REVIEWED

LEGAL COUNSEL

For Recording Stamp Only

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON

An Ordinance repealing Ordinance 2010-008, and Declaring an Emergency.	* *	ORDINANCE NO. 2012-011

WHEREAS, in October of 2009, the City of La Pine ("La Pine') initiated the land use process to establish a La Pine Urban Growth Boundary ("UGB") and, the Board of County Commissioners ("Board") adopted Ordinance 2010-008 to add the adopted UGB into the County's comprehensive plan; and

WHEREAS, the Oregon Land Conservation and Development Commission remanded the ordinances for additional findings and such remand requires the repeal of Ordinance 2010-008 in order to adopt a new ordinance with the new findings; and

WHEREAS, the Deschutes County Planning Commission reviewed this ordinance on August 9, 2012 and, on that same date, forwarded to the Board a recommendation of approval of the repeal; and

WHEREAS, the Board considered this matter after a duly noticed public hearing on August 20, 2012, and on that same date, concluded that the public will benefit from the repeal of Ordinance No. 2010-008; now, therefore,

THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON, ORDAINS as follows:

Section 1. REPEALED. Ordinance 2010-008 is hereby repealed in its entirety.

///

Section 2. EMERGENCY. This Ordinance being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this Ordinance takes effect on its passage.

Dated this _____ of _____, 2012

BOARD OF COUNTY COMMISSIONERS
OF DESCHUTES COUNTY, OREGON

_____
ANTHONY DeBONE, Chair

_____
ALAN UNGER, Vice Chair

ATTEST:

_____
Recording Secretary

_____
TAMMY BANEY, Commissioner

Date of 1st Reading: _____ day of _____, 2012.

Date of 2nd Reading: _____ day of _____, 2012.

Record of Adoption Vote

Commissioner	Yes	No	Abstained	Excused
Anthony DeBone				
Alan Unger				
Tammy Baney				

Effective date: _____ day of _____, 2012.

REVIEWED

LEGAL COUNSEL

For Recording Stamp Only

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON

An Ordinance Amending Title 23 of the Deschutes County Code To Establish the City of La Pine Urban Growth Boundary, and Declaring an Emergency.	* * * *	ORDINANCE NO. 2010-008

WHEREAS, in October of 2009, the City of La Pine ("La Pine') initiated the land use process to establish a La Pine Urban Growth Boundary ("UGB"); and

WHEREAS, the establishment of the La Pine UGB requires amendments to the Deschutes County Code ("DCC") Chapter 23.48, the Comprehensive Plan goals and policies for Urbanization and, the Deschutes County Comprehensive Plan Map; and

WHEREAS, the proposed amendments would create a new goal and new urban growth boundary policy for the City of La Pine; and

WHEREAS, the Deschutes County Planning Commission held a public hearing on February 25 and forwarded to the Board of County Commissioners ("Board") a recommendation of approval the Comprehensive Plan map and text amendments; and

WHEREAS, the Board considered this matter after a public hearing on April 5, 2010 and concluded that the public will benefit from changes to the Comprehensive Plan; now therefore,

THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON, ORDAINS as follows:

Section 1. Section 1. AMENDMENT. DCC Chapter 23.48, Urbanization, is amended to read as described in Exhibit "A," attached hereto and by this reference incorporated herein, with new language underlined and language to be deleted in ~~strikethrough~~.

Section 2. AMENDMENT. DCC Title 23, Bend Comprehensive Plan map is amended, designating UGB boundaries as shown in Exhibit "B," attached hereto and by this reference incorporated herein.

Section 3. FINDINGS. The Board adopts as its findings Exhibit "C," attached and incorporated by reference herein.

Section 4. AMENDMENT. DCC 23.48.030(2)(d), legal description for the new La Pine Urban Growth Boundary attached herein as Exhibit "D".

///

Section 5. EMERGENCY. This Ordinance being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this Ordinance takes effect on its passage.

Dated this _____ of _____, 2010

BOARD OF COUNTY COMMISSIONERS
OF DESCHUTES COUNTY, OREGON

Absent

DENNIS R. LUKE, Chair

Alan Unger

ALAN UNGER, Vice Chair

ATTEST:

Bonnie Baker

Recording Secretary

TAMMY BANEY, Commissioner

Date of 1st Reading: 5th day of April, 2010.

Date of 2nd Reading: 5th day of April, 2010.

Record of Adoption Vote:

Commissioner	Yes	No	Abstained	Excused
Dennis R. Luke				✓
Alan Unger	✓			
Tammy Baney	✓			

Effective date: 5th day of April, 2010.

EXHIBIT "A"

Chapter 23.48. URBANIZATION

23.48.010. Urbanization.
23.48.020. Goals.
23.48.030. Urban Growth Boundary Policies.
23.48.040. Urban Reserve Area Policies

23.48.010. Urbanization.

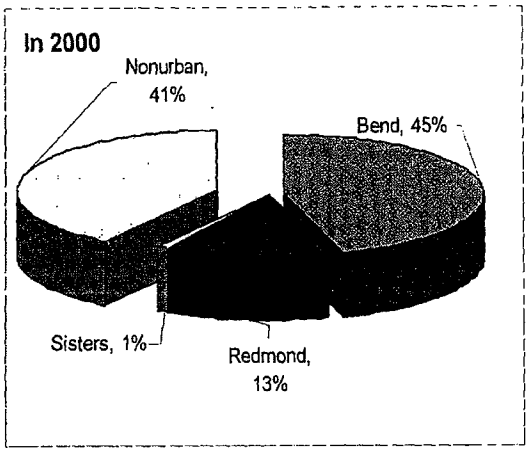
A major emphasis in Oregon's land use planning is locating the majority of new development in urban areas. The rural areas are primarily to be protected for natural resource utilization. Between the urban areas (incorporated cities) and the rural areas lies what is referred to as the urbanizing area. Usually under the jurisdiction of the County, this is the area where the future population will be located and where the city's services must be extended.

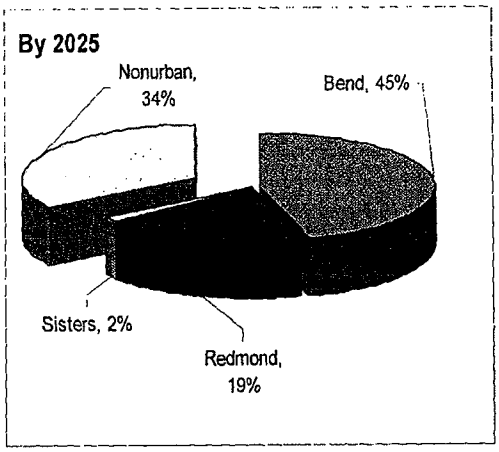
In Deschutes County the incorporated cities of Bend, Redmond and Sisters have been given the authority, by the County, to prepare plans for their respective urban areas. These plans are coordinated with the County's planning effort and will eventually be adopted as part of the County's comprehensive plan. In addition to a plan each city also prepares an urban area zoning ordinance and a cooperative agreement for mutually administering the urbanizing area.

All three incorporated cities were growing at rapid rates by the time the Deschutes County Year 2000 Comprehensive Plan was adopted in 1979. At that time, the County estimated Bend's urban area contained a population of 33,000 people, Redmond's was approximately 7,500, and Sisters' approximately 900. All of the cities were expected to continue their growth to the year 2000. The 2000 Census results for Bend, Redmond, and Sisters were 52,029, 13,481, and 959, respectively. In 2000, 58 percent of the County's population lived in urban areas.

