

City of Prineville

Urban Area Comprehensive Plan

Draft

January 2005

Special Note: *This is Prineville's first individual Comprehensive Plan ("Plan"). Currently, the Crook County Comprehensive Plan covers the City. The City began the task to develop its own Comprehensive Plan as part of the State of Oregon Periodic Review Order and subsequent to the City completing the Urban Growth Boundary (UGB) expansion.*

There are many ways to design a City Comprehensive Plan and no two are alike. Prineville's Plan must be unique to Prineville and reflect the vision and expressions of the community. Therefore, this Plan is a "value driven" document. The intent of this format is to clearly incorporate the local values, goals and aspirations of the community. These values are recognized as the driving force behind the land use concepts advocated in the policies and goals contained within the Plan.

This Plan does not repeat unnecessary amounts of technical support data that can be better located in an appendix. The result is a concise document that is easier to understand and more useful for citizens. The graphics and text in the plan may be subject to change, as new information is made available. However, it is timely to review the local value statements and other concepts to make sure they accurately reflect the desires of the community before proceeding to develop any implementing ordinances or revisions to local codes.

Special Thanks & Acknowledgements

Staff to add data here after citizen and agency comments are received

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Staff to add data here after modifications are complete

Chapter 1 Introduction

Purpose and Intent

The Prineville Urban Area Comprehensive Plan, known from here on out as the "Plan", is a dynamic and inspirational guide for directing and managing growth in the community. This document supercedes the previous Comprehensive Plan where Crook County and Prineville were combined together. The City of Prineville has chosen to have its own Plan and implementing land use ordinances.

The jurisdiction of the plan applies to the areas within the Urban Growth Boundary (UGB). The Plan provides for and anticipates community planning needs for all aspects of the urban environment. The Plan is a dynamic document that will be modified, refined, and ultimately, changed from time to time when new values are determined. The City of Prineville will strive to manage those changes in a deliberate manner in order to reflect the desires and wishes of Prineville residents. Prineville's residents have made it clear that the small town feel of the community is a key feature of what makes the community livable and desirable. This Plan will focus on preserving this key feature.

Since 1973, Oregon has maintained a strong statewide program for land use planning. The State of Oregon requires that all cities conform to the Statewide Planning Goals as applicable. The foundation of that program is a set of 19 Statewide Planning Goals. The goals express the state's policies on land use and on related topics, such as citizen involvement, housing, and natural resources. Most of the goals are accompanied by 'guidelines,' which are suggestions about how a goal may be applied. As noted in Goal 2, guidelines are not mandatory. Oregon's statewide goals are achieved through local comprehensive planning. State law requires each city and county to adopt a comprehensive plan and the zoning and land-division ordinances needed to put the plan into effect. The local comprehensive plans must be consistent with the Statewide Planning Goals. The State's Land Conservation and Development Commission (LCDC) review plans for such consistency. When LCDC officially approves a local government's plan, the plan is said to be 'acknowledged.' After acknowledgement the Plan becomes the controlling guide for implementing ordinances. Oregon's planning laws apply not only to local governments but also to special districts and state agencies. The laws strongly emphasize coordination -- keeping plans and programs consistent with each other, with the goals, and with acknowledged local plans.

A Summary of Oregon's Statewide Planning Goals

GOAL 1

CITIZEN INVOLVEMENT Goal 1 calls for "the opportunity for citizens to be involved in all phases of the planning process." It requires each city and county to have a citizen involvement program containing six components specified in the goal. It also requires local governments to have a committee for citizen involvement (CCI) to monitor and encourage public participation in planning.

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GOAL 2

LAND USE PLANNING Goal 2 outlines the basic procedures of Oregon's statewide planning program. It says that land use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation ordinances" to put the plan's policies into effect must be adopted. It requires that plans be based on "factual information"; that local plans and ordinances be coordinated with those of other jurisdictions and agencies; and that plans be reviewed periodically and amended as needed. Goal 2 also contains standards for taking exceptions to statewide goals. An exception may be taken when a statewide goal cannot or should not be applied to a particular area or situation.

GOAL 3

AGRICULTURAL LANDS Goal 3 defines "agricultural lands." It then requires counties to inventory such lands and to "preserve and maintain" them through farm zoning. Details on the uses allowed in farm zones are found in ORS Chapter 215 and in Oregon Administrative Rules, Chapter 660, Division 33. ***This goal does not apply to land within the Prineville UGB.***

GOAL 4

FOREST LANDS This goal defines forest lands and requires counties to inventory them and adopt policies and ordinances that will "conserve forest lands for forest uses." ***This goal does not apply to land within the Prineville UGB.***

GOAL 5

OPEN SPACES, SCENIC AND HISTORIC AREAS AND NATURAL RESOURCES Goal 5 covers more than a dozen natural and cultural resources such as wildlife habitats and wetlands. It establishes a process for each resource to be inventoried and evaluated. If a resource or site is found to be significant, a local government has three policy choices: preserve the resource, allow proposed uses that conflict with it, or strike some sort of a balance between the resource and the uses that would conflict with it.

GOAL 6

AIR, WATER AND LAND RESOURCES QUALITY This goal requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.

GOAL 7

AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS Goal 7 deals with development in places subject to natural hazards such as floods or landslides. It requires that jurisdictions apply "appropriate safeguards" (floodplain zoning, for example) when planning for development there.

GOAL 8

RECREATION NEEDS This goal calls for each community to evaluate its areas and facilities for recreation and develop plans to deal with the projected demand

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for them. It also sets forth detailed standards for expedited siting of destination resorts.

GOAL 9

ECONOMY OF THE STATE Goal 9 calls for diversification and improvement of the economy. It asks communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs.

GOAL 10

HOUSING This goal specifies that each city must plan for and accommodate needed housing types, such as multifamily and manufactured housing. It requires each city to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

GOAL 11

PUBLIC FACILITIES AND SERVICES Goal 11 calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The goal's central concept is that public services should to be planned in accordance with a community's needs and capacities rather than be forced to respond to development as it occurs.

GOAL 12

TRANSPORTATION The goal aims to provide "a safe, convenient and economic transportation system." It asks for communities to address the needs of the "transportation disadvantaged."

GOAL 13

ENERGY Goal 13 declares that "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles."

GOAL 14

URBANIZATION This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. It calls for each city to establish an "urban growth boundary" (UGB) to "identify and separate urbanizable land from rural land." It specifies seven factors that must be considered in drawing up a UGB. It also lists four criteria to be applied when undeveloped land within a UGB is to be converted to urban uses.

GOAL 15

WILLAMETTE GREENWAY Goal 15 sets forth procedures for administering the 300 miles of greenway that protects the Willamette River. ***This goal does not apply to land within the Prineville UGB.***

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GOAL 16

ESTUARINE RESOURCES This goal requires local governments to classify Oregon's 22 major estuaries in four categories: natural, conservation, shallow-draft development, and deep-draft development. It then describes types of land uses and activities that are permissible in those "management units." ***This goal does not apply to land within the Prineville UGB.***

GOAL 17

COASTAL SHORELANDS The goal defines a planning area bounded by the ocean beaches on the west and the coast highway (State Route 101) on the east. It specifies how certain types of land and resources there are to be managed: major marshes, for example, are to be protected. Sites best suited for unique coastal land uses (port facilities, for example) are reserved for "water-dependent" or "water related" uses. ***This goal does not apply to land within the Prineville UGB.***

GOAL 18

BEACHES AND DUNES Goal 18 sets planning standards for development on various types of dunes. It prohibits residential development on beaches and active foredunes, but allows some other types of development if they meet key criteria. The goal also deals with dune grading, groundwater drawdown in dunal aquifers, and the breaching of foredunes. ***This goal does not apply to land within the Prineville UGB.***

GOAL 19

OCEAN RESOURCES Goal 19 aims "to conserve the long-term values, benefits, and natural resources of the nearshore ocean and the continental shelf." It deals with matters such as dumping of dredge spoils and discharging of waste products into the open sea. Goal 19's main requirements are for state agencies rather than cities and counties. ***This goal does not apply to land within the Prineville UGB.***

The previous Crook County Plan addressed the above goals as required.

Looking beyond the conventions of law, this Plan exceeds minimum legal requirements to get at what the people want. It describes who lives in the community, reflects upon Prineville's history, documents its use of land, examines its roadways, studies its economics, systems and governance, and assesses its current physical and ecological environment. This document conforms to the Oregon Revised Statutes, Department of Land Conservation and Development rules and regulations as well as the Oregon Administrative Rules governing the Land Conservation and Development Commission. The context of the Plan has been developed in cooperation with Crook County and the Urban Management Agreement provisions contained in the Appendix of this document.

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This new Plan does much the same as the old Plan except that it is “value driven” and more clearly expresses the vision of the community. The Plan provides direction to the City staff based upon those values. The advantage to having a “value driven” Plan is that the community goals become the foundation for decision-making on a variety of levels within the local government. Values tend to have more meaning than long lists of temporary tasks that have a limited shelf life and require constant revision. The City of Prineville’s Comprehensive Plan values are based upon locally established visions, long range-goals, and clear policies derived from extensive public participation and local knowledge of community leaders. Thus, the Plan contains goals and policies based on the City’s values, set in the context of current and potential opportunities, concerns and capabilities. The Plan is meant to last for the 20-year planning horizon and thus, the values of the community need to be clearly expressed in the Plan before any changes are made to the implementing ordinances.

This Plan provides an extensive amount of information and guidance, but depends heavily on the appropriate exercise of individual discretion, interpretation and initiative to fulfill the Plan’s overall goals, policies and programs. This Plan is intended to serve as a guidebook for city officials, based on the community’s real-life conditions by helping its officials make informed decisions.

Ultimately, this Plan is a useful planning tool that will help shape the City’s zoning and subdivision regulations, capital improvement programming and budgeting, and other legal and regulatory actions necessary to manage Prineville’s physical, social, and environmental character. All of these implementation tools must be consistent with this Plan in order to be consistent with State law. Some elements of this Plan address several goals in order to retain consistency and ease of review for local citizens. To that end, the Plan contains the following elements:

- **Community Characteristics**
- **Land Uses and Zoning Designations**
 - **Natural Environment**
 - **Parks and Recreation**
 - **Economy**
- **Transportation and Circulation**
 - **Housing**
- **Public Services and Facilities**
- **Appendix**

Planning Process

Planning is an ongoing process that requires extensive public input to accurately capture the desires of the community. All too often, we hear about growth creating unwelcome or unanticipated changes that cause anger and frustration amongst other communities.

The goal of meaningful public involvement requires balancing many individual concerns and goals to arrive at a vision that reflects the unique aspects of Prineville. Meaningful public involvement requires a certain amount of outreach in order to entice busy citizens to get involved. Public involvement does not have to require laborious or extended night meetings. Technology, community websites, varied communication methods and other techniques are readily available as an alternative to numerous meetings as a way to avoid waiting for hours to deliver testimony. Prineville's citizens are perceptive and ready to respond on a variety of levels and local city officials will continue to embrace the concerns of their constituents and taxpayers.

The City currently operates a City Manager/Council form of government. Citizens are encouraged to participate in Council meetings and decision-making proceedings. With regard to land use planning, the City Council appoints a 7-member Planning Commission to serve as a quasi-judicial body that acts as a research and fact-finding group to analyze, research and make recommendations to the City Council regarding the appropriate use and development of land throughout the municipality. The Planning Commission serves as the primary citizen involvement committee consistent with the requirements of the State Land Use Planning Goal 1. ***May need to add a specific Citizen Involvement and Procedures section***

Local Values and Vision

There is no cookie-cutter approach, fad or, trendy style that will work for Prineville when it comes to land use planning. Likewise, there is no avoiding the realization that if citizens really care about their community this Plan must examine the thoughts and goals of as many of its' citizens as possible. Land use planning is more of an art than a science, and often fraught with legal jargon and the potential for vast amounts of litigation – yet land use planning can be straightforward and productive if we focus on the elements that make for a quality living environment.

The community has expressed its desire to retain a "small town feel" as growth occurs throughout the community. The focus of this Plan is to make sure that the growth and redevelopment of the community adheres to this concept. The intent of this Plan requires focus on the planning techniques that replicate and preserve the best of Prineville's small town features. One of these techniques requires a careful examination of neighborhoods and the local elements that influence livability.

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This Plan will begin with an assessment of what makes Prineville's neighborhoods complete and livable. Prineville's neighborhoods are not just limited to residential areas but those areas necessary so people can work, shop and play within close proximity of their homes. This concept is the foundation of what we typically consider to represent "complete neighborhoods" and often reflects the places we would like to live in. Again, it is understood that there will not be a cookie-cutter approach or attempts at a "one size fits all" template for Prineville. Likewise, this Plan contemplates changes over time that responds to future needs and concepts that are beneficial to the community. The goal of this Plan is to serve the needs of **all** citizens by providing many choices and opportunities for housing, employment, shopping, services, and recreation.

What is the vision?

The best way to approach the development of this Plan is to first examine where the community has come from, and where the community wants to go, by beginning with an assessment of current needs and issues and examining previous plans as a basis. The previous County/City Plan expressed a vision of Prineville that was helpful for determining what the community issues were in the past. A vision of the future, based on previous visions as expressed in those earlier plans and more current visions as expressed by community participants in the planning process, is the second step, outlining possible policy directives and the formation of initial goals in response to current and emerging issues.

A more intensive and directed goal-setting exercise follows, followed still by the creation of policies designed to achieve those goals by guiding City and agency behavior. Programs then emerge to implement the policies, allowing the City to create individual tasks that can be included in annual departmental budgets. As the

Goals and issues — *something for everyone*

years pass, the community can then review the execution of the Plan's programs, evaluating progress and revising the plan as necessary. Planning, through a structured and deliberate process, creates and tests future scenarios. The results are a preferred course of action to achieve a desired result. The policies and programs included in this Plan reflect the Prineville resident's preferred direction and instruct community leaders on how to achieve the community's long-range goals.

**Goals form policies, policies form programs and budgets,
implementation occurs and the result is accomplishment.**

An effective comprehensive plan must have solid community involvement during its review and preparation and as much support as possible throughout its implementation. A several methods (workshops, web-based techniques, design charettes, surveys, information flyers and the like), which are often used to involve the public in the planning processes. Prineville has used an array of public

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involvement techniques including a series of community workshops, design charrettes, a telephone survey, informational pamphlets in utility mailings, full-size posters and an interactive Web site to solicit and receive community comments on the plan, its vision, goals, policies and programs.

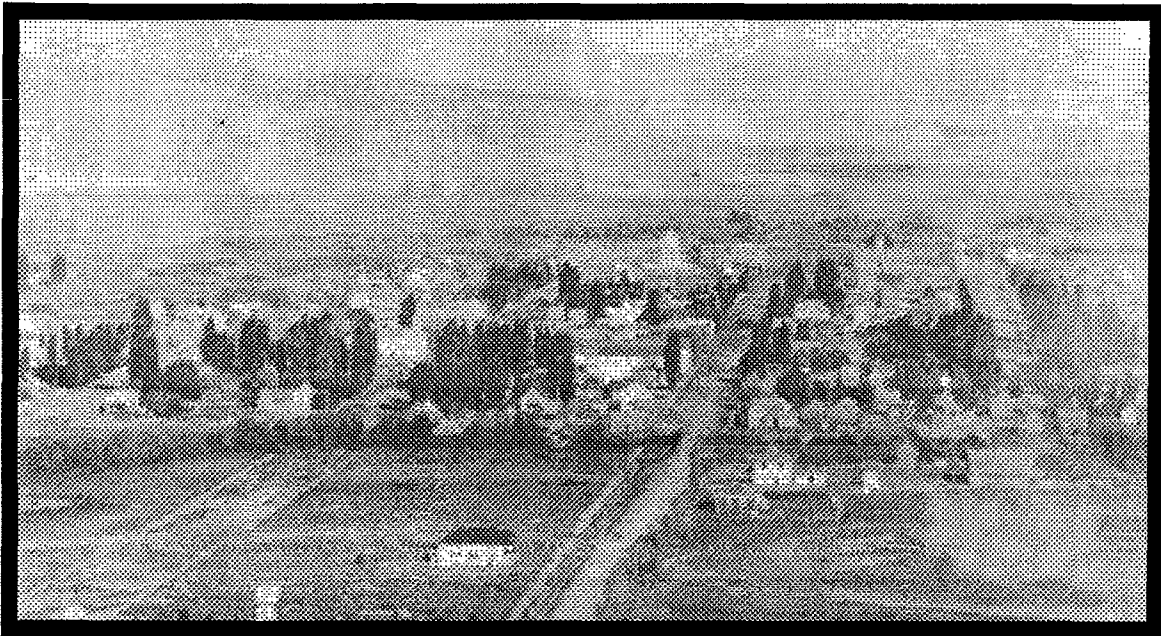
Chapter 2 Community Characteristics

Purpose and Intent

This chapter examines the community history and defines a variety of local urban elements that are essential for a high quality of livability. Those elements are then transformed into goals, policies and programs necessary to guide community growth and the visual aspects of the community.

The visual aspects of the Prineville community are unique. Dramatic geological features frame the community setting. The area is rich in history and contains many structures retained to provide a vital link between the past and the future. The community cherishes its' history and small town characteristics.

What is our history and how has it shaped our past? How can you know where you are going until you know where you have come from?



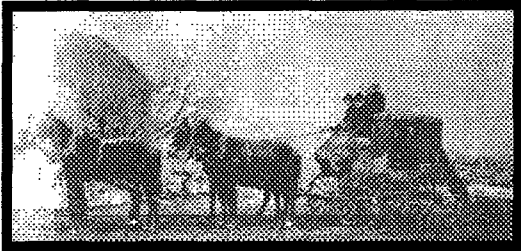
Incorporation of Prineville

Established in 1868, Prineville is the oldest community in the Central Oregon region, and one of the state's first incorporated cities. Prineville was incorporated in Wasco County that later became Crook County. The historic Crook County Courthouse, which has been in continuous use since its construction in 1909, stands as the community's dominant landmark. Like other towns in the region, Prineville's origins are tied to the land – agriculture and forest products manufacturing. In addition, like other communities in the region, it has diversified

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into other industries while keeping its well-established manufacturing heritage alive and well. In 1882, the Legislative Assembly established Prineville as the county seat. The voters confirmed the choice of Prineville, the only incorporated town in the county, in the 1884 general election. Prineville was named in honor of the town's first merchant, Barney Prine.

Barney Prine settled on the banks of Crooked River, where he built a blacksmith shop and a store-saloon. Prineville was the first and, for many years, the only town in the 10,000 square mile County, bounded by the Dalles on the north, Linkville (Klamath Falls) on the South, Eugene City on the west and Canyon City on the east. Before 1902, when the first high school was organized, anyone wanting an education beyond the 8th grade had to go



to the Dalles or Eugene City. In March of 1877, Monroe Hodges rode horseback to The Dalles to file the first plat of Prineville. Prineville maintained its place as the trade center of Central Oregon until 1911, when the Union Pacific and Oregon Trunk Railways were extended south from the Columbia River to Bend. In 1917, recognizing that Prineville would fade unless adequate transportation was available, the citizens of the city voted to build their own railroad to join the OT and UP north of Redmond. Through years of low revenues and high costs, the City operated the railway. Finally, in the late 1930s and early 1940s, sawmills began to reap the harvest of the vast stands of Ponderosa Pine from the Ochoco Mountains. The lumber was shipped over the City of Prineville Railway, resulting in the title of, "The Largest Ponderosa Pine Shipping Center in the World". Therefore, the C of P Railway became an asset to the city, and further gained the distinction of being the only city-owned and operated railroad in the U.S.

Railroad History

The City of Prineville Railway is the last operating railroad company of a type of railroad that used to be quite common in the state of Oregon: a civic connection railroad.

In the early years, railroad transportation was everything to a city. However, the large long distance railroads could not be responsible for building railroads to all of the tiny cities, some of which were quite insignificant points on the map. Therefore, as railroads were built, various groups of concerned citizens in the cities that were left out of the long distance railroad plans built their own connections to the large railroads.

Prineville was at one time the largest city in Central Oregon. However, neither the Oregon Trunk nor the Union Pacific backed Des Chutes Railroad were planning to build a railroad to that city due to its location relative to the Deschutes river canyon. Therefore, in 1911 the Prineville & Eastern Railway was incorporated by concerned citizens. However, little came of the proposal. In 1916, the city council of Prineville decided to take things into their own hands. Voters passed the bond measure 355 to 1. The terms were not attractive to investors, but they were purchased later under slightly changed terms. Grading of the line

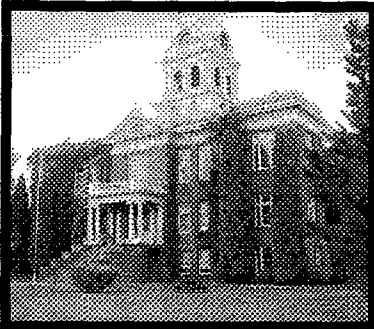
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began in 1916. By 1917 the company had a used steam locomotive on hand, and by 1918 the line had started offering freight and passenger service from a connection with the Oregon Trunk and the Des Chutes Railroad at Prineville Junction and the city of Prineville. The early years were difficult due to the small amount of traffic hauled. During the depression, the city defaulted on the bonds. Passenger service over the railroad ceased in 1939. During the 1930's, some hope did arrive. There were several small lumber mills built in Prineville. In the 1950's and 1960's, there was so much traffic on the line that the city tax rate was one of the lowest in Oregon due to the income from the railroad. It is still in operation, and is still owned by the city of Prineville. It is managed by a commission appointed by the city council. Passenger service over the line was put back in the mid 1990's in the form of the Crooked River Dinner Train. They are now operating steam as well, with a logging locomotive that is owned by the Oregon Historical Society.

Excerpt from A Brief History of the City of Prineville Railroad by Glenn Laubaugh

Crook County

Crook County was established on October 24, 1882. It was created from the



southern part of Wasco County and named after U.S. Army Major-General George Crook, a hero of the Snake Indian Wars. Crook County is situated in the geographic center of Oregon. It has been reduced from its original size of 8,600 square miles to 2,986 square miles by the creation of Jefferson County in 1914 and Deschutes County in 1916. The current boundaries were established in 1927. Jefferson and Wheeler Counties bound Crook County to the north, Grant and Harney Counties to the east, and Deschutes County to

the south and west.

Early Community Growth

Early routes over the Cascades were difficult to find and traverse, thus delaying development in the area until access was more developed. The first effort was in 1862 when a supply train with cattle crossed the Scott Trail. This was also the first group of non-natives to spend the winter in central Oregon. The discovery and development of the Santiam Pass in the 1860s made development of the area much easier. Today, the economy of the county continues to be based on agriculture and forestry. Agriculture is supported by the development of irrigation districts, which permits the raising of hay, grain, mint, potatoes, and seed. Range and forestlands allow grazing for a sizable livestock industry. The Ochoco National Forest's stand of ponderosa pine is the main source of lumber. As the lumber industry suffers with restricted log cutting, tourism, recreation, and homebuilding are helping to strengthen the economy.

Vast stretches of nearby range and forestlands allow grazing for a sizable livestock industry. The Ochoco National Forest's stand of ponderosa pine is the main source of lumber. As the lumber industry suffers with restricted log cutting, tourism and recreation are helping to strengthen the economy.

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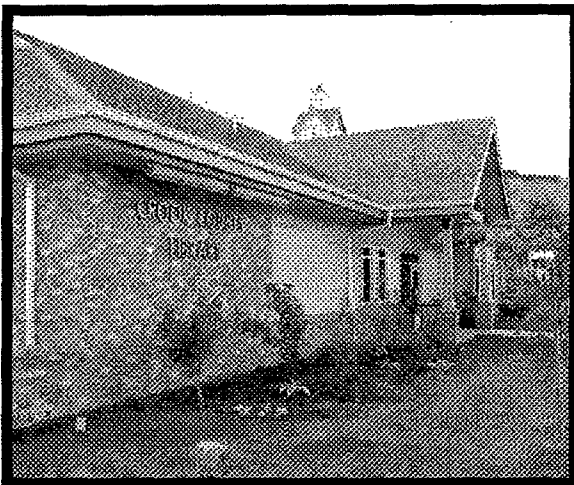
Population

The first census in 1890 showed a population of 3,244 excluding the Native Americans. There has been a fluctuation in the population's growth. The last several censuses have shown an increase in inhabitants with the 2002 population at XXX representing a XXX % increase from the last census in 1990.

Crook County and Prineville have been growing in terms of population and employment at a rate in recent years that is more than twice the state average. It has ranked in the top 10 (of 36 counties) for growth in number of residents for the past several years. In 1990, the town's population was 5,410, which has grown to 8,500 in 2003 for an annual growth rate of around 4.3% or 43% over the thirteen-year period.

Recent Development

The community has been making significant public investments in expanding hospital facilities, a new high school, a new public library, a new public park and extensive playground, and fully serviced industrial park. Private residential and commercial construction activity has been heating up as well with new residents seeking the "small town" charm offered by Prineville.



Prineville is also home to Oregon's third largest privately held company and third largest overall Central Oregon employer - Les Schwab Tire Centers - with annual revenue of \$1.2 billion. Schwab employs over 1,000 people in Crook County. The company has been in a steady growth pattern for quite some time, building two new warehouse/distribution centers over the past 36 months for a combined area of 1,089,000 square feet. These recent additions give Les Schwab over 2,000,000 square feet of warehousing to support the firm's 313 retail tire stores throughout the West.

Other large manufacturers have made Prineville their home including Clear Pine Molding (Contact) and American Pine Products (Huttig) each with nearly 500 employees and Pioneer Cut Stock Inc. These relatively large firms are successful because of the community's long manufacturing heritage.

Prineville also has a high concentration of trucking/ground transport companies. With seven regional firms based in the town, businesses in the region have excellent service and rates for transport to and from major markets. Outside the manufacturing and distribution sectors, agriculture still plays an important economic and cultural role for residents of the town and Crook County. Annually, the industry contributes more than \$40 million to the local economy in commodities sold.

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Livability

Prineville is a community with a strong identity. Community leaders have the town's interests at heart and with the residents engaged in many civic activities. A good example is the connection between residents, businesses and the school system. Remarkably, Prineville has approximately 600 students involved in its School-to-Work program – an effort to provide students in the area with practical work experience in area businesses. The high level of community-wide participation contributes to the town's low dropout rate which is less than half that of the state average.

Prineville's low cost of housing is an asset to the community, with the one of the lowest median home prices in the region (\$111,434 in 2003), and nearly the least costly average home price (\$105,450 in 2003).

Climate

Spring comes earlier and Fall stays later in Prineville, making near-year round golfing a popular attraction for visitors and residents alike. With a strong heritage in agriculture - rodeos, county fair, and outdoor recreation are very popular in the community. The town is also the gateway to the Ochoco National Forest, Painted Hills National Monument, and a host of lakes and reservoirs popular with boaters and fishermen. The climate of the Prineville area is characterized by many sunny days with an average of 11 inches of rainfall and 14 inches of snow each year. The average temperature can fluctuate in summer and winter rising or falling 40 to 50 degrees in a single day. Prineville summer temperatures range from an average high of 85 degrees Fahrenheit with low humidity to a low of 44 degrees Fahrenheit. Winters average highs are in the 40's to lows in the 20's.

Fast Facts

- **Prineville has Oregon's highest per capita of manufacturing jobs**
- **Oregon's largest School-to-Work program operates in Prineville, through a partnership with the Chamber of Commerce**
- **The City of Prineville operates the last-municipally owned freight railroad in the United States, a 17-mile stretch between the town and the shared mainline of Union Pacific and Burlington Northern/Santa Fe**
- **Within Crook County's sizeable 2,982 square miles of area Prineville is its only incorporated city**

Environment and Geology

Prineville is located at the base of high plateaus and traversed by many natural drainage ways. Ochoco Creek and the Crooked River run through the center of the community. Various greenbelts and wildlife-rich riparian areas exist within the community. This situation offers opportunities to develop additional preservation

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greenbelts and multipurpose areas that can buffer these sensitive lands from the negative impacts of urban development.

The 100-year floodplains near the rivers are potential hazard areas for development. The area within the Prineville UGB has over 320 acres within the floodplain.

