



**City of Prineville**  
DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT  
STAFF REPORT

---

**Prineville City Council Staff Report**

**Date:** January 10, 2017  
**File No.:** AM-2016-104  
**Applicant/Owner:** Smith Landing LLC  
**Location:** 1965 N Main Street, Prineville – T14, R16, S31A, TL100.  
**Notice to DLCD:** 10/28/16  
**Newspaper Notice:** 11/25/16 and 11/29/16  
**Planning Commission Hearing:** 12/6/16 and 12/20/16  
**City Council Hearing:** 1/10/17.  
**Applicable Criteria:** City's Comprehensive Plan, Land Use Code Chapter 153, City's Transportation System Plan, Statewide Planning Goals, ORS 197.610 and OAR 660-009-0010(4).  
**Staff:** Phil Stenbeck, Planning Director

**Proposal:** In accordance with Prineville Code 153.230, the applicant is requesting a zone change and comprehensive map amendment. This amendment proposes to change the Comprehensive Plan and Zoning Map designation of the Smith Landing, LLC site from a Comprehensive Plan designation of Heavy Industrial to Residential and a Zone Change from Light Industrial (M-1) to General Residential (R-2). Please see the maps in Exhibit C attached (Planning Commission Staff Report identified as Exhibit A and B). Any public infrastructure improvements (water, sewer, streets, etc.) are being deferred to approval of a development request.

**Background**

The Prineville City Council takes seriously the economic conditions within the City. To this end, the City Council wants to ensure that economic investment and development of businesses within Prineville are supported by land use regulations which help them achieve their goals. The City Council also takes seriously the quality of life in Prineville and to this end wishes to create land use regulations which combine local business opportunities and quality of life in a harmonious manner and at the same time preserves the history of Prineville.

The rental housing market in Prineville appears to not be able to keep up with the demand for housing which appears to be brought on by a regional economic upturn and significant business investment in Prineville by new and existing businesses. This is evidenced by Exhibits A and B attached, which are written communications from Rosendin Electric and

Fortis Construction to the City Council raising awareness about the housing market crisis facing Prineville.

The request before the City Council for a Plan Map Amendment and Zone Change flows from the current housing crisis as evidenced the Planning Commission Staff Report and Recommendation (Exhibit C attached), City of Prineville Land Use Code - Chapter 153C, City Planning Conditional Use File CU-2016-106, and information found in Chapter's 5 (Economics) and 7 (Housing) of the City's Comprehensive Plan.

Exhibit C is a recommendation by the Prineville Planning Commission to adopt the proposed Plan Map Amendment and Zone Map Change requested by Smith Landing LLC. The Prineville Planning Commission held two public hearings at which time they considered written testimony from the Oregon Department of Land Conservation and Development (DLCD) and the Oregon Fair Housing Council (OFHC) and Housing Land Advocates (HLA) which raised concerns. Information has been added to the record to address the concerns raised. Testimony was also heard from Chuck and Tammy Dalton (neighbors) who also raised concerns in opposition to the request having to do access safety to the site and parcel size. Staff entered information into the record which addressed the concerns.

#### **Consistency with the Comprehensive Plan**

The proposal before the City Council is a request by Smith Landing LLC to have a Comprehensive Plan Map Amendment to Residential and a Zone Map Change to General Residential (R-2). Oregon land use law requires comprehensive plan map amendments and zone changes be consistent with the City's Comprehensive Plan.

The Planning Commission recommendation to approve the request finds that it is consistent with the City's Comprehensive Plan, including but not limited to Chapter 5 Economy and Chapter 7 Housing, is based on the Planning Commission Staff Report, Addendum A, all exhibits, testimony, power point presentations and minutes from the public hearings.

**City Council Finding #1** - The Prineville City Council finds that there is an emergency worker housing crisis occurring in Prineville. The City Council finds that Exhibit's A, B and C include evidence of the worker housing crisis.

**City Council Finding #2** - The Prineville City Council finds that the proposed Plan Amendment and Zone Change are consistent with the City's Comprehensive Plan including Chapter 5 Economy and Chapter 7 Housing which includes language, information and other evidence which identifies this specific property as being inappropriately planned and zone and supports the change to residential land as requested.

**City Council Finding #3** - The Prineville City Council further finds that the City's Comprehensive Plan was updated and acknowledged in 2007 through the State of Oregon's Land Use Process, including the City's Comprehensive Plan Chapter 5 Economy and Chapter 7 Housing. The City Council further finds that the 2007 Comprehensive Plan update used a Goal 10 Buildable Lands Inventory, from which the language in the City's

current Comprehensive Plan flows and that the language in the City Comprehensive Plan is clear and appropriate to use for making a decision on this request.

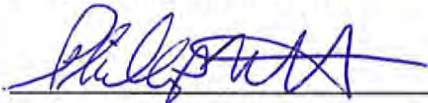
**City Council Finding #4** - The City Council finds that the request by Smith Landing LLC to change approximately 33 acres of land from a Comprehensive Plan designation of Heavy Industrial to Residential and a Zone Change from Light Industrial (M-1) to General Residential (R-2) is consistent with the City Comprehensive Plan as specifically identified and mentioned in Chapter 5 Economy and Chapter 7 Housing of the City Comprehensive Plan.

**City Council Finding #5** - The City Council also finds that it is appropriate at this time to follow through on the vision from the City's Comprehensive Plan for this site as residential land, as requested by the applicant, based on evidence introduced into the record during the course of the Planning Commission and City Council public hearings for this request including the staff reports, exhibits and all information submitted into the record.

#### **Planning Commission Recommendation**

The Planning Commission made a recommendation of approval for the request from Smith Landing LLC, which seeks to change approximately 33+/- acres from a Comprehensive Plan Map designation of Heavy Industrial to Residential and a Zone Map Change from Light Industrial (M-1) to General Residential (R-2) to the City Council.

Respectfully submitted,



---

Phil Stenbeck, CFM Planning Director

Exhibit A – Rosendin Electric e-mail.

Exhibit B – Fortis Construction e-mail.

Exhibit C – Planning Commission Recommendation and public hearing information.

**AM-2016-104**  
**City Council Staff Report**  
**Exhibit A**

**Bill Zelenka**

---

**From:** Tim Moore <tmoore@rosendin.com>  
**Sent:** Tuesday, June 21, 2016 6:19 PM  
**To:** Bill Zelenka; City of Prineville  
**Cc:** Michelle Doyle  
**Subject:** Prineville Housing

Good afternoon Gentlemen,

I regret that I have not yet had the opportunity to meet both of you in person but wanted to first share that it has been a great pleasure to be working in Prineville on the projects currently under way. A number of our staff are local to Central Oregon but the warmest welcome has been felt by all of our staff travelling to Prineville. The people, businesses, City, and County have all be great and imagine you are very proud to serve this community.

I am writing to discuss one challenge we are beginning to experience related to housing for those electricians who have recently travelled to Prineville or are considering travelling to work on one of the large data center projects. Over the last couple of months, there has been a shortage of available RV spaces, apartments, etc., or simply none available in Prineville. Those who have moved here from out of state or the area are having to find housing outside of the area and sometimes 30-40 miles away from the project. RV space has traditionally been preferred but because of limited (or no) availability in the RV parks, apartments and rental homes are being considered but at a much higher cost. These higher cost options are not normally financially feasible for the travelling electrician.

Over the last few weeks we have added about 50 electricians to the Facebook project and will be needing to add approximately 100 additional electricians over the next couple of months. The electricians are dispatched from the local union hall and the dispatcher has shared that almost every electrician who calls before considering coming to Prineville asks about housing options. With the local union, we have prepared and updated lists of hotels, RV parks, and rental homes in Prineville, Redmond, Bend, and Madras but we have not had much luck finding available and affordable housing.

It has been brought to our attention that there has been a temporary RV park proposed adjacent to the Facebook project site that could provide relief to the housing shortage in Prineville and for those working on the Prineville data center projects. We are respectfully requesting your careful and timely consideration of this proposal. It is our belief that this option would be in the best interest of the City, County, the project Clients and also for the majority of those travelling to the area who would like to stay in Prineville outside of their normal workday.

Please feel free to call me if you have any questions.

Regards,

**Tim Moore**, DBIA  
Project Executive  
Rosendin Electric, Inc.  
LEED® Accredited Professional  
503.793.3044 mobile

**AM-2016-104**  
**City Council Staff Report**  
**Exhibit B**

**Phil Stenbeck**

---

**From:** Phil Stenbeck  
**Sent:** Tuesday, June 28, 2016 9:01 AM  
**To:** Phil Stenbeck  
**Subject:** FW: Prineville Temporary Housing Shortages

---

**From:** Charlie Holm [<mailto:Charlie.Holm@fortisconstruction.com>]  
**Sent:** Tuesday, June 07, 2016 1:51 PM  
**To:** Steve Forrester <[sforrester@cityofprineville.com](mailto:sforrester@cityofprineville.com)>; Bill Zelenka ([Bill.Zelenka@co.crook.or.us](mailto:Bill.Zelenka@co.crook.or.us)) <[Bill.Zelenka@co.crook.or.us](mailto:Bill.Zelenka@co.crook.or.us)>  
**Cc:** Todd Taylor ([tmt@taylornw.com](mailto:tmt@taylornw.com)) <[tmt@taylornw.com](mailto:tmt@taylornw.com)>  
**Subject:** Prineville Temporary Housing Shortages

Good Afternoon Steve & Bill,

As you know, the significant data center construction activity in Prineville is putting a strain on availability of short term, temporary housing in Prineville. The workforce that has come to the area that cannot find local housing options is now staying in locations as far away as Sisters & LaPine.