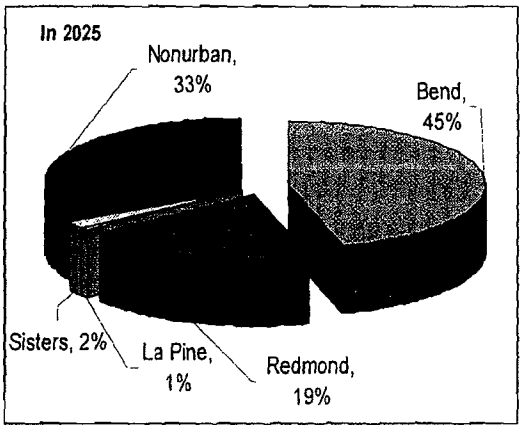
The fourth city in Deschutes County is the City of La Pine. Incorporated on November 7, 2006, the City of La Pine's 2006 population estimate of 1,590 was certified by Portland State University, Population and Research Center on December 15, 2007. ~~As of January 1, 2009,~~ The City of La Pine ~~is coordinating with the Oregon Department of Land Conservation and Development to develop~~ adopted its first comprehensive plan~~, which when acknowledged,~~and an ~~will~~ officially recognized an urban growth boundary in April 2010. The Board officially recognized the city's urban growth boundary in April 2010.

The Deschutes County Coordinated Population Forecast, adopted in August 2004 estimated thatby the year 2025, the County's population will reach 240,811 people. The 2004 forecast estimated 109,389 people in Bend, 45,724 people in Redmond, 3,747 people in Sisters, and 81,951 in non-urban, unincorporated areas. If population growth occurs as forecasted in 2004, 66 percent of the County's population will reside in urban areas by 2025.





As a result of the La Pine incorporation, Deschutes County updated its Coordinated Population Forecast with Ordinance 2009-006. The purpose of this modification was to adopt a conservative twenty-year population forecast for the City of La Pine that can be used by city officials and the Oregon Department of Land Conservation and Development to estimate future land need and an urban growth boundary. Deschutes County's 2004 Coordinated Population Forecast applied a conservative 2.2% annual average growth rate to estimate the county's unincorporated population from 2000 to 2025. This method applied the growth rate as a compounding rate throughout the entire forecast. Recognizing that incorporation occurred on November 7, 2006, it is reasonable to apply a 2.2% annual average growth rate to La Pine's estimated population, starting in July 1, 2007, the first time Portland State University's Population Research Center officially certified the City of La Pine in an Annual Population Report. By extending the growth rate to the Year 2025, La Pine's population will be 2,352. The non-urban unincorporated population decreases by 2,352 from its original projection of 81,951 to 79,599. Extending the growth rate to the Year 2029 results in a twenty year population estimate of 2,566 for La Pine.



Such growth will undoubtedly create severe problems for the provision of public services and adequate amounts of residential, commercial and industrial lands. Other problems are the protection of important aesthetic values, needed improvements in appearance and function of existing developments, safety and aesthetic problems, as well as energy and service costs, created by strip development; and problems with coordination and cooperation between the various agencies serving the public in urban areas, a problem which already exists.

Some opportunities also exist. Cities in Deschutes County are located in one of the most beautiful and livable environments in the State. All of the communities have within their authority the power to guide their community's growth for the public's benefit. Cooperation and mutual effort between the cities, special districts and the County could mean urban environments that not only function efficiently but are attractive and desirable places to live.

The purposes of DCC 23.48 are to provide the link between the urban and rural areas, and to provide some basic parameters within which the urban areas of Deschutes County shall develop, although the specific urban area plan for each community shall be the prevailing document for guiding growth in its respective area. These policies will permit the County to review each urban area plan against common criteria and assure consistency County-wide.
(Ord. 2009-006 §3, 2009; Ord. 2004-012 §4, 2004; Ord. 2002-005 §1, 2002; Ord. 2000-017 §1, 2000; Ord. 92-051, 1992; PL-20, 1979)

23.48.020. Goals.

1. To provide for an orderly and efficient transition from rural to urban lands.
2. To assure that planning and implementation of plans in the urban areas are consistent with the best interest of both urban and urbanizing area residents.
3. To retain and enhance the character and quality of the urban areas as growth occurs. To recognize and respect the unusual natural beauty and character of the area.
4. To provide a sound basis for urbanization by establishing proper relationships between residential, commercial, industrial and open land uses; fostering intergovernmental cooperation; and providing an efficient transportation system.
5. To retain and enhance desirable existing areas and to revitalize, rehabilitate and redevelop less desirable existing areas; to encourage and promote innovations in development techniques in order to obtain maximum livability and excellence in planning and design for development.
6. To recognize the City of Redmond Comprehensive Plan as the policy document that provides the basis for implementing land use plans and ordinances in Redmond's Urban Growth Boundary. The general purpose is to provide for one principal means of implementing the Redmond Comprehensive Plan.
7. To recognize the City of La Pine Comprehensive Plan as the policy document that provides the basis for implementing land use plans and ordinances in La Pine's Urban Growth Boundary. The general purpose is to provide for one principal means of implementing the La Pine Comprehensive Plan.

(Ord. 2010-008 §1, 2010; Ord. 2006-018 §1, 2006; Ord. 2002-005 §1, 2002; Ord. 2000-017 §1, 2000; Ord. 92-051, 1992; PL-20, 1979)

23.48.030. Urban Growth Boundary Policies.

1. Urbanization. Urbanization policies refer to an unincorporated urban growth areas within an urban growth boundary but outside the boundaries of a city, and are intended to assist in the decision making about the conversion of rural to urban uses, and to help in the development of consistent urban area plan. More detailed policies for the urban areas of Bend, Redmond and Sisters are specified in the urban area plans and they shall be the primary documents for coordination and land use decisions in their respective areas.
   a. Urban growth boundaries identify and separate urbanizable land from rural land. Conversion of urbanizable land to urban uses shall be based on consideration of:
      1. Orderly and economic provision for public facilities and services;
      2. Availability of sufficient land for the various uses to insure choices in the marketplace; and
      3. Encouragement of development within urban areas before conversion of urbanizable areas.
   b. Urban growth boundaries shall be established or expanded based upon the following:

1. Demonstrated need to accommodate long-range urban population growth requirements consistent with LCDC goals;
2. Need for housing, employment opportunities and livability;
3. Orderly and economic provision for public facilities and services;
4. Maximum efficiency of land uses within and on the fringe of the existing urban area;
5. Environmental, energy, economic and social consequences;
6. Retention of agricultural land as defined, with Class I being the highest priority for retention and Class VI the lowest priority; and,
7. Compatibility of the proposed urban uses with nearby agricultural activities.

