applicable provisions of DCC Title 18.
  - k. A proposal for deed restrictions, Covenants, Conditions and Restrictions (CCRs), and a homeowners association. Notwithstanding DCC 23.40.020(F)(1)(g) and (h), no proposal for deed restrictions, CCRs, and a homeowners association shall be required with an application for a quadrant plan for Quadrant 1c.
  
4. Quadrant Plan Approval. Approval of a Quadrant Plan is a land use action and shall be reviewed under the provisions of DCC 22.20.020. Notwithstanding the order of hearings bodies listed under DCC 22.24.020(A), Quadrant Plans shall be subject to a public hearing before the Deschutes County Planning Commission. The Planning Commission shall make the decision to approve or deny an application for a quadrant plan. The Board of County Commissioners will act as the hearings body on an appeal of such a decision. An appeal of a quadrant plan decision shall be considered pursuant to DCC Chapter 22.32, Appeals. A Quadrant Plan may be approved subject to conditions with findings that the following criteria are met:
  - a. The Quadrant Plan contains all of the elements required in DCC 18.61.050(J)(3).
  - b. The Quadrant Plan conforms to the policies in the Deschutes County Comprehensive Plan, DCC 23.36.052.

- c. There is adequate sewer and water capacity to serve the development planned for the Quadrant and agreements to provide service have been signed with appropriate water and sewer districts or providers.
- d. The streets proposed in the Quadrant Transportation Plan conform to the general location and connection requirements of the La Pine Neighborhood Street Plan, Figure 15 in the Deschutes County Comprehensive Plan, DCC 23.36.052. The proposed street design conforms to the standards in DCC Title 17, Table 2 for the La Pine Neighborhood Planning Area. Final locations of road rights-of-way approved under a quadrant plan will be determined through the process for approval of a tentative plat under DCC Title 17.
- e. The paved and unpaved multi-use paths are located within or adjacent to the Perimeter or Corridor Open Space as generally shown in the Non-Motorized Plan, Figure 16 in the Deschutes County Comprehensive Plan, DCC .23.36.052
- f. The open space in the Open Space and Park Plan conforms to the standards in Deschutes County Comprehensive Plan, DCC 23.36.020(D) and general location shown in the La Pine Neighborhood Parks and Open Space Plan, Figure 17 in the Comprehensive Plan. DCC 23.36.052.
- g. The Zoning Plan conforms to the following performance standards:
  - 1. Neighborhood Commercial District. A minimum of two and a maximum of four acres of Neighborhood Commercial District shall be established in Quadrant 3a or 3c. Alternatively, if Quadrant Plans for Quadrant 3a and 3c are approved at the same time, the maximum area of Neighborhood Commercial District may be divided between the two Quadrants. The Neighborhood Commercial zone shall be located at the intersection of Huntington Road and the neighborhood collector that bisects Neighborhood 3.
  - 2. Community Facility District. Quadrant 1c shall be zoned as Community Facility District.
  - 3. Community Facility Limited District. The portion of Quadrant 3a that is located west of Huntington Road shall be zoned Community Facility Limited. A maximum of 15 acres in the northwest section of Quadrant 4a may be zoned Community Facility Limited.
  - 4. Residential Center District. Each Quadrant except Quadrant 1c and 1d shall have a Residential Center District with a minimum of three acres and a maximum of six acres. The area of the Residential Center District is gross acres including public rights of way. The Residential Center District shall be a contiguous area located so that it is adjacent to both the central collector and the collector street that bisects the Neighborhood.
  - 5. Residential General District. The area zoned Residential General shall be the area in each Quadrant that remains after the mandatory minimum Residential Center, Neighborhood Parks and Open Space zoning is defined.
  - 6. Neighborhood Park District. Where a Neighborhood Park is specified on the La Pine Neighborhood Parks and Open Space Plan (Figure 17 in the Deschutes County Comprehensive Plan, DCC 23.36.052, the Quadrant Plan shall zone a minimum of two acres and a maximum of five acres as Neighborhood Park District. The Neighborhood Park District shall be located at the intersection of the central collector and the neighborhood collector that that bisects the Neighborhood.
  - 7. Open Space District. The Quadrant Plan shall designate the following minimum areas as Open Space District:
    - i. Minimum 200 foot wide Corridor Open Space Buffer between Neighborhoods 1 and 2; 2 and 3; and 3 and 4.
    - ii. Minimum 200 foot wide Perimeter Open Space adjacent to Highway 97.

- iii. Minimum 75 foot wide Perimeter Open Space adjacent to Huntington and Burgess Roads.
  - iv. Minimum 50 foot wide Perimeter Open Space on the west edge of Quadrants 4a and 4c.
8. The proposed residential densities and lot sizes conform with the requirements of the Residential General and Residential Center Zones as further described as follows in Tables 1 and 2:  
(Ord. 2003-028 § 2, 2003; Ord. 2003-005 § 1, 2003; Ord. 2001-044 § 3, 2001; Ord. 2001-037 § 2, 2001; Ord. 2000-015 § 2, 2000)

TABLE 1. La Pine Neighborhood Planning Area Density Standards

	Maximum Density	Minimum Density	Lot Size Range Single-family
<b>NEIGHBORHOOD 1</b>			
Residential Center	12 units/acre	8 units/acre	2,400 – 4,500
Residential General	6 units/acre	3 units/acre	4,000 – 7,000
<b>NEIGHBORHOOD 2, 3 &amp; 4</b>			
Residential Center	12 units/acre	6 units/acre	2,400 – 7,000
Residential General	6 units/acre	2 units/acre	7,000 – 15,000

NOTE: Density is calculated using gross acres, excluding collector street right of way.

TABLE 2. La Pine Neighborhood Planning Area Zoning Standards

	RESIDENTIAL GENERAL	RESIDENTIAL CENTER	COMMUNITY FACILITY	COMMUNITY FACILITY LIMITED	NEIGHBORHOOD COMMERCIAL
<b>LOT SIZE Single-family</b>					
<b>NEIGHBORHOOD 1</b>					
Maximum square feet	7,000	4,500	N/A	N/A	N/A
Minimum square feet	4,000	2,400	N/A	N/A	N/A
<b>NEIGHBORHOOD 2</b>					
Maximum square feet	15,000	7,000	N/A	N/A	N/A
Minimum square feet	7,000	3,500	N/A	N/A	N/A
<b>LOT SIZE Townhome</b>					
Minimum square feet	N/A	2,400	2,400	N/A	N/A
<b>LOT SIZE Duplex Triplex</b>					
Minimum square feet	8,000	8,000	8,000	N/A	N/A
<b>LOT SIZE Multi-family</b>					
Maximum square feet	no maximum	no maximum	no maximum	N/A	N/A
Minimum square feet	15,000	10,000	10,000	N/A	N/A
<b>LOT SIZE Other uses</b>					
Maximum square feet	no maximum	no maximum	no maximum	no maximum	22,000
Minimum square feet	7,000	4,500	none	none	7,000
<b>LOT WIDTH</b>					
Minimum (feet)	50' for detached dwellings 24' for attached townhome	40' for detached dwellings 35' for detached zero lot line development 24' for attached townhome	50	50	50
<b>LOT DEPTH</b>					
Minimum (feet)	100	100	150	150	150
<b>RESIDENTIAL DENSITY (per gross acre) (1)</b>					
<b>NEIGHBORHOOD 1</b>					
Maximum	8.0	12.0	12.0	N/A	N/A
Minimum	3.0	8.0	N/A	N/A	N/A
<b>NEIGHBORHOODS 2, 3 &amp; 4</b>					
Maximum	6.0	12.0	N/A	N/A	N/A
Minimum	2.0	6.0			
<b>SETBACKS</b>					
<b>Primary Building</b>					
Front	15' min.	10' min.	10' min	10' min	10' min.
Side	10' min.	5' min. or 0 lot line	5' min. or 0 lot line	5' plus 1/2 foot for each ft. building height exceeds 20'	5' plus 1/2 foot for each ft. building height exceeds 20' height
Side at corner (2)	10 feet	5' or 0 lot line	5 feet	5 feet	5 feet
Rear	10 feet	None except abutting Residential General 5'	None except abutting Residential General 5'	5' plus 1/2 foot for each ft. building height exceeds 20'	5 feet

TABLE 2. La Pine Neighborhood Planning Area Zoning Standards (continued)

	RESIDENTIAL GENERAL	RESIDENTIAL CENTER	COMMUNITY FACILITY	COMMUNITY FACILITY LIMITED	NEIGHBORHOOD COMMERCIAL
<b>LOT COVERAGE</b>					
Maximum	35 percent	50 percent	60 percent	60 percent	50 percent
<b>BLOCK REQUIREMENTS(3)</b>					
Maximum Perimeter	2,000	1,600	1,200	N/A	1,200 feet
Maximum block length without pedestrian connection	600 feet	600 feet	400 feet	800	600 feet
<b>BUILDING HEIGHT</b>					
Primary	30'	40' except Res. General standards apply to single family. Townhomes 35 ft. max.	45' except Res. General standards apply to single family. Townhomes 35 ft. max.	45'	30'
Accessory Dwelling or Building Higher with Conditional Use Permit	20'	25'	30'	30'	25'
	NO	YES up to 40 feet	YES	YES	NO
<b>GARAGE SETBACKS</b>					
Min. from front of building	5 feet	5 feet	5 feet	N/A	N/A
<b>MINIMUM ONSITE PARKING</b>					
% of the structure that shall be sited at the minimum yard setback.	N/A	50% min.(2)	N/A	N/A	N/A

**NOTES:**

- (1) Gross acres, excluding collector street right of way
- (2) Must met clear vision requirements of DCC 18.116.020
- (3) The block requirements not applicable to review and approval of quadrant plans.

(Ord. 2004-013 § 6, 2004; Ordinance 2004-06 § 2, 2004; Ord. 2003-077 § 1, 2003; Ord. 2003-005 § 1, 2003; Ord. 2001-044 § 3, 2001; Ord. 2001-037 § 2, 2001; Ord. 2000-015 § 2, 2000)

## Chapter 18.116. SUPPLEMENTARY PROVISIONS

- 18.116.010. Authorization of Similar Uses.
- 18.116.020. Clear Vision Areas.
- 18.116.030. Off-Street Parking and Loading.
- 18.116.031. Bicycle Parking.
- 18.116.035. Bicycle Commuter Facilities.
- 18.116.040. Accessory Uses.
- 18.116.050. Manufactured Homes.
- 18.116.070. Placement Standards for Manufactured Homes.
- 18.116.080. Manufactured Home or RV as a Temporary Residence on an Individual Lot.
- 18.116.090. A Manufactured Home as a Temporary Residence for Medical Condition.
- 18.116.095. Recreational Vehicle as a Temporary Residence on an Individual Lot.
- 18.116.100. Building Projections.
- 18.116.200. Repealed.
- 18.116.120. Fences.
- 18.116.130. Hydroelectric Facilities.
- 18.116.140. Electrical Substations.
- 18.116.150. Endangered Species.
- 18.116.160. Rimrock Setbacks Outside of LM Combining Zone.
- 18.116.170. Solar Height Restrictions.
- 18.116.180. Building Setbacks for the Protection of Solar Access.
- 18.116.190. Solar Access Permit.
- 18.116.200. Repealed.
- 18.116.210. Residential Homes and Residential Facilities.
- 18.116.215. Family Childcare Provider.
- 18.116.220. Conservation Easements on Property Adjacent to Rivers and Streams-Prohibitions.
- 18.116.230. Standards for Class I and II Road Projects.
- 18.116.240. Protection of Historic Sites.
- 18.116.250. Wireless Telecommunications Facilities.
- 18.116.260. Rock Crushing Outside the SM Zone.
- 18.116.270. Conducting Filming Activities in all Zones.
- 18.116.280. Home Occupations.
- 18.116.010. Authorization of Similar Uses.

- A. The purpose of DCC 18.116.010 is to, consistent with provisions of state law, provide for land uses not specifically listed in any zone, but which are similar in character, scale, impact and performance to a permitted or conditional use specified in a particular zone.
- B. Review Criteria. A similar use may be authorized by the Planning Director or Hearings Body provided that the applicant establishes that the proposed use meets the following criteria:
  - 1. The use is not listed specifically in any zone;
  - 2. The use is similar in character, scale, impact and performance to one or more of the permitted or conditional uses listed for the zone in which it is proposed; and
  - 3. The use is consistent with any applicable requirements of state law with respect to what uses may be allowed in the particular zone in question.

Any similar use authorized by the Planning Director or Hearings Body shall conform to the applicable standards and requirements of the zone in which it is located, including any requirements for conditional use review set forth in DCC 18.128.

C. Procedure:

1. A property owner may initiate a request for authorization of a similar use by filing an application with the Planning Division on forms prescribed by the division.
2. The Planning Director or Hearings Body shall consider a request for authorization of a similar use under the requirements of Title 22, the Deschutes County Uniform Development Procedures Ordinance.

(Ord. 91-038 § 3, 1991)

**18.116.020. Clear Vision Areas.**

- 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, fence, wall, structure, or temporary or permanent obstruction exceeding three and one-half feet in height, measured from the top of the curb or, where no curb exists, from the established street centerline grade, except that trees exceeding this height may be located in this area provided all branches and foliage are removed to a height of eight feet above the grade.
- B. A clear vision area shall consist of a triangular area on the corner of a lot at the intersection of two streets or a street and a railroad. Two sides of the triangle are sections of the lot lines adjoining the street or railroad measured from the corner to a distance specified in DCC 18.116.020(B)(1) and (2). 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 County:
  1. In an agricultural, forestry or industrial zone, the minimum distance shall be 30 feet or at intersections including an alley, 10 feet.
  2. In all other zones, the minimum distance shall be in relationship to street and road right of way widths as follows:

Right of way Width	Clear vision
80 feet or more	20 feet
60 feet	30 feet
50 feet and less	40 feet

(Ord. 91-020 § 1, 1991)

**18.116.030. Off-Street Parking and Loading.**

- A. Compliance. No building or other permit shall be issued until plans and evidence are presented to show how the off-street parking and loading requirements are to be met and that property is and will be available for exclusive use as off-street parking and loading. The subsequent use of the property for which the permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading space required by DCC Title 18.

B. Off-Street Loading. Every use for which a building is erected or structurally altered to the extent of increasing the floor area to equal a minimum floor area required to provide loading space and which will require the receipt or distribution of materials or merchandise by truck or similar vehicle, shall provide off-street loading space on the basis of minimum requirements as follows:

1. Commercial, industrial and public utility uses which have a gross floor area of 5,000 square feet or more shall provide truck loading or unloading berths subject to the following table:

Sq. Ft. of Floor Area	No. of Berths Required
Less than 5,000	0
5,000-30,000	1
30,000-100,000	2
100,000 and Over	3

2. Restaurants, office buildings, hotels, motels, hospitals and institutions, schools and colleges, public buildings, recreation or entertainment facilities and any similar use which has a gross floor area of 30,000 square feet or more shall provide off-street truck loading or unloading berths subject to the following table:

Sq. Ft. of Floor Area	No. of Berths Required
Less than 30,000	0
30,000-100,000	1
100,000 and Over	2

3. A loading berth shall contain space 10 feet wide, 35 feet long and have a height clearance of 14 feet. Where the vehicles generally used for loading exceed these dimensions, the required length of these berths shall be increased.
4. If loading space has been provided in connection with an existing use or is added to an existing use, the loading space shall not be eliminated if elimination would result in less space than is required to adequately handle the needs of the particular use.
5. Off-street parking areas used to fulfill the requirements of DCC Title 18 shall not be used for loading and unloading operations except during periods of the day when not required to take care of parking needs.

C. Off-Street Parking. Off-street parking spaces shall be provided and maintained as set forth in DCC 18.116.030 for all uses in all zoning districts. Such off-street parking spaces shall be provided at the time a new building is hereafter erected or enlarged or the use of a building existing on the effective date of DCC Title 18 is changed.

D. Number of Spaces Required. Off-street parking shall be provided as follows:

1. Residential.

Use	Requirements
One, two and three family dwellings	2 spaces per dwelling unit
Multi-family dwelling containing four or more dwelling units: Studio or efficiency unit	0.75 space per unit

Use	Requirements
1 bedroom	1.00 space per unit
2 bedroom	1.50 space per unit
3 bedroom	2.25 space per unit
4 bedroom	2.50 space per unit
Apartment/hotel, rooming or boarding house	0.50 space guest parking per dwelling unit
Quad or quint dwelling	4.50 spaces per quad and 5.50 spaces per quint

## 2. Commercial Residential.

Use	Requirements
Hotel	1 space per guest room plus 1 space per 2 employees.
Motel	1 space per guest room or suite plus 1 additional space for the owner-manager
Club or lodge	Spaces to meet the combined requirements of the uses being conducted such as hotel, restaurant, auditorium, etc.
Fraternity, sorority or dormitory	1 space for each 6 student beds

## 3. Institutions.

Use	Requirements
Welfare or correctional institution	1 space per 3 beds for patients or inmates
Convalescent Hospital, nursing hospital, sanitarium, rest home, home for the aged	1 space per 2 beds for patients or residents
Hospital	1.50 spaces per bed

## 4. Places Of Public Assembly.

Use	Requirements
Church	1 space per 4 seats or 8 feet of bench length in the main auditorium or 1 space for each 50 sq. ft. of floor area used for assembly
Library, reading room, museum, art gallery	1 space per 400 sq. ft. of floor area plus 1 space per 2 employees
Preschool, nursery or kindergarten	2 spaces per teacher
Elementary or junior high schools	1 space per 4 seats or 8 feet of bench length in auditorium or assembly room, whichever is greater, plus 1 space per employee.
High schools	1 space for each 6 students or 1 space per 4 seats or 8 feet of bench length in the main auditorium, whichever is greater, plus 1 space per employee
College or commercial school for adults	1 space per 3 seats in classrooms
Other auditorium or meeting room	1 space per 4 seats or 8 feet of bench length. If no fixed seats or benches, 1 space per 60 sq. ft. of floor space.

5. Commercial Amusements.

Use	Requirements
Stadium, arena or theater	1 space per 4 seats or 8 feet of bench length
Bowling alley	6 spaces per lane, plus 1 space per 2 employees
Dance hall or skating rink	1 space per 100 sq. ft. of floor area, plus 1 space per 2 employees.

6. Commercial.

Use	Requirements
Grocery stores of 1,500 sq. ft. or less of gross floor area, and retail stores, except those selling bulky merchandise	1 space per 300 sq. ft. of gross floor areas
Supermarkets, grocery stores	1 space per 200 sq. ft. of gross floor area
Service or repair shops, retail stores and outlets selling furniture, automobiles or other bulky merchandise where the operator can show the bulky merchandise occupies the major area of the building	1 space per 600 sq. ft. of gross floor area
Bank or office, except medical or dental	1 space per 300 sq. ft. of gross floor area
Medical and dental office or clinic	1 space per 150 sq. ft. of gross floor area
Eating or drinking establishments	1 space per 100 sq. ft. of gross floor area.
Mortuaries	1 space per 4 seats or 8 ft. of bench length in chapels

7. Industrial.

Use	Requirements
Manufacturing establishment	1 space per employee on the largest working shift
Storage warehouse, wholesale establishment, rail or trucking freight terminal	1 space per 2,000 sq. ft. of floor area

8. Other uses not specifically listed above shall be provided with adequate parking as required by the Planning Director or Hearings Body. The above list shall be used as a guide for determining requirements for said other uses.

E. General Provisions. Off-Street Parking.

1. More Than One Use on One or More Parcels. In the event several uses occupy a single structure or parcel of land, the total requirement for off-street parking shall be the sum of requirements of the several uses computed separately. Within the La Pine STA Overlay District (LPSTA), 18.61.030 (I), the maximum required parking shall be the total requirement of off-street parking minus 20 percent (20%) to account for linked trips.
2. Joint Use of Facilities. The off-street parking requirements of two or more uses, structures or parcels of land may be satisfied by the same parking or loading space used jointly to the extent that it can be shown by the owners or operators of the uses, structures or parcels that their operations and parking needs do not overlap at any point of time. If the

uses, structures or parcels are under separate ownership, the right to joint use of the parking space must be evidenced by a deed, lease, contract or other appropriate written document to establish the joint use.

3. Location of Parking Facilities. Off-street parking spaces for dwellings shall be located on the same lot with the dwelling. Other required parking spaces shall be located on the same parcel or another parcel not farther than 500 feet from the building or use they are intended to serve, measured in a straight line from the building in a commercial or industrial zone. Such parking shall be located in a safe and functional manner as determined during site plan approval. The burden of proving the existence of such off-premise parking arrangements rests upon the applicant.
  4. Use of Parking Facilities. Required parking space shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only and shall not be used for the storage of vehicles or materials or for the parking of trucks used in conducting the business or used in conducting the business or use.
  5. Parking, Front Yard. Required parking and loading spaces for multi-family dwellings or commercial and industrial uses shall not be located in a required front yard, except in the Sunriver UUC Business Park (BP) District and the La Pine UUC Business Park (LPBP) District and the La Pine UUC Industrial District (LPI), but such space may be located within a required side or rear yard.
  6. On-Street Parking Credit. Notwithstanding DCC 18.116.030(G)(2), within commercial zones in the La Pine Planning Area and the Terrebonne and Tumalo unincorporated communities, the amount of required off-street parking can be reduced by one off-street parking space for every allowed on-street parking space adjacent to a property up to 30% of the required off-street parking. On-street parking shall follow the established configurations in the parking design standards under DCC 18.116.030 Table 1. To be considered for the parking credit, the proposed parking surface, along the street frontage under review, must have a defined curb line and improved as required under DCC 17.48, with existing pavement, or an engineered gravel surface. For purposes of establishing credit, the following constitutes an on-street parking space:
    - a. Parallel parking (0 degree), each 20 feet of uninterrupted curb;
    - b. Diagonal parking (60 degree), each with 11 feet of curb;
    - c. Perpendicular parking (90 degree), each with 10 feet of curb;
    - d. Curb space must be connected to the lot that contains the use;
    - e. Parking spaces that would not obstruct a required clear vision area, nor any other parking that violates any law or street standard; and
    - f. On-street parking spaces credited for a specific use may not be used exclusively by that use, but shall be available for general public use at all times. No signs or actions limiting general public use of on-street spaces is permitted.
- F. Development and Maintenance Standards for Off-Street Parking Areas. Every parcel of land hereafter used as a public or private parking area, including commercial parking lots, shall be developed as follows:
1. Except for parking to serve residential uses, an off-street parking area for more than five vehicles shall be effectively screened by a sight obscuring fence when adjacent to residential uses, unless effectively screened or buffered by landscaping or structures..

2. Any lighting used to illuminate off-street parking areas shall be so arranged that it will not project light rays directly upon any adjoining property in a residential zone.
  3. Groups of more than two parking spaces shall be located and designed to prevent the need to back vehicles into a street or right of way other than an alley.
  4. Areas used for standing and maneuvering of vehicles shall be paved surfaces adequately maintained for all weather use and so drained as to contain any flow of water on the site. An exception may be made to the paving requirements by the Planning Director or Hearings Body upon finding that:
    - a. A high water table in the area necessitates a permeable surface to reduce surface water runoff problems; or
    - b. The subject use is located outside of an unincorporated community and the proposed surfacing will be maintained in a manner which will not create dust problems for neighboring properties; or
    - c. The subject use will be in a Rural Industrial Zone or an Industrial District in an unincorporated community and dust control measures will occur on a continuous basis which will mitigate any adverse impacts on surrounding properties.
  5. Access aisles shall be of sufficient width for all vehicular turning and maneuvering.
  6. Service drives to off-street parking areas shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress and maximum safety of pedestrians and vehicular traffic on the site. The number of service drives shall be limited to the minimum that will accommodate and serve the traffic anticipated. Service drives shall be clearly and permanently marked and defined through the use of rails, fences, walls or other barriers or markers. Service drives to drive in establishments shall be designed to avoid backing movements or other maneuvering within a street other than an alley.
  7. Service drives shall have a minimum vision clearance area formed by the intersection of the driveway centerline, the street right of way line and a straight line joining said lines through points 30 feet from their intersection.
  8. Parking spaces along the outer boundaries of a parking area shall be contained by a curb or bumper rail placed to prevent a motor vehicle from extending over an adjacent property line or a street right of way.
- G. Off-Street Parking Lot Design. All off-street parking lots shall be designed subject to County standards for stalls and aisles as set forth in the following drawings and table:  
(SEE TABLE 1 AT END OF CHAPTER 18.116)
1. For one row of stalls use "C" + "D" as minimum bay width.
  2. Public alley width may be included as part of dimension "D," but all parking stalls must be on private property, off the public right of way.
  3. For estimating available parking area, use 300-325 square feet per vehicle for stall, aisle and access areas.

4. For large parking lots exceeding 20 stalls, alternate rows may be designed for compact cars provided that the compact stalls do not exceed 30 percent of the total required stalls. A compact stall shall be eight feet in width and 17 feet in length with appropriate aisle width.

(Ord. 2005-\_\_\_ § \_\_, 2005; Ord. 2004-013 § 12, 2004; Ord. 2003-005 § 2, 2003; Ord. 2002-015 § 2, 2002; Ord. 2001-044 § 4, 2001; Ord. 97-078 § 6, 1997; Ord. 96-003 § 7, 1996; Ord. 93-063 § 2, 1993; Ord. 93-043 § 19, 1993; Ord. 91-038 § 1, 1991; Ord. 91-020 § 1, 1991; Ord. 90-017 § 1, 1990)

### **18.116.031. Bicycle Parking.**

New development and any construction, renovation or alteration of an existing use requiring a site plan review under DCC Title 18 for which planning approval is applied for after the effective date of Ordinance 93-005 shall comply with the provisions of DCC 18.116.031.

#### **A. Number and Type of Bicycle Parking Spaces Required.**

1. **General Minimum Standard.** All uses that require off-street motor vehicle parking shall, except as specifically noted, provide one bicycle parking space for every five required motor vehicle parking spaces. Except as specifically set forth herein, all such parking facilities shall include at least two sheltered parking spaces or, where more than 10 bicycle spaces are required, at least 50 percent of the bicycle parking spaces shall be sheltered.
2. **Special Minimum Standards.**
  - a. **Multi-Family Residences.** Every residential use of four or more dwelling units shall provide at least one bicycle parking space for each unit. In those instances in which the residential complex has no garage, required spaces shall be sheltered.
  - b. **Parking Lots.** All public and commercial parking lots and parking structures shall provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces.
  - c. **Schools.** Secondary schools, both public and private, shall provide one bicycle parking space for every 10 students, all of which shall be sheltered.
  - d. **Colleges.** One-half of the bicycle parking spaces at colleges, universities and trade schools shall be sheltered facilities.
3. **Trade Off with Motor Vehicle Parking Spaces.**
  - a. One motor vehicle parking space may be deleted from the required number of spaces in exchange for providing required bicycle parking. Any deleted motor vehicle space shall be replaced with at least five bicycle spaces. If such additional parking is to be located in the area of the deleted automobile parking space, it must meet all other bicycle parking standards.
  - b. The Hearings Body or Planning Director may authorize additional bicycle parking in exchange for required motor vehicle parking in areas of demonstrated, anticipated, or desired high bicycle use.
4. **Calculating number of bicycle spaces.**
  - a. Fractional spaces shall be rounded up to the next whole space.
  - b. For facilities with multiple uses (such as a commercial center) bicycle-parking requirements shall be calculated by using the total number of motor vehicle spaces required for the entire development.

#### **B. Bicycle Parking Design.**

1. **General Description.**

- a. Sheltered Parking. Sheltered parking may be provided within a bicycle storage room, bicycle locker, or racks inside a building; in bicycle lockers or racks in an accessory parking structure; underneath an awning, eave, or other overhang; or by other facility as determined by the Hearings Body or Planning Director that protects the bicycle from direct exposure to the elements.
  - b. Unsheltered parking may be provided by bicycle racks.
2. Location.
- a. Required bicycle parking that is located outdoors shall be located on-site within 50 feet of main entrances and not farther from the entrance than the closest motor vehicle parking space. Bicycle parking shall be located in areas of greatest use and convenience to bicyclist. Such bicycle parking shall have direct access to both the public right of way and to the main entrance of the principal use.
  - b. Bicycle parking facilities shall be separated from motor vehicle parking and drive areas by a barrier or sufficient distance to prevent damage to the parked bicycle.
  - c. Where bicycle parking facilities are not directly visible and obvious from the public right(s) of way, entry and directional signs shall be provided to direct bicyclists for the public right of way to the bicycle parking facility. Directions to sheltered facilities inside a structure may be signed, or supplied by the employer, as appropriate.
3. Dimensional Standards.
- a. Each bicycle parking space shall be at least two by six feet with a vertical clearance of seven feet.
  - b. An access aisle of at least five feet wide shall be provided and maintained beside or between each row of bicycle parking.
  - c. Each required bicycle parking space shall be accessible without moving another bicycle.
4. Surface. The surface of an outdoor parking facility shall be surfaced in the same manner as the motor vehicle parking area or with a minimum of one-inch thickness of aggregate material. This surface will be maintained in a smooth, durable, and well-drained condition.
5. Security.
- a. 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). All bicycle racks, lockers, or other facilities shall be permanently anchored to the surface of the ground or to a structure.
  - b. Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking.
6. Other means that provide the above level of bicycle parking may be approved by the Hearings Body or the Planning Director.

(Ord. 93-005 § 4, 1993)

**18.116.035. Bicycle Commuter Facilities.**

- A. Each commercial or public building having a work force of at least 25 people shall have bicycle commuter facilities consisting of shower(s) and changing rooms(s). For facilities with

more than one building (such as a college), bicycle commuter facilities may be located in a central location.

- B. This provision shall apply to (1) new development requiring off-street parking and (2) any construction, renovation or alteration of an existing use requiring a site plan review under DCC Title 18 for which planning approval is applied for after the effective date of Ordinance 93-005. (Ord. 93-005 § 5, 1993)

**18.116.040. Accessory Uses.**

An accessory use shall comply with all requirements for a principal use, except as DCC Title 18 specifically allows to the contrary, and shall comply with the following limitations:

- A. The primary use of the property must be established or applied for prior to issuance of any building or land use permits for an accessory structures.
1. Exception:
- a. Building permit for a ramada or carport may be issued without establishment or application of primary use if all other criteria for issuance are met.
  - b. Land use, building or environmental health permits or extensions of such permits sought to correct existing code violations for the subject property shall be issued if all other criteria for issuance are met.
  - c. A building permit for an accessory structure or structures not exceeding a combined total of 2,000 square feet in size, with no windows, with only one floor, an operable garage door, no plumbing or stack vents through the roof or walls and not requiring plumbing or mechanical permits.
- B. A side yard or rear yard may be reduced to five feet for an accessory structure erected more than 65 feet from a front lot line, provided the structure is detached from other buildings by five feet or more and does not exceed a height of one story nor an area of 450 square feet.
- C. Boats and trailers, travel trailers, pickup campers or coaches, motorized dwellings and similar recreational equipment may be stored on a lot but not used as an accessory use in any zone provided that:
- 1. In a residential zone, parking or storage in a front yard or in a side yard adjoining a street other than an alley shall be permitted only on a driveway.
  - 2. Parking or storage shall be at least three feet from an interior side lot line.
- D. A manufactured home may be stored on an individual lot subject to obtaining a zoning approval from the Planning Division and subject to the following:
- 1. Storage period shall not exceed one year.
  - 2. No utilities other than electric may be connected.
  - 3. The mobile home shall not be inhabited.
  - 4. The subject lot is not located in a CH, Conventional Housing Combining Zone.
- (Ord. 96-057 § 1, 1996; Ord. 95-077 § 1, 1995; Ord. 95-075 § 1, 1995; Ord. 91-038 § 1, 1991)

**18.116.050. Manufactured Homes.**

Manufactured Home Classes. For purposes of these regulations, manufactured homes are divided into the following types:

- A. A Class A manufactured home shall:

1. Have more than 1,000 square feet of occupied space in a double section or larger multi-section unit;
  2. Be placed on a foundation or support system, as specified by the manufacturer. Skirting shall be required;
  3. Have wheels, axles and hitch mechanisms removed;
  4. Have utilities connected subject to the requirements of the Building Codes Agency and manufacturer's specifications;
  5. Bear an insignia of compliance with the Manufactured Housing and Construction and Safety Standards Code as of June 15, 1976;
  6. Have roofing materials of a type customarily used on site constructed residences, including wood shakes or shingles, asphalt or fiberglass shingles, corrugated mat finish colored metal and tile materials, but not including high gloss corrugated aluminum or fiberglass panels. The roof pitch shall be a minimum of two over 12; and
  7. Have siding materials of a type customarily used on site-constructed residences such as clapboard, horizontal vinyl or aluminum lap-siding, cedar or other wood siding, brick or stone, and not including high gloss finished material, corrugated metal or fiberglass, or metal or plastic panels.
- B. A Class B manufactured home shall:
1. Have at least 750 square feet of occupied space in a single, double, expand or multi-section unit;
  2. Be placed on a foundation, as specified by the manufacturer. Skirting shall be required;
  3. Have wheels, axles and hitch mechanisms removed;
  4. Have utilities connected subject to the requirements of the Building Codes Agency and manufacturer's specifications;
  5. Bear an insignia of compliance with the Manufactured Housing and Construction and Safety Standards Code as of June 15, 1976;
  6. Have roofing materials of a type customarily used on site constructed residences, including wood shakes or shingles, asphalt or fiberglass shingles, corrugated matte finish colored metal and tile materials, but not including high gloss corrugated aluminum or fiberglass panels. The roof pitch shall be a minimum of two over 12; and
  7. Have siding materials of a type customarily used on site constructed residences such as clapboard, horizontal vinyl or aluminum lap siding, cedar or other wood siding, brick or stone, and not including high gloss finished material, corrugated metal or fiberglass, or metal or plastic panels.
- C. A Class C manufactured home shall:
1. Have at least 576 square feet of occupied space, excluding tipouts and hitches;

2. Be placed on a foundation or support system, as specified by the manufacturer. Skirting shall be required;
  3. Bear an insignia of compliance with the Manufactured Housing and Construction and Safety Standards Code as of June 15, 1976, or bear the Oregon Department of Commerce "Insignia of Compliance"; and
  4. Have utilities connected subject to the requirements of the Building Codes Agency and manufacturer's specifications.
- D. A Class D manufactured home shall:
1. Have more than 320 square feet of occupied space;
  2. Be placed on a foundation or support system, as specified by the manufacturer. Skirting shall be required; and
  3. Have utilities connected subject to requirements of the Building Codes Agency and manufacturer's specifications.
- (Ord. 2004-013 § 12, 2004; Ord. 2001-013 § 1, 2001; Ord. 2000-033 § 7, 2000; Ord. 93-043 §§ 19B-E, 1993; Ord. 91-038 § 4, 1991; Ord. 91-017 §§ 1-3 and 4, 1991; Ord. 91-005 §§ 38-40 and 41, 1991; Ord. 89-004 §§ 3 and 5, 1989; Ord. 81-042 § 1-3 and 4, 1981)

**18.116.070. Placement Standards for Manufactured Homes.**

- A. As defined in DCC 18.116.050, Class A and B manufactured homes shall be permitted as follows, subject to the requirements of the underlying zone:
1. In the following zones, except where there is a Conventional Housing Overlay Zone (CH): Any EFU zone, MUA-10, F-1, F-2, RR-10, any area zoned as an unincorporated community (as that term is defined herein), RSR-M, RSR-5, and FP as the primary dwelling, and R-I and SM as a caretaker's residence.
  2. In manufactured home parks and subdivisions.
  3. As permitted in DCC 18.116.080 and 18.116.090.
  4. Class A and B manufactured homes are not permitted in any historic district or on any historic site.
- B. Class C manufactured homes shall be permitted as follows:
1. Except as otherwise allowed in DCC 18.116.070, on parcels 10 acres in size or larger.
  2. As a secondary accessory farm dwelling.
  3. In manufactured home parks and manufactured home subdivisions.
  4. As permitted in DCC 18.116.080 and 18.116.090.
  5. As a replacement to an existing non-conforming manufactured home destroyed by fire or other natural act, or as an upgrade to an existing manufactured home.
  6. In the following subdivisions: Rockview II, Tetherow Crossing, Chaparral Estates, Crystal Acres, Hidden Valley Mobile Estates, Johnson Acres, Seven Peaks, Sun Mountain

Ranches, Deschutes River Homesites Rimrock Addition, Happy Acres, Rancho El Sereno, Whispering Pines, Bend Cascade View Estates, Raintree, Holmes Acres, La Pine Meadows North, Pine Crest Ranchettes, Dora's Acres, Pierce Tracts, Roan Park, South Forty, Tomes, Crooked River Ranch, Dale Acres, Replat/Hillman, Lake Park Estates, Mary K. Falls Estates.

7. Class C manufactured homes are not permitted in any historic district or on any historic site.
- C. An exception may be granted by the Planning Director or Hearings Body to allow a Class C manufactured home to be placed in a subdivision which is not listed in DCC 18.116.070(B)(6), where all of the following conditions exist:
1. The manufactured home is specifically designed or has been substantially modified for wheelchair or handicapped access (handicapped accessible manufactured home).
  2. There are Class C manufactured homes in the subdivision located within one-quarter mile of the lot upon which the manufactured home will be placed.
  3. The handicapped accessible manufactured home and lot upon which the manufactured home is to be placed were purchased by the applicant prior to February 22, 1989.
- D. Class D manufactured homes shall be permitted as follows:
1. In manufactured home parks and subdivisions.
  2. As permitted in DCC 18.116.080 and 18.116.090.
  3. Class D manufactured homes are not permitted in any historic district or on any historic site.

(Ord. 2000-033 § 8, 2000; Ord. 96-003 § 8, 1996; Ord. 91-020 § 1, 1991; Ord. 91-005 §§ 42 and 43, 1991; Ord. 89-016 § 1, 1989; Ord. 89-014 § 1, 1989; Ord. 89-004 §§ 3 and 5, 1989; Ord. 81-042 § 5, 1981)

**18.116.080. Manufactured Home or RV as a Temporary Residence on an Individual Lot.**

A manufactured home of any class or a recreational vehicle may be authorized as a temporary residence on an individual lot and shall comply with the following additional provisions:

- A. The manufactured home or recreational vehicle shall be placed upon a lot for which a building permit for a housing unit has been obtained.
- B. The manufactured home or recreational vehicle shall be occupied only during a period in which satisfactory progress is being made toward the completion of the housing unit on the same site.
- C. Electric, water and sewer utility connections shall be made to the manufactured home or recreational vehicle.
- D. The manufactured home shall be removed from the lot not later than 18 months following the date on which the building permit for the housing unit is issued or not later than two months following the date of final building inspection of the housing unit, whichever occurs first. The habitation of the recreational vehicle must cease, and its connection to all utilities other than electric must be discontinued not later than 18 months following the date on which the building permit for the housing unit is issued or not later than two months following the completion of the housing unit, whichever occurs first.

E. All evidence that the manufactured home has been on the lot shall be removed within the 30 days following the removal of the manufactured home.

(Ord. 93-043 § 19F, 1993; Ord. 91-005 § 44, 1991; Ord. 89-004 § 4, 1989)

**18.116.090. A Manufactured Home as a Temporary Residence for Medical Condition.**

A. A temporary use permit for a manufactured home of any class in a residential area may be granted when a medical condition exists which requires the temporary location of a manufactured home on the property in order to provide necessary care for a member of the principal occupant's family. Such medical condition must be verified by a doctor's written statement, which shall accompany the permit application.

B. The temporary use permit shall be reviewed annually for compliance with the terms of DCC 18.116.090.

C. The manufactured home shall be removed not later than 90 days following the date the medical condition requiring the temporary use permit ceases to exist.

(Ord. 91-005 § 45, 1991; Ord. 89-004 § 5, 1989)

**18.116.095. Recreational Vehicle as a Temporary Residence on an Individual Lot.**

A. A single recreational vehicle, as defined in DCC Title 18, may be located on a lot or parcel not containing a dwelling and used as a temporary dwelling unit:

1. For a period totaling not more than 30 days in any consecutive 60-day period without obtaining a land use permit from the Deschutes County Planning Division; or

2. For a total period not to exceed six months in a calendar year by obtaining a temporary use permit under the terms of DCC 18.116.095 from the Deschutes County Planning Division. A temporary use permit may be renewed annually for use of a recreational vehicle under the terms of DCC 18.116.095 on the same lot or parcel.

B. All necessary permits shall be obtained from the Deschutes County Building Safety Division before connecting a recreational vehicle to sewer, water and/or electric utility services.

C. A permit shall be obtained from the Deschutes County Environmental Health Division before disposing any wastewater or sewage on-site.

D. A recreational vehicle used as a temporary dwelling unit shall meet the same setbacks required of a permanent dwelling on the subject lot.

(Ord. 98-062 §1, 1998; Ord. 95-075 § 1, 1995; Ord. 91-038 § 3, 1991)

**18.116.100. Building Projections.**

Architectural features such as cornices, eaves, canopies, sunshades, gutters, chimneys and flues shall not project more than three feet into a required yard, provided that the projection is not closer than three feet to a property line.

(Ord. 91-038 § 4, 1991)

**18.116.120. Fences.**

A. Fences which form a solid barrier or are sight obstructive shall not exceed three and one-half feet in height when located in a required front yard or in a clear vision area.

B. Fences in Wildlife Area Combining Zones shall be designed in conformance with the requirements of DCC 18.88.

C. All fences shall comply with the requirements of the State of Oregon Building Code.

(Ord. 92-042 § 3, 1992; Ord. 91-038 § 1, 1991)

**18.116.130. Hydroelectric Facilities.**

- A. No new hydroelectric facilities shall be constructed, and no existing hydroelectric facilities shall be enlarged or expanded in size of area or generating capacity, on the following rivers and streams within Deschutes County:
1. Deschutes River, from its headwaters to River Mile 227, above, but not including Wickiup Dam, and from Wickiup Dam to River Mile 171 below Lava Island Falls;
  2. Crooked River;
  3. Fall River;
  4. Little Deschutes River;
  5. Spring River;
  6. Paulina Creek;
  7. Squaw Creek; and
  8. Tumalo Creek..
- B. Hydroelectric facilities are allowed as a conditional use on the Deschutes River at Wickiup Dam, and from River Mile 171 below Lava Island Falls downstream to the northern Deschutes County line. Such conditional use shall be governed by the conditions set forth in DCC 18.128.260.

(Ord. 86-018 § 17, 1986)

**18.116.140. Electrical Substations.**

Electrical substations, whether as an outright or conditional use, shall submit a site plan complying with the provisions of DCC Title 18 to the Planning Department.

(Ord. 91-020 § 1, 1991)

**18.116.150. Endangered Species.**

Developments which occur in areas which may disturb species (plant or animal) listed by the U.S. Environmental Protection Agency or the Department of Fish and Wildlife as endangered shall prepare an acceptable protection plan for use during and after construction (e.g., a nest protection plan for developments in the vicinity of Bald Eagle nesting sites).

(Ord. 91-020 § 1, 1991)

**18.116.160. Rimrock Setbacks Outside of LM Combining Zone.**

All structures, including decks, within 50 feet from the edge of a rimrock, as defined in DCC 18.04.030, shall be subject to site review if visible from the river or stream. Prior to approval of any structure within 50 feet of a rimrock, the Planning Director or Hearings Body shall make the following findings:

- A. All structures, including decks, shall be set back a minimum of 20 feet from the edge of the rimrock.
- B. The height of the structure shall not exceed the setback from the edge of the rimrock.
- C. Existing trees and shrubs which reduce the visibility of the proposed structure shall be retained.
- D. Where multiple structures are proposed on a parcel of land the structures shall be grouped or clustered so as to maintain a general appearance of open landscape for the effected area.  
This shall require a maintenance of at least 65 percent open space along all rimrocks.

(Ord. 92-034 § 3, 1992; Ord. 91-020 § 1, 1991; Ord. 88-004 § 1, 1988; Ord. 86-053 § 21, 1986; Ord. 85-016 § 2, 1985; Ord. 82-013 § 2, 1982; Ord. 81-015 § 1, 1981)

**18.116.170. Solar Height Restrictions.**

No building, structure or nonexempt vegetation may exceed the solar height restriction established on a burdened property by the solar access of a benefited property.  
(Ord. 83-037 § 25, 1983)

**18.116.180. Building Setbacks for the Protection of Solar Access.**

- A. Purpose. The purpose of DCC 18.116.180 is to provide as much solar access as practical during the winter solar heating hours to existing or potential buildings by requiring all new structures to be constructed as far south on their lots as is necessary and feasible.
- B. Standards. Every new structure or addition to an existing structure shall meet the following standards for a solar setback from the north lot line, except as provided in DCC 18.116.180(B)(3):
1. South Wall Protection Standard. The south wall protection standard is based on an eight-foot solar fence on the subject property's north lot line which allows solar radiation on a neighboring building's south wall above two feet from the ground, assuming a 20-foot setback from the common property line to the neighboring building. Solar setbacks for the south wall protection standards can be calculated with the diagram in Appendix A-1 or estimated with the table in Appendix A-2. Final determination of solar setback distance is made by entering the following variables into the Deschutes County Shadow Length computer program:
    - a. Pole height;
    - b. The eight-foot fence height;
    - c. The scale of the plot plan submitted in feet per inch; and
    - d. Degrees of slope of the land from east to west and from north to south.
    - e. If a setback meeting this requirement is not feasible due to physical constraints of the lot, including, but not limited to, rock outcroppings, septic systems, existing legal restrictions or lot dimensions, as determined by the Planning Director or Hearings Body, then the structure or addition must be located as far to the south on the lot as feasible and must meet the standard set forth in DCC 18.116.180(B)(2).
  2. South Roof Protection Standard. The south roof protection standard is based on a 14 foot solar fence on the subject property's north lot line which allows for solar radiation on a neighboring building above eight feet from ground level and assuming a 20 foot setback from the common boundary line to the neighboring building. Solar setbacks for this standard can be calculated using the diagram in Appendix B-1 or estimated using the table in Appendix B-2. Final determination of the setback will be made using the Shadow Length computer program by specifying a 14-foot solar fence and additional site specific information as listed in DCC 18.116.180(B)(1).
  3. Exceptions. The south roof protection standard shall not apply only if the applicant establishes:
    - a. That the structure cannot be located on the lot without violating the requirements contained in Appendix B; and
    - b. That the structure is built with its highest point as far to the south as feasible; and
      - i. That the structure is a single family residence with a highest point less than or equal to 16 feet high; or, if not a single family residence;
      - ii. That it is a permitted or conditional use for the lot.
  4. Exemptions.

- a. The governing body may exempt from the provision of DCC 18.116.180 any area where it is determined that solar uses are not feasible because the area is already substantially shaded due to heavy vegetation, steep north facing slopes, and any area or zone in which taller buildings are planned.
- b. The Planning Director or Hearings Body shall exempt a structure from the provisions of DCC 18.116.180 if the structure will shade only a protected area in which solar uses are not feasible because the protected area is already substantially shaded at the time a request for exemption is made and approved by the Planning Director or Hearings Body.
- c. The Planning Director or Hearings Body shall exempt a structure from the provisions of DCC 18.116.180 if the structure is in conformance with a solar height restriction as provided in DCC Title 17, the Subdivision/Partition Ordinance, as amended.

(Ord. 2004-013 § 12, 2004; Ord. 91-038 § 1, 1991; Ord. 91-020 § 1, 1991; Ord. 83-037 § 3, 1983)

**18.116.190. Solar Access Permit.**

A. Purpose. The purpose of DCC 18.116.190 is to provide solar access to productive solar collectors by establishing limitations, on a case by case basis, for the growth of vegetation on certain lots in the vicinity of a productive solar collector.