There is still high demand for increased crew sizes to support the Projects, primarily electricians. In the next 60 days, the facebook project anticipates the need to add another 150 electricians to the current workforce which is already over 100. Many of these workers are coming in from out of state and would prefer to make Prineville there home while they are on the Project.

Todd Taylor and Scott Porfily have put together a proposal to create a temporary housing solution on the property directly south of facebook. This would be a significant, positive step in reliving some pressure from the problem we are facing. It will allow us to attract and retain work force needed to successfully deliver for our clients.

I am happy to be of further support or information if need be,

Best Regards,  
Charlie

Charlie Holm |LEED AP| Fortis Construction, Inc.| 541 948 2100 | [fortisconstruction.com](http://fortisconstruction.com)

[Click here to upload files to Charlie](#)



**City of Prineville**  
DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT  
PLANNING COMMISSION RECOMMENDATION

**Date:** January 10, 2017  
**File No.:** AM-2016-104  
**Applicant/Owner:** Smith Landing LLC  
**Location:** 1965 N Main Street, Prineville – T14, R16, S31A, TL100.  
**Notice to DLCD:** 10/28/16  
**Newspaper Notice:** 11/25/16 and 11/29/16  
**Planning Commission Hearing:** 12/6/16 and 12/20/16  
**City Council Hearing:** 1/10/17 and 1/24/17.  
**Applicable Criteria:** City's Comprehensive Plan, Land Use Code Chapter 153, City's Transportation System Plan, Statewide Planning Goals, ORS 197.610 and OAR 660-009-0010(4).  
**Staff:** Phil Stenbeck, Planning Director

**Proposal:** In accordance with Prineville Code 153.230, the applicant is requesting a zone change and comprehensive map amendment. This amendment proposes to change the Comprehensive Plan and Zoning Map designation of the Smith Landing, LLC site from a Comprehensive Plan designation of Heavy Industrial to Residential and a Zone Change from Light Industrial (M-1) to General Residential (R-2). Please see the maps in Exhibit A attached (Planning Commission Staff Report) identified as Exhibit A and B. Any public infrastructure improvements (water, sewer, streets, etc.) are being deferred to approval of a development request.

**Planning Commission Summary**

The Planning Commission held two Planning Commission Public Hearings on December 6, 2016 and on December 20, 2016. The Planning Commission discussed the proposed request which flows from a previous City Planning Commission approval for a 100 space Temporary Worker Housing Site (CU-2016-106). The previous approval required a "post" Temporary Worker Housing Site use for the property. The applicant indicated that they would be applying for a Plan Amendment and Zone Change to Residential land to be able to apply for a permanent RV Park approval, thereby making the Temporary Work Site approval into a permanent RV Park and thereby satisfy the "post" approval requirement found in CU-2016-106.

**Written Comments**

Two written comments were received into the record. Information has been added to the record which the Planning Commission believes will address the concerns raised by the Oregon Department of Land Conservation and Development (DLCD) and the Oregon Fair Housing Council (OFHC) and the Housing Land Advocates (HLA).

**Public Testimony**

Public testimony during the hearing process was heard from the applicant in favor and from Chuck and Tammy Dalton (neighbors) expressing concerns in opposition to the request.

The Commission discussed a range of questions about the request including access from Main Street, the extension of NW Peters Road and the Goal 10 Buildable Lands Inventory requirements. The Commission asked several questions about the request but primarily focused on Goal 10 requirements.

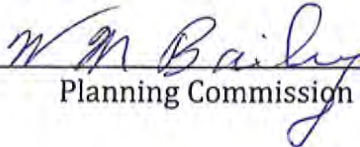
**Motion**

Bob Orlando made a motion based on evidence in the record to recommend the proposed Plan and Zone Map Amendment to the City Council for approval. Ron Cholin seconded the motion and the motion passed with 4 in favor, 1 abstention and two commissioners absent. The recommendation will be presented to the City Council at a Public Hearing on January 10, 2017.

**Conclusions and Recommendation**

The Planning Commission voted 4 in favor with 1 abstention on recommending approval to the City Council. Two Commissioners were absent.

Marty Bailey

  
Planning Commission Chair

Date:

12-27-16

**EXHIBITS**

- Exhibit A - AM-2016-104 Planning Commission Staff Report (with Exhibits A, B, C, D and E).
- Exhibit B - AM-2016-104 Addendum (with Exhibits F and G).

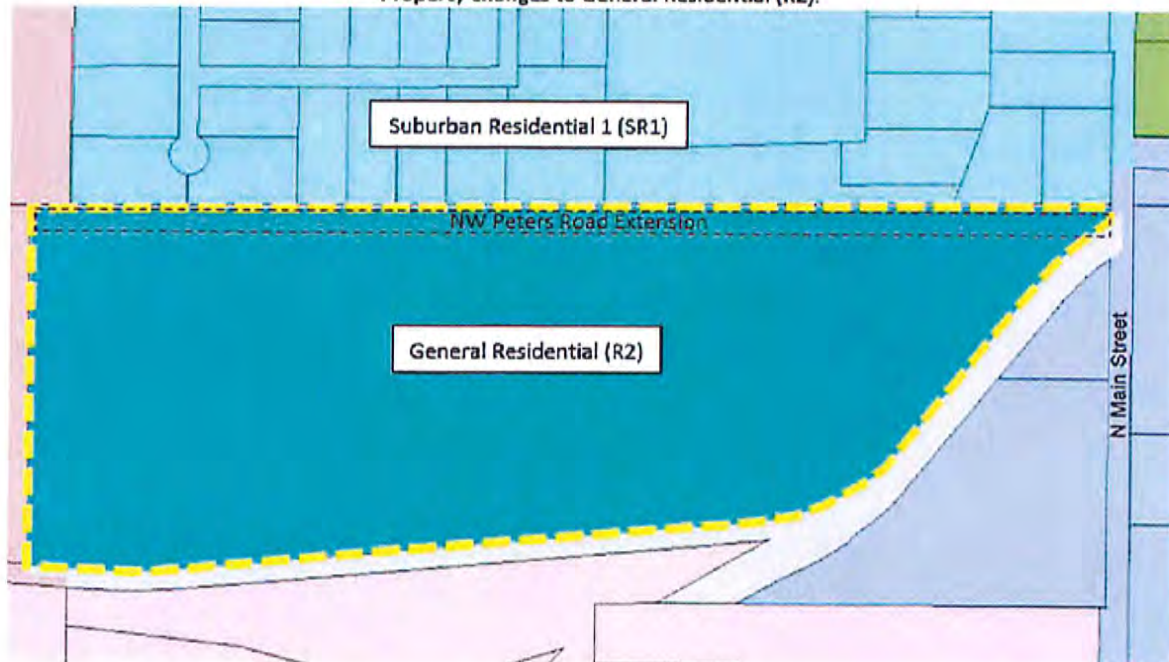


**City of Prineville**  
**DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT**  
**STAFF REPORT**

**Date:** December 6, 2016  
**File No.:** AM-2016-104  
**Applicant/Owner:** Smith Landing LLC  
**Location:** 1965 N Main Street, Prineville - T14, R16, S31A, TL100.  
**Notice to DLCD:** 10/28/16  
**Newspaper Notice:** 11/25/16 and 11/29/16  
**Public Hearing:** 12/6/16  
**Applicable Criteria:** City's Comprehensive Plan, Land Use Code Chapter 153, City's Transportation System Plan, Statewide Planning Goals, ORS 197.610 and OAR 660-009-0010(4).  
**Staff:** Phil Stenbeck, Planning Director

**Proposal:** In accordance with Prineville Code 153.230, the applicant is requesting a zone change and comprehensive map amendment. This amendment proposes to change the Comprehensive Plan and Zoning Map designation of the Smith Landing, LLC site from a Comprehensive Plan designation of Heavy Industrial to Residential and a Zone Change from Light Industrial (M-1) to General Residential (R-2). Please see the map below and Exhibit A and B for map amendment details. Any public infrastructure improvements (water, sewer, streets, etc.) are being deferred to approval of a development request.

Property changes to General Residential (R2).





**Summary**

The Smith Landing, LLC site is located adjacent to and southwest of the North Main Street and Peters Road intersection. The site has two distinct elevations, with the lower area being approximately 8 +/- acres and the upper area being approximately 37 +/- acres. The property is bordered by residentially zoned and developed land with homes. The Smith Landing LLC site is one of several properties identified in Chapter 5 Economy of the City Comprehensive Plan as inappropriately zoned. In addition to the City's Comprehensive Plan indicating that the property is inappropriately zoned as Industrial land, the Benkendorf Associates Corporation report used to update the City's Comprehensive Plan also indicated the site should not be zoned Industrial as found in Section VI of the report. Furthermore, the City of Prineville following direction from the City's Comprehensive Plan also did not include this land in its Industrial Lands Inventory. Attached as Exhibit C is a copy of the City's Industrial Lands Inventory table which shows that the site is not listed.