2. Coordination.
   a. Within an urban growth boundary City and County land use regulations and standards shall be mutually supportive, jointly proposed and adopted, administered and enforced, and plans to integrate the type, timing and location of development of public facilities and services in a manner to accommodate demand as urbanizable lands become more urbanized, and to guide the community's growth.
   b. Urban development shall be permitted in areas where services are available or can be provided in a manner which will minimize costs related to necessary urban services such as schools, parks, highways, police, garbage disposal, fire protection, libraries and other facilities and services.
   c. Deschutes County adopts by reference the goals, policies, programs, elements, and statements of intent of the Redmond Comprehensive Plan, the officially adopted comprehensive plan for the City of Redmond and its surrounding Urban Growth Boundary.
   d. Deschutes County adopts by reference the goals, policies, programs, elements, and statements of intent of the La Pine Comprehensive Plan, the officially adopted comprehensive plan for the City of La Pine and its surrounding Urban Growth Boundary.
3. Residential development.
   a. Residential developments should be located so that they are convenient to places of employment and shopping facilities, and they should be developed in ways which are consistent with the character of the topography and soils on the site. Residential areas should offer a wide variety of housing densities in locations best suited to each.
   b. Residential densities indicated on general plans should be respected and reflected in City and County codes, ordinances and development policies.
   c. In residential areas, development should be encouraged which have side yards or rear yards along arterial streets as a means of reducing congestion through turning movements in and out of driveways.
   d. Higher density residential areas should be concentrated near commercial services and public open space.
4. Commercial.
   a. Commercial facilities should be allocated in a reasonable amount and in a planned relationship to the people they will serve. Any future expansion of commercial uses should be developed as centers rather than strips and very carefully considered so that they do not cause unnecessary traffic congestion and do not detract from the appearance of the community.
   b. Neighborhood commercial shopping areas, parks, school and public uses may be located within residential districts and should have development standards which recognize the residential area. Development standards should be established for those commercial uses which will provide off-street parking, landscaping, access control, sign regulations and design review.
   c. Strip commercial developments along highways should not be extended. Commercial uses along major streets and highways shall be subject to special development standards relating to landscaping, setbacks, signs and median strips. No further commercial development outside urban growth boundaries, rural service centers, planned developments, or destination resorts shall be permitted.

d. All commercial shopping centers shall be subject to special development standards relating to setbacks, landscaping, physical buffers, screening, access, signs, building heights and design review. Care shall be taken to control the size of any new commercial developments that may be required as growth occurs. Sites shall not be oversized to a point where additional uses which would generate traffic from outside the intended service area are necessary to make the development an economic success.

5. Industrial.
   a. Community efforts should be directed toward preserving prime industrial lands for industrial purposes. Industrial areas shall be protected from incompatible commercial and residential uses.
   b. Industrial areas of the community shall be located where necessary services can be provided and with good access to transportation facilities.
   c. Community efforts should be directed toward improving the general appearance of commercial and industrial areas so that they make a positive contribution to the environment of the community.
   d. Industrial areas shall provide for new industry in a park-like setting.
   e. All industrial centers shall be subject to special development standards relating to setbacks, landscaping physical buffers, screening, access, signs, building heights and design review.
6. Community appearance.
   a. Because of slow natural growth and their effective use as a visual and noise buffer, and their relationship to air quality, trees or stands of trees shall be protected whenever feasible in industrial, commercial, residential and other urban developments.
   b. Community appearance shall continue to be a major concern. Landscaping, sign regulations and building design review shall contribute to an improved environment. Major natural features such as rock outcrops, stream banks, canyons, or stands of trees should be preserved as a community asset as the area develops.
   c. Attempts by each community to identify those characteristics which give the community its individual identity and to preserve and expand those characteristics as growth occurs shall be encouraged by the County.
   d. Sign regulations shall be adopted which limit the size, location and number of signs in commercial and industrial areas and have amortization provisions to remove existing signs which do not conform with the regulations within a reasonable period of time.
7. Urban transportation.
   a. Expressways and arterial streets should have landscaped median strips wherever possible together with left-turn refuge lanes. Public transportation routes should be encouraged throughout the area and, if necessary, special provisions made in street design to accommodate ways.
   b. Streets and highways should be located and constructed in a manner which will accommodate both current and future traffic needs. Implementation of arterial and collector road systems should be joint County and City effort with strict time schedules and priorities.
   c. Interurban transportation facilities should be located in or near the central business district or main highway. Special consideration will be needed to evaluate public transportation needs and possibilities within the urban area.
   d. Except for major arterial and collector streets, street patterns in residential areas should be designed to provide convenient access to each living unit but not encourage through-traffic. Major and collector streets should be secured and developed under a strict time frame so that a reasonable circulation pattern will result.
   e. Provisions should be considered which will permit mass transit vehicles on arterial and collector streets within residential areas in the future.
8. Facilities and services.

a. Efforts should be made over a sustained period of time to place utility lines underground in existing and new residential areas.
b. Parks should be located within walking distance of every dwelling unit in the community. Parks should be centrally located and easily accessible to the areas they are intended to serve (see Recreation).
c. Certain private recreational uses such as golf courses or riding stables can be successfully integrated into residential areas provided the location, design and operation are compatible with surrounding residential developments.
d. Fire protection in the planning area should be considered as a common problem by the City, County, water district and the fire protection district, and equipment should reflect the character of land uses in the community.
e. Efforts should be made to encourage Federal and State agencies to locate in urban areas.
f. Efforts should be made to group public offices in a more or less common location as a convenience to the public.

9. Other.
   a. In many cases, home occupations are a legitimate use within residential areas and should be permitted provided that the use displays no outward manifestations of business other an a small business sign attached to the wall of the house.
   b. Recreation vehicle storage should be permitted in planned residential areas and these facilities shall be landscaped and otherwise screened from adjacent residential uses.
   c. Consistent with policies in the Historic and Cultural chapter rehabilitation and/or redevelopment of older residential areas shall be encouraged.
   d. All development in Deschutes County shall comply with all applicable state and federal rules, regulations and standards.

(Ord. 2010-008 §1, 2010; Ord. 2006-018 §1, 2006; Ord. 2005-023 §1, 2005; Ord. 2002-005 §1, 2002; Ord. 2000-017 §1, 2000; Ord. 92-051, 1992; PL-20, 1979)