B. Application for Solar Access Permit.

- 1. Any owner may submit an application for a solar access permit to provide solar access for a productive solar collector located on the owner's real property.
- 2. The application for a solar access permit shall be on forms prescribed by the County and shall contain, at a minimum:
  - a. A legal description of the applicant's lot, including a statement that the applicant is the owner of the lot, and a description of the nature of the applicant's interest in the lot;
  - b. Documentation to show that the solar collector is or will be a productive solar collector within one year of application;
  - c. Descriptive drawings of the solar collector showing its dimensions and precise location;
  - d. A sun chart and a statement of the solar heating hours for which solar access is sought;
  - e. A statement that there is no reasonable alternative location for the solar collector that would result in a lesser burden on a neighboring lot;
  - f. A statement that trimming the vegetation on the applicant's lot will not permit an alternative location that would lessen the burden on a neighboring lot;
  - g. A list of the lots that are within 150 feet to the south, southeast, or southwest of the solar collector, including streets, alleys and other unbuildable areas; a legal description for each such lot; the owner of record and his address; the exempt vegetation located on the lot; and any existing nonexempt vegetation likely to encroach on the protected area;
  - h. A statement that none of the lots impacted is located on a north-facing slope with a grade that exceeds, on average, 15 percent; and
  - i. A plot plan showing the location of and delineating all exempt and nonexempt vegetation as shown on the sunchart photograph as well as any nonexempt vegetation not shown on the sunchart which may encroach on the protected area in the future. The plot plan shall also include:
    - i. The exact site of the solar collector, its height and its orientation.
    - ii. Scale.
    - iii. An indication of true north.

- iv. A survey of the lot.
3. The solar access permit application shall be approved if:
    - a. The solar collector is or will be a productive solar collector;
    - b. The protected area to be created by the solar access permit is reasonably located. A solar access permit shall be denied under DCC 18.116.190(B)(3)(b) if the applicant could trim his own vegetation to permit an alternative location that would be less burdensome upon a burdened neighboring lot. A solar access permit shall also be denied under DCC 18.116.190(B)(3)(b) if there is an alternate location that would impose a lesser burden on a neighboring lot or lots;
    - c. The applicant requests solar heating hours no greater than two hours before and after the solar zenith from September 22 to March 21, and three hours before and after the solar zenith from March 22 to September 21;
    - d. The solar access provided by the permit does not burden any lot with a north facing slope with a grade that exceeds, on average, 15 percent; or which is more than 150 feet from the solar collector; and
    - e. The application is accurate and complete.
- C. Solar Access Permit Issuance and Recordation.
1. Upon the approval of an application, the County shall issue and acknowledge a solar access permit creating the solar access requested in the application.
  2. Upon receiving such a permit, the County Clerk shall:
    - a. Record the solar access permit in the chain of title of the applicant's lot and of each neighboring lot identified in the application; and
    - b. Keep a copy of the approved application on file in County records.
  3. The form of the solar access permit shall be as prescribed by the County and shall contain, at a minimum:
    - a. A legal description of the applicant's lot and each neighboring lot to be burdened by the solar access created by the solar access permit; and
    - b. A complete description of the solar access restrictions applicable to each neighboring lot, including the solar heating hours during which solar access is provided, and a sun chart showing the plotted skyline, including vegetation and structures, and a scaled drawing showing the size and location of the protected area and its orientation with respect to true south; and
    - c. A reference to where the approved application may be obtained.
- D. Obligation Created by Solar Access Permit. The owner of any lot burdened by a solar access permit shall trim any vegetation not exempted on the burdened lot that shades the protected area created by the solar access permit, provided that there is no vegetation on the lot benefited by the solar access permit that also shades the protected area. The cost of such trimming shall be borne by the owner of the benefited lot if the vegetation existed at the time of permit application as shown on the plot plan; and for all other vegetation, by the owner of the burdened lot. Before any trimming is required, the collector owner must certify that the collector is still productive.
- E. Termination of Solar Access Permit.
1. The Planning Director or Hearings Body shall terminate the solar access permit with respect to all or part of the neighboring lots burdened by the solar access permit if a petition for termination is submitted by the applicant or the applicant's successor in interest, or the collector is not productive for 12 consecutive months.

2. The County Clerk shall record the termination of the solar access permit in the chain of title of each lot affected by the termination.  
(Ord. 93-043 § 19G, 1993; Ord. 91-020 § 1, 1991; Ord. 83-037 § 3, 1983)

**18.116.200.** (Repealed by Ord. 98-062, 1998)

**18.116.210. Residential Homes and Residential Facilities.**

- A. Residential homes and residential facilities shall be permitted in the same manner that single-family dwellings are permitted under DCC Title 18. For the purposes of DCC Title 18, the term "dwelling" or "single-family dwellings" shall be synonymous with the terms "residential home" or "residential facility."
- B. In any application for a residential home or residential facility, the applicant shall not be required to supply any information concerning the existence of or the nature or severity of any handicap (as that term is defined under the Fair Housing Act) of prospective residents.  
(Ord. 91-038 § 3, 1991)

**18.116.215. Family Childcare Provider.**

- A. A family childcare provider's home shall be considered a residential use of property, permitted in all areas zoned for residential and commercial purposes, including areas zoned for single-family dwellings.
- B. The family childcare provider's home is subject to the same restrictions imposed on any residential dwelling in the same residential or commercial zone.  
(Ord. 97-003 §3, 1997)

**18.116.220. Conservation Easements on Property Adjacent to Rivers and Streams-Prohibitions.**

- A. As a condition of approval of all land use actions involving property adjacent to the Deschutes River, Crooked River, Fall River, Little Deschutes River, Spring River, Paulina Creek, Squaw Creek and Tumalo Creek, the property owner shall convey to the County a conservation easement, as defined in DCC 18.04.030, "Conservation Easement," affecting all property on the subject lot which is within 10 feet of the ordinary high water mark of the river or stream.
- B. The form of the conservation easement shall be as prescribed by the County and may contain such conditions as the County deems necessary to carry out the purposes described in DCC 18.04.030, "Conservation Easement."
- C. Any public access required as part of a conservation easement shall be subject to the following conditions:
  - 1. Public access shall be limited to foot traffic for recreational purposes and the putting in or taking out of boats.
  - 2. Unless otherwise permitted by the affected property owner, public access does not allow public passage through other private property to gain access to the property subject to the conservation easement.
  - 3. Unless otherwise permitted by state law, County ordinance or the property owner, no person on the subject property as a result of a public access requirement of a conservation easement shall deposit solid waste, damage or remove any property, (including wildlife and vegetation) maintain or ignite fires or fireworks, discharge firearms or camp.

(Ord. 91-020 § 1, 1991; Ord. 89-004 § 3, 1989; Ord. 86-054 § 2, 1986)

**18.116.230. Standards for Class I and II Road Projects.**

Class I and II road or street projects shall be reviewed against the applicable Comprehensive Plan Transportation Plan element, shall be consistent with applicable road standards and shall meet the following criteria:

- A. Compatibility with existing land use and social patterns, including noise generation, safety hazards (e.g. children in a residential area), and zoning.
- B. Environmental impacts, including hazards imposed to and by wildlife (e.g. migration or water use patterns).
- C. Retention of scenic quality, including tree preservation.
- D. Means to improve the safety and function of the facility, including surrounding zoning, access control and terrain modifications.
- E. In the case of roadways where modification results in a change of traffic types or density, impacts on route safety, route land use patterns, and route nonmotorized/pedestrian traffic.
- F. Consideration of the potential developmental impact created by the facility.
- G. Cost effectiveness.

(Ord. 93-043 § 19H, 1993)

**18.116.240. Protection of Historic Sites.**

Historic sites listed and described on the County's Goal 5 inventory, contained in the Resource Element of the comprehensive plan, shall be protected or not protected in accordance with programs set forth in the ESEE determinations for each individual site, adopted as part of the Resource Element of the comprehensive plan and any comprehensive plan policies specifically applicable to the site. The uses allowed and dimensional standards prescribed by the underlying zoning designations for designated historic sites are not otherwise affected by the historic designation.

(Ord. 94-030 § 1, 1994)

**18.116.250. Wireless Telecommunications Facilities.**

- A. Tier 1 Facilities. Wireless telecommunications facilities that do not require aviation lighting, that utilize natural wood colors or muted tones from amongst colors approved by Ordinance 97-017, that utilize a radio equipment cabinet or shelter that is less than 120 square feet in area and less than 10 feet in height, and that meet the following standards are allowed outright in any zone other than the Exclusive Farm Use, the Surface Mining Zone, and the Forest Zones and shall not be subject to any other provision of the zone:
  - 1. Facilities established by co-locating an additional set of antennas on an existing wireless telecommunications tower or monopole that do not exceed the County approved height of the tower or monopole, and do not add ground based equipment outside the existing lease area. Notwithstanding any provision of DCC 18.116.250(A), facilities established under DCC 18.116.250(A)(1) are permitted outright in any zoning district.
  - 2. Facilities that make use of existing vertical structures, including but not limited to power or telephone utility poles or towers, parking lot or street lighting standards or flagpoles. For the purposes of DCC 18.116.250(A), a vertical structure is "existing" if it was constructed after receiving all required land use and/or building permits on or before November 12, 1997, the date of adoption of Ordinance 97-063. A pole location in a public right of way

shall not be fenced. Antennas established on an existing vertical structure shall be installed so that they do not exceed the height of the existing vertical structure by more than 15 feet. New structures in this category are limited to equipment shelters that do not require a building permit. Walk-in equipment shelters shall be set back out of any road right of way at least 20 feet back from the pole location. Any necessary road right of way permits shall be obtained from the Deschutes County Road Department. Equipment cabinets shall be subject only to the road right of way setback requirements.

3. Facilities that are established by attaching or placing an antenna or set of antennas on an existing building not designated as an historic structure, where the antenna array does not exceed the height of the building by more than 15 feet. All equipment shall be stored inside a building. For the purpose of DCC 18.116.250(A), a building exists if it was constructed after receiving all required land use and/or building permits and was occupied on or before November 12, 1997, the date of adoption of Ordinance 97-063.
  4. Facilities that include installation of a new wood monopole that does not exceed the height limit of the underlying zone, and does not exceed 45 feet in height. All equipment shall be stored in a building that has a roof area that does not exceed 120 square feet in area or 10 feet in height. The monopole, and any building, shall be set back from adjacent property lines according to the setbacks of the underlying zone. Any microwave dishes installed on the monopole shall not exceed a diameter of three feet. No more than two dishes shall be installed on a monopole or tower. The perimeter of a lease area for a facility established under DCC 18.116.250(A) shall be landscaped with shrubs eight feet in height and planted a maximum of 24 inches on center.
- B. Tier 2 Facilities. Wireless telecommunications facilities that do not require aviation lighting, that utilize a wood monopole for supporting antennas and/or microwave dishes and that meet the criteria in DCC 18.116.250 are allowed outright, subject to site plan review under DCC 18.116.250(B) (and not DCC 18.124.060) in the following zones: La Pine Commercial District (LPCD), La Pine Industrial District (LPID), Rural Industrial (RI), Rural Service Center (RSC), Rural Service Center-Wickiup Junction (RSC-WJ), Terrebonne Commercial District (TeC), and Tumalo Commercial District (TuC). Lattice towers or metal monopoles are not permitted with a Tier 2 facility.
1. An application for site plan review for a Tier 2 wireless telecommunications facility shall meet the following criteria:
    - a. Maximum Monopole Height. In the LPCD, LPID, RSC, RSC-WJ, TeC, and TuC zones, the maximum height of a monopole that supports antennas and/or microwave dishes for a wireless telecommunications facility shall be 60 feet from finished grade. In the RI Zone, the maximum height of a monopole that supports antennas and/or microwave dishes for a wireless telecommunications facility shall be 75 feet from finished grade.
    - b. Setbacks. All equipment shelters shall be set back from property lines according to the required setbacks of the underlying zone. A monopole shall be set back from any adjacent dwelling a distance equal to the height of the monopole from finished grade, or according to the setbacks of the underlying zone, whichever is greater.
    - c. Shelters. Any equipment shelter shall be finished with natural aggregate materials or from colors approved with Ordinance 97-017.
    - d. Landscaping. The perimeter of a lease area shall be landscaped with plant materials appropriate for its location. The lessee shall continuously maintain all installed landscaping and any existing landscaping used to screen a facility.

- e. Cabinets. Any equipment cabinets shall be finished with colors from amongst those colors approved with Ordinance 97-063. Such colors shall be non-reflective and neutral.
  - f. Fences. A sight obscuring fence, as defined by DCC Title 18, shall be installed around the perimeter of the lease area. The sight obscuring fence shall surround the monopole and the equipment shelter.
- C. Tier 3 Facilities. Wireless telecommunications facilities (or their equivalent uses described in the EFU, Forest, and SM Zones) not qualifying as either a Tier 1 or 2 facility may be approved in all zones, subject to the applicable criteria set forth in DCC 18.128.330 and 18.128.340.
- 1. A request for a written determination from the County as to whether a proposed facility falls within Tiers 1 or 2 of DCC 18.116.250 shall be submitted to the County in writing and accompanied by a site plan and proposed schematics of the facility. If the County can issue a written determination without exercising discretion or by making a land use decision as defined under ORS 197.015(10), the County shall respond to the request in writing.
  - 2. A request for a written determination from the County as to whether a proposed facility falls within Tiers 1 or 2 of DCC 18.116.250 that involves exercising discretion or making a land use decision shall be submitted and acted upon as a request for a declaratory ruling under DCC 22.40.

(Ord. 2000-19 § 1, 2000; Ord. 97-063 § 1, 1997; Ord. 97-017 § 7, 1997)

**18.116.260. Rock Crushing Outside the SM Zone.**

- A. The following standards apply to all on-site rock crushing activity outside the SM zone:
- 1. The subject property has received site plan, tentative plat or final plat approval for the construction or maintenance activity for which on-site rock crushing occurs;
  - 2. Rock crushing equipment has a valid Oregon Department of Environmental Quality air contaminant discharge permit;
  - 3. The volume of material excavated on-site does not exceed the amount necessary to complete on-site construction and maintenance;
  - 4. Rock crushing equipment and all activity directly associated with crushing such as truck traffic is located at least 500 feet from the nearest noise-sensitive or dust-sensitive use or structure, unless an exception to this standard is allowed pursuant to DCC 18.116.260(F);
  - 5. No off-site material is brought on site for crushing;
  - 6. Rock crushing equipment is removed from the site within 30 days of completing the crushing activity; and
  - 7. Excavated and crushed material not used for on-site construction or landscaping is removed from the site prior to occupancy, where a site plan is approved, or within 60 days of completing all road, utility or other improvements where a tentative or final plat is approved.
- B. On-site rock crushing for on-site construction and maintenance is permitted outright in any zone, except Flood Plain (FP), or in any combining zone, except Wildlife Area (WA),

Landscape Management (LM), or Sensitive Bird And Mammal Habitat (SBMH), if the requirements of DCC 18.116.260(A) and the following standards are met:

1. Rock crushing activity, including set up and crushing, occurs for no more than 60 consecutive days on a site within any one-year period;
  2. Rock crushing occurs Monday through Friday, between 7:00 a.m. and 5:00 p.m., and not on legal holidays; and
  3. Water is available on-site to provide dust control.
- C. Except for the activity allowed outright as set forth under DCC 18.116.260(B), a temporary use permit for rock crushing for on-site construction and maintenance may be permitted in any zone or combining zone subject to approval of the Planning Director or Hearings Body under the provisions of DCC 18.116.260(D).
- D. Use limitations. On-site rock crushing provided for in DCC 18.116.260(C) may be approved upon satisfaction of the requirements in DCC 18.116.260(A) and the following:
1. The site under consideration is suitable for rock crushing and rock crushing is compatible with the existing uses within 500 feet of the rock crushing equipment, based upon the proposed duration of use of the equipment and the natural and physical features of the site, including but not limited to, general topography, natural hazards and natural resource values;
  2. An engineer registered in Oregon verifies in writing that the operation of the rock crushing equipment will meet applicable DEQ noise standards; and
  3. Sufficient water is available on-site to provide approved methods of dust control.
- E. Application requirements. An application for a temporary use permit for on-site rock crushing shall contain the following:
1. A detailed explanation of the proposed construction and rock crushing activities, including the duration and operating characteristics of rock crushing;
  2. A map drawn to scale showing the location of property boundaries, setbacks to the rock crushing activity and any topographic features in the immediate vicinity of the proposed rock crusher;
  3. A written explanation describing how each of the requirements in DCC 18.116.260(D) will be met; and
  4. Any additional information which will assist in the evaluation of the proposed rock crushing.
- F. Setback exceptions. An exception to the setback requirement in DCC 18.116.260(A) shall be allowed pursuant to a notarized written agreement for a lesser setback made between the owner of the noise sensitive or dust-sensitive use or structure located within 500 feet of the proposed rock crushing activity and the owner or operator of the rock crusher.

(Ord. 97-006 § 2, 1997)

**18.116.270. Conducting Filming Activities in all Zones.**

Any use of land or activity involving on-site filming and accessory and supporting activities as those terms are defined in DCC 18.116.270 shall be governed by the provisions of DCC 18.116.270 and shall govern in any conflict with other provisions of DCC Title 18 or DCC Title 22.

- A. On-site filming and activities accessory to on-site filming are permitted outright in any zone or combining zone of the County if:
  - 1. The activity would involve no more than 45 days on any site within any one-year period; or
  - 2. The activity does not involve erection of sets that remain in place for filming longer than any 45-day period and does not involve fill and removal activities regulated by DCC Title 18, involve activities within a sensitive habitat area governed by DCC 18.90 or involve activities, improvements or structures covered by DCC 18.96; and
  - 3. All evidence of filming activity and sets is removed from the site and the site is restored to its previous condition within 15 days after the filming is complete.
- B. Except for the activities allowed outright as set forth under DCC 18.116.270(A), on-site filming and activities accessory to and/or supporting on-site filming may be conducted in any zone or combining zone subject to the approval of the Planning Director or Hearings Body under the provisions of DCC 18.116.270(C). For the purposes of DCC 18.116.270(B) only, "support activities" shall include office administrative functions such as payroll and scheduling; the use of campers, truck trailers and similar temporary facilities; and temporary facilities used for housing of security personnel.
- C. Use Limitations. Any use of land or activity involving on-site filming and activities accessory to and/or supporting on-site filming provided for under DCC 18.116.270(B) may be approved upon satisfaction of the following criteria:
  - 1. General Limitations.
    - a. The site under consideration is suitable for the proposed filming or accessory activity based upon the following factors:
      - i. The design, operating characteristics and duration of the use;
      - ii. Adequacy of transportation access to the site; and
      - iii. The natural and physical features of the site, including but not limited to, general topography, natural hazards and natural resource values.
    - b. The proposed use will be compatible with the existing uses on surrounding properties based upon the factors listed in DCC 18.116.270(C)(1)(a)(i), (ii) and (iii).
  - 2. Special Limitations. In addition to the general limitations set forth under DCC 18.116.270(C)(1)(a) and (b), the following additional special limitations shall be applied, where applicable:
    - a. Filming and accessory or supporting activities proposed for a site designated as exclusive farm use by the zoning ordinance shall be subject to applicable provisions of ORS 215.296.
    - b. Filming and accessory or supporting activities involving structures or improvements regulated under DCC 18.96 (flood plain zone) shall be subject to the applicable provisions of DCC 18.96 unless the Federal Emergency Management Agency authorizes a waiver of the provisions of DCC 18.96.
    - c. Filming and accessory or supporting activities necessitating fill or removal activities shall comply with the applicable provisions of DCC 18.128.270, except that no conservation agreement shall be required where the fill is associated with a temporary structure or improvement and such fill would be removed along with the temporary structure or improvement under a fill and removal permit required by the County.
    - d. Filming and accessory or supporting activities shall not be allowed in any sensitive habitat area designated under DCC 18.90 during the nesting period identified in the ESEE for each site.

3. At the completion of filming, any structure or improvement for which land use approval would otherwise be required shall obtain the required approvals or the structure or improvement shall be removed. The County may require the applicant to post a bond in an amount sufficient to cover the cost of removal for any such structure or improvement.
  4. The standards of DCC 18.116.270(B) may be met by the imposition of conditions calculated to ensure that this standard will be met.
- D. Procedures for review. All applications subject to DCC 18.116.270 shall be processed in accordance with DCC Title 22 with the exception that the Board of County Commissioners shall be the initial hearings body.
- E. Definitions.
1. For the purposes of DCC 18.116.270 "on-site filming and activities accessory to on-site filming" means:
    - a. Filming and site preparation, construction of sets, staging, make-up and support services customarily provided for on site filming.
    - b. Production of advertisements, documentaries, feature films, television series and other film productions that rely on the qualities of the zone in which the filming is to be located in more than an incidental way.
  2. For the purposes of DCC 18.116.270 "on-site filming and activities accessory to on-site filming" do not include:
    - a. Facilities for marketing, editing and other such activities that are allowed only as a home occupation; or
    - b. Construction of new structures that require a building permit.

(Ord. 97-007 § 1, 1997)

**18.116.280. Home Occupations.**

- A. Uses Permitted Outright.
1. Home occupations that operate from within a dwelling, have characteristics that are indistinguishable from the residential use of a dwelling, and meet the criteria in paragraph (A)(2) shall be considered uses accessory to the residential use of a dwelling.
  2. Home occupations under this subsection (A) that meet the following criteria are uses permitted outright under Title 18 of the Deschutes County Code, the Deschutes County Zoning Ordinance, in all zones:
    - a. Are carried on within a dwelling only by residents of the dwelling;
    - b. Do not serve clients or customers on-site;
    - c. Do not occupy more than 25 percent of the floor area of the dwelling;
    - d. Do not have operating characteristics that produce odor, dust, glare, flashing lights or noise that are detectable off-site, and;
    - e. Do not include the on-premise advertisement, display or sale of stock in trade.
- B. Types. The following describes the types of home occupations allowed in Deschutes County:
1. Type 1. Where permitted outright, a Type 1 home occupation shall be subject to the following limitations. A Type 1 home occupation is one that:
    - a. Is carried on within a dwelling and/or a residential accessory structure only by members of the family who reside in the dwelling;
    - b. Does not generate more than five (5) trips per day to the site, including parcel delivery services;
    - c. May include employees or contractors that work off-site;

- d. Does not produce odor, dust, glare, flashing lights or noise;
  - e. Does not involve the on-premise display or sale of stock in trade, and;
  - f. Does not involve the use of a sign to advertise the location of the home occupation.
2. Type 2. Type 2 home occupations may be allowed as conditional uses with an approved conditional use permit. Such uses are subject to the standards of the zone in which the home occupation will be established and the following criteria. A Type 2 home occupation is not subject to the approval criteria for a conditional use permit in DCC Chapter 18.128 or site plan review under DCC Chapter 18.124. A Type 2 home occupation is one that:
- a. Is conducted from a property that is at least one-half (1/2) acre in size.
  - b. Is carried on within a dwelling and/or an accessory building by residents of the dwelling and no more than two (2) employees who report to the property for work.
  - c. Does not occupy more than 25 percent of the combined floor area of the dwelling, including attached garage, and one (1) accessory building. The maximum amount of floor area that can be devoted to a Type 2 home occupation is 1,500 square feet.
  - d. Includes on-site sales of products associated with the home occupation that are incidental and subordinate to the home occupation.
  - e. Creates no more than ten (10) business-related vehicle trips to the site per day by employees, customers or clients.
  - f. Has adequate access and parking for employees and customers.
  - g. Is limited to the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday, for operation.
  - h. Does not involve any external changes to the dwelling or the accessory building in which the home occupation will be established that would give any building an outward appearance of a business. Any structure on the property where the home occupation is conducted shall be of a type normally associated with the zone where it is located. No structural alterations affecting the residential appearance of a building shall be allowed to accommodate the home occupation except when otherwise required by law, and, then, only after the plans for such alterations have been reviewed and approved by the Deschutes County Planning Division.
  - i. Does not use materials or mechanical equipment which will be detrimental to the residential use of the property or adjoining residences because of vibration, noise, dust, smoke, odor, light, interference with radio or television reception or other factors.
  - j. Complies with all requirements of the Deschutes County Building Safety Division and the Environmental Health Division and any other applicable state or federal laws. Compliance with the requirements of the Deschutes County Building Safety Division shall include meeting all building occupancy classification requirements of the state-adopted building code.
  - k. May have one (1) sign, ground-mounted or wall-mounted, as defined in DCC Chapter 15.08, that is no more than three (3) square feet in area, non-illuminated, and located on the property from which home occupation will operate. Such signs do not require a sign permit under DCC Chapter 15.08, Signs.
  - l. May be subject to an annual inspection, as a condition of an approval, to ensure compliance with the conditions of an approved conditional use permit.
  - m. May not include outside storage of equipment or materials used in operation of the home occupation.
  - n. The following uses are not allowed as Type 2 home occupations:
    - i. Repair, towing, or storage of motorized vehicles and equipment, including but not limited to automobiles, trucks, trailers, recreational vehicles, and boats.
    - ii. Detailing, painting, and upholstery of motorized vehicles.

- iii. Businesses that store and use vehicles with a gross vehicle weight rating of greater than or equal to 15,000 pounds or equipment with an operating weight greater than or equal to 3,000 pounds.
  - iv. Appliance repair.
  - v. Welding or machine shop.
3. Type 3. Type 3 home occupations may be allowed as conditional uses with an approved conditional use permit. Such uses are subject to the standards of the zone in which the home occupation will be established, the applicable provisions of DCC Chapter 18.128, and the following limitations. A Type 3 home occupation is not subject to site plan review under DCC Chapter 18.124. A Type 3 home occupation is one that:
- a. Is conducted in such a way that it is compatible with the residential character, or in resource zones, resource-oriented character of its location.
  - b. Is carried on within a dwelling and/or an accessory building by members of the family who reside in the dwelling and no more than two (2) employees who report to the property for work. A home occupation proposed on property that is located in an EFU, Forest, MUA10, or RR10 Zone and that is at least 10 acres in size may have not more than five (5) employees who report to the property for work.
  - c. Does not occupy more than 35 percent of the combined floor area of the dwelling, including an attached garage, and one (1) accessory building.
  - d. Includes on-site sales of products associated with the home occupation that are incidental and subordinate to the home occupation.
  - e. Creates traffic that will not be of a volume or frequency that will cause disturbance or inconvenience to nearby land uses. A Type 3 home occupation can create no more than twenty (20) business-related vehicle trips to the site per day by employees, customers or clients.
  - f. Has adequate access and parking for employees and customers. Vehicles used by the operator to conduct the home occupation that have a gross vehicle weight of 15,000 or more pounds must be parked in a garage, a detached building, or screened according to the requirements of DCC 18.116.280(B)(3)(l)(i) through (v).
  - g. Is limited to the hours and days of operation proposed by an applicant and approved with a conditional use permit.
  - h. Does not involve any external changes to the dwelling in which the home occupation will be established that would give the dwelling an outward appearance of a business. Any structure on the property where the home occupation is conducted shall be of a type normally associated with the zone where it is located. No structural alterations affecting the residential appearance of a building shall be allowed to accommodate the home occupation except when otherwise required by law, and then only after the plans for such alterations have been reviewed and approved by the Deschutes County Planning Division.
  - i. Does not use materials or mechanical equipment which will be detrimental to the residential use of the property or adjoining residences because of vibration, noise, dust, smoke, odor, interference with radio or television reception or other factors.
  - j. Complies with all requirements of the Deschutes County Building Safety Division and the Environmental Health Division and any other applicable state or federal laws. Compliance with the requirements of the Deschutes County Building Safety Division shall include meeting all building occupancy classification requirements of the state-adopted building code.
  - k. May have one (1) sign, ground-mounted or wall-mounted, as defined in DCC Chapter 15.08, that is no more than three (3) square feet in area, non-illuminated, and located

on the property from which home occupation will operate. Such signs do not require a sign permit under DCC Chapter 15.08, Signs.

- I. May include outside storage of equipment and materials if the subject property is 10 or more acres in size and the applicant shows that adequate setbacks, screening and/or buffering are provided, and will be maintained, to screen materials and equipment from adjacent properties. The form of screening may include, but is not limited to:
  - i. A sight-obscuring fence, as defined by this title.
  - ii. Intervening mature tree cover.
  - iii. Topography.
  - iv. Existing buildings on site.
  - v. Introduced landscape materials, including, but not limited to, trees and/or shrubs on an earthen berm.
- m. The home occupation approval shall be reviewed every 12 months by the planning division to ensure compliance with the requirements of this section and the conditions required for approval of the use.

(Ord 2004-002 § 24, 2004)

**TABLE 1  
DCC Section 18.116.030  
OFF-STREET PARKING LOT DESIGN**

A	B	C	D	E	F
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'-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

- A. Parking Angle
- B. Stall Width
- C. 20' Stall
- D. Aisle Width-One Way
- E. Curb Length Per Car
- F. Bay Width \*24' Minimum for Two-Way Traffic

## LA PINE SPECIAL TRANSPORTATION AREA (STA) TRAFFIC AND MOBILITY ANALYSIS

### **INTRODUCTION**

The traffic volume and mobility standard analysis for the La Pine Main Street Design Plan and the Draft Special Transportation Area (STA) Management Plan was performed at a level sufficient to enable discussion of several general design concepts. A more complete traffic volume and mobility analysis will be appropriate during the design of facility improvements and implementation of an STA. In addition, when Deschutes County updates their Transportation System Plan, a strong consideration should be given to develop a detail transportation model with the purpose of integrating future projects in the vicinity of the project area that can have an impact on the development of the La Pine Special Transportation Area.

### **BACKGROUND**

Several sources were reviewed and served as a source for the traffic and mobility analysis work included in the La Pine Main Street Design Plan and the Draft Special Transportation Area Management Plan. They include:

- ODOT Traffic Volume Tables
- ODOT Manual Count at Highway 97 at 1<sup>st</sup> Street, September 2003
- Deschutes County Transportation Systems Plan, 1996
- La Pine New Neighborhood Report, Deschutes County Road Department, July 2000
- La Pine BiMart Traffic Impact Study by Lancaster Engineering, September 2002
- Huntington Meadows Subdivision Transportation Impact Study by Tye Engineering & Surveying, July 2002

These sources used fairly generous growth assumptions. The Deschutes County New Neighborhood report used a 5% factor on County roads. The Lancaster report used 2.5% for Highway 97 and 8% for 1<sup>st</sup> Street. The Tye Engineering study used 3% for the annual growth rate on the highway. This compares with a 3.3% rate from 1994 to 2003 at the Lava Butte ATR site (4% over the last 3 years).

While the area is likely to grow rapidly in the future, it has been growing in recent years, and the growth factors used reflect this. In the last five years, a number of businesses including BiMart, and the industrial park have gone into the north La Pine area. Some new development is included in the Deschutes County traffic estimates (the New Neighborhood), but the County cannot at this time predict future growth as accurately as might be possible within an urban area. The County report also lays out some good reasons to believe the New Neighborhood trip generation may be less than the usual Institute of Transportation Engineers *Trip Generation* predictions.

There is a good likelihood that many of the new trips generated can be captured within La Pine, and not have to use Highway 97 as more street improvements are made by the County. Another factor may be the possibility that many of the new lots in this development will be in lieu of developing existing lots in the larger La Pine area travel shed.

Since the BiMart report provided the basis for calculating the volume to capacity (v/c) relationships at Highway 97 at the 1<sup>st</sup> Street intersection, a comparison was made between the traffic volumes in that report and the September 2003 manual count. This check was done to assure consistency. A summary is provided below.

For future work, the more recent ODOT counts in the area should form an excellent base for establishing design hour volumes. They include a November 2004 24-hour count at the Wickiup intersection, and 14-hour counts at Burgess Road, Reed Road / 1<sup>st</sup> Street, and at Roseland Road. All are on Highway 97. Additional counts at Huntington Road and Finley Butte Road may be helpful as well. Past counts can be grown by suitable historic factors, probably in the range of 3% per year. And a seasonal factor, probably to reflect August being about 25% to 30% higher than the yearly average. (The 30<sup>th</sup> highest hour at the Lava Butte ATR runs about 10.5% to 11% of ADT).

A refinement study should include the most complete assessment of development potential for La Pine, perhaps at a transportation analysis zone level. Differences in past separate study efforts should be reconciled. And if possible, the amount of transfer of developments rights to new properties referred to in the Deschutes County report should be determined.

## ***SUMMARY OF TRAFFIC DATA COLLECTED AND REVIEWED***

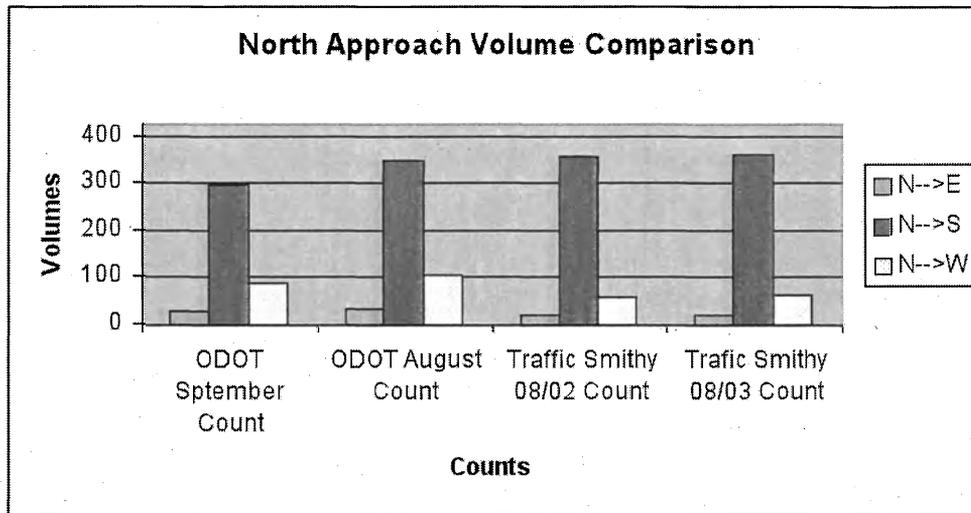
This section provides a summary of comparison between the BiMart traffic volumes and the September 2003 ODOT manual counts.

The Highway 97 September 2003 counts from ODOT (M912-03) at 1<sup>st</sup> Street/ Reed Road were compared with the counts from the La Pine BiMart Traffic Impact Study conducted August 2002 at the same intersection. The comparison was made to validate the peak hour of the BiMart study for use as the design peak hour in the subsequent mobility analysis for the Draft STA Management Plan. In order to compare the two counts the peak hour of the BiMart count (4:00 to 5:00 PM) had to be compared to the same peak hour of the ODOT count with the ODOT count adjusted for the difference in monthly volumes.

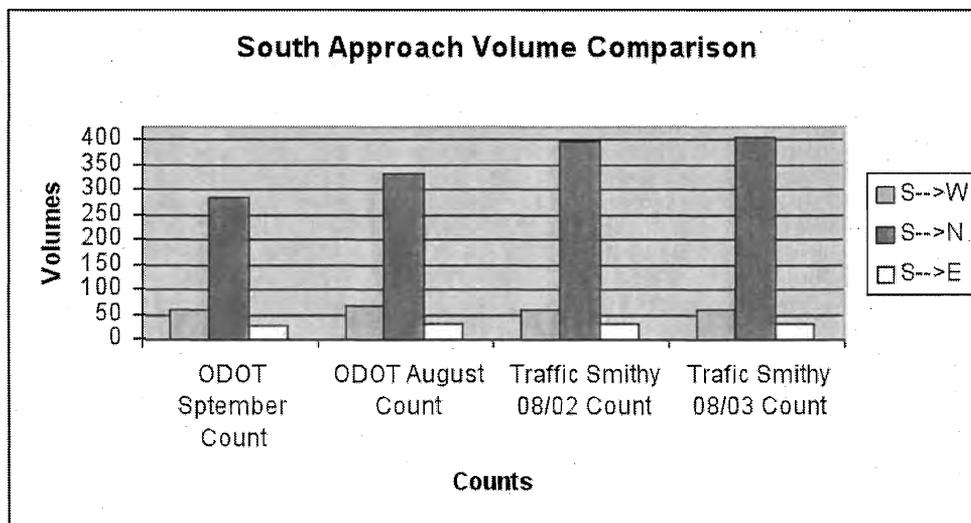
The continuous traffic recorder at Lava Butte (Highway 97 Mile Post 142.41, 0.9 miles south of Bend) revealed that the August traffic volumes exceeded the September ODOT traffic volumes by 17 percent. August is considered the peak seasonal month; as a consequence, the ODOT counts were increased by 17 percent to accommodate for this difference with the peak seasonal month. The BiMart count was a year older than the ODOT count and so the BiMart count was increased by 2 percent to accommodate for growth.

Figures 1 through 6 reveal the results of the count comparison. More specifically, Figures 1 through 4 compare the volumes from each of the reports, unadjusted and adjusted, for the different directions of approach to the intersection. Figures 5 and 6 compare the count volumes of the arrival and departure volumes from each of the four approaches.

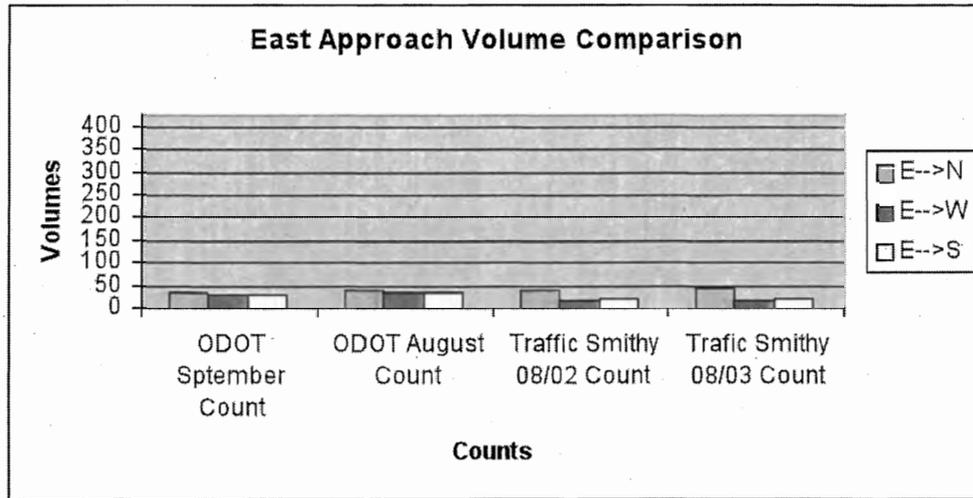
**Figure 1. North Approach**



**Figure 2. South Approach**



**Figure 3. East Approach**



**Figure 4. West Approach**

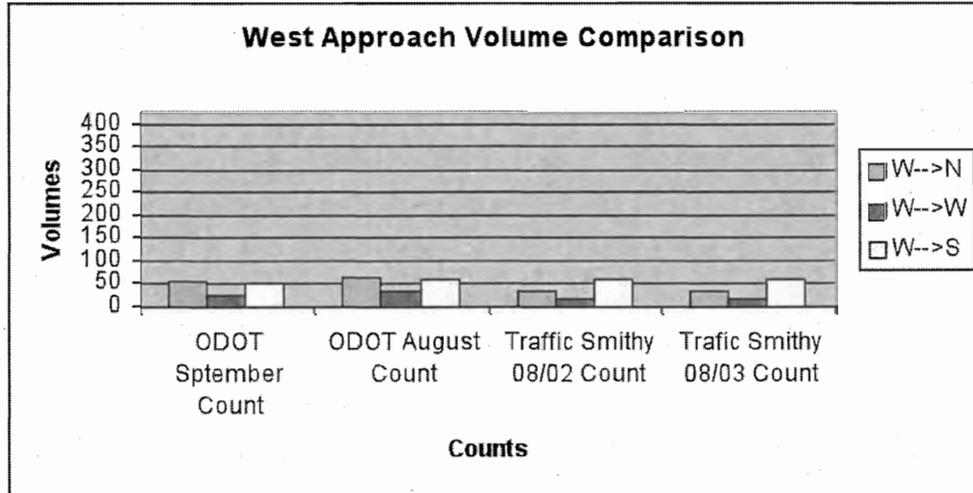


Figure 5. Approach Arrivals

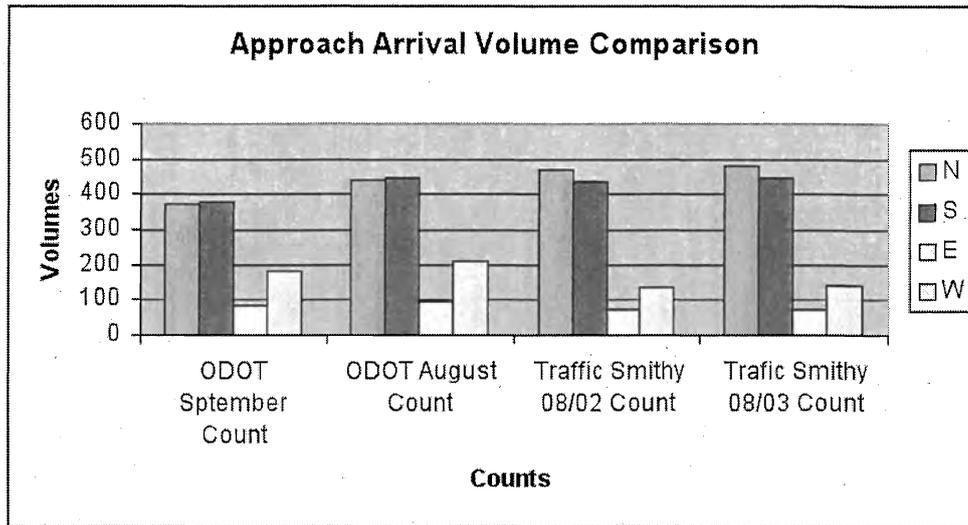


Figure 6. Approach Departures

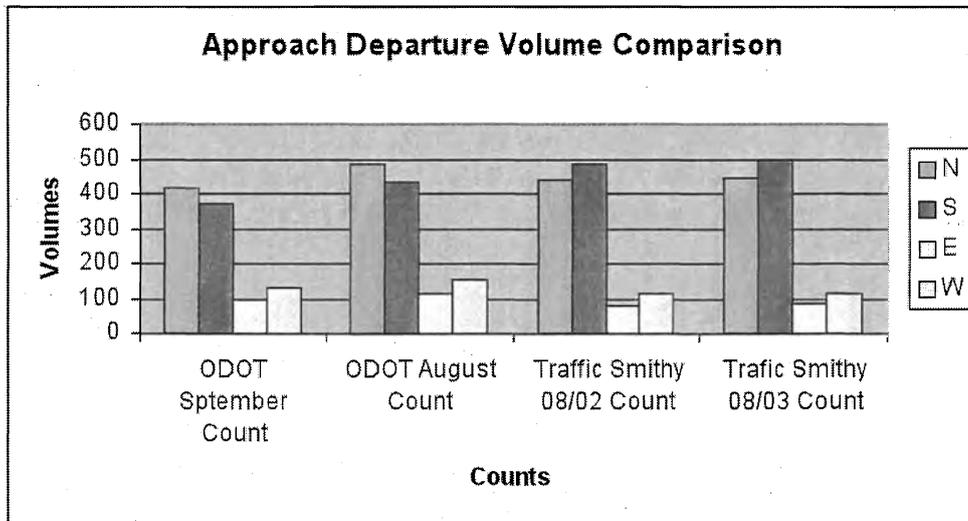


Table 1 contains the numerical comparison of the two counts. This comparison revealed a four percent difference between the two adjusted counts and this magnitude of difference was judged to be within the limits acceptable for the BiMart study's peak volumes to be used for the design volumes.

**Table 1. Traffic Counts Comparison**

Approach Departures	ODOT September Count	ODOT August Count	Traffic Smithy 08/02 Count	Traffic Smithy 08/03 Count
N	417	488	438	447
S	373	436	488	498
E	97	113	81	83
W	133	156	114	116
Total Volume	1020	1193	1121	1144
% Difference	0.09902		0.041073	

## **PRESENT AND FUTURE ANALYSIS**

Based on the information reviewed, an analysis of the v/c was performed for the years 2004 and 2020 at the intersections of 1<sup>st</sup> Street and Finley Butte Road and Highway 97. The results of the analysis is shown in the following Table 2:

**Table 2. Summary Table**

INTERSECTION	V/C (Year 2004)	V/C (Year 2020)	
		3-Lane	5-Lane
1 <sup>st</sup> Street at Highway 97	1.51	1.95	1.80
Finley Butte Road at Highway 97	0.07	0.22	0.09

Several assumptions were included to achieve the results indicated in the table above for the year 2020. The annual growth utilized for the analysis was 3%. It was also assumed that the intersection would have a left turn lane for the southbound and northbound approaches on Highway 97. The eastbound approach on 1<sup>st</sup> Street was assumed to have a left turn lane and a thru and right lane. It appears that sufficient right-of-way exists at this intersection to include these improvements in the future.

When conducting a v/c analysis of unsignalized intersections, the v/c of the intersection is typically the one that belongs to the worst traffic movement of the intersection. In the case of the intersection of 1<sup>st</sup> Street at Highway 97, the worst turning movement currently appears to be the eastbound lane on 1<sup>st</sup> Street (v/c 1.51). The other movements, northbound (v/c 0.11), southbound (v/c 0.02) and westbound (v/c 0.77), appear to operate well below the 0.85 required by ODOT for an STA.

Under the year 2020 scenario, it was assumed a three-lane configuration on the highway, a left turn lane with a separate thru and a right turn lane for the eastbound approach on 1<sup>st</sup> Street.

Under these conditions, the northbound approach operates at v/c of 0.23, the southbound approach at v/c of 0.05, the westbound approach at v/c of 1.68 and the eastbound at v/c of 1.95. A year 2020 scenario with a five-lane configuration for the highway was developed for comparison. The analysis revealed that the v/c under those assumptions do not show a substantial improvement from the three-lane configuration as discussed above for the intersection of 1<sup>st</sup> Street at Highway 97.

From Table 2, the intersection of Finley Butte Road at Highway 97 appears to operate below the 0.85 required for an STA under the three-lane configuration for the years 2004 and 2020.

## **CONCLUSION AND RECOMMENDATIONS**

Based on the analysis conducted the following are our recommendations:

- The intersection of Highway 97 at 1<sup>st</sup> Street should be realigned so that the current off-set between the alignment of the east side and the west side of 1<sup>st</sup> Street should be eliminated. This would assist in defining the turning movements for motorists and potentially improving the performance of the intersection.
- ODOT and the County should decide whether the delays described above at the intersection of 1<sup>st</sup> Street and Highway 97 can be acceptable since they appear to be below the typical STA standard of 0.85.
- Any updates of the County's TSP should include a more detailed transportation analysis of the future of the La Pine area. This would help in planning for land developments as they occur in the area, especially in making provisions for street connectivity as proposed in the STA Plan.
- The difference between traveling at 35 MPH and 25 MPH through the project area along Highway 97 is less than one minute. This factor should not affect mobility along the highway in La Pine when the posted speed is modified to 25 MPH from the current 35 MPH.