Many small drainage tributaries of the major streams often have high flood hazard and erosion potential within localized areas. However, these localized flash flood conditions do not contribute significantly to flood conditions when channeled into the larger drainages. Many hazard areas can or have been partially, or totally, reclaimed through adequate engineering, especially where drainage can be provided within areas of high water tables. High water table problems exist only in the summer months; other times of the year do not have the problem.

Seasonally high water table problems are caused by spring runoff of snow melt, by flood and sprinkler irrigation, and by soils with high enough clay content to make them impervious to ground water flow. The general soil boundaries indicating ground water problems have been further modified by engineering practices such as diversion canals, drainage ditches, and interceptor drain tiles.

The areas indicated as having extreme, or moderate high water tables present problems for foundations, underground utilities, septic tanks, wells and adequate drainage. Engineering techniques may solve these problems. Consequently, increased development costs can be expected.

There are approximately 760 acres of soils poorly suited for foundations in the Prineville Metro Area. These soils, also located within areas of high water tables, create additional limitations for sewers, water systems, and other underground utilities. Severe limitations also exist for roadways because of the soils' high shrink-swell characteristics. Problems associated with these soils include foundation cracking, settling and water damage to structures, and underground utility systems that may result in pollution of groundwater.

The general geology of Crook County is almost entirely volcanic in origin. The Clarno and John Day Formations are the most extensive with Columbia River Basalts, Dansforth Mascall Rim Basalts, Deschutes Formations and unconsolidated materials (i.e. alluvial valleys and terraces, etc.) following in decreasing order. The steepest slopes (in excess of 30%) generally pose higher development and maintenance costs for structures and utilities, although modern engineering technology and design may alleviate some or all of these limitations. Steep slopes are commonly characterized by shallow rocky soils, high erosion potential, mass movement, septic tank limitations and low agricultural potential. Septic tanks are common in the older parts of the community and in the UGB. The septic sewer suitability maps give an indication of which areas in the county and Prineville valley may support septic tank facilities. See appendix xxx.

Issues, Goals, Policies, and Programs

Prineville is a small rural community. It provides both shopping and employment for people for City and Crook County residents. The City was built up along the rivers and railroad tracks, using the rail to ship the lumber and agricultural products that came into the town from the nearby farms. As the rest of Central Oregon grew, so did Prineville, but at a much-reduced rate given its distance from regional centers like Bend. State highways improved vehicular access to Prineville from points west, and the residential population found that the multiple access routes allowed for improved transportation to needed goods and services not readily available in Prineville. Today, new residents come to Prineville because of its small-town character, locating their families in this community though their jobs; service and shopping needs may be elsewhere.

Prineville's street patterns and lot layouts testify to a value of open spaces, easy vehicular and large transport access. As time passed, there was a transition from the older streets lying parallel to the old railroad line to the newer ones paralleling section lines. Over time, orientation to the railroad gradually became less important. Subdivisions rotated to match section lines, accommodating rural land ownership patterns as surrounding farmland converted to residential and urban uses.

Prineville has historically attracted people for two reasons: one for its natural resource and recreation based heritage and another for its emergence as a destination and suburb of the closest regional center, Bend, Oregon. Evidence of the traditional industries is rapidly diminishing as illustrated by the reduction in the lumber and agricultural industries. New community construction is taking place on lands that were formerly farmed for many years or had a history of underdevelopment. Historic buildings do remain evident in the central business district and nearby neighborhoods. Large amounts of established trees and open spaces still exist along the Ochoco and Crooked River that cross the city. Longstanding businesses with original facades and signage are adjacent to newer establishments. Industrial areas are continuing to develop with needed businesses and manufacturing offering much needed jobs for the community. However, the pace of new industrial and commercial development is not consistent with the amount of residential growth. A variety of shopping districts extend along the street systems and separate a residential subdivision pattern that represents the pattern of single-family land development over the past century or more.

Desired Community Development Characteristics

Prineville's residents agree the community's appearance is very important. Additionally, they are concerned about the transitions between different types of land uses and the influx of new development that is urban in nature. Citizens want to have a more stable economic environment that allows workers to avoid daily trips to other cities. They also want to have the shopping and service opportunities that larger cities provide without losing small town feel and becoming saturated with prototypical franchise and big-box architecture. The community's entries on

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the highway corridors need to be improved to define the character of the growing community for visitors and residents alike. Citizens want to recognize and utilize the surrounding agricultural, recreation, and natural areas while preserving views and maintaining a supply of open space around the community. Overall, citizens

Downtown must be strong enough to compete with other nearby communities & strip commercial

desire a quality living experience that allows them to raise their children in a safe and nurturing environment; an environment where children can grow up, get the education and jobs they need.

As the community grows, the public must determine what land use planning techniques are necessary for guiding and shaping new developments and how to revitalize re-developing areas of the City and urban area. The community must be able to guide and shape growth in order to achieve thoughtful and quality development that fits in with the community. The interaction of the natural setting with the built environment and with the public and social infrastructure must also be examined as part of the land use process. The community consists of an inseparable system of layers that are interconnected and required to function with minimal conflict as growth takes place.

The concepts contained in this chapter are intended to ensure community growth and redevelopment enhances the local quality of life by:

- Emphasizing and enhancing the community's small-town character
- Emphasizing the importance of providing a quality environment to raise children
- Providing for compatibility in land uses
- Promoting "complete neighborhoods" so residents are not inconvenienced by the lack of nearby essential goods and services, employment and recreation
- Promoting quality of life for citizens by improving residential areas
- Encouraging strong activity in commercial and industrial areas
- Recognizing that the natural environment is an integral part of the community

The outcome should be a more interconnected community that works well for Prineville's families, residents, visitors, businesses, and the environment.

Merriam - Webster On-line Dictionary defines neighborhood as having a neighborly relationship: the quality or state of being neighbors: proximity: a place or region near: vicinity: the people living near one another: a section lived in by neighbors and usually having distinguishing characteristics.

“Complete Neighborhoods” are key to the success of Prineville

How we design and build our neighborhoods is of extreme importance to the community. The expected growth and expansion of the community will wrap in and around the natural topographic features. This will create development patterns that result in large neighborhoods that cannot link up to one another. Because of this, newer neighborhoods must be as self-supporting as possible.

There are various neighborhood types ranging from small hobby farms, single-family and multi-family neighborhoods, to commercial and industrial use areas linked together by common features. Regardless of the type of neighborhood, all

Growth will put pressure on local streets, local community services and local schools, requiring neighborhood systems strong enough to accept new residents

neighborhoods contain specific types of features, easily identified as essential to providing the lifestyle that Prineville seeks to maintain and build upon. The purpose of this section is to require the development of master plans for new or enhanced neighborhoods. Neighborhoods

should be designed to be self-supporting and contain mixed-uses, pedestrian amenities, open spaces, employment/shopping/service opportunities, and consideration of lands needed for public uses. The land uses may include elements necessary to complement and improve the adjacent or abutting existing urban form by utilizing planning techniques to reduce: traffic congestion and trip lengths, poor neighborhood design leading to urban and suburban sprawl, infrastructure costs, environmental degradation, and piecemeal development patterns that lead to additional community expense and subsidy.

The goals, policies, and programs in this chapter are designed to protect and enhance the community’s neighborhoods while evoking an overall sense of community connection. They address the interrelationships of spaces and systems, incorporating the entirety of the community’s physical environment in a manner that cannot be achieved in this plan’s other chapters. These relationships shape community identity, providing the context in which the community residents live, work, move, and play.

Goal # 1: To improve the function and appearance of the community’s residential neighborhoods, and commercial and industrial areas. The intent of the following policies is to create “complete neighborhoods” and avoid piecemeal development practices that can lead to unnecessary community subsidy, sprawl, and other undesirable land use development patterns.

New Residential Neighborhood Values and Policies

New residential neighborhoods shall include the following features:

Master plan required. Before any required land division approval or design review approval, a master plan shall be prepared for all parcels and sites over 5 acres in size as of the date of this ordinance.

"Complete neighborhood" land use and design standards. Neighborhood Master Plans shall be evaluated based on the adopted land division and zoning ordinance criteria as applicable, and shall also contain the following neighborhood design elements:

- Development of new residential neighborhood lots shall use planned unit development techniques or zoning overlays to permit and control mixing of uses
- Neighborhood lots shall be designed to be within 1200 feet of open spaces, parks or other recreational areas. Trails are not to be considered as open spaces for meeting this requirement unless they are located in special preservation areas such as riparian areas, etc. The 1200-foot distance shall be measured along the proposed or existing walking surfaces such as ADA accessible sidewalks, trails, and streets.
- Neighborhoods shall include a mix of housing types to achieve at least 60% of the density designated for the underlying zones, inclusive of non-residential components. The mix of housing types shall not exceed the density for the underlying zone unless a public park greater than 3 acres in size is proposed to be within the neighborhood. In this case, the density shall not exceed 10 % of the maximum density for the underlying zone and in no case shall the higher density dwellings be located next to existing lower density dwellings unless separated by a setback twice the requirement established for the use.
- Neighborhoods shall include designation of public use lands necessary for schools, trails, emergency services, infrastructure support systems, transit amenities, and natural resource protection in accordance with this Plan.
- Neighborhoods shall contain small blocks not exceeding 660 feet in length; with a maximum perimeter of 1,600 feet unless separated by open spaces and other recreational uses(not including trails) or when the City has approved an exception to block length.

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- Neighborhoods shall contain open spaces, in addition to trails, such as large parks, pocket parks, pavilions, squares, plazas, greenbelts, natural resource protection areas, structured and unstructured open space, etc.
- Neighborhoods shall contain employment/shopping/service opportunities located in areas that can be served by transit and easily accessed by residents in the neighborhood. Residentially oriented services (i.e. convenience stores, Laundromats, cafés, etc.) shall not exceed a distance greater than 2640 feet (1/2 mile) from one another unless as approved by exception.
- The required neighborhood design elements shall be included in all master planned neighborhoods **unless** it can be proven that the abutting and/or adjacent developed lands include the elements necessary to meet the intent of this section. Adequate proof shall include studies, demographic data, and other suitable information to provide the City with factual data to support findings for approval. The expense for supplying the proof shall be borne solely by the property owner or applicant. The proof shall provide reliable evidence that the adjacent and/or abutting properties contain the elements necessary to create or complement the proposed neighborhood.

Programs:

The City shall draft and adopt design guidelines and other planning tools that educate, encourage and regulate the development of new neighborhoods. Such planning tools include, but are not limited to the following:

1. Draft and adopt updated local zoning ordinance provisions to reflect the desired design element necessary to regulate growth.
2. Draft and adopt updated local land division ordinance provisions to reflect the desired design element necessary to regulate growth.
3. Draft and adopt a consolidated neighborhood overlay map showing potential new neighborhood areas
4. Provide incentive programs when at all possible to encourage affordable housing in new neighborhood development.
5. Create a model urban living environment guideline
6. Draft and adopt neighborhood design guidelines

Redeveloping Residential, Commercial or Industrial Area Values and Policies

Re-developing areas and/or neighborhoods shall include the following features:

Neighborhood or commercial/industrial area redevelopment plan required.

Before any required land division or design review approval, a redevelopment plan shall be prepared for all parcels and sites contemplated for redevelopment within established neighborhoods. The intent of these policies is to create "complete neighborhoods" and avoid piecemeal development practices that can lead unnecessary community subsidy and sprawl.

Land use and design standards. Redevelopment plans shall be evaluated based on the adopted land division and zoning ordinance criteria as applicable, and shall also contain the following design elements:

- Development of redeveloped residential, commercial, and industrial lots shall use planned unit development techniques or zoning overlays to permit and control mixing of uses
- Redevelopment of neighborhood and industrial/commercial lots shall be evaluated for access potential to trails, open spaces, parks or other recreational areas.
- Redevelopment of neighborhood, commercial/industrial lots shall include techniques to provide and implement design features that minimize the negative effects of infill development by improving compatibility with existing structures and land uses.
- Infill development of commercial/industrial lots shall contain, at a minimum, 51% commercial use for each subject lot to minimize the exclusive use of a commercial lot as solely residential unless approved for other uses authorized by the City.
- Redevelopment of neighborhood, commercial, and industrial lots shall include orienting the building primary access point to a public sidewalk or street when appropriate as determined by the City.
- Redevelopment of neighborhood, commercial/industrial lots shall include planting and maintenance of suitable street trees.

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- New parking areas shall, to the greatest extent practical, be placed around new buildings in order to avoid concentrations of parking and excessive walking distances from the street to the primary building access point.
- All redevelopment of commercial lots shall provide adequate off-street parking for bicycles.
- If higher density dwellings, commercial, industrial or other public or services uses are proposed to be located next to existing lower density residential dwellings they must be separated by a side or rear yard setback twice the requirement established for the use.
- Redevelopment of neighborhood, commercial, and industrial lots shall include designation of public use lands necessary for schools, trails, emergency services, infrastructure support systems, transit amenities, and natural resource protection in accordance with this Plan.
- Approval requests for redevelopment of neighborhood, commercial, and industrial lots shall be accompanied by a brief neighborhood study, which examines and describes the land uses contained within the perimeter of neighborhood area. This may include demographic data necessary to show the quality and quantity of the existing housing types, mixed-uses, open space and recreation areas, public use lands, trails and sidewalks, commercial, and industrial/service uses within the neighborhood.
- The City staff, in collaboration with the applicant proposing the redevelopment, shall jointly evaluate the development study and determine what land uses are necessary to promote and implement the "complete neighborhood" concept. City staff may require certain missing elements to be developed on or adjacent to the redevelopment property or require a pro rata cash contribution to the future development of such elements.
- The required "complete neighborhood" design elements shall be included in all redevelopment proposals unless it can be proven that the abutting and/or adjacent developed lands include the elements necessary to meet the intent of this section. Adequate proof shall include studies, demographics, and other suitable information in order to provide the City with factual data to support findings for approval. The expense for supplying the proof shall be borne solely by the property owner or applicant. The proof shall provide reliable evidence that the adjacent and/or abutting properties contain the elements necessary to create or complement the proposed neighborhood.

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Programs:

The City shall draft and adopt design guidelines and other planning tools that educate, encourage and regulate the development of redeveloping neighborhoods. Such planning tools include, but are not limited to the following:

1. Draft and adopt updated local zoning ordinance provisions to reflect the desired design element necessary to regulate growth.
2. Draft and adopt updated local land division ordinance provisions to reflect the desired design element necessary to regulate growth.
3. Provide incentive programs, when at all feasible, to encourage redevelopment and infill projects.
4. Draft and adopt a consolidated neighborhood overlay map showing potential neighborhood, commercial, and industrial redevelopment areas
5. Draft and adopt neighborhood redevelopment design guidelines.

New Commercial and Industrial Area Values and Policies

New commercial and industrial areas shall include the following features:

Commercial and industrial area development plan required. Before any required land division or design review approval, a development plan shall be prepared for all parcels and sites contemplated for development. The intent of these policies is to create "complete neighborhoods" and avoid piecemeal development practices that can lead unnecessary community subsidy and sprawl.

Land use and design standards. Commercial and Industrial area development plans shall be evaluated based on the adopted land division and zoning ordinance criteria and shall also contain the following neighborhood design elements:

- Development of new commercial and industrial area lots shall use planned unit development techniques or zoning overlays to permit and control mixing of uses
- Development of new commercial and industrial area lots shall be evaluated for access potential to sidewalks, trails, transit, open space, parks or other recreational areas.

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- Development of new commercial and industrial area lots shall use planned unit development techniques or zoning overlays to permit and control mixing of uses
- Development of new commercial and industrial area lots shall provide architectural features that articulate the exteriors of large buildings as a way to reduce the visual mass and enhance the architecture of community.
- New commercial and industrial structures shall provide outdoor amenities in the form of pocket parks, plazas, exercise facilities, on site cafes, day care facilities or other features that enhance the working experience for employees and reduce vehicle trips.
- Development of new commercial and industrial area lots shall include techniques to provide and implement design features that minimize the negative effects of infill development by improving compatibility with existing structures and land uses.
- Development of new commercial and industrial area lots shall include orienting the building primary access point to a public sidewalk or street.
- Development of new commercial and industrial area lots shall include planting and maintenance of suitable street trees.
- New parking areas shall, to the greatest extent practical, be placed around new buildings in order to avoid concentrations of parking and excessive walking distances from the street to the primary access point.
- All new development of commercial lots shall provide adequate off-street parking for bicycles.
- If new commercial and industrial uses are proposed to be located next to existing residential dwellings they must be separated by a side or rear yard setback twice the requirement established for the use.
- Development of new commercial and industrial areas shall include designation of public use lands necessary for schools, trails, emergency services, infrastructure support systems, transit amenities, and natural resource protection in accordance with this Plan.

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- New development of commercial lots shall contain, at a minimum, 51% commercial use for each subject lot to minimize the exclusive use of a commercial lot as solely residential
- Approval requests for development of new commercial and industrial areas shall be accompanied by a brief neighborhood study, which examines and describes the land uses contained within the perimeter of neighborhood area. This may include demographic data necessary to show the quality and quantity of the existing housing types, mixed-uses, open space and recreation areas, public use lands, trails and sidewalks, commercial, and industrial/service uses within the neighborhood.
- The City staff, in collaboration with the applicant proposing the redevelopment, shall jointly evaluate the commercial/industrial area study and determine what land uses are necessary to promote and implement the "complete neighborhood" concept. City staff may require certain missing commercial/industrial neighborhood elements to be developed on or adjacent to the redevelopment property or require a pro rata cash contribution to the future development of such elements.
- The required "complete neighborhood" design elements shall be included in all redevelopment proposals unless it can be proven that the abutting and/or adjacent developed lands include the elements necessary to meet the intent of this section. Adequate proof shall include studies, demographic information, and other suitable information in order to provide the City with factual data to support findings for approval. The expense for supplying the proof shall be borne solely by the property owner or applicant. The proof shall provide reliable evidence that the adjacent and/or abutting properties contain the elements necessary to create or complement the proposed neighborhood.

Programs:

The City shall draft and adopt design guidelines and other planning tools that educate, encourage and regulate the development of new commercial and industrial neighborhoods. Such planning tools include, but are not limited to the following:

1. Draft and adopt updated local zoning ordinance provisions
2. Draft and adopt updated local land division ordinance provisions
3. Provide incentive programs, when at all feasible, to encourage commercial development and infill projects.

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4. Draft and adopt a consolidated neighborhood overlay map showing potential neighborhood redevelopment areas and needed commercial and industrial services and employment centers
5. Draft and adopt new commercial and industrial design guidelines
6. Draft and adopt design guidelines for single-family housing.
7. Develop incentives that encourage high quality building design in all new construction, renovations and rehabilitation
8. Encourage a high level of property maintenance throughout the commercial and industrial community
9. Review code enforcement role and procedures for effectiveness in abating zoning violations
10. Identify community entry locations that need to be revitalized and sponsor a competition for entry statement designs in cooperation with other civic groups, schools and volunteer organizations. Create welcoming and visually important entry statements along highway entries.
11. Develop parking standards that incorporate street parking.
12. Reduce the distance pedestrians must travel when crossing streets, using sidewalk "bulb-outs" and pedestrian "islands" at key intersections.
13. Work with ODOT to make highway environments more walkable, particularly through the commercial core areas.
14. Install lighting that is more pedestrian in scale along popular walking corridors.
15. Orient and screen truck loading docks and service areas to minimize impacts on adjoining residential areas.
16. Locate parking lots to encourage pedestrian access to commercial uses from adjoining neighborhoods.
17. Locate and screen solid waste bins and recyclable materials to minimize impacts on adjoining residential areas.

Goal # 2: To improve and strengthen the function and appearance of the community's downtown central business district for residents and visitors alike.

Business Incentives and Support System Values and Policies

- Any project in the downtown central business district area shall receive expedited City review and processing for any required land use procedure
- A downtown revitalization program shall be researched and developed to include reasonable incentives and other features desired by the affected business community
- Support the formation and continued operation of a business association and designate a staff liaison to attend chamber of commerce meetings

Programs:

1. The City shall draft and adopt exemptions and special procedures for expedited processing of any development application in the downtown central business district.
2. The City shall update the Downtown revitalization program and implement it.
3. The City shall appoint a staff member to be a liaison for local businesses on downtown issues.
4. Purchase, consolidate and assemble property for sale or lease to prospective businesses.
5. Review water/sewer services and projects for area to ensure adequate service delivery.
6. Prioritize development of commercial land near the city center.
7. Update the existing Downtown Enhancement Plan and extend the borders of the "downtown core" as currently designated in the plan.
8. Revise the land division and zoning ordinance to allow full mixed-use development.

Downtown Central Business District Development Values and Policies

Downtown central business district areas shall be developed with urban design elements to obtain greater sustainability, improve efficiency and properly utilize limited supplies of land. These elements include, but are not limited to the following:

- Placement of buildings close to the sidewalk areas
- Orientation of building entrances to streets and sidewalks
- Reduced side and rear yard setbacks
- Use of urban building materials that are compatible with historic structures and reduce energy consumption
- Use of multiple-story building architecture for maximum utilization of land. Increase the building height to greater than 35 feet, as currently listed in Code of Ordinances. Coordinate with the Crook County Fire and Rescue Department on building heights.
- Improved signage techniques
- Street tree programs
- Reduce the need for tractor trailers to access the downtown area for supplies and services by placing services close to Millican Road
- Develop deliver systems that do not negatively affect pedestrians and shoppers
- Pedestrian amenities and improved crossing corners
- Pocket parks and pedestrian respite areas
- Improved lighting systems to improve nighttime commerce, (pedestrian scaled lighting), safety, and reduced impact on abutting neighborhoods
- Reserved on street parking spaces for disabled, maintenance and emergency services
- Opportunities for public art and expression
- Parking district programs and other techniques to improve parking supplies

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- Placing overhead utilities underground shall be a priority
- Improve outdoor trash storage and removal systems
- Identify links to nearby neighborhoods and make sidewalk improvements
- Establish consistent design standards for downtown streets, sidewalks, and pedestrian amenities.

Programs:

1. The City shall draft and adopt a design assistance program to help business owners, builders and contractors create new construction and renovation plans that enhance the central business district's character.
2. The City shall explore the feasibility of urban renewal and other business improvement districts.
3. The City shall coordinate with the downtown business owners for the creation and adoption of a sustainability plan for publicly owned projects and other developments within the downtown business district.
4. The City shall coordinate signal timing with ODOT for maximum benefit to the urban area, particularly the downtown central business district
5. The City shall take the appropriate steps to encourage the development of a Millican Road truck stop facility.
6. The City shall coordinate with local downtown business owners on updating the Downtown Enhancement Plan and extend the designation of the "Downtown Core" as currently designated in the plan.
7. The City shall provide information to builders on meeting or being exempted from universal access requirements in historic structure renovations.
8. The City shall take appropriate steps to encourage the development of a multi-use path that connects downtown businesses with outlying residential neighborhoods

Tourism and Visitor Values and Policies

Downtown central business district areas and the community in general can benefit from strong tourism and other visitor attraction strategies. These strategies include, but are not limited to the following:

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- Improved website and other web-based tourism enhancement techniques.
- Improved access to the historical assets of the community by developing heritage markers and/or interpretive signs for visitors and local residents alike
- Improve coordination between City, local tourism agencies and Chamber of Commerce
- Improve and enhanced community entry areas
- Maximize local railroad assets for tourism opportunities
- Study seasonal differences in traveling public and target business and recreational advertising strategies to match needs
- Sponsor children's activities and other venues to attract families and other visitors to the community
- Examine strategies for improving choices in restaurants and entertainment options
- Encourage key anchor stores in the downtown core, including businesses that encourage nighttime activities (i.e. movie theaters, quality sit-down restaurants, etc.)

Programs:

1. The City shall inventory, document and photograph all historical assets within the community.
2. The City shall work with local citizens to coordinate opportunities for accessing local historical assets and design a historic walking tour.
3. The City shall coordinate and sponsor a competition for entry statement enhancements and designs in cooperation with other civic groups.
4. The City shall acquire necessary property and obtain necessary approvals from ODOT for enhancing ROW areas for tourists and visitors.
5. The City shall improve visual connections to the central business district by installing effective directional signs at logical street access points.
6. The City shall study jitney or shuttle service from Redmond airport to Prineville's central business district and other commercial activity areas.

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7. The City shall coordinate with other local groups to develop a central business district hospitality study that includes activities for local youth.
8. The City shall encourage travelers returning from Mt. Bachelor and other Central Oregon areas to spend the night and enjoy Prineville the following day.
9. Additional programs shall be coordinated with local business groups – flesh this out a bit more after talking with staff, agencies, and citizens

Chapter 3 Urban Land Uses and Zoning Designations

Purpose and Intent

The Prineville urban area contains land use descriptions and zoning for the primary residential, commercial, and industrial areas. This chapter examines the different zone and land use designations and implementation strategies. The primary designations implement the strategies that regulate the use of land and its ability to support the community's long-term development objectives. The goals, policies and programs contained in this chapter will help the City manage its land uses to meet the needs of the Prineville community. Insert graphic/illustration/pictorial

Issues, Goals, Policies, and Programs

The anticipated growth of the community will create a variety of pressures upon local citizens, the environment and infrastructure of Prineville. A variety of land uses and development regulations will be needed to keep the community healthy and whole. The land uses must reflect the desired urban form so the community can be assured of a predictable outcome relative to impending growth pressures. The urban form must shape the community in such a way that the small town charm of Prineville is retained and enhanced to the greatest extent possible while continuing to enhance economic development and livability values. Insert graphic/illustration/pictorial

The intent of this chapter focuses on specific land use practices that provide the guidance necessary for accommodating growth while continuing to preserve, maintain, and enhance Prineville's community values. This is no small task and the changes that growth brings to Prineville will require careful planning. Insert graphic/illustration/pictorial

Goal # 1: To create land use zones and land use regulations that enhance Prineville without sacrificing community values

Residential Zone Values and Policies

Residential zones should be places where citizens can raise their families in a safe and nurturing environment.

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- Residential zones that include amenities promoting family living environments and safe places for children to play, walk to school, and experience natural resources are highly desired.
- Residential zones that include compatibility standards that facilitate transitions between new and established uses will help to alleviate the pressures of growth upon existing community residents.
- Residential zones that provide for a broad range of densities and housing choices avoid creating imbalances that require remedies using community subsidy or tax dollars.
- Residential zones must include permitted and conditional uses adequate to develop complete neighborhoods and suitable living environments.
- New residential developments should analyze the impact of the new development upon community infrastructure, natural resources, and local cultural attributes before development can proceed. Any necessary mitigation plan shall be examined for feasibility and effectiveness in remedying the impacts. No new development shall be permitted which creates the need for subsidy by existing community members, in other words, "new development shall pay its' own way."
- Prineville has many natural features worthy of preservation and enhancement. New residential developments should incorporate existing natural features into new projects as a way to protect the natural beauty of Prineville.
- Neighborhood Associations in residential zones improve the ability of the local government to communicate with citizens. Such associations help to support local activities and should be explored as a way to foster improved community involvement.
- Residential zones shall promote workability and connectivity to adjacent neighborhoods, including commercial nodes.
- Residential zones shall incorporate affordable housing concepts, including incentives for providing affordable housing.

Programs:

1. The City shall develop an overlay zone that identifies logical neighborhood boundaries that contain or could contain all elements to qualify as "complete neighborhoods."

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2. The City shall examine the neighborhoods and determine what amenities are lacking in each area such as open space, trails, service centers, infrastructure, pedestrian amenities, etc.
3. The City shall update local land use regulations to facilitate quality development allowing for the efficient development of complete neighborhoods.
4. The City shall update local land use regulations to include compatibility standards that will accommodate new development while minimizing the disruption to the existing community.
5. The City shall regularly monitor the housing supply and effect land use changes that encourage more housing choices and proper supply levels.
6. The City shall update local land use codes to ensure the community that new development pays its' own way and does not require community subsidy.
7. The City shall inventory all natural features and cultural attributes that require special protection or special consideration prior to new development.
8. The City shall investigate, facilitate and encourage the development of neighborhood associations.
9. The City shall promote the appearance of openness through clustering of building groups with designed open space separators.
10. The City shall create flexible zoning standards to allow for affordable and smaller lot sizes where appropriate and subject to planned unit development techniques ensuring compatibility with adjacent development.
11. The City shall assess the connectivity of new residential neighborhoods with commercial nodes and schools, and assure that walkable distances are in place.