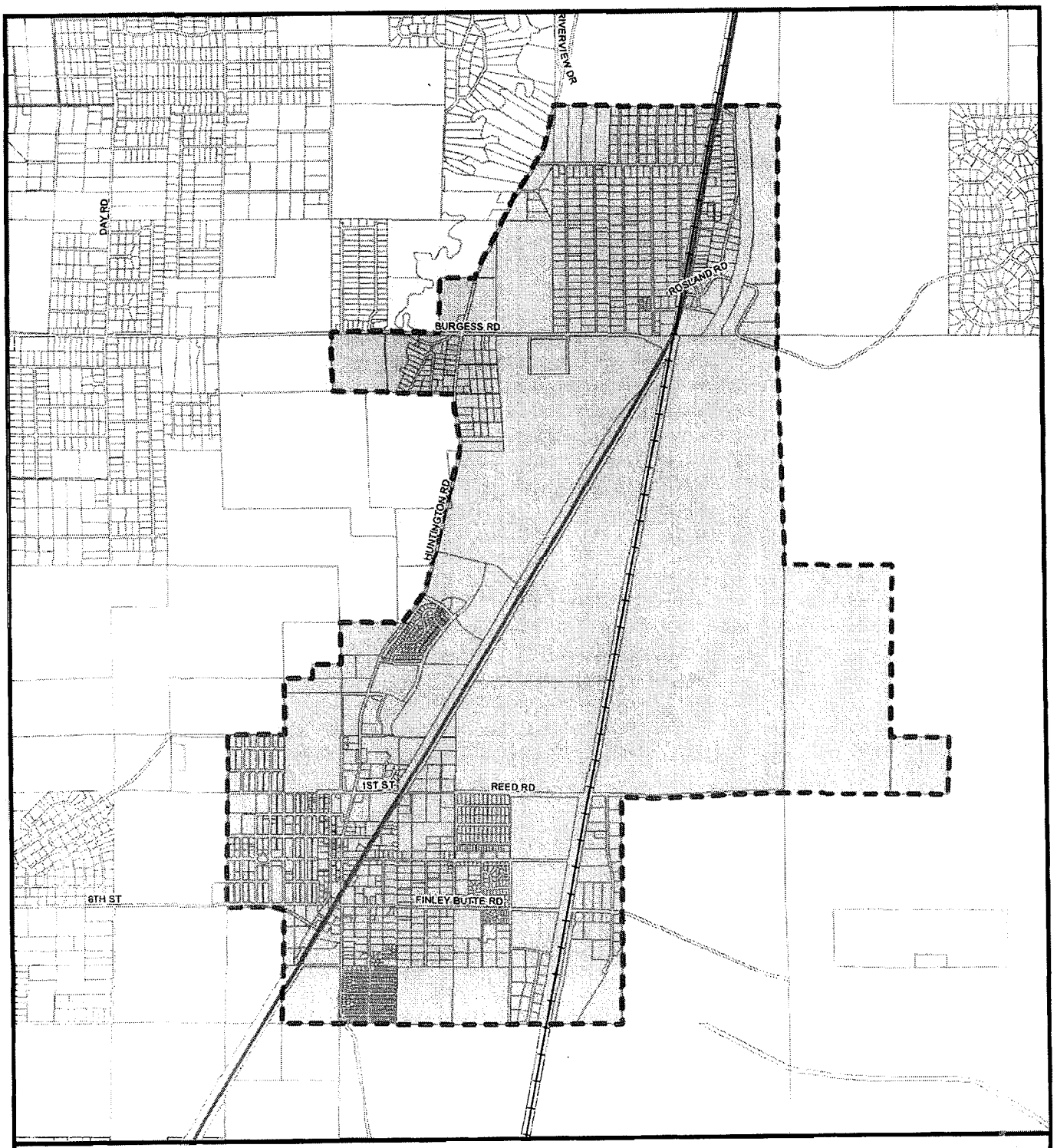
23.48.040. Urban Reserve Area Policies.

1. Redmond Urban Reserve Area. The following policies apply to the division and development of land in the area designated Redmond Urban Reserve on the County Comprehensive Plan map.
   a. The Redmond Urban Reserve Area (RURA) shall be designated with an urban reserve boundary located on the County's Comprehensive Plan Map.
   b. The County shall implement the Urban Reserve Area designation through the application of a RURA Combining Zone. The text of this combining zone shall be added and maintained in Title 18, County Zoning, of the Deschutes County Code.
   c. Until included in the Redmond Urban Growth Boundary, lands zoned Multiple Use Agricultural, Surface Mining, Rural Residential, or EFU in the RURA shall continue to be planned and zoned for rural uses, but in a manner that ensures a range of opportunities for the orderly, economic and efficient provision of urban services when these lands are included in the urban growth boundary.
   d. The County, by designating a RURA, shall adopt and implement land use regulations that ensure development and division of land in the Multiple Use Agricultural, Surface Mining or Rural Residential zoning districts, will not hinder the efficient transition to urban land uses and the orderly and efficient provision of urban services.
      These land use regulations shall include:
      1. Prohibition on the creation of new parcels less than ten acres;
      2. Regulations that prohibit zone changes or plan amendments allowing more intensive uses, including higher residential density, than permitted by the acknowledged zoning in effect as of the date of establishment of the urban reserve area. Such regulations shall remain in effect until such time as the land is included in the Redmond Urban Growth

Boundary.

e. Partitions of land zoned Exclusive Farm Use shall be allowed according to state law and the County Zoning Ordinance.
f. The City of Redmond and Deschutes County shall adopt a RURA Agreement consistent with their respective comprehensive plans and the requirements of OAR 660-021-0050.
g. New arterial and collector right-of-way established in the RURA shall meet the right-of-way standards of Deschutes County or the City of Redmond, whichever is greater.
h. The siting of new development shall be regulated along existing and future arterial and collector right-of-way, designated on the County's Transportation System Plan, for the purpose of ensuring the opportunity for future urban development and public facilities.
i. The siting of a single family dwelling on a legal parcel is permissible if the single family dwelling would otherwise have been allowed under law, existing prior to the designation of the parcel as part of the Redmond Urban Reserve Area.
j. City of Redmond shall collaborate with Deschutes County to assure that the County owned 1800 acres in the RURA is master planned before it is incorporated into Redmond's urban growth boundary.

(Ord. 2002-005 §1, 2002; Ord. 2000-017 §1, 2000; Ord. 92-051, 1992; PL-20, 1979; Ord. 2005-023 §1, 2005)



Legend

La Pine City Limit

Proposed La Pine Urban Growth Boundary

Deschutes County

Comprehensive Plan

Exhibit "B" to Ordinance 2010-008

0.5 0.25 0 0.5 Miles

March 01, 2010

BOARD OF COUNTY COMMISSIONERS
OF DESCHUTES COUNTY, OREGON

-absent-
Dennis R. Luke, Chair

Alan Unger
Alan Unger, Vice-Chair

Tammy Baney, Commissioner

Bonnie Baker
ATTEST: Recording Secretary

Dated this 5th day of April, 2010
Effective Date: April 5th, 2010

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 Adopted and Acknowledged 2009-2029 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 a variety of 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 or 50 persons per year on average. The increase is based on a conservative average annual growth rate of 2.2% as agreed upon in the adopted and acknowledged 2009-2029 Deschutes County Coordinated Population Forecast. Although the current economic crisis has severely dampened residential growth in La Pine, it is still important to look out over the

20-year planning period to forecast potential land use needs to accommodate planned growth.

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 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 over 2,700 acres of land were available for residential development inside the La Pine City limits.

3. Based upon available Census/Claritas data and as combined with local trend data, the assumption of 3.0 persons per household was used in determining residential land need for the planning period. Additionally, it was projected that over the planning period an average residential density of 3.0 units per net acre could be achieved. This goal is begins with recognizing the current low density of approximately 1.0613 people per the 1,566 gross acres of currently zoned residential land (1.0613 x 1,566 acres = current population of 1662). Increasing density by nearly 3 times the current rate may be aggressive, but it must be understood that the current range of housing choices is 97% single family residential. Thus, the proposed goals, policies, programs, and proposed land use designations contained in the Plan are designed to help improve the type of housing choices and mixed uses as a way to increase density. It was also projected that over the planning period that housing choices could 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 residential land will be needed to accommodate the projected population growth over the 20-year planning period – all of this is available within the proposed UGB. The ultimate goal is to blend the desires of the community to have more choices in housing types while retaining elements that reflect community values. To achieve this goal, the future zoning ordinances that implement the Plan goals and policies will also include livability standards and density allocations per zone.

4. The primary economic lands in La Pine are the industrial lands located 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, but there are inadequate amounts of large individual acreages. There is a need and desire for acreages of over 100 acres in size. The City of La Pine has identified other industrial and employment lands areas within the City/UGB that can be converted over time from resource uses to employment lands. 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 except for several "shovel-ready" large industrial development parcels of over 100 acres in size and potential recreational lands.