**Prineville Comprehensive Plan**

Chapter 5 Economy (Page 81)

*"Numerous parcels of land in the UGB are inappropriately designated industrial. The zoning of these parcels will need to be corrected and appropriately zoned. The largest of these parcels are known as the Ochoco, Smith, Carpenter, and Rhoden sites. These were not considered prime industrial lands in the Benkendorf report and/or in related City studies. Other parcels of land containing residential homes have an inappropriate designation as "industrial" and need to be rezoned."*

**Prineville Comprehensive Plan**

Chapter 5 Economy (Page 85)

**Additional Reductions to Industrial Land Acreages after 2004 UGB Expansion  
 Due to Needed Rezonings\***

Land Area By Historic Ownership Name, etc.	Total Current Industrial Acres Requiring Rezoning to Other Uses
Carpenter	100.0
Rhoden	120.0
Ochoco	120.0
Smith	60.0
Northridge	115.0
Other Areas	20.0
UGB Area 9	34.0
Totals	569.0 <sup>5</sup>

As found on page 85 of the Prineville Comprehensive Plan - Chapter 5 Economy, the entire property is identified as land that should be designated as residential land that will not negatively affect the City's Industrial Lands Inventory.

***Prineville Comprehensive Plan***

Chapter 5 Economy (Page 63)

*"The City intends to rezone the undeveloped portions of these industrial areas to mixed-use areas and residential zones without negatively affecting the industrial land inventory."*

The Comprehensive Plan Map designates the property as Heavy Industrial and the Zoning Map identifies the property as Light Industrial (M-1). As found in the City Comprehensive Plan, this was not appropriate, which supports rezoning of the site to better fit in with the surrounding residential uses. The Prineville Comprehensive Plan (adopted in 2007) removed this site from industrial acreage calculations, stating that it is "inappropriately designated industrial" due to conflicts with surrounding uses. Staff finds that the Smith Landing property being omitted from the City's Industrial Lands Inventory is evidence that shows this request is consistent with the City's most recent Economic Opportunities Analysis (EOA) as required OAR 660-009-0010(4).

As shown on Page 2 of this report, the City of Prineville Comprehensive Plan conveys the City's vision and desire to change the Comprehensive Plan and Zoning designation of the Smith Landing LLC site by not including the site in the City's Industrial Lands Inventory and by indicating the site should not be used as Industrial Lands.

The Prineville Code provides the opportunity for a property owner to request rezoning of their property as found in Section 153.230. The property owner has requested this property be rezoned to residential zoning as is evidenced in the application.

In this case, the applicant is proposing to initiate the zone change which is consistent with the goals of the Comprehensive Plan for this site. The property owner has submitted an application and information supporting this request.

**Written Comments received as of November 28, 2016.**

One written comment was received from the Oregon Department of Land Conservation and Development (DLCD) Central Oregon Representative Scott Edelman. In the letter, DLCD staff asks for additional information pertaining to requirements found in OAR 660-009-0010(4). The letter from DLCD is attached as Exhibit D.

In a nut shell, OAR 660-009-0010(4) requires that during the Plan Amendment process, findings for properties in excess of 2 acres demonstrate how the change is consistent with the City's Economic Chapter of the Comprehensive Plan and Economic Opportunities Analysis or amend the Comprehensive Plan.

City staff review of OAR 660-009-0010(4) finds that OAR 660-009-0010(4) has been addressed by changes to the City's Comprehensive Plan, the Benkendorf Report used to update the Plan (EO), and actions taken based on direction from the City's Comprehensive Plan, which includes not including the Smith Landing property in the City's Industrial Lands Inventory. The Prineville Comprehensive Plan (adopted in 2007) removed this site from industrial acreage calculations, stating that it is "inappropriately designated industrial" due to conflicts with surrounding uses.

**Point 1** *Prineville Comprehensive Plan - Chapter 5 Economy (Page 81)*

"The zoning of these parcels will need to be corrected and appropriately zoned. The largest of these parcels are known as the Ochoco, Smith, Carpenter, and Rhoden sites. These were not considered prime industrial lands in the Benkendorf report and/or in related City studies."

**FINDING 1:** Staff finds that the Smith Landing property is identified in the City's Comprehensive Plan on page 81, as needing to be corrected and appropriately zoned. Staff further finds that the property as shown in the Comprehensive Plan was not considered "prime industrial lands in the Benkendorf report and/or in related City studies" which is evidence that this request is consistent with the City's most recent Economic Opportunities Analysis (EOA) as required in OAR 660-009-0010(4).

**Point 2** *Prineville Comprehensive Plan - Chapter 5 Economy (Page 63)*

"The City intends to rezone the undeveloped portions of these industrial areas to mixed-use areas and residential zones without negatively affecting the industrial land inventory."

**FINDING 2:** Staff finds that as shown in the Comprehensive Plan on page 63 shown above, the City intends to rezone the undeveloped portions of these industrial areas without negatively affecting the industrial land inventory, thereby correcting an inappropriately zoned site.

**Point 3** *Prineville Comprehensive Plan - Chapter 5 Economy (Page 85)*

Additional Reductions to Industrial Land Acreages after 2004 UGB Expansion  
 Due to Needed Rezoning\*

Land Area By Historic Ownership Name, etc.	Total Current Industrial Acres Requiring Rezoning to Other Uses
Carpenter	100.0
Rhoden	120.0
Ochoco	120.0
Smith	60.0
Northridge	115.0
Other Areas	20.0
UGB Area 9	34.0
Totals	569.0'

**FINDING 3:** Staff finds that as shown in the Comprehensive Plan on page 85, the property is clearly identified as property not to be included in the Industrial Lands Inventory thereby not considered employment lands.

**Point 4 -** Attached as Exhibit C is the City's Industrial Lands Inventory table which was updated in accordance with the City's Comprehensive Plan. The entire table from the Industrial Lands Inventory is attached as Exhibit C. The Smith Landing Property identified as T14, R16, S31A, Tax Lot 100 is not included in the City's Industrial Lands Inventory.

**FINDING 4:** Staff finds that the Smith Landing property has not been identified as employment land in the City Comprehensive Plan, thereby having a positive economic impact as needed residential land.

**Applicable Criteria**

City's Comprehensive Plan, Land Use Code Chapter 153, City's Transportation System Plan, Statewide Planning Goals, ORS 197.610 and OAR 660-009-0010(4).

The following findings are intended to support the proposed Comprehensive Plan Map and Zoning Map amendment by demonstrating compliance with the City of Prineville Comprehensive Plan and Zoning Ordinance and State law.

The following sections from the City of Prineville Comprehensive Plan are applicable to this proposal when considering the zone change and map amendment.

**Prineville Comprehensive Plan  
 Chapter 5 Economy (Page 81)**

*"Numerous parcels of land in the UGB are inappropriately designated industrial. The zoning of these parcels will need to be corrected and appropriately zoned. The largest of these parcels are known as the Ochoco, Smith, Carpenter, and Rhoden sites. These were not considered prime industrial lands in the Benkendorf report and/or in related City studies. Other parcels of land containing residential homes have an inappropriate designation as "industrial" and need to be rezoned."*

**Prineville Comprehensive Plan  
 Chapter 5 Economy (Page 85)**

**Additional Reductions to Industrial Land Acreages after 2004 UGB Expansion  
 Due to Needed Rezoning\***

Land Area By Historic Ownership Name, etc.	Total Current Industrial Acres Requiring Rezoning to Other Uses
Carpenter	100.0
Rhoden	120.0
Ochoco	120.0
Smith	60.0
Northridge	115.0
Other Areas	20.0
UGB Area 9	34.0
Totals	569.0 <sup>2</sup>



As found on page 85 of the Prineville Comprehensive Plan - Chapter 5 Economy, the entire property is identified as land that should be designated as residential land that will not negatively affect the City's Industrial Lands Inventory.

***Prineville Comprehensive Plan  
Chapter 5 Economy (Page 63)***

"The City intends to rezone the undeveloped portions of these industrial areas to mixed-use areas and residential zones without negatively affecting the industrial land inventory." The Comprehensive Plan Map designates the property as Heavy Industrial and the Zoning Map identifies the property as Light Industrial (M-1). This historically was not appropriate as found in the City Comprehensive Plan, which supports rezoning of the site to better fit in with the surrounding residential uses. The Prineville Comprehensive Plan (adopted in 2007) removed this site from industrial acreage calculations, stating that it is "inappropriately designated industrial" due to conflicts with surrounding uses.

**FINDING 5:** Staff finds that the current Plan designation of Heavy Industrial and Zoning of Light Industrial (M-1) is not appropriate for the Smith Landing site, as stated in the Comprehensive Plan due to conflicts with surrounding uses. Staff finds that the proposed residential zoning (R-2) better fits in with the surrounding residential uses and residential zoning.

**FINDING 6:** This zone change and comprehensive plan amendment is being initiated by the property owner.

The historical use of the property has been open space which is more consistent with the adjacent residential properties than industrial activities. The request to be rezoned as residential land is consistent with adjacent zoning and development.

**FINDING 7:** Staff finds the most appropriate zone for this site is the General Residential (R-2) as recommended in the City Comprehensive Plan and historical use of the site.

The applicant requesting the zone change has attended a pre-application meeting which was facilitated by the City. The applicant submitted an application, burden of proof and EXHIBITs supporting the requested plan amendment and zone change.