**Table 1. Traffic Counts Comparison**

<b>Approach Departures</b>	<b>ODOT September Count</b>	<b>ODOT August Count</b>	<b>Traffic Smithy 08/02 Count</b>	<b>Traffic Smithy 08/03 Count</b>
N	417	488	438	447
S	373	436	488	498
E	97	113	81	83
W	133	156	114	116
Total Volume	1020	1193	1121	1144
% Difference	0.09902		0.041073	

## PRESENT AND FUTURE ANALYSIS

Based on the information reviewed, an analysis of the v/c was performed for the years 2004 and 2020 at the intersections of 1<sup>st</sup> Street and Finley Butte Road and Highway 97. The results of the analysis is shown in the following Table 2:

**Table 2. Summary Table**

INTERSECTION	V/C (Year 2004)	V/C (Year 2020)	
		3-Lane	5-Lane
1 <sup>st</sup> Street at Highway 97	1.51	1.95	1.80
Finley Butte Road at Highway 97	0.07	0.22	0.09

Several assumptions were included to achieve the results indicated in the table above for the year 2020. The annual growth utilized for the analysis was 3%. It was also assumed that the intersection would have a left turn lane for the southbound and northbound approaches on Highway 97. The eastbound approach on 1<sup>st</sup> Street was assumed to have a left turn lane and a thru and right lane. It appears that sufficient right-of-way exists at this intersection to include these improvements in the future.

When conducting a v/c analysis of unsignalized intersections, the v/c of the intersection is typically the one that belongs to the worst traffic movement of the intersection. In the case of the intersection of 1<sup>st</sup> Street at Highway 97, the worst turning movement currently appears to be the eastbound lane on 1<sup>st</sup> Street (v/c 1.51). The other movements, northbound (v/c 0.11), southbound (v/c 0.02) and westbound (v/c 0.77), appear to operate well below the 0.85 required by ODOT for an STA.

Under the year 2020 scenario, it was assumed a three-lane configuration on the highway, a left turn lane with a separate thru and a right turn lane for the eastbound approach on 1<sup>st</sup> Street. Under these conditions, the northbound approach operates at v/c of 0.23, the southbound approach at v/c of 0.05, the westbound approach at v/c of 1.68 and the eastbound at v/c of 1.95. A year 2020 scenario with a five-lane configuration for the highway was developed for comparison. The analysis revealed that the v/c under those assumptions do not show a substantial improvement from the three-lane configuration as discussed above for the intersection of 1<sup>st</sup> Street at Highway 97.

From Table 2, the intersection of Finley Butte Road at Highway 97 appears to operate below the 0.85 required for an STA under the three-lane configuration for the years 2004 and 2020.

## CONCLUSION AND RECOMMENDATIONS

Based on the analysis conducted the following are our recommendations:

- The intersection of Highway 97 at 1<sup>st</sup> Street should be realigned so that the current off-set between the alignment of the east side and the west side of 1<sup>st</sup> Street should be eliminated. This would assist in defining the turning movements for motorists and potentially improving the performance of the intersection.

- ODOT and the County should decide whether the delays described above at the intersection of 1<sup>st</sup> Street and Highway 97 can be acceptable since they appear to be below the typical STA standard of 0.85.
- Any updates of the County's TSP should include a more detailed transportation analysis of the future of the La Pine area. This would help in planning for land developments as they occur in the area, especially in making provisions for street connectivity as proposed in the STA Plan.
- The difference between traveling at 35 MPH and 25 MPH through the project area along Highway 97 is less than one minute. This factor should not affect mobility along the highway in La Pine when the posted speed is modified to 25 MPH from the current 35 MPH.

# Quarterly Census Employment and Wages Data Files GIS Metadata, User's Guide & Data Dictionary

November 19, 2008

## Metadata Summary

### *Abstract:*

Oregon's Quarterly Census Employment and Wages (QCEW) geo-coded coverage with attributes for 2007.

### *Purpose:*

This data are intended for government researchers and policy makers. This data is Confidential and under ORS 657.665. It contains information about employers (wages, number of employees, tax information, ownership and industry types).

### *Supplemental Information:*

Data base is prepared by Oregon Employment Department for US BLS reporting.

*Range of Dates/Times:* Monthly, Quarterly

*Beginning Date:* 01/2007

*Ending Date:* 12/2007

### *Use Constraints:*

This data not intended for surveying purposes and is confidential. Point maps can not be prepared of this data. Data summaries and statistics must include a minimum of 3 units and no single unit can account for more than 80%. This location data was compiled from numerous sources and the quality may be variable. Attributes are incorporated into the database documenting the data sources and the quality. The data and information in the database are provided with the understanding that they are not guaranteed to be usable, timely, accurate, or complete. Users are cautioned to consider carefully the provisional nature of these data and information before using them for decisions that concern personal or public safety or the conduct of business that involves substantial monetary or operational consequences. Conclusions drawn from or actions undertaken on the basis of, such data and information are the sole responsibility of the user.

Neither the State of Oregon nor any agency thereof, nor any of their employees, contractors, or subcontractors, make any warranty, express or implied, nor assume any legal liability or responsibility for the accuracy, completeness, or usefulness of any data, software, information, apparatus, product, or process disclosed, nor represent that its use would not infringe on privately owned rights.

Trade, firm, or product names and other references products and services are provided for information only and do not constitute endorsement or warranty, express or implied, by the State of Oregon, as to their suitability, content, usefulness, functioning, completeness, or accuracy.

*Additional information available in FGDC compliant  
metadata distributed with GIS data*

# Quarterly Census Employment and Wages

## GIS Data User's Guide

### **Background**

The Oregon Employment Department (OED) collects quarterly covered employment and payroll information (Quarterly Census of Employment and Wages [QCEW]). This program, commonly called the QCEW, is based on tax reports submitted quarterly by employers subject to Unemployment Insurance (UI) law and by the program of Unemployment Compensation for Federal Employees (UCFE). Employment is reported by firms for each month using the payroll period that includes the 12th day of each month. Wages are reported for the entire quarter. The data is a point-in-time employment count and not a measure of full-time equivalency (FTE). Additional attributes such as ownership (e.g. private, federal, state, etc.), county, and industry classification codes (historically SIC and currently NAICS) are assigned by the Employment Department.

The QCEW database maintains at least one of three possible addresses: 1) the mailing address, 2) the Unemployment Insurance address (from tax files) and 3) a physical address. The physical addresses are the primary addresses used for geo-coding the data. These are annually edited and maintained by the QCEW program staff. If these addresses have not been provided, mailing and/or Unemployment Insurance addresses are used.

Additional information about the QCEW program is available on-line at [www.qualityinfo.org](http://www.qualityinfo.org). Additional data on the GIS data files is in the Federal Geographic Data Committee (FGDC) compliant metadata distributed with the GIS data files.

### **Address Verification**

Addresses are verified with Piney Bowes' Finalist software currently running on the IBM 3090 mainframe using a set of Job Control Language (JCL), with calls to Finalist and EZtrieve formatting programs. Finalist is a address verification and quality assurance software system that is fully Coding Accuracy Support System (CASS) certified application by the U.S. Postal Service. Finalists primary objectives are to:

- Verify, standardize and correct addresses
- Add postal carrier information (route, and Zip+4)

Information can be tallied from Finalist that include modifying/correcting zip codes, city names, zip+4 extension, street name, street number range, directional prefix/suffix, street name alias, unit numbers, firm name (if available) and/or non-conventional addresses (PO Box, RR/HC, etc). The scrubbed addresses are passed to the GIS geo-coding programs.

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Note that this data is CONFIDENTIAL and subjected to Oregon Revised Statutes. The data can only be used for planning and/or research purposes by another Governmental organization. The appropriate administrative and /or legal authority for the agency is accountable for the data and their signature is recorded on Oregon Employment Form 104. The Oregon Revised Statute related to the agency or political subdivision needs to be specifically identified and well as the intended analysis. This is reviewed by the Oregon Employment Department's Research Director for Approval. This data is governed by ORS 657.665 and any persons violating this agreement (Form 104) are subjected to disqualification of employment and future access/releases of the data and other relevant legal actions.

## **Geo-Coding Methods**

Several methods of geo-coding are used in the QCEW geo-locating process. The primary methods involve using taxlot address point matching, street address matching and centroid matching. We use the highest resolution databases initially and if data does not code, it is passed to the next data source, and subsequently to the lowest resolution data. Future GIS data themes that are being developed to feed into the methods. The data is dynamic and not comparable without assess specific components of the data.

The goal of the methodology was to use a hierarchical approach in identify data and methods for creating the highest resolution database. Other primary goals of the methodology were: 1) ease of replication, 2) easily updatable with new data (GIS and Address), 3) batch programming capabilities. Initially physical addresses are edited and modified by the QCEW program staff. The second step is to geo-code using street centerline address matching. The third step is to geo-code using a centroid mapping method. At each step, data is/can be reviewed to update the physical address. However in many cases, the physical address is not updated but a new database with revised addresses is created. This is because some employers will list their physical address as a description. Examples of this include: at the end of Tower Road, or 5 miles past Blue River Bridge. The employer uses this as their physical address and the QCEW needs to maintain the employer specified address. In many instances numbered address may exist but need to be maintained in a separate data file from the QCEW database.

### **Street line address matching**

Street center line address matching is done in ArcGIS Version 9.x using a customized VBA program. Standard abbreviations are converted in the file for street types, directions, etc. These abbreviations are similar to what Finalist uses for standardization. The scoring processes weights various aspects of the parsed address. These can be adjusted by the analyst to weight various components of the matching methods. A rigid weighting scheme that requires an exact zip code match and moderate to high accuracy in street name/number. The rationale behind this is that initial databases and scores would represent very high match rates for data of known quality.

### **Data Coverages**

Several road centerline and centroid based GIS data file are used in the address matching. Based on a review of point locations (c.f. Benton County road review of TIGER, TeleAtlas, and GDT coverages) and an early assessment of statewide covers the following criteria were determined for data sources:

1. Local Road & Tax lot Coverages (Portland Metro RLIS, Jackson County, Benton County, City of Corvallis, etc)
2. Statewide & National road coverages (TeleAtlas license from Oregon Emergency Management user agreement UA94-008 and Census TIGER 2000 road coverages)
3. Centroid coverages (Zip code based locations and manually digitized data that is match merged to address attributes).

### **Local Road Coverages**

Local road coverages have high resolution accuracy and are maintained by local county, city and regional government. These data files typically have the highest spatial resolution because they are often associated with local planning and/or engineering activities. In addition, the local governments typically update new addresses and road names/address ranges as they are built. In Oregon, there are numerous local road coverages. The Portland Metropolitan regional authority (Metro) has a detailed road centerline file with address ranges that is updated monthly

for Multnomah, Washington and Clackamas counties. This data is updated periodically and OED receives this data and in-turn provides Metro with Geo-coded employer location data for the purpose of transportation planning.

Other counties in Oregon also have detailed road coverages with address ranges that are publicly available. Benton County (and the City of Corvallis) and Jackson County also has detailed road coverages with address ranges. Comparisons of RLIS, Jackson County, and Benton County reveal significant improvement in locations when compared to national and commercial road coverages. Several other counties are also nearing the completion of providing local address ranged centerline file.

### **Statewide/National Coverages**

The Employment Department currently uses multiple statewide road coverages. The first, TIGER, is free from the Census and was recently update in 2000. This file typical only has one feature name with each road. The second is the TeleAtlas Road Data (formerly called ETAK). This coverage is available through and inter-agency agreement with Oregon Emergency Management. This data is provided by a private corporation and has the advantage of containing updated road names in cases where multiple names exist for a road. An example of this is U.S. E. Highway 99 in Portland, which is also known as 99E, Martin Luther King Blvd, Union Ave, or McLoughlin Blvd.

Both the TIGER and TeleAtlas GIS coverages were used for initial geo-coding. Typically the TIGER file had the most problems with street names, since only one feature name is associated with each road. Whereas, the TeleAtlas file did better with street names (since in many locations several names are included) but had more failures on street address ranges. The TeleAtas file is updated from actual field visits and some of the upper and lower street address ranges were not inclusive of new data. This could be due to new development and/or problems with GIS file updates. The TIGER file uses conceptual ranges that typically begin at 000 and end at 999. While this is more inclusive it can create problems in interpolating along long block or in rural locals. GDT data (from the ESRI Street Map module) is also used for batch geocoding.

### **Centroid Matching**

In some areas the street address matching was completely unsuccessful. This is due to several factors: one set is associated with GIS data files and another set is associated with the address data. GIS issues revolve around insufficient data for creating matches. This is primarily: no street name, no address ranges on the street, street name spelled or labeled differently, etc. Issues with the physical address file are usually no street number, or typographical errors. Since, QCEW is edited and reviewed extensively the majority of the non matches are associated with incomplete GIS data. In many of these cases, the physical address has a zip code which is used for the location.

### **Centroid Data Coverages**

Zip code are routes where postal carriers deliver mail. These, by nature are linear feature, but are converting in to areas for mapping and tabulation purposes. The Census developed a coverage called the Zip Code Tabulation Areas (ZCTA) for presenting census zip code data. This can be used for estimating locations. The centroid of the polygon is used for simple mapping of the addresses where only the zip code can used. Several other Zip code coverages are also available include one from NOAA, and several private/commercial products. Overall 50% of the zip code centroids are with 5 miles of the possible location. This data represents a general location and will only be useful in major regional mapping/GIS activities. Some zip codes are unique geographic locations such as large business and some state organizations/agencies. A centroid coverage exists for all unique zip codes in Oregon.

## **Precision**

The precision is primarily evaluated by the data bases used. The overall precision associated with the data is presented in Table 1. This precision was determined by the lead GIS analyst by assessing the data and a sample from previous assessments completed. An example address was compared to the actual location on a recent aerial photograph. Overall the results were similar.

## **Data Sources used in 2007 file**

Table 1. Geographic Precision

<b>Data Source</b>	<b>Example</b>	<b>Precision</b>
Tax Lots	0 feet (on roof top)	+/- 10 ft
Local Roads	48 feet	+/- 50 ft
Statewide Roads – GDT	62 feet	+/- 100 ft
Statewide Roads – ETAK	85 feet	
Statewide Roads – TIGER	811 ft (transposed range on St)	
Zip +4 Extension Centroids	132 feet	+/- 150 ft
Zip +2 Extension Centroids	892 feet	+/- 1000 ft to ¼ mile
Zip Code Centroid	7450 feet (1.4 miles)	1 to 10 miles

## **Using the GIS Data**

When using the GIS data it is important to note attributes related to the geo-coding process and nature of the raw QCEW data. The automated geo-coding process uses various levels of input data and the following attributes should be queried for analyses:

- ATYPE - Address type for data
  - P = Physical Address Field
  - M = Mailing Address Field
  - U = Unemployment Insurance Address Field
- Data Source–Geo-coding methods and data
  - (See above definitions and attribution)

The data user should also note that the multi-establishment may in some cases be geo-coded (MEEI = 2) but never included in payroll and employment numbers (these values are initialized to zero). This may result in slightly higher establishment counts in specific geographies.

Multiple Worksite reporting has changes historically in the data file. Several large breakouts can be notes as:

- Schools (2003)
- State Employment (2004)

## **Data Tables (dbf for shapefiles)**

### **QCEW Attribute Data Tables**

#### **Data files - Annual** (i.e. Year 2007)

These are data dumps of annual QCEW data. Data for the last quarter are preliminary and subject to revision.

#### **Parameters are:**

<b>OBJECTID</b>	GIS Parameter
<b>UI</b>	UI Numbers (from GIS Link)
<b>RU</b>	Reporting Unit (from GIS Link)
<b>FIRMNAME</b>	Trade Name of Employer
<b>ADDRESS</b>	Physical Address
<b>CITY</b>	Physical City Name
<b>STATE</b>	State
<b>ZIPCODE</b>	Five digit Postal Zip Code
<b>ZIPEXT</b>	Four digit Postal Zip Code Extension
<b>STFID</b>	Census Unique Identifier
<b>NAICS</b>	North American Industry Classification System
<b>OWNERSHIP</b>	Ownership Code 1 = Federal Government 2 = State Government 3 = Local Government 5 = Private Sector (Includes both domestic and foreign-owned units)
<b>AUX</b>	Auxiliary NAIC Code (not Used Currently)
<b>CNTY</b>	County Code
<b>CNTY-NAME</b>	County Name
<b>CITYLIM</b>	City Limit Code
<b>CITY_LIMIT</b>	City Limit Name
<b>UGB</b>	Urban Growth Boundary Code
<b>UGB_NAME</b>	Urban Growth Boundary Name
<b>YEAR</b>	Year of Data
<b>ATYPE</b>	Address Type
<b>AQTR</b>	Quarter data obtained Code that distinguishes between records for single units, multi-unit master records, and subunits of a multi-establishment employer. Placement in string for each quarter (i.e. 1,2,3,4 digits correspond to time period).
<b>MEI</b>	

- 1 = Single establishment unit
- 2 = Multi-unit master record
- 3 = Subunit establishment level record for a multi-unit employer
- 4 = Multi-establishment employer reporting as a single unit due to unavailability of data, including refusals
- 5 = A subunit record that actually represents a combination of establishments; finer level breakouts are not yet available
- 6 = Known multi establishment employer reporting as a single unit and not solicited for disaggregation because of small employment (< 10 people) in all secondary establishments combined

<b>JAN</b>	Employment
<b>FEB</b>	Employment
<b>MAR</b>	Employment
<b>APR</b>	Employment
<b>MAY</b>	Employment
<b>JUN</b>	Employment
<b>JUL</b>	Employment
<b>AUG</b>	Employment
<b>SEP</b>	Employment
<b>OCT</b>	Employment
<b>NOV</b>	Employment
<b>DEC</b>	Employment
<b>PAYQ1</b>	Payroll Quarter 1 (Jan-Mar)
<b>PAYQ2</b>	Payroll Quarter 2 (Apr-Jun)
<b>PAYQ3</b>	Payroll Quarter 3 (Jul-Sep)
<b>PAYQ4</b>	Payroll Quarter 4 (Oct-Dec)
<b>AVGEMP</b>	Average Annual Employment
<b>TOTPAY</b>	Total Annual Wages
<b>GISDATA</b>	Data Source used in Geo-coding
<b>GSCR</b>	Score from Geocoding process
<b>DISCRIPTION</b>	Data Source Description
<b>PRECISION</b>	Precision of Data Source
<b>LATITUDE</b>	Latitude Coordinate
<b>LONGITUDE</b>	Longitude Coordinate

## **Limiting Factors in Using Covered Employment and Wage Data for Time Series Analysis**

The Quarterly Census of Employment and Wages (QCEW) data set – also known as “covered employment” – is not designed to be used for time series analysis, however, within the limitations discussed below, it may be used as a proxy for time series analysis.

The number of firms, count of employment, and total payroll in a given geographic area and/or industry typically change from one month to the next for several reasons. Not all of these reasons are due to economic factors (e.g. business expansions, layoffs, etc.). Occasionally employment levels in a QCEW data set will suddenly shift for reasons unrelated to true economic change. These reasons are listed below, and may limit the legitimacy of time series analysis.

### **1) Boundary changes.**

Geographical boundaries such as Census tracts, zip codes, and urban growth boundaries can change. When they do, employment may change as well. For example, the expansion of a city's limits might capture firms that were previously outside city limits. In this example, the addition of employment within the city limits due to a boundary change is not an indication of economic growth.

*Bottom Line: Employment levels within a specific geographic area can shift from one year to the next as a result of changes to urban growth boundaries, zip codes, city limits, Census tracts, or any other administrative or political border.*

### **2) Changes in geocoding methodology.**

We are constantly improving our geocoding methodology: We obtain more complete information on firms' locations, and we upgrade our geocoding software to take advantage of new technology. These improvements may cause firms to shift from one geographic area to another. For example, a firm may appear on one side of a road in one year, and on the other side the following year. The firm hasn't actually moved, but is now counted on the other side of a boundary; the shift occurred because we were able to more accurately pinpoint its location.

*Bottom Line: Employment levels can rise or fall due to improved geocoding.*

### **3) Non-economic code changes.**

Occasionally firms are coded to an incorrect county or industry. When we correct the error (effective the first of the year), it appears as an abrupt shift in an industry's or county's employment. The shift does not represent true economic growth or decline.

*Bottom Line: Employment levels can rise or fall due to firms' industry and/or county reclassifications.*

### **4) Multiple worksite reporters.**

Many firms have multiple locations within Oregon but report total employment in just one location, such as the company's headquarters. Banks and retail stores are examples. If and when such a firm is able to break out its companywide employment by branch locations, or when we are able to do so using other information available to us, this will cause a shift in employment levels. Industry job counts will decline in the geographic location of the headquarters while increasing in the areas where the branches are located. The opposite will happen when a firm consolidates its multi-location reporting to a single location. Similar changes in reported employment levels can occur when one firm is purchased by another firm in a different location or when the opposite occurs.

*Bottom Line: Employment levels within a region can rise or fall when a firm changes the way it reports its multi-site employment.*

## **Additional Information**

The GIS file is an ESRI point shape file. The data is in the Oregon State Lambert Projection.

### **FGDC Compliant Metadata for:**

#### **Horizontal\_Coordinate\_System\_Definition**

##### **Planar**

Map\_Projection:  
Map\_Projection\_Name: LAMBERT  
Longitude\_of\_Central\_Meridian: -120.5  
Latitude\_of\_Projection\_Origin: 41.75  
Latitude\_of\_First\_Standard\_Parallel: 43  
Latitude\_of\_Second\_Standard\_Parallel: 45.5  
False\_Easting: 400000.00000 (meters; 1312335.958 feet)  
False\_Northing: 0.00000

##### **Geodetic Model**

Horizontal\_Datum\_Name: North American Datum of 1983  
Ellipsoid\_Name: GRS1980

**Department of Land Conservation and Development  
2007-2009 Request for Reimbursement or Final Closeout**

Grantee Name <b>La Pine ( Comprehensive Plan Development)</b>		Grant No. assigned by DLCD <b>TA-R-09-198</b>		Final Report <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Funding/Grant period From: July 15, 2008		To: June 30, 2009		Period covered by this report From: July 15, 2008	
				To: June 30, 2009	
<b>Transactions</b>		<b>Previously reported</b>		<b>This period</b>	
<b>DLCD Grant Expenditures</b>		Do Not Write in this Space		Do Not Write in this Space	
1. Salaries and Benefits (not provided by contract)					
2. Supplies and services					
3. Contracts (Hired by Grantee including consultants; provide name and contact information)		Previous reimbursement request is consolidated in this final request form as required.		\$90,000 – DMC Consulting Services LLC 60352 Arnold Market Road, Bend, Oregon 97702	
4. Other (provide detailed list & explanation)					
5. Total (add lines 1,2,3,4)				\$90,000.00 Grant Total	
<b>Local Contributions (if applicable)</b>		<b>Previously reported</b>		<b>This period</b>	
6. Salaries and Benefits					
7. Supplies and services					
8. Contracts					
9. Other					
10. Total (add lines 6,7,8,9,)					
11. Payment requested (from line 5)		DO NOT WRITE IN THIS SPACE		\$90,000.00	
				DO NOT WRITE IN THIS SPACE	
Certification: I certify to the best of my knowledge and belief that this report is correct and complete and that all expenditures are for the purposes set forth in the award document. I further certify that all records are available upon request.					
Typed or Printed Name and Title  Kitty Shields, Mayor of La Pine			Address where payment is to be sent La Pine City Hall, PO Box 3055, 51340 Hwy 97, La Pine, Oregon 97739		
Signature of Authorized Certifying Official  <i>Kitty Shields</i>			Date Report Submitted  June 30, 2009		

Do Not Write Below This Line

**FOR DLCD USE ONLY**

Do Not Write Below This Line

<b>DLCD CERTIFICATION</b>			
I certify as a representative of the Department of Land Conservation and Development, that the Grantee:			
_____ Has met the terms and conditions of the grant and that payment in the amount of \$ _____ should be issued			
_____ Has not met the terms and conditions of the grant for the reasons stated on the attached sheet, and payment in the amount of \$ _____ should be issued.			
Signature of DLCD Grant Manager		Date	
Signature of DLCD Program Manager		Date	
BATCH # _____	DATE _____	VOUCHER# _____	DATE _____
PCA _____	OBJECT CODE _____	VENDOR NO. _____	AMOUNT _____



## NEWS RELEASE



EMBARGOED UNTIL RELEASE AT 8:30 A.M. EDT, THURSDAY, JUNE 25, 2009

Lisa Mataloni: (202) 606-5304 (GDP)  
Greg Key: (202) 606-5564 (Profits)  
Recorded message: (202) 606-5306

BEA 09-29

### **GROSS DOMESTIC PRODUCT: FIRST QUARTER 2009 (FINAL) CORPORATE PROFITS: FIRST QUARTER 2009 (REVISED)**

Real gross domestic product -- the output of goods and services produced by labor and property located in the United States -- decreased at an annual rate of 5.5 percent in the first quarter of 2009, (that is, from the fourth quarter to the first quarter), according to final estimates released by the Bureau of Economic Analysis. In the fourth quarter, real GDP decreased 6.3 percent.

The GDP estimates released today are based on more complete source data than were available for the preliminary estimates issued last month. In the preliminary estimates, the decrease in real GDP was 5.7 percent (see "Revisions" on page 3).

The decrease in real GDP in the first quarter primarily reflected negative contributions from exports, equipment and software, private inventory investment, nonresidential structures, and residential fixed investment that were partly offset by a positive contribution from personal consumption expenditures (PCE). Imports, which are a subtraction in the calculation of GDP, decreased.

#### Comprehensive Revision of the National Income and Product Accounts

BEA plans to release the results of the 13<sup>th</sup> comprehensive (or benchmark) revision of the national income and product accounts (NIPAs), as part of the annual revision on July 31, 2009. More information on the revision is available on BEA's Web site at [www.bea.gov/national/an1.htm](http://www.bea.gov/national/an1.htm), including a link to an article in the March 2009 issue of the *Survey of Current Business* that discussed the changes in definitions and presentation that will be implemented in the revision and a link to an article in the May *Survey* that described the changes in statistical methods. The September *Survey* will contain an article that describes the results of the revision in detail. The Web site also contains links to redesigned PCE table stubs and other revised NIPA table stubs.

NOTE.--Quarterly estimates are expressed at seasonally adjusted annual rates, unless otherwise specified. Quarter-to-quarter dollar changes are differences between these published estimates. Percent changes are calculated from unrounded data and are annualized. "Real" estimates are in chained (2000) dollars. Price indexes are chain-type measures.

This news release is available on [BEA's Web site](#) along with the [Technical Note](#) and [Highlights](#) related to this release.

The smaller decrease in real GDP in the first quarter than in the fourth primarily reflected an upturn in PCE and a larger decrease in imports that were partly offset by larger decreases in private inventory investment and in nonresidential structures.

Motor vehicle output subtracted 1.26 percentage points from the first-quarter change in real GDP after subtracting 2.01 percentage points from the fourth-quarter change. Final sales of computers added 0.09 percentage point to the first-quarter change in real GDP after subtracting 0.02 percentage point from the fourth-quarter change.

The price index for gross domestic purchases, which measures prices paid by U.S. residents, decreased 1.0 percent in the first quarter, the same as in the preliminary estimate; this index decreased 3.9 percent in the fourth quarter. Excluding food and energy prices, the price index for gross domestic purchases increased 1.4 percent in the first quarter, also the same as in the preliminary. The federal pay raise for civilian and military personnel added 0.3 percentage point to the change in the first-quarter gross domestic purchases price index, which is treated as an increase in the prices of employee services purchased by the federal government.

Real personal consumption expenditures increased 1.4 percent in the first quarter, in contrast to a decrease of 4.3 percent in the fourth. Real nonresidential fixed investment decreased 37.3 percent, compared with a decrease of 21.7 percent. Nonresidential structures decreased 42.9 percent, compared with a decrease of 9.4 percent. Equipment and software decreased 33.7 percent, compared with a decrease of 28.1 percent. Real residential fixed investment decreased 38.8 percent, compared with a decrease of 22.8 percent.

Real exports of goods and services decreased 30.6 percent in the first quarter, compared with a decrease of 23.6 percent in the fourth. Real imports of goods and services decreased 36.4 percent, compared with a decrease of 17.5 percent.

Real federal government consumption expenditures and gross investment decreased 4.5 percent in the first quarter, in contrast to an increase of 7.0 percent in the fourth. National defense decreased 6.8 percent, in contrast to an increase of 3.4 percent. Nondefense increased 0.6 percent, compared with an increase of 15.3 percent. Real state and local government consumption expenditures and gross investment decreased 2.2 percent, compared with a decrease of 2.0 percent.

The real change in private inventories subtracted 2.20 percentage points from the first-quarter change in real GDP, after subtracting 0.11 percentage point from the fourth-quarter change. Private businesses decreased inventories \$87.1 billion in the first quarter, following a decrease of \$25.8 billion in the fourth quarter and a decrease of \$29.6 billion in the third.

Real final sales of domestic product -- GDP less change in private inventories -- decreased 3.3 percent in the first quarter, compared with a decrease of 6.2 percent in the fourth.

**Gross domestic purchases**

Real gross domestic purchases -- purchases by U.S. residents of goods and services wherever produced -- decreased 7.5 percent in the first quarter, compared with a decrease of 5.9 percent in the fourth.

**Gross national product**

Real gross national product -- the goods and services produced by the labor and property supplied by U.S. residents -- decreased 5.6 percent in the first quarter, the same as in the fourth. GNP includes, and GDP excludes, net receipts of income from the rest of the world, which decreased \$5.8 billion in the first quarter after increasing \$21.3 billion in the fourth; in the first quarter, receipts decreased \$107.9 billion, and payments decreased \$102.0 billion.

**Current-dollar GDP**

Current-dollar GDP -- the market value of the nation's output of goods and services -- decreased 2.9 percent, or \$103.1 billion, in the first quarter to a level of \$14,097.2 billion. In the fourth quarter, current-dollar GDP decreased 5.8 percent, or \$212.5 billion.

**Revisions**

The final estimate of the first-quarter change in real GDP is 0.2 percentage point, or \$6.8 billion, less of a decrease than the preliminary estimate issued last month. The upward revision to the percent change in real GDP primarily reflected a downward revision to imports and an upward revision to private nonfarm inventory investment that were partly offset by downward revisions to exports and to personal consumption expenditures for services.

	<u>Advance</u>	<u>Preliminary</u>	<u>Final</u>
	(Percent change from preceding quarter)		
Real GDP.....	-6.1	-5.7	-5.5
Current-dollar GDP.....	-3.5	-3.1	-2.9
Gross domestic purchases price index...	-1.0	-1.0	-1.0

### Corporate Profits

Profits from current production (corporate profits with inventory valuation and capital consumption adjustments) increased \$48.1 billion in the first quarter, in contrast to a decrease of \$250.3 billion in the fourth quarter. Current-production cash flow (net cash flow with inventory valuation and capital consumption adjustments) -- the internal funds available to corporations for investment -- increased \$60.4 billion in the first quarter, in contrast to a decrease of \$97.0 billion in the fourth.

Taxes on corporate income increased \$34.4 billion in the first quarter, in contrast to a decrease of \$130.3 billion in the fourth. Profits after tax with inventory valuation and capital consumption adjustments increased \$13.8 billion in the first quarter, in contrast to a decrease of \$120.1 billion in the fourth. Dividends decreased \$42.0 billion compared with a decrease of \$32.8 billion; current-production undistributed profits increased \$55.8 billion, in contrast to a decrease of \$87.4 billion.

Domestic profits of financial corporations increased \$113.7 billion in the first quarter, in contrast to a decrease of \$178.7 billion in the fourth. Domestic profits of nonfinancial corporations decreased \$49.0 billion in the first quarter, compared with a decrease of \$89.1 billion in the fourth. In the first quarter, real gross value added of nonfinancial corporate business decreased, and profits per unit of real value added decreased. The decrease in unit profits reflected increases in unit prices that were more than offset by increases in both unit labor and nonlabor costs that corporations incurred.

The rest-of-the-world component of profits decreased \$16.6 billion in the first quarter, in contrast to an increase of \$17.5 billion in the fourth. This measure is calculated as (1) receipts by U.S. residents of earnings from their foreign affiliates plus dividends received by U.S. residents from unaffiliated foreign corporations minus (2) payments by U.S. affiliates of earnings to their foreign parents plus dividends paid by U.S. corporations to unaffiliated foreign residents. The first-quarter decrease was accounted for by a larger decrease in receipts than in payments.

Profits before tax with inventory valuation adjustment is the best available measure of industry profits because estimates of the capital consumption adjustment by industry do not exist. This measure reflects depreciation-accounting practices used for federal income tax returns. According to this measure, domestic profits of both financial and nonfinancial corporations increased. The small increase in nonfinancial corporations reflected increases in information, in "other" nonfinancial, in retail trade, and in utilities that were mostly offset by decreases in wholesale trade, in manufacturing, and in transportation and warehousing. Within manufacturing, the largest decrease was in petroleum and coal products.

Profits before tax increased \$157.2 billion in the first quarter, in contrast to a decrease of \$499.2 billion in the fourth. The before-tax measure of profits does not reflect, as does profits from current production, the capital consumption and inventory valuation adjustments. These adjustments convert depreciation of fixed assets and inventory withdrawals reported on a tax-return, historical-cost basis to the current-cost measures used in the national income and product accounts. The capital consumption adjustment decreased \$55.6 billion in the first quarter (from -\$88.1 billion to -\$143.7 billion), compared with a decrease of \$0.1 billion in the fourth. The inventory valuation adjustment decreased \$53.5 billion (from \$158.1 billion to \$104.6 billion), in contrast to an increase of \$249.0 billion.

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Next release – July 31, 2009, at 8:30 A.M. EDT for:  
Gross Domestic Product: Second Quarter 2009 (Advance) and  
Comprehensive Revision of the National Income and Product Accounts  
(1929 through First Quarter 2009)

Table 1. Real Gross Domestic Product and Related Measures: Percent Change From Preceding Period

	2006	2007	2008	Seasonally adjusted at annual rates															
				2005			2006				2007				2008				2009
				II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I <sup>r</sup>
<b>Gross domestic product (GDP)</b> .....	2.8	2.0	1.1	2.6	3.8	1.3	4.8	2.7	0.8	1.5	0.1	4.8	4.8	-0.2	0.9	2.8	-0.5	-6.3	-5.5
<b>Personal consumption expenditures</b> .....	3.0	2.8	0.2	3.6	3.7	1.4	4.3	2.8	2.2	3.7	3.9	2.0	2.0	1.0	0.9	1.2	-3.8	-4.3	1.4
Durable goods .....	4.5	4.8	-4.3	12.1	5.4	-11.7	18.9	1.8	3.5	4.2	9.2	5.0	2.3	0.4	-4.3	-2.8	-14.8	-22.1	9.5
Nondurable goods .....	3.7	2.5	-0.6	4.2	3.0	4.7	4.4	3.1	2.3	3.1	3.5	1.9	1.2	0.3	-0.4	3.9	-7.1	-9.4	-0.4
Services .....	2.5	2.6	1.5	1.7	3.8	2.5	1.6	2.8	2.0	3.9	3.1	1.4	2.4	1.4	2.4	0.7	-0.1	1.5	0.9
<b>Gross private domestic investment</b> .....	2.1	-5.4	-6.7	-5.1	4.0	12.2	6.2	-0.4	-5.3	-15.0	-9.6	6.2	3.5	-11.9	-5.8	-11.5	0.4	-23.0	-48.9
Fixed investment.....	1.9	-3.1	-5.0	7.6	5.3	2.3	8.3	-2.5	-4.8	-7.6	-3.4	3.0	-0.9	-6.2	-5.6	-1.7	-5.3	-22.0	-37.6
Nonresidential.....	7.5	4.9	1.6	6.3	6.1	3.7	15.9	6.4	5.3	-1.0	3.4	10.3	8.7	3.4	2.4	2.5	-1.7	-21.7	-37.3
Structures.....	8.2	12.7	11.2	-1.3	-9.2	1.9	15.6	19.7	14.3	2.5	11.2	18.3	20.5	8.5	8.6	18.5	9.7	-9.4	-42.9
Equipment and software .....	7.2	1.7	-3.0	9.2	12.2	4.4	16.3	1.7	2.0	-2.4	0.0	6.9	3.6	1.0	-0.6	-5.0	-7.5	-28.1	-33.7
Residential.....	-7.1	-17.9	-20.8	9.7	4.0	0.2	-3.6	-16.6	-21.4	-19.5	-16.2	-11.5	-20.6	-27.0	-25.1	-13.3	-16.0	-22.8	-38.8
Change in private inventories .....																			
<b>Net exports of goods and services</b> .....																			
Exports.....	9.1	8.4	6.2	8.8	0.4	10.9	16.7	5.5	3.5	15.6	0.6	8.8	23.0	4.4	5.1	12.3	3.0	-23.6	-30.6
Goods.....	9.9	7.5	6.0	14.5	-0.8	13.2	18.1	6.7	3.6	10.4	2.1	6.9	21.8	5.1	4.5	16.3	3.7	-32.0	-38.8
Services.....	7.2	10.5	6.6	-2.8	3.2	5.7	13.4	2.7	3.2	28.6	-2.7	13.3	25.9	2.7	6.4	3.8	1.4	-1.5	-11.5
Imports.....	6.0	2.2	-3.5	0.6	0.8	15.3	10.3	0.1	3.1	2.0	7.7	-3.7	3.0	-2.3	-0.8	-7.3	-3.5	-17.5	-36.4
Goods.....	6.0	1.7	-4.1	0.7	1.1	17.0	9.0	0.5	3.8	-0.8	8.4	-4.0	2.4	-2.6	-2.0	-7.1	-4.7	-19.6	-41.4
Services.....	6.0	4.4	0.2	0.0	-1.0	6.8	17.7	-2.0	-0.3	18.4	4.2	-2.0	6.3	-0.9	5.5	-8.0	3.3	-6.7	-10.2
<b>Government consumption expenditures and gross investment</b> .....	1.7	2.1	2.9	0.9	3.4	-1.7	3.9	1.2	1.7	1.6	0.9	3.9	3.8	0.8	1.9	3.9	5.8	1.3	-3.1
Federal.....	2.3	1.6	6.0	1.1	9.7	-7.2	10.0	-1.5	1.9	1.8	-3.6	6.7	7.2	-0.5	5.8	6.6	13.8	7.0	-4.5
National defense.....	1.6	2.5	7.2	4.0	12.3	-14.2	8.8	1.9	-0.9	7.0	-5.9	8.5	10.2	-0.9	7.3	7.3	18.0	3.4	-6.8
Nondefense.....	3.6	-0.2	3.6	-4.5	4.4	8.9	12.4	-8.1	7.7	-8.1	1.2	3.1	1.2	0.4	2.9	5.0	5.1	15.3	0.6
State and local.....	1.3	2.3	1.1	0.8	-0.1	1.6	0.5	2.9	1.6	1.5	3.6	2.4	1.9	1.6	-0.3	2.5	1.3	-2.0	-2.2
<b>Addenda:</b>																			
Final sales of domestic product.....	2.8	2.4	1.4	4.8	4.1	-0.3	5.1	2.3	0.9	2.9	1.1	4.3	4.0	0.8	0.9	4.4	-1.3	-6.2	-3.3
Gross domestic purchases.....	2.6	1.4	-0.3	1.7	3.7	2.5	4.5	2.0	0.9	0.2	1.2	2.9	2.6	-1.0	0.1	-0.1	-1.5	-5.9	-7.5
Final sales to domestic purchasers.....	2.6	1.8	0.0	3.7	3.9	1.0	4.8	1.6	1.0	1.5	2.2	2.5	1.9	-0.1	0.1	1.3	-2.3	-5.8	-5.4
Gross national product (GNP).....	2.6	2.2	1.3	2.2	4.1	0.4	4.9	2.8	0.2	2.0	-0.3	4.4	6.3	1.3	0.1	2.1	-0.2	-5.6	-5.6
Disposable personal income.....	3.5	2.8	1.3	2.5	-1.3	7.5	5.1	1.3	2.3	5.8	4.4	-0.6	3.1	0.6	-0.7	10.7	-8.5	2.9	6.0
<b>Current-dollar measures:</b>																			
GDP.....	6.1	4.8	3.3	4.8	8.1	5.1	8.6	5.5	3.6	3.7	4.3	6.9	6.3	2.3	3.5	4.1	3.4	-5.8	-2.9
Final sales of domestic product.....	6.1	5.2	3.6	7.0	8.4	3.5	8.8	5.1	3.7	5.2	5.3	6.4	5.6	3.6	3.6	5.6	2.6	-6.1	-0.7
Gross domestic purchases.....	6.1	4.2	2.9	4.8	9.1	6.5	7.5	5.7	3.8	0.7	5.0	6.4	4.9	2.6	3.5	4.3	2.9	-9.6	-8.4
Final sales to domestic purchasers.....	6.1	4.6	3.2	6.9	9.4	5.0	7.8	5.3	3.9	2.1	5.9	5.9	4.2	3.9	3.7	5.7	2.2	-9.9	-6.4
GNP.....	5.9	4.9	3.5	4.4	8.4	4.2	8.7	5.6	3.0	4.1	4.0	6.4	7.9	3.9	2.6	3.4	3.7	-5.0	-3.0
Disposable personal income.....	6.4	5.5	4.6	5.1	3.4	11.1	6.9	4.6	5.4	5.3	7.9	3.0	5.7	4.9	2.9	15.4	-3.9	-2.1	5.0

<sup>r</sup> Revised  
See "Explanatory Note" at the end of the tables.