5. Overall, the UGB is proposed to be the same line as the boundary of the City limits. It is understood that the UGB will likely last longer than 20 years for most residential and commercial development. While the citizens of La Pine will want economic development as soon as possible, the current slow economic recovery will likely keep things from moving as fast as desired. Nonetheless, La Pine is planning for a future that accommodates planned growth. As described in more detail below, it is also understood the intent of having the UGB and City limits be the same line is to - assure the public of consistent jurisdiction for delivery of public services, including consistent land use; cohesion in developing the complete neighborhood concepts; delivery of utility and emergency services; code enforcement; and, allocation of tax dollars. The seamless jurisdiction of local government over the newly incorporated area is a top priority for the citizens of La Pine. The UGB will be filled up and developed with a variety of planned urban uses and holding zones where needed to address phased growth for the term of the Plan. This includes large lot industrial development, which must be available to respond to market desires and trends. It is essential for La Pine to not only have a variety of industrial lands but a ready supply of larger parcels for immediate development. In this way, La Pine can be more sustainable and effectively compete for businesses and industry that have traditionally overlooked La Pine in favor of Bend, Redmond, Prineville, etc.

6. 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, workshops, and open houses 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. During 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 and Deschutes County Board of County Commissioners were regularly updated and involved throughout the planning process. Formal public hearings were held before the City and County Planning Commissions and City Council whereby public testimony was heard.

7. 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, but they plan to. The parties are currently in discussions about the future transfer of water and sewer services from the Special Districts. As the City grows, the local City government will expand and absorb other 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.

8. 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, is critical for the economic health of the community.
9. 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.
10. Through the Comprehensive Planning process, it was determined that there are adequate lands within the existing City limits to meet housing and commercial land needs for the next 20 years. Thus, for this and other reasons described above, the Urban Growth Boundary will be commensurate with the incorporated area. Urban reserves planning will occur at an undesignated time in the future.
11. 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 until these lands are rezoned for employment land and recreational purposes. The City intends to rezone those resource lands that are within the City limits within the next 24 months. These lands will be urbanized over the planning period and designated for employment and recreation lands as shown on the Comprehensive Plan map. Much of this land lies on the east side of the City where new streets will provide adequate access and services for potential large lot industrial lands and opportunities for large energy production sites. La Pine is fortunate to be able to retain large parcels for economic development and to accommodate transitional uses until such time lands are needed for their ultimate urban development purposes. Such transitional uses include recreation, large lot industrial development, sewer expansion, energy production sites, wildfire management areas, which also include removal of vegetation as necessary to support healthy forest or to potentially provide fuels for biomass plants and other industry.

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 local newspapers, the broader community's "Bulletin" newspaper, and other local venues to advertise 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. City staff and consultants were available to the community and this helped those who could not make the meetings and needed to ask questions in person, vie email, or phone. The City also provided Braille copies of the Plan to those who requested it.

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 utilized a variety of studies and trend data from the US Census, Claritas, Oregon Economic and Employment Departments, DLCD, BLM, OEDD; Deschutes County, etc. The City also 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; USFS; BLM; ODOT; and, the Bend-La Pine School District, etc. 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 or in other mixes of uses as practicable. Additionally, the right to continue agricultural practices on such lands until 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 forestlands 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 or as large lots for future industrial and employment land needs. Additionally, the right to continue forest practices on such lands 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 view shed 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.
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.

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/or land is needed for specific tourism/recreational needs such as the proposed Rodeo expansion.

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 on residential zoned lands is very low. There are a total of 871 single-family units and 54 multiple family units on approximately 572 acres. This results in an average density of 1.61713 units per acre showing that there is prevalence of single-family dwellings on larger lots.

The BLI found that over 2,700 acres of 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 evaluating the research data for the Comprehensive Plan, an average household size of 3.0 persons was assumed. Additionally, a future average residential density of 3.0 units per net acre was used as a future goal. It was also assumed, as a goal, 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 adequate acreage available within the UGB to accommodate the projected housing need.

The UGB is commensurate with the existing incorporated boundary. The primary reason for this began 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 areas of the community. Thus, for planning purposes and economy in providing services to the developed areas, both areas and the undeveloped area in between were all included in the incorporated boundary. For this reason, and other reasons stated above, the proposed UGB is the logical choice.

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, other community spaces, and energy production uses, etc. to serve residents.

The following are the residential land use districts designated by the La Pine Comprehensive Plan Map:

RS - Single Family Density Residential Zone
RM - Multi-Family Density Residential Zone
MR - Neighborhood Master Plan Residential Zone

These three basic districts will 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 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 acreage necessary for housing to meet the population projections, 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 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. However, the City in collaboration with other agencies, is working on a transportation corridor plan that will be the basis for a future TSP.
The City is currently working with partner agencies, ODOT, LIGI, and Deschutes County, to complete the necessary planning for major improvements such as the Wickiup Junction 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 City area that is now incorporated – those funds will likely be transferred to the City for improvements within the UGB or the City will create their own SDC program. 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 patter that consists of low density, large lot, and 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.

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.

The City of La Pine is also planning to provide for transitional uses of lands that may result in a variety of energy production options. For example, the large acres of BLM land, within the City that lie next to city sewage treatment plant will likely be transferred to the City or County. While these lands may not be needed for sewer purposes for many years, they do provide lands upon which to develop solar arrays and other energy production facilities given their close proximity to the BPA energy lines. This type of energy product will help La Pine with utilization of vacant lands until they are needed for their ultimate urban purpose.

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

adequate lands needed to meet the projected housing and economic land needs for the projected population growth over the 20-year planning period. The Urban Growth Boundary is commensurate with the established incorporated boundary. Further, an expansion of the UGB and/or City boundary is not anticipated for residential uses. 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 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 a density of 1.61713 units per acre. This in combination with the density of units over all residential lands reveals 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 was needed 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 preparing the data for the Comprehensive Plan, an average household size of 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 adequate 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.