**FINDING 8:** Staff finds the applicant had a pre-application meeting with City staff and coordinating agencies.

**Point 1**

***Prineville Comprehensive Plan  
Chapter 5 Economy (Page 81)***

*"The zoning of these parcels will need to be corrected and appropriately zoned. The largest of these parcels are known as the Ochoco, Smith, Carpenter, and Rhoden sites. These were not considered prime industrial lands in the Benkendorf report and/or in related City studies."*

**Point 2**

***Prineville Comprehensive Plan  
Chapter 5 Economy (Page 63)***

*"The City intends to rezone the undeveloped portions of these industrial areas to mixed-use areas and residential zones without negatively affecting the industrial land inventory."*

**Point 3**  
**Prineville Comprehensive Plan**  
**Chapter 5 Economy (Page 85)**

**Additional Reductions to Industrial Land Acreages after 2004 UGB Expansion  
 Due to Needed Rezoning\***

Land Area By Historic Ownership Name, etc.	Total Current Industrial Acres Requiring Rezoning to Other Uses
Carpenter	100.0
Rhoden	120.0
Ochoco	120.0
Smith	60.0
Northridge	115.0
Other Areas	20.0
UGB Area 9	34.0
<b>Totals</b>	<b>569.0<sup>5</sup></b>

**FINDING 9:** Staff finds that the excerpts from the City’s Comprehensive Plan, identified as Point 1, Point 2 and Point 3, meet the requirement that the site is identified as a future residential use site in the City’s Comprehensive Plan. Dedication of the road right-of-way for the NW Peters Road extension to the City of Prineville shall be required as a part of plan amendment approval. The NW Peters Road extension is identified in the City’s Transportation System Plan on the northern edge of this property and is planned to serve the property. Physical development of the NW Peters Road extension will be required with a request for land use and development on the site.

**FINDING 10:** Staff finds the criteria for consideration of a Comprehensive Plan and Zone Map amendment by the Planning Commission have been met.

**§153.256.030. Decision on plan amendments and zone changes.**

A. Except as set forth herein, the Planning Commission when acting as the Hearings Body shall have authority to make decisions on all quasi-judicial zone changes and plan amendments. Prior to becoming effective, all quasi-judicial plan amendments and zone changes shall be adopted by the City Council.

B. In considering all quasi-judicial zone changes and those quasi-judicial plan amendments on which the Planning Commission has authority to make a decision, the City Council shall, in the absence of an appeal or review initiated by the Council, adopt the Planning Commission decision. No argument or further testimony will be taken by the Council.

**FINDING 11:** Staff finds that this proposal is for a Comprehensive Plan Map and Zoning Map amendment. Staff also finds that the purpose of the public hearing is to make a decision on the proposed amendment based on this staff report, the materials submitted by the applicant, and all comments and considerations raised through the land use application and hearings process.

## **SECTION 2: City of Prineville Code of Ordinances, Title XV – Chapter 154, Comprehensive Plan**

The chapters of the City of Prineville Comprehensive Plan which are relevant and applicable to the proposed Comprehensive Plan Map and Zoning Map amendment are discussed below. Specific items within these chapters which are not relevant to this proposal are not listed in order to achieve maximum clarity and efficiency.

### *City of Prineville Comprehensive Plan - Chapter 1: Community Characteristics*

*Goal # 1: Improve the function and appearance of the community's residential neighborhoods, commercial and industrial areas.*

### **Residential Neighborhood Values and Policies**

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 adoption of this plan. Other types of development proposals may require master plans and/or master planning techniques.

"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 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 and sidewalks are considered to be basic infrastructure and may 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 maximum density designated for the underlying zones, including non-residential lands. 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 no case, shall the density 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 residential dwellings.

- 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 and State law.
- 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 or when the City has approved an exception to block length.
- Neighborhoods shall contain open spaces, typical municipally-sized parks, in addition to trails, pocket parks, pavilions, squares, plazas, greenbelts, natural resource protection areas, structured and unstructured open space, etc. as appropriate to the setting and density of the area.
- 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.

**FINDING 12:** Staff finds that as a residential use site, the applicant will be required to comply with the listed policies. This will ensure compliance with residential values and policies, thereby exhibiting complete neighborhood principles, and providing access to recreation and open space. Access to employment, shopping and services will become available through development of the road system identified on the property in the City's TSP. Staff finds that application of the General Residential (R-2) Zone will provide for consistency with the Comprehensive Plan.

### **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 commercial



and industrial areas” and avoid piecemeal development practices that can lead to unnecessary community subsidy and sprawl.

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

- Planned unit development techniques or zoning overlays to permit and control mixing of uses. This may include access to sidewalks, trails, transit, open space, parks or other recreational areas.
- Architectural features that articulate the exteriors of large buildings to reduce the visual mass and enhance the architecture of the community.
- 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.
- Techniques to provide and implement design features that minimize the negative effects of infill development by improving compatibility with existing structures and land uses.
- Orienting the building primary access point to a public sidewalk or street.
- 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.
- Adequate off-street parking for bicycles.
- Adequate buffers from incompatible uses. *i.e. 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.*
- 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.
- New development of commercial lots shall contain, at a minimum, 51% commercial use to minimize the exclusive use of a commercial lot as primarily residential
- Area studies containing analysis of the land uses contained within the perimeter of the development site. This may include demographic data necessary to show the quality and quantity of the existing commercial and industrial types, mixed-uses, open space and recreation areas, public use lands, trails and sidewalks, and utility needs. The City staff, in collaboration with the applicant proposing the development, shall jointly evaluate the commercial/industrial area study and determine what land uses are necessary to promote and implement the “complete industrial and commercial area” concept. The

City may require certain missing commercial/industrial 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" design elements shall be included in all (re)development 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.

**Finding 13:** Staff finds that the General Residential (R-2) zone will contribute to these values and policies by allowing residential uses with City views, adequate off street parking and planting and maintenance of suitable trees and plants.

*City of Prineville Comprehensive Plan - Chapter 2: Urban Land Uses and Zoning Designations*

*Goal # 1: Create 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.
- 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 to 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 outright permitted and conditional uses adequate to develop "complete" neighborhoods and suitable living environments.
- New residential developments shall 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 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 shall incorporate where practical, existing natural features into new projects as a way to protect the natural beauty of Prineville.
- Residential zones shall promote walk ability and connectivity to adjacent neighborhoods, open spaces, parks, and commercial nodes.

- Residential zones shall incorporate affordable housing concepts.

**FINDING 14:** Staff finds that the General Residential (R-2) zone will contribute to these values and policies by allowing families to live in close proximity to amenities and natural resources and will provide a transition between neighboring residential and commercial uses.

### ***City of Prineville Comprehensive Plan - Chapter 3: Natural Environment***

*Goal # 1: Protect and enhance identified Goal 5 resources and other features of the natural environment using a variety of methods and strategies*

### **Natural Environment Values and Policies**

- Local citizens desire to be good stewards of their community's natural resources, including significant natural resource sites and natural hazards shown on the Prineville Goal 5 and 7 inventory.
- The local economy can benefit from efforts to protect the natural environment. Prineville considered the economic consequences of resource and hazard protection in its analysis of economic, social, environmental and energy (ESEE) consequences of alternative resource protection programs.
- Programs are needed to address the protection of the natural environment in a balanced and fair fashion given the urban development goals of the City. Prineville's limited protection program achieves an appropriate balance between urban development needs (employment, housing, schools, parks and institutions), conservation of significant natural resources, and protection of life and property from natural hazards.
- Riparian and wetland areas support important wildlife and ecology and should be retained and enhanced to the greatest extent possible. Wildlife habitat associated with rivers, creeks and wetlands will be protected by maintaining and enhancing riparian vegetation within significant riparian corridors.
- The creeks and rivers that traverse the community need special setback protection and corridor enhancement. Prineville has applied a three-tiered protection program that recognizes different levels of development that have occurred near Ochoco Creek, Crooked River, and the Hudspeth and Ryegrass Drainages.
- The cliffs and rimrock areas should be preserved and local regulations should be crafted to limit development intrusion into these areas. Prineville will continue to apply Crook County scenic setbacks along rimrock canyons as land is annexed to the City, and new local regulations will protect the rimrock face and talus slopes below.
- Barnes Butte provides the scenic backdrop and identity to Prineville, and is recognized as the community's defining scenic resource site. Prineville will allow for an appropriate residential

development, while protecting Barnes Buttes and associated steep slopes, dry washes and raptor habitat through a three-tiered protection program.

- The Prineville community has long experience with damaging floods. Prineville will amend the floodplain ordinance to incorporate a "no net loss of flood storage capacity" standard. Significant riparian corridors and wetlands within the 100-year floodplain will have a high level of protection.
- The local water table is high in many areas of the community. To avoid further contamination of local aquifers, Prineville shall protect inventoried groundwater resources through adoption of a well-head protection ordinance as recommended by the Oregon Department of Environmental Quality.
- The open spaces and natural areas within the community need to be inventoried and networks of open space within the community shall be maintained and enhanced, including wildlife habitat corridors, storm water management areas, trails and other sensitive areas. Prineville will maintain updated inventories of Goal 5 natural resource and Goal 7 hazard areas.
- The local urban forest helps to create shade, improve respite areas, enhance drainage ways, and beautiful the community.
- Citizens should have 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.

**FINDING 15:** The Smith Landing site does not have any identified Natural Features Overlay District (NFOD) features. The site does have a significant slope area which will be protected through the site plan review process. Staff finds that the residential use designation on the site will have no negative effect on the natural environment values and policies.

*City of Prineville Comprehensive Plan - Chapter 4: Parks, Recreation and Open Space*

*Goal # 1: Create a system of parks, recreational facilities, and open space areas that provide 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.
- Prineville's citizens cherish the natural environment and the recreational opportunities the community offers to residents and visitors alike.

- The community of Prineville defines "open space" as: land that is preserved solely for pedestrians and bicyclists consisting of, but not limited to, parks, trails, natural areas, landscaped areas over 600 square feet in area, and plazas.
- 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.
- The community will benefit from the addition of new parks and recreational opportunities in the most cost effective way possible.
- Development of a comprehensive master plan examining current and future, parks and recreation needs will benefit the community.
- 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 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/or recreational areas should be available to residents within 1200 feet of their homes unless an exception is granted by the City.
- 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 open space 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.
- New trails are important elements that link open spaces and parks.
- Riparian habitats and other natural areas may be used for recreational and open space opportunities.