Insert graphic/illustration/pictorial of different neighborhood styles

Commercial Zone Values and Policies

Commercial zones should be places that provide a wide range of services and goods to citizens in a convenient manner and without creating unnecessary subsidy

- Commercial areas, nodes, and zones that are located throughout the community provide convenient shopping, employment, and services to citizens in an efficient manner.
- Commercial zones must include permitted and conditional uses adequate to fully support the needs of the Prineville community.
- Cities that communicate and coordinate with local business community create positive relationships that foster quality economic development.
- Commercial zone regulations that are flexible and include incentives to attract businesses are necessary to create a self-supporting community and competitive business environment.
- Commercial zones that provide adequate opportunities to locate and operate businesses so Prineville can be as self-sufficient as possible without requiring citizens to make excessive vehicle trips are highly desired.
- Commercial zones should receive high priority for improved infrastructure and other government capital improvement programs.
- The downtown business commercial core area is a key feature of Prineville and should be enhanced to provide a draw for all citizens and visitors alike. Convenient and plentiful transportation and parking opportunities are necessary for the success of the downtown area.
- Commercial areas should provide not only service and shopping opportunities but adequate supplies of employment opportunities
- Commercial projects that contain quality architecture, reflective of the locale and environment, mixed-uses, open spaces, pedestrian amenities, and adequate parking areas will be encouraged and promoted throughout the community as the city grows.
- Commercial projects that blend with the environment and are compatible with mixed-uses and residential areas will be encouraged over commercial developments that require large acreages and private parking fields.

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- Commercial projects that maximize land spaces and are multi-storied with opportunities for upper-floor housing should be encouraged as a way to utilize valuable lands efficiently.
- Existing strip commercial areas can be unsightly, unsafe, and can create excessive vehicle trips. Successful development strategies include the ways and means for redeveloping and improving the curbside appearance and function of strip areas. Strip areas are usually characterized by: direct access off of frontage streets (not side streets) or highways; having little connectivity with abutting uses; and, building locations that are a significant distance from the primary frontage property line.
- New extensions of commercial strip areas shall be developed as a last resort and only when it can be proven that needed services could not be easily provided to the community without developing lands at the ends of the existing strips. Such new extensions shall be designed as centers with shopping streets or lanes instead of direct highway access. Building setbacks in commercial strip areas shall be such as to minimize distances onto sidewalks and streets, thus encouraging safe and easy pedestrian and bicycle access.
- New commercial areas not at the ends of strips shall be designed as nodes or centers to avoid creating new strip areas.
- Commercial areas should allow for service, repair and small manufacturing as a way to preserve industrial parcels in large acreages. Special incentives may be needed to control land prices for these uses.

Insert graphic/illustration/pictorial

Programs:

1. The City shall develop an overlay zone locating anticipated new commercial areas throughout the community. New locations should be in areas where commercial and support services are needed and will thrive.
2. The City shall evaluate existing commercial zones and determine where and what business services are lacking within the community.
3. The City shall update the local land use regulations in order to improve, enhance, and encourage quality commercial development, including modifying commercial zone setback requirements and bicycle parking requirements.
4. The City shall evaluate and coordinate business incentive programs with other entities and economic development agencies.

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5. The City shall prioritize business area needs when developing infrastructure programs and capital improvement planning within the community.
6. The City shall monitor and report on the quality, function, and improvement required of downtown area parking. A parking district program should be explored as a way to maximize parking opportunities.
7. The City shall explore and develop incentives for locating more employment and upper story housing opportunities in the downtown area.
8. The City shall develop a development guideline and site plan template for the downtown area.
9. The City shall update local land use regulations to facilitate quality commercial development promoting efficient development of land and successful commerce.

Industrial Zone Values and Policies

Industrial zones should provide the greatest density of manufacturing jobs per square acre and be located in places that do not disrupt the function of other land uses.

- Industrial zones can provide places for manufacturing, repair, with potential for high concentrations of jobs, products and services.
- Industrial zones are best located away from residential neighborhoods
- Industrial areas that are served by adequate community transportation, convenient connections to highway access, water, sewer, communication, power and gas systems will have a competitive advantage in the Central Oregon Region.
- Cities that prioritize capital improvements for industrial areas tend to have better success in attracting and retaining industrial and manufacturing uses.
- New Industrial zones should be located close to other industrial zones
- Clean industries are preferred over those that produce noxious airborne particulates and non-disposable hazardous waste
- Industrial zones should allow for flexible uses to reflect current and changing needs without creating unacceptable conflicts or unsafe situations

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- Industrial zones that have vegetative buffers reduce the negative impacts of large, plain buildings, outdoor storage, mechanical equipment, and large parking areas.
- Industrial areas that provide a wide choice of parcel sizes are highly desirable
- Large industrial lots of more than 20 acres in size are desired and should be reserved as an enticement for new industry.
- Small service, repair, and manufacturing industries should be encouraged locate in commercial areas, if appropriate, as a way to retain large industrial acreages. Special incentives may be needed to offset the difference in land costs.
- Industrial areas that provide mixed-use opportunities and service uses for employees reduce excess vehicle trips and community subsidy. They should be encouraged in the industrial zones subject to proper siting and need studies
- Larger width streets are appropriate in industrial areas as are employee amenities including public, parks, day care, respite areas, trail connections, and other outdoor recreation opportunities.
- Incentives that retain and attract industries to Prineville will benefit the community as whole by improving the employment and population balance and promote economic sector growth overall.
- Industrial areas near local airports enhance commerce and attract compatible aviation activities and industries.
- Industrial areas near City Railroad tracks and facilities enhance commerce and attract compatible activities and industries. Industrial uses should be encouraged to use railroad facilities for transportation of heavy freight, thus reducing vehicular traffic on roadways.
- There are several older industrial zone designations within Prineville that are no longer appropriate due to: abutting development patterns; redevelopment and site changes that have occurred as a result of a declining timber industry; specific locational characteristics that are better suited to mixed-use urban development patterns; and, brownfield redevelopment opportunities. These unique areas may be converted to other uses subject to proper analysis, zone changes, and plan amendments.

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Programs:

1. The City shall maintain an inventory of industrial uses; analyze and determine desired uses.
2. The City shall develop an overlay zone locating new industrial areas throughout the community.
3. The City shall evaluate how to best improve the west entrances to the community adjacent to industrial areas.
4. The City shall give top priority to the industrial areas when determining new capital improvement projects and infrastructure maintenance activities.
5. The City shall update the zoning ordinance to improve desired development patterns.
6. The City shall explore and develop incentive programs consistent with the intent of the above values and policies.
7. The City shall modify the TSP to include special street standards for industrial areas.
8. The City shall work with local and regional economic development agencies to showcase Prineville as a dynamic place to locate and operate industrial businesses.
9. The City shall coordinate industrial development with railroad facilities and encourage railroad use to the greatest extent possible. Special incentives may be applicable.
10. The City shall monitor and evaluate the Prineville Airport Master Plan in order to provide coordinated land use and activity planning that enhances the nearby industrial areas.
11. Special consideration for tourism and cottage industries should be made to allow for nonpolluting industries.
12. Conversions of industrial lands to other uses shall only be allowed for development of mixed-use projects. These conversions will only be allowed when the zone change and plan amendment process includes studies, as appropriate, showing that the conversion does not negatively affect the 20 year supply of industrial lands.

Insert graphic/illustration/pictorial

Goal # 2: The City shall forecast where and when the Urban Growth Boundary (UGB) is to be enlarged.

Urban Growth Boundary Values and Policies

The UGB should include all of the land needed for residential, industrial, and commercial development for at least a 20 year period.

- The community will benefit from a regular evaluation of land capacities and land supplies for each zone and element of the General Plan.
- The community desires to maintain adequate levels of residential, commercial, industrial, and recreation lands for at least a 20-year period.
- Communities that use a variety of methods to predict needed land uses will receive better local and state acceptance as compared to using one technique. I.e. absorption rates
- Communities that prepare, adopt, and update infrastructure master plans are more likely to be able to properly accommodate growth without excessive public subsidy.
- Communities that evaluate infrastructure needs of outlying areas are better able to accommodate future growth.
- Urban Growth Boundaries establish future “urbanizable” land, and are best utilized when developed at urban densities.
- Communities that actively seek and acquire land for future infrastructure needs are likely to avoid excessive land prices for property necessary for: transportation, water, and sewer improvements; telecommunication needs; energy needs; emergency service substations; gas; electricity; protection of natural resources; and, other needed facilities.
- Communities that regularly update and map population projections are in a better position to support changes to urban growth boundaries and other land use planning tools
- Communities that build community consensus and a pragmatic approach to developing annexation programs have fewer negative outcomes than cities that seek to rapidly annex outlying areas.
- Communities that recognize the importance of the agricultural and urban interface areas are more likely to reduce conflicts between both uses as the growth occurs.

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Programs:

1. The City shall regularly evaluate and maintain an inventory of land uses and growth factors necessary for predicting future land use expansion needs.
2. The City in coordination with other agencies, as appropriate, shall determine the amount of acreage needed for 10 year and twenty year projected population growth based on urban density, urban open space, schools, infrastructure, recreation, and public parks needs.
3. The City shall initiate urban area reserve planning in the year 2005 and complete the study for presentation to the Planning Commission for review and recommendation to the City Council. This may be done concurrently with the adoption of this Plan.
4. The urban reserve planning study shall utilize a variety of predictive techniques; not limiting the study to just absorption rates, but taking into consideration selective industry incubation, local cultural desires, infrastructure capacity, industry and commercial trending, incentive programs, labor pool analysis, etc.
5. The City shall initiate a study of future property acquisition needs; modify exaction processes as necessary; and, accumulate adequate land purchasing reserves.
6. The City shall coordinate population studies and statistical review with Crook County.
7. The City and Crook County shall collaborate on an updated inter-governmental agreement describing the duties and responsibilities of each jurisdiction.
8. The City shall develop an annexation program that evaluates and describes the ways and means of adding land to the City limits. The study shall include a variety of annexation techniques appropriate for a dynamic community and seek to minimize community anxiety about inclusion to the incorporated area. The study shall include a financial analysis describing the advantages and disadvantages of annexation with regard to tax revenues, expense of service delivery, and citizen expectations with a high emphasis on producing satisfaction rather than discord.
9. Prineville shall require open space buffers and/or other development techniques to reduce conflict between urban and agricultural areas.

Insert graphic/illustration/pictorial

Goal # 3: The City shall broaden the availability of alternate mode transportation options by organizing land uses in an efficient manner

Alternate Mode Transportation Values and Policies

Alternate mode transportation opportunities should be expanded as part of new development and redevelopment proposals.

- The topography of the Prineville community is mixed. The outlying areas contain various landforms that necessitate the creation of separate residential areas in between the rimrock/plateau features. These areas will need to be developed as “complete neighborhoods” to provide proper service levels, infrastructure systems, and devices that support alternate mode use.
- The Prineville community desires to move towards creating land use patterns that support a multi-modal transportation system. This technique will seek to connect all areas of the community resulting in greater sustainability of all resources in spite of the challenges created by the varied topography.
- Land use patterns can be improved by the use of master plans for certain developments. Master plans which emphasize aesthetics and community compatibility, circulation, landscaping, open space, storm drainage, utilities, building location and design, and access to commercial and community facilities will provide the most efficient use of land and encourage the use of alternate modes for transportation.
- Higher density residential areas that are within walking distance of shopping, jobs, open space, recreation, and transit services will use land efficiently without sacrificing the existing low density residential character.
- The existing street grid system, with modifications to enhance views and respond to natural topography, is a good way to provide connectivity between all uses and encourage alternate mode use.
- New developments and redevelopment projects that place housing within walking distance of shopping, services, employment, parks, recreation, and schools will be the easiest to serve with transit and other alternate modes of travel.

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Programs:

1. The City shall revise the land use regulations to recognize that outlying areas will require special design considerations to avoid community subsidy and excessive vehicle miles traveled.
2. The City shall consider efficient land use techniques as a way to use land efficiently and create better sustainability of resources.
3. The City shall revise the land use regulations to include a requirement for master planning, as appropriate.
4. The City shall revise the development regulations to encourage higher density residential development near shopping, jobs, recreation, open space, services, and future transit.
5. The City shall develop street standards that regulate the spacing, classification, and placement of needed street types. Higher order streets shall include elements beyond sidewalks to support alternate mode use, including but not limited to the establishment of bicycle lanes.
6. The City shall update the City Code of Ordinances to require adequate bicycle parking facilities when deemed appropriate.
7. The City shall create incentives and other land use regulations that support mixed-use development techniques. The regulations must include effective standards for mixed-use developments adjoining established neighborhoods to reduce conflict between uses.

Insert graphic/illustration/pictorial

Goal # 4: The City shall establish appropriate land use regulations to support a sustainable community

Sustainable Community Values and Policies

Sustainable development techniques and other sustainable community options should be part of many community functions and services.

- Sustainability concepts allow communities to use land wisely and sustain inventories of limited resources for a longer amount of time.

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- The community will benefit from incorporating sustainability concepts throughout the governmental structure and the local planning program.
- The community should look to City government as a model for sustainability. Local businesses and industries could benefit from following the demonstrated success of the governmental sustainability programs.
- The community will be able to regulate growth and encourage compact development at the core of the city by providing incentives for infill and redevelopment projects.

Programs:

1. The City shall examine and implement a sustainability program for all City resources.
2. The City shall develop energy efficiency targets and guidelines for the construction, renovation or operation of municipal facilities, incorporating new technologies for passive solar lighting and heating, appliances, HVAC, insulation, high-efficiency fleet vehicles, cooperative purchasing strategies and other applications.
3. The City shall coordinate and develop an informational flyer and website data to help local businesses create healthy and sustainable working environments.
4. The City shall review regulatory, pricing, taxing, and capital improvement practices to encourage development within city limits.
5. The City shall develop strategies for encouraging compact development of vacant or under-utilized land to limit pressure for expanding the city's boundaries.
6. The City shall revise the land use regulations to provide incentives for infill vacant or underutilized parcels before expanding the urban growth boundary.
7. The City shall promote land use solutions that sustain the community through energy conservation to eliminate energy shortages and reduce air pollution in the long term.
8. The City shall monitor the sustainability plan for effectiveness and modify the plan where necessary to meet community expectations.

Insert graphic/illustration/pictorial

Goal # 5: The City shall establish growth management tools and other strategies to pace land development with the ability to provide the required services within the community

Growth Management Community Values and Policies

The City shall accommodate growth and assure that new development and redevelopment are supported by adequate infrastructure.

- Cities that plan for and accommodate growth have a higher success rate for developing as intended and with minimum conflict.
- Cities that focus infrastructure expansions and improvements on the core of the community first, tend to regulate growth at a pace that the community can accept without reducing service levels for existing residents.
- Cities that prioritize local Capital Improvements Plans for existing industry, commerce and residential connections utilize limited funds in an efficient and practical manner without subsidizing growth.
- Cities that model the intended pattern of growth and provide development guidelines for developers are more likely to realize long-term objectives.
- Cities that require development to “pay its own way” will reduce community subsidy and minimize the negative effects of growth
- Cities that limit development from occurring outside of the city limits unless it fully pays for its costs will restrain unnecessary “leap frog development” and unanticipated subsidy.
- Cities that require developers to analyze the full impact of development upon infrastructure, schools, parks, natural resources, cultural resources and emergency services before development are more likely to require proper mitigations and reduce the negative effects of growth upon the community.
- Cities that require infill and efficient development before expanding urban growth boundaries are more likely to resist challenge by special interest groups as the time of urban growth boundary expansion.

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Programs:

1. The City shall create a priority system for the planning and funding of local infrastructure improvements. Prioritize capital expenditures by a) mandated by legislative authority of State or City, b) maintaining the City's commitment to public health, safety, and welfare, c) Maintaining the viability of existing facilities and services, d) increasing the efficiency of existing facilities and services, and e) expansion of the existing system for new services
2. The City shall use transportation system improvements as a growth control measure with highest priority to projects within the City limits, and maintenance of existing facilities shall receive priority before outer area improvements.
3. The City shall develop an overlay model of desired growth patterns and land uses.
4. The City shall not allow development projects to occur that are beyond the city's financial and physical capabilities to maintain and protect.
5. The City shall analyze fiscal impacts of an annexation concurrent with analysis of potential revenues.
6. The City shall not annex land without a concurrent waiver of M37 and other necessary requirements such as non-remonstrance agreements and support for future transit. ***Check with Carl on this***
7. The City shall consolidate the General Plan Map and the Zoning Map into one document.
8. The City shall regularly examine impact fees and other implemented exactions for legal appropriateness and consistency in application.
9. The City shall examine and update all processing fees to make sure that the cost of service is borne by those receiving it.
10. All development projects within the urban area shall be first authorized by the City and accompanied by proper applications and impacts analyses as appropriate.
11. The City shall encourage, monitor, and provide incentives for infill development over new projects at the fringe of the urban growth boundary.
12. The City shall enter into discussions with Crook County and modify the intergovernmental agreement in order to update the criteria for the consistent review of development occurring within the urban growth boundary.

Chapter 4 Natural Environment

Purpose and Intent

The Prineville urban area contains a variety of environmental situations that must be recognized, respected, enhanced, and preserved as necessary. Prineville's topography and small town charm are inseparably linked with natural drainage ways, air quality issues, sensitive riparian areas, severe flooding potential, urban flora and fauna, and high water tables. The future of Prineville will be shaped by how the community decides to accommodate growth given the key elements of the natural environment. Thus, Prineville will need to adopt development regulations to protect critical areas (sensitive fish and wildlife habitat, frequently flooded areas, steep slopes, wetlands) and preserve air quality. Regulations should be reasonable and in conformance with state law. Efforts to protect the natural environment should focus on maintaining a balance between the economy and ecology of the area while enhancing the aesthetic and livability ideals of the community.

Insert graphic/illustration/pictorial

Issues, Goals, Policies, and Programs

The City of Prineville and the surrounding area lie in a spectacular basin framed by dramatic geological forms and resource lands. Area residents have quick and convenient vehicle access to a variety of rural areas, forests, reservoirs, recreational areas, rivers, creeks, and other open spaces. Some of these areas, such as the Crooked River and Ochoco riparian systems, public parklands, and plateaus are within the city limits. Preservation and enhancement of surrounding natural environmental system is a vital aspect of the community. Providing trails and alternate mode access to these special areas is necessary to avoid capacity issues, encourage healthy lifestyles, and to encourage safe access by children and adults. Reasonable protections of these special areas offer more than just aesthetic benefits; they can preserve the community's natural beauty without sacrificing economic development.

Insert graphic/illustration/pictorial

Local area livability can be enhanced and growth can occur in and around special areas if development regulations take into consideration the following issues:

- Opportunities for trail connections to existing and planned public parks and other recreational activities
- Updating the Code of Ordinances to properly address natural hazards such as flooding, wildfire, etc.
- Special setbacks from cliff edges and architectural design requirements for hillside areas.

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- Inventory and analysis of important wildlife habitat
- Enhancement of the urban forest
- Increased air and water quality
- Preservation of key open spaces
- Protection of local values regarding the social and ecological benefits of maintaining the natural environment

Insert graphic/illustration/pictorial

Goal # 1: To protect and enhance the natural environment using reasonable methods and strategies

Natural Environment Values and Policies

The City shall develop programs to address the protection of the natural environment in a fair and reasonable fashion given the urban development goals of the community.

- The Prineville community desires to develop programs for the reasonable preservation and enhancement of the natural environment.
- The Prineville community believes that the riparian and wetland areas support important wildlife and ecology and should be retained and enhanced to the greatest extent practicable.
- The Prineville community believes the cliffs and rimrock areas should be preserved and local regulations should be crafted to limit intrusion into these areas
- The Prineville community has experienced several damaging floods and special efforts need to be made to reduce future flood potential.
- Air inversion problems can occur and the community desires to reduce air quality problems
- The local water table is high in certain places and special protections need to be put in place to avoid further contamination of the aquifer
- The creeks and rivers that traverse the community need special setback protection and corridor enhancement
- The variety of natural areas and open spaces within the community need to be inventoried and efforts made to maintain networks of open space within the City including wildlife habitat corridors, storm water management, trails, and other sensitive areas.

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- The local urban forest helps to create shade, respite areas, drainage enhancement, and aesthetic improvements.
- Citizens should have reasonably convenient access to natural areas when practical and as long as sensitive areas are not diminished by such access
- Children and other citizens will benefit from learning about and understanding the special characteristics of urban wildlife and natural habitats.
- Local citizens desire to be good stewards of their community's natural environment.
- The local economy can benefit from reasonable protections of the natural environment

Programs:

1. The City shall create an inventory of natural areas that require special protections.
2. The City in coordination with the Crook County Parks and Recreation Department shall develop an inventory of open spaces that can complement the system of parks and other recreational spaces.
3. The City shall develop a system of linking open spaces, natural areas, recreational areas, and public parks in coordination with the Parks District.
4. The City shall create a program for education of natural systems and the open spaces of the community.
5. The City shall encourage the parks District to keep the community Parks and Recreation Plan comprehensive and updated, outlining current and future requirements for open space.
6. The City shall work with surrounding jurisdictions, including Crook County and BLM, to develop and implement a regional system of open space corridors.
7. The City shall evaluate and update all ordinances regarding riparian setbacks.
8. The City shall encourage corridor development for riparian protection, pedestrian use, and wildlife routes.

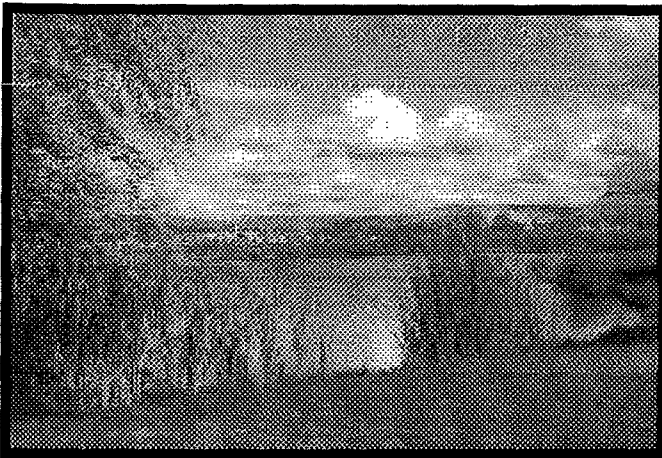
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9. The City shall re-evaluate street design guidelines to include provisions for street trees, paths as alternatives to sidewalks, and plantings that provide shade and drainage controls.
10. The City shall update and modify development regulations to provide reasonable protection of natural resources and reduce potential for flooding and allow and encourage private and/or public-private partnerships where critical areas are protected and enhanced.
11. The City shall encourage revenue-producing sensitive area, resource land, and park and recreation development opportunities.
12. The City shall leverage funding for habitat improvements by applying for grants with low local match that help to develop and protect natural areas, build trails, and sustain wildlife.
13. The City shall develop focused donation programs for identified sensitive areas, like naming of open spaces, riparian corridors, respite areas, waysides, trail segments, and other programs that can count toward local match.
14. The City shall encourage provision of open space with new development by providing developer incentives.
15. The City shall restore damaged wetlands within the community by identifying a feasible variety of strategies and implementation techniques.
16. The City shall create design guidelines to include provisions for critical areas and natural resource lands that minimize species and habitat fragmentation due to development.
17. The City shall limit development in or adjacent to fish and wildlife habitat areas that diminishes desired or indicator species.

Chapter 5 Parks and Recreation

Staff has formatted the section below subject to additional data soon to be delivered to City from CCPRD for inclusion in this chapter. Once this data is received staff can modify the section.

Purpose and Intent

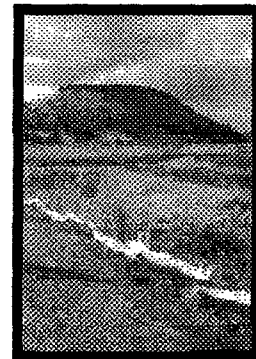


This chapter discusses how the City of Prineville intends to provide public parks and recreation areas for the urban area and strives to recognize and strengthen the City's parks and recreation opportunities through land use strategies and inter-agency cooperation. The quality of life within the community is based upon the location and function of the area parks, natural areas, and community services network. The

opportunity for multiple forms of passive and active recreation creates solid community connections and healthier residents. The State of Oregon requires that cities manage and operate adequate facilities for recreation and open space. Open space responsibilities also overlap with Goal 5 issues but the emphasis for utilization and preservation remains the same.

Issues, Goals, Policies, and Programs

Prineville is a growing community. Citizens and visitors alike are attracted to Prineville's high desert oasis character and rural setting. The community is also very close to many other recreational activities and open spaces in the nearby forests, rivers, and grasslands. Fishing, camping, horseback riding, wildlife observation, car touring, and hunting are a few of the activities that residents enjoy in the surrounding county, state, and federal lands.



This chapter identifies specific goals and objectives for meeting the City's open space and recreational requirements based on identified needs, desires, and issues. The chapter guides the services, programs, and future preservation and enhancement of recreational and community facilities, including parks, ball fields, trails, community centers and historic places.

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The Prineville community is fortunate to have a number of existing natural and manmade features that provide open space and recreational opportunities throughout the urban area. Some of these are under the control of the City, County, State and Federal Government and others are under the control of the CCPRD. The policies and programs contained in this chapter are a "guide" for city departments and local agencies and provide a basis for helping to resolve issues and set a strategic course for physical improvements.

Like many cities, the City has transferred part of the responsibility for parks and recreation to a local entity, the Crook County Parks and Recreation District (CCPRD). The City and CCPRD are jointly responsible for providing certain open space and recreational opportunities throughout the urban area.

CCPRD Mission Statement

Crook County Parks and Recreation will to the best of its ability, furnish recreational and leisure opportunities to all people living in the Prineville community.

recreation to a local entity, the Crook County Parks and Recreation District (CCPRD). The City and CCPRD are jointly responsible for providing certain open space and recreational opportunities throughout the urban area.

The jurisdiction of the City is limited to the incorporated area, but the CCPRD interests go beyond the urban growth boundary and serves residents throughout the County.

CCPRD Programs:

The CCPRD is working to update their master plan for the community and the final product will be part of the appendix attached to this Plan. At this time, the CCPRD manages a number of facilities designed to provide varied recreational opportunities for the community. (insert map from City website) These include:

CROOKED RIVER PARK: This is the largest park, a 30-acre site that the District owns and operates. Facilities at the park include an outdoor amphitheater for theatrical and small music shows. The park also includes Riverside #1, #2 baseball fields, and the Les Schwab baseball diamonds that are used by Crook County Little League. Other facilities at the park include five soccer fields, an outdoor volleyball court and shuffleboard area, a two-sided covered picnic area with handicap accessible restrooms, a concession booth and two children's playground areas. The park also has excellent river access to the Crooked River for fishing and swimming. Crooked River Park annually hosts the weeklong Boy Scout Campout, weddings, funerals, receptions and car shows. Driving directions...from Third Street, turn south onto Main Street, continuing until you arrive at the park, located on your right.

HARWOOD PARK: This 1.5 acre park with shaded areas is located on Harwood Street where it meets Ochoco Creek, and features a new covered area with BBQ. There is play equipment including swings, monkey bars, a teeter-totter, and horseshoe pits. Harwood Park annually hosts the Custom Car Show. Driving directions...from Third Street, turn north onto Harwood, continuing until you arrive at the park, located on your left.

LIBRARY PARK: Newly constructed beginning in 2001, this lovely outdoor, nature

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park is conveniently located adjacent to Crook County Library. Designed as an outdoor learning center for school children and adults alike, this park has a kiosk, nature trails, information signs as well as an outdoor amphitheater with boulders and picnic area. In 2004, this park was connected to the new Crestview Trail, located on the west side of the Crooked River. Driving directions...from Third Street, turn south onto Meadow Lakes Drive. Continue past the library, the entry to the park is immediately on the right at the edge of the library parking lot.