Table 2. Contributions to Percent Change in Real Gross Domestic Product

	Seasonally adjusted at annual rates																		
	2006	2007	2008	2005			2006				2007				2008				2009
				II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	
<b>Percent change at annual rate:</b>																			
Gross domestic product .....	2.8	2.0	1.1	2.6	3.8	1.3	4.8	2.7	0.8	1.5	0.1	4.8	4.8	-0.2	0.9	2.8	-0.5	-6.3	-5.5
<b>Percentage points at annual rates:</b>																			
<b>Personal consumption expenditures .....</b>	<b>2.13</b>	<b>1.95</b>	<b>0.16</b>	<b>2.50</b>	<b>2.59</b>	<b>0.94</b>	<b>2.86</b>	<b>1.88</b>	<b>1.52</b>	<b>2.55</b>	<b>2.71</b>	<b>1.42</b>	<b>1.44</b>	<b>0.67</b>	<b>0.61</b>	<b>0.87</b>	<b>-2.75</b>	<b>-2.99</b>	<b>0.95</b>
Durable goods .....	0.36	0.38	-0.33	0.95	0.44	-1.02	1.37	0.14	0.27	0.33	0.71	0.40	0.19	0.03	-0.33	-0.21	-1.16	-1.67	0.61
Motor vehicles and parts .....	-0.09	0.07	-0.42	0.53	0.15	-1.59	0.53	0.06	0.06	0.01	0.30	0.05	-0.22	-0.03	-0.35	-0.64	-0.83	-1.13	0.41
Furniture and household equipment .....	0.35	0.24	0.10	0.29	0.37	0.41	0.55	0.15	0.20	0.23	0.34	0.17	0.26	0.11	0.05	0.39	-0.25	-0.25	0.11
Other .....	0.10	0.08	-0.01	0.13	-0.08	0.17	0.29	-0.06	0.00	0.09	0.07	0.17	0.15	-0.06	-0.04	0.04	-0.08	-0.29	0.09
Nondurable goods .....	0.74	0.50	-0.13	0.83	0.59	0.93	0.85	0.62	0.46	0.62	0.71	0.40	0.25	0.05	-0.08	0.80	-1.57	-1.97	-0.07
Food .....	0.38	0.18	-0.02	0.29	0.45	0.37	0.50	0.43	0.10	0.20	0.12	0.27	0.03	0.27	0.13	0.40	-0.75	-1.52	-0.27
Clothing and shoes .....	0.16	0.13	0.01	0.27	0.00	0.35	0.18	0.02	0.14	0.12	0.25	0.08	0.12	-0.09	0.08	0.28	-0.38	-0.24	-0.01
Gasoline, fuel oil, and other energy goods...	-0.05	0.02	-0.14	0.09	0.02	-0.04	-0.17	-0.11	0.03	0.03	0.13	-0.07	-0.01	-0.05	-0.18	-0.20	-0.45	0.23	0.14
Other .....	0.25	0.17	0.02	0.17	0.11	0.25	0.33	0.27	0.19	0.26	0.22	0.12	0.11	-0.08	-0.10	0.33	0.01	-0.43	0.07
Services .....	1.02	1.07	0.62	0.72	1.55	1.02	0.64	1.12	0.79	1.61	1.29	0.62	1.00	0.59	1.02	0.28	-0.03	0.66	0.41
Housing .....	0.34	0.16	0.10	0.36	0.39	0.35	0.37	0.31	0.25	0.22	0.12	0.09	0.08	0.12	0.05	0.18	0.08	0.04	-0.01
Household operation .....	-0.02	0.07	-0.01	0.02	0.15	-0.01	-0.42	0.26	0.10	0.03	0.08	0.02	0.06	0.09	0.07	-0.17	-0.33	0.31	0.12
Electricity and gas .....	-0.05	0.03	-0.04	0.00	0.12	-0.04	-0.42	0.20	0.05	-0.01	0.07	-0.04	0.02	0.01	0.11	-0.19	-0.38	0.29	0.15
Other household operation .....	0.03	0.04	0.02	0.01	0.04	0.03	0.01	0.06	0.05	0.04	0.00	0.06	0.04	0.08	-0.05	0.02	0.05	0.02	-0.03
Transportation .....	0.05	0.05	-0.02	0.02	0.02	0.01	0.08	0.08	0.03	0.10	0.03	0.04	0.06	-0.02	0.04	-0.08	-0.06	-0.17	-0.12
Medical care .....	0.31	0.35	0.43	0.37	0.48	0.39	0.37	0.15	0.07	0.35	0.63	0.13	0.45	0.48	0.59	0.35	0.31	0.38	0.21
Recreation .....	0.09	0.13	-0.02	0.02	0.04	0.04	0.08	0.04	0.18	0.36	0.06	0.08	0.07	-0.01	-0.14	0.04	-0.04	-0.03	0.05
Other .....	0.24	0.31	0.14	-0.08	0.46	0.24	0.16	0.27	0.15	0.55	0.37	0.27	0.28	-0.08	0.40	-0.03	0.02	0.14	0.16
<b>Gross private domestic investment .....</b>	<b>0.35</b>	<b>-0.90</b>	<b>-1.02</b>	<b>-0.86</b>	<b>0.69</b>	<b>1.98</b>	<b>1.15</b>	<b>-0.02</b>	<b>-0.92</b>	<b>-2.68</b>	<b>-1.63</b>	<b>0.94</b>	<b>0.54</b>	<b>-1.93</b>	<b>-0.89</b>	<b>-1.74</b>	<b>0.06</b>	<b>-3.47</b>	<b>-8.20</b>
Fixed investment .....	0.32	-0.50	-0.76	1.21	0.88	0.41	1.39	-0.40	-0.81	-1.27	-0.57	0.47	-0.15	-0.97	-0.86	-0.25	-0.79	-3.36	-5.99
Nonresidential .....	0.77	0.52	0.17	0.64	0.64	0.40	1.62	0.71	0.59	-0.09	0.33	1.07	0.91	0.36	0.26	0.27	-0.19	-2.56	-4.59
Structures .....	0.23	0.40	0.39	-0.04	-0.26	0.05	0.42	0.54	0.42	0.08	0.35	0.57	0.65	0.29	0.30	0.64	0.36	-0.38	-2.05
Equipment and software .....	0.54	0.13	-0.22	0.68	0.90	0.35	1.20	0.16	0.17	-0.18	-0.02	0.50	0.26	0.07	-0.04	-0.37	-0.55	-2.18	-2.54
Information processing equipment and software .....	0.32	0.34	0.18	0.31	0.36	0.33	0.61	0.15	0.34	0.04	0.57	0.41	0.31	0.37	0.27	0.30	-0.16	-0.92	-0.70
Computers and peripheral equipment .....	0.15	0.11	0.05	0.12	0.09	0.22	0.16	0.17	0.13	0.02	0.17	0.09	0.12	0.12	0.10	0.08	-0.16	-0.28	-0.06
Software .....	0.06	0.15	0.08	0.16	0.04	0.10	0.03	0.02	0.07	0.14	0.21	0.22	0.10	0.16	0.16	0.04	-0.08	-0.23	-0.38
Other .....	0.11	0.08	0.05	0.03	0.23	0.02	0.41	-0.04	0.14	-0.11	0.19	0.09	0.09	0.10	0.00	0.18	0.08	-0.42	-0.26
Industrial equipment .....	0.07	0.02	-0.06	-0.04	0.19	0.19	-0.07	0.25	-0.12	-0.02	-0.10	0.34	-0.04	-0.20	0.01	-0.05	-0.12	-0.19	-0.72
Transportation equipment .....	0.09	-0.17	-0.32	0.24	0.31	-0.24	0.52	-0.25	0.06	-0.15	-0.21	-0.32	-0.07	-0.18	-0.16	-0.58	-0.47	-0.75	-0.66
Other equipment .....	0.05	-0.07	-0.02	0.17	0.04	0.07	0.15	0.02	-0.12	-0.05	-0.28	0.07	0.06	0.08	-0.16	-0.04	0.20	-0.31	-0.46
Residential .....	-0.45	-1.02	-0.93	0.57	0.25	0.01	-0.23	-1.11	-1.40	-1.18	-0.91	-0.60	-1.06	-1.33	-1.12	-0.52	-0.60	-0.80	-1.40
<b>Change in private inventories .....</b>	<b>0.03</b>	<b>-0.40</b>	<b>-0.26</b>	<b>-2.07</b>	<b>-0.19</b>	<b>1.56</b>	<b>-0.24</b>	<b>0.38</b>	<b>-0.11</b>	<b>-1.41</b>	<b>-1.06</b>	<b>0.47</b>	<b>0.69</b>	<b>-0.96</b>	<b>-0.02</b>	<b>-1.50</b>	<b>0.84</b>	<b>-0.11</b>	<b>-2.20</b>
Farm .....	-0.03	0.04	0.02	0.14	0.19	-0.15	0.22	-0.24	0.00	0.12	-0.07	0.14	-0.08	0.47	-0.17	-0.14	0.01	0.06	0.05
Nonfarm .....	0.06	-0.44	-0.28	-2.20	-0.39	1.71	-0.26	0.62	-0.12	-1.52	-0.99	0.33	0.77	-1.43	0.15	-1.36	0.83	-0.17	-2.25
<b>Net exports of goods and services .....</b>	<b>-0.02</b>	<b>0.58</b>	<b>1.40</b>	<b>0.79</b>	<b>-0.07</b>	<b>-1.26</b>	<b>0.09</b>	<b>0.59</b>	<b>-0.12</b>	<b>1.33</b>	<b>-1.20</b>	<b>1.66</b>	<b>2.03</b>	<b>0.94</b>	<b>0.77</b>	<b>2.93</b>	<b>1.05</b>	<b>-0.15</b>	<b>2.39</b>
Exports .....	0.96	0.95	0.76	0.89	0.04	1.09	1.70	0.58	0.39	1.66	0.06	1.01	2.54	0.53	0.63	1.54	0.40	-3.44	-4.16
Goods .....	0.73	0.59	0.51	0.98	-0.06	0.91	1.27	0.49	0.28	0.78	0.15	0.55	1.66	0.43	0.39	1.39	0.34	-3.38	-3.69
Services .....	0.23	0.36	0.25	-0.09	0.10	0.18	0.42	0.09	0.11	0.87	-0.09	0.46	0.88	0.10	0.24	0.15	0.06	-0.06	-0.47
Imports .....	-0.98	-0.37	0.64	-0.10	-0.11	-2.35	-1.61	0.01	-0.51	-0.33	-1.25	0.65	-0.51	0.40	0.14	1.39	0.65	3.29	6.55
Goods .....	-0.82	-0.25	0.65	-0.10	-0.14	-2.18	-1.18	-0.04	-0.51	0.13	-1.14	0.59	-0.34	0.38	0.29	1.14	0.74	3.09	6.25
Services .....	-0.16	-0.12	-0.01	0.00	0.03	-0.17	-0.43	0.05	0.01	-0.46	-0.11	0.06	-0.17	0.02	-0.15	0.25	-0.09	0.20	0.29
<b>Government consumption expenditures and gross investment .....</b>	<b>0.32</b>	<b>0.40</b>	<b>0.57</b>	<b>0.17</b>	<b>0.65</b>	<b>-0.34</b>	<b>0.72</b>	<b>0.23</b>	<b>0.32</b>	<b>0.30</b>	<b>0.17</b>	<b>0.77</b>	<b>0.75</b>	<b>0.16</b>	<b>0.38</b>	<b>0.78</b>	<b>1.14</b>	<b>0.26</b>	<b>-0.63</b>
Federal .....	0.16	0.11	0.43	0.08	0.66	-0.53	0.66	-0.11	0.13	0.12	-0.26	0.47	0.51	-0.04	0.41	0.47	0.97	0.52	-0.35
National defense .....	0.08	0.12	0.35	0.18	0.56	-0.73	0.39	0.09	-0.04	0.32	-0.29	0.40	0.48	-0.04	0.34	0.36	0.85	0.18	-0.37
Consumption expenditures .....	0.04	0.11	0.27	0.06	0.45	-0.70	0.40	-0.02	0.00	0.14	-0.08	0.28	0.45	-0.06	0.31	0.15	0.72	0.17	-0.27
Gross investment .....	0.04	0.01	0.08	0.12	0.11	-0.02	-0.01	0.11	-0.05	0.18	-0.21	0.12	0.03	0.02	0.04	0.21	0.14	0.01	-0.10
Nondefense .....	0.08	0.00	0.08	-0.11	0.10	0.20	0.27	-0.20	0.17	-0.20	0.03	0.07	0.03	0.01	0.06	0.11	0.12	0.34	0.02
Consumption expenditures .....	0.05	0.00	0.06	-0.12	0.03	0.10	0.22	-0.14	0.15	-0.20	0.06	0.02	0.03	-0.02	0.06	0.08	0.11	0.21	0.12
Gross investment .....	0.03	0.00	0.02	0.01	0.07	0.10	0.05	-0.07	0.03	0.01	-0.04	0.05	-0.01	0.02	0.01	0.03	0.00	0.14	-0.11
State and local .....	0.16	0.28	0.14	0.10	-0.01	0.19	0.06	0.34	0.19	0.18	0.43	0.30	0.24	0.19	-0.03	0.31	0.17	-0.25	-0.28
Consumption expenditures .....	0.16	0.20	0.13	0.02	0.06	0.09	0.23	0.16	0.24	0.23	0.20	0.17	0.15	0.15	0.14	0.12	0.11	0.00	-0.06
Gross investment .....	0.00	0.09	0.01	0.08	-0.07	0.10	-0.18	0.18	-0.05	-0.06	0.24	0.13	0.09	0.04	-0.18	0.19	0.06	-0.25	-0.22
<b>Addenda:</b>																			
Goods .....	1.67	0.97	0.31	1.49	1.68	0.65	3.40	1.84	0.51	0.42	-0.80	3.08	2.71	0.01	0.29	1.49	-1.29	-6.16	-1.87
Services .....	1.35	1.61	1.32	0.59	2.23	0.52	1.48	1.26	1.29	2.19	1.26	1.61	2.35	0.79	1.62	1.02	0.87	1.17	0.02
Structures .....	-0.24	-0.55	-0.52	0.54	-0.06	0.15	-0.07	-0.42	-1.00	-1.10	-0.41	0.09	-0.30	-0.97	-1.03	0.32	-0.09	-1.35	-3.64
Motor vehicle output .....	-0.03	-0.03	-0.50	0.24	0.76	-1.22	0.59	-0.34	0.40	-0.65	0.10	0.13	0.47	-0.86	-0.41	-1.01	0.16	-2.01	-1.26
Final sales of computers .....	0.15	0.13	0.12	0.22	0.07	0.21	0.16	0.15	0.04	0.20	-0.03	0.21	0.28	0.14	0.05	0.17	-0.01	-0.02	0.09

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See "Explanatory Note" at the end of the tables.

**Table 3. Gross Domestic Product and Related Measures: Level and Change From Preceding Period**

	Billions of current dollars						Billions of chained (2000) dollars								
	2008	Seasonally adjusted at annual rates					2008	Seasonally adjusted at annual rates					Change from preceding period		
		2008						2009					2008	2008	2009
		I	II	III	IV	I'		I	II	III	IV	I'			
<b>Gross domestic product</b> .....	<b>14,264.6</b>	<b>14,150.8</b>	<b>14,294.5</b>	<b>14,412.8</b>	<b>14,200.3</b>	<b>14,097.2</b>	<b>11,652.0</b>	<b>11,646.0</b>	<b>11,727.4</b>	<b>11,712.4</b>	<b>11,522.1</b>	<b>11,360.5</b>	<b>128.1</b>	<b>-190.3</b>	<b>-161.6</b>
<b>Personal consumption expenditures</b> .....	<b>10,057.9</b>	<b>10,002.3</b>	<b>10,138.0</b>	<b>10,163.5</b>	<b>9,927.9</b>	<b>9,938.5</b>	<b>8,272.1</b>	<b>8,316.1</b>	<b>8,341.3</b>	<b>8,260.6</b>	<b>8,170.5</b>	<b>8,198.0</b>	<b>19.3</b>	<b>-90.1</b>	<b>27.5</b>
<b>Durable goods</b> .....	<b>1,023.2</b>	<b>1,071.0</b>	<b>1,059.3</b>	<b>1,016.2</b>	<b>946.3</b>	<b>964.0</b>	<b>1,188.5</b>	<b>1,237.0</b>	<b>1,228.3</b>	<b>1,180.1</b>	<b>1,108.6</b>	<b>1,134.1</b>	<b>-53.9</b>	<b>-71.5</b>	<b>25.5</b>
Motor vehicles and parts .....	379.9	424.7	400.6	370.7	323.8	337.7	387.2	430.2	407.2	376.9	334.6	349.6	-59.5	-42.3	15.0
Furniture and household equipment .....	411.7	415.1	423.0	411.2	397.4	397.8	614.3	609.3	616.2	602.2	608.1	608.1	20.3	-14.0	5.9
Other .....	231.6	231.3	235.7	234.3	225.2	228.6	226.5	229.4	230.8	228.1	217.7	220.9	-1.8	-10.4	3.2
<b>Nondurable goods</b> .....	<b>2,965.1</b>	<b>2,950.7</b>	<b>3,026.2</b>	<b>3,044.6</b>	<b>2,839.0</b>	<b>2,798.8</b>	<b>2,378.4</b>	<b>2,397.9</b>	<b>2,420.7</b>	<b>2,376.3</b>	<b>2,318.6</b>	<b>2,316.4</b>	<b>-14.2</b>	<b>-57.7</b>	<b>-2.2</b>
Food .....	1,399.2	1,380.5	1,416.3	1,418.4	1,381.7	1,375.1	1,109.3	1,122.4	1,133.6	1,112.3	1,069.0	1,061.5	-1.2	-43.3	-7.5
Clothing and shoes .....	373.6	375.5	382.4	374.4	362.1	365.0	414.5	416.3	427.2	412.2	402.3	402.1	1.6	-9.9	-0.2
Gasoline, fuel oil, and other energy goods .....	411.8	423.7	441.8	463.6	318.1	268.4	189.2	194.0	190.8	184.1	187.9	191.0	-8.9	3.8	3.1
Other .....	780.5	771.1	785.7	788.2	777.1	790.2	689.3	684.8	695.1	695.5	681.6	683.7	2.0	-13.9	2.1
<b>Services</b> .....	<b>6,069.6</b>	<b>5,980.6</b>	<b>6,052.5</b>	<b>6,102.7</b>	<b>6,142.5</b>	<b>6,175.7</b>	<b>4,714.3</b>	<b>4,704.3</b>	<b>4,712.1</b>	<b>4,711.3</b>	<b>4,729.4</b>	<b>4,740.5</b>	<b>68.1</b>	<b>18.1</b>	<b>11.1</b>
Housing .....	1,513.7	1,495.1	1,508.8	1,520.9	1,529.7	1,535.5	1,182.4	1,177.3	1,182.3	1,184.5	1,185.6	1,185.2	10.7	1.1	-0.4
Household operation .....	553.0	541.7	554.5	555.8	559.9	561.4	420.1	425.9	421.3	412.4	420.6	423.9	-1.1	8.2	3.3
Electricity and gas .....	232.3	228.1	236.3	231.9	233.0	234.5	148.0	154.0	149.6	141.2	147.5	151.0	-3.1	6.3	3.5
Other household operation .....	320.6	313.6	318.1	323.9	326.9	326.8	273.9	272.5	273.2	274.6	275.2	274.3	3.0	0.6	-0.9
Transportation .....	373.0	368.8	372.9	376.8	373.6	372.3	297.4	301.2	298.9	297.2	292.2	288.9	-1.8	-5.0	-3.3
Medical care .....	1,781.2	1,746.6	1,769.3	1,792.9	1,816.1	1,834.0	1,374.8	1,360.8	1,370.3	1,378.9	1,389.2	1,394.9	47.0	10.3	5.7
Recreation .....	412.6	408.2	412.3	415.8	413.9	417.0	332.2	332.3	333.4	332.1	331.2	332.5	-2.8	-0.9	1.3
Other .....	1,436.1	1,420.2	1,434.6	1,440.4	1,449.3	1,455.5	1,105.5	1,105.0	1,104.0	1,104.6	1,108.4	1,112.7	15.6	3.8	4.3
<b>Gross private domestic investment</b> .....	<b>1,993.5</b>	<b>2,056.1</b>	<b>2,000.9</b>	<b>2,010.9</b>	<b>1,906.1</b>	<b>1,600.2</b>	<b>1,689.1</b>	<b>1,754.7</b>	<b>1,702.0</b>	<b>1,703.7</b>	<b>1,596.0</b>	<b>1,349.2</b>	<b>-120.6</b>	<b>-107.7</b>	<b>-246.8</b>
<b>Fixed investment</b> .....	<b>2,040.5</b>	<b>2,081.7</b>	<b>2,077.0</b>	<b>2,060.6</b>	<b>1,942.7</b>	<b>1,716.4</b>	<b>1,718.9</b>	<b>1,762.4</b>	<b>1,754.9</b>	<b>1,731.1</b>	<b>1,627.0</b>	<b>1,445.9</b>	<b>-89.6</b>	<b>-104.1</b>	<b>-181.1</b>
Nonresidential .....	1,552.8	1,553.6	1,571.9	1,581.2	1,504.3	1,333.6	1,405.4	1,423.1	1,431.8	1,425.7	1,341.1	1,193.4	22.5	-84.6	-147.7
Structures .....	553.4	522.7	549.8	572.4	568.4	488.7	338.8	326.4	340.5	348.4	339.9	295.5	34.2	-8.5	-44.4
Equipment and software .....	999.4	1,030.9	1,022.1	1,008.8	935.8	844.9	1,047.0	1,088.6	1,074.7	1,054.0	970.5	875.7	-31.9	-83.5	-94.8
Information processing equipment and software .....	535.8	539.6	550.9	544.5	508.2	480.0	685.0	689.6	702.9	695.5	651.8	619.5	31.1	-43.7	-32.3
Computers and peripheral equipment .....	89.8	95.8	96.8	89.2	77.4	73.5	.....	.....	.....	.....	.....	.....	.....	.....	.....
Software .....	240.5	241.8	244.6	242.5	233.0	218.4	248.4	251.0	252.3	249.5	240.8	226.6	11.4	-8.7	-14.2
Other .....	205.5	202.0	209.5	212.9	197.8	188.2	226.1	223.6	230.6	233.6	216.6	206.4	8.1	-17.0	-10.2
Industrial equipment .....	180.6	182.0	183.2	182.2	175.1	148.9	149.2	153.4	152.0	148.6	142.8	121.6	-6.5	-5.8	-21.2
Transportation equipment .....	112.2	142.1	121.4	105.5	79.8	59.4	99.6	127.0	108.6	93.6	69.3	49.2	-39.8	-24.3	-20.1
Other equipment .....	170.8	167.3	166.5	176.6	172.7	156.5	146.3	146.5	145.3	151.5	141.9	128.2	-2.1	-9.6	-13.7
Residential .....	487.7	528.1	505.0	479.4	438.4	382.8	359.5	383.0	369.6	353.7	331.6	293.3	-94.3	-22.1	-38.3
<b>Change in private inventories</b> .....	<b>-47.0</b>	<b>-25.6</b>	<b>-76.0</b>	<b>-49.7</b>	<b>-36.6</b>	<b>-116.2</b>	<b>-29.0</b>	<b>-10.2</b>	<b>-50.6</b>	<b>-29.6</b>	<b>-25.8</b>	<b>-87.1</b>	<b>-26.5</b>	<b>3.8</b>	<b>-61.3</b>
Farm .....	-2.4	0.2	-4.1	-4.2	-1.5	-0.2	3.6	6.0	2.4	2.2	3.7	4.9	2.6	1.5	1.2
Nonfarm .....	-44.6	-25.8	-71.9	-45.5	-35.0	-116.0	-34.3	-17.9	-55.1	-33.3	-31.1	-94.7	-30.6	2.2	-63.6
<b>Net exports of goods and services</b> .....	<b>-669.2</b>	<b>-705.7</b>	<b>-718.2</b>	<b>-707.7</b>	<b>-545.1</b>	<b>-327.3</b>	<b>-390.2</b>	<b>-462.0</b>	<b>-381.3</b>	<b>-353.1</b>	<b>-364.5</b>	<b>-296.8</b>	<b>156.3</b>	<b>-11.4</b>	<b>67.7</b>
<b>Exports</b> .....	<b>1,859.4</b>	<b>1,820.8</b>	<b>1,923.2</b>	<b>1,968.9</b>	<b>1,724.7</b>	<b>1,529.4</b>	<b>1,514.1</b>	<b>1,500.6</b>	<b>1,544.7</b>	<b>1,556.1</b>	<b>1,454.9</b>	<b>1,327.7</b>	<b>88.2</b>	<b>-101.2</b>	<b>-127.2</b>
Goods .....	1,283.1	1,256.9	1,343.7	1,374.3	1,157.6	992.6	1,058.5	1,048.6	1,088.9	1,098.7	997.7	882.4	59.8	-101.0	-115.3
Services .....	576.3	563.9	579.5	594.6	567.1	536.8	455.2	451.7	455.8	457.4	455.7	442.1	28.3	-1.7	-13.6
<b>Imports</b> .....	<b>2,528.6</b>	<b>2,526.5</b>	<b>2,641.4</b>	<b>2,676.6</b>	<b>2,269.7</b>	<b>1,856.7</b>	<b>1,904.3</b>	<b>1,962.6</b>	<b>1,926.0</b>	<b>1,909.1</b>	<b>1,819.4</b>	<b>1,624.6</b>	<b>-68.1</b>	<b>-89.7</b>	<b>-194.8</b>
Goods .....	2,115.2	2,118.0	2,225.5	2,251.0	1,866.1	1,477.6	1,608.1	1,662.0	1,631.6	1,612.2	1,526.8	1,335.9	-69.6	-85.4	-190.9
Services .....	413.4	408.5	415.9	425.6	403.6	379.1	297.0	301.8	295.5	297.9	292.8	285.0	0.6	-5.1	-7.8
<b>Government consumption expenditures and gross investment</b> .....	<b>2,882.4</b>	<b>2,798.1</b>	<b>2,873.7</b>	<b>2,946.1</b>	<b>2,911.4</b>	<b>2,885.8</b>	<b>2,070.2</b>	<b>2,039.1</b>	<b>2,058.9</b>	<b>2,088.1</b>	<b>2,094.7</b>	<b>2,078.4</b>	<b>58.1</b>	<b>6.6</b>	<b>-16.3</b>
<b>Federal</b> .....	<b>1,071.9</b>	<b>1,026.5</b>	<b>1,056.1</b>	<b>1,098.0</b>	<b>1,107.0</b>	<b>1,101.7</b>	<b>798.2</b>	<b>772.6</b>	<b>785.0</b>	<b>810.8</b>	<b>824.5</b>	<b>815.2</b>	<b>45.3</b>	<b>13.7</b>	<b>-9.3</b>
National defense .....	734.9	699.9	723.3	759.5	757.0	748.9	538.1	518.9	528.1	550.4	555.0	545.4	36.0	4.6	-9.6
Consumption expenditures .....	639.7	613.8	629.0	659.6	656.6	652.4	452.5	439.7	443.4	461.5	465.6	458.8	26.7	4.1	-6.8
Gross investment .....	95.2	86.1	94.3	99.9	100.4	96.5	88.6	81.0	87.9	92.6	92.9	89.7	10.6	0.3	-3.2
Nondefense .....	337.0	326.6	332.9	338.5	350.0	352.8	259.5	253.2	256.3	259.5	268.9	269.3	9.1	9.4	0.4
Consumption expenditures .....	292.2	284.2	289.2	294.5	300.9	307.5	217.9	213.5	215.6	218.5	224.0	227.2	6.2	5.5	3.2
Gross investment .....	44.8	42.4	43.7	44.0	49.1	45.3	42.6	40.5	41.6	41.8	46.4	42.9	3.3	4.6	-3.5
<b>State and local</b> .....	<b>1,810.4</b>	<b>1,771.6</b>	<b>1,817.6</b>	<b>1,848.1</b>	<b>1,804.4</b>	<b>1,784.0</b>	<b>1,273.0</b>	<b>1,266.7</b>	<b>1,274.4</b>	<b>1,278.7</b>	<b>1,272.3</b>	<b>1,265.1</b>	<b>14.0</b>	<b>-6.4</b>	<b>-7.2</b>
Consumption expenditures .....	1,454.4	1,426.3	1,462.7	1,485.7	1,443.0	1,427.3	1,021.2	1,017.6	1,020.6	1,023.4	1,023.3	1,021.9	13.2	-0.1	-1.4
Gross investment .....	356.0	345.3	354.9	362.4	361.4	356.7	251.7	249.0	253.7	255.2	248.8	243.3	0.8	-6.4	-5.5
Residual .....	.....	.....	.....	.....	.....	.....	-161.8	-178.7	-191.6	-162.8	-114.0	-129.3	.....	.....	.....
<b>Addenda:</b>															
Final sales of domestic product .....	14,311.6	14,176.4	14,370.5	14,462.5	14,236.9	14,213.4	11,681.0	11,653.7	11,778.8	11,739.2	11,552.2	11,454.6	157.6	-187.0	-97.6
Gross domestic purchases .....	14,933.8	14,856.6	15,012.7	15,120.5	14,745.4	14,424.4	12,035.2	12,105.8	12,102.6	12,057.8	11,874.5	11,645.4	-31.6	-183.3	-229.1
Final sales to domestic purchasers .....	14,980.7	14,882.2	15,088.7	15,170.2	14,782.0	14,540.6	12,063.6	12,113.3	12,153.0	12,084.1	11,904.0	11,738.7	-2.4	-180.1	-165.3
<b>Gross domestic product</b> .....	<b>14,264.6</b>	<b>14,150.8</b>	<b>14,294.5</b>	<b>14,412.8</b>	<b>14,200.3</b>	<b>14,097.2</b>	<b>11,652.0</b>	<b>11,646.0</b>	<b>11,727.4</b>	<b>11,712.4</b>	<b>11,522.1</b>	<b>11,360.5</b>	<b>128.1</b>		

Table 4. Price Indexes for Gross Domestic Product and Related Measures: Percent Change From Preceding Period

	2006	2007	2008	Seasonally adjusted at annual rates															
				2005			2006				2007				2008				2009
				II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I <sup>r</sup>
<b>Gross domestic product (GDP)</b> .....	3.2	2.7	2.2	2.1	4.1	3.7	3.5	2.7	2.8	2.2	4.1	2.0	1.5	2.8	2.6	1.1	3.9	0.5	2.8
<b>Personal consumption expenditures</b> .....	2.8	2.6	3.3	2.5	4.7	3.3	1.8	3.3	3.1	-0.5	3.4	3.6	2.5	4.3	3.6	4.3	5.0	-4.9	-0.9
Durable goods .....	-1.3	-1.8	-1.2	-0.9	-3.1	-0.9	-0.9	-0.8	-1.3	-2.7	-1.8	-1.6	-1.9	-1.6	-0.1	-1.6	-0.6	-3.5	-1.7
Nondurable goods .....	3.0	3.0	5.3	2.0	11.2	2.3	0.3	4.9	4.4	-6.2	5.1	6.4	2.9	8.4	6.7	6.5	10.3	-16.6	-5.2
Services .....	3.5	3.3	3.2	3.5	3.3	4.7	3.0	3.3	3.3	2.8	3.6	3.3	3.1	3.5	2.8	4.2	3.4	1.1	1.2
<b>Gross private domestic investment</b> .....	4.2	1.4	0.7	4.0	5.0	5.4	5.2	3.5	1.6	3.3	1.6	-0.3	-0.3	1.3	-0.5	0.4	2.0	4.4	-2.2
Fixed investment .....	4.2	1.4	0.6	4.2	5.3	5.7	5.0	3.4	1.5	3.2	1.6	-0.2	-0.4	1.2	-0.2	0.8	2.3	1.2	-2.3
Nonresidential .....	3.3	1.4	1.6	2.7	2.0	4.4	4.3	3.3	1.7	2.9	1.3	0.3	-0.6	1.7	0.6	2.3	4.2	4.6	-1.5
Structures .....	12.3	3.8	3.6	10.1	14.8	17.0	14.1	12.0	4.6	6.7	3.4	0.7	0.5	4.5	2.7	3.3	7.1	7.4	-4.4
Equipment and software .....	0.1	0.3	0.6	0.1	-2.3	0.2	0.7	-0.1	0.5	1.2	0.4	0.1	-1.2	0.4	-0.4	1.7	2.6	3.0	0.2
Residential .....	5.9	1.5	-2.4	6.8	11.0	7.8	6.4	3.7	1.2	3.9	2.2	-1.3	0.3	0.0	-2.6	-3.5	-3.3	-9.4	-4.9
Change in private inventories .....																			
<b>Net exports of goods and services</b> .....	3.5	3.5	5.3	3.5	2.5	3.2	2.9	5.8	4.7	-0.8	3.6	5.3	3.5	6.2	9.1	10.8	6.7	-23.0	-10.8
Exports .....	3.3	3.5	5.3	3.0	1.3	2.2	3.0	6.2	5.2	0.0	3.3	5.1	2.8	6.0	10.0	12.3	5.6	-26.0	-11.6
Goods .....	3.8	3.5	5.4	4.6	5.3	5.5	2.7	4.9	3.7	-2.6	4.3	5.9	5.2	6.6	6.9	7.5	9.3	-16.1	-9.3
Services .....	4.3	3.7	10.4	9.7	10.3	4.5	-1.1	10.3	5.0	-9.1	0.9	12.8	7.4	12.8	12.8	28.8	9.2	-37.3	-29.6
Imports .....	4.2	3.6	11.1	10.0	10.8	5.0	-2.0	10.4	5.4	-10.1	0.8	13.0	7.7	14.5	13.8	31.2	9.8	-41.3	-32.9
Goods .....	4.8	3.7	7.1	7.9	7.8	2.0	4.1	9.9	3.2	-3.8	1.1	11.7	6.1	4.5	7.8	16.8	6.2	-13.3	-13.4
Services .....																			
<b>Government consumption expenditures and gross investment</b> .....	4.7	4.5	4.7	4.1	7.0	4.8	4.9	4.9	3.3	2.3	6.4	5.2	3.4	5.1	6.2	7.0	4.4	-5.8	-0.4
Federal .....	4.1	3.4	3.2	1.7	3.1	0.8	10.2	4.1	1.2	0.9	7.6	3.7	0.9	2.3	5.6	5.1	2.7	-3.4	2.7
National defense .....	4.5	3.5	3.6	1.8	3.2	1.3	10.9	4.4	1.5	0.7	7.0	4.3	1.6	3.1	5.1	6.3	3.1	-4.5	2.7
Nondefense .....	3.4	3.1	2.6	1.6	3.0	-0.1	8.9	3.5	0.5	1.2	8.8	2.6	-0.5	0.5	6.8	2.8	1.9	-0.9	2.6
State and local .....	5.1	5.1	5.6	5.6	9.4	7.3	2.0	5.4	4.6	3.2	5.7	6.1	4.9	6.8	6.6	8.1	5.5	-7.3	-2.3
<b>Addenda:</b>																			
Final sales of domestic product .....	3.2	2.7	2.2	2.1	4.1	3.8	3.5	2.7	2.7	2.2	4.1	2.0	1.5	2.8	2.7	1.2	4.0	0.1	2.8
Gross domestic purchases .....	3.4	2.8	3.2	3.1	5.2	3.9	2.9	3.6	2.9	0.6	3.6	3.3	2.2	4.0	3.5	4.2	4.5	-3.9	-1.0
Final sales to domestic purchasers .....	3.4	2.8	3.2	3.1	5.2	4.0	2.8	3.6	2.9	0.6	3.7	3.3	2.2	4.0	3.5	4.3	4.5	-4.3	-1.0
Gross national product (GNP) .....	3.2	2.7	2.2	2.1	4.1	3.7	3.5	2.7	2.8	2.2	4.1	2.0	1.5	2.8	2.6	1.1	3.9	0.6	2.8
<b>Implicit price deflators:</b>																			
GDP .....	3.2	2.7	2.2	2.1	4.1	3.8	3.6	2.7	2.7	2.2	4.2	2.0	1.5	2.5	2.6	1.3	3.9	0.6	2.8
Gross domestic purchases .....	3.4	2.8	3.2	3.1	5.2	4.0	2.9	3.6	2.9	0.6	3.7	3.3	2.2	3.7	3.4	4.4	4.4	-3.8	-1.0
GNP .....	3.2	2.7	2.2	2.1	4.1	3.8	3.6	2.7	2.8	2.1	4.2	2.0	1.5	2.5	2.5	1.3	3.9	0.6	2.7

<sup>r</sup> Revised  
See "Explanatory Note" at the end of the tables.

**Table 5. Real Gross Domestic Product, Quantity Indexes**

[Index numbers, 2000=100]

	2006	2007	2008	Seasonally adjusted				
				2008				2009
				I	II	III	IV	
<b>Gross domestic product</b> .....	<b>115.054</b>	<b>117.388</b>	<b>118.692</b>	<b>118.631</b>	<b>119.460</b>	<b>119.308</b>	<b>117.369</b>	<b>115.723</b>
<b>Personal consumption expenditures</b> .....	<b>119.135</b>	<b>122.456</b>	<b>122.743</b>	<b>123.395</b>	<b>123.770</b>	<b>122.572</b>	<b>121.235</b>	<b>121.644</b>
Durable goods.....	137.274	143.908	137.666	143.284	142.273	136.695	128.413	131.366
Nondurable goods.....	119.930	122.872	122.143	123.147	124.317	122.035	119.071	118.958
Services .....	115.298	118.259	119.992	119.739	119.937	119.916	120.376	120.658
<b>Gross private domestic investment</b> .....	<b>110.200</b>	<b>104.278</b>	<b>97.328</b>	<b>101.110</b>	<b>98.071</b>	<b>98.169</b>	<b>91.961</b>	<b>77.740</b>
Fixed investment .....	111.109	107.717	102.375	104.969	104.522	103.102	96.907	86.116
Nonresidential .....	106.987	112.244	114.069	115.504	116.212	115.714	108.847	96.862
Structures.....	86.318	97.264	108.180	104.206	108.716	111.257	108.543	94.360
Equipment and software.....	115.467	117.412	113.939	118.470	116.961	114.709	105.616	95.296
Residential .....	123.728	101.534	80.436	85.698	82.692	79.154	74.201	65.622
Change in private inventories.....								
<b>Exports of goods and services</b> .....	<b>119.937</b>	<b>130.068</b>	<b>138.111</b>	<b>136.880</b>	<b>140.908</b>	<b>141.943</b>	<b>132.713</b>	<b>121.113</b>
<b>Imports of goods and services</b> .....	<b>130.815</b>	<b>133.654</b>	<b>129.038</b>	<b>132.991</b>	<b>130.509</b>	<b>129.367</b>	<b>123.283</b>	<b>110.084</b>
<b>Government consumption expenditures and gross investment</b> .....	<b>114.497</b>	<b>116.871</b>	<b>120.250</b>	<b>118.443</b>	<b>119.594</b>	<b>121.288</b>	<b>121.674</b>	<b>120.724</b>
Federal.....	128.019	130.078	137.913	133.488	135.628	140.080	142.457	140.840
State and local .....	107.642	110.167	111.394	110.844	111.517	111.891	111.326	110.700
<b>Addenda:</b>								
Final sales of domestic product .....	115.254	118.062	119.677	119.397	120.679	120.273	118.357	117.357
Gross domestic purchases .....	116.748	118.343	118.033	118.726	118.694	118.255	116.457	114.210
Final sales to domestic purchasers.....	116.948	118.995	118.971	119.461	119.853	119.173	117.397	115.767
Gross national product.....	115.284	117.795	119.342	119.329	119.950	119.901	118.190	116.494

r Revised  
See "Explanatory Note" at the end of the tables.

**Table 6. Price Indexes for Gross Domestic Product**

[Index numbers, 2000=100]

	2006	2007	2008	Seasonally adjusted				
				2008				2009
				I	II	III	IV	
<b>Gross domestic product</b> .....	<b>116.676</b>	<b>119.819</b>	<b>122.500</b>	<b>121.613</b>	<b>121.951</b>	<b>123.134</b>	<b>123.302</b>	<b>124.160</b>
<b>Personal consumption expenditures (PCE)</b> .....	<b>114.675</b>	<b>117.659</b>	<b>121.596</b>	<b>120.283</b>	<b>121.544</b>	<b>123.041</b>	<b>121.514</b>	<b>121.235</b>
Durable goods.....	88.772	87.154	86.071	86.581	86.237	86.110	85.357	85.000
Nondurable goods.....	114.984	118.407	124.666	123.059	125.021	128.129	122.455	120.832
Services .....	120.752	124.712	128.752	127.133	128.450	129.538	129.885	130.282
<b>Gross private domestic investment</b> .....	<b>116.102</b>	<b>117.735</b>	<b>118.509</b>	<b>117.815</b>	<b>117.926</b>	<b>118.510</b>	<b>119.786</b>	<b>119.107</b>
Fixed investment .....	116.380	117.995	118.727	118.117	118.353	119.037	119.400	118.712
Nonresidential .....	107.277	108.739	110.513	109.177	109.788	110.913	112.174	111.751
Structures.....	151.822	157.662	163.298	160.182	161.496	164.285	167.229	165.374
Equipment and software.....	94.594	94.870	95.485	94.700	95.101	95.710	96.431	96.489
Residential .....	136.897	138.884	135.587	137.900	136.687	135.535	132.226	130.561
Change in private inventories.....								
<b>Exports of goods and services</b> .....	<b>112.618</b>	<b>116.586</b>	<b>122.788</b>	<b>121.397</b>	<b>124.560</b>	<b>126.592</b>	<b>118.601</b>	<b>115.250</b>
<b>Imports of goods and services</b> .....	<b>115.932</b>	<b>120.168</b>	<b>132.698</b>	<b>128.722</b>	<b>137.136</b>	<b>140.189</b>	<b>124.747</b>	<b>114.281</b>
<b>Government consumption expenditures and gross investment</b> .....	<b>127.239</b>	<b>132.941</b>	<b>139.234</b>	<b>137.237</b>	<b>139.588</b>	<b>141.107</b>	<b>139.002</b>	<b>138.862</b>
Federal.....	125.806	130.076	134.289	132.879	134.553	135.447	134.277	135.169
State and local .....	128.109	134.671	142.219	139.866	142.632	144.540	141.838	141.032
<b>Addenda:</b>								
PCE excluding food and energy.....	112.129	114.548	117.043	116.158	116.782	117.481	117.749	118.227
Market-based PCE <sup>1</sup> .....	113.167	115.893	119.760	118.452	119.719	121.348	119.523	119.113
Market-based PCE excluding food and energy <sup>1</sup> .....	109.715	111.700	113.818	113.021	113.522	114.228	114.502	114.978
Final sales of domestic product .....	116.710	119.853	122.528	121.653	122.008	123.204	123.245	124.091
Gross domestic purchases .....	117.066	120.294	124.158	122.821	124.103	125.475	124.232	123.931
Final sales to domestic purchasers.....	117.101	120.329	124.187	122.863	124.160	125.543	124.181	123.873
Gross national product.....	116.673	119.815	122.485	121.601	121.938	123.117	123.286	124.129
<b>Implicit price deflators:</b>								
Gross domestic product .....	116.676	119.816	122.422	121.508	121.890	123.056	123.244	124.090
Final sales of domestic product.....	116.709	119.853	122.520	121.647	122.002	123.198	123.239	124.085
Gross domestic purchases.....	117.066	120.292	124.084	122.722	124.045	125.400	124.177	123.864
Final sales to domestic purchasers.....	117.101	120.329	124.181	122.858	124.156	125.538	124.176	123.869
Gross national product.....	116.672	119.813	122.407	121.495	121.876	123.037	123.226	124.057

r Revised  
1. This index is a supplemental measure that is based on household expenditures for which there are observable price measures. It excludes most implicit prices (for example, the services furnished without payment by financial intermediaries) and the expenses of nonprofit institutions. Percentage changes for these series are included in the addenda to table 8 and appendix table A.  
See "Explanatory Note" at the end of the tables.

**Table 7. Real Gross Domestic Product: Percent Change From Preceding Year**

	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
<b>Gross domestic product (GDP)</b> .....	2.7	4.0	2.5	3.7	4.5	-4.2	4.5	3.7	0.8	1.6	2.5	3.6	2.9	2.8	2.0	1.1
<b>Personal consumption expenditures</b> .....	3.3	3.7	2.7	3.4	3.8	5.0	5.1	4.7	2.5	2.7	2.8	3.6	3.0	3.0	2.8	0.2
Durable goods .....	7.8	8.4	4.4	7.8	8.6	11.3	11.7	7.3	4.3	7.1	5.8	6.3	4.6	4.5	4.8	-4.3
Nondurable goods .....	2.7	3.5	2.2	2.6	2.7	4.0	4.6	3.8	2.0	2.5	3.2	3.5	3.4	3.7	2.5	-0.6
Services .....	2.8	2.9	2.6	2.9	3.3	4.2	4.0	4.5	2.4	1.9	1.9	3.2	2.6	2.5	2.6	1.5
<b>Gross private domestic investment</b> .....	8.9	13.6	3.1	8.9	12.4	9.8	7.8	5.7	-7.9	-2.6	3.6	9.7	5.8	2.1	-5.4	-6.7
Fixed investment .....	8.6	9.3	6.5	9.0	9.2	10.2	8.3	6.5	-3.0	-5.2	3.4	7.3	6.8	1.9	-3.1	-5.0
Nonresidential .....	8.7	9.2	10.5	9.3	12.1	11.1	9.2	8.7	-4.2	-9.2	1.0	5.8	7.2	7.5	4.9	1.6
Structures .....	-0.7	1.8	6.4	5.6	7.3	5.1	-0.4	6.8	-2.3	-17.1	-4.1	1.3	1.3	8.2	12.7	11.2
Equipment and software .....	12.5	11.9	12.0	10.6	13.8	13.3	12.7	9.4	-4.9	-6.2	2.8	7.4	9.3	7.2	1.7	-3.0
Residential .....	8.2	9.6	-3.2	8.0	1.9	7.6	6.0	0.8	0.4	4.8	8.4	10.0	6.3	-7.1	-17.9	-20.8
Change in private inventories .....																
<b>Net exports of goods and services</b> .....																
Exports .....	3.2	8.7	10.1	8.4	11.9	2.4	4.3	8.7	-5.4	-2.3	1.3	9.7	7.0	9.1	8.4	6.2
Goods .....	3.3	9.7	11.7	8.8	14.3	2.2	3.8	11.2	-6.1	-4.0	1.8	9.0	7.7	9.9	7.5	6.0
Services .....	3.2	6.3	6.3	7.2	5.9	2.9	5.6	2.9	-3.7	1.9	0.0	11.5	5.6	7.2	10.5	6.6
Imports .....	8.8	11.9	8.0	8.7	13.6	11.6	11.5	13.1	-2.7	3.4	4.1	11.3	5.9	6.0	2.2	-3.5
Goods .....	10.1	13.3	9.0	9.3	14.4	11.7	12.4	13.5	-3.2	3.7	4.9	11.3	6.8	6.0	1.7	-4.1
Services .....	2.9	5.7	3.3	5.5	9.4	11.4	6.9	11.1	-0.3	2.1	0.0	11.5	1.4	6.0	4.4	0.2
<b>Government consumption expenditures and gross investment</b> .....	-0.9	0.0	0.5	1.0	1.9	1.9	3.9	2.1	3.4	4.4	2.5	1.4	0.4	1.7	2.1	2.9
Federal .....	-4.2	-3.7	-2.7	-1.2	-1.0	-1.1	2.2	0.9	3.9	7.0	6.8	4.2	1.2	2.3	1.6	6.0
National defense .....	-5.6	-4.9	-3.8	-1.4	-2.8	-2.1	1.9	-0.5	3.9	7.4	8.7	5.8	1.5	1.6	2.5	7.2
Nondefense .....	-0.7	-1.2	-0.4	-0.7	2.6	0.7	2.8	3.5	3.9	6.3	3.4	1.1	0.6	3.6	-0.2	3.6
State and local .....	1.4	2.6	2.6	2.3	3.6	3.6	4.7	2.7	3.2	3.1	0.2	-0.2	-0.1	1.3	2.3	1.1
<b>Addenda:</b>																
Final sales of domestic product .....	2.6	3.4	3.0	3.7	4.0	4.2	4.5	3.8	1.6	1.2	2.5	3.3	3.1	2.8	2.4	1.4
Gross domestic purchases .....	3.2	4.4	2.4	3.8	4.8	5.3	5.3	4.4	0.9	2.2	2.8	4.1	3.0	2.6	1.4	-0.3
Final sales to domestic purchasers .....	3.2	3.8	2.8	3.8	4.3	5.3	5.4	4.5	1.8	1.8	2.8	3.8	3.1	2.6	1.8	0.0
Gross national product .....	2.7	3.9	2.6	3.7	4.4	4.0	4.6	3.7	0.8	1.5	2.7	3.8	3.0	2.6	2.2	1.3
Real disposable personal income .....	1.0	2.7	2.8	3.0	3.5	5.8	3.0	4.8	1.9	3.1	2.2	3.6	1.4	3.5	2.8	1.3
<b>Price indexes:</b>																
Gross domestic purchases .....	2.2	2.1	2.1	1.8	1.4	0.6	1.6	2.5	2.0	1.6	2.3	3.1	3.7	3.4	2.8	3.2
Gross domestic purchases excluding food and energy .....	2.3	2.2	2.2	1.5	1.3	1.0	1.4	1.9	1.9	1.9	1.9	2.7	3.1	3.1	2.4	2.2
GDP .....	2.3	2.1	2.0	1.9	1.7	1.1	1.4	2.2	2.4	1.7	2.1	2.9	3.3	3.2	2.7	2.2
GDP excluding food and energy .....	2.4	2.2	2.1	1.7	1.7	1.2	1.5	2.0	2.1	2.1	1.9	2.7	3.2	3.2	2.5	2.0
Personal consumption expenditures .....	2.3	2.1	2.1	2.2	1.7	0.9	1.7	2.5	2.1	1.4	2.0	2.6	2.9	2.8	2.6	3.3

**Table 8. Real Gross Domestic Product: Percent Change From Quarter One Year Ago**

	2005			2006			2007			2008			2009			
	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I <sup>1</sup>
<b>Gross domestic product (GDP)</b> .....	2.9	3.0	2.7	3.1	3.2	2.4	2.4	1.3	1.8	2.8	2.3	2.5	2.1	0.7	-0.8	-2.5
<b>Personal consumption expenditures (PCE)</b> .....	3.3	3.3	2.6	3.2	3.0	2.7	3.2	3.1	2.9	2.9	2.2	1.5	1.3	-0.2	-1.5	-1.4
Durable goods .....	6.8	6.2	1.2	5.5	3.0	2.5	6.9	4.6	5.4	5.1	4.2	0.8	-1.1	-5.5	-11.4	-8.3
Nondurable goods .....	3.6	3.6	3.6	4.1	3.8	3.6	3.2	3.0	2.7	2.4	1.7	0.7	1.2	-0.9	-3.4	-3.4
Services .....	2.4	2.6	2.4	2.4	2.7	2.2	2.6	2.9	2.6	2.7	2.1	1.9	1.7	1.1	1.1	0.8
<b>Gross private domestic investment</b> .....	4.4	3.5	4.8	4.1	5.4	3.0	-3.9	-7.7	-6.2	-4.1	-3.3	-2.3	-6.6	-7.3	-10.4	-23.1
Fixed investment .....	7.3	6.4	5.1	5.8	3.3	0.7	-1.8	-4.6	-3.3	-2.3	-1.9	-2.5	-3.6	-4.7	-9.0	-18.0
Nonresidential .....	8.1	6.6	4.9	7.9	7.9	7.7	6.5	3.5	4.4	5.3	6.4	6.2	4.2	1.6	-5.2	-16.1
Structures .....	2.3	-1.0	-0.5	1.4	6.4	12.7	12.8	11.7	11.4	12.9	14.5	13.9	13.9	11.3	6.3	-9.4
Equipment and software .....	10.2	9.4	7.0	10.5	8.5	5.9	4.2	0.3	1.6	2.0	2.8	2.7	-0.3	-3.1	-11.0	-19.6
Residential .....	6.1	6.0	5.4	2.5	-4.3	-10.8	-15.5	-18.5	-17.3	-17.0	-19.0	-21.3	-21.7	-20.6	-19.4	-23.4
Change in private inventories .....																
<b>Net exports of goods and services</b> .....																
Exports .....	7.5	6.8	7.0	9.0	8.2	9.0	10.1	6.1	7.0	11.7	8.9	10.1	11.0	6.1	-1.8	-11.5
Goods .....	8.7	6.8	8.3	11.0	9.0	10.2	9.5	5.6	5.7	10.0	8.7	9.4	11.7	7.3	-3.8	-15.9
Services .....	4.8	6.6	4.0	4.7	6.2	6.2	11.5	7.3	10.0	15.6	9.3	11.7	9.3	3.5	2.5	-2.1
Imports .....	5.5	4.5	4.8	6.6	6.5	7.1	3.8	3.2	2.2	2.2	1.1	-1.0	-1.9	-3.5	-7.5	-17.2
Goods .....	6.3	5.2	5.8	6.8	6.7	7.4	3.1	2.9	1.7	1.4	0.9	-1.6	-2.4	-4.1	-8.6	-19.6
Services .....	1.5	0.8	-0.1	5.6	5.1	5.3	8.0	4.8	4.8	6.5	1.8	2.2	0.6	-0.2	-1.7	-5.5
<b>Government consumption expenditures and gross investment</b> .....	0.1	0.6	0.6	1.6	1.7	1.3	2.1	1.4	2.0	2.6	2.4	2.6	2.6	3.1	3.2	1.9
Federal .....	0.9	1.7	1.0	3.1	2.5	0.6	2.9	-0.4	1.6	2.9	2.3	4.8	4.7	6.3	8.2	5.5
National defense .....	1.8	2.1	0.8	2.2	1.7	-1.5	4.1	0.4	2.0	4.7	2.7	6.2	5.9	7.7	8.9	5.1
Nondefense .....	-0.9	0.8	1.4	5.1	4.1	4.9	0.5	-2.1	0.8	-0.8	1.5	1.9	2.3	3.3	6.9	6.4
State and local .....	-0.3	-0.1	0.3	0.7	1.2	1.7	1.6	2.4	2.3	2.3	2.4	1.4	1.4	1.3	0.4	-0.1
<b>Addenda:</b>																
Final sales of domestic product .....	3.4	3.5	2.7	3.4	2.8	2.0	2.8	1.8	2.3	3.1	2.5	2.5	2.5	1.2	-0.7	-1.7
Gross domestic purchases .....	2.9	2.8	2.6	3.1	3.2	2.4	1.9	1.1	1.3	1.7	1.4	1.1	0.4	-0.6	-1.9	-3.8
Final sales to domestic purchasers .....	3.3	3.3	2.6	3.4	2.8	2.1	2.2	1.6	1.8	2.0	1.6	1.1	0.8	-0.2	-1.7	-3.1
Gross national product .....	3.1	3.1	2.8	2.9	3.1	2.1	2.5	1.2	1.6	3.1	2.9	3.0	2.4	0.8	-0.9	-2.4
Real disposable personal income .....	1.9	0.9	0.9	3.4	3.1	4.0	3.6	3.4	2.9	3.1	1.8	0.6	3.3	0.3	0.9	2.5
<b>Price indexes:</b>																
Gross domestic purchases .....	3.3	3.9	4.0	3.8	3.9	3.3	2.5	2.7	2.6	2.4	3.3	3.3	3.5	4.1	2.0	0.9
Gross domestic purchases excluding food and energy .....	3.0	3.1	3.2	3.0	3.2	3.1	2.9	2.8	2.4	2.3	2.3	2.1	2.2	2.4	2.1	1.9
GDP .....	2.9	3.4	3.5	3.4	3.5	3.2	2.8	2.9	2.8	2.5	2.6	2.3	2.0	2.6	2.0	2.1
GDP excluding food and energy .....	3.1	3.2	3.3	3.2	3.4	3.2	3.0	2.9	2.5	2.3	2.3	2.0	1.9	2.2	1.7	1.7
PCE .....	2.5	3.2	3.3	3.1	3.3	2.9	1.9	2.3	2.4	2.2	3.5	3.5	3.7	4.3	1.9	0.8
PCE excluding food and energy .....	2.1	2.1	2.2	2.1	2.3	2.5	2.3	2.3	2.1	2.0	2.2	2.2	2.3	2.3	1.9	1.8
Market-based PCE <sup>1</sup> .....	2.2	3.1	3.1	2.9	3.1	2.7	1.6	2.1	2.2	2.0	3.3	3.4	3.6	4.5	1.8	0.6
Market-based PCE excluding food and energy <sup>1</sup> .....	1.7	1.7	1.7	1.6	1.9	2.1	2.0	2.1	1.8	1.6	1.8	1.7	1.9	2.1	1.8	1.7