**FINDING 16:** Staff finds that the General Residential (R-2) zone will be the most effective way to ensure that the Smith Landing site provides parks, open space and recreational opportunities. As an industrial site, the city is very limited in its ability to require these amenities. The General Residential (R-2) zone requires these amenities be provided with residential development.

*City of Prineville Comprehensive Plan – Chapter 5: Economy*

*Goal # 1: Provide adequate industrial and commercial land inventories to satisfy the urban development needs of Prineville for at least the 20 year planning horizon.*

*Economic Values and Policies*

- *Updates to inventories and analysis of needed industrial and commercial land types, existing land supplies, and economic development strategies for meeting the requirements of the community are essential. It is necessary to provide adequate buildable industrial and commercial land for at least 20 years.*
- *Updates to the inventories may be required in response to redevelopment, proposed zone changes, mixed-use development techniques and planned unit developments that enable "complete neighborhood" concepts and economic development opportunities.*
- *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.*
- *Adequate public facilities must be planned, funded, and installed to serve industrial sites and commercial areas.*
- *Preservation of large industrial parcels over 20 acres in size will attract target industries and new manufacturing businesses.*
- *Additional land is needed to support commercial and industrial uses. Where there are particular locational requirements for certain activities, amendments to the Comprehensive Plan may be necessary. Amendments should be evaluated in relation to all applicable policies of the Comprehensive Plan.*

*Programs:*

*The City shall:*

- *Regularly monitor and analyze commercial and industrial land inventories. When 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.*
- *Update and manage all public facilities planning to meet community and economic development goals while encouraging additional public and private investment in the community.*
- *Explore and initiate methods for preserving large industrial parcels to meet projected demand.*

**FINDING 17:** This section of the Comprehensive Plan considers Industrial and Commercial Land needs. Staff finds the Industrial Lands Inventory concern for this request that is raised by the criteria above, have been addressed as found in Points 1, 2, 3 and 4 and Findings 1, 2, 3 and 4 on page 4 and 5 of this staff report. Staff finds that the application of

the residential plan and zone on this site is consistent with the values and policies of this chapter as it will provide for additional residential land to meet the City's housing need.

### *City of Prineville Comprehensive Plan – Chapter 6: Transportation and Circulation*

*Goal # 1: Create a functional transportation system to maximize and extend the life of transportation facilities and improve livability throughout the Prineville community.*

## **Transportation Choices and Vehicle Alternative Values and Policies**

### **General Transportation Street Network**

- A transportation system that includes alternate modes in addition to vehicle needs is a State requirement. The term "Alternate Mode" includes anything, besides single occupant vehicles, capable of moving people and goods such as rail, pedestrian facilities, bike lanes, air transport, transit, and the like.
- Vehicle use is the primary form of transportation for the majority of its citizens, but increased alternate mode use is essential to the livability of the community and to preserve valuable resources.
- The street system shall be fully functional for the safe and efficient delivery of emergency services.
- 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 highway systems contribute to the local economy and bring goods and services into the community bolstering local commerce and tourism.
- Balancing the needs of the local community with regional transportation needs must include open dialogue with citizens, state agencies, Crook County, local business interests, special interest groups, and tourism professionals.
- Traffic calming measures in core commercial areas and residential neighborhoods can reduce vehicular speeds on roadways and create a safe pedestrian/bicycle environment.
- Transportation problems will require comprehensive planning, regular monitoring and analysis, a systematic approach to problem solving.
- 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 community, as a whole, will benefit from transportation systems that provide sidewalks, trails, open spaces, connections between open space, bike lanes, land uses that support transit, transit amenities, alternatives to signals or stop signs, pedestrian amenities, and protected sidewalks to encourage alternate mode use and promote a high level of livability.
- The City is required, by law, to design and implement a transportation system that meets the applicable TSP and TPR requirements for the 20-year planning period.
- The community will benefit from streets that are designed to permit emergency service vehicles to access all parts of the community in an efficient manner.
- The community will benefit from allowing the development of public and private streets to supply needed transportation systems.
- The City has limited funds to use for the maintenance of public streets.
- The ability to require the development of private streets systems, where appropriate and where they are guaranteed to be maintained by parties other than the City will reduce the overall funding need for street maintenance and the need to seek additional tax revenues from city. Private streets are legitimate components of the transportation system when designed properly and maintained to at least City standards.
- Transportation demand management (TDM) and transportation system management (TSM) techniques are useful tools in the design of the transportation system.
- Safe streets, particularly for pedestrians, children, seniors, and the disabled are essential to addressing all community transportation needs.
- Street trees, pedestrian amenities, separated sidewalks; curb extensions, traffic calming, and other related devices can be useful design elements especially when supported by a cost benefit analysis showing they are appropriate.
- 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 maximize the Rights-of-way (ROW) for the use of pedestrians, shoppers, parking where appropriate, and add public directional signage including but not limited to streets, alleys and canal right-of-ways.
- Innovative intersection designs such as roundabouts can reduce cost and improve livability.

**FINDING 18:** Many of these values and policies will be addressed through the development request for the property. However, Staff does find that the residential zoning will be served by the NW Peters Road extension. To further establish consistency of this request with Chapter 6 Transportation of the City's Comprehensive Plan, the City will require dedication of the right-of-way for NW Peters Road as found in the City's



Transportation System Plan from North Main Street to the west end of the Smith Landing site along the north edge of the property. The City's requests will ensure transportation connectivity and maximize opportunities for alternate modes of transportation by establishing about half of the east/west NW Peters Road extension which is intended to enhance east west movement in the north area of the City near North Main Street and Peters Road.

### **Taxi and Bus Policies**

- Investigate the possibility of a shuttle bus and staggered shifts with Prineville's major employers.
- Encourage private efforts to supply forms of inter and intra city transit to the commuter.
- Add loading zones in downtown core area and other commercial areas to facilitate loading and unloading of Senior Bus and other mass transportation options
- Ensure proper facilities are in place to allow for safe operation of mass transportation vehicles

### **Bicycle and Pedestrian Policies**

- Encourage pedestrian and bicycle movement as a safe, feasible alternative to the automobile.
- Avoid conflicts (combining intersections) among differing transportation modes.
- Require that all proposed subdivisions consider bicycle and pedestrian paths, integrated with the City Area bicycle and pedestrian path network, within the plat design, and to encourage these paths outside of the street right-of-ways preferably along preserved open spaces.
- Insure that bicycle and pedestrian paths, not along street right-of-ways are well lit and provide visual surveillance from the street.
- Preserve space along existing and proposed principal and minor arterials and require at least one combined bicycle and pedestrian path.
- 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.
- Insure neighborhoods and activity centers, including public loading and pickup areas, are served by pedestrian and bicycle routes.
- Provide curb cuts at all corners, intersections, or locations where bicycle and pedestrian routes and paths intersect with streets.
- Provide for paving of pedestrian and bicycle ways where appropriate.
- Work with OID to promote pedestrian and bicycle connections along piped portions of the canal system.
- Consider bicycle and pedestrian paths among the improvements for properties that wish to be annexed to the city.
- Improve signs, markings, and safety features on existing bicycle and pedestrian paths.

**FINDING 19:** Many of the values and policies mentioned above will be addressed through the development request for the property. Staff does find that the residential zoning being served by the NW Peters Road extension will have access to bicycle lanes as required for development of the NW Peters Road extension. Staff finds the City's requests will ensure transportation connectivity and maximize opportunities for alternate modes of transportation by establishing about half of the east/west NW Peters Road extension which is intended to enhance east west movement in the north area of the City near North Main Street and Peters Road. Staff finds that the residential zone will be the best tool for encouraging multiple modes of transportation, including bicycle and pedestrian activities.

*Goal # 3: Create a supportable method for determining adequate and consistent transportation impact analyses, mitigation procedures, and transportation improvement options*

### **Impact Analysis and Mitigation Values and Policies**

- It is important to analyze the impact of development upon the community.
- Growth should pay its own way without community subsidy.
- All new projects must be evaluated to 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 available to the City.
- The current edition of the Institute of Traffic Engineers manual should be used for determining traffic 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.
- 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. Such studies are often more often than not, an art, rather than science.
- Transportation mitigation shall be proposed by the developer; and evaluated and determined to be acceptable by the City before issuance of any development permit.
- Transportation mitigation costs may be refunded for 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.

**FINDING 20:** Staff finds that the applicant has submitted a TIA for an existing development approval which was written by Kittelson and Associates and reviewed by the City Engineer. Staff finds that the TIA is sufficient information for the current development as approved without modifications, and the applicant dedicating the NW Peters Road extension on the site as found in the City's TSP ensures adequate transportation opportunity for future development of the site. Future development requests will also require physical improvements to infrastructure on the site in terms of water, sewer and road system and require standard System Development Charges based on the development request.

### ***City of Prineville Comprehensive Plan – Chapter 7: Housing***

*Goal # 1: Encourage a wide range of housing types satisfying the urban development needs of the Prineville community.*

## Housing Values and Policies

- It is essential to develop strategies that increase the variety of housing choices in the community. These strategies must include an inventory and analysis of needed housing types, existing housing supplies, and strategies for meeting the changing community demographic.
- It is necessary to provide adequate buildable residential land for the 20 year planning horizon.
- It is necessary 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.
- It is necessary to encourage development and redevelopment of residential areas to make them safe, convenient, and attractive places to live and located close to schools, services, parks, shopping and employment centers.
- The community should maintain the feel of a small community through careful design of new and redeveloping residential areas.
- A regular housing analysis shall be the basis for understanding and projecting housing needs. City staff will need to manage the calibration data in order to accommodate local cultural characteristics and anomalies.
- The Prineville community needs a full range of housing types to sustain a healthy community.
- Development code regulations will need to be modified to encourage needed housing types within the UGB.
- The Prineville community desires to encourage and sustain affordable housing while protecting the physical characteristics of land relating to soils, slope, erosion, drainage, natural features, and vegetation.