MINI PARK: Located next to Bowman Museum in the middle of the downtown area, this small park provides a rest stop for visitors, busy shoppers and business people. There is a restroom, picnic table, and a drinking fountain included in the 55 x 22 foot grassy area.

MOUNTAIN VIEW PARK: This newer park facility is located just off Combs Flat Road on Mountain View Drive and includes access to Ochoco Creek for fishing, horseshoe pits and a picnic area under the gazebo. The park is home to historic Juniper Art Guild, once the office of Ochoco Lumber Company.

OCHOCO CREEK PARK: This 14.85-acre development is one of the larger and most popular parks in the district. The park is located along Ochoco Creek from Elm Street to the east side of Juniper Street. Facilities at the park include two lighted tennis courts, a skate track, a covered picnic shelter with power, two barbecues, drinking fountain, electrical outlets, picnic tables for 200 people, two basketball courts, modern handicap accessible restroom, wooden footbridge, handicap fishing platform, a large children's play structure, an outdoor amphitheater and a children's garden. The park is home to two war memorials, a DAR memorial and the Wildland Firefighters Memorial. Ochoco Creek Park annually hosts the Easter Egg Hunt and Fourth of July Celebration, and is the home of many marathons and running events. The ten mile long bike bath through Prineville traverses through Ochoco Creek Park from Knowledge Street on the east, to Industrial Park Road on the west. The bike path loops east from Knowledge Street to Cecil Sly School to Combs Flat Road, down Lynn Boulevard to Highway 27. Driving directions...from Third Street, turn north onto Elm Street and you will see the park off to your right.

PIONEER PARK: Prineville's oldest park is located downtown next to the courthouse on Third Street (Highway 26). The park covers one city block and its facilities include a log museum, Pioneer Queen stage, modern handicap accessible restrooms, benches and picnic tables, a drinking fountain and playground. Pioneer Park annually hosts Summer Fest, Central Oregon Street Rod Show and the Pioneer Queen Picnic. Driving directions...from Third Street, turn south onto Elm Street.

RIMROCK PARK AND FIELD: This park is located along the Crooked River and is developed only on the east side of the river. The park includes a little league baseball field and several picnic tables. There is fishing access at the park and a footbridge across the river is planned for future development to the west side,

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being Rimrock Park and Crestview Trail. Rimrock Park is primarily used by little league during the summer months and by Crook County Christian School during the winter months. Driving directions...from Third Street, turn south onto Main Street and proceed to the park, just past the Assembly of God Church.

DAVIDSON FIELD: This park is the baseball complex in the center of Prineville, located on Court Street and SE First Street. It is a 4.3-acre park with one 90 foot diamond and three 60 foot diamonds, a covered grandstand which seats 500 and restrooms. Throughout the year, Davidson Field is used primarily by CCHS and AYSO. Driving directions...from Third Street, turn south onto Court Street, proceeding past the post office one block.

KILOWATT FIELD: Located directly east across Harwood Avenue from Harwood Park, Kilowatt field is a softball field, used primarily by the Men's Softball League. This field has eight lighting standards for evening use and dugouts. During the spring of 2002, Kilowatt field underwent a major renovation including designated parking area, outfield fencing and landscape improvements. Driving directions...from Third Street, turn north onto Harwood Street, proceeding until you reach the ball field on the right.

GARY A. WARD PARK AND STRYKER II FIELD: Constructed during fall/winter 2003 and spring 2004, this ASA regulation sized field is home to Prineville Women's Softball League, and includes metal bleachers, dugouts, covered picnic shelter, picnic tables, drinking fountain, ample parking and ADA restroom. The playing field may be reserved for special events as well as the covered picnic shelter during the summer months. The park and field will be gated closed during the winter months. Future plans for development at the park and field include a playground and pedestal barbecues.

BACK COUNTRY BY-WAYS WAY-SIDE: Located just two miles south from downtown Prineville on Highway 27, this smaller way-side area has ample day-use parking with access to fishing and picnicking. Just down the road from Crook County RV Park, this way-side is within walking distance for park guests, and is the beginning of the BLM sponsored Back Country By-Way, known as the Upper Country scenic drive that takes you to Bowman Dam and the Paulina Valley Upper Country.

PARK	LOCATION	AREA FOR RESERVATION	AMENITIES	SUGGESTED MAXIMUM
Crooked River Park	1037 S Main St	South Covered Area	Volleyball court, shuffleboard, horseshoe pit, BBQ	50
		North Covered Area	BBQ	50
		Amphitheater	Electricity, Lighting	500
		Four Ball Fields	Bleachers	

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Harwood Park	755 NW Harwood St	Covered Area	Horseshoe pit, playground & BBQ	Over 100
Library Park	175 NW Meadow Lakes Dr	Outdoor Amphitheater	Nature trail, picnic areas, playground	Up to 50
Mini-Park	134 NE Third St		Restroom	
Mountain View Park	1605 SE Mountain View Rd	Gazebo Juniper Art Guild	Access to Ochoco Creek, horseshoe pits	30
Ochoco Creek Park	450 NE Elm St	Amphitheater	Electricity, Outdoor Seating, Picnic Tables	Over 100
		Covered Area	Volleyball court & horseshoe pit, basketball courts	Over 100
		Kiddie Park	Picnic tables, Creation Station	100
		Miscellaneous Area	Electricity at 3 locations, foot bridge, horseshoe pit, tennis courts	50 to 1000
		Swimming Pool	Pool parties, wading pool, swim meets, electricity	200
Pioneer Park	450 NE Third St	Pioneer Queen stage, Log Cabin museum	Playground, benches, electricity	500
Rimrock Park & Field	843 S Main		Soft ball field	200
Davidson Field	251 SE Court St		4 Ball fields, Grandstand	500
Kilowatt Field	800 NW Harwood St		Night Lighting	
Rimrock Field	843 S Main			

XXX Les Schwab Park? Who controls this? Are we missing any other parks?

County Programs:



The Crook County Courthouse is a primary feature in downtown Prineville. The historic nature of the structure combined with its commanding presence along the primary corridor through town create a situation where by many functions occur on the large front lawn and staircase. The County maintains the facility and it is available for public use. (Add in other County amenities and functions.)
Fairgrounds? 64 acres in UGB

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The County is also responsible for destination resort siting. While no destination resort sites are located within the UGB, there are several destination resort areas within Crook County. The City does not intend to map any areas within the UGB for destination resort status.

City Programs:

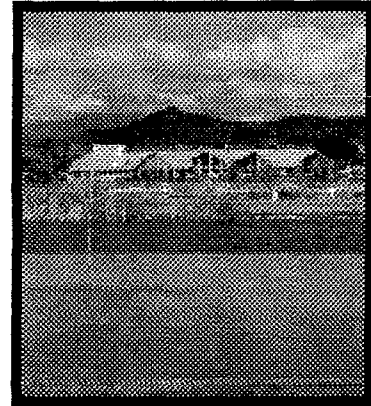
The City of Prineville catalogs and protects a variety of riparian areas and open spaces through the Goal 5 and the land use planning processes. Trail opportunities and access to natural areas are elements of land use permit review and are evaluated on a case-by-case basis. Master planning and improved land use codes will help to enable additional protection of existing open space and recreational opportunities.

The City has aggressively maintained and protected the local riparian areas and sought funding to purchase sensitive areas. Appendix XXX lists these and other open space and recreational areas that have been inventoried, secured, and



indicate future areas for acquisition and protection. (See previous natural features chapter for data and coordinated needs) The City has endeavored to secure easements for pedestrian paths through the riparian areas as a way to complement the recreational opportunities afforded to the community by the CCPRD. The City land use codes contain some

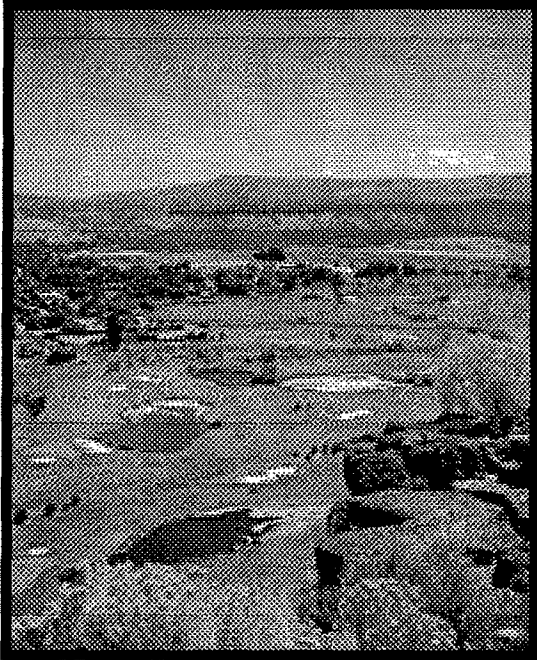
requirements for preserving open spaces and land retained in a substantially natural condition or improved for recreational uses such as golf courses, hiking or nature trails or equestrian or bicycle paths or is specifically required to be protected by a conservation easement. Open spaces may include ponds, lands protected as important natural features; land preserved for farm or forest use and lands used as buffers. Open space does not include residential lots or yards, streets or parking areas.



The City also owns and operates the Meadow Lakes Golf Course, a primary open space at the west entrance of the community. The course has unique history behind it. The community was suffering from wastewater disposal issues and

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the development of the golf course was a creative way to handle the effluent and provide usable open space.



Meadow Lakes Golf Course is a fully functional 18-hole championship golf course and wastewater disposal site. The water is disposed of through irrigation and the 10 evaporation ponds that double as water hazards for local golfers. What was initially a huge problem, has turned into a financial and environmental success. Meadow Lakes has been featured in many national publications, and received the inaugural Golf Digest Environmental Leaders Golf Award. Many other golf courses have been modeled after the project completed by the City of Prineville. Meadow Lakes is an active municipal golf course that has hosted two Oregon Amateur State Championships, including the 1998 Oregon Mid-Amateur

Championship. Word has certainly gotten out that this wastewater treatment facility is also a great golf course. Golfers come from all over the Pacific Northwest to play the golf course that they have read and heard so much about. The challenging and enjoyable layout, designed by Bill Robinson, keeps the golfers coming back. Set on the beautiful desert highlands of sunny Central Oregon, amidst sparkling blue ponds, rock-rimmed buttes and green meadows, Meadow Lakes features a championship course, a beautiful clubhouse, and a friendly staff eager to make year round of golf an extraordinary experience. Meadow Lakes has been featured in the USA Golf Journal and is one of the first-ever recipients of Golf Digest's National Environmental Leaders Award.

Other open spaces and recreation areas include local schools, public areas, public facilities, sewer treatment plant, rimrock protection etc. (expand here)

State Programs:

Ochoco State Scenic View Point – panoramic view of the Prineville Valley - Insert Picture and additional text

Federal Programs:

The BLM manages a large number of acres around the UGB. Barnes Butte, which looms over the City from the east, is the most prominent feature near the urban area. The butte is intended to become linked with urban trails and be served with restroom and other needed facilities.



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The biggest challenge for the City will be to coordinate and sustain a beneficial strategy for parks, open space, and recreation for the urban area. While the primary responsibility will be on the CCPRD to develop parks, the City must develop an overall plan for determining actual need and key linkages between the various open space and recreational uses. The existing and future demand by citizens and visitors for recreational areas, facilities and opportunities must be captured in a master plan and implementation strategy that includes an inventory of recreation needs in the planning area based upon adequate research and analysis of public wants and desires. This inventory of recreation opportunities should be made based upon adequate research and analysis of the resources in the planning area, which are available to meet recreation needs.

Goal # 1: To coordinate intra-agency efforts and create a system of parks, recreational facilities, and open space areas that furnish quality active and passive recreational experiences for all urban area residents.

Policy 1. Parks, Open Space, and Recreation Values and Policies

The natural environment and developed parks provide respite areas for citizens during non- work hours.

- Prineville's citizens cherish the natural environment and the recreational opportunities the community offers to residents and visitors alike.
- Prineville's citizens have benefited from the efforts of the local community groups, City, CCPRD, County State, and Federal government as it relates to open space, parks, and recreational facility development.
- Given the various agencies involved in providing open space, parks, trails, and recreational opportunities – a high level of coordination and planning will be required in order to maximize efficiency and reduce duplication.
- Prineville's citizens desire to develop additional parks and recreational opportunities in the most cost effective way possible.
- Prineville's citizens will benefit from the development of a comprehensive master plan examining current and future, parks and recreation needs.
- Local parks and recreational opportunities tend to be distributed throughout the community without connecting links other than streets; Prineville's citizens desire to connect existing and future parks and recreation facilities

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by sidewalks, trails, and other mechanisms. Such connections provide greater opportunities for citizens, particularly children, to safely access parks without vehicle use.

- Open space and recreational areas should be available to residents within 1200 feet of their homes.
- New parks and recreational facilities should be incorporated into new developments as a way to distribute resources throughout the community and reduce vehicle miles traveled.
- Older neighborhoods and redevelopment areas should consider incorporating parks, trails, and other recreational facilities as a way to enhance the community.
- New parks should be developed without community subsidy, while new trails and community recreational facilities may require additional funding through those sources available to the City and CCPRD
- The school district and community college should participate in the discussion about new parks and be willing to link school and college resources to the community park system as a way to leverage opportunities.
- Local development codes should include analysis of new resident impacts as it relates to the need for parks and recreation facilities beyond the collection of CCPRD SDC's. Such codes should require open space, parks, and recreational opportunities where justifiable and appropriate.
- The City should examine new infrastructure projects for new trail feasibility and development.
- The City should examine local riparian and other natural feature protection areas for possible recreational and open space opportunities.

Programs:

1. The City shall develop a mechanism to coordinate the efforts of local and other agency groups as it relates to the development of open spaces, parks, and recreation opportunities within the UGB and develop intra-agency agreements to further foster and control the acquisition and development of such elements.
2. The City shall defer a portion of the parks and recreation master planning efforts to the CCPRD.
3. The City and CCPRD shall inventory all current open space, trail, active and passive recreational opportunities.

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4. The City shall update land use regulations to better manage the acquisition, development, and maintenance of open spaces, parks, and recreation opportunities within the UGB.
5. The City shall encourage the CCPRD to upgrade existing parks, as necessary, through renovation to provide quality services as designated for that particular park space.
6. The City shall encourage new development to provide additional resources to satisfy additional recreational demand generated by growth.
7. The City shall require that compliance with the Americans with Disabilities Act (ADA) accessibility requirements be part of new and upgraded facilities where appropriate. Law requires that ADA accessibility deficiencies be rectified whenever a CCPRD facility is substantially upgraded. If suitable funding becomes available sooner, any existing ADA deficiencies must be rectified.

Chapter 6 Economy

Purpose and Intent

The local economy of Prineville is directly tied to zoning, land uses, labor pool, and transportation facilities. Like most incorporated cities in Central Oregon, the City of Prineville is required by law to provide a 20-year supply of commercial and industrial land with commensurate supportive infrastructure. Successful commercial and industrial activity requires sufficient and suitable land inventories. Careful attention to the necessary space requirements and locational considerations of potential uses is necessary to promote, maintain, and encourage a variety of local economic activities.

Issues, Goals, Policies, and Programs

The City of Prineville is a small community approximately 17 miles outside of the Highway 97 corridor which is a vital link to the Willamette Valley and other metropolitan areas. This situation will continue to be somewhat of an obstacle for new businesses and industries that rely on speedy shipping and proximity to support services in Bend, Redmond, Portland-Metro and the I-5 Corridor. However, the charm of the area, quality of life, good development climate, Enterprise Zone, City-owned railway, and lower land costs will continue to be elements that can help overcome the distance to regional highway issues. Furthermore, the recent development of the Millican Highway connection from Highway 20 (Burns) to Highway 26 at the industrial park will be key feature to help with trucks looking to avoid the congestion in Bend and Redmond. As much as the community is removed for the Highway 97 corridor, the timesaving gained from the Millican Highway connection will help to compensate for the loss in direct or origination trips.

Prineville has a viable downtown area, which serves as a central feature in the community. Various studies have shown that this is where the maximum effort should be expended to improve the business climate. Likewise, the community also has a major industrial area near the Prineville Airport and a railroad dependant industrial area in the NW quadrant. Each area is a top priority for local decision makers concerning infrastructure planning and economic expansion incentives. The trend to incorporate mixed-uses will enhance the ability of the community to diversify such uses throughout the urban growth boundary. The community will also need to monitor and consider the importance of local and national trends and related economic activities as part of local growth management.

The 2000 Census, Economic Development for Central Oregon, and local experts have provided data revealing accurate information that can be used to forecast certain features of the economy.

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The economy, society, and environment will be key factors in the success of Prineville. This chapter illustrates Prineville's existing economic patterns and potential economic opportunities. The current economic state of economic development and recognition of identified obstacles creates a starting point for future enterprise. This approach can strengthen the community's position as a unique, established, and attractive place to work, live, shop, and recreate.

Existing Economic Conditions

The unemployment rate in Crook County was at 4.4% in 2000, which slightly lower than Central Oregon at 4.9% but higher than the nation at 4.0% for the same year. The primary means of transportation for the workforce was private vehicles where 69.3% of the workers drove alone while commuting to their jobs. Interestingly, 23.6% of commuters carpooled to places of employment and only 3.3% walked to work.

Local Unemployment Rates as Compared to State and Nation

Crook, Deschutes and Jefferson Counties vs. Oregon and U.S.

	Central Oregon	Oregon	U.S.
1993	8.9%	7.2%	6.8%
1994	7.2%	5.4%	6.1%
1995	6.6%	4.8%	5.6%
1996	8.7%	5.9%	5.4%
1997	8.1%	5.8%	4.7%
1998	7.2%	5.6%	4.5%
1999	6.7%	5.7%	4.2%
2000	6.5%	4.9%	4.0%
2001	6.9%	5.9%	4.8%
2002	8.0%	7.5%	5.8%
2003	8.0%	8.2%	6.0%

Sources: U.S. data from January 2001 Employment and Earnings (BLS), Oregon and regional data from Oregon Employment Department.

Car commuting is higher than other places in Central Oregon, which is somewhat expected because of the more rural setting. Bend and Redmond contain more employment choices partially contributing to a higher commute rate. This situation will not change until the population increases to a point where more industry, service and retail choices develop in the Prineville community.

Competition for products and services currently provided in Bend and Redmond will typically continue until there is an adequate demographic base to support additional shopping, employment and service needs of the community. The large commute has certain disadvantages in that it tends to over utilize existing road capacities at peak hours and this creates a high subsidy for transportation projects, etc. However, the ability for business owners to draw from a wide labor pool is an advantage and helps to broaden job choices for residents.

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As the community diversifies and moves further away from a farm and forest based economy the opportunities for more variety in employment choices is expected to increase.

Prineville and Crook County lie within State of Oregon Assessment Region 10. The Region 10 data indicate that non-farm income is dramatically increasing. These regional reports show that manufacturing, lumber products production and service sectors are expanding as population growth occurs.

Estimated Employment Changes by Industry from 1995-2000 and Employment in 2000

	Change from 1995-2000		2000 Employment	
	Region	Oregon	Region	Oregon
Total Non-Farm Payroll Employment	12,590	184,900	65,110	1,603,300
Manufacturing	620	13,700	9,280	243,000
Durable Goods	N/A	15,600	N/A	179,000
Lumber and Wood Products	-420	-3,400	5,000	49,000
Non-Durable Goods	N/A	-1,900	N/A	64,000
Food Products	N/A	-1,400	N/A	24,300
Non-Manufacturing	11,950	171,200	55,810	1,360,300
Construction & Mining	1,100	17,200	4,690	87,600
Transportation & Public Utilities	500	8,600	2,390	79,900
Wholesale & Retail Trade	3,640	37,000	17,500	394,000
Wholesale Trade	N/A	5,200	N/A	94,000
Retail Trade	N/A	31,900	N/A	300,100
Finance, Insurance, Real Estate	680	6,800	4,040	94,000
Services	4,380	75,900	16,100	438,800
Government	1,670	25,800	11,120	266,000

Source: Oregon Employment Department non-farm payroll employment and covered employment data series.

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The primary industries in Crook County and Central Oregon are listed in the table below. – **We should put this data into a pie chart.**

PRIMARY INDUSTRIES IN CENTRAL OREGON		
County	Industry	Total Employment
Crook	Agriculture	400
	Distribution & Warehousing	1,402
	Education & Health Services	559
	Tourism	425
	Wood Product Manufacturing	1,084
Deschutes	Computer & Electronic Manufacturing	352
	Distribution & Warehousing	862
	Health & Social Assistance	5,908
	Professional, Scientific & Technical Services	1,889
	Recreational & Transportation Equipment	1,110
	Tourism	7,652
	Wood Product Manufacturing	1,920
Jefferson	Agriculture	630
	Health & Social Assistance	195
	Manufacturing & Fabrication (includes Wood Product Manuf.)	1,264
	Recreational Equipment Manufacturing	250
	Tourism	556

Local occupations are distributed among several areas consistent with the recent Census data. Management, professional, and related occupations cover about 21% of the employed individuals in Prineville; 26.7% in production, transportation, and material moving; while another 37% work in the sales, service and offices occupations. Farming accounts for only 2.5% of city occupations.

The top private employers in Prineville are reflected in the table below.

Top Private Largest Employers in Prineville

Les Schwab Tire Center	1193
Clear Pine Moldings, Inc.	525
Woodgrain Millworks	365
Pioneer Memorial Hospital	183
Pioneer Cut Stock Inc.	125

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It should be noted Prineville has the highest per capita of manufacturing jobs in the state. The demand for remanufactured wood and secondary wood products, high number of ground transportation companies (7), and the location of the Les Schwab distribution plant are the primary reasons for this fact.

Over time, and as the population increases the trend will be for more diversification in job choices. According to the Oregon Employment Department report, Employment Projections by Occupation 2002-2012 the community can expect to see the greatest job growth in the following occupational areas:

- Health Care
- Professional and Technical
- Service and Retail

The increase in health care jobs is much different from the current situation and is primarily due to an expected increase in an older population made up of retirees and baby-boomers. As the older population and the general population increases so does the need for more choices in medical services. Health care professionals are in current demand and this is expected to continue as the largest growth area. Prineville's small town charm and high level of livability will continue to attract young professionals and entrepreneurs. The retail and service markets will need to respond to this influx in order to meet demands of the growing population, particularly as housing choices increase.

The 'snapshot' of data tables below provide a more precise projection detail for a period of 10 years beginning in 2002. This data is derived from the 2000 Census and information prepared by the Oregon Employment Department (OED). This type of projection is useful for analyzing the current land use ordinances to make sure the community can adapt to the projected needs. Generally, the current ordinances are adequate, although a few modifications will be needed to better support desired outcomes.

Interestingly, the predictions for commerce and industry growth do not show a large increase in the type of large employment industrial development that Prineville and EDCO hope to attract to the community and region. However, the current economic incentives, and the level of commitment shown by local leaders may dispel the predicted trend and lure additional manufacturing and industrial businesses to the community.

The OED predictions do not take into account the lack of desirable industrial land in Bend and Redmond. This factor alone has proven to be valid with the recent development of several new industrial parks near the Prineville Airport and brisk land sales in adjacent industrial areas. Developers are keen to focus on Prineville now that there are a good selection of industrial parcels to choose from and as inventories have been recently replenished because of the recent UGB expansion. Local leaders have embraced quality development and highly encourage job creation. While retail, service, and the health industry will continue to grow and

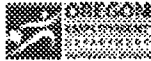
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expand, community leaders have aggressively focused efforts on large industrial development. It is anticipated that these efforts will bring forth industries that rely on a large number of employees and create more family-wage jobs in the community. Community leaders have made it clear that large industrial development is needed in addition to the predicted trends. Likewise, the goal is to reduce the daily commute for local residents by the creation of additional family

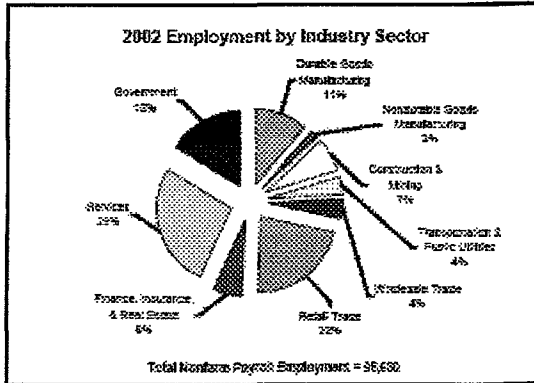
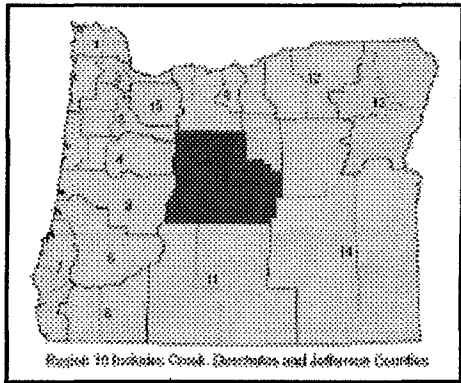
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wage jobs within the community.

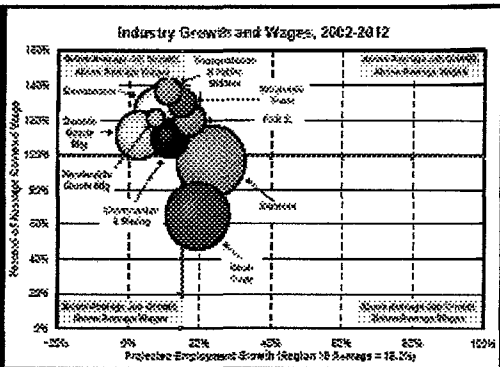
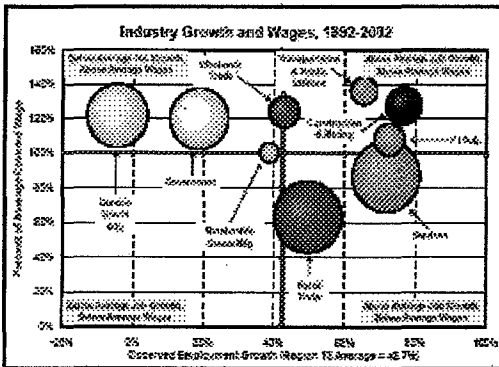
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REGION 10 INDUSTRIES AT A GLANCE



Employment Projections by Industry, 2002-2012				
Industry	2002	2012	Change	Percent Change
Total Nonfarm Payroll Employment	65,630	75,590	9,960	15.2%
Durable Goods Manufacturing	7,500	7,710	210	2.8%
Nonurable Goods Manufacturing	1,050	1,160	80	7.4%
Construction & Mining	4,750	5,330	580	11.5%
Transportation & Public Utilities	2,510	2,780	270	10.8%
Wholesale Trade	2,710	3,110	400	14.8%
Retail Trade	14,550	17,350	2,800	19.2%
Finance, Insurance, & Real Estate (F.I.R.E.)	4,120	4,820	700	17.0%
Services	17,550	21,850	4,060	23.1%
Government	10,750	11,680	690	6.2%



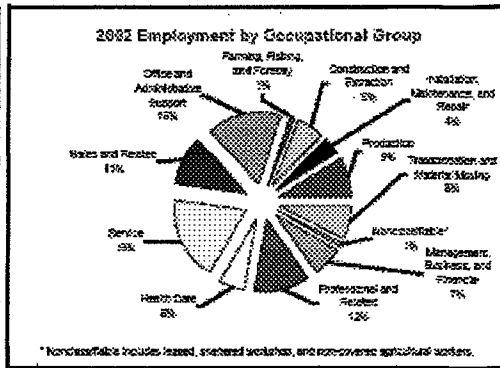
Top Performing Industries				
	2002 Employment	2012 Employment	Percent Growth	2002-2012 Growth Opportunities
Industries with the Most Jobs				
Local Government	7,422	8,042	8.4%	620
Eating and Drinking Places	5,171	6,022	16.5%	851
Health Services	5,081	6,448	26.5%	1,366
Lumber & Wood Products	4,499	4,258	-2.9%	-223
Specs: Trade Contractors	3,048	3,290	8.2%	250
Industries Adding the Most Jobs, 2002-2012				
Health Services	5,081	6,448	26.5%	1,366
Eating and Drinking Places	5,171	6,022	16.5%	851
Business Services	2,955	3,761	25.6%	766
Local Government	7,422	8,042	8.4%	620
Hotels and Lodging Places	2,933	2,621	-28.5%	-388
Industries Growing the Fastest, 2002-2012				
Furniture & Home Furnishings	657	862	31.2%	205
Miscellaneous Manufacturing	225	262	29.8%	57
Hotels and Lodging Places	2,933	2,621	-28.9%	-598
General Merchandise Stores	1,964	2,554	28.1%	583
Health Services	5,081	6,448	26.5%	1,366

Ordered by 2002 size with a minimum 2002 employment of 40 and maximum Employment Opportunities opportunity of 100.