<sup>1</sup> Revised

**Table 9. Relation of Gross Domestic Product, Gross National Product, and National Income**

[Billions of dollars]

	2006	2007	2008	Seasonally adjusted at annual rates				
				2008				2009
				I	II	III	IV	
<b>Gross domestic product</b> .....	<b>13,178.4</b>	<b>13,807.5</b>	<b>14,264.6</b>	<b>14,150.8</b>	<b>14,294.5</b>	<b>14,412.8</b>	<b>14,200.3</b>	<b>14,097.2</b>
Plus: Income receipts from the rest of the world.....	725.4	861.7	798.3	843.2	822.8	815.6	711.6	576.8
Less: Income payments to the rest of the world .....	647.1	759.3	665.1	705.1	708.9	688.7	557.7	430.4
<b>Equals: Gross national product</b> .....	<b>13,256.6</b>	<b>13,910.0</b>	<b>14,397.8</b>	<b>14,289.0</b>	<b>14,408.3</b>	<b>14,539.6</b>	<b>14,354.3</b>	<b>14,243.6</b>
Less: Consumption of fixed capital.....	1,623.9	1,720.5	1,832.3	1,778.0	1,803.1	1,898.1	1,850.1	1,857.5
Less: Statistical discrepancy.....	-163.0	-81.4	138.1	63.4	136.6	150.2	202.2	157.5
<b>Equals: National income</b> .....	<b>11,795.7</b>	<b>12,270.9</b>	<b>12,427.4</b>	<b>12,447.6</b>	<b>12,468.6</b>	<b>12,491.4</b>	<b>12,302.0</b>	<b>12,228.5</b>
Compensation of employees.....	7,433.8	7,812.3	8,052.8	8,009.7	8,033.5	8,092.9	8,074.9	8,024.1
Wage and salary accruals.....	6,028.5	6,355.7	6,548.0	6,518.0	6,531.3	6,581.8	6,560.8	6,495.0
Supplements to wages and salaries .....	1,405.3	1,456.6	1,504.8	1,491.7	1,502.2	1,511.1	1,514.0	1,529.1
Proprietors' income with inventory valuation and capital consumption adjustments .....	1,014.7	1,056.2	1,072.4	1,071.7	1,076.9	1,080.5	1,060.6	1,036.6
Rental income of persons with capital consumption adjustment .....	44.3	40.0	64.4	39.1	58.6	68.5	91.4	90.0
Corporate profits with inventory valuation and capital consumption adjustments.....	1,668.5	1,642.4	1,476.5	1,593.5	1,533.3	1,514.8	1,264.5	1,312.6
Net interest and miscellaneous payments .....	631.2	664.4	682.7	662.3	663.4	656.6	728.6	702.8
Taxes on production and imports less subsidies.....	926.4	963.2	983.1	975.1	988.5	993.8	974.9	953.3
Business current transfer payments.....	85.4	100.2	103.6	103.2	102.1	92.1	116.8	120.8
Current surplus of government enterprises .....	-8.6	-7.9	-8.1	-7.1	-7.7	-8.0	-9.6	-11.6
<b>Addendum:</b>								
Gross domestic income .....	13,341.4	13,889.0	14,126.5	14,087.4	14,157.8	14,262.6	13,998.1	13,939.7

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**Table 10. Personal Income and Its Disposition**

[Billions of dollars]

	2006	2007	2008	Seasonally adjusted at annual rates				
				2008				2009
				I	II	III	IV	
<b>Personal income</b> <sup>1</sup> .....	<b>10,993.9</b>	<b>11,663.2</b>	<b>12,100.6</b>	<b>11,960.5</b>	<b>12,152.2</b>	<b>12,170.4</b>	<b>12,119.5</b>	<b>12,048.8</b>
Compensation of employees, received .....	7,432.6	7,818.6	8,052.8	8,009.7	8,033.5	8,092.9	8,074.9	8,024.1
Wage and salary disbursements.....	6,027.2	6,362.0	6,548.0	6,518.0	6,531.3	6,581.8	6,560.8	6,495.0
Supplements to wages and salaries .....	1,405.3	1,456.6	1,504.8	1,491.7	1,502.2	1,511.1	1,514.0	1,529.1
Proprietors' income with inventory valuation and capital consumption adjustments .....	1,014.7	1,056.2	1,072.4	1,071.7	1,076.9	1,080.5	1,060.6	1,036.6
Farm.....	16.2	44.0	34.6	41.6	38.0	32.4	26.3	24.2
Nonfarm .....	998.6	1,012.2	1,037.9	1,030.1	1,039.0	1,048.2	1,034.2	1,012.4
Rental income of persons with capital consumption adjustment .....	44.3	40.0	64.4	39.1	58.6	68.5	91.4	90.0
Personal income receipts on assets .....	1,824.8	2,000.1	2,037.7	2,054.1	2,052.3	2,055.7	1,988.5	1,904.6
Personal interest income.....	1,125.4	1,214.3	1,208.5	1,224.6	1,208.7	1,217.4	1,183.4	1,141.6
Personal dividend income .....	699.4	785.8	829.1	829.5	843.6	838.3	805.1	762.9
Personal current transfer receipts .....	1,603.0	1,713.3	1,869.1	1,778.1	1,926.3	1,872.7	1,899.3	1,987.5
Less: Contributions for government social insurance .....	925.5	965.1	995.7	992.2	995.4	1,000.0	995.2	993.9
Less: Personal current taxes .....	1,353.2	1,492.8	1,457.3	1,535.0	1,346.1	1,470.7	1,477.4	1,275.2
<b>Equals: Disposable personal income</b> .....	<b>9,640.7</b>	<b>10,170.5</b>	<b>10,643.3</b>	<b>10,425.5</b>	<b>10,806.0</b>	<b>10,699.7</b>	<b>10,642.0</b>	<b>10,773.7</b>
Less: Personal outlays .....	9,570.0	10,113.1	10,450.7	10,404.9	10,538.2	10,559.9	10,299.7	10,309.5
<b>Equals: Personal saving</b> .....	<b>70.7</b>	<b>57.4</b>	<b>192.7</b>	<b>20.6</b>	<b>267.9</b>	<b>139.8</b>	<b>342.3</b>	<b>464.2</b>
Personal saving as a percentage of disposable personal income .....	0.7	0.6	1.8	0.2	2.5	1.3	3.2	4.3
<b>Addendum:</b>								
Disposable personal income, billions of chained (2000) dollars <sup>2</sup> .....	8,407.0	8,644.0	8,753.6	8,667.9	8,891.0	8,696.4	8,758.2	8,887.0

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1. Personal income is also equal to national income less corporate profits with inventory valuation and capital consumption adjustments, taxes on production and imports less subsidies, contributions for government social insurance, net interest and miscellaneous payments, business current transfer payments, current surplus of government enterprises, and wage accruals less disbursements, plus personal income receipts on assets, and personal current transfer receipts.

2. Equals disposable personal income deflated by the implicit price deflator for personal consumption expenditures.

**Table 11. Corporate Profits: Level and Percent Change**

	Billions of dollars								Percent change from preceding period							
	2006	2007	2008	Seasonally adjusted at annual rates					2007	2008	Quarterly rates				Quarter one year ago	
				2008				2009			2008			2009		2009
				I	II	III	IV				I	II	III			
<b>Corporate profits with inventory valuation and capital consumption adjustments</b> .....	<b>1,668.5</b>	<b>1,642.4</b>	<b>1,476.5</b>	<b>1,593.5</b>	<b>1,533.3</b>	<b>1,514.8</b>	<b>1,264.5</b>	<b>1,312.6</b>	<b>-1.6</b>	<b>-10.1</b>	<b>-3.8</b>	<b>-1.2</b>	<b>-16.5</b>	<b>3.8</b>	<b>-17.6</b>	
Less: Taxes on corporate income.....	468.9	450.4	366.6	402.9	406.8	393.5	263.2	297.6	-4.0	-18.6	1.0	-3.3	-33.1	13.0	-26.2	
<b>Equals: Profits after tax with inventory valuation and capital consumption adjustments</b> .....	<b>1,199.6</b>	<b>1,192.0</b>	<b>1,109.9</b>	<b>1,190.6</b>	<b>1,126.5</b>	<b>1,121.3</b>	<b>1,001.2</b>	<b>1,015.0</b>	<b>-0.6</b>	<b>-6.9</b>	<b>-5.4</b>	<b>-0.5</b>	<b>-10.7</b>	<b>1.4</b>	<b>-14.7</b>	
Net dividends.....	702.1	788.7	832.1	832.5	846.4	841.1	808.3	766.3	12.3	5.5	1.7	-0.6	-3.9	-5.2	-7.9	
Undistributed profits with inventory valuation and capital consumption adjustments.....	497.5	403.4	277.8	358.1	280.0	280.3	192.9	248.7	-18.9	-31.1	-21.8	0.1	-31.2	28.9	-30.6	
<b>Cash flow:</b>																
<b>Net cash flow with inventory valuation and capital consumption adjustments</b> .....	<b>1,390.3</b>	<b>1,348.7</b>	<b>1,288.9</b>	<b>1,337.0</b>	<b>1,276.5</b>	<b>1,319.6</b>	<b>1,222.6</b>	<b>1,283.0</b>	<b>-3.0</b>	<b>-4.4</b>	<b>-4.5</b>	<b>3.4</b>	<b>-7.4</b>	<b>4.9</b>	<b>-4.0</b>	
Undistributed profits with inventory valuation and capital consumption adjustments.....	497.5	403.4	277.8	358.1	280.0	280.3	192.9	248.7	-18.9	-31.1	-21.8	0.1	-31.2	28.9	-30.6	
Consumption of fixed capital.....	892.8	945.3	1,011.1	978.8	996.5	1,039.4	1,029.7	1,034.3	5.9	7.0	1.8	4.3	-0.9	0.4	5.7	
Less: Inventory valuation adjustment.....	-39.5	-51.2	-49.0	-109.4	-154.0	-90.9	158.1	104.6								
<b>Equals: Net cash flow</b> .....	<b>1,429.8</b>	<b>1,399.9</b>	<b>1,338.0</b>	<b>1,446.3</b>	<b>1,430.5</b>	<b>1,410.5</b>	<b>1,064.5</b>	<b>1,178.4</b>	<b>-2.1</b>	<b>-4.4</b>	<b>-1.1</b>	<b>-1.4</b>	<b>-24.5</b>	<b>10.7</b>	<b>-18.5</b>	
<b>Addenda:</b>																
Profits before tax (without inventory valuation and capital consumption adjustments).....	1,873.7	1,886.3	1,597.3	1,750.9	1,750.0	1,693.7	1,194.5	1,351.7	0.7	-15.3	-0.1	-3.2	-29.5	13.2	-22.8	
Profits after tax (without inventory valuation and capital consumption adjustments).....	1,404.8	1,435.9	1,230.6	1,348.0	1,343.2	1,300.1	931.2	1,054.2	2.2	-14.3	-0.4	-3.2	-28.4	13.2	-21.8	
Inventory valuation adjustment.....	-39.5	-51.2	-49.0	-109.4	-154.0	-90.9	158.1	104.6								
Capital consumption adjustment.....	-165.7	-192.7	-71.7	-48.0	-62.7	-88.0	-88.1	-143.7								

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**Table 12. Corporate Profits by Industry: Level and Change From Preceding Period**

(Billions of dollars)

	Level								Change from preceding period					
	2006	2007	2008	Seasonally adjusted at annual rates					2007	2008	2008			2009
				2008				2009			2008			
				I	II	III	IV				I	II	III	
<b>Corporate profits with inventory valuation and capital consumption adjustments</b> .....	<b>1,668.5</b>	<b>1,642.4</b>	<b>1,476.5</b>	<b>1,593.5</b>	<b>1,533.3</b>	<b>1,514.8</b>	<b>1,264.5</b>	<b>1,312.6</b>	<b>-26.1</b>	<b>-165.9</b>	<b>-60.2</b>	<b>-18.5</b>	<b>-250.3</b>	<b>48.1</b>
<b>Domestic industries</b> .....	<b>1,401.0</b>	<b>1,297.8</b>	<b>1,090.0</b>	<b>1,195.1</b>	<b>1,159.8</b>	<b>1,136.4</b>	<b>868.6</b>	<b>933.3</b>	<b>-103.2</b>	<b>-207.8</b>	<b>-35.3</b>	<b>-23.4</b>	<b>-267.8</b>	<b>64.7</b>
Financial.....	462.1	429.7	301.9	407.6	376.6	301.1	122.4	236.1	-32.4	-127.8	-31.0	-75.5	-178.7	113.7
Nonfinancial.....	939.0	868.1	788.0	787.4	783.2	835.3	746.2	697.2	-70.9	-80.1	-4.2	52.1	-89.1	-49.0
<b>Rest of the world</b> .....	<b>267.5</b>	<b>344.7</b>	<b>386.6</b>	<b>398.5</b>	<b>373.5</b>	<b>378.4</b>	<b>395.9</b>	<b>379.3</b>	<b>77.2</b>	<b>41.9</b>	<b>-25.0</b>	<b>4.9</b>	<b>17.5</b>	<b>-16.6</b>
Receipts from the rest of the world.....	438.9	509.2	539.4	556.8	565.7	555.3	479.8	402.8	70.3	30.2	8.9	-10.4	-75.5	-77.0
Less: Payments to the rest of the world.....	171.4	164.5	152.8	158.3	192.2	176.9	83.9	23.5	-6.9	-11.7	33.9	-15.3	-93.0	-60.4
<b>Corporate profits with inventory valuation adjustment</b> .....	<b>1,834.2</b>	<b>1,835.1</b>	<b>1,548.2</b>	<b>1,641.5</b>	<b>1,596.0</b>	<b>1,602.8</b>	<b>1,352.6</b>	<b>1,456.3</b>	<b>0.9</b>	<b>-286.9</b>	<b>-45.5</b>	<b>6.8</b>	<b>-250.2</b>	<b>103.7</b>
<b>Domestic industries</b> .....	<b>1,566.7</b>	<b>1,490.5</b>	<b>1,161.7</b>	<b>1,243.1</b>	<b>1,222.5</b>	<b>1,224.4</b>	<b>956.7</b>	<b>1,077.0</b>	<b>-76.2</b>	<b>-328.8</b>	<b>-20.6</b>	<b>1.9</b>	<b>-267.7</b>	<b>120.3</b>
Financial.....	478.8	449.9	308.9	412.8	383.2	308.8	130.9	249.7	-28.9	-141.0	-29.6	-74.4	-177.9	118.8
Federal Reserve banks.....	33.8	37.7	35.5	35.8	31.0	34.4	41.0	28.7	3.9	-2.2	-4.8	3.4	6.6	-12.3
Other financial.....	445.0	412.2	273.4	377.1	352.2	274.3	89.9	221.0	-32.8	-138.8	-24.9	-77.9	-184.4	131.1
Nonfinancial.....	1,087.9	1,040.6	852.7	830.2	839.3	915.6	825.8	827.4	-47.3	-187.9	9.1	76.3	-89.8	1.6
Utilities.....	55.6	58.5	54.6	46.2	56.7	59.1	56.3	69.0	2.9	-3.9	10.5	2.4	-2.8	12.7
Manufacturing.....	304.3	316.6	239.8	240.5	214.9	272.6	231.2	215.0	12.3	-76.8	-25.6	57.7	-41.4	-16.2
Durable goods.....	115.9	127.4	69.0	85.5	54.2	68.4	67.9	67.9	11.5	-58.4	-31.3	14.2	-0.5	0.0
Fabricated metal products.....	19.2	21.7	16.5	18.9	15.1	14.7	17.2	18.8	2.5	-5.2	-3.8	-0.4	2.5	1.6
Machinery.....	20.0	22.3	18.9	19.2	14.8	12.3	29.2	23.1	2.3	-3.4	-4.4	-2.5	16.9	-6.1
Computer and electronic products.....	14.1	13.5	8.1	14.4	6.6	4.0	7.6	4.7	-0.6	-5.4	-7.8	-2.6	3.6	-2.9
Electrical equipment, appliances, and components.....	8.4	10.9	6.1	6.9	5.9	5.6	6.2	7.7	2.5	-4.8	-1.0	-0.3	0.6	1.5
Motor vehicles, bodies and trailers, and parts.....	-8.4	-5.9	-23.9	-19.9	-27.4	-20.2	-28.0	-26.3	2.5	-18.0	-7.5	7.2	-7.8	1.7
Other durable goods.....	62.6	64.9	43.3	46.1	39.3	52.0	35.8	39.9	2.3	-21.6	-6.8	12.7	-16.2	4.1
Nondurable goods.....	188.4	189.3	170.8	155.0	160.7	204.2	163.3	147.0	0.9	-18.5	5.7	43.5	-40.9	-16.3
Food and beverage and tobacco products.....	33.8	38.5	37.7	34.8	40.9	40.8	34.2	42.6	4.7	-0.8	6.1	-0.1	-6.6	8.4
Petroleum and coal products.....	77.5	66.9	61.3	48.8	36.6	92.0	67.7	27.1	-10.6	-5.6	-12.2	55.4	-24.3	-40.6
Chemical products.....	53.8	66.4	66.4	60.2	78.5	70.8	56.1	72.6	12.6	0.0	18.3	-7.7	-14.7	16.5
Other nondurable goods.....	23.4	17.5	5.4	11.1	4.7	0.6	5.3	4.6	-5.9	-12.1	-6.4	-4.1	4.7	-0.7
Wholesale trade.....	107.5	102.6	76.5	49.2	59.4	92.1	105.2	60.8	-4.9	-26.1	10.2	32.7	13.1	-44.4
Retail trade.....	132.3	132.3	91.7	112.0	92.7	86.2	75.8	89.1	0.0	-40.6	-19.3	-6.5	-10.4	13.3
Transportation and warehousing.....	42.5	42.7	24.7	24.4	24.8	25.2	24.4	17.2	0.2	-18.0	0.4	0.4	-0.8	-7.2
Information.....	91.1	103.0	101.9	106.0	115.0	103.8	82.6	108.4	11.9	-1.1	9.0	-11.2	-21.2	25.8
Other nonfinancial.....	354.7	284.9	263.7	252.0	275.8	276.6	250.4	267.8	-69.8	-21.2	23.8	0.8	-26.2	17.4
<b>Rest of the world</b> .....	<b>267.5</b>	<b>344.7</b>	<b>386.6</b>	<b>398.5</b>	<b>373.5</b>	<b>378.4</b>	<b>395.9</b>	<b>379.3</b>	<b>77.2</b>	<b>41.9</b>	<b>-25.0</b>	<b>4.9</b>	<b>17.5</b>	<b>-16.6</b>

r Revised

NOTE: Estimates in this table are based on the 1997 North American Industry Classification System (NAICS).

**Table 13. Gross Value Added of Nonfinancial Domestic Corporate Business**

	2006	2007	2008	Seasonally adjusted at annual rates				
				2008				2009
				I	II	III	IV	I <sup>r</sup>
Billions of dollars								
<b>Gross value added of nonfinancial corporate business</b> .....	<b>6,863.4</b>	<b>7,075.1</b>	<b>7,168.5</b>	<b>7,119.3</b>	<b>7,153.1</b>	<b>7,260.7</b>	<b>7,140.9</b>	<b>7,021.0</b>
Consumption of fixed capital.....	775.2	822.3	882.4	852.6	868.5	909.8	898.7	903.1
<b>Net value added</b> .....	<b>6,088.3</b>	<b>6,252.8</b>	<b>6,286.1</b>	<b>6,266.7</b>	<b>6,284.6</b>	<b>6,350.9</b>	<b>6,242.2</b>	<b>6,117.9</b>
Compensation of employees.....	4,316.8	4,525.3	4,632.6	4,623.0	4,630.8	4,653.6	4,623.2	4,566.9
Wage and salary accruals.....	3,548.2	3,734.2	3,820.7	3,814.8	3,819.1	3,838.8	3,810.0	3,750.5
Supplements to wages and salaries.....	768.6	791.1	812.0	808.2	811.7	814.7	813.2	816.4
Taxes on production and imports less subsidies.....	591.1	611.9	622.5	617.9	625.6	628.6	617.9	603.9
Net operating surplus.....	1,180.3	1,115.5	1,031.0	1,025.8	1,028.2	1,068.8	1,001.2	947.1
Net interest and miscellaneous payments.....	169.6	179.4	185.4	180.5	186.7	180.9	193.5	186.8
Business current transfer payments.....	71.8	68.1	57.6	57.9	58.2	52.6	61.5	63.1
Corporate profits with inventory valuation and capital consumption adjustments.....	939.0	868.1	788.0	787.4	783.2	835.3	746.2	697.2
Taxes on corporate income.....	309.3	321.1	270.7	279.8	294.0	303.7	205.3	218.9
Profits after tax with inventory valuation and capital consumption adjustments.....	629.7	547.0	517.3	507.6	489.2	531.6	540.9	478.3
Net dividends.....	474.4	503.4	508.6	494.0	514.2	498.4	527.7	495.3
Undistributed profits with inventory valuation and capital consumption adjustments.....	155.3	43.5	8.7	13.6	-25.0	33.2	13.2	-17.0
<b>Addenda:</b>								
Profits before tax (without inventory valuation and capital consumption adjustments)....	1,127.4	1,091.7	901.8	939.6	993.3	1,006.5	667.7	722.8
Profits after tax (without inventory valuation and capital consumption adjustments).....	818.1	770.7	631.0	659.8	699.3	702.7	462.4	503.9
Inventory valuation adjustment.....	-39.5	-51.2	-49.0	-109.4	-154.0	-90.9	158.1	104.6
Capital consumption adjustment.....	-149.0	-172.5	-64.7	-42.8	-56.1	-80.3	-79.6	-130.1
Billions of chained (2000) dollars								
<b>Gross value added of nonfinancial corporate business</b> <sup>1</sup> .....	<b>6,156.4</b>	<b>6,243.1</b>	<b>6,324.3</b>	<b>6,283.0</b>	<b>6,375.1</b>	<b>6,410.9</b>	<b>6,228.3</b>	<b>6,031.1</b>
Consumption of fixed capital <sup>2</sup> .....	686.7	716.9	766.7	744.8	757.5	789.3	775.4	777.7
Net value added <sup>3</sup> .....	5,469.7	5,526.2	5,557.6	5,538.3	5,617.7	5,621.6	5,452.9	5,253.4
Dollars; quarters seasonally adjusted								
<b>Price, costs, and profits per unit of real gross value added of nonfinancial corporate business:</b>								
<b>Price per unit of real gross value added of nonfinancial corporate business</b> <sup>4</sup> .....	<b>1.115</b>	<b>1.133</b>	<b>1.133</b>	<b>1.133</b>	<b>1.122</b>	<b>1.133</b>	<b>1.147</b>	<b>1.164</b>
Compensation of employees (unit labor cost).....	0.701	0.725	0.733	0.736	0.726	0.726	0.742	0.757
Unit nonlabor cost.....	0.262	0.270	0.277	0.273	0.272	0.276	0.284	0.292
Consumption of fixed capital.....	0.126	0.132	0.140	0.136	0.136	0.142	0.144	0.150
Taxes on production and imports less subsidies plus business current transfer payments.....	0.108	0.109	0.108	0.108	0.107	0.106	0.109	0.111
Net interest and miscellaneous payments.....	0.028	0.029	0.029	0.029	0.029	0.028	0.031	0.031
Corporate profits with inventory valuation and capital consumption adjustments (unit profits from current production).....	0.153	0.139	0.125	0.125	0.123	0.130	0.120	0.116
Taxes on corporate income.....	0.050	0.051	0.043	0.045	0.046	0.047	0.033	0.036
Profits after tax with inventory valuation and capital consumption adjustments.....	0.102	0.088	0.082	0.081	0.077	0.083	0.087	0.079

<sup>r</sup> Revised

1. The current-dollar gross value added is deflated using the gross value added chain-type price index for nonfinancial industries from the GDP-by-industry accounts. For periods when this price index is not available, the chain-type price index for GDP goods and structures is used.

2. Chained-dollar consumption of fixed capital of nonfinancial corporate business is calculated as the product of the chain-type quantity index and the 2000 current-dollar value of the corresponding series, divided by 100.

3. Chained-dollar net value added of nonfinancial corporate business is the difference between the gross value added and the consumption of fixed capital.

4. The deflator for gross value added of nonfinancial corporate business divided by 100.

NOTE: Estimates in this table are based on the 1997 North American Industry Classification System (NAICS).

**Appendix Table A. Real Gross Domestic Product and Related Aggregates and Price Indexes: Percent Change From Preceding Period**

	2006	2007	2008	Seasonally adjusted at annual rates																
				2005				2006				2007				2008				2009
				II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	
<b>Gross domestic product (GDP) and related aggregates:</b>																				
GDP.....	2.8	2.0	1.1	2.6	3.8	1.3	4.8	2.7	0.8	1.5	-0.1	4.8	4.8	-0.2	0.9	2.8	-0.5	-6.3	-5.5	
Goods.....	5.4	3.1	1.0	4.7	5.3	2.0	11.1	5.9	1.5	1.3	-2.5	10.3	9.0	0.0	0.9	4.9	-4.2	-19.2	-6.4	
Services.....	2.3	2.8	2.2	1.0	-3.9	0.9	2.6	2.3	2.3	3.8	2.1	2.7	4.0	1.3	2.7	1.7	1.5	1.9	0.0	
Structures.....	-2.2	-5.0	-5.1	5.1	-0.6	1.3	-0.8	-3.8	-8.8	-9.8	-3.9	0.8	-2.9	-9.3	-10.1	3.3	-1.0	-13.8	-34.2	
Motor vehicle output.....	-0.9	-1.1	-17.7	7.1	24.6	-31.0	20.2	-10.1	13.7	-19.0	3.8	4.6	17.3	-25.7	-14.2	-33.8	7.3	-62.8	-53.4	
GDP excluding motor vehicle output.....	2.9	2.1	1.7	2.5	3.2	2.6	4.3	3.1	0.4	2.2	-0.1	4.8	4.4	0.7	1.3	4.0	-0.7	-4.5	-4.4	
Final sales of computers <sup>1</sup> .....	25.0	21.3	18.5	38.5	11.5	37.2	27.8	25.2	7.0	34.2	-5.0	37.2	52.6	23.7	8.2	28.4	-1.7	-4.8	16.2	
GDP excluding final sales of computers.....	2.6	1.9	1.0	2.4	3.8	1.1	-4.7	2.5	0.8	1.3	0.1	4.6	4.5	-0.3	0.8	2.7	-0.5	-6.4	-5.6	
Farm gross value added <sup>2</sup> .....	-6.9	9.7	-1.9	27.7	3.1	-26.8	-22.3	3.1	6.9	30.4	12.5	-6.1	8.6	8.2	-15.5	-10.7	7.1	26.1	36.4	
Nonfarm business gross value added <sup>3</sup> .....	3.2	2.0	0.8	2.9	4.8	1.3	6.0	2.9	0.3	1.4	-0.9	5.8	5.5	-0.7	0.9	2.8	-1.9	-8.8	-7.3	
<b>Price indexes:</b>																				
GDP.....	3.2	2.7	2.2	2.1	4.1	3.7	3.5	2.7	2.8	2.2	4.1	2.0	1.5	2.8	2.6	1.1	3.9	0.5	2.8	
GDP excluding food and energy.....	3.2	2.5	2.0	2.7	3.2	3.5	3.6	3.2	2.6	2.6	3.2	1.7	1.8	2.4	2.0	1.5	3.0	0.4	2.0	
GDP excluding final sales of computers.....	3.4	2.8	2.4	2.3	4.2	3.9	3.7	2.9	2.9	2.3	4.2	2.1	1.7	3.0	2.7	1.2	4.1	0.6	2.9	
Gross domestic purchases.....	3.4	2.8	3.2	3.1	5.2	3.9	2.9	3.6	2.9	0.6	3.6	3.3	2.2	4.0	3.5	4.2	4.5	-3.9	-1.0	
Gross domestic purchases excluding food and energy.....	3.1	2.4	2.2	2.7	2.9	3.2	3.4	3.2	2.5	2.5	2.9	1.8	1.9	2.4	2.2	2.2	2.8	1.2	1.4	
Gross domestic purchases excluding final sales of computers to domestic purchasers.....	3.6	2.9	3.4	3.3	5.4	4.1	3.0	3.8	3.1	0.7	3.8	3.5	2.4	4.2	3.7	4.4	4.7	-3.8	-0.9	
Personal consumption expenditures (PCE).....	2.8	2.6	3.3	2.5	4.7	3.3	1.8	3.3	3.1	-0.5	3.4	3.6	2.5	4.3	3.6	4.3	5.0	-4.9	-0.9	
PCE excluding food and energy.....	2.3	2.2	2.2	2.1	1.6	2.4	2.1	3.0	2.3	1.8	2.4	1.8	2.1	2.5	2.3	2.2	2.4	0.9	1.6	
Market-based PCE <sup>4</sup> .....	2.6	2.4	3.3	2.2	4.9	3.2	1.4	3.1	3.1	-1.1	3.5	3.5	2.0	4.4	3.7	4.3	5.6	-5.9	-1.4	
Market-based PCE excluding food and energy <sup>4</sup> .....	1.9	1.8	1.9	1.6	1.2	2.0	1.8	2.6	2.1	1.5	2.3	1.2	1.4	2.2	2.1	1.8	2.5	1.0	1.7	

r Revised

1. For some components of final sales of computers, includes computer parts.

2. Farm output less intermediate goods and services purchased.

3. Consists of GDP less gross value added of farm, of households and institutions, and of general government.

4. This index is a supplemental measure that is based on household expenditures for which there are observable price measures. It excludes most implicit prices (for example, the services furnished without payment by financial intermediaries) and the expenses of nonprofit institutions.

See "Explanatory Note" at the end of the tables.

### **Explanatory Note: NIPA Measures of Quantities and Prices**

Current-dollar GDP is a measure of the market value of goods, services, and structures produced in the economy in a particular period. Changes in current-dollar GDP can be decomposed into quantity and price components. Quantities, or "real" measures, and prices are expressed as index numbers with the reference year -- at present, the year 2000 -- equal to 100.

Annual changes in quantities and prices are calculated using a Fisher formula that incorporates weights from two adjacent years. (Quarterly changes in quantities and prices are calculated using a Fisher formula that incorporates weights from two adjacent quarters; quarterly indexes are adjusted for consistency to the annual indexes before percent changes are calculated.) For example, the 2006-07 annual percent change in real GDP uses prices for 2006 and 2007 as weights, and the 2006-07 annual percent change in GDP prices uses quantities for 2006 and 2007 as weights. These annual changes are "chained" (multiplied) together to form time series of quantity and price indexes. Percent changes in Fisher indexes are not affected by the choice of reference year. (BEA also publishes a measure of the price level known as the implicit price deflator (IPD), which is calculated as the ratio of the current-dollar value to the corresponding chained-dollar value, multiplied by 100. The values of the IPD are very close to the values of the corresponding "chain-type" price index.)

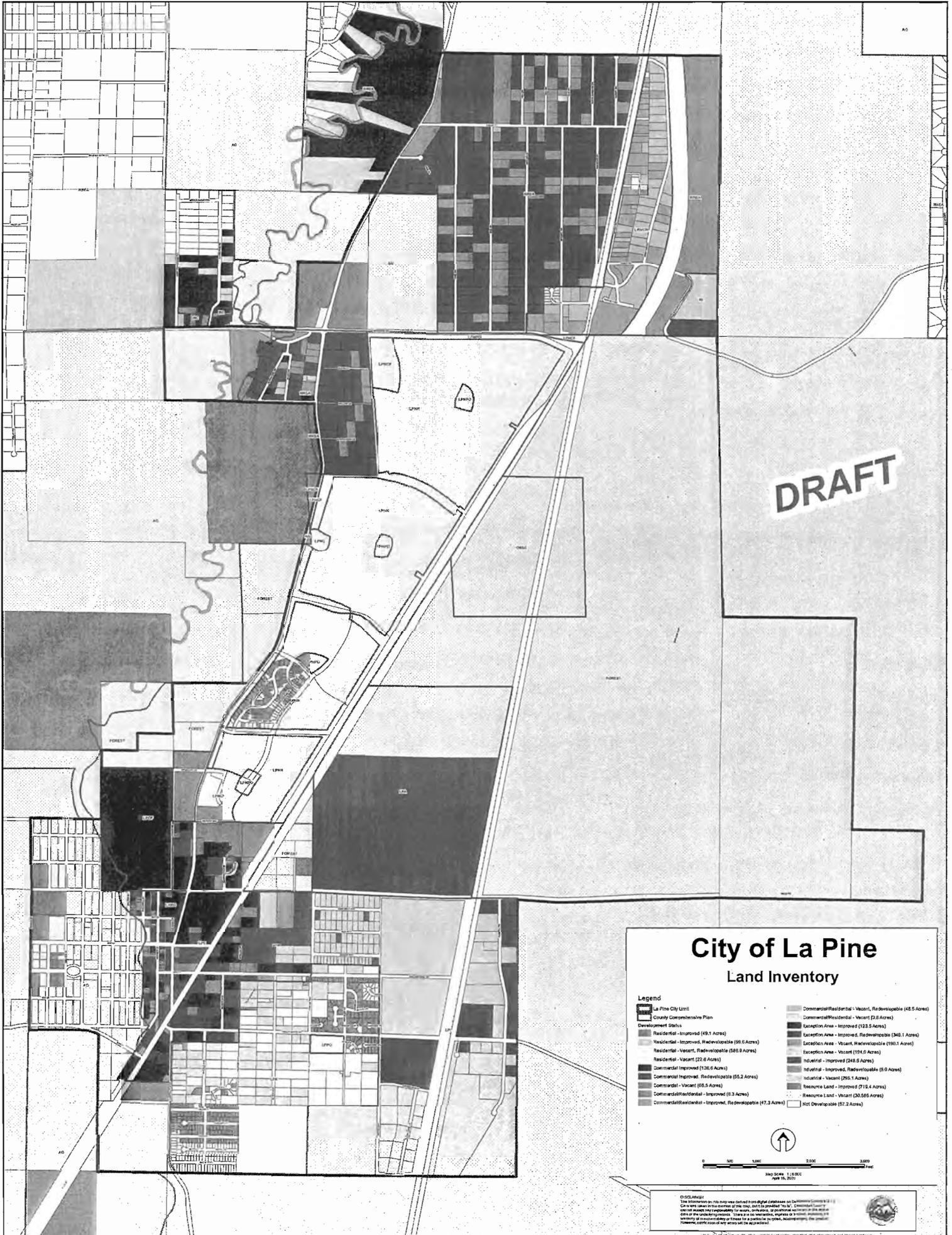
Index numbers of quantity and price indexes for GDP and its major components are presented in this release in tables 5 and 6. Percent changes from the preceding period are presented in tables 1, 4, 7, 8, and Appendix Table A. Contributions by major components to changes in real GDP are presented in table 2.

Measures of real GDP and its major components are also presented in dollar-denominated form, designated "chained (2000) dollar estimates." For most series, these estimates, which are presented in table 3, are computed by multiplying the current-dollar value in 2000 by a corresponding quantity index number and then dividing by 100. For example, if a current-dollar GDP component equaled \$100 in 2000 and if real output for this component increased 10 percent in 2001, then the chained (2000) dollar value of this component in 2001 would be \$110 ( $= \$100 \times 110 / 100$ ). Percent changes calculated from chained-dollar estimates and from chain-type quantity indexes are the same; any differences will be small and due to rounding.

Chained-dollar values for the detailed GDP components will not necessarily sum to the chained-dollar estimate of GDP (or to any intermediate aggregate). This is because the relative prices used as weights for any period other than the reference year differ from those of the reference year. A measure of the extent of such differences is provided by a "residual" line, which indicates the difference between GDP (or other major aggregate) and the sum of the most detailed components in the table. For periods close to the reference year, when there usually has not been much change in the relative prices that are used as weights, the residuals tend to be small, and the chained-dollar estimates can be used to approximate the contributions to growth and to aggregate the detailed estimates. For periods further from the reference year, the residuals tend to be larger, and the chained-dollar estimates are less useful for analyses of contributions to growth. Thus, the contributions to percent change shown in table 2 provide a better measure of the composition of GDP growth. In particular, for components for which relative prices are changing rapidly, calculation of contributions using chained-dollar estimates may be misleading even just a few years from the reference year.

*Reference:* "Chained-Dollar Indexes: Issues, Tips on Their Use, and Upcoming Changes," November 2003 *Survey*, pp. 8-16.





**DRAFT**

## City of La Pine Land Inventory

- Legend**
- La Pine City Limit
  - County Comprehensive Plan
- Development Status**
- Residential - Improved (49.1 Acres)
  - Residential - Improved, Redevelopable (56.6 Acres)
  - Residential - Vacant, Redevelopable (56.9 Acres)
  - Residential - Vacant (22.4 Acres)
  - Commercial - Improved (26.6 Acres)
  - Commercial - Improved, Redevelopable (55.2 Acres)
  - Commercial - Vacant (55.5 Acres)
  - Commercial/Residential - Improved (8.3 Acres)
  - Commercial/Residential - Improved, Redevelopable (47.3 Acres)
  - Commercial/Residential - Vacant, Redevelopable (48.5 Acres)
  - Commercial/Residential - Vacant (2.8 Acres)
  - Exception Area - Improved (123.5 Acres)
  - Exception Area - Improved, Redevelopable (348.1 Acres)
  - Exception Area - Vacant, Redevelopable (190.1 Acres)
  - Exception Area - Vacant (159.0 Acres)
  - Industrial - Improved (248.5 Acres)
  - Industrial - Improved, Redevelopable (3.0 Acres)
  - Industrial - Vacant (265.1 Acres)
  - Resource Land - Improved (119.4 Acres)
  - Resource Land - Vacant (20,545 Acres)
  - Not Developable (57.2 Acres)



Map Scale 1:8,000  
April 16, 2020

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**Employment by Industry: 1990-2015**  
(Oregon: in thousands; U.S.: in millions)

	<u>1990:1</u>	<u>1990:2</u>	<u>1990:3</u>	<u>1990:4</u>	<u>1991:1</u>	<u>1991:2</u>
Total Nonfarm	Oregon 1,244.5	1,258.0	1,262.4	1,257.6	1,252.1	1,250.1
	U. S. 109.4	109.8	109.6	109.2	108.7	108.3
Private Nonfarm	Oregon 1,016.1	1,024.3	1,030.0	1,023.6	1,018.1	1,015.5
	U. S. 91.2	91.2	91.1	90.8	90.3	89.8
Natural Resources and Mining	Oregon 13.4	13.2	12.8	12.4	11.5	11.4
	U. S. 0.8	0.8	0.8	0.8	0.8	0.7
Construction	Oregon 52.8	55.4	54.3	54.0	53.7	53.0
	U. S. 5.4	5.3	5.2	5.1	4.9	4.8
Manufacturing	Oregon 205.8	205.2	204.4	201.2	199.3	195.6
	U. S. 17.9	17.8	17.7	17.5	17.2	17.1
Durable Manufacturing	Oregon 148.9	147.8	146.4	143.6	141.1	138.5
	U. S. 10.9	10.8	10.7	10.6	10.4	10.2
Wood Products	Oregon 48.4	47.3	45.7	43.1	41.5	41.0
	U. S. 0.6	0.5	0.5	0.5	0.5	0.5
Metals and Machinery	Oregon 35.6	35.2	34.8	34.7	34.1	33.4
	U. S. 3.7	3.7	3.7	3.7	3.6	3.6
Computer and Electronics	Oregon 30.8	30.8	30.6	30.6	31.6	31.7
	U. S. 1.9	1.9	1.9	1.9	1.9	1.8
Transportation Equipment	Oregon 12.4	12.8	13.7	14.6	14.3	12.9
	U. S. 2.1	2.2	2.1	2.1	2.0	2.0
Other Durables	Oregon 21.7	21.7	21.6	20.7	19.7	19.4
	U. S. 3.0	3.0	3.0	2.9	2.9	2.8
Nondurable Manufacturing	Oregon 57.0	57.4	58.0	57.5	58.1	57.1
	U. S. 7.0	7.0	6.9	6.9	6.9	6.8

Food Manufacturing	Oregon	23.5	23.6	24.4	24.1	24.8	24.1
	U. S.	1.5	1.5	1.5	1.5	1.5	1.5
Other Nondurables	Oregon	33.5	33.8	33.6	33.5	33.3	33.1
	U. S.	5.5	5.5	5.4	5.4	5.4	5.3
Trade, Transportation, and Utilities	Oregon	262.8	263.7	266.3	264.5	262.4	262.3
	U. S.	22.7	22.7	22.7	22.6	22.4	22.3
Retail Trade	Oregon	150.3	150.9	153.6	152.1	150.9	151.2
	U. S.	13.2	13.2	13.2	13.1	13.0	12.9
Wholesale Trade	Oregon	65.6	65.7	65.7	65.9	65.3	65.0
	U. S.	5.3	5.3	5.3	5.2	5.2	5.2
Transportation and Warehousing, and Utilities	Oregon	46.9	47.2	47.1	46.6	46.2	46.1
	U. S.	4.2	4.2	4.2	4.2	4.2	4.2
Information	Oregon	27.2	27.1	26.8	27.0	27.1	27.1
	U. S.	2.7	2.7	2.7	2.7	2.7	2.7
Financial Activities	Oregon	71.3	72.6	72.9	73.8	74.2	74.5
	U. S.	6.6	6.6	6.6	6.6	6.6	6.6
Professional and Business Services	Oregon	102.0	103.1	103.6	103.3	101.3	101.4
	U. S.	10.8	10.9	10.9	10.8	10.7	10.7
Educational and Health Services	Oregon	127.9	129.0	131.5	131.0	132.1	133.2
	U. S.	10.8	10.9	11.1	11.2	11.3	11.5
Educational Services	Oregon	15.3	15.0	15.9	15.1	15.2	15.7
	U. S.	1.7	1.7	1.7	1.7	1.7	1.7
Health Care and Social Assistance	Oregon	112.6	114.0	115.6	115.9	116.9	117.6
	U. S.	9.1	9.2	9.4	9.5	9.6	9.7
Leisure and Hospitality	Oregon	108.2	108.7	109.9	109.7	109.6	109.7
	U. S.	9.3	9.3	9.3	9.3	9.3	9.2

Other Services	Oregon	44.6	46.0	47.3	47.2	46.9	47.2
	U. S.	4.2	4.3	4.3	4.3	4.3	4.3
Government	Oregon <sup>s</sup>	228.4	233.7	232.4	234.0	234.0	234.6
	U. S.	18.2	18.5	18.5	18.5	18.5	18.5
Federal Government	Oregon	33.1	36.6	33.6	32.9	32.5	32.7
	U. S.	3.1	3.3	3.2	3.1	3.1	3.1
State Government	Oregon	68.3	68.8	69.5	70.0	70.5	70.5
Education, State Government	Oregon	24.7	24.8	24.7	25.0	25.1	25.1
Local Government	Oregon	126.9	128.3	129.4	131.0	131.0	131.4
Education, Local Government	Oregon	72.1	72.6	73.2	73.6	73.7	74.1