LA PINE URBAN GROWTH BOUNDARY

A PARCEL OF LAND LYING IN SECTIONS 35 AND 36 OF TOWNSHIP 21 SOUTH, RANGE 10 EAST, WILLAMETTE MERIDIAN, DESCHUTES COUNTY, OREGON; SECTIONS 1, 2, 10, 11, 12, 13, 14 AND 15 OF TOWNSHIP 22 SOUTH, RANGE 10 EAST, WILLAMETTE MERIDIAN, DESCHUTES COUNTY, OREGON; AND SECTION 7 OF TOWNSHIP 22 SOUTH, RANGE 11 EAST, WILLAMETTE MERIDIAN, DESCHUTES COUNTY, OREGON, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SECTION THIRTY-SIX (36), ALSO BEING COMMON TO SECTIONS TWENTY-SIX (26), TWENTY-FIVE (25), AND SECTION THIRTY-FIVE (35), TOWNSHIP TWENTY-ONE (21) SOUTH, RANGE TEN (10) EAST, OF THE WILLAMETTE MERIDIAN, DESCHUTES COUNTY, OREGON; THENCE ALONG THE NORTH LINE OF SAID SECTION THIRTY-SIX (36), SOUTH 89° 10' 08" EAST, 2563.61 FEET, TO THE NORTH ONE-QUARTER (1/4) CORNER BETWEEN SAID SECTIONS TWENTY-FIVE (25) AND SAID SECTION THIRTY-SIX (36); THENCE CONTINUING ALONG SAID NORTH LINE NORTH 89° 38' EAST, 2614.24 FEET, TO THE NORTHEAST CORNER OF SAID SECTION THIRTY SIX (36); THENCE ALONG THE EAST LINE OF SAID SECTION THIRTY-SIX (36), SOUTH 00° 50' 58" EAST, 2638.14 FEET, TO THE EAST ONE-QUARTER CORNER OF SAID SECTION THIRTY-SIX (36); THENCE CONTINUING ALONG SAID EAST LINE SOUTH 00° 51' 21" EAST, 2636.61 FEET, TO THE SOUTHEAST CORNER OF SAID SECTION THIRTY-SIX (36), SAID SOUTHEAST CORNER ALSO BEING THE NORTHEAST CORNER OF SECTION ONE (1), TOWNSHIP TWENTY-TWO, (22) SOUTH, RANGE TEN (10) EAST, OF THE WILLAMETTE MERIDIAN; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SECTION ONE (1) 5280 FEET MORE OR LESS, TO THE SOUTHEAST CORNER OF SAID SECTION ONE (1), SAID SOUTHEAST CORNER ALSO BEING THE NORTHWEST CORNER OF SECTION SEVEN (7), TOWNSHIP TWENTY TWO (22), SOUTH, RANGE ELEVEN (11) EAST, WILLAMETTE MERIDIAN; THENCE ALONG THE NORTH LINE OF SAID SECTION SEVEN (7), NORTH 89° 31' 58" EAST, 2426.70 FEET TO THE NORTH ONE-QUARTER (1/4) CORNER OF SAID SECTION SEVEN (7); THENCE ALONG THE NORTH–SOUTH CENTERLINE OF SAID SECTION SEVEN (7), SOUTH 00° 00' 12" EAST, 3,980.90 FEET TO THE CENTER SOUTH ONE-SIXTEENTH (1/16), CORNER; THENCE ALONG THE NORTH LINE OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER (SW1/4 SE 1/4) OF SAID SECTION SEVEN (7), SOUTH 89° 51' 05 EAST, 1331.78 FEET TO THE SOUTHEAST ONE SIXTEENTH (1/16), CORNER OF SAID SECTION SEVEN (7); THENCE ALONG THE EAST LINE OF SAID SOUTHWEST ONE-QUARTER, SOUTHEAST ONE-QUARTER QUARTER SOUTH 00° 24' 44" WEST, 1324.02 FEET TO THE EAST ONE SIXTEENTH (1/16), CORNER COMMON TO SAID SECTIONS SEVEN (7) AND SECTION EIGHTEEN (18), TOWNSHIP TWENTY-TWO (22) SOUTH, RANGE ELEVAN (11) EAST, OF THE WILLAMETTE MERIDIAN; THENCE ALONG THE SOUTH LINE OF SAID SECTION SEVEN (7),NORTH 89° 45' 11" WEST, 3,748.42 FEET, TO THE SOUTHWEST CORNER OF SAID SECTION SEVEN (7), BEING THE CORNER COMMON TO SAID SECTION SEVEN (7) AND SAID SECTION EIGHTEEN (18), AND SECTION CORNERS TWELVE (12), AND THIRTEEN (13), TOWNSHIP TWENTY TWO SOUTH (22), RANGE TEN (10) EAST, WILLAMETTE MERIDIAN; THENCE LEAVING SAID SOUTH LINE OF SECTION SEVEN (7) AND ALONG THE SOUTH LINE OF SAID SECTION TWELVE (12), WESTERLY 3960 FEET MORE OR LESS TO THE WEST ONE SIXTEENTH (1/16), CORNER COMMON TO SAID SECTIONS TWELVE (12) AND SECTION THIRTEEN (13); THENCE LEAVING SAID SOUTH LINE AND ALONG THE NORTH-SOUTH CENTERLINE OF THE NORTHWEST ONE-QUARTER OF SAID SECTION THIRTEEN (13), SOUTH 00° 15' 37"

EAST, 2628.83 FEET TO THE CENTER WEST ONE SIXTEENTH (1/16), CORNER OF SAID SECTION THIRTEEN (13); THENCE ALONG THE NORTH-SOUTH CENTERLINE OF THE SOUTHWEST ONE-QUARTER OF SAID SECTION THIRTEEN (13), SOUTH 00° 15' 08" EAST, 2,636.76 FEET, TO THE WEST ONE SIXTEENTH (1/16), CORNER COMMON TO SAID SECTION THIRTEEN (13) AND SECTION TWENTY-FOUR (24), TOWNSHIP TWENTY TWO SOUTH (22), RANGE TEN (10) EAST, WILLAMETTE MERIDIAN; THENCE ALONG THE SOUTH LINE OF SAID SECTION THIRTEEN (13), SOUTH 89° 32' 39" WEST, 1,295.01 FEET TO THE SECTION CORNER COMMON TO SAID SECTION THIRTEEN (13), AND SECTIONS FOURTEEN (14), TWENTY-THREE (23) AND TWENTY-FOUR (24) OF TOWNSHIP TWENTY TWO SOUTH (22), RANGE TEN (10) EAST, WILLAMETTE MERIDIAN; THENCE ALONG THE SOUTH LINE OF SAID SECTION FOURTEEN (14), SOUTH 89° 47' WEST, 2,611.62 FEET, TO THE SOUTH ONE-QUARTER CORNER OF SAID SECTION FOURTEEN; THENCE CONTINUING ALONG SAID SOUTH LINE OF SECTION FOURTEEN (14), NORTH 89° 41' WEST, 2,597.76 FEET TO THE SECTION CORNER COMMON TO SAID SECTION FOURTEEN (14), FIFTEEN AND SECTIONS (15), TWENTY-TWO (22) AND TWENTY-THREE (23) OF TOWNSHIP TWENTY TWO SOUTH (22), RANGE TEN (10) EAST, WILLAMETTE MERIDIAN; THENCE ALONG THE SOUTH LINE OF SAID SECTION FIFTEEN (15), NORTH 89° 37' 36" WEST 1308.26 FEET TO THE EAST ONE SIXTEENTH (1/16), CORNER BETWEEN SAID SECTIONS FIFTEEN (15) AND TWENTY TWO (22); THENCE ALONG THE NORTH-SOUTH CENTERLINE OF THE SOUTHEAST ONE-QUARTER OF SAID SECTION FIFTEEN (15), NORTH 00° 29' 31" EAST 1,334.85 FEET TO THE SOUTHEAST ONE SIXTEENTH (1/16), CORNER OF SAID SECTION FIFTEEN (15); THENCE CONTINUING ALONG SAID NORTH-SOUTH CENTERLINE, NORTH 00° 13' 14" EAST 1255.93 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF SIXTH STREET AS DESCRIBED IN THAT DEED RECORDED IN VOLUME 290 PAGE 150, DESCHUTES COUNTY DEED RECORDS; THENCE LEAVING SAID NORTH-SOUTH CENTERLINE AND ALONG SAID RIGHT OF WAY LINE 235.80 FEET ALONG THE ARC OF 1402.50 FOOT RADIUS NON-TANGENT CURVE TO THE LEFT, THE LONG CHORD OF WHICH BEARS NORTH 70°47'17" WEST 235.52 FEET TO THE EAST-WEST CENTERLINE OF SAID SECTION FIFTEEN; THENCE LEAVING SAID RIGHT OF WAY LINE AND ALONG SAID THE EAST-WEST CENTERLINE OF SECTION FIFTEEN, SOUTH 89° 41' 16" WEST, 1085.68 FEET TO THE CENTER ONE-QUARTER (1/4), CORNER OF SAID SECTION FIFTEEN (15); THENCE ALONG THE NORTH-SOUTH CENTERLINE OF SAID SECTION FIFTEEN (15), NORTH 00° 14' 38" EAST 1316.31 FEET TO THE CENTER NORTH ONE-SIXTEEN (1/16), CORNER OF SAID SECTION FIFTEEN (15); THENCE CONTINUING ALONG SAID NORTH-SOUTH CENTERLINE, NORTH 00° 14' 30" EAST, 1,316.28 FEET TO THE QUARTER CORNER COMMON TO SAID SECTION FIFTEEN (15) AND SECTION TEN (10) TOWNSHIP TWENTY TWO SOUTH (22), RANGE TEN (10) EAST, WILLAMETTE MERIDIAN; THENCE ALONG THE WEST LINE OF THE PLAT OF "FIRST ADDITION TO LA PINE" NORTH 01° 20' 30" WEST, 1334.85 FEET MORE OR LESS TO THE NORTHWEST CORNER OF SAID "FIRST ADDITION TO LA PINE; THENCE ALONG THE NORTH LINE OF SAID "FIRST ADDITION TO LA PINE" SOUTH 88° 57' 20" EAST, 1309 FEET MORE OF LESS TO THE NORTH-SOUTH CENTERLINE OF THE SOUTH EAST ONE-QUARTER OF SAID SECTION 10; THENCE LEAVING SAID NORTH LINE AND ALONG THE NORTH-SOUTH CENTERLINE OF SAID SOUTH EAST ONE-QUARTER, NORTH 00° 29' 33' WEST, 984 FEET MORE OR LESS TO THE SOUTHWEST CORNER OF GOVERNMENT LOT 2 OF SAID SECTION 10 AS SHOWN ON THE PLAT TITLED "DEPENDENT RESURVEY, SUBDIVISION OF SECTIONS 10 AND 11, AND METES-AND-BOUNDS SURVEYS", ACCEPTED BY THE DIRECTOR, USDI, BLM, ON MAY 28, 2004 AND FILED AT THE DESCHUTES COUNTY SURVEYOR'S OFFICE AS SURVEY CS16296; THENCE CONTINUING ALONG SAID NORTH-SOUTH CENTERLINE, NORTH 00° 36' 11" WEST, 329.67 FEET TO THE NORTHWEST CORNER OF SAID GOVERNMENT LOT 2; THENCE LEAVING SAID NORTH-SOUTH CENTERLINE AND ALONG THE NORTH LINE OF SAID