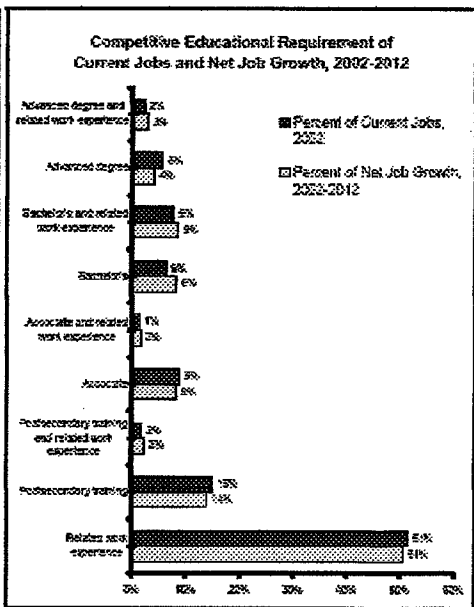
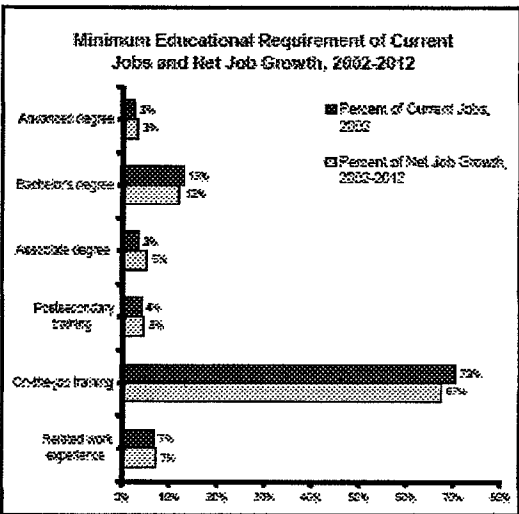
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REGION 10 OCCUPATIONS AT A GLANCE

Occupational Group	2002 Employment	Percent of Total	2002-2012 Percent of Total
Total Payroll Employment	36,826		
Management, Business, and Financial	4,427	6.7%	6.9%
Professional and Related	6,233	12.4%	15.5%
Health Care	4,034	5.2%	8.3%
Service	12,469	16.8%	15.2%
Sales and Related	7,470	11.3%	10.4%
Office and Administrative Support	10,104	16.4%	14.9%
Farming, Fishing, and Forestry	502	1.3%	2.6%
Construction and Extraction	3,233	3.5%	4.3%
Installation, Maintenance, and Repair	3,520	3.4%	4.1%
Production	5,582	8.8%	7.9%
Transportation and Material Moving	6,116	7.7%	7.5%
Nonclassifiable*	478	0.7%	1.2%



Occupation	2002 Employment	2012 Employment	2002-2012 Percent Growth	2002-2012 Growth Opportunity	2002-2012 Total Opportunity
Occupations with the Most Jobs					
Retail Salespersons	2,397	2,782	23.3%	485	1,426
Waiters and Waitresses	2,249	2,364	17.4%	395	1,376
Cashiers	1,559	1,905	22.4%	349	1,186
Office Clerks, General	1,468	1,584	14.7%	216	519
Bookkeeping, Accounting, and Auditing Clerks	1,168	1,313	11.6%	145	359
Registered Nurses	1,050	1,413	29.4%	322	676
Laundry and Drycleaning, Shorthand and Material Movers, Hand	928	1,102	9.9%	174	482
Stock Clerks and Order Fillers	834	1,162	19.8%	174	537
Teacher Assistants	609	971	37.8%	82	282
Supervisors and Managers of Retail Sales Workers	595	1,002	20.7%	177	313
Occupations Adding the Most Jobs, 2002-2012					
Retail Salespersons	2,397	2,782	23.3%	485	1,426
Cashiers	1,559	1,905	22.4%	349	1,186
Registered Nurses	1,050	1,413	29.4%	322	676
Waiters and Waitresses	1,249	1,254	17.4%	395	1,376
Maids and Housekeeping Cleaners	541	1,063	26.3%	321	422
Office Clerks, General	1,468	1,584	14.7%	216	519
Supervisors and Managers of Retail Sales Workers	595	1,002	20.7%	177	313
Stock Clerks and Order Fillers	834	1,162	19.8%	174	537
Janitors and Cleaners	534	698	19.9%	144	312
Bookkeeping, Accounting, and Auditing Clerks	1,168	1,313	11.6%	145	359
Occupations Growing the Fastest, 2002-2012					
Pharmacy Technicians	132	185	49.5%	53	53
Pharmacists	121	165	37.2%	45	
Residential Advisors	65	73	30.8%	17	32
Food Servers, Nonrestaurant	44	57	29.5%	13	35
Registered Nurses	1,050	1,413	29.4%	322	676
Licensed Practical and Licensed Vocational Nurses	143	183	29.3%	41	83
Hotel, Motel, and Resort Desk Clerks	292	385	23.3%	86	235
Medical and Clinical Laboratory Technologists	85	110	27.5%	24	47
Dental Laboratory Technicians	35	74	57.6%	15	34
Medical Assistants	185	225	27.2%	49	103



For additional information, please contact Stephen Williams at Stephen.C.Williams@state.or.us or (541) 388-6442

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According to Economic Development for Central Oregon (EDCO) staff –

“Central Oregon has steadily diversified its employment and economic base. For the past decade, Deschutes County has lead Oregon in high technology growth (over 270%). Numerous companies from the Silicon Valley, Portland-Vancouver Metro, and Puget Sound have relocated or expanded here - escaping skyrocketing costs, electricity shortages and tight labor markets. Many of these firms are small but extremely innovative, producing niche-market products from semiconductors to software, medical instruments to recreational equipment.”

Competitive wages, relatively lower housing costs, and high quality of life features will continue to attract businesses and companies to the region. Prineville will need to supply adequate levels of skilled labor force, developable lands and increased housing choices to continue to be attractive to new business development as a way to compensate for less than perfect access to key highways. Overall, Central Oregon is a desirable place to locate businesses and while the region is not on the I-5 corridor there are certain advantages to the area given the labor rate comparisons and other positive demographic features. Oregon’s largest School-to-Work program operates in Prineville, through a partnership with the Chamber of Commerce.

Average Wages Offered for Selected Occupations

	Central Oregon*	Oregon	WA*	CA
TRADE				
Plumber	\$23.52	\$24.40	\$23.58	\$20.38
Receptionist	\$10.82	\$10.50	\$10.93	\$11.20
Secretary	\$12.65	\$12.64	\$14.06	\$14.25
Truck Driver, Heavy	\$16.34	\$15.83	\$17.03	\$16.75
PROFESSIONAL				
Industrial Production Manager	\$34.54	\$33.63	\$35.66	\$36.07
Marketing Manager	\$37.21	\$38.03	\$41.30	\$42.47
Electrical Engineer	\$32.49	\$33.12	\$33.96	\$36.01

*Bureau of Labor Statistics (2001 most recent stats)

**Oregon Employment Department (2002 stats)

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Income Levels										
	Median Income (family of 4)					Per Capita**				
	2004	2003	2002	2001	2000	2002	2001	2000	1999	1998
Crook	\$47,900	\$45,100	\$35,300	\$34,700	\$34,400	\$21,859	\$21,070	\$20,225	\$21,168	\$19,905
Deschutes	\$57,800	\$54,200	\$45,000	\$44,200	\$41,600	\$28,193	\$27,585	\$26,469	\$26,077	\$24,784
Jefferson	\$45,200	\$43,800	\$36,700	\$36,500	\$35,900	\$20,510	\$17,867	\$17,746	\$18,808	\$18,328
Oregon	\$58,600	\$56,300	\$48,900	\$47,600	\$46,000	\$28,792	\$28,222	\$27,660	\$26,261	\$25,446

*U.S. Department of Housing and Urban Development

**U.S. Bureau of Economic Analysis

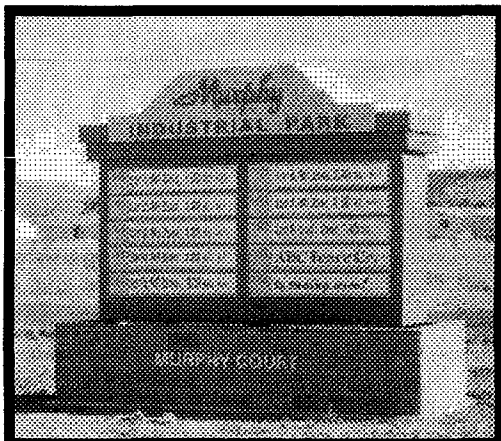
Sources: U.S. data from January 2001 Employment and Earnings (BLS), Oregon and regional data from Oregon Employment Department.

Existing and Proposed Industrial Opportunities

Prineville has a variety of industrial areas spread throughout the community. There are four industrial zones that allow a variety of uses but suffer from a lack of performance standards, which can lead to compatibility issues with adjacent residential neighborhoods and other uses.

A few industrial areas such as the former Ochoco Lumber Mill site lie adjacent to the UGB. The redevelopment of this area will require careful planning and consideration of mixed-use development techniques.

The recommended "complete neighborhood and commercial/industrial area standards" contain good compatibility requirements and will help to buffer industrial uses from other activities. The industrial areas that are close in and near the higher population areas contain the largest variety of industrial uses. It is expected that as land prices and population increase the existing heavier industrial uses will transfer to other less populated outlying areas. Traditionally, the smaller industrial uses such as service and repair or contractor services have located close to the urban core. However, the development of new industrial subdivisions to the west near the Prineville Airport will attract these uses as a direct result of competitive land prices and reduced buffering standards. The heaviest concentrations of industrial lots are in industrial parks as described below.



Murphy Industrial Park

Located in Prineville, the Murphy Industrial Park consists of 14.7 acres of light industrial zoned property with 10 lots ranging from 1 to 3.39 acres. The property is located 1/4 mile east of Hwy 26 and Hwy 126 and within Prineville's new enterprise zone. The Murphy Industrial Park is located in Prineville's designated Oregon

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Enterprise Zone, which offers qualifying businesses 100%, 3-5 year property tax exemptions on new, qualified investment in plant and equipment.



Baldwin Industrial Park

Part of the City of Prineville's newly developed industrial area and within the city's enterprise zone, the Baldwin Industrial Park offers exceptional values on land and structures, as well as easy access to Hwy 126. The site is only 17 minutes from the regional airport in Redmond and less than a half hour to Bend. Forty (40) total acres are available with lots ranging from $\frac{3}{4}$ of an

acre to over 5 acres. The Baldwin Industrial Park is located in Prineville's designated Oregon Enterprise Zone, which offers qualifying businesses 100%, 3-5 year property tax exemptions on new, qualified investment in plant and equipment.

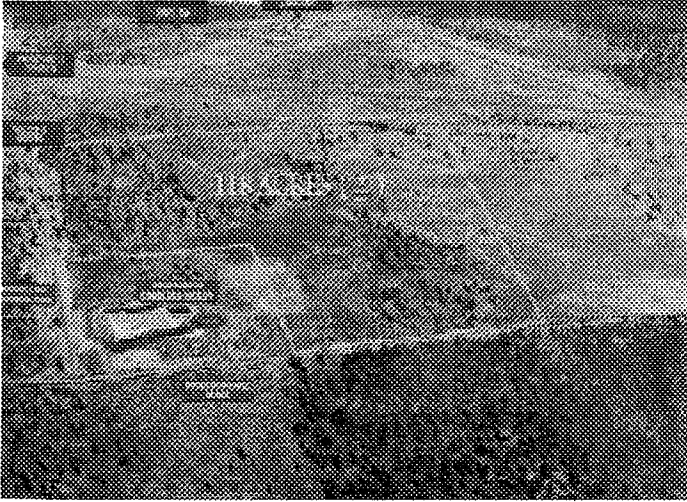
Tom McCall Industrial Park

Insert Pix

Crook County owns over 100 acres known as Houston Lake Industrial Park near the Prineville Airport¹. The site is currently served with all utilities and is very nearly flat, ensuring ease of development. Certain development regulations imposed by the County control the purchase price and business plan of prospective developers. The intent is to preserve large parcels for industrial campus uses needing large site requirements.

¹ Crook County also owns over 1000 acres in the vicinity, which could be converted to future industrial uses.

Tom McCall Expansion - Prineville Industrial Park



The Tom McCall Expansion, known as the Prineville Industrial Park is 118 acres in size and privately owned. The property abuts the County industrial lands and wraps around the OYA facility. This facility will be converted to Oregon National Guard uses. A variety of lot sizes are available ranging from .5 to 50 acres in size. Airport access to taxi ways may be available at the southern end of the property.

Prineville Airport Business/Industrial Park

Insert pix

The Prineville/crook County Airport includes two runways with the largest offering a 5,000-foot runway capable of handling jet traffic at an elevation of 3,246 feet above sea level. Pilot activated runway lighting and fixed base operator (FBO) services are available. The airport has several sites available for industrial and commercial development but is lease only.

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Do we have any others that need to be added? Remember this Plan is also a sales tool for new industry looking to locate in Prineville.

The local economic experts, Economic Development for Central Oregon (EDCO), have focused their efforts in attracting new business and industry by targeting specific types of development. These include:

General Industry Cluster Targets

- Aerospace/Aviation
- High Technology (includes software, hardware and biotechnology)
- Light Industrial and Manufacturing (Plastics, printing, misc.)
- Recreational Equipment Manufacturing
- Research and Development Firms
- Secondary Wood Products
- Headquarter Firms

Within these broad categories, 21 of the nearly 1,000 SIC (Standard Industry Classification) Codes have been chosen by EDCO as specific targets for growth and recruitment. They include:

Specific Targets

2396 Automotive Trimmings, Apparel Findings & Related Products
2542 Store and Office Fixtures (except wood)
2732 Book Printing
3751 Motorcycles, Bicycles & Parts
3792 Travel Trailers and Campers
3799 Transportation Equipment, NEC
3845 Electro medical & Electrotherapeutic Apparatus
3721 Aircraft
3728 Aircraft Parts & Engine Parts
7371 Software Development, Custom
7372 Software Development, Prepackaged
3082 Plastics Profile Shapes, Unsupported
3089 Plastic Products, NEC
3672 Printed Circuit Boards
5099 Durable Goods, Wholesale, NEC
2541 Store and Office Fixtures, Wood
2674 Bags, Uncoated Paper & Multiwall
3086 Plastics Foam Products
3087 Plastics Resins, Custom Compounding
3674 Semiconductors & Related Devices
3949 Sporting & Athletic Goods, NEC

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All of the above targets are suitable uses in the Prineville community. The City will need to make sure that the desires of EDCO can be satisfied in the industrial and commercial zoning regulations.

As mentioned above, the targeted industries do not necessarily match the forecasted trends. However, this does not mean the desired industries are unsuitable for Prineville. On the contrary, the local desires, and State/National trends are all to be considered when developing the basis assumptions used to support this economic opportunities analysis.

Industrial Land Inventory Needs Analysis

Prineville is the only incorporated city within Crook County's sizeable 2,291 square acres. Prineville would like to provide jobs in the community for all of its' citizens and not suffer the negative impacts of a daily commute to other cities. However, the City of Prineville cannot meet this goal at present. Efforts to induce additional job creation are underway and were given a boost by the 2004 UGB expansion that took in an additional 540 acres of land for industrial purposes. The responsibility to maintain a supply of adequate industrial lands, and provide a sound industrial climate to support additional job creation is a continuing responsibility of the City.

The development trend in Prineville is primarily a product of reaction to a changing lumber and agricultural base. Lands that were devoted to primary lumber manufacturing have either ceased operation or transformed to respond to market needs and available lumber supply.

From the mid-1980's until 2003, some industrial lands were permitted to allow development of non-industrial or commercial uses. These decisions were part of an effort to retain business and help provide jobs in the community. Higher land prices and limited supply of commercial land exacerbated this situation. However, this technique created problems with compatibility to primary industrial uses and tended to underutilize valuable industrial land resources. Better efforts at coordinated economic development strategies, appropriate mixed-use land development, and incentives to encourage commercial development in appropriate locations will reverse this negative trend.

The City intends to preserve industrial areas for predominantly industrial uses². This may be difficult in light of M37, but development of incentive programs such as the Enterprise Zone will be helpful to preserving industrial lands for future economic development.

² Several parcels of land in the UGB are inappropriately designated industrial. These parcels will be corrected to a mixed-use zone. The parcels are known as the Smith and Carpenter lots. These were not considered prime industrial lands in the Benkendorf report.

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The 2004 UGB expansion industrial lands need analysis was based on a combination of factors. These factors continue to be useful for future forecasts.

11 Industrial Land Forecasting Factors

Historical development trends

Availability of infrastructure and transportation access

Physical features that enable easy development

Features that restrict or limit development

Location and proximity to labor force

Growth management goals and compliance with State law

Community employment needs

Complete neighborhood development techniques

Private or public ownership options

Proximity to airport and glide path restrictions

Special areas for railroad-dependent industrial development³

The recent Benkendorf Report, as modified, and the recent UGB Expansion Report are the basis for most of the current industrial inventory data. These reports were modified using local knowledge about development trends combined with regional and statewide efforts to attract commerce and industry to the region. Thus, the forecasted land needs are a product of various technical sources in addition to the data listed above.

The inventory work at the appendix of this Plan shows that the bulk of serviceable and available industrial lands were essentially depleted as of 2004 and were

³ The City of Prineville also operates the last-municipally owned freight railroad in the United States, a 17-mile stretch between the city and the shared mainline of Union Pacific and Burlington Northern/Santa Fe. This situation gives Prineville an advantage not available in any other regional city and is a boon to local business needing efficient transport of manufactured products.

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recently replenished with the addition of 540 acres of industrial land in the UGB expansion approved by the State of Oregon in 2004. This amount of land is determined to be adequate for at least the planning period, or 20 years. However, no amount of data or model can accurately predict the future economic land needs of a community or the exact amount of land needed in each category. Therefore, a variety of factors must be used to estimate the amount of developable land needed. Moreover, because it is not prudent to use absorption rates alone, the City has chosen to use the 11 forecasting factors described above. The result is an “estimate” of needed lands for the future. These estimates are used as a basis for making land use decisions and as new data or new predictive models become available, the estimates are revised.

Revisions to the Plan can occur at any time, once supporting evidence shows a need for a change or update. Thus, the community can be assured that careful monitoring of all predictive data will be the best method for addressing the economic land needs of the community.

The 11 forecasting factors can be used to formulate assumptions about economic trends and determine industrial land needs. These factors form assumptions and when combined with local planning and economic development goals, are intended to provide a foundation for assessing any changes in the Plan. Today, the basic assumptions are as follows:

- The National, State and Local trends show that the highest economic growth will be in Health, Retail, Service and Professional fields.
- The goals of the community and those of local economic development experts focus on high technology, manufacturing, and production as desired industries.
- Public facilities that serve industrial lands must be complete and adequate to support community economic development goal.
- Lands that have appropriate infrastructure in place and competitively priced are easier to market to prospective developers. Lease-only lands are more difficult to market because of bank financing conditions.
- Industrial lands must be attractive and include support services for employees.
- The recent UGB expansion included lands specifically reserved for:
 1. Railroad, and/or railroad supportive uses
 2. Sewer Treatment Plant Expansion
 3. Large acreages for campus-like manufacturing or technical companies – publicly and privately owned
- Industrial lands that have historically supported lumber mills may need to redevelop in response to the economic changes and lack of raw lumber supplies.
- Industrially designated lands within the community may need to be reclassified to other zones to improve compatibility with abutting uses, encourage more mixed-use zoning, and to encourage innovative land use techniques that improve and broaden the labor pool.

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- Airport lands are a valuable industrial resource requiring special management, planning, and development techniques.
- The 2003 revised Benkendorf Report provides valuable data that must be combined with other data and the above factors to accurately represent the goals of the community.

The above assumptions can be used to make certain numerical determinations about needed industrial land supplies over the 20-year period. As previously mentioned above, the City added 540 acres of industrial land to its inventories in 2004. Each area was given an area label and a 25-30% non-buildable factor was applied to the various acreages in each area. In addition, some of the lands were slated for specific purposes, which were not speculative. The sewer treatment plant and the lands reserved for railroad uses are examples of this. The charts shown below give the acreage details for vacant and developable industrial lands.

Industrial Lands Available prior to UGB Expansion	Airport-publicly owned – lease only	Other- private and publicly owned
	305.0 acres	5.0 acres

Industrial Lands Available after UGB Expansion	Airport-publicly owned – lease only	Other- private and publicly owned
	305.0 acres	824.0 acres

The Prineville community had very little privately owned, developable, industrial land available before the 2004 UGB expansion. After expansion, more land was added but development restrictions and reservation for special uses reduced the number of developable acres to the amounts shown below.

Industrial Land Acreages After 2004 UGB Expansion

Area or Area Number	Total Acres Without Redux	Developable Acres w/Redux
Airport	305.0	210.0
UGB Area 6	160.0	120.0
UGB Area 6a	80.0	36.0
UGB Area 6b	160.0	150.0

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UGB Area 7	313.0	219.0+
UGB Area 8	77.0	0.0 – sewer treatment plant only
UGB Area 9	34.0	14.7 – reserved for railroad uses
Totals	824.0	750.0

Insert UGB Expansion map for industrial lands only

Some of the above acreage reductions are estimates based upon average percentage of developable lands that have non-developable lands such as rock outcrops, buffer areas, public facility needs, airport glide paths, and other obstructions. Modern engineering techniques and other development strategies may be able to increase the actual and final amount of developable land.

The Benkendorf Report utilized a combination of forecasting techniques based upon future population estimates and employees per acre data. The 2003 revisions to this report show that 270 net acres of non-lease industrial land were needed for the planning period in addition to other industrial land types. However, the City took in more land for industrial purposes because of other important community factors and assumptions.

The more realistic figure of 750.0 acres is a result of incorporating the variety of City-preferred techniques and assumptions described above. For example: it can be assumed that the railroad uses anticipated in UGB Area 9 will not develop as quickly as other industrial uses given historical demand. In addition, the development restrictions for lands in the airport create an obstacle to certain types of desired development. Because the airport and railroad are long-term community features that will take many years (possibly more than 20) to fully develop, these areas should be reserved and not included in the total net need for the purposes of this planning period. Thus, once subtracted from the developable 750.0 acres the actual net need drops to 525 acres.

The community, as mentioned above, supports targeting of specific industrial uses that can provide many jobs at one location, preferably Prineville. These industries tend to require large acreages from 50 to 120 acres to support large buildings in a "campus" arrangement. Good examples of such developments are Les Schwab, Lancair, Intel, and COCC. The community intends to provide for and reserve large tracts for these types of development. The existing Enterprise Zone was wisely created to entice large industrial developments to Prineville.

It is anticipated that over the planning period there should be an inventory of large "for purchase" industrial lots appropriately located in industrial areas outside of the

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restricted airport area. Therefore, approximately 250 acres above the Benkendorf Report recommendation has been determined to be appropriate. This allows for typical industrial development on the 270 acres of lands required for industrial development per the Benkendorf Report **and** the opportunity to provide for up to 5, 50-acre parcels, or combinations thereof, for large industrial development over the 20-year planning period. This is a reasonable assumption given the data at hand and the demonstrated goal of targeting specific industries beyond the current trends. It is important to do this since the trend information does not necessarily reflect the needs of a growing community like Prineville, where a broader range of employment and industrial choices is a goal of the community.

**Estimated 20-year Industrial Land Absorption
Over The Planning Period 2005-2025**

Type of Industrial Lands	Years 2005-2010	Years 2010-2015	Years 2015-2020	Years 2020-2025	Total Acres
Airport – Leased Only	Varies	Varies	Varies	Varies	210.0
Typical Industrial Lands	25 acres dev./year	10 acres dev./year	10 acres dev./year	9.5 acres dev./year	270.0
Large Industrial Parcels	50 acres	50 acres	100 acres	50 acres	250.0
Railroad Lands	Varies	Varies	Varies	Varies	15.0
					745*

*rounding produces less than the 750 acres shown in previous tables

Industrial service, contractor operations, assembly, and repair businesses look to industrial lands for development opportunities. They make up the vast amount of industrial development activity in Prineville over the past 5 years.

Insert chart with 5-year development data.

This trend is expected to continue as commercial lands increase in cost and pressure to serve newly developing residential areas continues. It is appropriate to assume that industrial uses requiring less than 10 acres of land each will develop the quickest during the planning period. The evidence to support this conclusion includes the past historical data showing that industrial development has been occurring on parcels less than 10 acres in size. Development in Baldwin and Murphy Industrial Parks specifically focus marketing efforts to attract the smaller industrial user.

The lack of easy to develop industrial lands in both Bend and Redmond will also attract industrial uses to Prineville where land is plentiful and at a comparatively more reasonable cost. Likewise, the demand for developable residential land in other areas will attract more people to Prineville where such lands are plentiful given the 2004 UGB expansion.

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Both Bend and Redmond have had delays in getting their UGB expansion plans completed. This situation will push more people to locate homes and support businesses near or in Prineville. This eventuality is reflected in the table above where the first 5-year projection of typical industrial land absorption is estimated at 25 acres per year and then tapers off as Bend and Redmond resolve their inventory and UGB expansion issues.

The Prineville community has adequate industrial lands for the 20 year planning period as of 2005. The amount of land necessary to sustain the needs of planning period do not include the land that will be rezoned to mixed-uses as part of the Plan mapping process. The programs listed below require regular review of the industrial lands inventory and recommend how changes should be made.

Existing and Proposed Commercial Opportunities

The City of Prineville contains five commercial zones spread throughout the community. The recent 2004 UGB expansion plan did not include additional commercial lands. This is because the opportunity to rezone and revitalize various city areas with mixed-use development techniques will satisfy the need and therefore, no additional commercial land was needed at the periphery of the community. This is sound land use planning and allows for flexibility to respond to market forces while recognizing that mixed-use planning and the "complete neighborhood" concept can meet the future economic development demand for any needed commercial development in the urban area.

The downtown core of the community is intended to be the focus of continued revitalization efforts. Several studies have been completed to provide guidelines for improved aesthetics and other development strategies intended to attract and retain businesses to the downtown area. However, this has been made difficult by the commercial "strip" that runs east-west along 3rd Street, also known as Highway 126. Newer commercial stores have located along the strip and this has caused some congestion problems by allowing too much direct access to the highway. The strip can also detract shoppers from the downtown area, which can create excess vehicle trips for citizens. Nonetheless, the newer franchises on the strip are needed commercial types and help to meet citizen needs for goods and services.

The opportunity for "center-type" rather than "strip" development does exist when the anticipated commercial rezonings occur over time. A new technique that builds

"Main Street" development techniques provide for a more walkable shopping experience without excessive vehicle trips. The storefronts face a local access street that is perpendicular to the primary access street

on an old concept - "main street" type development is a successful land use technique that can correct and improve commercial vitality by encouraging pedestrian access. Revisions to the development codes may be required to enable this process.

Insert pix of typical “main street” development or other example

The 2004 UGB expansion took in a significant amount of new residential and industrial lands. The local topography necessitated that these new areas project out from the urban core to avoid steep rimrock and other obstacles. The result is that the City, as a whole, must grow in a less-than-compact form. However, the development pattern within the new areas can be compact and designed to serve as many citizen needs as possible. This means that mixed-uses, including convenience commercial service centers, open space, and limited employment areas will be required to developed in new neighborhoods so as to reduce vehicle miles traveled and improve efficiency for all residents. The community will benefit from adding small commercial areas to new and revitalized neighborhoods as the community grows.