24.7	24.9	24.5	24.7	24.4	23.6	23.7	23.5	23.6	23.9	23.3	24.0	24.1
1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
33.2	33.2	33.1	33.3	33.6	33.7	34.3	34.5	34.4	34.8	35.2	35.4	35.7
5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.4
262.2	262.8	264.5	265.8	265.9	267.1	270.0	272.1	274.6	278.5	279.7	282.1	285.3
22.2	22.2	22.1	22.2	22.1	22.1	22.2	22.3	22.4	22.6	22.8	23.0	23.2
151.2	151.3	152.7	153.5	153.3	154.3	155.9	156.6	157.7	159.9	160.3	161.4	163.5
12.9	12.8	12.8	12.8	12.8	12.8	12.9	13.0	13.1	13.1	13.3	13.4	13.6
64.6	65.2	65.3	65.7	66.1	65.6	66.2	66.5	66.8	67.5	67.5	68.1	69.1
5.2	5.2	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.2	5.2	5.3
46.3	46.3	46.5	46.5	46.6	47.1	47.9	49.0	50.0	51.1	51.9	52.6	52.8
4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.3	4.3	4.3	4.3	4.4	4.4
27.2	27.5	28.0	28.5	28.4	27.3	27.6	27.8	28.2	29.0	29.2	29.3	29.8
2.7	2.7	2.6	2.6	2.6	2.6	2.7	2.7	2.7	2.7	2.7	2.7	2.7
75.3	75.8	76.9	77.7	78.1	78.9	79.7	81.1	82.7	84.0	85.1	85.3	85.1
6.5	6.5	6.5	6.5	6.5	6.6	6.6	6.7	6.7	6.8	6.9	6.9	6.9
101.2	103.0	105.6	108.8	112.4	114.6	119.2	122.1	125.3	129.2	132.1	136.2	139.2
10.7	10.7	10.8	10.9	11.0	11.1	11.3	11.4	11.5	11.7	11.9	12.1	12.3
133.8	135.2	135.9	136.1	137.2	137.8	138.3	140.1	141.0	142.2	143.3	143.8	144.8
11.6	11.7	11.8	11.8	11.9	12.0	12.1	12.2	12.4	12.5	12.6	12.7	12.9
15.4	15.8	15.8	15.7	15.8	16.1	16.3	16.5	16.7	17.0	17.0	17.6	17.9
1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.8	1.8	1.8	1.9	1.9
118.5	119.4	120.1	120.4	121.4	121.6	122.1	123.6	124.3	125.3	126.3	126.2	126.9
9.8	9.9	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	11.0
110.1	110.6	111.3	112.1	113.4	114.1	114.7	116.3	117.4	118.9	120.4	121.3	122.6
9.2	9.3	9.3	9.4	9.5	9.6	9.6	9.7	9.8	9.9	10.0	10.1	10.1

47.0	47.7	47.9	47.7	48.2	48.2	48.7	49.1	49.3	49.7	49.4	49.6	50.0
4.2	4.2	4.2	4.2	4.2	4.3	4.3	4.4	4.4	4.4	4.4	4.4	4.4
236.2	236.6	238.2	239.3	240.5	242.8	242.5	243.0	241.0	241.7	242.2	243.0	245.1
18.6	18.6	18.7	18.8	18.8	18.8	18.9	19.0	19.0	19.1	19.2	19.3	19.3
33.0	32.9	33.0	33.2	33.5	33.2	33.0	32.5	32.3	32.4	31.8	31.2	30.6
3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.0	3.0	3.0	3.0
70.3	70.8	70.7	70.9	71.0	70.6	70.9	71.2	71.0	70.8	71.5	71.6	72.2
24.7	25.1	25.1	25.1	25.1	24.8	25.0	25.1	25.2	25.2	25.5	25.6	25.9
132.9	132.9	134.5	135.3	136.0	138.9	138.6	139.3	137.7	138.5	139.0	140.3	142.3
75.4	75.2	75.5	75.8	76.9	77.7	78.1	78.8	77.0	77.2	77.3	76.8	78.3



23.8	23.9	23.6	24.1	24.0	23.8	23.5	24.3	24.2	23.9	24.1	23.9	23.9
1.5	1.5	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
35.9	35.9	36.2	36.2	36.4	35.9	35.7	36.2	36.0	36.2	36.2	36.0	36.3
5.4	5.4	5.3	5.3	5.2	5.2	5.2	5.2	5.2	5.2	5.2	5.1	5.2
289.4	290.4	292.2	293.5	295.0	297.3	299.3	302.6	305.4	307.9	308.8	311.4	313.1
23.5	23.7	23.8	23.9	24.0	24.0	24.2	24.3	24.4	24.5	24.6	24.7	24.9
165.6	165.7	166.7	167.8	168.9	171.0	173.3	175.7	178.0	180.5	180.6	181.7	182.8
13.7	13.8	13.9	13.9	14.0	14.0	14.1	14.2	14.3	14.3	14.4	14.4	14.5
70.2	70.3	70.8	70.9	71.4	71.7	71.8	72.1	72.7	73.7	74.2	75.7	76.0
5.3	5.4	5.4	5.4	5.5	5.5	5.5	5.5	5.6	5.6	5.6	5.7	5.7
53.6	54.3	54.7	54.8	54.6	54.6	54.2	54.8	54.8	53.6	53.9	53.9	54.3
4.5	4.5	4.5	4.5	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.7
30.0	29.9	30.5	31.1	31.2	31.6	31.6	32.4	32.8	33.2	34.3	34.0	33.8
2.8	2.8	2.8	2.9	2.9	2.9	2.9	3.0	3.0	3.0	3.1	3.1	3.1
85.2	85.0	85.3	85.8	86.2	86.7	87.4	89.0	90.0	91.2	92.0	92.0	92.6
6.8	6.8	6.8	6.8	6.9	6.9	6.9	7.0	7.0	7.1	7.1	7.2	7.3
140.9	144.5	146.2	148.1	150.5	152.6	154.3	157.2	161.4	164.4	166.6	168.4	170.5
12.5	12.7	12.8	12.9	13.1	13.2	13.4	13.6	13.7	14.0	14.3	14.4	14.7
146.0	147.2	147.7	150.2	152.0	152.2	154.1	155.7	157.7	159.7	160.6	160.6	160.8
13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	14.0	14.1	14.2
17.9	18.0	18.0	18.7	19.1	18.8	19.1	19.2	20.1	20.4	20.7	21.2	21.0
2.0	2.0	2.0	2.0	2.0	2.0	2.1	2.1	2.1	2.1	2.1	2.2	2.2
128.1	129.1	129.7	131.6	132.9	133.4	135.0	136.5	137.6	139.3	139.9	139.4	139.8
11.1	11.2	11.2	11.3	11.4	11.5	11.6	11.6	11.7	11.8	11.9	12.0	12.0
125.1	127.8	129.3	131.7	133.5	136.0	136.7	137.7	138.7	139.7	140.7	140.9	141.5
10.2	10.4	10.5	10.6	10.6	10.7	10.8	10.8	10.9	10.9	11.0	11.0	11.1

50.6	50.6	50.6	51.0	51.3	51.5	51.5	51.4	51.1	52.1	52.6	52.5	53.0
4.5	4.5	4.6	4.6	4.6	4.6	4.7	4.7	4.7	4.8	4.8	4.8	4.9
247.7	247.9	249.5	251.5	252.3	254.4	256.3	257.3	259.5	259.4	259.5	260.4	261.0
19.4	19.4	19.4	19.4	19.5	19.5	19.5	19.5	19.6	19.6	19.6	19.7	19.8
30.7	30.5	30.5	30.6	30.3	30.4	30.3	30.2	30.4	30.2	30.2	30.2	30.6
3.0	3.0	3.0	2.9	2.9	2.9	2.9	2.9	2.8	2.8	2.8	2.8	2.8
72.5	73.3	73.6	73.2	73.9	66.3	66.7	66.8	67.1	67.9	68.3	67.7	67.6
26.1	26.5	26.7	26.8	26.7	24.0	24.3	24.4	24.2	24.5	24.6	24.3	23.9
144.6	144.1	145.4	147.6	148.1	157.7	159.3	160.3	162.0	161.2	161.1	162.5	162.8
78.6	78.4	78.8	79.1	79.5	82.2	83.1	81.7	83.6	84.2	84.2	84.1	85.5

<u>1998:1</u>	<u>1998:2</u>	<u>1998:3</u>	<u>1998:4</u>	<u>1999:1</u>	<u>1999:2</u>	<u>1999:3</u>	<u>1999:4</u>	<u>2000:1</u>	<u>2000:2</u>	<u>2000:3</u>	<u>2000:4</u>	<u>2001:1</u>
1,556.9	1,562.8	1,563.4	1,567.1	1,574.8	1,578.6	1,590.3	1,600.4	1,605.9	1,616.7	1,621.4	1,627.4	1,625.5
124.8	125.6	126.3	127.0	127.8	128.6	129.3	130.2	131.0	131.8	132.0	132.3	132.5
1,293.7	1,298.4	1,297.1	1,296.3	1,304.4	1,307.8	1,315.9	1,326.2	1,329.0	1,336.5	1,342.0	1,349.3	1,345.9
105.0	105.7	106.3	107.0	107.7	108.4	109.0	109.7	110.4	110.8	111.2	111.5	111.6
9.9	9.9	9.9	9.8	9.9	9.7	9.9	9.9	9.9	10.0	9.6	9.8	9.7
0.7	0.7	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
83.0	82.8	82.4	82.2	82.7	83.2	84.1	84.2	83.7	83.6	83.5	83.6	83.7
6.0	6.1	6.2	6.3	6.4	6.5	6.6	6.7	6.8	6.8	6.8	6.8	6.8
231.6	229.2	227.7	225.8	225.0	223.7	224.2	224.7	224.6	225.1	225.0	225.1	222.9
17.6	17.6	17.5	17.5	17.4	17.3	17.3	17.3	17.3	17.3	17.3	17.2	17.0
170.8	169.0	167.6	166.1	165.5	165.3	166.2	166.9	166.9	168.0	167.9	168.3	167.1
10.9	11.0	10.9	10.9	10.8	10.8	10.8	10.8	10.9	10.9	10.9	10.9	10.8
37.1	36.7	36.1	36.1	36.4	36.0	36.5	36.4	36.3	36.4	34.7	34.0	33.8
0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
43.9	43.5	43.3	42.9	42.2	41.8	41.6	41.5	41.4	41.8	41.8	42.0	41.3
3.9	3.9	3.9	3.9	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8
48.6	47.7	46.9	46.0	45.5	45.5	45.7	45.7	45.4	46.4	47.9	50.0	51.1
1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.9	1.9
15.8	16.2	16.9	17.2	17.4	17.7	18.0	18.8	19.4	18.9	18.1	17.2	15.9
2.1	2.1	2.0	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.0	2.0	2.0
25.4	24.8	24.5	23.9	24.0	24.4	24.4	24.5	24.4	24.5	25.2	25.0	24.9
3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.2	3.2	3.2	3.2	3.2	3.1
60.8	60.2	60.1	59.7	59.4	58.4	57.9	57.7	57.6	57.1	57.2	56.8	55.9
6.7	6.7	6.6	6.6	6.5	6.5	6.5	6.5	6.4	6.4	6.4	6.3	6.3

24.0	24.1	24.0	23.6	23.6	22.7	23.0	23.3	23.2	22.8	22.8	22.7	22.5
1.6	1.6	1.6	1.6	1.6	1.5	1.5	1.6	1.6	1.6	1.6	1.5	1.6
36.8	36.2	36.1	36.0	35.8	35.6	34.9	34.4	34.4	34.3	34.4	34.1	33.4
5.1	5.1	5.1	5.0	5.0	5.0	4.9	4.9	4.9	4.9	4.8	4.8	4.7
315.0	318.1	318.3	319.3	321.0	321.7	322.0	324.5	325.0	326.0	326.1	328.4	325.1
25.0	25.1	25.2	25.4	25.5	25.7	25.8	26.0	26.1	26.2	26.2	26.3	26.2
183.7	185.6	185.9	186.5	187.5	188.7	189.4	190.8	190.8	191.7	192.0	193.9	192.2
14.5	14.6	14.6	14.7	14.8	14.9	15.0	15.1	15.2	15.3	15.3	15.3	15.4
76.4	77.2	76.7	76.7	76.6	76.3	75.9	76.1	76.6	76.5	76.5	77.0	75.7
5.8	5.8	5.8	5.8	5.9	5.9	5.9	5.9	6.0	5.9	5.9	5.9	5.8
54.9	55.2	55.7	56.1	56.8	56.7	56.7	57.6	57.6	57.8	57.5	57.6	57.2
4.7	4.8	4.8	4.8	4.9	4.9	4.9	5.0	5.0	5.0	5.0	5.0	5.0
34.2	34.7	35.2	35.5	36.0	36.2	36.9	38.0	38.5	39.2	40.4	41.1	41.1
3.2	3.2	3.2	3.3	3.3	3.4	3.5	3.5	3.6	3.6	3.6	3.7	3.7
93.4	94.2	94.3	95.1	95.5	95.3	95.0	94.9	95.4	95.8	95.2	94.8	94.9
7.4	7.4	7.5	7.6	7.6	7.6	7.7	7.7	7.7	7.7	7.7	7.7	7.8
170.5	171.5	170.8	169.2	171.8	174.0	176.1	179.5	180.3	183.0	185.0	186.0	184.7
14.9	15.1	15.2	15.4	15.6	15.8	16.0	16.3	16.5	16.6	16.8	16.8	16.8
161.1	162.3	162.5	163.8	165.2	166.0	168.0	169.3	169.9	171.2	173.3	174.9	176.9
14.3	14.4	14.5	14.6	14.7	14.8	14.8	14.9	15.0	15.0	15.1	15.3	15.4
21.2	21.5	21.4	21.8	22.3	22.0	22.5	22.9	23.4	23.7	23.8	24.1	23.5
2.2	2.2	2.2	2.3	2.3	2.3	2.3	2.3	2.4	2.4	2.4	2.4	2.5
139.9	140.8	141.2	142.0	142.9	144.0	145.5	146.4	146.5	147.5	149.5	150.8	153.4
12.1	12.2	12.3	12.3	12.4	12.5	12.5	12.6	12.6	12.7	12.7	12.8	13.0
142.1	142.5	142.6	141.8	143.4	144.1	145.4	146.7	146.9	147.4	148.6	149.5	149.6
11.1	11.2	11.3	11.3	11.4	11.5	11.6	11.7	11.7	11.8	11.9	11.9	12.0

52.9	53.3	53.5	53.8	54.0	53.8	54.5	54.4	54.9	55.2	55.3	55.9	57.3
4.9	5.0	5.0	5.0	5.0	5.1	5.1	5.1	5.2	5.2	5.2	5.2	5.2
263.2	264.4	266.4	270.8	270.4	270.8	274.3	274.3	276.8	280.2	279.4	278.1	279.6
19.8	19.9	20.0	20.0	20.1	20.2	20.4	20.5	20.6	20.9	20.8	20.8	20.9
30.5	30.2	30.2	30.6	30.6	30.1	30.2	30.6	31.0	33.5	31.4	30.5	30.2
2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	3.1	2.9	2.7	2.8
68.7	68.9	69.5	70.6	70.0	70.0	69.3	70.0	71.0	70.6	71.0	71.4	71.6
24.4	24.3	24.4	24.9	23.7	23.6	23.1	23.7	24.1	24.2	24.0	24.6	24.5
164.0	165.3	166.6	169.6	169.8	170.7	174.8	173.7	174.8	176.1	177.0	176.3	177.8
85.2	85.4	84.3	87.5	87.8	88.1	91.0	90.1	90.6	91.4	90.9	90.9	91.8

<u>2001:2</u>	<u>2001:3</u>	<u>2001:4</u>	<u>2002:1</u>	<u>2002:2</u>	<u>2002:3</u>	<u>2002:4</u>	<u>2003:1</u>	<u>2003:2</u>	<u>2003:3</u>	<u>2003:4</u>	<u>2004:1</u>	<u>2004:2</u>
1,613.4	1,599.3	1,584.9	1,582.0	1,584.7	1,590.4	1,584.2	1,581.5	1,567.4	1,569.5	1,579.4	1,582.3	1,601.1
132.1	131.7	130.9	130.5	130.3	130.2	130.3	130.1	129.8	129.9	130.2	130.6	131.3
1,332.0	1,317.1	1,300.7	1,296.4	1,299.2	1,303.0	1,299.8	1,298.0	1,288.0	1,292.4	1,300.2	1,302.2	1,319.7
111.1	110.5	109.6	109.1	108.8	108.7	108.7	108.5	108.3	108.3	108.6	109.0	109.7
9.3	9.3	9.1	9.3	9.2	9.3	9.5	9.4	9.4	9.3	9.4	9.5	9.8
0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
81.3	79.3	77.9	77.8	78.4	79.0	78.0	76.7	75.6	76.9	78.7	79.0	82.4
6.8	6.8	6.8	6.8	6.7	6.7	6.7	6.7	6.7	6.8	6.8	6.9	6.9
218.5	214.0	207.6	202.9	202.5	201.5	199.4	198.5	193.9	192.7	194.7	195.6	199.0
16.7	16.2	15.8	15.5	15.3	15.2	15.0	14.8	14.6	14.4	14.3	14.3	14.3
163.3	159.3	153.9	149.9	149.5	148.3	147.1	145.6	142.1	141.4	142.6	143.6	146.5
10.5	10.2	9.9	9.7	9.5	9.4	9.3	9.1	9.0	8.9	8.9	8.9	8.9
33.2	33.7	33.2	32.4	32.9	32.6	32.2	31.8	30.6	30.6	31.2	31.6	31.9
0.6	0.6	0.6	0.6	0.6	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5
40.2	38.6	36.7	35.8	35.7	35.4	34.9	34.5	33.8	33.6	33.8	34.0	34.6
3.7	3.6	3.4	3.3	3.3	3.3	3.2	3.2	3.1	3.1	3.1	3.1	3.1
50.6	48.8	46.6	44.9	44.0	43.2	42.5	41.7	40.8	40.1	40.0	39.8	40.8
1.8	1.7	1.6	1.6	1.5	1.5	1.4	1.4	1.4	1.3	1.3	1.3	1.3
15.5	15.1	14.7	14.6	14.9	15.0	15.2	15.3	14.4	15.1	15.4	15.9	16.6
2.0	1.9	1.9	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
23.7	23.2	22.7	22.3	22.2	22.1	22.2	22.3	22.5	22.0	22.3	22.4	22.7
3.1	3.0	2.9	2.9	2.9	2.9	2.8	2.8	2.7	2.7	2.7	2.7	2.7
55.2	54.7	53.7	53.0	53.0	53.2	52.3	52.9	51.8	51.3	52.1	51.9	52.5
6.2	6.0	5.9	5.9	5.8	5.7	5.7	5.6	5.6	5.5	5.5	5.4	5.4

22.3	22.3	22.0	21.7	22.0	22.5	21.9	22.2	21.8	21.5	22.4	22.1	22.3
1.6	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
32.9	32.3	31.7	31.3	31.0	30.7	30.4	30.6	30.0	29.8	29.8	29.9	30.3
4.6	4.5	4.4	4.3	4.3	4.2	4.2	4.1	4.1	4.0	3.9	3.9	3.9
322.4	320.0	316.1	314.9	315.7	315.9	314.8	315.3	313.8	314.3	315.9	316.7	319.4
26.1	25.9	25.7	25.6	25.5	25.5	25.4	25.3	25.3	25.2	25.3	25.4	25.5
190.2	188.5	186.1	185.4	185.7	185.8	184.8	184.7	183.8	183.9	185.2	185.7	187.6
15.3	15.2	15.1	15.1	15.1	15.0	15.0	14.9	14.9	14.9	14.9	15.0	15.1
75.4	74.7	73.3	73.5	73.7	74.0	74.5	74.6	74.5	74.7	74.8	74.7	75.3
5.8	5.8	5.7	5.7	5.7	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.7
56.8	56.8	56.6	56.1	56.3	56.1	55.5	56.0	55.4	55.7	55.9	56.3	56.5
5.0	5.0	4.9	4.8	4.8	4.8	4.8	4.8	4.8	4.7	4.8	4.8	4.8
41.4	39.0	38.2	38.0	36.0	35.7	35.4	34.8	33.7	33.0	32.9	32.8	33.1
3.7	3.6	3.5	3.5	3.4	3.4	3.3	3.2	3.2	3.2	3.2	3.1	3.1
95.1	95.1	95.5	95.2	94.1	95.5	96.4	97.0	97.4	97.5	96.3	95.8	97.0
7.8	7.8	7.8	7.8	7.8	7.8	7.9	7.9	8.0	8.0	8.0	8.0	8.0
178.9	174.6	170.6	171.3	172.4	173.9	172.5	170.3	169.7	171.1	172.2	172.9	175.4
16.6	16.4	16.1	16.0	16.0	16.0	15.9	15.9	15.9	16.0	16.1	16.2	16.4
178.2	179.1	180.9	182.6	185.2	185.9	187.3	188.1	188.2	188.8	190.1	190.0	191.9
15.6	15.7	15.9	16.0	16.1	16.3	16.4	16.5	16.6	16.6	16.7	16.8	16.9
23.7	23.3	23.6	23.7	24.4	24.0	24.3	24.9	25.3	25.4	25.5	25.4	25.7
2.5	2.5	2.6	2.6	2.6	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7
154.5	155.7	157.3	158.9	160.8	161.9	163.1	163.3	162.9	163.4	164.6	164.6	166.2
13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	13.9	14.0	14.1	14.2
150.0	150.1	148.6	148.6	149.6	150.3	150.2	151.3	150.1	152.1	153.0	153.0	154.7
12.1	12.1	12.0	12.0	11.9	11.9	12.1	12.1	12.1	12.2	12.3	12.4	12.5

56.9	56.5	56.1	55.8	56.1	56.2	56.5	56.6	56.3	56.8	57.0	56.9	57.1
5.2	5.3	5.3	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
281.3	282.2	284.2	285.6	285.5	287.4	284.4	283.4	279.4	277.1	279.1	280.1	281.4
21.1	21.2	21.3	21.4	21.5	21.6	21.6	21.6	21.6	21.6	21.5	21.6	21.6
29.7	30.1	29.9	29.5	29.6	30.0	30.1	30.7	30.6	30.7	30.7	30.4	30.2
2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.7	2.7	2.7
72.3	72.8	73.2	73.8	73.8	76.1	74.3	74.1	72.9	72.1	72.9	74.0	74.1
25.1	25.5	25.6	25.8	25.8	26.0	26.1	26.5	26.3	26.3	26.5	26.6	26.8
179.3	179.3	181.1	182.3	182.1	181.3	179.9	178.6	175.9	174.3	175.5	175.8	177.1
92.8	91.8	94.5	95.5	95.6	97.0	94.8	94.4	92.7	93.2	92.8	92.2	93.1

<u>2004:3</u>	<u>2004:4</u>	<u>2005:1</u>	<u>2005:2</u>	<u>2005:3</u>	<u>2005:4</u>	<u>2006:1</u>	<u>2006:2</u>	<u>2006:3</u>	<u>2006:4</u>	<u>2007:1</u>	<u>2007:2</u>	<u>2007:3</u>
1,616.4	1,626.8	1,637.7	1,647.3	1,659.3	1,673.5	1,688.2	1,701.1	1,707.4	1,717.4	1,728.1	1,729.5	1,730.5
131.6	132.2	132.7	133.4	134.1	134.6	135.4	135.9	136.3	136.8	137.3	137.6	137.6
1,332.1	1,343.1	1,352.2	1,362.1	1,374.4	1,388.9	1,402.9	1,415.4	1,420.9	1,430.3	1,440.9	1,440.3	1,440.6
110.0	110.5	110.9	111.6	112.2	112.8	113.6	114.0	114.3	114.7	115.1	115.3	115.4
9.6	9.7	9.9	9.4	9.5	9.5	9.4	9.4	9.4	9.3	9.4	9.5	9.1
0.6	0.6	0.6	0.6	0.6	0.6	0.7	0.7	0.7	0.7	0.7	0.7	0.7
83.8	85.4	87.4	89.3	91.8	94.9	98.6	100.9	101.3	102.7	104.6	104.6	104.4
7.0	7.1	7.1	7.3	7.4	7.5	7.7	7.7	7.7	7.7	7.7	7.7	7.6
201.8	203.0	203.4	204.1	203.5	204.6	206.4	207.6	208.0	207.3	206.7	204.1	202.7
14.3	14.3	14.3	14.2	14.2	14.2	14.2	14.2	14.2	14.1	14.0	13.9	13.8
149.2	150.6	151.6	152.4	151.7	152.9	154.3	155.2	155.3	154.1	153.2	150.6	150.1
8.9	9.0	9.0	9.0	8.9	9.0	9.0	9.0	9.0	8.9	8.9	8.8	8.8
32.4	32.6	32.6	32.8	32.6	32.7	33.0	33.0	32.4	31.3	30.8	30.1	29.8
0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.5	0.5	0.5	0.5
35.2	35.6	35.9	36.2	36.2	36.5	36.9	37.1	37.5	37.8	38.2	38.3	38.3
3.1	3.1	3.1	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
41.6	41.8	41.7	41.4	40.9	41.1	41.8	42.0	42.1	41.8	41.2	40.7	40.4
1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
17.0	17.3	17.7	18.1	17.8	18.3	18.2	18.4	18.5	18.3	18.2	17.2	17.4
1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.7	1.7	1.7
23.1	23.4	23.8	23.9	24.2	24.3	24.4	24.8	24.9	24.9	24.8	24.4	24.2
2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.6
52.6	52.4	51.8	51.7	51.8	51.7	52.1	52.4	52.8	53.2	53.5	53.5	52.7
5.4	5.3	5.3	5.3	5.3	5.2	5.2	5.2	5.2	5.1	5.1	5.1	5.1

22.3	22.1	21.7	21.5	21.7	21.5	21.9	22.0	22.4	22.8	23.1	23.3	22.8
1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
30.3	30.3	30.1	30.2	30.1	30.2	30.2	30.4	30.4	30.4	30.5	30.2	29.9
3.9	3.9	3.8	3.8	3.8	3.8	3.7	3.7	3.7	3.6	3.6	3.6	3.6
321.7	323.4	325.2	326.8	329.7	332.6	333.9	335.5	335.8	337.2	339.5	339.7	340.6
25.6	25.7	25.8	25.9	26.1	26.1	26.2	26.2	26.3	26.4	26.5	26.6	26.6
188.6	189.3	190.9	192.5	194.4	196.5	196.5	197.2	197.6	198.1	199.9	200.3	201.2
15.1	15.1	15.2	15.3	15.3	15.3	15.4	15.3	15.3	15.4	15.5	15.5	15.5
76.1	76.5	77.2	77.4	78.2	78.7	79.3	79.9	79.9	80.6	81.0	80.7	80.7
5.7	5.7	5.7	5.7	5.8	5.8	5.9	5.9	5.9	5.9	6.0	6.0	6.0
57.0	57.6	57.2	57.0	57.1	57.5	58.1	58.4	58.4	58.5	58.6	58.7	58.7
4.8	4.8	4.9	4.9	4.9	5.0	5.0	5.0	5.0	5.1	5.1	5.1	5.1
33.1	32.8	32.9	33.5	33.7	34.3	34.5	34.5	35.1	35.3	35.5	36.2	36.1
3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.0	3.0	3.0	3.0	3.0	3.0
97.7	99.2	100.2	101.1	102.8	104.3	105.2	105.9	106.4	107.0	107.8	106.9	105.9
8.0	8.1	8.1	8.1	8.2	8.2	8.3	8.3	8.3	8.4	8.3	8.3	8.3
176.9	179.7	182.4	184.1	186.4	189.4	191.6	193.7	195.3	197.0	197.9	197.3	196.5
16.4	16.6	16.7	16.8	17.0	17.2	17.4	17.5	17.6	17.7	17.9	17.9	17.9
193.7	195.6	196.2	198.0	200.0	200.8	202.5	204.8	205.2	207.2	209.2	211.0	212.4
17.0	17.1	17.2	17.3	17.4	17.5	17.7	17.8	17.9	18.0	18.1	18.3	18.4
26.3	26.7	26.9	27.0	27.4	27.6	27.8	28.5	28.0	28.4	28.5	29.0	29.2
2.7	2.8	2.8	2.8	2.8	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9
167.4	168.9	169.4	170.9	172.7	173.2	174.7	176.3	177.2	178.9	180.8	182.0	183.2
14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	15.0	15.1	15.2	15.3	15.4
156.1	156.6	157.6	158.6	159.6	160.7	162.6	164.2	165.3	167.7	170.2	171.0	172.6
12.5	12.6	12.7	12.8	12.9	12.9	13.0	13.1	13.1	13.2	13.3	13.4	13.4

57.7	57.6	57.1	57.1	57.3	57.7	58.1	58.8	59.1	59.6	60.0	60.2	60.3
5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.5	5.5	5.5	5.5
284.3	283.7	285.5	285.3	284.9	284.6	285.3	285.7	286.5	287.1	287.2	289.2	289.8
21.6	21.7	21.8	21.8	21.9	21.8	21.9	21.9	22.0	22.1	22.1	22.2	22.2
30.3	30.2	29.9	29.7	29.5	29.5	29.1	29.0	28.9	29.0	29.1	29.1	29.1
2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7
74.3	74.5	76.0	75.9	75.5	75.1	75.0	74.7	75.1	75.0	74.1	74.5	74.3
26.7	26.6	27.6	27.7	27.5	27.1	27.2	27.3	27.6	27.4	27.1	27.5	27.4
179.7	178.9	179.6	179.6	179.9	180.0	181.2	181.9	182.4	183.1	184.1	185.6	186.4
95.3	94.4	95.0	94.8	94.6	95.0	95.5	95.8	96.0	96.3	97.0	97.9	98.6

<u>2007:4</u>	<u>2008:1</u>	<u>2008:2</u>	<u>2008:3</u>	<u>2008:4</u>	<u>2009:1</u>	<u>2009:2</u>	<u>2009:3</u>	<u>2009:4</u>	<u>2010:1</u>	<u>2010:2</u>	<u>2010:3</u>	<u>2010:4</u>
1,737.5	1,737.0	1,729.0	1,723.8	1,694.8	1,659.0	1,631.3	1,618.6	1,612.7	1,611.8	1,617.0	1,620.8	1,627.2
138.0	137.9	137.5	137.0	135.7	133.7	132.3	131.4	130.8	130.7	130.9	131.1	131.4
1,444.8	1,441.9	1,432.8	1,420.5	1,394.0	1,357.8	1,331.6	1,321.6	1,315.9	1,314.3	1,316.8	1,322.8	1,330.4
115.7	115.5	115.0	114.5	113.2	111.2	109.7	108.8	108.3	108.2	108.2	108.5	109.1
9.0	8.9	8.6	8.7	8.3	7.6	6.8	7.0	7.1	7.2	7.3	7.3	7.3
0.7	0.8	0.8	0.8	0.8	0.8	0.7	0.7	0.7	0.6	0.6	0.7	0.7
103.3	99.7	96.6	93.4	88.9	82.9	77.4	75.3	73.6	72.1	70.7	69.4	69.0
7.5	7.4	7.3	7.2	6.9	6.6	6.4	6.2	6.1	5.9	5.8	5.7	5.7
202.9	201.0	198.0	193.2	188.4	177.3	168.7	162.8	158.8	157.2	156.9	158.0	158.8
13.8	13.7	13.5	13.4	13.1	12.5	12.0	11.5	11.2	11.1	10.9	10.9	10.9
149.7	147.9	145.4	141.3	135.0	125.3	118.5	113.8	110.6	109.4	109.4	110.6	111.3
8.7	8.7	8.6	8.4	8.2	7.7	7.4	7.0	6.8	6.7	6.6	6.6	6.6
29.3	28.3	27.3	26.9	25.7	23.2	21.9	20.9	20.6	20.8	20.9	21.4	21.6
0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.3	0.3	0.3	0.3	0.4	0.4
38.8	39.1	39.2	39.6	38.7	35.2	32.6	30.8	29.2	28.0	27.0	26.9	26.9
3.2	3.2	3.2	3.2	3.1	2.9	2.7	2.6	2.4	2.3	2.2	2.2	2.2
40.5	40.0	39.4	38.8	37.2	35.9	34.1	32.7	31.5	31.2	32.0	32.4	32.6
1.3	1.3	1.3	1.2	1.2	1.2	1.1	1.1	1.1	1.1	1.1	1.2	1.2
16.9	16.4	15.9	14.4	12.7	11.4	10.7	10.4	10.2	10.1	10.1	10.1	10.3
1.7	1.7	1.6	1.6	1.5	1.4	1.3	1.3	1.3	1.3	1.2	1.3	1.3
24.3	24.1	23.5	21.7	20.7	19.6	19.2	19.0	19.0	19.3	19.4	19.7	19.9
2.6	2.6	2.5	2.5	2.4	2.4	2.4	2.4	2.5	2.5	2.5	2.5	2.6
53.2	53.1	52.6	51.9	53.4	52.0	50.2	48.9	48.2	47.8	47.5	47.4	47.6
5.0	5.0	5.0	4.9	4.9	4.7	4.6	4.5	4.5	4.4	4.3	4.3	4.3

23.4	23.5	23.6	22.9	25.0	25.2	24.0	23.2	22.9	22.7	22.6	22.5	22.5
1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.4	1.4	1.4	1.4
29.8	29.6	29.1	29.0	28.4	26.7	26.1	25.7	25.3	25.1	24.9	24.9	25.0
3.6	3.5	3.5	3.5	3.4	3.4	3.4	3.3	3.3	3.3	3.3	3.3	3.3
341.5	341.4	338.6	335.1	326.9	317.8	313.0	311.9	312.6	313.6	314.8	316.2	317.4
26.7	26.7	26.5	26.3	26.0	25.6	25.2	25.2	25.2	25.3	25.3	25.4	25.4
201.3	200.9	198.4	196.4	191.0	187.3	183.8	182.9	183.8	185.0	186.3	187.9	189.2
15.6	15.5	15.4	15.3	15.1	14.9	14.7	14.7	14.7	14.8	14.9	14.9	14.9
81.0	81.0	80.8	79.9	78.3	75.9	74.9	74.7	74.7	74.5	74.2	74.0	73.8
6.0	6.0	6.0	6.0	5.9	5.8	5.7	5.7	5.7	5.6	5.6	5.6	5.6
59.3	59.5	59.4	58.9	57.7	54.6	54.3	54.2	54.2	54.1	54.2	54.3	54.4
5.1	5.1	5.1	5.1	5.0	4.9	4.9	4.8	4.8	4.8	4.8	4.8	4.8
36.2	36.5	36.3	36.1	35.7	34.9	34.1	33.9	33.3	32.8	32.3	32.6	33.0
3.0	3.0	3.0	3.0	3.0	2.9	2.9	2.8	2.8	2.7	2.7	2.7	2.7
105.2	103.9	102.8	101.4	99.2	97.6	97.1	96.7	97.0	97.5	97.6	97.6	97.9
8.3	8.2	8.2	8.1	8.0	7.9	7.9	7.8	7.8	7.8	7.8	7.8	7.9
197.3	198.4	197.7	196.4	190.1	185.8	182.3	181.0	179.0	178.4	179.4	181.7	185.3
18.1	18.0	17.9	17.7	17.5	17.1	16.7	16.6	16.4	16.4	16.5	16.8	17.2
214.6	216.6	218.8	221.7	223.1	224.3	225.6	227.2	228.4	229.9	231.8	233.6	235.3
18.5	18.7	18.8	18.9	19.0	19.2	19.3	19.5	19.6	19.7	19.9	20.1	20.2
29.4	29.6	30.2	30.7	31.2	31.8	31.6	31.5	31.5	31.5	31.5	31.5	31.4
3.0	3.0	3.0	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
185.2	187.0	188.6	191.0	191.8	192.5	194.0	195.6	196.9	198.4	200.3	202.2	203.8
15.6	15.7	15.8	15.9	16.0	16.1	16.2	16.4	16.5	16.6	16.8	17.0	17.1
173.9	174.6	174.2	173.3	172.9	168.7	166.0	165.4	165.4	165.2	165.7	166.3	166.2
13.5	13.5	13.5	13.5	13.3	13.2	13.2	13.1	13.1	13.1	13.1	13.1	13.1

60.8	61.0	61.1	61.2	60.6	61.0	60.6	60.4	60.6	60.5	60.2	60.1	60.2
5.5	5.5	5.5	5.5	5.5	5.5	5.4	5.4	5.4	5.4	5.4	5.4	5.4
292.7	295.2	296.2	303.3	300.8	301.2	299.6	297.1	296.9	297.5	300.2	298.0	296.8
22.3	22.4	22.5	22.5	22.5	22.6	22.6	22.5	22.5	22.5	22.8	22.5	22.4
29.1	29.4	29.5	29.5	29.5	29.8	30.2	29.6	29.7	30.3	33.0	30.9	29.8
2.7	2.7	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	3.1	2.9	2.8
74.9	75.6	76.2	76.8	77.6	78.3	77.5	75.8	75.1	74.7	74.3	73.8	73.3
27.7	27.8	28.1	28.4	28.8	29.2	28.6	28.5	28.4	28.4	28.3	28.3	28.2
188.7	190.1	190.6	197.1	193.8	193.1	192.0	191.7	192.1	192.5	193.0	193.3	193.7
99.6	100.3	100.3	105.0	102.7	102.6	102.2	101.9	102.0	102.0	102.1	102.3	102.5



22.6	22.6	22.6	22.6	22.7	22.7	22.7	22.7	22.8	22.8	22.8	22.8
1.4	1.4	1.4	1.4	1.4	1.4	1.5	1.5	1.5	1.5	1.5	1.5
25.2	25.4	25.6	25.8	26.0	26.3	26.6	26.8	27.1	27.4	27.7	28.0
3.3	3.3	3.3	3.3	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
318.6	320.0	321.8	324.3	326.6	329.4	332.5	335.2	337.6	340.1	342.7	344.3
25.4	25.3	25.4	25.5	25.7	25.9	26.1	26.3	26.5	26.7	26.8	26.9
189.9	190.3	190.9	192.2	193.3	194.8	196.5	197.9	199.2	200.8	202.4	203.2
14.9	14.8	14.7	14.8	14.8	14.8	14.9	15.0	15.0	15.1	15.2	15.2
74.0	74.6	75.4	76.1	76.8	77.7	78.5	79.4	80.0	80.6	81.2	81.7
5.6	5.6	5.7	5.7	5.8	5.9	5.9	6.0	6.0	6.1	6.1	6.2
54.7	55.1	55.5	56.0	56.5	56.9	57.4	57.9	58.3	58.7	59.1	59.4
4.9	4.9	5.0	5.0	5.1	5.2	5.3	5.3	5.4	5.4	5.5	5.5
33.6	33.9	34.0	34.0	33.9	33.9	33.9	33.9	34.0	34.1	34.2	34.3
2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8
98.4	99.3	100.2	101.1	101.9	102.9	103.7	104.4	105.0	105.7	106.2	106.6
7.9	7.9	8.0	8.0	8.1	8.1	8.2	8.2	8.2	8.2	8.2	8.2
188.9	192.6	196.2	199.9	203.5	206.7	209.8	212.7	214.6	216.1	217.6	219.8
17.6	18.0	18.4	18.7	19.0	19.2	19.4	19.6	19.7	19.9	20.0	20.1
236.0	237.4	238.6	239.5	240.0	240.8	241.6	242.5	243.4	244.7	246.1	247.3
20.3	20.4	20.5	20.5	20.5	20.5	20.6	20.6	20.7	20.7	20.8	20.9
31.4	31.4	31.5	31.5	31.5	31.5	31.6	31.6	31.6	31.7	31.8	31.8
3.1	3.2	3.1	3.1	3.1	3.1	3.1	3.1	3.0	3.0	3.0	3.0
204.6	206.1	207.1	208.0	208.5	209.2	210.0	210.9	211.8	213.1	214.3	215.5
17.1	17.2	17.3	17.4	17.4	17.4	17.5	17.5	17.6	17.7	17.8	17.9
166.4	166.8	167.5	168.5	169.6	170.6	171.7	172.8	173.8	174.6	175.3	175.9
13.1	13.1	13.1	13.2	13.2	13.3	13.4	13.4	13.5	13.5	13.5	13.5

60.2	60.3	60.5	60.6	60.9	61.1	61.4	61.6	61.8	61.9	62.2	62.3
5.4	5.4	5.4	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
297.0	297.0	297.0	297.1	297.5	298.2	298.8	299.6	300.6	301.3	302.0	302.7
22.3	22.3	22.2	22.2	22.2	22.3	22.3	22.5	22.6	22.7	22.8	22.9
29.7	29.6	29.5	29.5	29.5	29.5	29.5	29.5	29.5	29.5	29.4	29.4
2.8	2.8	2.8	2.8	2.8	2.7	2.7	2.7	2.7	2.7	2.7	2.7
73.1	72.7	72.5	72.1	72.0	72.2	72.3	72.6	72.9	73.2	73.4	73.5
28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.3	28.3	28.3
194.3	194.7	195.0	195.5	196.1	196.6	197.0	197.5	198.2	198.7	199.1	199.7
102.6	102.8	103.1	103.3	103.5	103.8	104.1	104.4	104.6	104.9	105.2	105.4





62.5	62.7	62.9	63.1	63.3	63.5	63.7	63.9
5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
303.3	303.8	304.2	304.8	305.5	306.0	306.4	306.8
22.9	22.9	23.0	23.0	23.1	23.1	23.2	23.2
29.4	29.4	29.4	29.4	29.4	29.4	29.4	29.4
2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7
73.5	73.5	73.6	73.5	73.6	73.5	73.5	73.5
28.3	28.4	28.4	28.4	28.4	28.4	28.5	28.5
200.3	200.8	201.3	201.8	202.5	203.0	203.4	203.9
105.7	106.0	106.4	106.6	106.9	107.2	107.5	107.8

Covered Employment and Wages  
 Summary Report - Deschutes County - 2008

NAICS	Industry	Ownership	Units	Employe	Payroll	Average Pay
-	Total All Ownerships	All	6834	66,526	#####	\$35,023
-	Total Private Coverage	Private	6626	58,314	#####	\$34,015
-	Natural Resources & Mining	Private	77	615	#####	\$34,553
111	Crop production	Private	13 (c)	(c)	(c)	
112	Animal production	Private	17	103	#####	\$34,652
113	Forestry and logging	Private	9	94	#####	\$42,817
114	Fishing, hunting and trapping	Private	1 (c)	(c)	(c)	
115	Agriculture and forestry support activity	Private	28	273	#####	\$33,702
211	Oil and gas extraction	Private	1 (c)	(c)	(c)	
212	Mining, except oil and gas	Private	7 (c)	(c)	(c)	
-	Construction	Private	1299	5,681	#####	\$39,047
236	Construction of buildings	Private	452	1,523	#####	\$40,879
237	Heavy and civil engineering construction	Private	83	503	#####	\$46,322
238	Specialty trade contractors	Private	765	3,655	#####	\$37,283
-	Manufacturing	Private	309	5,082	#####	\$39,471
311	Food manufacturing	Private	22	221	#####	\$25,678
312	Beverage and tobacco product manufacturing	Private	6	130	#####	\$45,635
314	Textile product mills	Private	7	35	\$757,905	\$21,654
315	Apparel manufacturing	Private	2 (c)	(c)	(c)	
316	Leather and allied product manufacturing	Private	1 (c)	(c)	(c)	
321	Wood product manufacturing	Private	29	1,335	#####	\$34,126
322	Paper manufacturing	Private	1 (c)	(c)	(c)	
323	Printing and related support activities	Private	19	135	#####	\$32,305
324	Petroleum and coal products manufacturin	Private	1 (c)	(c)	(c)	
325	Chemical manufacturing	Private	6	114	#####	\$41,532
326	Plastics and rubber products manufacturi	Private	6	172	#####	\$40,965
327	Nonmetallic mineral product manufacturin	Private	13	121	#####	\$38,823
331	Primary metal manufacturing	Private	2 (c)	(c)	(c)	
332	Fabricated metal product manufacturing	Private	42	391	#####	\$38,068
333	Machinery manufacturing	Private	14	153	#####	\$36,904
334	Computer and electronic product manufact	Private	19	295	#####	\$59,363
335	Electrical equipment and appliance mfg.	Private	9	184	#####	\$65,385

336	Transportation equipment manufacturing	Private	30	898 #####	\$39,871
337	Furniture and related product manufacturing	Private	40	356 #####	\$33,737
339	Miscellaneous manufacturing	Private	42	308 #####	\$35,289
-	Trade, Transportation. & Utilities	Private	1229	13,030 #####	\$31,095
-	Wholesale	Private	321	1,628 #####	\$48,282
423	Merchant wholesalers, durable goods	Private	126	816 #####	\$43,135
424	Merchant wholesalers, nondurable goods	Private	50	534 #####	\$40,455
425	Electronic markets and agents and broker	Private	145	279 #####	\$78,144
-	Retail	Private	786	10,193 #####	\$25,987
441	Motor vehicle and parts dealers	Private	92	1,442 #####	\$40,905
442	Furniture and home furnishings stores	Private	68	383 #####	\$30,281
443	Electronics and appliance stores	Private	39	351 #####	\$28,713
444	Building material and garden supply stores	Private	77	1,080 #####	\$30,964
445	Food and beverage stores	Private	84	1,816 #####	\$21,799
446	Health and personal care stores	Private	31	254 #####	\$31,872
447	Gasoline stations	Private	49	574 #####	\$15,285
448	Clothing and clothing accessories stores	Private	97	669 #####	\$15,651
451	Sporting goods, hobby, book and music stores	Private	83	633 #####	\$15,930
452	General merchandise stores	Private	24	2,231 #####	\$23,685
453	Miscellaneous store retailers	Private	110	495 #####	\$20,745
454	Nonstore retailers	Private	34	265 #####	\$40,242
-	Transportation, Warehousing & Utilities	Private	122	1,209 #####	\$51,017
221	Utilities	Private	21	336 #####	\$72,314
481	Air transportation	Private	4	51 #####	\$22,308
483	Water transportation	Private	1 (c)	(c)	(c)
484	Truck transportation	Private	50	275 #####	\$40,111
485	Transit and ground passenger transportat	Private	10	91 #####	\$18,566
488	Support activities for transportation	Private	24	231 #####	\$66,258
491	Postal service	Private	2 (c)	(c)	(c)
492	Couriers and messengers	Private	9	217 #####	\$37,201
493	Warehousing and storage	Private	2 (c)	(c)	(c)
-	Information	Private	145	1,615 #####	\$55,476
511	Publishing industries, except Internet	Private	68	596 #####	\$52,225
512	Motion picture and sound recording industries	Private	19	111 #####	\$18,839
515	Broadcasting, except Internet	Private	9	414 #####	\$41,940
517	Telecommunications	Private	32	459 #####	\$79,171

518	ISPs, search portals, and data processing	Private	12	28	#####	\$44,304
519	Other information services	Private	6	7	#####	\$204,649
-	Financial Activities	Private	772	3,685	#####	\$44,314
-	Finance & Insurance	Private	375	2,306	#####	\$54,750
522	Credit intermediation and related activities	Private	170	1,151	#####	\$48,302
523	Securities, commodity contracts, investm	Private	75 (c)	(c)	(c)	
524	Insurance carriers and related activitie	Private	129	876	#####	\$44,258
525	Funds, trusts, and other financial vehicles	Private	1 (c)	(c)	(c)	
-	Real Estate Rental & Leasing	Private	398	1,379	#####	\$26,864
531	Real estate	Private	351	1,039	#####	\$28,580
532	Rental and leasing services	Private	45 (c)	(c)	(c)	
533	Lessors of nonfinancial intangible assets	Private	2 (c)	(c)	(c)	
-	Professional & Business Services	Private	1029	7,301	#####	\$35,415
-	Professional, Scientific & Technical Svcs	Private	638	2,691	#####	\$48,934
-	Management of Companies	Private	36	304	#####	\$60,101
-	Admin. & Support, Waste Mgmt & Remediation S	Private	356	4,307	#####	\$25,218
561	Administrative and support services	Private	342	4,109	#####	\$24,607
562	Waste management and remediation service	Private	14	198	#####	\$37,894
-	Education & Health Services	Private	603	8,988	#####	\$44,016
-	Education	Private	69	675	#####	\$23,948
-	Health & Social Assistance	Private	534	8,312	#####	\$45,650
621	Ambulatory health care services	Private	369	3,460	#####	\$53,883
622	Hospitals	Private	3 (c)	(c)	(c)	
623	Nursing and residential care facilities	Private	63 (c)	(c)	(c)	
624	Social assistance	Private	99 (c)	(c)	(c)	
-	Leisure & Hospitality	Private	584	9,993	#####	\$16,833
-	Arts, Entertainment & Recreation	Private	113	1,957	#####	\$18,028
711	Performing arts and spectator sports	Private	26	45	#####	\$23,493
712	Museums, historical sites, zoos, and par	Private	6	76	#####	\$27,877
713	Amusements, gambling, and recreation	Private	81	1,836	#####	\$17,487
-	Accommodations & Food Services	Private	472	8,036	#####	\$16,542
721	Accommodation	Private	64	2,000	#####	\$22,039
722	Food services and drinking places	Private	408	6,036	#####	\$14,720
-	Other Services	Private	535	2,298	#####	\$25,423
811	Repair and maintenance	Private	148	622	#####	\$31,162
812	Personal and laundry services	Private	86	541	#####	\$18,315

813	Membership associations and organization	Private	205	1,061	#####	\$26,140
814	Private households	Private	96	75	#####	\$18,615
-	Private Non-Classified	Private	44	27	\$994,461	\$36,832
-	Total All Government	All Govt.	208	8,212	#####	\$42,185
-	Total Federal Government	Federal Go	39	859	#####	\$59,318
-	Natural Resources & Mining	Federal Go	3	424	#####	\$59,701
-	Trade, Transportation. & Utilities	Federal Go	12	289	#####	\$59,154
-	Financial Activities	Federal Go	1	7	\$417,156	\$59,594
-	Public Administration	Federal Go	22	139	#####	\$58,437
-	Total State Government	State Govt.	43	1,055	#####	\$37,932
-	Natural Resources & Mining	State Govt.	1	3	\$145,479	\$48,493
-	Construction	State Govt.	7	185	#####	\$50,662
-	Education & Health Services	State Govt.	7	456	#####	\$25,119
-	Leisure & Hospitality	State Govt.	3	14	\$586,316	\$41,880
-	Public Administration	State Govt.	25	397	#####	\$46,499
-	Total Local Government	Local Govt.	126	6,298	#####	\$40,560
-	Construction	Local Govt.	2	67	#####	\$53,866
-	Manufacturing	Local Govt.	1	6	\$436,193	\$72,699
-	Trade, Transportation. & Utilities	Local Govt.	12	226	#####	\$33,010
-	Information	Local Govt.	8	160	#####	\$38,967
-	Financial Activities	Local Govt.	1	16	#####	\$64,233
-	Professional & Business Services	Local Govt.	7	111	#####	\$53,470
-	Education & Health Services	Local Govt.	54	2,925	#####	\$40,149
-	Leisure & Hospitality	Local Govt.	5	420	#####	\$17,385
-	Other Services	Local Govt.	1 (c)	(c)	(c)	
-	Public Administration	Local Govt.	33	2,356	#####	\$44,753
-	Other Local Government		2 (c)	(c)	(c)	

Source: Oregon Employment Department

# City of La Pine Buildable Land Analysis *2009*



## Introduction and Purpose

La Pine, like many cities, is shaped by its place in history and the Central Oregon region. The Cascade Lakes region of Central Oregon surrounds La Pine. La Pine is in the valley of the Little Deschutes River, a tributary of the Deschutes River. La Pine is also the gateway to the Newberry National Volcanic Monument and Central Oregon's most beautiful geological showcase. Tourists are attracted to the region by recreational activities that include hunting, fishing, swimming, sailing, canoeing, water skiing, wind surfing, backpacking, camping, golfing, mountain biking, white water rafting, spelunking, downhill skiing, cross country skiing, and snowmobiling. The community motto is "*The Outdoors at Your Front Door*" and this is richly deserved. The residents are proud of their rural lifestyle and are concerned about maintaining that way of life.