GOVERNMENT LOT 2, NORTH 89° 57' 59" EAST, 662.97 FEET, TO THE SOUTHWEST CORNER OF GOVERNMENT LOT 1 AS SHOWN ON SAID 2004 BLM SURVEY; THENCE ALONG THE WEST LINE OF SAID GOVERNMENT LOT 1, NORTH 01° 29' 03" WEST, 322.51 FEET TO THE NORTHWEST CORNER OF SAID GOVERNMENT LOT 1; THENCE ALONG THE NORTH LINE OF SAID GOVERNMENT LOT 1 SOUTH 89° 58' 25" EAST, 661.98 FEET TO THE NORTHEAST CORNER OF SAID GOVERNMENT LOT 1 ON THE WEST LINE OF SECTION ELEVEN (11), TOWNSHIP TWENTY-TWO (22), SOUTH, RANGE TEN (10) EAST, WILLAMETTE MERIDIAN; THENCE ALONG THE LINE COMMON TO SAID SECTION TEN (10) AND SECTION ELEVEN (11), NORTH 01° 39' 46" WEST, 965.53 FEET TO THE NORTH ONE SIXTEENTH (1/16) CORNER OF SAID SECTION TEN (10) AND SECTION ELEVEN (11); THENCE ALONG THE NORTH LINE OF THE SOUTHWEST QUARTER, NORTHWEST QUARTER, (SW1/4, NW1/4), OF SAID SECTION ELEVEN (11), NORTH 89° 53' 12" EAST, 1329.65 FEET TO THE NORTHWEST ONE-SIXTEENTH (1/16), CORNER OF SAID SECTION ELEVEN (11); THENCE ALONG THE NORTH LINE OF THE SOUTHEAST QUARTER, NORTHWEST QUARTER, (SE1/4, NW1/4), OF SAID SECTION ELEVEN (11), NORTH 89° 54' 21" EAST, 90.60 FEET TO THE WESTERLY RIGHT OF WAY OF HUNTINGTON ROAD, SAID RIGHT OF WAY LINE BEING 30.00 FEET WESTERLY OF AND PARALLEL WITH THE CENTERLINE OF HUNTINGTON ROAD AS SURVEYED IN THE 2001 "PLAT OF SURVEY" FILED AS SURVEY CS14655 IN THE DESCHUTES COUNTY SURVEYOR'S OFFICE; THENCE ALONG SAID WESTERLY RIGHT OF WAY LINE OF HUNTINGTON ROAD NORTH 36° 26' 35" EAST, 572.89 FEET, TO A POINT OF CURVATURE; THENCE 564.32 FEET ALONG THE ARC OF A 1,402.39 FOOT RADIUS CURVE TO THE LEFT, (THE CHORD OF WHICH BEARS NORTH 24° 54' 55" EAST, 560.52 FEET), TO A POINT OF TANGENCY; THENCE NORTH 13° 23' 15" EAST, 3,010.46 FEET TO A POINT OF CURVATURE; THENCE 50.49 FEET ALONG THE ARC OF A 788.51 FOOT RADIUS CURVE TO THE LEFT, (THE CHORD OF WHICH BEARS NORTH 11° 33' 12" EAST, 50.48 FEET), TO A POINT ON THE NORTH LINE OF THE NORTHWEST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER OF SECTION TWO (2), TOWNSHIP TWENTY-TWO (22), SOUTH, RANGE TEN (10) EAST, WILLAMETTE MERIDIAN; THENCE CONTINUING ALONG THE WESTERLY RIGHT OF WAY OF HUNTINGTON ROAD, SAID RIGHT OF WAY LINE BEING 30.00 FEET WESTERLY OF AND PARALLEL WITH THE CENTERLINE OF HUNTINGTON ROAD AS SURVEYED IN THE 1977 DESCHUTES COUNTY PUBLIC WORKS SURVEY MAP ENTITLED "PENGRA-HUNTINGTON E-2" ON FILE AT THE DESCHUTES COUNTY ROAD DEPARTMENT, 261.76 FEET ALONG THE ARC OF A 778.51 FOOT RADIUS CURVE TO THE RIGHT, (THE LONG CHORD OF WHICH BEARS NORTH 00° 30'52" EAST, 260.53 FEET), TO A POINT OF TANGENCY; THENCE NORTH 09° 07' 05" WEST, 699.14 FEET, TO A POINT OF CURVATURE; THENCE 359.44 FEET ALONG THE ARC OF A 2,261.38 FOOT RADIUS CURVE TO THE RIGHT, (THE CHORD OF WHICH BEARS NORTH 04° 33' 52" WEST, 359.06 FEET), TO A POINT ON THE NORTH LINE OF THE SOUTHWEST ONE-QUARTER, NORTHEAST ONE-QUARTER, (SW1/4 NE1/4), OF SECTION TWO (2), TOWNSHIP TWENTY-TWO (22), SOUTH, RANGE TEN (10) EAST, WILLAMETTE MERIDIAN; THENCE LEAVING SAID WESTERLY RIGHT OF WAY OF HUNTINGTON ROAD AND ALONG SAID NORTH LINE OF SAID SOUTHWEST ONE-QUARTER, NORTHEAST ONE-QUARTER, (SW1/4 NE1/4), NORTH 89° 11' WEST, 250.14 FEET TO THE CENTER NORTH ONE-SIXTEENTH (1/16) CORNER, OF SAID SECTION TWO (2); THENCE ALONG THE SOUTH LINE OF THE NORTHEAST ONE-QUARTER, NORTHWEST ONE-QUARTER, (NE1/4 NW1/4), OF SAID SECTION TWO (2), NORTH 89° 11' WEST, 1236.15' FEET TO THE NORTH WEST ONE-SIXTEENTH (1/16) CORNER; THENCE ALONG THE SOUTH LINE OF THE NORTHWEST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER, (NW 1/4 NW1/4), OF SAID SECTION TWO, NORTH 89° 11' WEST, 1236.15' FEET TO THE NORTH ONE-SIXTEENTH (1/16), CORNER COMMON TO SAID SECTION TWO (2) AND SECTION THREE (3), TOWNSHIP TWENTY-TWO (22) SOUTH, RANGE TEN (10) EAST, WILLAMETTE MERIDIAN; THENCE