**FINDING 21:** Staff finds that the application of the Residential Zone on the Smith Landing site will increase the variety of housing choices for Prineville. The current Industrial Zone does not offer housing options.

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

## Compatibility Values and Policies

- Compatibility standards are effective tools for making sure neighborhood uses are consistent with community goals and design standards.

- 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.
- Developments that border underdeveloped urban lands and/or rural lands at the edges of the Urban Growth Boundary (UGB) shall include design techniques to reduce the impact of new, denser urban development on abutting lower density lands. Examples of such techniques include the use of buffer areas, designing projects that work with the natural features of the site, shadow plats, and redevelopment plans that extend 300 feet off site, density transition zones, increased landscaping, master planning areas larger than the project site, etc.
- 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.
- New developments in existing residential areas where there is an established character deemed desirable by community standards should use a variety of compatibility techniques to blend in with surrounding developments, including landscaping, traffic patterns, mass, height, screened parking areas, public facilities, visual impact, architectural styles and lighting.
- "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.
- 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 should be accessed from alleys instead of driveways connecting to public streets.
- 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.
- 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.
- A range of lot sizes should be dispersed throughout the community to provide space for a full spectrum of housing types.
- Higher density developments should be in close proximity to schools, services, parks, shopping, employment centers, and public transit.

- Smaller lot sizes may be appropriate and should be encouraged with flexible Planned Unit Development (PUD) ordinances allowing a mix of lot sizes.
- It 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 City and County have agreed that no development can occur in the unincorporated residential areas until compatibility and transition issues are resolved by use of community planning and/or master planning techniques. Such techniques ensure proper development of the urban area and help protect existing neighborhood qualities and livability. New developments in existing residential neighborhoods (especially those not contiguous to the incorporated City) may provide for less density. New developments on larger parcels, not within established neighborhoods, are anticipated to develop a mixture of higher densities and other non-residential uses to support the development of new "complete neighborhoods."
- 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 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.

**FINDING 22:** Staff finds that the application of the General Residential (R-2) zone on the Smith Landing site is the best tool to ensure maximum compatibility with surrounding uses. Clearly the existing M1 Light Industrial zoning is not compatible with the surrounding residential uses. The criteria for development of Residential Lands includes provisions for transitioning from neighboring residential properties. It specifically requires that development on the edges of the site are similar in size and character to adjacent residential uses. The Residential Zone provides the maximum flexibility on the part of the City to ensure neighboring residences are not negatively impacted by uses on the Smith Landing site.

***City of Prineville Comprehensive Plan – Chapter 8: Public Services and Facilities***

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

### Public Facility Values and Policies

- Local plans for providing urban levels of services to all land with the UGB must be comprehensive.
- Providing needed services in an economic and effective manner is good business and 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 to outlying urbanizable areas unless there is provision for the coordinated development of all the other urban facilities and services appropriate to that area.
- 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.
- Recognize that there are two aquifers serving the community. The older, Prineville/Ochoco aquifer is smaller than the Deschutes aquifer located near the airport.
- Recognize that alternate water sources exist. Water from various irrigation districts may be available for urban uses.

**FINDING 23:** Staff finds that the application of the Residential Zone on the Smith Landing site is consistent with City infrastructure planning thus far for the site, as has been

discussed in the process for which the site received its current land use approval. However, staff also finds that with each and every new development request or change to a development request, a completely new analysis is needed to determine if the City can serve the site with adequate water, sewer and road infrastructure based on a specific development request. Initial water and sewer analyses, completed for the current development approval have demonstrated available capacity to serve the Smith Landing site conditioned upon certain off-site and on-site improvements to be made by the owner/developer.

### **SECTION 3: State Planning Goals**

#### *Goal 1- Citizen Involvement*

*To ensure the opportunity for citizen involvement in all phases of the planning process.*

**FINDING 24:** Staff finds that the Comprehensive Plan Map and Zoning Map amendment is following the City of Prineville Code requirements which includes a 35-day notice to DLCD, published newspaper notice, mailed notice to neighboring property owners 20 days prior to the first public hearing before the City Planning Commission and a hearing before the City Council. The process for this amendment meets the goal for citizen involvement. Staff finds the City's citizen involvement process to be consistent with Goal 1.

#### *Goal 2- Land Use Planning*

*To establish a land use planning process and policy framework as a basis for all decisions and actions related to the use of land and to assure an adequate factual base for such decisions and actions.*

**FINDING 25:** Staff finds that the application of the Residential Zone on the Smith Landing site is meeting the purpose of Goal 2 by bringing the zoning of this property into compliance with the goals of the Comprehensive Plan which encourages residential development that will be compatible with surrounding uses. The record, including this report, establishes the factual basis by which this decision will be made. Staff finds the City's land use planning actions are consistent with Goal 2.

#### *Goal 3 - Agricultural Lands*

*To preserve agricultural lands for agricultural use.*

**FINDING 26:** Staff finds that the application of the Residential Zone on the Smith Landing site is consistent with Goal 3 since there are no agricultural lands involved in this amendment, nor are there any adjacent agricultural lands that could be impacted. Staff finds Goal 3 to be not applicable to this proposal.

#### *Goal 4 - Forest Lands*

*To preserve forest lands for forest use.*

**FINDING 27:** Staff finds that the application of the Residential Zone on the Smith Landing site is consistent with Goal 4 because there are no forest lands involved in this amendment, nor are there any adjacent forest lands that could be impacted. Staff finds Goal 4 to be not applicable to this proposal.

*Goal 5 - Open Space, Scenic and Historic Areas, and Natural Resources*  
*To conserve open space and protect natural and scenic resources.*

**FINDING 28:** Staff finds that the application of the Residential Zone on the Smith Landing site is consistent with Goal 5. There are no natural features that have been identified with the site that need protections found in Goal 5. The site which is proposed to be zoned as Residential Land will provide some outdoor and open space opportunities which may enhance scenic and open space opportunities. Staff finds these measures and protections to be sufficient to ensure compliance with Goal 5.

*Goal 6 -Air, Water, and Land Resources Quality*  
*To maintain and improve the quality of the air, water and land resources of the state.*

**FINDING 29:** Staff finds that the application of the Residential Zone on the Smith Landing site will change the type of air quality discharges from Industrial to Residential. Staff finds the City of Prineville has sufficient regulatory measures in place to ensure that subsequent development of the subject property will not produce unanticipated impacts resulting from the proposed amendment. Any identified potential impacts on air, water and land resources quality will be addressed and mitigated through review and approval of development of the site. It is only at time of actual project review and approval that the true impacts of such development can be identified, evaluated, and effectively mitigated. Therefore, staff finds the proposed amendment is consistent with and in compliance with Goal 6.

*Goal 7- Areas Subject to Natural Disasters and Hazards*  
*To protect life and property from natural hazards.*

**FINDING 30:** Staff finds that the application of the Residential Zone on the Smith Landing site is consistent with Goal 7 including the City's identified 100-year floodplain is not located on the site. The site does include some steep slope area which will need to be engineered and monitored during any development request that changes the steep slope area on the site. Staff finds this amendment is consistent with Goal 7.

*Goal 8 - Recreational Needs*  
*To satisfy the recreational needs of the citizens of the state.*

**FINDING 31:** Staff finds that the application of the Residential Zone on the Smith Landing site will improve recreation in the area by open space requirements for residential developments and establishment of bike lanes along the NW Peters Road extension connecting the site to the City's wide bicycle lane system as found in Figure 9 of the City's TSP. Staff finds that this proposed amendment is consistent with Goal 8.

*Goal 9 - Economy of the State*  
*To diversify and improve the economy of the State.*

**FINDING 32:** Staff finds that the application of the Residential Zone on the Smith Landing site is consistent with Goal 9. The Statewide Economic Development Goal requires that local land use plans "provide for an adequate supply of sites of suitable sizes, types, locations, and service



levels for a variety of industrial and commercial uses consistent with plan policies." Goal 9 is intended to be applied on a community wide basis and requires that future economic growth be accommodated, in part, by ensuring that there is sufficient suitable land planned and zoned for commercial and industrial uses. Staff finds, as stated previously, the City's Comprehensive Plan demonstrates that the City's vision for this site is not Industrial land as shown in Points 1, 2, 3 and 4 and Findings 1, 2, 3 and 4 on Page 4 and 5 of this staff report. The City's Comprehensive Plan states that the current industrial designation of the site is inappropriate and that the site is not included in the City's Industrial Land Inventory. As it is not part of the City's vision for Industrial lands and is not included in the City's Industrial Lands Inventory, changing the zone will result in no loss of industrial land. Staff finds that this amendment is consistent with Goal 9 and OAR 660-009-0010(4).

*Goal 10 - Housing*

*To provide for the housing needs of the citizens of the state.*

**FINDING 33:** Staff finds that the application of the Residential Zone on the Smith Landing site is consistent with the Comprehensive Plan and will assist the city in solving some of the demonstrated need for a broader diversity of housing options. The applicant has submitted news articles and other evidence showing the demonstrated need for a broader diversity of housing options in Prineville and the City's current housing crisis. It is anticipated that a residential development on this site will help to increase the City's inventory of much needed housing types including affordable, worker, and other types of housing needs. Staff finds this amendment is consistent with Goal 10.