Though Native Americans have lived and traveled throughout Central Oregon since ancient times, the first European visitors were trappers and fur traders who came to the area in the 1830s. The La Pine area was formally explored in 1843, when John C. Fremont's exploration party passed through the area on the way south to Klamath Marsh. In 1885, members of a railroad survey party under the direction of the U.S. Army Corps of Engineers came north near where Rosland Road is now located. Plated in 1910, La Pine was built next to and originally overtook the abutting, tiny town of Rosland. The name, La Pine, was suggested by Alfred A. Aya and was in reference to the abundance of pine trees in its vicinity.

Until 2006, La Pine held the distinction of being the only unincorporated town in the State of Oregon, meaning it had no governing body other than Deschutes County. Voters finally approved incorporation in 2006.

Representing what was once the largest unincorporated area of Deschutes County (meaning they relied upon Deschutes County to provide their emergency services and government) La Pine's population is comprised of retirees and young working families with a median age of 44.7, most of whom commute to Bend for work.

During the recent era (before the 2008 economic crisis) La Pine was one of the fastest growing communities in Central Oregon. The housing boom in La Pine was driven by lower prices for real estate. New residents, and even transplant residents from the neighboring cities of Bend, Redmond and Sisters, have been fleeing to La Pine for not only the lower cost of living and the ability to get more for your money, but also for the "front door" access to the area's mountains, lakes, rivers, hiking trails, ATV and off road vehicle trails, and the National Newberry Volcanic Monument.

The enduring allure La Pine offers is wrapped around a central theme - a small hometown feel that residents and visitors alike can take pride in. With its natural beauty, close

proximity to recreation, transportation, and relatively low cost of land acquisition continue to make La Pine an attractive and desirable alternative to costlier areas such as nearby Bend.

***Special Note:** Much of the data used to analyze La Pine comes from the 2000 Census where the current City limits and the surrounding area, a total of 29 square miles, were listed as the La Pine CDP, Census Designated Place. La Pine was incorporated in 2006 with a much smaller area than the CDP – only 7 square miles. While the 2000 Census data has been updated and verified by the Claritas Inc. data sets, the overall factors that came out of the 2000 census are still relevant for comparison and for use in the overall planning of La Pine. La Pine will update its planning documents on a regular basis and will revise the city data after the 2010 Census is available for use.*

### *Fast Facts About La Pine*

- La Pine is part of the Bend, Oregon Metropolitan Statistical Area. La Pine is in an isolated area of Central Oregon, consisting of a loose collection of homes and businesses along U.S. Highway 97 about 30 miles southeast of Bend.
- Most of the residential development is concealed from the highway itself given the dense vegetation and pre-zoning land development patterns that created residential lots far away from urban areas.
- The population of the CDP was 5,799 at the 2000 census, at which time it was a census-designated place (CDP) containing 5,799 people, 2,331 households, and 1,699 families over 23 square miles.
- The City of La Pine occupies approximately 7 square miles, and at the time of incorporation, had 1,585 residents as of December 2006.
- La Pine is within Deschutes County - once one of the fastest growing counties in America. .
- The population density of the CDP was 197.7 people per square mile (76.3/km<sup>2</sup>) – very low by American standards.
- The 2000 Census also shows the CDP contained 2,975 housing units at an average density of 101.4/sq mi (39.2/km<sup>2</sup>). The racial makeup of the CDP was 95.84% White, 0.09% African American, 1.28% Native American, 0.24% Asian, 0.10% Pacific Islander, 0.55% from other races, and 1.90% from two or more races. Hispanic or Latino of any race was 2.22% of the population.
- The CDP had 2,331 households out of which 26.6% had children under the age of 18 living with them, 61.3% were married couples living together, 7.3% had a female householder with no husband present, and 27.1% were non-families. 20.8% of all households were made up of individuals and 10.3% had someone living alone who was 65 years of age or older.

- The CDP included average households of 2.47 persons and the average family size was 2.82 persons.
- In the CDP, the population was spread out with 23.0% under the age of 18, 4.9% from 18 to 24, 22.5% from 25 to 44, 28.8% from 45 to 64, and 20.7% who were 65 years of age or older. The median age was 45 years. For every 100 females, there were 99.8 males. For every 100 females age 18 and over, there were 98.7 males.
- The median income for a household in the CDP was \$29,859, and the median income for a family was \$33,938. Males had a median income of \$30,457 versus \$20,186 for females. The per capita income for the CDP was \$15,543. About 9.5% of families and 13.2% of the population were below the poverty line, including 13.4% of those under age 18 and 11.5% of those age 65 or over.
- La Pine is classified as a Severely Distressed Community. The severely distressed designation refers to the area inside the city limits. Made by the state, it is an official designation meaning that La Pine falls below certain levels of income and socio-economic data. To determine whether an incorporated city is distressed the State uses four factors: Poverty rate (i.e., percent of the population in poverty), per capita personal income, percent of population aged 25+ with college education, and unemployment rate. If three or more of these factors were worse than a threshold value, then a city is identified as distressed.
- The City is not squarely shaped and is elongated stretching along Hwy 97. From the downtown core area, it covers a distance of approximately ten miles to the north and six miles to the south along Highway 97.
- La Pine is located 15 miles south of Sunriver, 31 miles south of Bend, 104 miles north of Klamath Falls and 107 miles east of Eugene. It is commercial and retail business district stretches along U.S. Hwy 97 in the core area, and at the northern end called "Wickiup Junction".

*Why is the background and history of La Pine important to consider within in the Buildable Lands Analysis?*

The citizens of La Pine vigorously commented about how they want to retain the best characteristics of their community, including small town feel, respect for the environment and open spaces, community spirit and history, and to carefully manage all resources to foster the concept of a Complete Community. These community attributes will shape the decisions made in the studies that support the Comprehensive Plan including but not limited to this Buildable Lands Analysis and the Economic Opportunities Analysis.

Complete Community means a City that is comprised of various *complete neighborhoods* that have been planned to support land uses and concepts that designed to reduce vehicle miles travelled from home to work, shopping/services, and recreation. La Pine is made up of three primary neighborhoods that need various land uses to become a fully complete. Over the planning period and with adherence to the complete neighborhood concepts, La Pine will achieve its goals and become a fully functioning "Complete Community."

## *Key Concepts Stated by La Pine's Citizens*

- *Small town feel is important but growth must be accommodated*
- *Citizens realize that the majority of homes in La Pine are single family dwellings on larger lots*
- *Citizens realize that not everyone can afford traditional single family homes on larger lots*
- *Citizens realize that infrastructure and utility costs will go up unless efficient land uses are planned for the long term*
- *Citizens expressed concern about infill development and how to manage new growth and denser housing over the planning period*
- *Control over land use decisions is critical for shaping La Pine, Zoning needs to be customized for La Pine as soon as possible*
- *People should be able to have many housing choices and La Pine needs to plan this carefully but respect current densities and determined how to reach a higher density in balance with other community objectives*
- *Respect for privacy and environment is a top reason why people live in La Pine*
- *Housing density must be appropriate and higher density projects address the Complete Neighborhood concept*
- *Higher density projects and infill development must consider transition and buffer areas from lower density uses*
- *Creative mixed use projects will help provide more housing choices*
- *Commercial areas need to serve a variety of areas throughout the community.*
- *Commercial areas will need to address mixed use concepts and Form Based Development techniques*
- *New Commercial designations will be needed throughout the community*
- *Currently, there are too many zoning designations; performance zoning is preferred to a rigid zoning system that reduces flexibility and economic development*
- *Industrial development and a focus on economic development is needed to provide La Pine with more jobs and overall stability*

**Conclusion:** *La Pine's citizens clearly want a bright future and are ready to take on the challenge of land use planning to accomplish these goals. It is important to note that a careful approach to increasing density and housing choices is a critical component to accomplishing the concepts stated above which are really livability goals and concepts. Thus, while this study shows there are ample acres to accomplish the needs of the development and growth needs of the community, it will be the design of those various zones that will determine if the community's desires have been met. In a nutshell, while the acres appear to be adequate now, the real test is whether lands will be utilized in an efficient manner while addressing the community's desire for livability.*

This document summarizes the Residential and Commercial/Industrial Buildable Land Inventory analysis for La Pine City Limits/ Urban Growth Boundary. Citizens felt it was essential to review commercial and industrial lands too given the emphasis upon the Complete Communities Concept. Additional Employment and economic data can be found in the La Pine Economic and Opportunities Analysis. This document addresses commercial/industrial lands as far as creating an inventory and forward looking approach given community livability standards.

This study addresses State Planning Goal 10, “To provide for the housing needs of citizens of the state.” Goal 10 and its administrative rules set out a process to estimate future housing needs and to analyze the supply and demand for residential land needed to accommodate future growth. Cities are required to provide a 20-year supply of residential and within their UGB at periodic review and legislative review, based on housing needs assessment.

This document also addresses Commercial/Industrial lands as far as creating a baseline inventory of existing uses. This is essential to provide context and a more holistic approach to buildable lands analysis. However, the primary focus of this document is to produce a housing needs analysis, an analysis of existing buildable land and a comparison of the supply of buildable residential land with forecasted housing demand.

The housing need analysis forecasts housing demand to 2029. The supply analysis is based on buildable land as of 2008. In reviewing the future needs for land and the current supply within the current city limits (assumed urban growth boundary), it has been determined that there is an adequate 20-year supply of buildable residential land.

The future land needs of a community are determined by comparing the existing supply of land with the expected demand. This chapter summarizes the methodology, assumptions, and results of La Pine’s Buildable Lands Inventory (BLI). The inventory of buildable lands includes residential, commercial and open space land inside the city limits which is proposed to serve as the urban growth boundary (UGB).

Buildable land includes both vacant land and developed land that is likely to be redeveloped, and excludes land that is determined unbuildable by federal, state or local regulations. The inventory is important for several reasons:

- It helps determine the quantity and quality of vacant lands,
- It helps identify how actual development patterns have been occurring, and
- It helps determine the capacity of the incorporated area to accommodate residential and job growth.

The City of La Pine has a variety of plan designations. The plan designations and associated zoning includes:

- Commercial: Intended to provide convenience goods, personal services, and commercial goods to support the local economy and provide tourist commercial services. Accessible to La Pine residents; Located on major street; should not be scattered, Not located on land with several development constraints; and avoid strip commercial development on Highway 97.
- Residential: Intended to provide a variety of housing opportunities to meet housing needs for the current and future residents of the community.
- Open Space Lands: Those lands not suited for development because of natural development constraints or publicly owned lands designated as open space.
- Public: Public and quasi-public land, including local, state and county parks and other city facilities.

## **Methodology**

The methodology and assumptions for the La Pine Buildable Lands Inventory were reviewed by the public, City Council, Technical Advisory Committee, and Planning Commission. It is anticipated that minor adjustments may occur via the final adoption process.

There are six general steps or tasks in the methodology protocol that serve as a guide to the analyses used to estimate the amount of buildable land in La Pine's incorporated area.

- Quantify the land uses, acreages, and zoning in the Deschutes County computer geographic information system (GIS)
- Determine gross vacant acres, including whole or partial tax lots for land within the city limits and outward ¼ mile
- Determine redevelopable, constrained, and unbuildable land
- Determine percentage of acres needed for public facilities, open spaces, etc. AKA Dedication Factor
- Determine residential infill potential
- Determine total vacant land and redevelopment land potential

## **Task 1**

### **Collect Data for Land Use and Zoning via Deschutes County GIS and other field methods.**

La Pine's geographic data, as well as the most recent land use data were plotted out and verified with assessor data and field-checking. The resource materials include extensive spreadsheets that identify each lot within the City and its associated data sets. These data sets include identification of the following real time factors:

- Tax Lot Number
- Real Market Land Value
- Real Market Improvement Value
- Assessed Value
- Subdivision Name/Subdivision Block Number/Subdivision Lot Number
- Situs Address/Year Built/ % value and life of improvements
- Acres of land
- Location in City of La Pine
- Location within ¼ mile of La Pine City Limits
- FEMA Status/FP/NWI/Wetland
- Public Property
- Zoning
- Building codes data
- Development Status/Development Type/Existing Housing/Units/Potential Units
- Total Future Housing Units
- Owner Names

Field checking helped verify the actual use of the property, the presence of unknown uses, open spaces, flood ways, resources uses, the location of private roads and public right-of-ways. Assessor data also included data sets on factor book codes to detail and identify site uses and tax structure analyses. Various mapping tools were used to visual the uses and how they were impacted by wildlife overlay zones, flood plains, proximity to lifestyle impediments such as railroad tracks, sewage treatment plants, industrial areas, and highways.

Updated Census data sets purchased from Claritas Inc. were useful in verifying demographic data and project growth areas. The State of Oregon Housing Model was studied and inputs were researched but given the new direction to not support the program at the State level it was determined that the essential elements of the program could still be achieved via other means and analysis. These issues are discussed in greater detail below.

The Technical and Citizen Advisory Committee also supported the creation of additional tasks to create the data:

- Analyze lands within City out to ¼ mile of City boundary
- Review Floodway, Flood plain, Wetlands, Other Goal 5,6,7, and 8 resources i.e. historic areas, fire zones, buffers, etc.
- Review School areas and expansion areas
- Review Utility areas- Sewage Treatment/Storm Water Retention/Power Plants and expansion areas/ communication facilities and expansion areas
- Review CCR's and Development Restrictions
- Examine Railroad easements and spur areas, ODOT projects, and Local projects
- Examine Park Lands /public or private/ and linkages and future areas
- Identify government Buildings and government facilities except for BLM
- Examine the need for buffer areas between incompatible uses (farm/forest)
- Examine areas that can't be served with public facilities
- Examine areas and structures with historic significance
- Examine areas that are fully eligible for development within the current City area
- Examine Areas that are generally eligible for re-development and can be classified as "Redevelopable" within the current zoning area

The proposed Comprehensive Plan map outlines where such uses can be accommodated to facilitate the complete neighborhood concept. This map will be refined during the final Plan adoption process and hearings.

## **Task 2**

### **Determine Gross Developed, Vacant, and Redevelopable Acreages.**

#### ***Vacant***

La Pine's vacant lands include all fully vacant tax lots as well as land uses that are assessor coded as agricultural, timber, or vacant unless utilized for public parks, public utilities and similar uses not likely to change over the next 20 years. Redevelopable lands may contain structures with very low assessed values and significant age factors that support redevelopment. Partially developed or vacant tax lots usually have improvements but also have enough undeveloped land to accommodate additional development.

#### ***Redevelopable***

Redevelopable Lands include such features as:

- Those lands containing dilapidated structures that are non-habitable
- Those lands with structures that have a 40-50% life or less, (via Co. Tax Assessor data/depreciation schedule), are considered redevelopable
- Those lands that have structures *without* suitable foundations are considered redevelopable unless on "historic" list or register
- Those lands that have adequate space for additional units per zone or future zone. Residentially zoned property with a home, 1 acre in size or greater, with current

septic sewer will be considered as potentially redevelopable. 1/2 acre lots with community sewer service, not on septic, are redevelopable.

- All industrial and commercial properties are redevelopable if they contain structures older than 30 years.

**Residential Land:** In some cases, partially vacant lots were field-checked to determine the extent and location of the residential improvements. Assumptions about future redevelopment of large lots and undeveloped portions of lots were then added to the gross vacant acreage.

**Commercial/Industrial:** Partially vacant lots were field-checked to determine what, if any, portion of the tax lot should be assigned a vacant use code. All improvements such as landscaped and paved areas were considered developed.

## Land Development Status Data

### Total land mass within the City limits of La Pine

4480.00 Acres

### General Non-Developable Acres - ROW, Floodways, Open Spaces, etc.

57.20 Acres

### Residential, No Mixed- use – Traditional Homes >90% of total # homes

Residential - Improved *No reasonable redevelopment for 20 yrs.* (49.1 Acres)  
Residential - Improved, Redevelopable *over the next 20 yrs* (59.6 Acres)  
Residential - Vacant, Redevelopable *over the next 20 yrs* (586.9 Acres)  
Residential - Vacant (22.6 Acres)

#### Residential Exception Areas

Exception Area - Improved *No reasonable redevelopment for 20 yrs.* (123.5 Acres)  
Exception Area - Improved, Redevelopable (340.1 Acres)  
Exception Area - Vacant, Redevelopable (190.1 Acres)  
Exception Area - Vacant (194.0 Acres)

**Total Residential Developed = 49.1 + 123.5 acres or 172.6 acres**

**Total Residential Vacant/Redevelopable= 1,393.30 acres less dedication factor<sup>1</sup> of 35% = 905.65 acres**

<sup>1</sup> **Dedication Factor** means the amount of land dedicated for ROW, landscaping, parks, storm drainage, public purposes, art, street improvements, etc.

**Commercial Mixed-Use with Traditional Homes >90% of total # homes**

Commercial/Residential - Improved (0.3 Acres)  
Commercial/Residential - Improved, Redevelopable (47.3 Acres)  
Commercial/Residential - Vacant, Redevelopable (48.5 Acres)  
Commercial/Residential - Vacant (3.8 Acres)

**Total Commercial Mixed-Use Developed = .3 acres**  
**Total Commercial Mixed-use Vacant/Redevelopable = 99.6 acres less dedication factor of 25% = 74.70 acres**

**Traditional Commercial**

Commercial Improved (138.6 Acres)  
Commercial Improved, Redevelopable (55.2 Acres)  
Commercial - Vacant (66.5 Acres)

**Total Commercial Developed = 138.6 acres**  
**Total Commercial Vacant/Redevelopable = 121.70 acres less dedication factor of 15% = 103.44 acres**

**Traditional Industrial**

Industrial - Improved (248.5 Acres)  
Industrial - Improved, Redevelopable (5.0 Acres)  
Industrial - Vacant (296.1 Acres)

**Total Industrial Developed = 248.5 acres**  
**Total Industrial Vacant/Redevelopable = 301.10 acres less dedication factor of 10% = 270.90 acres**

**Resources Lands – EFU, FOREST, OSC.**

Resource Land - Improved or used for parks etc. (719.4 Acres)  
Resource Land - Vacant (305.86 Acres)? Check this with Berg

**Total Resource Land Developed/Preserved = 719.40 acres**  
**Total Resource Land Vacant = 305.86 approx. acres less dedication factor of 40% = 183 acres**

The dedication factor of 40% is based upon the following features unique to La Pine. These include:

- The City of La Pine does not have a complete grid, which means that new development will likely need to contribute a significant number of lands to new roads and storm drainage elements.
- The City of La Pine citizens desire to retain the natural characteristics of the land as much as possible. This means preservation of various stands of trees, landscape areas, buffer areas and other open spaces that connect to existing parks and natural areas may be required to be dedicated or preserved at the time of development.
- The City of La Pine is committed to developing a complete and sustainable community with access to alternate modes of travel such as sidewalks, trails, bus stops, and other methods of encouraging alternatives to single occupant vehicle travel. This means that at the time of development land may be required to be dedicated to alternate mode use.
- The City of La Pine is committed to compatible energy conservation and production in the form of solar cell usage, biomass, hydro, and other forms of energy production including energy conservation. This means that at the time of development land may be required to be dedicated for such uses. Because energy and support system analysis may show that La Pine is not currently sustainable, additional lands may need to be reserved for future development of energy and support systems.
- In addition to the above features, La Pine recognizes that some lands may be used for phased or transitional uses. La Pine contains a large number of vacant lands that are used for forest uses or labeled for forest use. These lands are also within the UGB and are intended to be urbanized over time. Until these lands are fully urbanized, they may be candidate properties for transitional uses and energy production. Thus, lands that are held for sewer expansions that may not occur for 30 years could be used for solar arrays, etc. A good example of this is the BLM lands just east and north of the current sewer treatment plant. In this situation, the BLM is intending to dedicate over 300 acres of land to the local jurisdiction for sewer treatment and/or compatible energy production uses. While, the sewer treatment plant will not likely need all of the acres for the plant, the location is a good place for solar arrays. This area is treed and serves to provide fuels for future biomass plants. This example portrays how lands within La Pine may be preserved for other uses until fully needed for vertical urban developments.
- Other transitional uses include recognition that lands in the northern and eastern parts of the City serve as a buffer protection for the City from wildfires. The eastern area of the community, in particular, has been identified as an area that must be managed to keep wildfires from reaching the city limits.

### **Summary of Gross Vacant/Redevelopable Acreages**

<b>Residential</b>	<b>= 1393.30</b>
<b>Commercial/Mixed Use</b>	<b>= 99.60</b>
<b>Traditional Commercial</b>	<b>= 121.70</b>
<b>Industrial</b>	<b>= 301.10</b>
<b>Resource Lands (convertible to urban uses)</b>	<b>= <u>305.86</u></b>
	<b>2221.56 acres</b>

**Summary of Net Vacant/Redevelopable Acreages**

<b>Residential</b>	<b>= 905.67</b>
<b>Commercial/Mixed Use</b>	<b>= 74.70</b>
<b>Traditional Commercial</b>	<b>= 103.44</b>
<b>Industrial</b>	<b>= 270.90</b>
<b>Resource Lands (convertible to urban uses)</b>	<b>= <u>183.00</u></b>
	<b>1537.71 acres</b>

**The Gross Vacant/Redevelopable Acreages  
represent 49.59% of all land within La Pine.**

**From the above data, it can be determined that:**

- ***Over 58% of La Pine’s net vacant acres can be planned for a variety of residential uses.***
- ***Over 29% of La Pine’s net vacant acres can be planned for economic uses when all commercial and industrial net vacant acres are combined.***
- ***Over 6% of La Pine’s net vacant acres include Resource Lands that can be converted to urban uses as needed, where large lot industrial parcels are the priority.***

**Task 3**

**Determine Unbuildable and Constrained Lands.**

The approach taken to determine which lands are unbuildable outright, constrained, and potentially redevelopable was straightforward as described above. The lands that are determined to be unbuildable are subtracted from the inventory. The constrained lands are dealt with on a case by case basis using the screening factors described earlier in this report.

- The topography of La Pine is generally flat thus reducing a need to eliminate properties based on slope factors.
- The age and construction of various structures permitted redevelopment assumptions to be made in a logical fashion using Deschutes County Assessor/Appraiser data.

- The numbers of small lots, generally thought to be unbuildable alone, were minimal and thus, calculated together with other developable lands given the potential for lot consolidation potential and compact design techniques.

At this time, only 57 acres out of the total of La Pine's land inventory were determined to be unbuildable for reasons related to ROW, wetland, floodway, etc. Managed open spaces were captured as developed lands; this may change as BLM and Forest lands are urbanized.

### **Constrained Lands**

Development of constrained land could affect the building cost, density, or other site-specific development factors. State policy gives jurisdictions the right to decide what is unbuildable based on local development policies. Even though some base level screening revealed 57 acres of obvious constrained lands, La Pine has yet to determine what policies are needed to permit development on other lands that could be considered constrained such as:

- Flood Plain Areas *outside of the floodway*
- Hazard Areas
- Riparian Areas including sensitive lands that support riparian areas
- Delineated Wetlands from Local Wetland Inventory
- Historic Areas and properties
- Areas that are not yet served with community sewer and water
- Lands needed for buffer areas for wildlife and wildfire interface
- Other hazard areas that would not logically permit urbanization or redevelopment

Thus, the screening tools used in determining vacant, developed or redevelopable included the flood way and ROW, but did not reduce the total number of acres by the *potentially* constrained lands listed above. This is logical, as La Pine will soon embark upon a more detailed review of zoning and implementation of other development restrictions when it creates its development ordinances. For now, and for the purposes of this study it was not prudent to guess about those future decisions in this study. Moreover, the flood plain<sup>2</sup> and wetlands are limited within the city limits and are currently regulated by various development standards that permit various levels of development. The other areas listed above are managed either by other local or State laws or not at all.

**Availability of Services:** A significant number of homes in La Pine do not have connection to community sewer and water systems. However, large portions of La Pine are served by community sewer and water service. The La Pine Sewer and Water District provides services and is planning on future expansion to serve all of La Pine's

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<sup>2</sup> The Flood Insurance Rate Map designates areas subject to a 1% or 100-year flood. Current regulations manage development in the floodplain through adoption by reference the most recent Flood Insurance Rate Maps. Development in the flood hazard areas identified on FEMA maps must meet the requirements of floor elevation, anchoring, construction materials and methods, and utilities.

citizens over the planning period. Because of this the primary residential areas on septic were not consider constrained for the planning period of 20 years.

#### **Task 4**

#### **Determine Percentage of Acres Needed for Public Facilities, Open Space, and other Development Accommodations**

When development occurs, a portion of the undeveloped parcel will be needed for roads, rights-of-way, trails, open space, storm water retention, public plazas, and other public or semi-public facilities.

➤ **Residential Land:** In general, there are more public facilities, such as the need for new roads<sup>3</sup>, trails, schools sites, churches, parks, and other public land uses, storm management, landscape preservation, associated with residential land than commercial land. Because of these factors and because La Pine is a new city with many urban needs that have yet to be addressed the vacant and redevelopable parcels had a dedication factor of 35% applied to them.

***Approximately 487.56 acres were removed from the gross vacant buildable acreages to account for public facilities and non-residential uses on residential land.***

➤ **Commercial Mixed Use Land:** While there are fewer public facilities associated with commercial Mixed Use lands compared with residential land, there needs to be some accommodation for roadways and other facilities to support the mix of uses and residential needs. Because the mix of uses is generally compact development and a more efficient use of the land vacant and redevelopable parcels a dedication factor of 25% applied to them. The proposed Comprehensive Plan map outlines where such uses can be accommodated to facilitate the complete neighborhood concept. This map will be refined during the final Plan adoption process and hearings.

***Approximately 24.9 acres were removed from gross vacant buildable acreages for public facilities and supportive uses on commercial mixed use lands.***

➤ **Traditional Commercial:** Similar to commercial mixed use lands, there are typically fewer public facilities associated with traditional commercial lands compared with residential land, there needs to be some accommodation for roadways and other facilities to support the mix of uses and residential needs. Because traditional commercial lands are in or near the city core and due to compact development resulting in a more efficient use of the land, vacant and redevelopable parcels a dedication factor of 15% applied to them. The proposed Comprehensive Plan map outlines where such uses

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<sup>3</sup> Many of La Pine's existing large lot neighborhoods do not have a proper grid of streets which redevelopment will need to correct. Vacant residential lands naturally will require a traditional grid of street and trails connections.

can be accommodated to facilitate the complete neighborhood concept. This map will be refined during the final Plan adoption process and hearings.

***Approximately 16.90 acres were removed from gross vacant buildable acreages for public facilities and supportive uses on traditional commercial lands.***

➤ ***Traditional Industrial:*** Industrial lands in La Pine are generally located in one area and need the greatest flexibility with regard to land use restrictions. The location of the area lends itself to a shared roadway system and reduced need for buffers and facilities that attract the general public. Although employee facilities will be provided it is not necessary to reduce the overall amount industrial lands by a large percentage to service public needs. Thus, a dedication factor of 10% was applied to vacant and redevelopable parcels.

***Approximately 30.20 acres were removed from gross vacant buildable and redevelopable industrial lands***

➤ ***Resource Lands:*** The recent incorporation of La Pine took in a variety of resource lands. These lands are either currently under cultivation, forest lands, used for the community sewer treatment facility, or open spaces. The sewer treatment facility will need expansion area and other resource lands (OSC lands) will be needed for large recreational/tourist service open spaces. The remainder will likely be incorporated into adjoining zones and to be used to supplement the complete neighborhood concepts and buffer areas on the east side of the community serving as wildfire buffer areas.

Larger amounts of land will needed to support a variety of non-development uses. Thus a dedication factor of 40% is deemed appropriate. The proposed Comprehensive Plan map outlines where such uses can be accommodated to facilitate the complete neighborhood concept. This map will be refined during the final Plan adoption process and hearings.

***Approximately 123.00 acres were removed from gross vacant buildable acreages for opens paces, landscape preservation, buffers, public facilities and supportive uses on current resource lands.***

In total, 682 acres were subtracted from the inventory to account for public facilities and nonresidential uses or 15% of the total land area of La Pine, not including existing parks and planned open spaces.

## **Task 5**

### **Determine Residential Infill Potential on Existing Lots**

Residential infill can occur when a lot with a single-family residence may be large enough to divide, creating one or more new lots. This second process is called a partition if three or fewer lots are created out of the original lot; a subdivision if four or more lots are created. This analysis focuses on infill occurring through the land division process.

To determine the potential for infill, the number of lots on which partitioning or subdividing could occur were identified from the land inventory data sets. The minimum lot size for single-family residences in La Pine will vary depending upon sewer service or septic requirements. Overall there were 360 lots that could be subdivided to support additional family units. To develop an assumption as to how many infill lots will be created in the 20 year period, partition activity was reviewed between 2000 and 2008. During that period, there were 26 approved partitions on residential tax lots an acre or more in size. These partitions created 56 new lots. There was an average of 7 new lots created per year. If this historical trend were projected into the future, there would be approximately 140 additional buildable lots created through the infill process in the coming 20 years.

***For this buildable land analysis, it is assumed that 140 additional lots will be created in the coming 20 years.***

## **Task 6**

### **Determine Total Vacant Land and Redevelopable Land Potential**

Vacant lands and redevelopable lands have been determined to be where new growth can be accommodated. Generally for redevelopable land, these include lands upon which development has already occurred but due to market forces or city policies, there is a strong likelihood that the existing development will be converted to, or replaced by, a new or more intensive use. Redevelopment can occur if improvements, renovation, infill, or development of a more intensive use are feasible options. The concept behind redevelopment is that it would add jobs or housing in an area that is already developed. For example, an older residence could be removed or converted to newer housing units or a warehouse could be converted to an office building. The residential units or office jobs would be added without development of vacant lots. The number of office jobs would be greater than the jobs provided by the warehouse. Another example is a dilapidated house on a corner lot that is torn down and replaced by a duplex. Through redevelopment, an additional dwelling unit is added without requiring additional vacant land. Property that is identified as having redevelopment potential, and is likely to be redeveloped, can be added to the inventory as buildable land. Please note that we are examining redevelopment *potential*. The methodology identifies the quantity of redevelopment potential. It does not identify any specific properties, nor *require* redevelopment on any particular property.

**Residential:** From the data listed above, we can see that there are 905.67 acres of vacant or redevelopable residential lands and about 40 acres of commercial mixed use that can be devoted to residential uses for a total of 945.67 acres of available residentially zoned lands that can be used to accommodate future housing needs.

- Based upon the current population projection La Pine has 1661 persons as of 2009 with an expected population of 2566 person in 2029.
- La Pine must plan to accommodate 905 people over the planning period.

- The current average housing density of La Pine averages between 2.30-2.4 person per household. The goal of the proposed Comprehensive Plan is to project an increase of 3.0 persons per household by the year 2029. If La Pine needs to plan for an additional 905 persons over the planning period and if the 3.0 persons per household figure is used, then La Pine must plan for 301 new homes/housing units during the planning period. As a quick comparison, if 301 units were provided 1 acre per unit then 301 acres of residential land would be needed to accommodate the growth expected over the 20-year planning period. As noted above, 945.67 residential acres are available within the current city limits of La Pine. There is a surplus of 644.67 acres of residential land within the City limits of La Pine if it assumed the City was only planning for every new home to have 1 acre of land apiece. Since La Pine intends to plan for a variety of housing types where typically less land is needed for higher density homes and where sewer service is intended to serve the new units, then it is clear that La Pine has more than adequate reserves of developable residential lands.

### **Projected Housing Needs**

To project future housing demand, it is necessary to project the demand for a forecasted population. As noted above the 2009 population have been estimated at 1661 people and projected to 2556 in 2029. This means 905 people or 301 housing units with 3.0 persons per unit, excluding vacancy rates, need to be accommodated within the City limits, if possible. The brief analysis above shows that La Pine has more than adequate lands within its City limits to accommodate the population projection. But, what type of housing demand occurs today? In this study, housing demand was projected by reviewing and making assumptions about the trends in population, average household size, group quarter population, structure type mix, and household income.

The predominant housing type recently constructed in La Pine is the single family detached house and then the manufactured home on individual lots. La Pine has very few existing multi-family housing units, although a new, subsidized multifamily housing project is underway..

The housing needs analysis is a relatively complex task. The complexity of determining housing needs comes from consideration of current public desires for livability, past trends, projecting these trends into the future, and then trying to predict housing needs for La Pine's future population. The following four steps outline the process:

- Project the number of new housing units needed in the next 20 years
- Project the housing mix needed in the next twenty years
- Estimate the number of additional housing units needed by type
- Estimate the expected net density

#### **STEP 1 Project the number of new housing units needed in the next 20 years.**

The population projections for 2029 were described earlier in this chapter. The methodology for converting population to housing units is described below.

### ***Number of Households***

To determine the number of households requiring individual housing in 2029, the projected average person per household must be determined. Group quarters were excluded as there is no evidence that these exist in La Pine today. For future years, it was assumed that some senior housing, medical treatment, jails, and home shelters would be developed within the City limits.

### ***Average Household Size***

Average household size has been declining both nationally and locally over the past 30 years. However, with the current economic crisis, multiple family households on the rise, and the desire to raise families in small communities it is expected that La Pine's current household size that currently ranges from 2.30 to 2.60 persons per household, on average, could likely fluctuate to 3.0 people per household. Census data indicates the average household size in La Pine has followed the national and local trends but the data is essentially too dated to be fully relied upon. La Pine intends on revising its data once the 2010 Census data is released. As a comparison, even if the average household size was determined to be a low 2.0 persons per household, the current vacant and redevelopable land inventory is still more than adequate to accommodate this unlikely housing land need scenario.

### ***Number and Types of Housing Units***

To estimate the occupied housing units for 2029, population in households is divided by the average household size. Determining the number of housing units needed in 2029, requires assumptions about vacancy rates. Based on 2000 Census adjusted data, the vacancy rate for occupied units was 5 percent (or a 95 percent occupancy rate). The significant number of vacation units is taken into consideration here as the vacancy rate of 5% only applies to non-vacation units. By comparison, Bend currently has a 15% vacancy rate for residential units per EDCO staffer Roger Lee. La Pine's current vacancy rate is probably close to 8-10%, which is relatively healthy and provides choices for the local population given the current economic conditions.

### **STEP 2 Project the housing mix needed in the twenty years.**

The best indicators of housing needs are household characteristics such as income, household size, age of head of household and household types. These factors are important because certain household types tend to choose certain housing types. The changing composition of households will affect the demand for the quantity, type, and cost of housing. For example, households with young heads of household tend to be apartment renters. Households with older heads of household and higher incomes tend to own single-family houses. La Pine, as noted above, is a "Severely Distressed" community where incomes are low and housing costs a large percentage of the total monthly expenses.

While the population base is broad and includes a variety of household types, there are too few housing choices available. Single-family homes dominate with an astounding

97% of the total. The current economic crisis has illuminated the need for alternatives to single-family housing especially as families are forced to leave single-family homes they can no longer afford. Multiple-family housing choices and subsidized housing are limited in La Pine. Thus, La Pine needs to plan for and provide a wider range of housing types to address the changing needs of the community and to encourage sustainability and to meet the Complete Community objectives advocated by the Comprehensive Plan.

### ***Current Housing Mix***

The total number of housing units in La Pine is approximately 904 housing units. Of this, the predominant housing type in La Pine is single family detached, 871 units. These also include manufactured homes on individual lots. There are 21 existing duplexes, 3 existing fourplexes, and one new multi-family complex is under construction as of 2009. It is assumed that the demand for traditional single-family housing will remain relatively strong over the planning period given the rural nature of La Pine and the current base of existing single-family homes. However, La Pine will need to plan for a mix of housing choices over the 20-year planning period.

**The current housing mix is 97% single family detached and 3% attached  
La Pine does not have a broad spectrum of housing choices for residents to choose from. The Plan must provide more housing opportunities to correct this situation.**

The largest percentage of householders are age 65 and older – 32%. Those less than 34 years of age make up less than 13% of householders. However, this trend will change as La Pine improves its economic base and implements the complete community concepts which tend to attract younger families.

### ***Proposed Housing Mix***

While a city with 97% of its housing in single-family dwellings is not desirable, there are various factors to take into consideration.

- La Pine is recently incorporated after having a long history as a recreational community – predominant use of single family homes and vacation homes is not unusual
- La Pine has not yet adopted a Comprehensive Plan and implementing ordinances for zoning, etc.
- The relative size of La Pine is small and is not expected to exceed 2566 persons over the next 20 years, thus, change will be slow.
- A focus on complete neighborhood concepts will introduce change at a pace the community can accept
- The long term goal for La Pine's housing split is 60/40; 60 % single- family and 40% attached dwellings Note: it will likely take much longer than the 20 year planning period to achieve this goal given the current number of new attached dwellings. A pragmatic approach that includes strong incentives and flexibility in zoning to encourage developers to invest in attached housing.

- The anticipated growth rate is 2.2 percent average annual growth rate. The Coordinated Deschutes County Population forecast excerpt is shown below. This chart will be formatted after DLCDC adoption of the County data.
- The average of attached housing over the past 20 years is 1.65 units per year.

**La Pine 2009-2029 Methodology** – The following table documents a 2.2% average annual growth rate for the City of La Pine.

YEAR	POPULATION	AVG. ANNUAL GROWTH RATE
<b>Incorporation Nov. 7, 2006</b>	1,585	
2007	1,590	
2008	1,625	
2009	1,661	
<b>2010</b>	1,697	
2011	1,735	2.20
2012	1,773	
2013	1,812	
2014	1,852	
<b>2015</b>	1,892	
2016	1,934	2.20
2017	1,977	
2018	2,020	
2019	2,064	
<b>2020</b>	2,110	
2021	2,156	2.20
2022	2,204	
2023	2,252	
2024	2,302	
<b>2025</b>	2,352	
2026	2,404	2.20
2027	2,457	
2028	2,511	
<b>2029</b>	2,566	

**STEP 3 Estimate the number of additional housing units needed by type.**

Assuming La Pine can encourage greater investment and development of attached housing units it will take many years to improve the housing ratio and begin to approach the desired 60/40 split. In La Pine’s case, there is adequate residential land throughout the community to support attached housing land needs given the predicted population and resultant single-family land need example described above. It will be incumbent upon the community to adopt zoning ordinances that support greater numbers of attached units in appropriate areas of the community. The Complete Communities concept supports a range of housing units in each complete neighborhood. All categories of housing from group homes, duplexes, triplexes, fourplexes, townhomes, apartments, and mixed-use housing are needed within the community. It is likely that new jobs will be commensurate with greater housing choices given the labor pool and variety in wage types. The following chart describes the types and associated demographic market.

Overall Needed Housing Types by Category and Demographic Market

Unit size                      Lot size/density                      Demographic/market

<b>Large lot single family</b>	2,000 to 3,000 sf. 3-4 bedrooms 2-3 bath	6,000 sf to 10,000 sf	Families Move-up buyers
<b>Small lot single family</b>	1,500 to 2,500 sf 3-4 bedrooms 2-3 baths	3,000 sf to 5,000 sf	Families First-time buyers Move-down buyers Empty-nesters Retirees
<b>Townhouse, duplex, triplex</b>	1,000 to 2,000 sf 2-3 bedrooms 2 baths	2,000 to 4,000 sf	First-time buyers Move-down buyers Empty-nesters Singles
<b>Cottage cluster</b>	600 to 1,200 sf 1-2 bedrooms 1-2 baths	1,200 sf to 5,000 sf	Singles Couples Empty-nesters Retirees Move-down buyers
<b>6-pack/8-pack condominium (Units on single floor, direct-entry parking)</b>	1,000 to 1,500 sf 2-3 bedrooms 2 baths	15 to 25 du/acre net	First-time buyers Move-down buyers Empty-nesters Retirees
<b>Garden-style condominium (walk-up, surface parking)</b>	700 to 1,500 sf 1-3 bedroom 1-3 bath	15 to 25 du/acre	First-time buyers Singles Couples Moderate income families
<b>Mid-rise condominium (stacked flat, underground)</b>			

parking)

500 to 1000 sf  
Studio – 2 bedroom  
1-2 bath

50 to 100 du/acre

Singles  
Couples  
Young professional

#### **STEP 4 Estimate the expected net density and units per acre.**

As described above, La Pine’s household size fluctuates between 2.3-2.8 persons per household. Given the above factors and the community emphasis on family wage jobs and greater economic development community-wide a larger household size of 3.0 is predicted by the year 2029, which is in contrast to the Census 2000 predictions. However, the current economic factors and the fact that La Pine seeks to promote and encourage development of attractively priced employment lands, looking ahead to a change in local demographics is warranted. The community goal of 3 units per acre overall at the end of the planning period is a lofty goal but results in a larger population figure than what has been proposed – about 2837 persons versus the coordinated population projection of 2566 persons by the year 2029.

### **Questions and Answers Snapshot - Comparison of Supply and Demand**

**Question:** Is the existing supply of buildable land in La Pine sufficient to meet the expected demand?

**Answer:** Yes

**Question:** To determine if there is enough land within the UGB, buildable and infill land must be compared with the future needed housing units forecasted for 2029. Has this been done and is there adequate supplies of buildable and infill land?

**Answer:** Yes, existing vacant residential land and redevelopable lands combined with the reserve of Resource lands (yet to be converted to urban uses) provide a surplus of developable land for development.

**Question:** Based on the projected demand and need for housing by type, and the expected net densities by type, how many acres of land are needed to address demand over the next 20 years?

**Answer:** Approximately 945.67 acres of residential land are available to meet the demand for housing over the next 20 years, all within the current City limits. Only 301 acres are needed to supply demand at the current housing ratio.

**Question:** Based upon the inventory work of all land within the City limits of La Pine are there any land use categories that are deficient and would necessitate a larger city boundary?

**Answer:** There is a surplus of land within the City for residential and commercial lands. Lands needed for future Commercial uses may need to be rezoned and/or re-distributed throughout the community to address complete community concepts, etc. However, it appears that careful attention is needed for the management of recreational/open space lands and large industrial land inventories. Some recreational uses such as the need for La Pine's rodeo and the potential for large industrial development could require additional lands beyond what the current city limits provides.

**Conclusion:** This document summarizes the Residential and Commercial/Industrial Buildable Land Inventory analysis for La Pine. It primarily addresses State Planning Goal 10, "To provide for the housing needs of citizens of the state." Goal 10 and its administrative rules set out a process to estimate future housing needs and to analyze the supply and demand for residential land needed to accommodate future growth. Cities are required to provide a 20 year supply of residential and within their UGB at periodic review and legislative review, based on housing needs assessment. Citizens felt it was essential to review commercial and industrial lands too given the emphasis upon the Complete Communities Concept. Additional Employment and Economic data can be found in the La Pine Economic and Opportunities Analysis, which addresses Goal 9.

This document addresses commercial/industrial lands as far as creating an inventory and forward looking approach given community livability standards. The focus of this document contains a housing needs analysis, an analysis of existing buildable land and a comparison of the supply of buildable residential land with forecasted housing demand. The housing need analysis forecasts housing demand to 2029. The supply analysis is based on buildable land as of 2008. In reviewing the future needs for land and the current supply within the current city limits, it has been determined that there is an adequate 20-year supply of buildable residential land.

### **Commercial/Industrial Lands:**

#### **Commercial**

In La Pine, the net commercial lands, that are either vacant or have redevelopment potential, total 163.44 acres. Various factors were used to determine redevelopment potential and included age of structure, improvements value, and the percent good factor used by the Deschutes County Assessor. However, the location and size of these commercial lands is not always conducive to the Complete Community/Complete Neighborhood Concepts advocated here and in the Plan. Commercial land needs are directly tied to the complete neighborhood concepts and traditional commercial center development necessary to accommodate citizen's desire for additional community shopping and service needs. Thus, new commercial areas will be needed in places that better support the Plan's desired concepts and this may require rezoning to accomplish

the goal. This means that over time an excess inventory of commercial lands may occur. The proposed Comprehensive Plan map outlines where new commercial and mixed-use are proposed to facilitate the complete neighborhood concept. This map will be refined during the final Plan adoption process and hearings. Overall, there is a need for an additional 50 acres of commercial mixed-use areas to support the neighborhood concepts. Through rezoning and other land use overlay methods the needed commercial land can be accommodated within the current City limit boundary.