Commercial Land Inventory Needs Analysis

The Benkendorf Report stated only 80 additional acres should be added to the existing commercial inventory. The intent was 80 acres would supply two, 40-acre parcels for large “big-box” development. There is a significant obstacle with this recommendation. The community would not benefit from just two areas for needed commercial expansion. The broadly applied mixed-use and/ or improved land use development practices advocated in other parts of this Plan could not be achieved if the new commercial lands were limited to a few areas.

It could be detrimental to the community to limit new commercial areas to just two large businesses and not allow other areas to redevelop or respond to certain market forces in combination with mixed-use development techniques. Thus, Prineville will better benefit by being flexible with the amount of new commercial land needs over the 20 year period rather than restrict itself to 80 acres alone.

Performance standards and the planned unit development (PUD) section of the implementing land use ordinances can help provide for a more integrated and balanced development pattern, particularly with new commercial areas. For now, the 80 acre commercial land need should be a starting point and not a limiting factor, especially if there is a demonstrated public need and benefit for additional commercial lands beyond the Benkendorf recommendation.

The commercial inventory data below is derived from the Benkendorf Report.

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Existing Developed Commercial Lands in the Prineville Urban Area

Zone	Code	Vacant Acreage	# of Parcels	Parcels within the UGB			
				Non-Vacant (Developed) Acreage	# of Parcels	Total Acreage	# of Parcels
Commercial Lands							
City of Prineville zones							
Central Commercial	C-1	5.10	29	53.10	258	58.20	287
General Commercial	C-2	13.05	10	121.15	198	134.20	208
Professional Commercial	C-3	0.0	0	5.70	30	5.70	30
Neighborhood Commercial	C-4	-	-	-	-	-	-
Recreation Commercial	C-5	0.0	0	2.70	3	2.70	3
Total Commercial - City		18.15	39	182.65	489	200.80	528

Commercial Land Need by Development Type, Prineville Urban Area

	Unadjusted Net Buildable Acreage Needed	Unadjusted Gross Buildable Acreage Needed	Additional Gross Acreage Needed	Total Adjusted Gross Buildable Acreage Needed	Net Buildable Acreage Available	Gross Buildable Acreage Available	2023 Net Need (or Surplus) Gross Acreage
Commercial - non-lease only	112.8	141.0	80.0	221.0	33.57	41.9	179.1
Commercial - lease-only - Airport	12.5	15.6	0.0	15.6	18.8	23.5	(7.9)

The above tables also include land that is commercially zoned within the airport facility. This public land is lease-only and not as desirable as private land that can be purchased. This is due to the financing difficulties presented by lease-only land and the development restrictions in place at the Prineville Airport even though there is a surplus of this land type.

It should be noted that the primary growth industry and target areas described above also apply to the commercial analysis. Again, as the trend information suggests, the primary growth sectors will be health care and commercial activities, particularly service, and retail. The EDCO target areas are mostly industrial but could have a retail/commercial component that would be a secondary use to the primary industrial development.

The community is poised to respond to this trend and has adequate lands upon which to develop needed commercial uses as long as the needed rezonings are timely and planned to respond to mixed-use and other development techniques that can enhance the urban community.

Goal # 1: To regularly monitor and revise, if necessary, industrial and commercial land inventories satisfying the urban development needs of Prineville for at least the 20 year planning horizon.

Economic Values and Policies

The City shall maintain an inventory and analysis of needed industrial and commercial land types, existing land supplies, and commensurate economic development strategies for meeting the requirements of the community.

- The Prineville community understands that it is necessary to provide adequate buildable industrial and commercial land to the year 2025.
- The Prineville community understands that updates to the inventories will result as a response to redevelopment, proposed zone changes, mixed-use development techniques and planned unit developments that enable “complete neighborhood” concepts.
- The Prineville community understands that state, local, and nationwide trends are not adequate to properly estimate needed industrial and commercial lands. Other local information and economic development targeting goals must be used to properly evaluate future land needs.
- The Prineville community understands that adequate public facilities must be planned, funded, and installed to serve key industrial sites and commercial areas.
- The Prineville community understands that preservation of large industrial parcels over 20 acres in size will attract target industries and new manufacturing businesses.
- The Prineville community understands that urban reserve planning will be needed to project growth beyond the 20-year period imposed by the State of Oregon.
- The Prineville community understands that successful economic development strategies require cooperation with a variety of agencies and other groups to develop a plan that best meets the requirements of a growing community.
- The Prineville community accepts that additional land may be needed for commercial or industrial uses or that there are particular locational requirements for certain activities, which require appropriate amendments to

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the Comprehensive Plan maps. Amendments should be evaluated in relation to all applicable policies of the Comprehensive Plan.

- The Prineville community understands that SDC charges must be carefully monitored and evaluated to not create an obstacle to quality development.
- The Prineville community understands that adoption of a practical Downtown Plan will help to ensure the long-term success of the urban core area.
- The Prineville community understands that the State transportation system affects the community in many ways and that effective STIP lobbying can help the community achieve its planning and development goals.

Programs:

1. The City shall regularly monitor and analyze commercial and industrial land inventories. If new lands are needed, the City Council shall authorize expansion of the UGB or other methods to ensure that at least a 20-year inventory of land for each category is available within the urban area.
2. The City shall organize and staff an economic development committee whose purpose is to monitor and recommend needed changes to the City economic opportunities analysis. The committee shall be made up of two members of the City Council, 2 members of the Planning Commission, and two ad hoc members of the community experienced in economic development and any staff members deemed appropriate by the City Manager.
3. The City shall update and manage all public facilities planning to meet economic development goals and encourage additional public and private investment in the community.
4. The City shall initiate methods for preserving large industrial parcels.
5. The City shall initiate urban reserve planning consistent with the other provisions previously listed in this Plan.
6. The City shall process any requested plan amendments within 6 months of application. Any correction amendments shall be processed immediately.
7. The City shall modify the land use development codes to better address economic development objectives and encourage appropriate mixed-uses in commercial and industrial zones.

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8. The City and County shall work together to develop a community entrance plan that considers improved aesthetic treatments and buffering along the western entrances to the community.
9. The City shall update and monitor the SDC methodology to ascertain a fair and reasonable charge to new development.
10. The City shall adopt a Downtown Plan that includes a long-term strategy for enhancing development opportunities in the urban core and creates a “sense of place” for local residents and visitors alike.

Chapter 7 Transportation and Circulation

Data from the soon to be completed TSP update will be inserted into this section. Staff has completed the bulk of the data and will revise if necessary with the TSP update data.

Purpose and Intent

The foundation of the Prineville transportation system is a product of the existing roads and highways that criss-cross the community. The basic grid is framed by the following road alignments:

East-West Alignments

- Madras-Prineville Highway 26
- Lamonta Road
- Redmond Highway 126
- 3rd Street
- Loper Avenue
- 7th Street
- Laughlin Road
- Lynn Boulevard
- O'Neil Highway

North-South Alignments

- Main Street
- McKay Road
- Crooked River Highway 27
- Meadow Lakes Drive
- Court Street
- Harding Road
- Combsflat Road
- Paulina Highway 25

Insert graphic/illustration/pictorial

Other local roads form the internal grid serving the existing neighborhoods and outer areas. The unique topography is a challenge for extending the grid in typical rectangular patterns. Thus, there are areas within Prineville that will continue to suffer from lack of connectivity. Automobiles are the primary form of transportation but the intent of the community is to provide for alternate mode travel when practical and as a part of new street projects.

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Public health and safety is the primary design goal of all transportation elements. This design goal is imperative as emergency services personnel measure success in the minutes it takes to get to a fire, injured or sick person, crime scene, or other catastrophe. Insert graphic/illustration/pictorial

This chapter also addresses issues and ideas related to circulation and the interaction between transportation and land use. Thus, bike lanes, sidewalks, trail connections, future transit expansions, transportation demand management, and transportation system management are meant to be considered for all new and enhanced transportation systems. Each new development must consider the impact of the development upon these systems and provide incremental mitigation for impacts. The arrangement of land uses and desired development patterns should focus on supporting alternate modes. The goal is to move the city toward alternate mode use as an alternative for those who do not wish to drive a car and as an alternative to excessive vehicle miles traveled as a way to deter sprawl.

The availability of adequate transportation facilities and resources are major factors in determining proper land uses and acceptable development patterns. The various zones and intensity of development influences the need and location for new transportation facilities, as well as the necessity for ongoing repair and maintenance of existing transportation facilities. Therefore, it is critical that modern planning techniques are employed that will ensure the highest level of coordination between land uses and transportation needs as a way to create an effective and efficient integrated urban system.

The City has developed a long-term master plan addressing transportation needs throughout the community. The Transportation System Plan (TSP) is a guide for helping the City make rational choices about the locations and type of needed transportation facilities. The TSP is based upon the individual needs of the community and the requirements to meet the State of Oregon Transportation Planning Rule.

Local community leaders and citizens expect that new growth pay its way and this means that the existing residents should not have to subsidize new development projects, particularly with regard to needed transportation improvements. Transportation remedies or "mitigation" programs must be established prior to authorizing development and new trips on the transportation system. The universal goal is to make sure that needed transportation facilities are in place, funded, or other acceptable mitigation provided before development is authorized to proceed. This type of "concurrency" reinforces the interdependence between land use and transportation. The community also accepts that there are many different types of transportation problems and will accept creative mitigation solutions that benefit the community as a whole. Insert graphic/illustration/pictorial

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The imposition of impact fees, system development charges (SDC's), congestion pricing, infrastructure development, dedications, innovative land use and design, employee programs, special funding levies, promotion of tele-commuting, and tele-business, off-peak work hours and other devices, etc. are just some of the many tools that should be employed to maximize the efficiency of the local transportation network and achieve the intent of the Transportation System Plan (TSP). Insert graphic/illustration/pictorial

Issues, Goals, Policies, and Programs

Prineville is a growing community situated on unique system of highways, arterials, collectors and local streets. The highways and arterials mix heavy through traffic (serving regional agricultural, resource-dependent or recreational uses) with local traffic, placing trucks, passenger vehicles, bicyclists and pedestrians on the same rights of way. The City also is attempting to move toward expansion of the transportation system commensurate with growth. Moreover, the City is striving to incorporate alternative modes of travel, including trails, bike lanes, and sidewalks into each new project and other street upgrades.

Besides the difficulty in expanding the system to meet a variety of needs, the cost of such facilities is very high and requires substantial capital to develop. The City's budget is not adequate to resolve all transportation projects needs and other sources of money will be required in order to build the system as intended in the adopted Transportation System Plan. The high cost of increasing operational and material costs for facility improvements, limited construction time periods, and the conflicting demands of regional versus local traffic make Prineville rely more heavily on developers to solve problems that are directly tied to new growth. Existing problems create complex funding issues since the State of Oregon mandates certain limitations on the expenditure of SDC's. Thus, existing problems not directly related to growth will require funding that is not solely obtained from SDC's. Thus, the community may have to rely on special levies, limited general fund revenues, the State's funding for highway maintenance and on other revenue sources for improvements to address local needs.

Insert graphic/illustration/pictorial

Goal # 1: To create a functional transportation system recognizing that vehicle use is the primary mode of travel overall and that incorporating alternate mode use into the transportation system will result in maximizing and extending the life of transportation facilities and improve livability throughout the Prineville community.

Transportation Choices and Vehicle Alternative Values and Policies

The City shall design a transportation system that includes alternate modes in addition to vehicle needs.

- The Prineville community recognizes that vehicle use is the primary form of transportation for the majority of its citizens, but also recognizes that increased alternate mode use is essential to the livability of the community and to preserve valuable resources.
- The Prineville community requires that the street system be fully functional for the safe and efficient delivery of emergency services
- The Prineville community realizes that alternate mode use is essential for providing a full complement of transportation choices and that land use regulations need to include an analysis of transportation impacts, needs, and mitigation options.
- The Prineville community realizes that the mixing of local and regional traffic is a problem and separates the community into distinct areas thus reducing opportunities for effective connectivity. Local citizens must find creative ways to get from one area of the community to another during peak periods of the day since signalization is limited on the highways.
- The Prineville community accepts that the highway systems contribute to the local economy and bring good and services into the community bolstering local commerce and tourism.
- The Prineville community realizes that balancing the needs of the local community with the regional transportation needs will be difficult without open dialogue with citizens, state agencies, Crook County, local business interests, special interest groups, and tourism professionals.
- The Prineville community realizes the importance of traffic calming measures being established in core commercial areas and residential neighborhoods as a way of reducing vehicular speeds on roadways and creating a safe pedestrian/bicycle environment.
- The Prineville community realizes that solutions to transportation problems will require comprehensive planning, regular monitoring and analysis, a systematic approach to problem solving and, in the end it may take some compromise from all parties to be successful.

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- The Prineville community realizes the vitality of the community is dependent upon a fully functional transportation system that provides a variety of mobility options and consolidates multiple transportation modes in a way that encourages multi-modal travel.
- The Prineville community realizes developments that are designed to include transportation systems providing sidewalks, trails, open spaces and linkages, bike lanes, land uses that support transit, transit amenities, alternatives to signals or stop signs, pedestrian amenities, and protected sidewalks encourage alternate mode use and promote a high level of livability.

Programs:

1. The City shall inventory, analyze and recommend capital improvements to the transportation system by updating the existing Transportation System Plan (TSP) on a regular basis.
2. The City updates to the TSP shall include a range of street types and classifications necessary to sustain the expected growth of the community and meet applicable TPR objectives.
3. The TSP updates shall include an inventory of needed alternate mode improvements and project timing of implementation.
4. The TSP updates shall include an inventory of funding alternatives necessary to implement the needed capital improvements.
5. The City shall monitor the transportation system for effectiveness and describe any needed improvements to the City Council every 12 months and before the budgeting process.
6. The City shall coordinate discussions with local and state agencies, Crook County, local business interests, special interest groups, and tourism professionals about the performance of the transportation system and collect feedback for use in any TSP updates, capital improvement prioritization and budgeting programs.

Add in updated discussion of existing transit, air, ped, and rail operations – see old comp plan text below. Examine TSP update data first.

Excerpts from the current Crook County Comprehensive Plan

RAILROAD

The City of Prineville Railroad provides a vital support in the form of revenues to the operations of the local government, as well as, the transport for the timber products industry. With Prineville's connection to major north-south and east-west

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lines, customers can ship goods to almost anywhere in the United States at rates comparable with other Central Oregon communities. Although commercial passenger service is remote and liability and insurance is too costly to utilize the railroad for social and cultural events, there seem to be no real limitations on the railroad's potential for growth. The following are potential and existing problems associated with the Prineville Railroad:

1. The grade level crossing at 10th and N. Main Streets could become a hazard with increased auto and rail activity.
2. Morning commuters are delayed as much as 15 minutes at the Lamonta Road grade crossing due to close proximity of the railroad car weighing facility. Increased industrial activity would prolong delays.
3. Summer can create a visibility hazard for motorists (particularly those who are not familiar with Prineville) at the Seventh Street and Third Street crossings. It shall be the objective of the City of Prineville to maintain the Prineville City Railroad existing status and potential for growth.

RAILROAD POLICIES

1. To insure input from the Prineville Railroad upon plans for road construction adjacent to, or affecting, the railroad tracks.
2. To provide appropriate measures (i.e. signals, gates, grade separation) as part of a long-range capital improvement program for all crossings.
3. To relocate railroad car weighing scale facilities when conditions create longer delays of automobile traffic on Lamonta Road than the current maximum delays.
4. To present the value of the railroad and its transport capabilities to industries evaluating Prineville's location.
5. To insure safe "sight distances" upon rebuilding of the Madras Highway grade crossing.
6. To be prepared for increased demand for all rail transport of oil, agricultural products, merchandise and passengers.

ALTERNATE TRANSPORTATION MODES

TAXI AND BUS

Users of Prineville's alternative modes of transportation are the "transportation disadvantaged". These persons consist of the elderly population, the physically or mentally handicapped and the economically disadvantaged.

Prineville's cab service is radio dispatched. Main destinations are the city center, and the area east of Combs Flat Road. The busiest times for the service are Friday and Saturday nights.

Prineville is served by two (2) bus lines, Hammon Stage Lines with service to Portland, Albany and Eugene, and Pacific Trailways serving Central Oregon and Boise, Idaho via John Day. Ridership is low consisting mainly of the young and elderly. The major source of income is freight. The bus facility in Prineville has no maintenance facilities and owns no adjacent properties for expansion.

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The Soroptomists Club and Neat Repeat Store sponsor the Senior Citizen Mini Bus. The bus operates six (6) days a week (and Sundays on special occasions) by means of volunteer drivers and a two-way radio. Destinations for the increasing number of riders are oriented towards health services and shopping. Needs are recognized for improved education about the service among the transportation disadvantaged, a wheel chair lift, more wheel chair ramps (curb cuts), designated parking spaces of wider widths for disabled persons and possibly a second bus.

It shall be the objective of the City of Prineville to recognize and accommodate the needs of the "transportation disadvantaged", and to recognize the importance of conserving energy.

TAXI AND BUS POLICIES

1. To investigate the possibility of a shuttle bus and staggered shifts with Prineville's major employers.
2. To place curb cuts on all corners at street intersections or where pedestrian paths meet corners.
3. To provide extra wide parking spaces in parking lots and near destination entrances to meet the needs of the handicapped.
4. To encourage private efforts to supply forms of inter and intra city transit to the commuter and the transportation disadvantaged.

BICYCLE AND PEDESTRIAN FACILITIES

A lack of marked routes and a gridiron pattern prevent any clear-cut bicycle and pedestrian routes. Sidewalks are more extensive, and along with alleys, more intensively used toward the center of town and near schools. They become sporadic and nonexistent away from the core area. Pedestrian crossings along major streets, particularly near schools, and activity centers, present hazards where there are no stoplights. Prineville's bicycle way serves several activity centers, among which are the public parks, schools and central Prineville. The path is aesthetically pleasing and is crossed by only five streets. However, it fails to provide direct access to the commercial and industrial activities in north Prineville, and the Fairgrounds complex in south Prineville. The majority of Prineville's commercial and public activity is south of Ochoco Creek, and because of the bike path's location on the creeks north side, it is impossible for those pedestrians and bicyclists originating south of Third Street to avoid mixing with motorized vehicles.

It shall be the objective of the City of Prineville to encourage pedestrian and bicycle movement as a safe, feasible alternative to the automobile for the metro area.

BICYCLE AND PEDESTRIAN POLICIES

1. To insure routes are safe and convenient.
2. To avoid conflicts (combining intersections) among differing transportation modes.
3. To require that all proposed subdivisions consider bicycle and pedestrian paths, integrated with the Metro Area bicycle and pedestrian path network, within the plat

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design, and to encourage these paths outside of the street right-of-ways preferably along preserved open spaces.

4. To insure that bicycle and pedestrian paths, not along street right-of-ways are well lighted and provide visual surveillance from the street.
5. To preserve space along existing and proposed principal and minor arterial and demand at least one combined bicycle and pedestrian path. Wherever possible, space shall be preserved along the right-of-way for a bicycle path on one side and a pedestrian path on the other. Both shall be separate from the pavement edge.
6. To require all proposed activity centers generating large amounts of traffic to provide safe and convenient off-street bicycle parking space and routes in their design.
7. To insure neighborhoods and activity centers, including public loading and pickup areas, are served by pedestrian and bicycle routes.
8. To provide curb cuts at all corners, intersections, or locations where bicycle and pedestrian routes and paths intersect with streets.
9. To provide for paving of pedestrian and bicycle ways as deemed necessary and feasible with applicable state regulations.
10. To preserve existing irrigation ditch right-of-ways for pedestrian and bicycle movement upon development of adjacent properties.
11. To encourage that OI'd donate irrigation ditch right-of-ways to development of the construction of bicycle paths of adjacent properties when feasible.
12. To consider bicycle and pedestrian paths among the improvements for properties to be annexed to the city.
13. To improve signs and markings on existing bicycle paths.
14. To designate areas in city parks for overnight camping of bicyclists.

AIRPORTS

There are approximately 500 take-offs and landings per month with over 20,000 people per year using the Crook County airport. Approximately 25% of the landings and take-offs are Forest Service related. (15% for fire protection, 10% for the movement of personnel; 75-85% are business oriented including the 10% designated as Forest Service related, and 5-10% classified as other.)

There are two (2) runways and improved taxiway, which is sufficient to handle corporate jets and general use aviation aircraft. The runways are on oil-finished 4,000' x 60' runway and an asphaltic 5,000' x 60' runway. (Ordinance No. 65; 5/14/92)

Executive Air, a Portland based air carrier service, currently use Prineville and other Central and Eastern Oregon airports to pick up bank receipts. Plans have been approved to allow Executive Air to carry small numbers, no more than six, passengers.

To date, most of Crook County's large business, commercial and heavy industrial firms use the airport. Airport development and expansion is important for Crook County's overall economic growth. Despite capacity of 15 light planes, there is insufficient room on busy weekends for aircraft parking space. In addition restroom, lounge and restaurant facilities are not offered.

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There are a total of six (6) other airstrips in Crook County; five (5) personal use airports in farm zones and one Forest Service airstrip at Rager Ranger Station.

Helicopter transport of injured persons from outlying areas to Pioneer Memorial Hospital, or from Prineville to Bend's Hospital, would save time and lives. There are two helicopter pads in the County; the BLM maintains a facility at the County Airport and there is a second landing pad at Pioneer Memorial Hospital. (Ordinance No. 65; 5/14/92)

It shall be the goal of Crook County to upgrade Crook County's Airport facilities thereby increasing its viability for attracting new industry and business to Crook County by improving the runway capabilities to handle larger aircraft; providing restrooms and a small lounge area for visiting air travelers; constructing additional hangars and aircraft parking space; maintaining the existing Airport Approach Zone and preserving space sufficient for the construction of a helicopter landing pad in close proximity to Pioneer Memorial Hospital.

Crook County and the City of Prineville have an Airport Master Plan (AMP). The AMP was approved by Crook County on March 14, 1979 and the Federal Aviation Administration (FAA) on March 30, 1979. The County amended the Airport Layout Plan Map on September 25, 1981 and was approved by the FAA on October 21, 1981. The Airport Layout Plan Map of the AMP was again amended by Crook County in September 1986. This amendment was approved by the FAA on October 9, 1986. The AMP is hereby made a part of this Comprehensive Plan and all the policies and provisions contained in the AMP are hereby incorporated into this Plan document. It shall be the policy of the County to improve and develop the airport in compliance with the AMP (within fiscal capabilities) and to regulate all area land uses in compliance with the AMP. (Ordinance No. 65; 5/14/92)

Staff will need to update the above section of the Plan

Insert graphic/illustration/pictorial

Goal # 2: To create a functional transportation system that is designed to operate efficiently and effectively balanced against the need to preserve a high degree of community livability as growth occurs

Transportation System Design Values and Policies

The City shall design and implement a transportation system that meets the applicable TSP and TPR requirements for the 20 year planning period.

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- The Prineville community desires a safe and efficient transportation system based upon a thorough cost/benefit analysis.
- The Prineville community requires that the street system is designed to effectively permit emergency service vehicles to access all parts of the community in an efficient and quick manner.
- The Prineville community desires to maintain and expand the street grid system, but will permit alternate street types as a way to accommodate slopes over 12 %, creative design that does not impede connectivity goals, protection of natural resources, reduction in flood potential, planned unit developments where the lack of grid connections do not negatively impact the public grid system, and other situations as deemed appropriate by the City.
- The Prineville community desires a street system that moves people, goods, and services to and through the community without creating excessive speeds, which can reduce livability.
- The Prineville community desires to accept private streets as viable components of the transportation system. Private streets are an effective means of reducing City infrastructure maintenance costs as long as adequate construction, development, and maintenance provisions are determined before City approval.
- The Prineville community desires to fully utilize transportation demand management (TDM) and transportation system management (TSM) techniques in the design of the transportation system as deemed appropriate by the City.
- The Prineville community desires to make the streets safe for pedestrians, particularly children, seniors, and the disabled.
- The Prineville community desires to balance the highway needs of regional users with the local users in order to avoid creating highway improvements that sacrifice local values and damage economic interests.
- The Prineville community desires to manage and coordinate intersection signals and roundabouts throughout the community for maximum effectiveness.
- The Prineville community desires to explore cost effective means to ensure pedestrian safety when walking along or crossing streets.

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- The Prineville community desires to maximize the ROW for the use of pedestrians, shoppers, parking where appropriate, and public directional signage.
- The Prineville community desires street trees, pedestrian amenities, separated sidewalks, curb extensions, traffic calming, and other related devices to be part of the street system where appropriate. However, the City reserves the right to prioritize its own needed transportation improvements particularly when capital is limited and the economy is not conducive to extra expenditures beyond basic public safety and the movement of vehicles through the community.

Programs:

1. The City shall prepare a cost benefit analysis for each capital improvement project over \$50,000.00 that is to be included in the Capital Improvements Program (CIP).
2. The City shall coordinate all transportation projects with emergency service providers, such as Police, Fire, Sheriff, Water and Sewer Departments, HazMat, Corps of Engineers, and the like prior to listing on the CIP.
3. The City shall design street templates that illustrate the different types and classifications of streets and street systems.
4. The City shall prepare a Standards and Specifications manual describing the expected development standards for public and private transportation improvements.
5. The City shall organize a technical transportation team as a way to examine transportation needs and review technical design methods and other trends. The membership of the technical team shall include City staff, ODOT, Crook County, transit providers, local engineering firms and other transportation professionals, including alternate mode experts. The team shall report their findings to the City manager for inclusion into the budgeting process and City Council updates.

Insert graphic/illustration/pictorial

Goal # 3: To create a reasonable method for determining and monitoring street capacity and service levels needed for providing an effective and efficient transportation system

Street Capacity and Service Levels Values and Policies

The City shall develop a safe and efficient transportation system that accommodates citizens and emergency service access without significant delay.

- The Prineville community understands that significant delays at intersections can create air quality issues, driver frustration, and reduce tourism.
- The Prineville community accepts that reasonable delays are necessary as an alternative to expensive and underutilized transportation improvements.
- The Prineville community accepts that providing free flowing capacity at all times is not necessary and can lead to unnecessary capital expenditures.
- The Prineville community expects that the City will develop a range of service levels that are appropriate for the peak hours of travel and that some streets will not be able to sustain delay free intersections.
- The Prineville community accepts that certain intersections will always be congested, busy and delays may be necessary and preferred to excessive widening that changes the small town character of the downtown area. Intersection delays may be acceptable as long as the performance level of the corridor is adequate.
- The Prineville community wishes to avoid unnecessary neighborhood cut-through traffic.
- The Prineville community prefers using a volume to capacity ratio for determining intersection capacity.
- The Prineville community prefers keeping two-way traffic on downtown streets when at all feasible as compared to one way couplets in the downtown core.

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Programs:

1. The City shall strive to coordinate signalization performance with ODOT and improve phasing cycles.
2. The City shall analyze and review accident data. Such analysis shall include mitigation options and implementation procedures.
3. The City shall designate certain intersections that will always be subject to significant delay and do not warrant widening unless a significant public safety issue requires a remedy.
4. The City shall examine and review corridor performance in addition to intersection performance.
5. The City shall monitor air quality and submit a report to the Council for review and distribution.
6. The City shall utilize the technical traffic team for evaluating neighborhood cut through problems and recommending potential solutions.
7. The City shall create standards to evaluate local intersection and link performance using volume to capacity ratios.

Insert graphic/illustration/pictorial

Goal # 4: To create a reasonable method for determining adequate and consistent transportation impact analyses, mitigation procedures, and options

Impact Analysis and Mitigation Values and Policies

The City shall develop methods for analyzing the impact of development upon the community.

- The Prineville community desires that growth pay its own way without community subsidy.
- The Prineville community expects that the City will evaluate all new projects and determine the impact of such development upon the transportation system in a fair and equitable manner. The cost of this analysis may be borne by the developer unless adequate information is already contained within a recent study (not over 9 months old) available to the City.
- The Prineville community desires that the City utilize the most current edition of the Institute of Traffic Engineers manual for determining traffic

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impacts on the local street system. However, alternate sources of data may be accepted when the ITE manual does not supply adequate information to do a proper analysis.