ALONG THE WEST LINE OF SAID NORTHWEST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER, (NW 1/4 NW1/4), NORTH 2° 16' 58" WEST, 1332.13 FEET TO THE NORTHWEST CORNER OF SAID SECTION TWO (2) AND THE CORNER COMMON SAID SECTION THREE (3) AND SECTION THIRTY-FOUR (34) AND SECTION THIRTY FIVE (35) OF TOWNSHIP TWENTY-ONE (21) SOUTH, RANGE TEN (10), EAST, WILLAMETTE MERIDIAN; THENCE ALONG THE WEST LINE OF SAID SECTION THIRTY FIVE (35), NORTH 2° 22' 13" EAST, 51 FEET MORE OR LESS TO THE NORTHERLY RIGHT OF WAY OF BURGESS ROAD; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY 2451 FEET MORE OR LESS TO THE INTERSECTION OF THE NORTH-SOUTH CENTERLINE OF SAID SECTION THIRTY FIVE (35); THENCE LEAVING SAID NORTHERLY RIGHT OF WAY AND ALONG THE NORTH-SOUTH CENTERLINE OF SAID SECTION THIRTY-FIVE (35), NORTH 01° 40' 22" EAST, 1,246.58 FEET TO THE CENTER SOUTH ONE-SIXTEENTH (1/16), CORNER OF SAID SECTION THIRTY-FIVE (35); THENCE ALONG THE NORTH LINE OF THE SOUTHWEST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER (SW 1/4 SE 1/4), OF SAID SECTION THIRTY-FIVE, SOUTH 89° 21' 30" EAST, 814.69 FEET TO A POINT OF NON-TANGENCY ON THE WESTERLY RIGHT OF WAY LINE OF HUNTINGTON ROAD, SAID RIGHT OF WAY LINE BEING 30.00 FEET WESTERLY OF AND PARALLEL WITH THE CENTERLINE OF HUNTINGTON ROAD AS SURVEYED IN THE NOVEMBER 1971 DESCHUTES COUNTY PUBLIC WORKS MAP ENTITLED "PORTION OF PENGRA-HUNTINGTON" ON FILE AT THE DESCHUTES COUNTY ROAD DEPARTMENT; THENCE ALONG SAID WESTERLY RIGHT OF WAY OF HUNTINGTON ROAD 656.84 FEET ALONG THE ARC OF A 3,849.72 FOOT RADIUS NON-TANGENT CURVE TO THE RIGHT, (THE CHORD OF WHICH BEARS NORTH 23° 41' 53" EAST, 656.05 FEET), TO A POINT OF TANGENCY; THENCE NORTH 28°35'10" EAST, 156.68 FEET, TO A POINT OF CURVATURE; THENCE 305.89 FEET ALONG THE ARC OF A 5,699.58 FOOT RADIUS CURVE TO THE LEFT, (THE CHORD OF WHICH BEARS NORTH 27° 02' 55" EAST, 305.85 FEET), TO A POINT OF TANGENCY; THENCE NORTH 25° 30' 40" EAST, 69.30 FEET TO A POINT OF TANGENCY; THENCE 249.57 FEET MORE OR LESS ALONG THE ARC OF A 34,400.50 FOOT RADIUS CURVE TO THE RIGHT (THE CHORD OF WHICH BEARS NORTH 25° 43' 08" EAST, 249.57 FEET MORE OR LESS), TO A POINT ON THE SOUTH LINE OF THE SOUTHEAST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER (SE 1/4 NE 1/4) OF SAID SECTION 35; THENCE CONTINUING ALONG THE WESTERLY RIGHT OF WAY OF HUNTINGTON ROAD AS SHOWN ON THE OFFICIAL PLAT OF "LAZY RIVER SOUTH", NORTH 27° 10' 27" EAST, 500.80 FEET, TO A POINT OF CURVATURE; THENCE 403.52 FEET ALONG THE ARC OF A 2,911.21 FOOT RADIUS CURVE TO THE RIGHT, (THE CHORD OF WHICH BEARS NORTH 31° 08'42" EAST 403.19 FEET), TO A POINT OF TANGENCY; THENCE NORTH 35° 06' 57" EAST, 108.10 FEET, TO A POINT OF CURVATURE; THENCE 496.85 FEET ALONG THE ARC OF A 5,885.85 FOOT RADIUS CURVE TO THE LEFT, (THE CHORD OF WHICH BEARS NORTH 31° 25' 58" EAST, 496.05 FEET), TO A POINT OF TANGENCY; THENCE NORTH 30° 24' 17" EAST, 289.70 FEET, TO A POINT OF CURVATURE; THENCE 240.73 FEET ALONG THE ARC OF A 704.77 FOOT RADIUS CURVE TO THE LEFT, (THE CHORD OF WHICH BEARS NORTH 20° 37' 10" EAST, 239.56 FEET), TO A POINT OF TANGENCY; THENCE NORTH 10° 50' 02" EAST, 594.05 FEET, TO A POINT OF CURVATURE; THENCE 258.17 FEET ALONG THE ARC OF A 1,779.13 FOOT RADIUS CURVE TO THE RIGHT, (THE CHORD OF WHICH BEARS NORTH 14° 59' 28" EAST, 257.95 FEET), TO A POINT OF NON-TANGENCY AT THE INTERSECTION OF SAID WESTERLY RIGHT OF WAY AND THE NORTH LINE OF SAID SECTION THIRTY FIVE (35), OF TOWNSHIP TWENTY-ONE (21) SOUTH, RANGE TEN (10), EAST, WILLAMETTE MERIDIAN; THENCE LEAVING SAID WESTERLY RIGHT OF WAY AND ALONG SAID NORTH LINE SOUTH 89° 11' 14" EAST, 31.63 FEET TO THE NORTHEAST CORNER OF SAID SECTION THIRTY-FIVE (35), SAID CORNER ALSO BEING COMMON TO SECTIONS TWENTY-SIX (26), TWENTY-FIVE (25), AND SECTION THIRTY-SIX (36), OF TOWNSHIP TWENTY-ONE (21) SOUTH, RANGE

TEN (10), EAST, WILLAMETTE MERIDIAN AND THE POINT OF BEGINNING OF THIS DESCRIPTION.

NOTE: THIS DESCRIPTION IS BASED UPON RECORDED BOUNDARY SURVEYS AND AVAILABLE MAPS ON RECORD AT THE DESCHUTES COUNTY SURVEYOR'S OFFICE AND THE DESCHUTES COUNTY ROAD DEPARTMENT.

Approved

Gregory Bates

Chief Cartographer

Deschutes County, Oregon