### Industrial

The net Industrial lands in La Pine, that are vacant and redevelopable, total 270.90 acres. These lands are those that are currently zoned for industrial use and located together in the SE section of the city away from most of the primary residential areas. The same factors used above for commercial lands were used to determine vacant or redevelopable industrial lands. At this time, it appears that there is an adequate amount of industrial lands to support a variety of uses, including large lot developments by lot assemblage. Lands proposed for industrial uses in the Wickiup Junction area will also support light industrial uses and avoid cutting up the SE industrial area. The Wickiup Junction area is oddly shaped and may not be suitable for a large lot industrial user. If several large industrial users were to absorb the SE lands, or the Resource Lands (the Forest/BLM lands south of Rosland Road) within the City are not ready for industrial use, then a boundary expansion may be warranted. However, the Plan requires regular updating and maintenance of land inventories to forestall any shortages.

**Recreational Lands/Open Spaces:** It appears that La Pine has an abundance of open spaces and natural areas mainly because the community is new and includes a large percentage of undeveloped land and public lands. With the Little Deschutes on the west edge of the community and vast amounts of Forest land and the sewer treatment plant on the east it is easy to assume that all recreational and open space needs of the community have been met – but this is not so. Additional planning efforts will need to be made to preserve and incorporate open space and recreational areas into new urban developments. Zoning ordinances to support this, and the Complete Community concept, will be needed before open space opportunities are lost. The La Pine Parks and Recreation District continues to manage and expand upon its over 60 acres of open spaces and recreational areas. Other open spaces and private parks will likely be developed within new site plans and proposed new uses within the City. Required landscaping areas and public facilities like schools will also contribute to the total number of open spaces located throughout the community. Even so, the community lacks connecting linkages to these resources. Today, existing publicly owned/improved open spaces/parks designated for public use account for less than 100 acres<sup>4</sup> in the community or 2.2% of the total land area of the community. Public sentiment and citizen comments reveal that this number is too low and that much of La Pine's beauty could be easily lost as BLM/Forest lands get sold or private river properties change ownership. Citizens are also concerned that greater efforts need to be made to accommodate Deer and Elk migrations through the community. Traditional native animal corridors should be analyzed before development approvals are granted. Thus, it essential to actively manage needed recreational and open

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<sup>4</sup> Does not include Forest lands or those lands designated Forest use.

space needs throughout the 20 year planning period. While many of the community's needs for open space and recreation can be accommodated within the City given the large vacant acreages it may be necessary to expand the City limits/UGB to accommodate special needs or access to BLM land transfers. At this time the City is aware of two key needs: land for the La Pine Rodeo and land for the future sewer treatment plant expansion.

### **UGB Boundary Issues**

The current City limits provides an adequate supply of residential and economic lands, except for the forward looking exceptions described above related to recreational/open spaces and the potential for larger industrial acreages. Citizens have requested consistent jurisdiction and policy decisions for all lands within the City limits. Thus, it is prudent to use the existing City limits as the proposed UGB and rely upon regular land inventory updates to manage the 20-year supply of land uses. Should adjustments need to be made to expand the UGB/City Limits then the appropriate steps should be taken at the time they are warranted.

# DMC Consulting Services LLC

*land use planning*

*project management*

*strategic analysis*

Date: July 29, 2009

To: Larry French, Grant Administrative Specialist  
DLCD – Salem Office  
635 Capitol Street, NE Suite 150  
Salem, Oregon 97301-2540

Hand delivered to Mark Radabaugh July 30, 2009

From: City of La Pine  
Deborah McMahon, Project Consultant for the City of La Pine  
Mailing address: 51340 Hwy 97 POB 3055 La Pine, Oregon 97739  
Email: [dlts55@yahoo.com](mailto:dlts55@yahoo.com) Phone: 1.541.480-3266

Re: **TA-R-09-198 – La Pine Comprehensive Plan Project**  
**Report submittal for final billing - \$90,000.00 Payment from DLCD**  
**Grant to the City of La Pine**

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**Note:**

*Please attach this CD to the previous collection of CD's sent earlier in May 2009.*

**All tasks have been completed per grant requirements as previously discussed and noted.**

This concludes the required Final Products and project tasks for final payment pursuant to terms of the grant and the scope of work. If you have any questions, do not hesitate to email or call me at 541.480.3266. Your assistance, as well as the assistance of Mark Radabaugh, DLCD representative, has been instrumental to the success of this grant to produce La Pine's first Comprehensive Plan - thank you!

Sincerely,

Deborah McMahon  
Contractor for the City of La Pine  
Cc: City of La Pine – Comprehensive Plan Grant File  
Mark Radabaugh, DLCD Representative

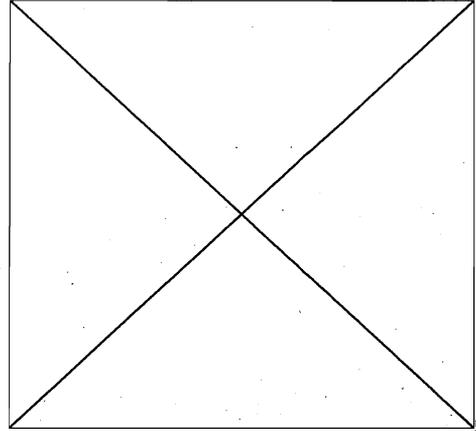
## Unemployment Rates

SEASONALLY ADJUSTED

	Jun 2009	May 2009	Jun 2008
<b>Oregon</b>	12.2%	12.2%	5.9%
<b>Bend MSA (Deschutes County)</b>	15.8%	16.4%	7.3%
<b>Crook County</b>	22.6%	20.5%	8.8%
<b>Jefferson County</b>	15.5%	16.2%	9.5%

[View All Areas](#)

Source: Oregon Employment Department

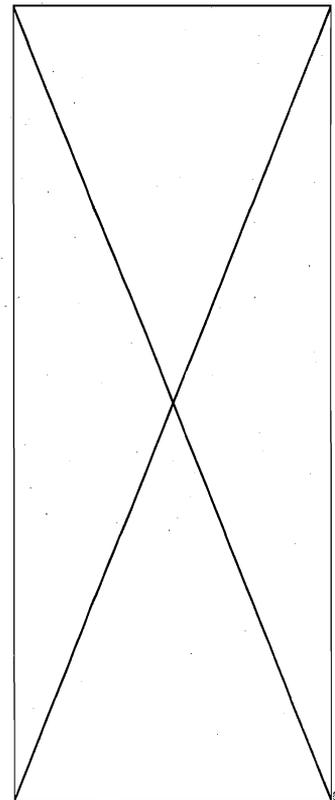


[View Other Areas](#)

## Employment and Wages by Industry - Region 10

2008 COVERED EMPLOYMENT AND WAGES

	Firms	Empl.	Payroll
<b>TOTAL</b>	7,934	79,227	\$2,750,466,971
Natural Resources & Mining	158	1,156	\$36,033,221
Construction	1,453	6,154	\$239,617,135
Manufacturing	381	7,190	\$269,632,365
Trade, Transportation & Utilities	1,441	15,710	\$506,830,143
Information	157	1,671	\$91,292,295
Financial Activities	852	3,982	\$171,707,884
Professional & Business Services	1,124	7,745	\$272,374,355
Education & Health Services	671	9,879	\$424,106,631
Leisure & Hospitality	696	11,158	\$184,495,892
Other Services	642	2,699	\$66,423,456
Private Non-Classified	49	35	\$1,125,226
Government	311	11,852	\$486,736,368



Source: Oregon Employment Department

## Deschutes County 2008 Covered Employment and Wages Summary Report

NAICS	Industry	Ownership	Units	Emplymt	Payroll	Avg Pay
-	<u>Total All Ownerships</u>	All	6,834	66,526	\$2,329,955,816	\$35,023
-	<u>Total Private Coverage</u>	Private	6,626	58,314	\$1,983,533,811	\$34,015
-	<u>Natural Resources &amp; Mining</u>	Private	77	615	\$21,250,092	\$34,553
111	<u>Crop production</u>	Private	13	(c)	(c)	(c)
112	<u>Animal production</u>	Private	17	103	\$3,569,137	\$34,652
113	<u>Forestry and logging</u>	Private	9	94	\$4,024,756	\$42,817
114	<u>Fishing, hunting and trapping</u>	Private	1	(c)	(c)	(c)
115	<u>Agriculture and forestry support activity</u>	Private	28	273	\$9,200,779	\$33,702
211	<u>Oil and gas extraction</u>	Private	1	(c)	(c)	(c)
212	<u>Mining, except oil and gas</u>	Private	7	(c)	(c)	(c)
-	<u>Construction</u>	Private	1,299	5,681	\$221,827,194	\$39,047
236	<u>Construction of buildings</u>	Private	452	1,523	\$62,258,369	\$40,879
237	<u>Heavy and civil engineering construction</u>	Private	83	503	\$23,300,200	\$46,322
238	<u>Specialty trade contractors</u>	Private	765	3,655	\$136,268,625	\$37,283
-	<u>Manufacturing</u>	Private	309	5,082	\$200,593,777	\$39,471
311	<u>Food manufacturing</u>	Private	22	221	\$5,674,779	\$25,678
312	<u>Beverage and tobacco product manufacturing</u>	Private	6	130	\$5,932,546	\$45,635

314	<u>Textile product mills</u>	Private	7	35	\$757,905	\$21,654
315	<u>Apparel manufacturing</u>	Private	2	(c)	(c)	(c)
316	<u>Leather and allied product manufacturing</u>	Private	1	(c)	(c)	(c)
321	<u>Wood product manufacturing</u>	Private	29	1,335	\$45,557,697	\$34,126
322	<u>Paper manufacturing</u>	Private	1	(c)	(c)	(c)
323	<u>Printing and related support activities</u>	Private	19	135	\$4,361,242	\$32,305
324	<u>Petroleum and coal products manufacturing</u>	Private	1	(c)	(c)	(c)
325	<u>Chemical manufacturing</u>	Private	6	114	\$4,734,631	\$41,532
326	<u>Plastics and rubber products manufacturing</u>	Private	6	172	\$7,046,041	\$40,965
327	<u>Nonmetallic mineral product manufacturing</u>	Private	13	121	\$4,697,557	\$38,823
331	<u>Primary metal manufacturing</u>	Private	2	(c)	(c)	(c)
332	<u>Fabricated metal product manufacturing</u>	Private	42	391	\$14,884,425	\$38,068
333	<u>Machinery manufacturing</u>	Private	14	153	\$5,646,275	\$36,904
334	<u>Computer and electronic product manufacturing</u>	Private	19	295	\$17,512,169	\$59,363
335	<u>Electrical equipment and appliance mfg.</u>	Private	9	184	\$12,030,755	\$65,385
336	<u>Transportation equipment manufacturing</u>	Private	30	898	\$35,804,393	\$39,871
337	<u>Furniture and related product manufacturing</u>	Private	40	356	\$12,010,443	\$33,737
339	<u>Miscellaneous manufacturing</u>	Private	42	308	\$10,868,896	\$35,289

-	<u>Trade, Transportation, &amp; Utilities</u>	Private	1,229	13,030	\$405,169,003	\$31,095
-	<u>Wholesale</u>	Private	321	1,628	\$78,602,981	\$48,282
423	<u>Merchant wholesalers, durable goods</u>	Private	126	816	\$35,197,854	\$43,135
424	<u>Merchant wholesalers, nondurable goods</u>	Private	50	534	\$21,602,940	\$40,455
425	<u>Electronic markets and agents and broker</u>	Private	145	279	\$21,802,187	\$78,144
-	<u>Retail</u>	Private	786	10,193	\$264,886,717	\$25,987
441	<u>Motor vehicle and parts dealers</u>	Private	92	1,442	\$58,984,620	\$40,905
442	<u>Furniture and home furnishings stores</u>	Private	68	383	\$11,597,473	\$30,281
443	<u>Electronics and appliance stores</u>	Private	39	351	\$10,078,312	\$28,713
444	<u>Building material and garden supply stores</u>	Private	77	1,080	\$33,440,658	\$30,964
445	<u>Food and beverage stores</u>	Private	84	1,816	\$39,587,211	\$21,799
446	<u>Health and personal care stores</u>	Private	31	254	\$8,095,440	\$31,872
447	<u>Gasoline stations</u>	Private	49	574	\$8,773,754	\$15,285
448	<u>Clothing and clothing accessories stores</u>	Private	97	669	\$10,470,298	\$15,651
451	<u>Sporting goods, hobby, book and music stores</u>	Private	83	633	\$10,083,628	\$15,930
452	<u>General merchandise stores</u>	Private	24	2,231	\$52,842,237	\$23,685
453	<u>Miscellaneous store retailers</u>	Private	110	495	\$10,268,968	\$20,745
454	<u>Nonstore retailers</u>	Private	34	265	\$10,664,118	\$40,242
-	<u>Transportation, Warehousing &amp; Utilities</u>	Private	122	1,209	\$61,679,305	\$51,017
221	<u>Utilities</u>	Private	21	336	\$24,297,427	\$72,314

481	<u>Air transportation</u>	Private	4	51	\$1,137,723	\$22,308
483	<u>Water transportation</u>	Private	1	(c)	(c)	(c)
484	<u>Truck transportation</u>	Private	50	275	\$11,030,406	\$40,111
485	<u>Transit and ground passenger transportat</u>	Private	10	91	\$1,689,500	\$18,566
488	<u>Support activities for transportation</u>	Private	24	231	\$15,305,494	\$66,258
491	<u>Postal service</u>	Private	2	(c)	(c)	(c)
492	<u>Couriers and messengers</u>	Private	9	217	\$8,072,629	\$37,201
493	<u>Warehousing and storage</u>	Private	2	(c)	(c)	(c)
-	<u>Information</u>	Private	145	1,615	\$89,593,408	\$55,476
511	<u>Publishing industries, except Internet</u>	Private	68	596	\$31,126,346	\$52,225
512	<u>Motion picture and sound recording industries</u>	Private	19	111	\$2,091,108	\$18,839
515	<u>Broadcasting, except Internet</u>	Private	9	414	\$17,363,181	\$41,940
517	<u>Telecommunications</u>	Private	32	459	\$36,339,706	\$79,171
518	<u>ISPs, search portals, and data processing</u>	Private	12	28	\$1,240,523	\$44,304
519	<u>Other information services</u>	Private	6	7	\$1,432,544	\$204,649
-	<u>Financial Activities</u>	Private	772	3,685	\$163,298,321	\$44,314
-	<u>Finance &amp; Insurance</u>	Private	375	2,306	\$126,253,531	\$54,750
522	<u>Credit intermediation and related activities</u>	Private	170	1,151	\$55,595,391	\$48,302
523	<u>Securities, commodity contracts, investm</u>	Private	75	(c)	(c)	(c)
524	<u>Insurance carriers and related activitie</u>	Private	129	876	\$38,769,774	\$44,258
525	<u>Funds, trusts, and other financial vehicles</u>	Private	1	(c)	(c)	(c)
-	<u>Real Estate Rental &amp; Leasing</u>	Private	398	1,379	\$37,044,790	\$26,864

531	<u>Real estate</u>	Private	351	1,039	\$29,694,856	\$28,580
532	<u>Rental and leasing services</u>	Private	45	(c)	(c)	(c)
533	<u>Lessors of nonfinancial intangible assets</u>	Private	2	(c)	(c)	(c)
-	<u>Professional &amp; Business Services</u>	Private	1,029	7,301	\$258,564,989	\$35,415
-	<u>Professional, Scientific &amp; Technical Svcs</u>	Private	638	2,691	\$131,681,467	\$48,934
-	<u>Management of Companies</u>	Private	36	304	\$18,270,800	\$60,101
-	<u>Admin. &amp; Support, Waste Mgmt &amp; Remediation Svcs</u>	Private	356	4,307	\$108,612,722	\$25,218
561	<u>Administrative and support services</u>	Private	342	4,109	\$101,109,763	\$24,607
562	<u>Waste management and remediation service</u>	Private	14	198	\$7,502,959	\$37,894
-	<u>Education &amp; Health Services</u>	Private	603	8,988	\$395,611,712	\$44,016
-	<u>Education</u>	Private	69	675	\$16,165,090	\$23,948
-	<u>Health &amp; Social Assistance</u>	Private	534	8,312	\$379,446,622	\$45,650
621	<u>Ambulatory health care services</u>	Private	369	3,460	\$186,435,111	\$53,883
622	<u>Hospitals</u>	Private	3	(c)	(c)	(c)
623	<u>Nursing and residential care facilities</u>	Private	63	(c)	(c)	(c)
624	<u>Social assistance</u>	Private	99	(c)	(c)	(c)
-	<u>Leisure &amp; Hospitality</u>	Private	584	9,993	\$168,209,106	\$16,833
-	<u>Arts, Entertainment &amp; Recreation</u>	Private	113	1,957	\$35,281,228	\$18,028
711	<u>Performing arts and spectator sports</u>	Private	26	45	\$1,057,169	\$23,493
712	<u>Museums, historical</u>	Private	6	76	\$2,118,647	\$27,877

	<u>sites, zoos, and par</u>					
713	<u>Amusements, gambling, and recreation</u>	Private	81	1,836	\$32,105,412	\$17,487
-	<u>Accommodations &amp; Food Services</u>	Private	472	8,036	\$132,927,878	\$16,542
721	<u>Accommodation</u>	Private	64	2,000	\$44,078,906	\$22,039
722	<u>Food services and drinking places</u>	Private	408	6,036	\$88,848,972	\$14,720
-	<u>Other Services</u>	Private	535	2,298	\$58,421,748	\$25,423
811	<u>Repair and maintenance</u>	Private	148	622	\$19,382,527	\$31,162
812	<u>Personal and laundry services</u>	Private	86	541	\$9,908,176	\$18,315
813	<u>Membership associations and organization</u>	Private	205	1,061	\$27,734,930	\$26,140
814	<u>Private households</u>	Private	96	75	\$1,396,115	\$18,615
-	<u>Private Non-Classified</u>	Private	44	27	\$994,461	\$36,832
-	<u>Total All Government</u>	All Govt.	208	8,212	\$346,422,005	\$42,185
-	<u>Total Federal Government</u>	Federal Govt.	39	859	\$50,954,007	\$59,318
-	<u>Natural Resources &amp; Mining</u>	Federal Govt.	3	424	\$25,313,366	\$59,701
-	<u>Trade, Transportation, &amp; Utilities</u>	Federal Govt.	12	289	\$17,095,483	\$59,154
-	<u>Financial Activities</u>	Federal Govt.	1	7	\$417,156	\$59,594
-	<u>Public Administration</u>	Federal Govt.	22	139	\$8,122,746	\$58,437
-	<u>Total State Government</u>	State Govt.	43	1,055	\$40,018,360	\$37,932
-	<u>Natural Resources &amp; Mining</u>	State Govt.	1	3	\$145,479	\$48,493
-	<u>Construction</u>	State Govt.	7	185	\$9,372,553	\$50,662
-	<u>Education &amp; Health Services</u>	State Govt.	7	456	\$11,454,090	\$25,119

-	<u>Leisure &amp; Hospitality</u>	State Govt.	3	14	\$586,316	\$41,880
-	<u>Public Administration</u>	State Govt.	25	397	\$18,459,922	\$46,499
-	<u>Total Local Government</u>	Local Govt.	126	6,298	\$255,449,638	\$40,560
-	<u>Construction</u>	Local Govt.	2	67	\$3,609,023	\$53,866
-	<u>Manufacturing</u>	Local Govt.	1	6	\$436,193	\$72,699
-	<u>Trade, Transportation, &amp; Utilities</u>	Local Govt.	12	226	\$7,460,261	\$33,010
-	<u>Information</u>	Local Govt.	8	160	\$6,234,665	\$38,967
-	<u>Financial Activities</u>	Local Govt.	1	16	\$1,027,734	\$64,233
-	<u>Professional &amp; Business Services</u>	Local Govt.	7	111	\$5,935,223	\$53,470
-	<u>Education &amp; Health Services</u>	Local Govt.	54	2,925	\$117,434,593	\$40,149
-	<u>Leisure &amp; Hospitality</u>	Local Govt.	5	420	\$7,301,814	\$17,385
-	<u>Other Services</u>	Local Govt.	1	(c)	(c)	(c)
-	<u>Public Administration</u>	Local Govt.	33	2,356	\$105,436,896	\$44,753
-	<u>Other Local Government</u>		2	(c)	(c)	(c)

(c) - Confidential

*Oregon Employment Department*

**Oregon Job Growth**

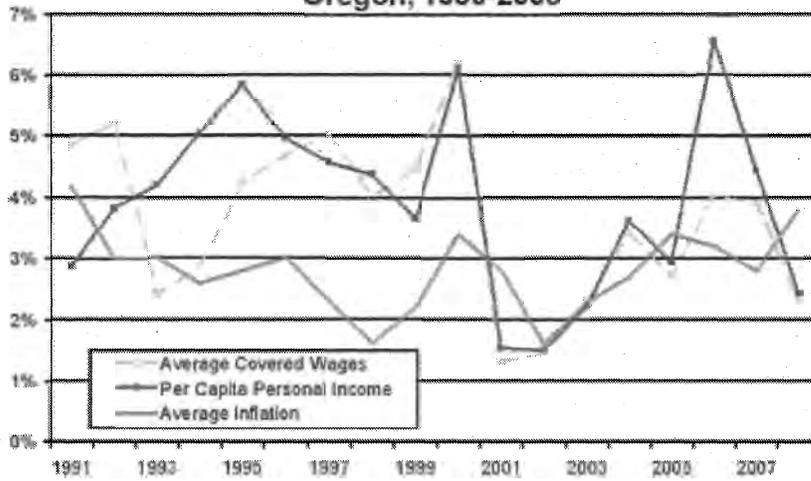
NONFARM PAYROLL EMPLOYMENT, IN THOUSANDS  
SEASONALLY ADJUSTED

	Change From				
	Jun 2009	May 2009	Jun 2008	May 2009	Jun 2008
<u>Total</u>	1,627.2	1,634.4	1,723.5	-7.2	-96.3
<u>Construction</u>	80.5	78.9	95.4	1.6	-14.9
<u>Manufacturing</u>	167.4	169.3	196.1	-1.9	-28.7

<u>Trade</u>	311.5	313.8	337.2	-2.3	-
<u>Transport and Utilities</u>					25.7
<u>Professional and Business Services</u>	179.1	180.4	196.3	-1.3	-17.2
<u>Educational and Health Services</u>	226.0	224.9	219.8	1.1	6.2
<u>Leisure and Hospitality</u>	167.9	167.7	173.9	0.2	-6.0
<u>Other Services</u>	59.7	60.1	61.0	-0.4	-1.3
<u>Government</u>	298.0	301.7	296.6	-3.7	1.4

**Graph 1**

**Year-Over-Year Change in Average Income  
Oregon, 1990-2008**



Source: U.S. Bureau of Labor Statistics and U.S. Bureau of Economic Analysis

**Graph 2**

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# **La Pine Comprehensive Plan and Urban Growth Boundary Proposed Findings**

### **Overview**

The City of La Pine, incorporated in 2006, is Oregon's newest City. In an effort to fulfill all obligations of incorporation, La Pine is now on its way to fulfilling the land use planning requirements adopted by the State and administered by the Department of Land Conservation and Development. First in this effort is the creation of La Pine's first Comprehensive Land Use Plan and the establishment of an Urban Growth Boundary (UGB). Over the last half of 2008 and throughout 2009 the City has worked with a consultant team, local and regional agencies, and, most importantly, the citizens of La Pine to develop a direction for land uses in the community for the next 20 years. Because this is the first Comprehensive Plan and UGB for La Pine as an incorporated City (previous land use planning was done under the jurisdiction of Deschutes County and the State Unincorporated Community Rules), the citizen involvement portion of the process was emphasized – self-direction was an overriding theme expressed by citizens throughout the planning process.

Since this is the first Comprehensive Plan and UGB for La Pine, the planning process was targeted at meeting the basic requirements of the applicable Oregon Statutes and Administrative Rules, and implementing the State Land use Planning Goals at the local level. The key components on which the Plan and UGB were based include the Deschutes County Coordinated Population Forecast which included the City of La Pine, a Buildable Lands Inventory for the area within the City limits and an Economic Opportunities Analysis. Additionally, because many of the public facilities and services within La Pine are provided by special districts and not the City, coordination with the master plans of those groups was essential. Additionally, transition from County jurisdiction was taken into consideration – it assumed that many services will still be provided by Deschutes County for the near future until the City has the capability to take over those roles.

The following findings are offered in support of the Comprehensive Plan and the establishment of an Urban Growth Boundary for the City of La Pine. They serve as a summary of the technical data included in the Plan and describe the correlation between such data and the development of the goals and policies.

### **Basic Findings of Fact**

1. In 2009 Deschutes County amended its coordinated population forecast to include the City of La Pine. The population projection for La Pine for the year 2029 is 2,566 persons. This is an increase in the population of approximately 1,000 persons over the 20-year planning period. The increase is based on a conservative average annual growth rate of 2.2%.
2. A Buildable Lands Inventory was completed for La Pine to determine the amount of land available and necessary for housing. Additionally, this inventory aided in determining the amount of land available for economic use. The inventory

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- examined vacant lands as well as lands that were only partially developed or that were potentially redevelopable. The basis for determining what was redevelopable depended on the age and condition of the structures on the site as qualified by the Deschutes County Tax Assessor. The inventory also took into account lands that were otherwise encumbered by physical factors such as floodplain or lack of public services. It was determined that 945.67 net acres of land were available for residential development inside the La Pine City limits.
3. The assumption of 2.8-3.0 persons per household was used in determining residential land need. Additionally, an average residential density of 3.0 units per acre was used. It was also assumed that housing would be split according to a 60% single family residential to 40% multiple family residential housing ratio (although La Pine is far from this ratio currently). In combination, these factors indicate that 945.67 acres of land area will be needed as residential lands to accommodate the projected population growth over the 20-year planning period.
  4. The primary economic lands in La Pine are the industrial lands in the southeast portion of the City and the commercial lands which generally follow the Highway 97 corridor in the southernmost and northernmost portions of the City. Much of the industrial land is vacant and available for new development. The majority of the commercial lands have existing development that serves both the citizens and traveling public. Overall, La Pine has 482.80 gross acres of economic lands, with 449.00 net acres being available for development. It is projected that the city limits currently provides for all acreage needed during the planning period expect for large industrial development and potential recreational lands.
  5. The Comprehensive Planning process was done in accordance with and in order to fulfill the requirements of Oregon's Statewide Planning Goals. Goal 1, which mandates citizen involvement in the process was a key component in understanding the desires of the community and embodying them into the Plan. A series of public meetings were held throughout the process at which public comment was taken. A Technical Advisory Committee was created which included representatives from various public agencies, private groups and special interest all of which provide services to the community of La Pine. The work with the Technical Advisory Committee included coordination with Deschutes County officials for assistance in gathering information appurtenant to the project. Near the end of the planning process a Planning Commission was appointed – the Planning Commission is now the official public involvement body for the City. Lastly, the La Pine City Council was regularly updated and involved throughout the planning process. Formal public hearings were held before the Planning Commission and City Council whereby public testimony was heard.
  6. Many of the public facilities and services in La Pine (such as water, sewer, fire, law enforcement, recreation) are provided and administered by separate districts and public agencies. The City of La Pine does not yet have the capability to provide these services. Many of the Goals and Policies contained in the Comprehensive Plan require continued coordination with such agencies and districts, and direct City endeavors to align with those of the service providers to the greatest degree possible.

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7. An important factor for the community is the Highway 97 corridor. Highway 97 bisects the City and serves not only as the primary transportation link to/through the City, but it is also an obstacle that must be overcome for practical land use planning. Continuing work with the Oregon Department of Transportation, including transportation improvement projects are critical for the economic health of the community.
8. The Comprehensive Plan includes separate chapters which address all applicable Statewide Planning Goals. Included within each chapter is data sufficient to analyze the city's ability to provide the necessary land area and services to accommodate the projected population growth. Goals and policies have been established to give direction to the City Council and to let citizens know how their community will develop over the planning period.
9. Through the Comprehensive Planning process, it was determined that there are adequate lands within the existing City limits to meet housing and economic land need for the next 20 years. Thus, the Urban Growth Boundary will be commensurate with the incorporated area. Future urban reserves planning will occur at an undesignated time in the future.
10. A Comprehensive Plan Map which identifies existing and future land uses has been developed to correspond with the text of the Plan. The map includes land use designations for residential uses (single family and multiple family), commercial, and industrial lands. Additionally, special areas were identified where on-going planning projects (Wickiup Junction Improvement Area) will affect the land uses in a yet to be determined fashion. Unlike many communities, La Pine will retain a large expanse of land with a Forest designation. Much of this land lies on the east side of the City where there is practical difficulty in providing adequate access and services in the near term.

### **Conformance with Statewide Planning Goals**

#### **Goal 1: Citizen Involvement**

**To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.**

**Findings:** The public involvement efforts associated with the Comprehensive Planning process included mailed public notice, notices posted in conspicuous places throughout the community and formal notice printed in the "Bulletin" newspaper for public meetings and hearings. A variety of public information meetings were held at which citizens gave input on the vision for their community and were educated about the Oregon planning requirements. A Technical Advisory Committee that included representatives from service districts, private business organizations and partner agencies met a variety of times to discuss specifically targeted topics related to their expertise. Toward the end of the planning process a Planning Commission was appointed as the formal public involvement body for the City. Work sessions and public hearings were held before the Planning Commission and City Council to receive input on the goals, policies and direction of the Plan. In addition to the meetings and hearings, all materials generated throughout the planning process were posted to the City web site and were available in hard copy at City Hall.

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Based on this course of action the City has complied with the Citizen Involvement requirements of the Goal and made additional efforts to obtain public input in the planning process.

### **Goal 2: Land Use Planning**

**To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.**

**Findings:** The City of La Pine Comprehensive Plan and establishment of an Urban Growth Boundary are the initial steps toward implementing the Oregon planning requirements at the local level. As part of this process the City and their consultant prepared a Buildable Land Inventory and Economic Opportunities Analysis to establish a basis for future urban land needs. Additionally, the master plans and comprehensive plans from service districts and partner agencies were utilized to ensure that City goals and policies were aligned with those service providers. The districts and agencies included: the La Pine water and sewer district; the La Pine Park and Recreation District; the La Pine Rural Fire Protection District; Deschutes County; ODOT; and, the Bend-La Pine School District. All goals and policies of the Plan and the Urban Growth Boundary were designed to be consistent with the direction of the existing service providers and to meet future needs based on the coordinated population forecast and area employment forecasts.

Based on the fact that this is the initial Comprehensive Plan and designation of an Urban Growth Boundary for La Pine, and both the Plan and UGB were coordinated with service providers, the City of La Pine has complied with Land Use Planning requirements of the Statewide Planning Goals.

### **Goal 3: Agricultural Lands**

**To preserve and maintain agricultural lands.**

**Findings:** Small pockets of land designated as Agriculture on the previous Deschutes County Comprehensive Plan exist along the floodplain and riparian areas associated with the Little Deschutes River as it runs through La Pine. Although the City is not required to plan for agricultural lands within the UGB, the Comprehensive Plan contains goals and policies indicating that such lands should be preserved and incorporated into future development as open space as practicable. Additionally, the right to continue agricultural practices on such lands until such time as they further developed is included in the policies of the Plan.

### **Goal 4: Forest Lands**

**To preserve and maintain forest lands.**

**Findings:** Large areas of undeveloped land designated as Forest on the previous Deschutes County Comprehensive Plan exist along the west side of the City, generally west of Highway 97. Although the City is not required to plan for forest lands within the UGB, the Comprehensive Plan contains goals and policies indicating that such lands should be preserved and incorporated into future development as open space and wildlife corridors as practicable. Additionally, the right to continue forest practices on such lands

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until such time as they further developed is included in the policies of the Plan. Lastly, a wildfire protection overlay designation has been placed on such lands to ensure that such lands do not become a hazard to the community.

### **Goal 5: Open Space, Scenic and Historic Areas and Natural Resources**

**To protect natural resources and conserve scenic and historic areas and open space.**

**Findings:** Goal 5 planning for the City and surrounding area was done by Deschutes County as part of their Comprehensive Planning when the community was under their jurisdiction. The acknowledged Goal 5 resources include viewshed corridor protection along the Little Deschutes River and the protection of wildlife (deer) migration corridors through the community. Policies that acknowledge these resources are included in the Plan and it is assumed that similar protection will be afforded when the City develops a development code. Additionally, an inventory of historic and cultural resources was completed during the comprehensive planning process – this inventory was adopted by the City Council and will be the basis for developing a Historic Code to implement the policies for protecting such resources as stated in the Plan. Lastly, the continued designations of agriculture and forest for lands within the City (per previous Deschutes County Comprehensive Plan designation), will result in retention of open space until master planning of these areas can be completed.

Based on these factors, the Open Space, Scenic and Historic Areas and Natural Resources in La Pine will be continually protected and planned for as required by the Goal.

### **Goal 6: Air, Water and Land Resources Quality**

**To maintain and improve the quality of the air, water and land resources of the state.**

**Findings:** There are no specifically identified air or land resources that are areas of concern in the La Pine UGB. However, La Pine is within an area that has been identified as a high groundwater area of concern. A study of the La Pine area (including the surrounding rural area) by Deschutes County found high levels of nitrates in the groundwater. A goal of the City is to eliminate septic systems within the community by working with the La Pine sewer district to expand the sewer system to unserved areas within the UGB. Additionally, it will be a requirement of all new development to connect to the sewer system.

Another area of concern is protection of the Little Deschutes River. The Plan includes policies that will protect the riparian corridor and water quality of this resource. Development and encroachment into the corridor will be limited. Additionally, future urban storm water management regulations will be implemented to protect both the river and ground water resources from this potential source of contamination.

Based on these factors, the Air, Water and Land Resources in La Pine will be continually protected and planned for as required by the Goal.

### **Goal 7: Areas Subject to Natural Disasters and Hazards**

**To protect people and property from natural hazards.**

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**Findings:** The two areas of concern are the risk of wildfire on forested lands and flooding along the Little Deschutes River. As part of the planning process, the City consulted with the La Pine Rural Fire Protection District and the Deschutes County Forester. The direction was to adopt policies which implement the Greater La Pine Community Wildfire Protection Plan. In this effort, policies were adopted to require the establishment of a Wildfire Protection Overlay Zone for the forested areas within the UGB. The designation of such areas will require lands to be managed to reduce and prevent the risk of wildfire prior to and in conjunction with development.

The floodplain and floodway associated with the Little Deschutes River has been mapped by FEMA. Policies which limit development in these areas, with specific protections for all development that is allowed, will be implemented in a manner similar to the previous requirements imposed by Deschutes County.

Based on policies associated with fire protection (including a fire protection overlay zone) and limiting development in the floodplain, the people and property of La Pine will be protected from natural hazards.

### **Goal 8: Recreational Needs**

**To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.**

**Findings:** The recreational needs of the citizens and visitors to the community are met in both formal and informal ways. The La Pine Park and Recreation District provides and administers the formal recreational opportunities within the community – these include parks and recreational programs. The District has an adopted Comprehensive Plan which specifies park and program needs; necessary facilities and improvements; aspirational goals and policies; and, funding methods. This plan gives direction to the formal recreational needs of the community for the next 20-years. The City of La Pine Comprehensive Plan requires coordination with the Park and Recreation District and includes policies that will require all new development to consider the recreational needs of citizens as outlined in the District Comprehensive Plan.

The informal recreational needs of the community are met primarily by the surrounding public lands, including the national forests, national recreation areas and state parks. It is anticipated that the tight controls over such lands will ensure that development in such areas will be limited and that the recreational opportunities will be retained. The City Plan requires continued coordination with the BLM, National Forest and Oregon Department of Parks and Recreation as any changes to such areas are proposed or when more land is needed.

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### **Goal 9: Economic Development**

**To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens**

**Findings:** Goal 9 requires that Comprehensive plans and policies shall contribute to a stable and healthy economy in all regions of the state. Such plans shall be based on inventories of areas suitable for increased economic growth and activity after taking into consideration the health of the current economic base; materials and energy availability and cost; labor market factors; educational and technical training programs; availability of key public facilities; necessary support facilities; current market forces; location relative to markets; availability of renewable and non-renewable resources; availability of land; and pollution control requirements. In determining the proper data collection and approach for the Economic Opportunities Analysis data from National, State, and Local resources were utilized. The overall result of such data shows that La Pine has adequate lands for economic development purposes and that the current city limits can serve as the primary urban growth boundary for the 20 year planning period unless new factors arise that show additional land is needed for large lot industrial development and land is needed for specific tourism/recreational needs.

### **Goal 10: Housing**

**To provide for the housing needs of citizens of the state.**

**Findings:** Goal 10 requires incorporated cities to complete an inventory of buildable residential lands and to encourage the availability of adequate numbers of housing units in price and rent ranges commensurate with the financial capabilities of its households. Goals and policies have been included in the Comprehensive Plan that are aimed at providing a mix of housing types to meet the goal and begin to change the existing pattern of single family dwellings being the primary housing option.

In determining the housing need, the primary basis of information is the buildable lands inventory (BLI) that was done with the creation of the Comprehensive Plan. The BLI contains the population data, land data and housing mix data necessary to determine the overall housing need for the 20-year planning period.

The Deschutes County coordinated population study indicated that La Pine will grow by approximately 1,000 citizens over the 20-year planning period. The 2029 population projection is 2,566 people within the UGB.

The existing number of housing units and average density within the UGB is very low with a total of 871 single family units and 54 multiple family units, on approximately 572 acres for an overall average density of 1.61 units per acre. What this information reveals is that the overall density within the UGB is relatively low due to the prevalence of single-family dwellings on larger lots.

The BLI found approximately 945.67 acres of buildable (including vacant and redevelopable) acres of land available for residential uses inside the existing incorporated

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boundary. Much of this land is in the central part of the City, west of Highway 97, in a neighborhood master planned by Deschutes County over the past few years.

While doing the planning for the Comprehensive Plan, an average household size of 2.8-3.0 persons was assumed. Additionally, an future average residential density of 3.0 units per acre was used. It was also assumed that housing would be split according to a 60% single family residential to 40% multiple family residential housing ratio (although La Pine is far from this ratio currently). In combination, these factors indicate that no new acres of residential land area will be needed as residential lands to accommodate the projected population growth over the 20-year planning period.

When comparing the amount of acres available for housing of all types within the UGB with the necessary acres and number of housing units, the data shows that there is an excess of acreage available within the UGB to accommodate the projected housing need. Thus, the UGB is commensurate with the existing incorporated boundary. The primary reason for this occurred during incorporation process. The unincorporated rural communities of La Pine and Wickiup Junction were separated by approximately two miles with a large expanse of vacant land that was ripe for development lying in between. Additionally, the need for services (water and sewer) was necessary in both communities. Thus, for planning purposes and economy in providing services to the developed areas, both communities and the undeveloped area in between were all included in the incorporated boundary.

In addition to the land area available for housing, the areas designated as residential on the Plan Map also include enough acreage for ancillary uses such as schools, churches, parks, etc. to serve residents.

The following are the residential land use districts designated by the La Pine Comprehensive Plan Map:

- RS - Standard Density Residential Zone
- RM - Medium Density Residential Zone
- RH - High Density Residential Zone

These three basic districts replace the previous designations on the Deschutes County Comprehensive Plan Map which were specific to a neighborhood master plan design and still reflected the rural residential exception area designation that was in place prior to incorporation.

In addition to the strictly residential zones, the Plan Map also includes some mixed use designations which will allow residential use in combination with a variety of small scale commercial uses.

Overall, the distribution of land designated for housing was coordinated with service commercial areas and employment centers to result in the development of complete neighborhoods. The complete neighborhood concept will allow residents to meet basic

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daily needs in close proximity to their homes and mesh well with other goals and policies of the Plan that encourage and require multi-modal transportation options, less consumption of energy and the economically viable provision of public facilities and services.

Based on the creation of the BLI as a base document for reference, the designation of lands for a variety of housing types and options, and the existing excess of acres necessary for housing to meet the population projects, the City will satisfy the intent of this goal to provide for the housing needs for the citizens of the state.

### **Goal 11: Public Facilities and Services**

**To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.**

**Findings:** Under the Oregon planning process, Cities with a population of less than 2,500 people are not required to develop a public facility plan – typically water and sewer master plans, and transportation plans. Since La Pine's current population is approximately 1,600 people and is only projected to grow to 2,600 people in the 20-year planning period, it will be some time before this is a requirement that must be fulfilled by the City. Notwithstanding this fact, the water and sewer services in the City are provided and administered by the La Pine Water and Sewer Districts.

The La Pine Water and Sewer Districts are quasi-governmental agencies that provide water and sewer service within the community. These districts have management and capital facilities master plans which guide future expansion of the facilities in the community. These plans have been adopted by the governing boards of those agencies and have been formally put into action. The goals and policies of the City's Comprehensive Plan require continued coordination between the City and the districts to determine the carrying capacity of lands within the City, the expansion of the system to serve those areas projected to develop first and eventual development of system development charges to aid in funding capital improvements. The acknowledgement of the districts adopted plans and required coordination with City land use patterns will ensure that there will be a timely, orderly and efficient arrangement of public facilities and services to serve the projected urban development.

### **Goal 12: Transportation**

**To provide and encourage a safe, convenient and economic transportation system.**

**Findings:** The City of LaPine is adopting goals and policies aimed at developing a multimodal transportation system as development occurs within the UGB. Ultimately, the City will develop a Transportation System Plan (TSP) that is consistent with the policies of Statewide Planning Goal 12 - Transportation. A key component for the creation of a TSP and capital improvements is funding and revenue – currently La Pine does not have the necessary funds to complete major street maintenance and improvement projects.

The City is currently working with partner agencies, ODOT and Deschutes County, to complete the necessary planning for major improvements such as the Wickiup Junction

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interchange and a Highway 97 corridor study that will examine the need for improvements at key intersections through the City. Other than these major projects, secondary projects within the community include the paving of some unimproved local streets and the construction of sidewalks, bike lanes and a trail system along arterials to encourage less reliance on vehicular travel. However, identification of specific projects, along with prioritization, will have to wait until the City's TSP is developed and a corresponding Capital Improvement Plan is adopted – again, this is contingent on a steady source of funding.

To this end, the City is working internally and with Deschutes County to develop the methodology for adopting System Development Charges for street improvements. Over the past few years, Deschutes County had been charging Transportation SDC's for new development in the area that is now incorporated – those funds are going to be transferred to the City for improvements within the UGB. The Comprehensive Plan contains goals and policies aimed at providing a steady source of revenue that also include the possibility of alternative sources over and above SDC's – these include local improvement districts, grants, levies, taxes, bonds, etc., all of which are dependent upon the funding necessary to complete anticipated projects in the yet to be completed TSP.

Until the TSP is completed and certain funding options are in place, the City will rely on policies that require new development to complete multi-modal transportation improvements as deemed necessary to support the proposed development. This means exactions imposed on new development through the land use planning process will be the primary source of improvements within the community until the TSP is completed and revenue sources are realized, except for any improvements that are done by ODOT along the Highway 97 corridor.

By implementing goals and policies that require multi modal improvements to be constructed, for permanent funding methods to be adopted, for a TSP to be developed and for a Capital Improvement Program to be adopted, the City of La Pine will provide and encourage a safe, convenient and economic transportation system as envisioned by the Goal.

### **Goal 13 Energy Conservation**

#### **To conserve energy.**

**Findings:** The City of La Pine has an existing development patten that consists of low density, large lot, single family residential development. Many of the residents of the neighborhoods within La Pine must travel by automobile for basic everyday needs. Bicycle and walking are not viable options for many residents due to the distances between housing and service areas and the lack of facilities such as bike lanes and sidewalks. Additionally, much of the employment base for residents of La Pine is in Bend, 30 miles to the north. Again, vehicular travel is necessary on Highway 97 to reach jobs. All of these factors contribute to an inefficient use of energy for residents of the community.

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Goals and policies within various chapters of the Plan will all work together to reduce energy consumption within the community. The Comprehensive Plan Map shows that housing, commercial and employment lands have been oriented to create complete neighborhoods with centers that will be characterized by denser development and a mix of uses, including commercial services. Other goals and policies aimed at increasing sidewalks and bike lanes with new development will allow an interaction between areas that does not rely on vehicular travel. Complete neighborhoods will begin to alleviate the need to drive to Highway 97 for access to all parts of the City and to reach all services.

### **Goal 14: Urbanization**

**To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.**

**Findings:** The Comprehensive Planning Process included an analysis of buildable land within the City limits as established with the 2006 incorporation. Along with the buildable lands determination, such lands were examined for their ability to be provided with necessary public facilities and services – this was coordinated with the master plans and comprehensive plans of the service providers and special districts. Based on this analysis, it was determined that the area within the existing City boundary contains enough (excess) area to meet the projected housing and economic land needs for the projected population growth over the 20-year planning period. Thus, the Urban Growth Boundary is commensurate with the established incorporated boundary. Further, an expansion of the UGB and/or City boundary is not anticipated. Future urban reserves planning will occur at an yet to be determined time.

### **Urban Growth Boundary**

#### **VI. CONFORMANCE WITH STATE STATUTES**

**ORS 197.296 Factors to establish sufficiency of buildable lands within urban growth boundary; analysis and determination of residential housing patterns.**

**(a) Inventory the supply of buildable lands within the urban growth boundary and determine the housing capacity of the buildable lands; and**

**Findings:** In determining the housing need, the primary basis of information is the buildable lands inventory (BLI) that was done with the creation of the Comprehensive Plan. The BLI contains the population data, land data and housing mix data necessary to determine the overall housing need for the 20-year planning period. Much of the data included in the BLI is contained in the text of the Comprehensive Plan with the BLI serving as an exhibit.

**(b) Conduct an analysis of housing need by type and density range, in accordance with ORS 197.303 and statewide planning goals and rules relating to housing, to determine the number of units and amount of land needed for each needed housing type for the next 20 years.**

**Findings:** In determining the housing need, the primary basis of information is the buildable lands inventory (BLI) that was done with the creation of the Comprehensive

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Plan. The BLI contains the population data, land data and housing mix data necessary to determine the overall housing need for the 20-year planning period.

The Deschutes County coordinated population study indicated that La Pine will grow by approximately 1,000 citizens over the 20-year planning period. The 2029 population projection is 2,566 people within the UGB.

The existing number of housing units and average density within the city limits is 871 single family units and 54 multiple family units, on 572 acres for an overall average density of 1.61 units per acre. What this information reveals is that the overall density within the city limits is relatively low due to the prevalence of single-family dwelling on larger lots.

The BLI found approximately 945.67 buildable (including vacant and redevelopable) acres of land available for residential uses inside the existing incorporated boundary. Much of this land is in the central part of the City, west of Highway 97, in a neighborhood master planned by Deschutes County over the past few years.

While doing the planning for the Comprehensive Plan, an average household size of 2.8 – 3.0 persons was assumed. Additionally, an average future residential density of 3.0 units per acre was used. It was also assumed that housing would be split according to a 60% single family residential to 40% multiple family residential housing ratio (although La Pine is far from this ratio currently). In combination, these factors indicate that there are adequate acres of land area to accommodate future housing units to meet the projected population growth over the 20-year planning period.

When comparing the amount of acres available for housing of all types within the city limits with the necessary acres and number of housing units, the data shows that there is an excess of acreage available within the current city limits to accommodate the projected housing need. Thus, the city limits can serve as the proposed UGB and this is commensurate with the existing incorporated boundary.



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