- The Prineville community anticipates that there will be situations where typical traffic analysis will include subjective analyses and flexibility to achieve community goals. It is understood that traffic impact studies and analyses are very complex and not necessarily clear and objective. Such studies are often more often than not, an art, rather than science.
- The Prineville community desires that transportation mitigation be proposed by the developer; and evaluated and determined to be acceptable by the City prior to issuance of any development permit.
- The Prineville community agrees that the required transportation mitigation may be in the form of transportation improvements, cash contributions, right of way dedications, transfer of development credits and development rights, real property and other significant contributions as the City sees fit to accept.
- The Prineville community anticipates that the City may refund developers, who build master planned improvements listed on the adopted TSP, for a portion of the cost associated with such projects.

Programs:

1. The City shall revise the land use regulations to include a requirement for traffic impact analysis and mitigation for all projects that produce over 20 vehicle trips.
2. The City shall monitor the cumulative effect of trips identified in the submitted traffic analysis and compare with system operation.
3. The City shall determine appropriate transportation mitigation that remedies traffic impacts for the build out of the development project. In some cases, this may require development of a TSP master plan improvement.
4. The City shall clearly establish a SDC methodology that established fees and refund programs for individuals and entities that construct TSP master planned transportation improvements.

Insert graphic/illustration/pictorial

Goal # 5: To create a reasonable financing method for funding necessary transportation system master plan improvements over the life of the General Plan

Transportation Funding Values and Policies

The City shall develop a financing plan that supports the development of needed TSP facilities for the life of the Plan

- The Prineville community realizes that the State of Oregon requires the transportation system plan contain a funding analysis of the recommended transportation projects covering funding needs, funding resources, and a multiple-year financing plan.
- The Prineville community realizes that if the required funding analysis reveals an unrealistic plan, the City must discuss how additional funds will be raised or how land use assumptions will be re-evaluated to make the transportation plan affordable and achievable.
- The Prineville community realizes that transportation funding is limited and SDC's are not the sole source of the City funding package.
- The Prineville community realizes that alternate funding sources may need to be explored to enable the community to receive grants, implement the CIP, and maintain existing infrastructure.
- The Prineville community realizes that alternate funding sources, include levies, increased taxes, local improvement districts, grants, franchise fees, tax increment financing, bonds, and other typical and atypical sources necessary for the full implementation of the TSP and maintenance functions.
- The Prineville community realizes that without any new development the background growth of the community will exceed the capacity of the street system.
- The Prineville community realizes that the existing transportation system is nearing or has exceeded capacity. Therefore, new evaluation methods and transportation management techniques may be required to maximize the life of the system.

Programs:

1. The City shall be required to add a financing element to the TSP and develop a listing of priorities for the anticipated transportation improvement

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- projects for the vehicular and pedestrian transportation systems. The financing element shall highlight these improvement projects by giving project descriptions, anticipated year of project initiation, and associated costs and funding sources. In many instances, additional funding sources are possible and there is a potential to complete multiple projects in tandem.
2. The City shall incorporate new and desired projects into the TSP on a yearly basis. This regular updating shall include the City's "wish list" for additional transportation improvement projects and require further design studies and cost analysis. Implementation of these projects is based on a project prioritization that makes sure the interests of the community match the projects undertaken.
 3. The City shall review SDC fees annually to assure revenue collected is adequate to pay for the identified improvements. Annual adjustments will be made to SDC's to cover the costs associated with inflation.

Chapter 8 Housing

Staff will insert data derived from housing model here and revise as appropriate-review Benkendorf data

Purpose and Intent

The Prineville community contains a variety of housing choices and vacant and redevelopable lands upon which to develop them. Single-family homes are the dominant housing type in a community that is evolving from agriculturally based uses to more urban uses. However, a mere inventory of home type and available residential acreage is not adequate for determining future demand and need within the urban area. Thus, this chapter examines housing supply, condition, occupancy, affordability, and available land supply to meet community needs over the 20 year planning horizon. Implementation programs for meeting future housing demand are also included in this chapter.

In addition to inventories of buildable lands, this chapter of the Plan includes: (1) a comparison of the distribution of the existing population by income with the distribution of available housing units by cost; (2) a determination of vacancy rates, both overall and at varying rent ranges and cost levels; (3) a determination of expected housing demand at varying rent ranges and cost levels; (4) allowance for a variety of densities and types of residences; and (5) an inventory of sound housing in urban areas including units capable of being rehabilitated.

The overarching purpose of this chapter is to ensure the provision of appropriate types and amounts of land within urban growth boundary supporting a range of housing types necessary to meet current and future needs. These lands should support suitable housing for all income levels. Likewise, the Plan must also ensure that the appropriate type, location and phasing of public facilities and services are sufficient to support housing development in areas presently developed or undergoing development or redevelopment.

Finally, yet importantly, the affordability of housing is a significant determinant to the livability and sustainability of the Prineville community. Housing affordability affects all segments of the local population. According to federal housing guidelines, no more than 30% of a family's gross monthly income should be spent on housing, including heating and other bills.

In order to understand the relationship between land use and housing the City has implemented a housing analysis program developed by Mark Radabaugh and Richard Bjelland of OHCS of the Department of Land Conservation and Development. This program will enable the City to examine housing needs on a macro level with opportunity for local calibration. The program will enable the City to maintain consistent review of the housing environment. The program also allows for the monitoring of housing needs and development of projections. It is the basis for establishing accurate inventories and accommodates any needed revisions through local calibration and data collection.

Issues, Goals, Policies, and Programs

Available, affordable, safe and needed housing are critical ingredients to the success of how a community accommodates population growth. The attractiveness of Prineville to new residents relies upon the availability of many housing choices to accommodate varied citizen demands and pricing thresholds.



To understand the future of housing needs in Prineville, it is important to assess and analyze the existing characteristics of the community's housing stock. Various factors must be taken into consideration to obtain a clear picture of the situation. For example, the following elements should be examined:

- Trends in housing types;
- Age of structures;
- Condition and value of structures;
- Household demographics;
- Income levels of households;
- Percentage of income spent for housing;
- Occupancy patterns;
- Vacancy rates;
- Ownership and rental trends

The tables in this section include data from the recent census and local economic development agencies. They contain data that helps to illustrate the various aspects of housing and population change. Information that is more recent is provided from other resources including Crook County, EDCO, and personal interviews with Central Oregon Regional Housing Authority CORHA staff, local bank representatives, housing service providers, and others as needed.

This chapter also takes into account the effects of utilizing financial incentives and resources to (a) stimulate the rehabilitation of substandard housing without regard to the financial capacity of the owner so long as benefits accrue to the occupants; and (b) bring into compliance with codes adopted to assure safe and sanitary housing the dwellings of individuals who cannot on their own afford to meet such codes.

Prineville is one of the oldest communities in Central Oregon and the housing choices reflect the historical nature of the City. Prineville's history as a timber and agricultural community has shaped the stock of existing housing. Mill workers and agricultural workers typically lived in town near employment. Many millhouses are located near former mills and shipping areas. These homes are typically under XXX square feet in size and similar in style. Many do not have connections to City

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water and sewer services and lack efficient heating and proper insulation. Other areas of the community near the central core contain older homes in various conditions and most are connected to community infrastructure. Over the years



and as the community economic situation diversified so has the variety of housing. A quick visual tour of Prineville shows a range of housing from older mill worker residences, Victorian-era homes to more modern

homes developed post WWII. A recent influx of bedroom-community homes and recreational housing is evident throughout the community. Well-designed subsidized housing is also a new feature in the community.

Insert Powerpoint slide show – housing samples from City vicinity

Prineville has seen unprecedented residential development within the UGB in the last 10 years. XXXXX percent of the housing in the UGB has been built between 1994 and 2004. This includes XXXX new dwelling units, which were built in the incorporated area and XXXXX dwellings which were built in the area between the Prineville UGB. While this growth has put a strain on public services, a positive aspect of this housing boom is that not only is there greater variety of housing available but these newer dwelling units have been built under modern and more energy efficient structural, electrical, plumbing, and energy codes. The area between the City limits and the UGB tends to remain relatively rural with large lot development and agricultural uses that are transitioning to small family/hobby farms. Where development occurred on these lands, it was primarily within single-family subdivisions.

Household Size and Types

The average household sizes for owner occupied units and rental units in Prineville are 2.57 and 2.51 respectively. This data is important when determining actual units and unit types for needed housing during the planning period.

Household types are listed below using data collected from the Census Bureau. Household trends appear to indicate a reduction in married couples and increases for single householders without spouses. The information can be read to mean that greater choices in housing types that appeal to single householders will need to be provided in the community. This information will be used to calibrate the housing model.

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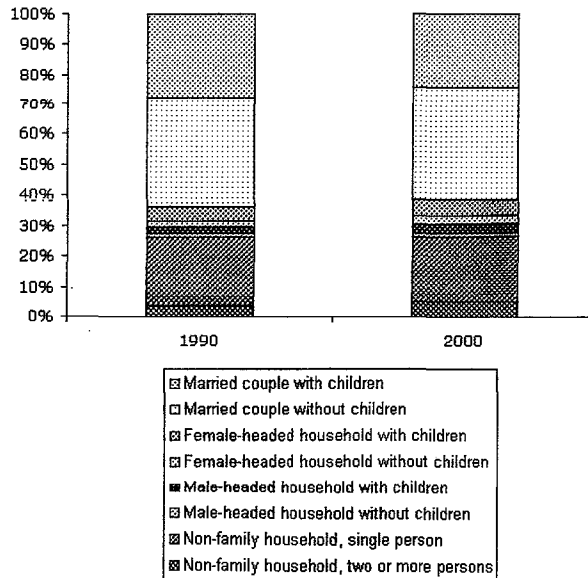
Household Types, 1990-2000

	1990		2000	
	Number	Percent	Number	Percent
Total Households	5,455	100.00%	7,354	100.00%
Married Couple	3,485	63.89%	4,524	61.52%
With Children*	1,513	27.74%	1,786	24.29%
Without Children*	1,972	36.15%	2,738	37.23%
Female Householder, no spouse	349	6.40%	603	8.20%
With Children*	232	4.25%	391	5.32%
Without Children*	117	2.14%	212	2.88%
Male Householder, no spouse	183	3.35%	298	4.05%
With Children*	111	2.03%	200	2.72%
Without Children*	72	1.32%	98	1.33%
Non-Family Households	1,438	26.36%	1,929	26.23%
Living Alone	1,237	22.68%	1,563	21.25%
Two or More Persons	201	3.68%	366	4.98%

*In this table, children are people under age 18.

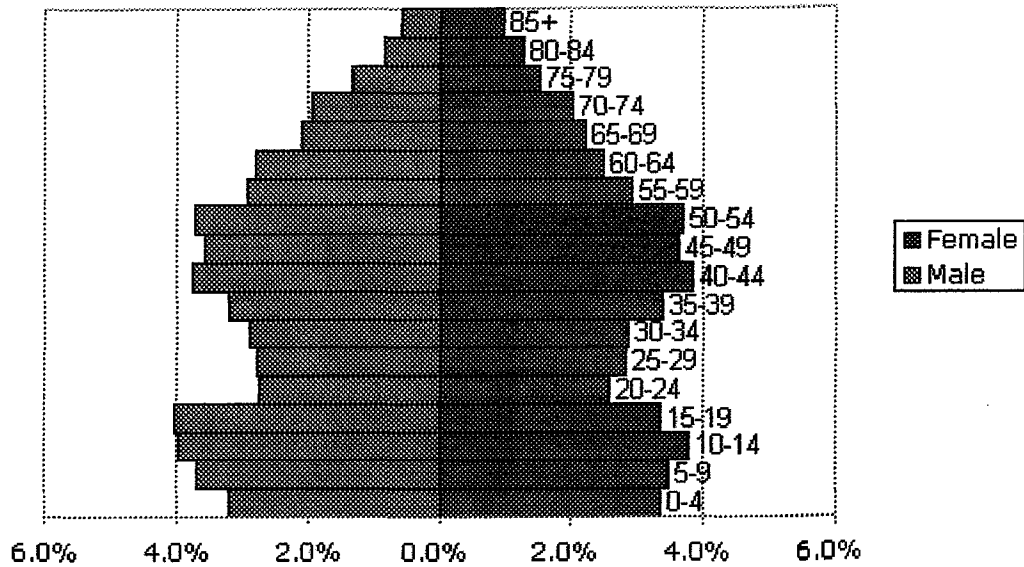
HOUSEHOLD AND FAMILY STRUCTURE

Household Type, 1990-2000



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Age Distribution, 2000



When drawn as a "population pyramid," age distribution can hint at patterns of growth. A top-heavy pyramid suggests negative population growth that might be due to any number of factors, including high death rates, low birth rates, and increased emigration from the area. A bottom heavy pyramid, suggests high birthrates, falling or stable death rates, and the potential for rapid population growth. But most areas fall somewhere between these two extremes and have a population pyramid that resembles a square, indicating slow and sustained growth with the birth rate exceeding the death rate, though not by a great margin.

Age Distribution by Sex, 2000

	Male		Female	
	Number	Percent	Number	Percent
Total Population	9,564	49.86%	9,618	50.14%
0-4	610	3.18%	644	3.36%
5-9	710	3.70%	663	3.46%
10-14	763	3.98%	726	3.78%
15-19	772	4.02%	642	3.35%
20-24	522	2.72%	493	2.57%
25-29	531	2.77%	542	2.83%
30-34	553	2.88%	549	2.86%
35-39	611	3.19%	647	3.37%
40-44	720	3.75%	737	3.84%
45-49	683	3.56%	696	3.63%
50-54	713	3.72%	705	3.68%
55-59	559	2.91%	560	2.92%
60-64	534	2.78%	479	2.50%

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65-69	397	2.07%	425	2.22%
70-74	370	1.93%	387	2.02%
75-79	252	1.31%	291	1.52%
80-84	155	0.81%	245	1.28%
85+	109	0.57%	187	0.97%

Age Distribution by Sex, 1990

	Male		Female	
	Number	Percent	Number	Percent
Total Population	7,074	50.13%	7,037	49.87%
0-4	523	3.71%	501	3.55%
5-9	579	4.10%	519	3.68%
10-14	595	4.22%	513	3.64%
15-19	516	3.66%	444	3.15%
20-24	380	2.69%	379	2.69%
25-29	437	3.10%	457	3.24%
30-34	517	3.66%	526	3.73%
35-39	546	3.87%	552	3.91%
40-44	530	3.76%	502	3.56%
45-49	398	2.82%	379	2.69%
50-54	371	2.63%	328	2.32%
55-59	300	2.13%	358	2.54%
60-64	363	2.57%	354	2.51%
65-69	344	2.44%	373	2.64%
70-74	282	2.00%	340	2.41%
75-79	227	1.61%	267	1.89%
80-84	114	0.81%	135	0.96%
85+	52	0.37%	110	0.78%

A snapshot of the recent Census data reveals that:

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Prineville city, Oregon

Subject Number Percent

Total population. 7,356
100.0

SEX AND AGE

Male 3,546
 48.2
 Female. 3,810
 51.8

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Under 5 years	613 8.3
5 to 9 years	593 8.1
10 to 14 years	579 7.9
15 to 19 years	568 7.7
20 to 24 years	511 6.9
25 to 34 years	1,014
13.8	
35 to 44 years	973 13.2
45 to 54 years	785 10.7
55 to 59 years	307 4.2
60 to 64 years	273 3.7
65 to 74 years	542 7.4
75 to 84 years	436 5.9
85 years and over	162 2.2
Median age (years)	32.9 (X)
18 years and over	5,198
70.7	
Male	2,433
33.1	
Female.	2,765
37.6	
21 years and over	4,899
66.6	
62 years and over	1,301
17.7	
65 years and over	1,140
15.5	
Male	441 6.0
Female.	699 9.5

RELATIONSHIP

Total population.	7,356 100.0
In households.	7,175
97.5	
Householder	2,817
38.3	
Spouse	1,447
19.7	
Child.	2,230
30.3	
Own child under 18 years	1,919
26.1	
Other relatives	301 4.1
Under 18 years	136 1.8
Nonrelatives	380 5.2
Unmarried partner	175 2.4

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In group quarters	181 2.5
Institutionalized population	122 1.7
Noninstitutionalized population	59 0.8

HOUSEHOLD BY TYPE

Total households.	2,817 100.0
Family households (families).	1,906 67.7
With own children under 18 years	1,008 35.8
Married-couple family	1,447 51.4
With own children under 18 years	696 24.7
Female householder, no husband present	330 11.7
With own children under 18 years	218 7.7
Nonfamily households	911 32.3
Householder living alone	763 27.1
Householder 65 years and over	372 13.2
Households with individuals under 18 years	1,093 38.8
Households with individuals 65 years and over	781 27.7
Average household size.	2.55 (X)
Average family size.	3.09 (X)

HOUSING OCCUPANCY

Total housing units.	3,022 100.0
Occupied housing units	2,817 93.2
Vacant housing units.	205 6.8
For seasonal, recreational, or occasional use.	10 0.3
Homeowner vacancy rate (percent).	2.8 (X)
Rental vacancy rate (percent).	7.9 (X)

HOUSING TENURE

Occupied housing units	2,817 100.0
Owner-occupied housing units	1,786 63.4
Renter-occupied housing units	1,031 36.6

Average household size of owner-occupied units. 2.57 (X)
Average household size of renter-occupied units . 2.51 (X)
- Represents zero or rounds to zero. (X) Not applicable.
Source: U.S. Census Bureau, Census 2000.

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Housing Snapshot

With a wide selection of styles, acreages and sizes, prices vary in the region. Madras to the far northern boundary and La Pine to the far south both offer the most affordable housing, while Sisters, Bend and Sunriver rank highest for the most expensive. With comparative values, Prineville and Redmond have been extremely popular communities to build new homes in recent years.

Average Monthly Rent

(3 Bedroom/2 Bath Home)

	1999	2000	2001	2002	2003
Bend	\$793	\$852	\$911	\$929	\$928
Madras/Jefferson County	\$688	\$600	\$689	\$652	\$688
Prineville/Crook County	\$589	\$622	\$597	\$648	\$724
Redmond	\$705	\$755	\$746	\$810	\$844
Sisters	\$1100	\$875	NA	NA	NA

Source: Central Oregon Rental Owners' Association

Population Snapshot

Between 1990 and 2000, the Central Oregon population grew by an incredible 49%. Most of this growth is due to in-migration. Other areas of the nation, especially in the Southwestern states, also have high in-migration rates, but the demographics of those new residents vary greatly from Central Oregon.

Countries & Cities	Actual					
	2003	2002	2001	2000*	1995	1990*
Crook County	20,300	20,200	19,850	19,182	15,700	14,111
Prineville	8,500	8,150	7,750	7,356	7,205	5,355
Unincorporated	11,800	12,050	12,100	11,826	9,947	8,756
Deschutes County	130,500	126,500	122,050	115,367	89,500	74,958
Bend	62,900	57,750	55,080	52,029	29,425	20,469
Redmond	17,450	16,110	14,960	13,481	9,650	7,163
Sisters	1,430	1,080	960	959	765	679
Unincorporated	48,720	51,560	51,050	48,898	49,660	46,647
Jefferson County	19,900	19,850	19,400	19,009	15,400	13,676
Culver	840	840	800	802	600	570

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Madras	5,370	5,290	5,200	5,078	4,290	3,443
Metolius	780	770	660	635	540	450
Warm Springs	NA	NA	NA	5,727	NA	NA
Unincorporated	12,910	12,950	12,740	6,767	9,905	9,213
Total Area Population	170,700	166,550	161,300	153,558	120,600	102,745

*U.S. Census Bureau

County Population Projections										
County	2000	2003	2005	2010	2015	2020	2025	2030	2035	2040
Crook	19,300	20,300	21,035	23,051	25,249	27,590	30,125	32,796	35,569	38,553
Deschutes	116,600	130,500	139,994	158,792	178,418	197,150	214,479	229,933	244,069	257,088
Jefferson	19,150	19,900	20,491	22,168	24,079	26,065	28,298	30,831	33,390	36,094
Tri-County Total	155,050	170,700	181,520	204,011	227,746	250,805	272,902	293,560	313,028	331,735

Source: Oregon Bureau of Economic Analysis

Housing Profiles

The recent Census calculated that there were over 3,000 housing units within the incorporated area of Prineville. Activity since 1999 reveals that XXXX more housing units have been added to the inventory for a total of XXXX housing units as of January 2005. It is no surprise that the largest housing group is detached single-family residential homes. This trend is expected to continue given relatively low mortgage rates and market demand.

Total housing units.	3,045
100.0	
UNITS IN STRUCTURE	
1-unit, detached.	2,059
67.6	
1-unit, attached	23
0.8	
2 units	137
4.5	
3 or 4 units	149
4.9	

As previously mentioned above, the bulk of the housing stock was built since 1960

YEAR STRUCTURE BUILT	
1999 to March 2000	187
1995 to 1998	451
1990 to 1994	283
1980 to 1989	196
1970 to 1979	480
1960 to 1969	404
1940 to 1959	818
1939 or earlier	226

with a significant portion built post-WWII. This has resulted in many homes in need of repair and upgrading in order to meet current building codes and energy efficiency goals. Many of the older homes are located in areas without access to community water and sewer services. The result is demonstrated water contamination and extra cost to homeowners who have to take special measures to ensure properly working private well and septic systems. Public health and safety issues are a concern as populations increase. This situation presents a

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significant problem with regard to community health and redevelopment potential. A number of homes may appear to satisfy affordable housing cost targets but they may have infrastructure problems that are not easy to catalog and identify. Thus, the number of true affordable housing units without serious basic service issues is difficult to assess. The water and sewer service rate structures are not high enough to enable the community to qualify for special grants and loans for extending infrastructure to disadvantaged areas.

RESIDENTIAL VALUES	
Less than \$50,000. . . .	79
\$50,000 to \$99,999. . . .	907
\$100,000 to \$149,999. . .	314
\$150,000 to \$199,999. . .	78
\$200,000 to \$299,999. . . .	7
\$300,000 to \$499,999. . . .	1
\$500,000 to \$999,999. . . .	1
\$1,000,000 or more.	0
Median (dollars)	

While the community appears to have adequate affordable housing supplies, the inventory of high-end or executive housing is virtually non-existent. This situation is typical of small, developing cities where inexpensive land near the urban area but outside of the UGB has developed at a faster rate than the lands within the City limits. View lots and other hobby-farm residential developments are typical in the outer areas of the UGB and the fringe areas along the UGB boundary and beyond.

Excerpt from EDCO
Housing Permits Issued:

HOUSING PERMITS				
	Prineville		Crook County	
	Number of Permits	Valuation (millions of \$)	Number of Permits	Valuation (millions of \$)
2000	102	\$3.09	166	\$18.49
2001	67	\$6.81	155	\$18.12
2002	60	\$6.18	94	\$13.66
2003	109	\$11.67	173	\$19.89

Housing Affordability

Housing affordability in Prineville, as compared to other Central Oregon cities, has been traditionally very favorable. Federal housing affordability standards recommend that no more than 30 % of household income be dedicated to

SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999		
		% of 100%
Less than 15.0 percent	335	24.2
15.0 to 19.9 percent	282	20.4
20.0 to 24.9 percent	281	20.3
25.0 to 29.9 percent	170	12.3
30.0 to 34.9 percent	77	5.6
35.0 percent or more	240	17.3

mortgage payments. However, Census data shows that more than 22% of Prineville homeowners pay more than 30 percent of their income to mortgage payments. Renters tend to pay more than 31% of household income on gross rent. Thus, many Prineville households are spending more for shelter than they should. Alternatives to this situation range from more housing choices such as the development of more affordable housing types (like townhouses, zero-lot line homes, multi-

GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999		
		% of 100%
Less than 15.0 percent	157	14.6
15.0 to 19.9 percent	161	15.0
20.0 to 24.9 percent	130	12.1
25.0 to 29.9 percent	184	17.1
30.0 to 34.9 percent	100	9.3
35.0 percent or more	255	23.7

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family structures, manufactured housing or condominiums), and a better jobs market.

Average Cost of a Home

(Residential on less than one acre)

	Median Home Price				Average Home Price			
	2000	2001	2002	2003	2000	2001	2002	2003
Bend	\$163,000	\$168,950	\$183,500	\$195,000	\$197,682	\$208,097	\$225,866	\$235,882
La Pine	\$75,000	\$86,000	\$90,640	\$110,000	\$98,513	\$98,735	\$99,402	\$123,521
Madras/Jefferson County	\$83,000	\$87,000	\$87,500	\$95,000	\$91,108	\$93,302	\$90,818	\$98,239
Prineville/Crook County	\$88,200	\$106,524	\$99,400	\$105,450	\$95,753	\$106,524	\$104,633	\$111,434
Redmond	\$118,900	\$125,000	\$135,125	\$148,567	\$124,696	\$136,481	\$147,515	\$162,377
Sisters	\$232,000	\$235,000	\$247,500	\$270,000	\$275,070	\$249,994	\$279,057	\$317,400
Sunriver	\$290,000	\$289,500	\$315,000	\$330,000	\$324,218	\$348,195	\$342,688	\$363,488

Source: Central Oregon Association of Realtors

Aesthetic and Design Characteristics of Housing

Prineville’s citizens have made it clear to local decision-makers that the small town feel of the community should also be a template for future neighborhood development. Thus, the concept of “complete neighborhoods” mentioned in Chapter 1 is essential for understanding the expectations of the community with regard to residential development. New and redeveloping areas will need to take into consideration the template characteristics needed for constructing housing in “complete neighborhoods”. Thus, adequate land for “complete neighborhood” components is essential as well as a mix of housing choices and open spaces. Mixed-uses will also be part of the neighborhood fabric and could increase the need for additional residential inventories.

Insert pix

Insert housing model need data here

Goal # 1: To provide for a wide range of needed housing types satisfying the urban development needs of Prineville for at least the planning horizon – 20 years.

Housing Values and Policies

The City shall provide strategies that improve the variety of housing choices in the community. Local development plans must include an inventory and analysis of needed housing types, existing housing supplies, and strategies for meeting the changing community demographic.

- The Prineville community understands that it is necessary to provide adequate buildable residential land to the year 2024.
- The Prineville community desires to accommodate growth and provide mechanisms to ensure that a variety of housing options for all income levels are available in both existing neighborhoods and new residential areas.
- The Prineville community desires to encourage development and redevelopment of residential areas that are safe, convenient, and attractive places to live which are located close to schools, services, parks, shopping and employment centers.
- The Prineville community desires to maintain the feel of a small community through careful design of new and redeveloping residential areas.
- The City will benefit from consistent housing analysis by using the Housing Model as a basis for understanding and projecting housing needs. City staff will need to carefully manage the calibration inputs in order to accommodate local cultural characteristics and anomalies.
- The Prineville community accepts that without a full range of housing types the community will suffer economically.
- The Prineville community understands that current development code regulations may create obstacles to providing needed types of housing within the UGB.
- Although the Prineville community desires to encourage and sustain affordable housing, special measures should be taken to protect, to the greatest extent possible, the physical characteristics of the site relating to soils, slope, erosion, drainage and natural features and vegetation.

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Programs:

1. The City shall regularly monitor and analyze residential land inventories each year. If new lands are needed, the City council shall authorize expansion of the UGB or other methods to ensure a 20-year inventory of land is available within the urban area.
2. The City shall determine what housing types are in demand and provide mechanisms to permit development of needed housing types. This may include use of the Housing Model and other forecasting techniques necessary to predict housing needs.
3. The City encourages the development of "complete neighborhoods". The City may need to update development regulations in order to remove any barriers that restrict quality residential design and/or hinder "complete neighborhood development".
4. The City may need to update the development codes with regard to housing development and natural feature protection.

Goal # 2: To identify and analyze existing housing stock and determine opportunities for rehabilitation, redevelopment, and connection to urban infrastructure and services.

Housing Rehabilitation Values and Policies

The City shall inventory existing residences in need of rehabilitation and develop strategies to improve housing stock

- Housing that is in need of rehabilitation and without connections to urban services limit the livability of the community and diminish redevelopment potential.
- The Prineville community understands that it is necessary for the public health and safety of the community to identify and remedy situations where residences are not connected to City sewer and water.
- The Prineville community understands that improved residential structural integrity and weatherproofing will reduce energy consumption levels for those living in older homes and the community overall.