*Goal 11- Public Facilities and Services*

*To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.*

**FINDING 34:** Staff finds that the application of the Residential Zone on the Smith Landing site help develop timely, orderly, and efficient development by extending public facilities and services through site to adjacent lands in the City's UGB through review and approval of the extension of services by city staff including and under the direction of the City Engineer. Initial water, sewer and traffic analyses have indicated that this site can be served by these public facilities with reasonable off-site and on-site improvements made by the developer/property owner. Staff finds this amendment to be consistent with Goal 11.

*Goal 12- Transportation*

*To provide and encourage a safe, convenient, and economic transportation system.*

**FINDING 35:** Staff finds that the application of the Residential Zone on the Smith Landing site is consistent Goal 12 based on evidence in the record and including the City's TSP which shows this site being served by the extension of NW Peters Road from N Main Street. The current land use approval for the site includes a TIA which has established transportation needs consistent with the City's TSP as reviewed and approved by the City Engineer. Any additional development or change to the current approval will require a new evaluation of transportation needs based on the request. Transportation Trip Count thresh holds establish when additional intersection improvements are needed at the N Main Street and NW Peters Road intersection. When improvements are needed, the applicant/developer is responsible for building and paying

for the needed improvements. The city's current TSP have indicated that traffic volumes created by a residential development can likely be mitigated through off-site and on-site improvements made by the owner/developer of the site. Review of impact and mitigation requirements of this amendment will be deferred to review and approval of a development with the exception of the dedication for the NW Peters Road extension. Therefore, staff finds the request is consistent with Goal 12.

*Goal 13 - Energy Conservation*  
*To conserve energy.*

**FINDING 36:** Staff finds that the application of the Residential Zone on the Smith Landing site is consistent with Goal 13. Specific energy conservation policies and development standards are included within the City's Comprehensive Plan, Land Use and Development Ordinances and Building Codes that ensure the Statewide Energy Conservation Goal is implemented on a site specific basis at the time of property development. As there is no specific development proposal for the subject property currently, it is completely uncertain what, if any, impact the proposed amendment will have on energy usage. The potential for compact, high density, residential-use development has great potential to reduce vehicle trips and create efficiencies that will help to conserve energy. Staff finds this amendment is consistent with Goal 13.

*Goal 14- Urbanization*  
*To provide for an orderly and efficient transition from rural to urban land use.*

**FINDING 37:** Staff finds that the application of the Residential Zone on the Smith Landing site is consistent with Goal 14 because this site is already in the UGB and City Limits. Application of the residential use zone will only help this site develop in a manner that provides for an orderly and efficient transition between surrounding uses. Staff finds this proposal is consistent with Goal 14.

**SECTION 4: *Transportation Planning Rule***

The following excerpts from OAR 660 (Transportation Planning Rule) which justify delaying the evaluation and mitigation measures for potential traffic impacts to the review and approval of the Regulatory Master Plan.

**660-012-0060**

**Plan and Land Use Regulation Amendments**

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

- (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
- (b) Change standards implementing a functional classification system; or

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

**FINDING 38:** Staff finds that this is an amendment to the Comprehensive Plan Map and Zoning Map that will likely affect the City's transportation system. However, city staff finds that the types or levels of travel or access are consistent with the functional classification of an existing or planned transportation facility, the NW Peters Road extension as found in the TIA for the sites current land approval. Future development impacts cannot be adequately determined by this proposed amendment alone as there are no future uses proposed under the residential use designations. Staff finds that this amendment to the Comprehensive Plan Map and Zoning Map appears to be consistent with OAR 660-012-0060, in that the City's transportation system has a planned facility across this site which will adequately meet the sites transportation needs as well as the needs of other adjacent properties within the City's UGB.

(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, unless the amendment meets the balancing test in subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (2)(e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.

(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.

(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.

(c) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.

(d) Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management

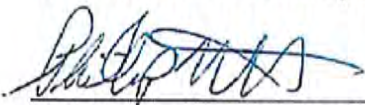
measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.

(e) Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, if the provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all performance standards.

**FINDING 39:** Staff finds that the application of the General Residential (R-2) zone on the Smith Landing site in (2)(a) above requires allowed uses “to be consistent with the planned function, capacity and performance standards of the transportation facility” and item (2)(b) also refers to adequacy of the system to “support the planned land uses.” Staff finds that this amendment will effectively allow no uses on the subject site, it is consistent with this policy. At the time of review of a development, all potential impacts and mitigation measures will be evaluated. Staff finds that this amendment is consistent with these policies due to the lack of any uses allowed in a residential zone prior to approval of a development request.

#### **Conclusions and Recommendation**

Based on the application and evidence including the applicants burden of proof, this staff report, Chapter 5 Economy of the City Comprehensive Plan, and the City’s TSP, it appears to staff that the proposed Comprehensive Plan Map and Zoning Map amendments are consistent with the City’s Zoning Ordinance and Comprehensive Plan as well as Statewide Planning Goals, statutes and administrative rules including OAR 660-009-0010(4) in the letter received from DLCD staff. Therefore, staff requests the Planning Commission make a decision to approve the proposal as presented in this report and forward the decision to the City Council for adoption.

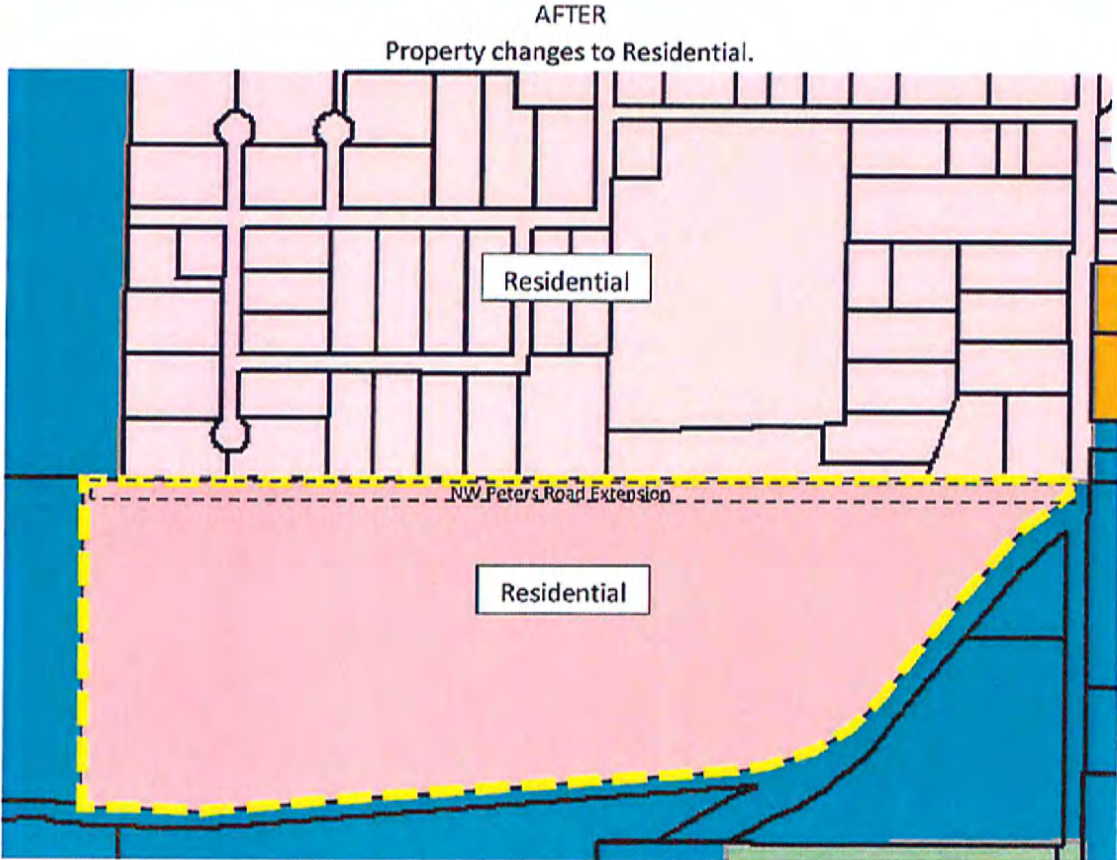
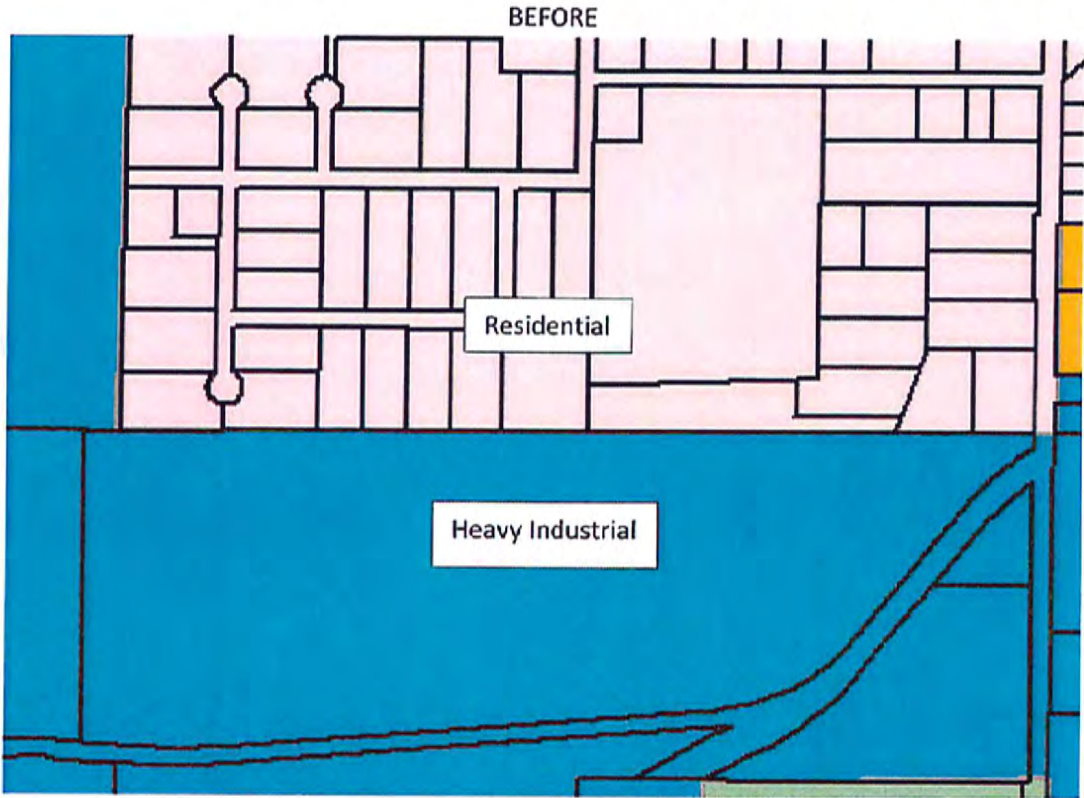