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Programs:

1. The City shall inventory and determine which residential units would benefit from rehabilitation and connection to urban services.
2. The City shall encourage rehabilitation and maintenance of housing in existing neighborhoods to preserve the housing stock and increase the availability of safe and sanitary living units.
3. The City shall explore funding options such as CDBG, HOME, and other local, State or Federal programs designed to help promote affordable housing and disadvantaged property owners rehabilitate their homes.
4. The City shall study and develop a range of incentives and other programs aimed at helping the community understand the value of participating in the rehabilitation of housing units.

Goal # 3: To identify and permit alternatives to traditional stick-built homes, such as manufactured, mobile homes, and accessory dwellings necessary for providing a range of housing choices with in the UGB.

Alternative Housing Values and Policies

The City shall accept that manufactured, mobile homes and accessory dwellings are appropriate in residential areas and subject to the same siting requirements and compatibility standards as traditional stick-built homes.

Check law on this.

- The Prineville community understands that it is necessary for the public health and safety of the community to allow for a full range of housing types for all income levels.
- The Prineville community contains a significant number of mobile homes and manufactured homes.
- State law requires the City to establish clear and objective criteria and standards for the placement and design of mobile home or manufactured dwelling parks.
- In order to protect the public health and safety of all residents, the City in conjunction with the Crook County Building Department shall impose

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reasonable safety and inspection requirements for homes, which were not constructed in conformance with the National Manufactured Home Construction and Safety Standards Act of 1974.

- In order to enhance industry and commerce, a mobile home or manufactured dwelling park shall not be established on land zoned for commercial or industrial use.
- The Prineville community accepts that accessory dwellings to homes, i.e. “Granny flats”, are necessary to provide a range of housing types in new subdivisions and existing neighborhoods subject to appropriate compatibility standards and siting requirements.
- The Prineville community understands that temporary developments for medical hardships are necessary and are to be permitted in residential areas.

Programs:

1. The City shall inventory all manufactured, mobile and accessory dwellings.
2. The City shall provide for mobile home or manufactured dwelling parks within the urban growth boundaries to allow persons and families a choice of residential settings.
3. The City shall update regulations to require development of new mobile home parks and siting of individual mobile homes consistent with State law.
4. The City shall develop special standards for the siting and development of accessory dwellings.
5. The City shall revise and update the development codes to ensure that wide ranges of housing types are permitted throughout the community as appropriate.

Goal # 4: To promote and protect neighborhood qualities that reflect the small town appeal of Prineville and improve compatibility between various uses.

Compatibility Values and Policies

The City shall develop compatibility standards as effective tools for making sure neighborhood uses are consistent with community goals and design standards.

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- The Prineville community understands that it is necessary for the public health and safety of the community to monitor and manage neighborhood uses.
- The Prineville community desires to preserve, protect, and strengthen the vitality and stability of existing neighborhoods while permitting uses that make neighborhoods more “complete” and reduce vehicle miles traveled.
- New residential developments in areas without an established character or quality should be permitted maximum flexibility in design and housing type consistent with densities and goals and objectives of this Plan.
- The Prineville community expects that new developments in existing residential areas where there is a positive theme or character will be compatible with surrounding developments, including landscaping, traffic patterns, mass, height, screened parking areas, public facilities, visual impact, architectural styles and lighting.
- The Prineville community understands that “complete neighborhoods” include private and public nonresidential uses for the convenience and safety of the neighborhood residents. These uses should be permitted within residential areas. Such facilities shall be compatible with surrounding developments, and their appearance should enhance the area.
- The Prineville community desires that multi-modal access should be provided internally and to adjacent new and existing neighborhood developments.
- Where alleys are available, garages or parking areas in neighborhoods are best accessed from alleys.
- Residential units should be permitted above or as an incidental use in conjunction with certain commercial and industrial uses as a way to improve compatibility between uses and zones.
- The Prineville community understands that a range of housing types, including housing for the elderly, disabled, developmentally challenged and low income citizens of the community should be dispersed throughout those residential neighborhoods which are close to schools, services, parks, shopping and employment centers rather than concentrating these dwellings in just a few areas.
- The Prineville community desires to have a range of lot sizes throughout the community to provide space for a range of housing types.

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- The Prineville community understands that higher density developments should be in close proximity to schools, services, parks, shopping, employment centers, and public transit.
- The Prineville community understands that smaller lot sizes may be appropriate and should be encouraged with flexible Planned Unit Development (PUD) ordinances allowing a mix of lot sizes.
- The Prineville community finds that is necessary to allow residential areas near the urban growth boundary to develop in a more efficient manner. A clustered approach or PUD style of development will provide a buffer between the rural resource lands and the urban area. This technique can blend the uses and soften the edge between agriculture and urban residential densities.
- The Prineville community advocates for interim or phased development where the ultimate development at the highest density may not occur for a number of years until the abutting density levels increase, all urban services are available and structural design is compatible with the planned use. i.e. shadow plats
- The Prineville community desires that areas developed or designated for multi-family development should be compatible with adjoining land uses and not detract from the character of existing residential areas.
- The Prineville community understands that the location of most multi-family housing will be best suited near the City core, major transportation corridors, schools, services, parks, shopping, employment centers, and transit corridors.
- The Prineville community demands a quality living experience for all residents and multi-family developments. Thus, site plans for multi-family developments or attached single-family housing are required to provide for adequate yard space for residents and play space for children which have distinct area and definite shape, appropriate for the proposed use, and are not just the residue left after buildings are designed and placed on the land.

Programs:

1. The City shall modify the land use regulations to improve compatibility standards between uses in the development of "complete neighborhoods" and redevelopment in existing neighborhoods.
2. The City shall modify the land use regulations to require multi-modal access in new and redeveloping neighborhoods as appropriate.

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3. The City shall modify the land use regulations to permit a range of housing types and flexible PUD standards that encourage more efficient use of land.

Goal # 5: To promote quality affordable housing and recognize that lack of affordable housing is an economic issue negatively affecting the community

Affordable Housing Values and Policies

Affordable housing should be available for all income levels in the community. This is an issue that affects all citizens.

- The Prineville community understands that it is necessary for the public health, safety, and economic values of the community to improve awareness of affordable housing problems and to encourage affordable housing for all income levels.
- The Prineville community understands that lack of particular housing choices create traffic congestion as people commute from one community to another, increase costs for businesses related to employee travel time, employee absences, unnecessary street expansions and parking demand, reduced mobility for certain disadvantaged groups, and unnecessary community subsidy to remedy these and other impacts.
- The Prineville community understands that the profit margin on affordable housing projects is very thin and that certain barriers to affordable housing will need to be removed from local regulations and land use processes to encourage developers to pursue projects.
- The Prineville community understands that over the next 20 years, the city will be experiencing the same types of demographic forces that currently impact Bend, Redmond, and other communities in Oregon. For example, the population will age and the baby-boomer generation will retire. Households will become smaller. To prepare for this eventuality Prineville must provide for a variety of housing types. The variety will help meet affordability demand, and it will also help meet new housing demand in general. Since there will be more single heads of households, people will desire units that are smaller and those that will require less maintenance and can be located within walking distances of shopping, houses of worship, parks, schools, and medical facilities. This dictates development of more compact housing forms and innovations in how structures are designed and arranged to suit a variety of needs.

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- The Prineville community understands that the City and County should encourage subsidized housing to be located at a variety of locations in close proximity to support services and/or near transit.
- The Prineville community understands that residential zones and other neighborhoods should offer a wide variety of compatible housing types and densities.

Programs:

1. The City and the County should participate with Central Oregon Regional Housing Authority, COCAAN and/or other public or private non-profit organizations in the development of a regional housing plan to address issues and to establish programs which address housing affordability, density, home ownership, neighborhoods and location. Such plans should provide for a detailed management program to assign respective implementation roles and responsibilities to those governmental bodies operating in the planning area and having interests in carrying out the goal.
2. The City shall modify the development review process to expedite affordable housing proposals when such proposals are in accordance with zoning ordinances and with provisions of comprehensive plans.
3. SDC payments and other development deposits, fees and taxes for affordable housing projects should be deferred until title transfer or final occupancy of the structure. Additional methods and devices for reducing development barriers should be examined and, after consideration of the impact on lower income households, include, but not be limited to: (1) tax incentives and disincentives; (2) building and construction code revision; (3) zoning and land use controls; (4) subsidies and loans; (5) fee and less-than-fee acquisition techniques; (6) enforcement of local health and safety codes; and (7) coordination of the development of urban facilities and services to disperse low income housing throughout the planning area.
4. The City, in coordination with other housing experts, shall examine any needed changes to local regulations to create incentives for increasing population densities in urban areas taking into consideration (1) key facilities, (2) the economic, environmental, social and energy consequences of the proposed densities and (3) the optimal use of existing urban land particularly in sections containing significant amounts of unsound substandard structures. This may include the promotion and development of institutional and financial mechanisms to provide for affordable housing and the investigation of available federal, state and local programs and private options for financing affordable and special needs housing.

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5. The City, in coordination with other groups, shall monitor the stability of existing affordable housing options to determine their sustainability and usefulness.
6. The City shall encourage and support social and health service organizations, which offer support programs for those with special needs, particularly those programs that help people remain in the community.
7. The City shall make efforts to preserve existing affordable housing and examine alternatives for providing services, including transit..
8. The City shall create an inventory of city-owned land that can be set aside for housing development.
9. The City shall develop a density bonus program in which developers may receive "credit" in additional units (beyond what zoning allows) if units available and affordable to households under 80% of median income are integrated into new projects.
10. The City shall modify the development regulations to allow housing above retail in the town center/downtown.

Goal # 6: To recognize that addressing the housing needs of the community is essential to the successful future of Prineville as desirable place to live, work, shop and play.

Housing Management Strategy Values and Policies

The City shall develop strategies to improve the type and range of housing choices in the community based upon careful examination of demographic data, trends, and local citizen demands.

- The Prineville community understands that certain development regulations and techniques can influence the market-driven nature of housing development.
- The Prineville community understands that the recent Census data is one of many resources necessary to examine for understanding local and regional demographics.
- The Prineville community understands that the vitality of the city depends not just on the health of one aspect of housing but preferably by taking a holistic approach to growth and development, preservation and continuity.

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- The Prineville community understands that the greatest housing needs include a more diverse base of affordable rental opportunities signified by range of rent and housing type, particularly smaller sized structures such as duplexes and triplexes. However, the ability to take advantage of low interest rates has moved many people into homeownership where they are paying more than 30% of income on mortgages.
- The Prineville community understands the community needs affordable single-family homes; currently some potential homebuyers are being priced out of the market due to insufficient income and escalating real estate prices. For renters, the census data and other information suggests that there is a high demand for units serving people under XXX% of median income. It also appears there is adequate supply of apartment units affordable to people at median income or less, and yet many households are paying more than 30% of household income for housing.
- The Prineville community understands that there is a need for temporary shelters or transitional housing opportunities for people with special needs, including but not limited to, households experiencing domestic violence issues, or youth homelessness.
- The Prineville community understands that the population projections anticipate more than XXXXXXXX people for the year 2024. This means that the community will need to provide about XXXXXX living units for new households where families will number 2.50 persons per household. Thus, over the 20-year period the community is expected to grow at XXX % per year.

Programs:

1. The City shall examine the most recent sources of data to determine housing needs and monitor demographic trends.
2. The City shall continue to promote an awareness of housing issues and solutions. This may include changes to development regulations and increased flexibility for those who desire to build affordable housing units.
3. The City shall provide flexible regulations as appropriate for those entities that propose to build temporary shelters and transitional housing opportunities.
4. The City shall monitor and evaluate the population projections as they are amended from time to time. The City shall also inventory all new development and prepare a report of all new activity and housing unit creation, demolitions and expansion.

Chapter 8 Public Services and Facilities

Purpose and Intent

Like most incorporated cities in Central Oregon, the City of Prineville provides and/or permits an array of public services and facilities. This chapter catalogs the existing facilities and utilities that serve the businesses and residents of Prineville. The intent of the chapter is to identify the current facilities and any future improvements, projects, costs, and sources for funding in order to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban development. The public services currently available within the city limits and UGB include:

- Community governmental services
- Emergency response services
- Land use planning and zoning control
- Health services
- Recreation facilities and services
- Public streets and maintenance
- Public water source, distribution, and maintenance
- Public sewer treatment, delivery, and maintenance
- Solid waste collection and disposal
- Storm water collection and distribution
- Electric power
- Natural gas
- Telephone and internet services
- Television, radio, cable and fiber-optic services

Community Governmental Services

Prineville operates through a City Manager-Council form of government. The City Council hires the City Manager, creates policy and programs, and adopts a city budget supporting various municipal functions. The City Manager is responsible for hiring staff, responds to Council requirements, manages the day-to-day functions of the local government and services, and plans for the future needs of the community.

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Emergency Response Services

The City of Prineville funds a local police department. Fire protection is funded by a separate Fire District budget. Services are provided to citizens through the urban area and in coordination with other agencies. The departments are consulted on new land use applications, which are examined in the context of services needed to support new growth.

Land Use Planning and Zoning Control

The City of Prineville funds a community development department that serves the incorporated area. The department also coordinates planning activities in the area between the City and UGB through an intergovernmental agreement with Crook County.

Health Services

The City of Prineville is served by a private local hospital and various other medical facilities. Medical uses are permitted in many of the local zones.

Recreation Facilities and Services

The City of Prineville contains various recreational facilities and services provided by the Federal government, State of Oregon, Crook County, City, and Crook County Parks and Recreation District. Each entity prepares master plans and other documents to serve community needs and anticipated growth of the area. The primary source of park land and services within the city limits is supplied by the Crook County Parks and Recreation District, which is separate from city government.

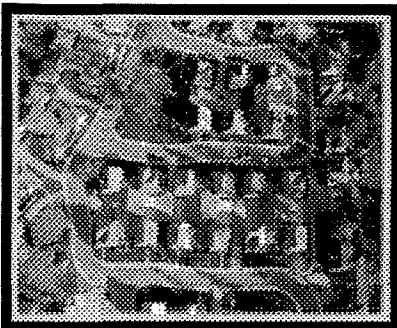
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Public Street Systems

The City of Prineville and the State of Oregon Department of Transportation provide and maintain various streets and bridges throughout the urban area. Transportation System Plans (TSP) are prepared and developed as needed to plan for growth and maintenance of facilities. Funding mechanisms and implementation guidelines are included in the TSP's as well as techniques to maximize investment and reduce vehicle miles traveled.

Public Water Systems

The City of Prineville provides water source, disinfection, distribution and maintenance of a municipal water delivery system. The City utilizes a water system master plan that identifies capital improvements, funding and implementation. The master plan also identifies existing community needs, how to accommodate anticipated growth, reduction in private well heads, aquifer protection, land acquisition for new municipal well heads, reservoir siting and land needed for treatment and storage.



Public Sewer Systems

The City of Prineville provides sewage collection, treatment, and maintenance of a municipal sewer system. The City utilizes a sewer system master plan identifying capital improvements, funding, and implementation. The master plan also identifies existing community needs, accommodation of new growth, reduction in septic fields, new connections and future land needs for treatment ponds.

Solid Waste Collection and Disposal

Crook County operates a public landfill near the airport. Private landfills are located at Paulina and at Jasper Point. The County has updated its analysis of the landfill capacity and determines the life of the landfill will satisfy the needs of the community throughout the planning period to 2025. Plans to develop other sites are underway and supported by analysis and growth needs. Recycling of waste is required and programs are in place to encourage waste separation and reduction.

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Storm Water Collection and Distribution

Prineville periodically suffers from significant storm damage related to flooding. Past significant events have resulted in analysis of risk areas and installation of various drainage facilities. These facilities are separate from the sewer system and rely upon natural topography for ultimate dispersal. The natural topography of the city and the presence of riparian areas and stream areas help to deal with random events. The City has supported various studies that address flooding and how growth pressures may affect the availability and function of these drainage natural areas.

Electric Power

Electric power in Prineville is provided by two (2) companies, Pacific Power and Rural Electrification Association (REA), which is served locally by Central Electric Co-op. The City provides access to right of way and franchise availability to these service providers. Each provider utilizes a master plan for determining new substation areas and other elements necessary to accommodate anticipated growth. Add New sites and land use connection exaction

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Natural Gas

Natural gas is provided to urban area residents by Cascade Natural Gas. The City provides access to right of way and franchise availability for new extensions. Cascade Natural Gas utilizes a master plan for determining new substation areas and other elements necessary to accommodate anticipated growth. Add new sites and land use connection exaction

Telephone and Internet Services

Qwest and a variety of private cell phone and Internet providers primarily serve the community. Deregulation of the telephone service, satellite access and other advances in telecommunications allow Prineville residents a wide range of phone and Internet connection choices. Wireless access will also be expanding to serve local citizens.

Telecommunications Infrastructure Snapshot

Service or Infrastructure	Type	Provider	Capacity	Speed
Telecom System Backbone	Fiber (via Redmond)	QWEST	OC48 (=1,344 T-1 lines)	2.488 Billion bits/sec.
POP	NA			
Installed Dark Fiber	NA			
Special Services	Cable Modem	Crestview Cable		
	T-1 Lines	Unicom, Shared Communications, other CLECS & ISP's		64k-1.54mb
	Dial Up Internet	Many ISP's		56K

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Television, Radio, Cable and Fiber Optic Services

Local TV is limited with PBS and other local stations while radio choices are broadening to match listener needs. Cable TV service provides access to premium and nationwide broadcasts. Fiber optic access is expanding throughout the community and of particular importance for public, commercial and industrial users.

Issues, Goals, Policies, and Programs

State law and Goal 11, Public Facilities and Services, requires that cities plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Oregon's Statewide Planning Goals & Guidelines

GOAL 11:

“Urban and rural development shall be guided and supported by types and levels of urban and rural public facilities and services appropriate for, but limited to, the needs and requirements of the urban, urbanizable, and rural areas to be served. A provision for key facilities shall be included in

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each plan. Cities or counties shall develop and adopt a public facility plan for areas within an urban growth boundary containing a population greater than 2,500 persons. To meet current and long-range needs, a provision for solid waste disposal sites, including sites for inert waste, shall be included in each plan.”

Key facilities are typically described as transportation systems; water supply; emergency services; sanitary facilities; storm drainage facilities; planning, zoning and subdivision control; health services; recreation facilities and services; solid waste collection and processing; energy and communication services; schools; and, community governmental services. While the City and other local providers offer a wide range of services, the key elements are essential to accommodating growth and maintaining public health and safety. Likewise, the City is required to prepare and maintain planning tools that make sure adequate levels of key services are available and not stressed beyond their carrying capacities.

The City of Prineville manages the key facilities such as governance, police, street, water and sewer, which are under their jurisdiction. Services like health, certain elements of recreation, fire protection, solid waste collection and processing, building permitting, schools, energy, and communication services are provided by other entities. Other City services are funded through a combination of resources and General Fund programs. The City budget process occurs every fiscal year and describes how services will be funded.

The basics... street, water and sewer

Basic infrastructure - street, water and sewer systems - are carefully planned, monitored, studied, and provided to citizens by the City. The resulting public facility plans are support documents to this Plan and are located in the appendix. These facility plans describe the water, sewer and transportation facilities, which support the land uses designated in the UGB. Likewise, capital facilities funding is included in the plans to ensure that implementation keeps pace with growth, and that such growth can be accommodated as required by law. The development patterns envisioned by the Plan and the commensurate level of maintenance necessary for each system is also part of each facility plan. The overall goal is to maintain and improve the quality of life for existing and future development by establishing and maintaining standards for the level-of-service of facilities.

Capital improvements and maintenance to the transportation system are inventoried and contained in the Transportation Systems Plan (TSP). The TSP identifies long term needs and recommends a priority system for implementation and possible funding sources.

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The TSP elements are master planned to match the needs of the community over the planning horizon; typically 20 years. This is critical since the State requires cities to provide adequate lands for growth over the planning horizon.

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Transportation systems are classified by type and use. The City has typically oriented streets in a grid fashion, and allows alternate street layouts, including private streets, as necessary to accommodate for topography and other limitations. Storm water collection and dispersal is included in such plans as well as alternate modes such as pedestrian facilities, bike lanes and transit services.

Funding for master planned streets typically comes from collection of system development charges (SDC's). Other street needs, maintenance, and operation are funded from the General Fund and/or a combination of alternate funding. Often, the development community has participated in building major sections of new streets when the City has focused funding to other community street needs. In these cases, the City is required by law to provide reimbursement for a portion of the qualified street construction cost. Demands upon the General Fund are expected to increase as competition for scarce dollars increases. Thus, the TSP examines a variety of funding options.

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The water source, purification, and distribution system are also planned to serve the needs of the community for 20 years. The City utilizes groundwater to serve residents and maintains a system of water rights and permits necessary for additional sources. Future growth needs are examined in the Water Facilities Master plan. User rates are charged to those who affect the water system and these fees are used to maintain and upgrade the water system. A Water SDC charge helps to offset the cost of master planned improvements. Reimbursement for private development of water master plan projects is available according to State law.

The sewer collection system is comprised of gravity and pressure lines that deliver sewage to the treatment plant. Storm drainage is not collected in the sewer system. Master planned facilities are paid for using SDC's and other funding sources. Similar to streets, State law allows for reimbursement to developers who build master planned sewer improvements. The community sewer system was upgraded to serve the UGB in 2005. The treatment facility and settling ponds are expected to serve the community for XXX years until the community converts to a mechanical system as recommended in the Sewer Master Facilities Plan.

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Anticipated growth within the community may require expansion of facilities faster than the local government can provide. In these cases, it is essential that growth

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pay its own way in order to avoid unnecessary impacts upon existing residents and quality of life. Existing residents and those lands reserved and designated for public, commercial and industrial development should be given priority for service over new residential uses. This means that new development may need to supply an array of services to developments ahead of the City schedule and at their own cost, subject to City approval and authorization before development.

Goal # 1: To coordinate intra-agency efforts and create a system of public facilities for the planning horizon.

Public Facility Values and Policies

The City shall develop local plans for providing urban levels of services to all land with the UGB.

- The Prineville community understands that providing needed services in an economic and effective manner is good business. Such planning is an essential part of a smoothly operating community and is a good growth management tool.
- Plans providing for public facilities and services should be coordinated with plans for designation of urban boundaries, zoning, urbanizable land, rural uses and for the transition of rural land to urban uses.
- Entities other than the City of Prineville may be allowed to use the surface, subsurface and air above City right of ways provided that all applicable rules and regulations are adhered to. In no event, shall these entities create a situation whereby the City must subsidize activity or repair damage caused by other service providers.
- Public facilities and services in urban areas should be provided at levels necessary and suitable for urban uses without reducing service levels of existing residents.
- Public facilities and services in urbanizable areas should be provided at levels necessary and suitable for existing uses. The provision for future public facilities and services in these areas should be based upon: (1) the time required to provide the service; (2) reliability of service; (3) financial cost; (4) levels of service needed and desired; and (5) economic benefit to the community.
- A public facility or service should not be provided in an urbanizable area unless there is provision for the coordinated development of all the other urban facilities and services appropriate to that area.

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- All utility lines and facilities should be located on or adjacent to existing public or private rights-of-way to avoid dividing existing farm units. Other locations may be approved if they are part of a planned development or master plan.
- Plans providing for public facilities and services should consider as a major determinant the carrying capacity of the air, land and water resources of the planning area. The land conservation and development action provided for by such plans should not exceed the carrying capacity of such resources.

Programs:

1. The City shall prepare and regularly update transportation, sewer, and water master plans. These master plans must examine the desired service levels, infrastructure needs of the urban area, funding, and implementation strategies. Levels of service standards shall be developed for the following areas:
 - Police Protection
 - Fire Protection
 - Emergency Medical Service
 - Transportation
 - Parks and Recreation
 - Natural Open Space
 - Public Buildings
 - Water System
 - Sewer System
 - Storm water System
 - Solid Waste Management
 - Schools
 - Utilities
 - Libraries
2. The City shall coordinate efforts among the various agencies and entities that provide public services to the community. This may require the imposition of franchise agreements and special protocols and fees for using public right of ways.
3. The City shall identify specific capital facilities projects for the City and for other agencies that may benefit from coordinating with the City.
4. The City shall prioritize capital improvement projects based on a series of criteria; identify project costs and likely funding sources; relate projected improvements to forecast demand on services; identify current and

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proposed levels of service for each public service; and, establish a siting process for the location of essential public facilities, including property acquisition needs.

5. The City shall develop a concurrency requirement that new development demonstrate the adequate provision of public services or provide for impact mitigation.
6. The City shall encourage communication and cooperation between the school district, developers, and the public. The local development codes and regulations shall require housing in close proximity to school locations.
7. The City shall revise the local development regulations to require new development to provide appropriate infrastructure and public services as a condition of development.

Goal # 2: To create a system of conservation practices for public resources, services, and related facilities.

Public Facility Conservation Values and Policies

The City shall develop conservation practices and other techniques for sustaining limited resources and facilities.

- The Prineville community understands that natural resources, such as clean air and water, energy sources, timber sources, aggregate sources are limited in quality and supply.
- The Prineville community understands that public services such as public sewer, storm water collection, solid waste disposal, public facilities, other point of contact public services, and services related to emergency response are limited in supply and duration.
- The Prineville community understands that in order to sustain local services and resources over the life of the Plan, and beyond, certain measures must be put into place to improve efficiency and limit wasteful practices.
- The Prineville community realizes that land use regulations and long rangeland use planning have a direct connection to preserving and enhancing livability and the efficient delivery of emergency services.
- The Prineville community understands that making growth pay its own way is one of many techniques that can sustain limited resources without resulting in existing citizen subsidy.

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- The Prineville community expects that local government and other agencies will set examples for the community by adopting and utilizing sustainability practices.
- The Prineville community expects that the local school district and City Planning officials will coordinate the location of new school site and implement strategies for multiple use spaces. The opportunity for reduced vehicle usage at school campuses should be evaluated and implemented.
- Even with prudent management and careful sustainability of resources, the Prineville community understands that property taxes and current service fees may not be sufficient to provide the service levels desired by the community. In some cases, new funding strategies may be necessary.

Programs:

1. The City shall develop a sustainability program for all City functions, services, and products. The plan shall identify goals and levels of conservation necessary for the planning horizon. Such goals shall have measurable outcomes and be monitored on a regular basis to insure proper management and effectiveness.
2. The sustainability program shall include adoption of regulations that require citizens to conserve water and reduce excessive irrigation of plant materials.
3. City shall develop air quality standards and monitor all air emissions into the community.
4. The sustainability program shall include measures to reduce energy consumption and unnecessary lighting. This includes the promotion of energy efficient homes and sustainable building practices. Requirements on specific housing styles and materials may be necessary in order to reduce heating and cooling costs; a major part of local energy output.
5. The City shall coordinate with Crook County on the supply and life of aggregate resources necessary to support development. Regulations to permit onsite rock crushing and extraction may be necessary to properly implement such programs.
6. The City shall develop a study to monitor non-sewage infiltration of the community sewage system. Industrial discharge permits may be needed to adequately reduce negative effects of large volume discharges into the sewer system. Storm drainage plans shall not permit drainage to enter the sewage system to the greatest extent practical.

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7. The City shall institute recycling program requirements aimed at reuse and reduction of solid waste. This may require implementation of, and changes to local garbage hauler franchise or license agreements.
8. The City shall coordinate landfill needs and other operations with Crook County.
9. The City shall examine and develop strategies for maximizing capacity of transportation systems before street widening.
10. The City shall examine the actual cost of service for each service provided to the public. A cost/benefit analysis shall be developed in order to ascertain proper allocation of funding resources and or reduction/expansion of City services and programs.
11. The City shall examine emergency service needs and funding necessary to provide adequate services levels throughout the community over the planning horizon. Land use regulations that examine potential for efficient delivery of emergency services will need to be incorporated into implementation codes.
12. The City shall recognize that community development services are necessary to implement local land use regulations and long term planning needs. The City shall examine the potential for a fee supported current development department and General Fund support for long range planning functions.

Conclusion and Next Steps