Phil Stenbeck, CFM Planning Director

#### Exhibits

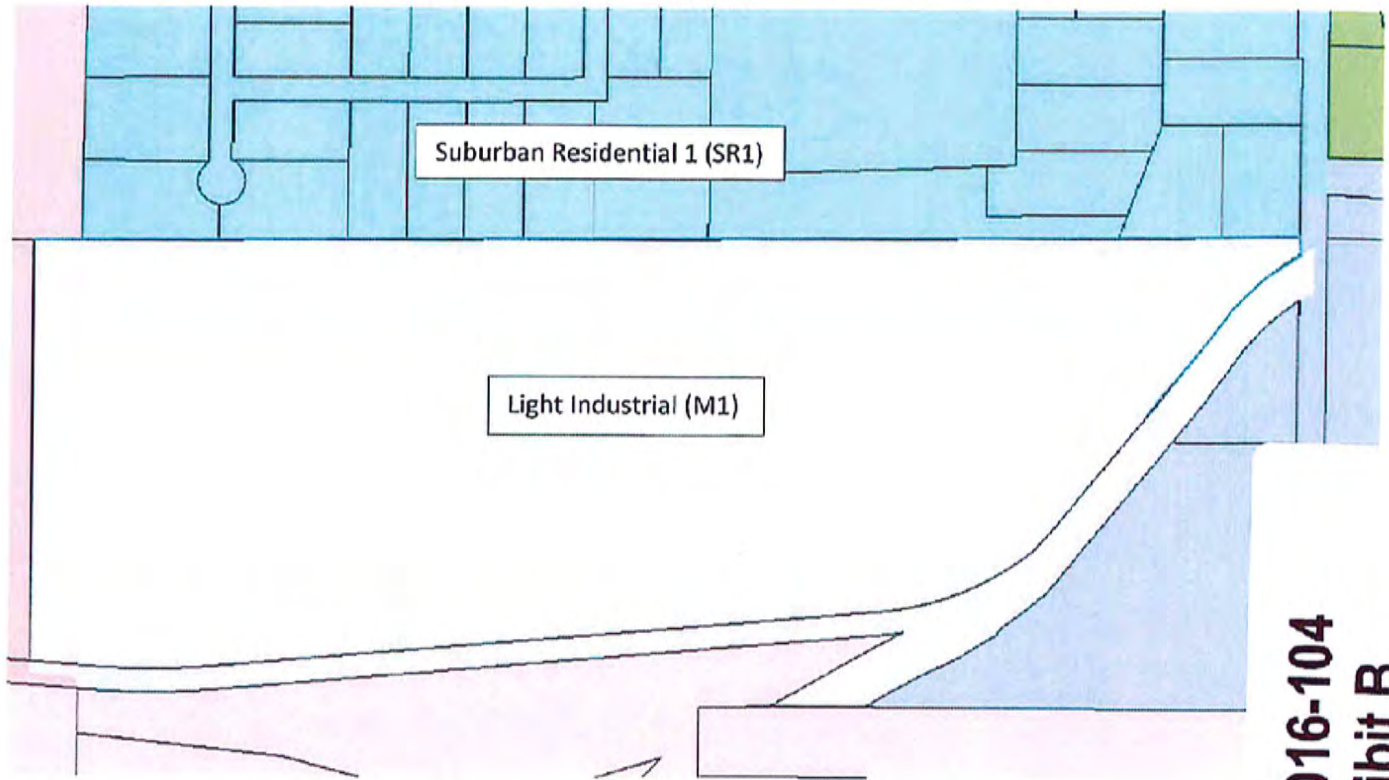
- Exhibit A - Comparison of Current and Proposed Comprehensive Plan Map.
- Exhibit B - Comparison of Current and Proposed Zoning Map.
- Exhibit C - Industrial Lands Inventory table.
- Exhibit D - Letter from the Oregon Department of Land Conservation and Development.
- Exhibit E - News articles about housing crisis in Prineville.

EXHIBIT A (AM-2016-104)  
(T14, R16, S31A, TL100)  
CITY COMPREHENSIVE PLAN MAP AMENDMENT FROM HEAVY INDUSTRIAL TO RESIDENTIAL.

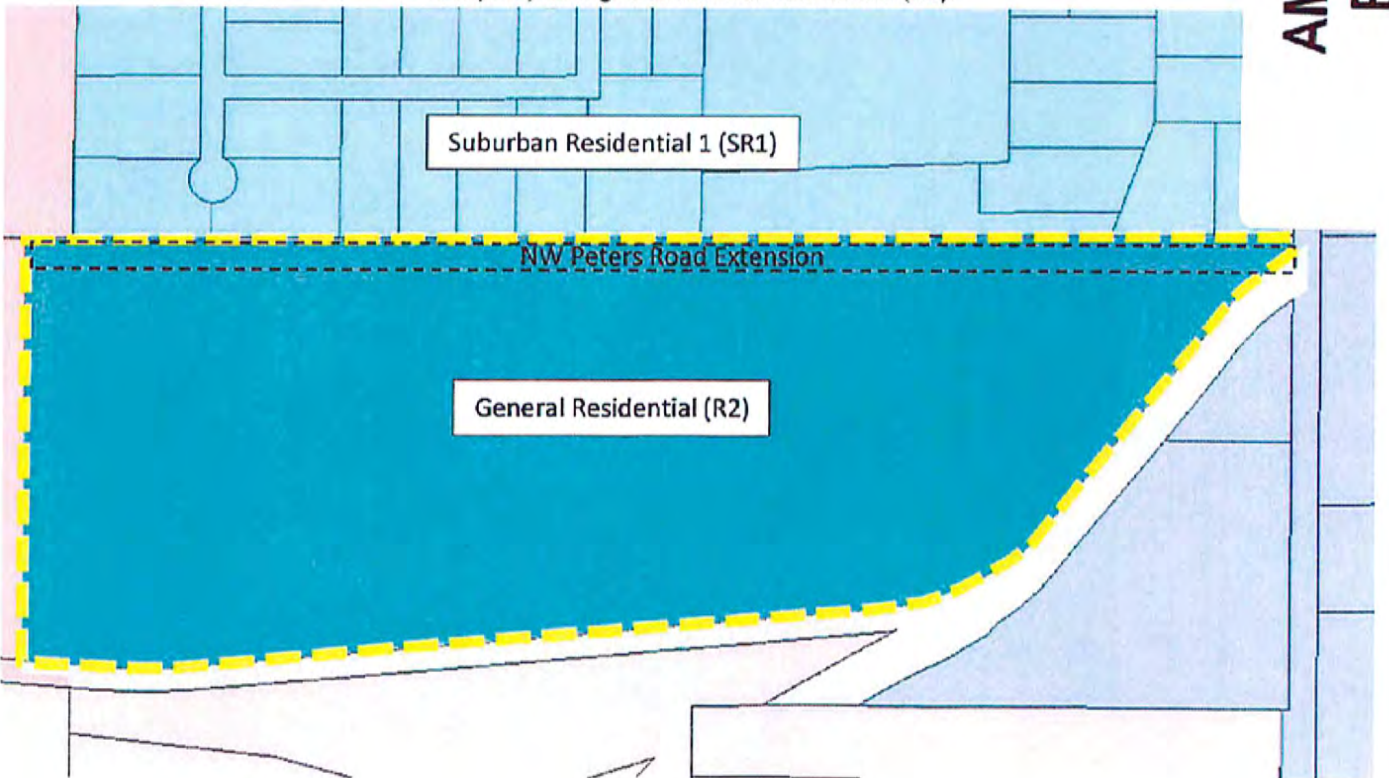


AM-2016-104  
Exhibit A

EXHIBIT B (AM-2016-104)  
CITY ZONE MAP AMENDMENT FROM LIGHT INDUSTRIAL (M1) TO GENERAL RESIDENTIAL (R2).  
(T14, R16, S31A, TL100)  
BEFORE.



AFTER.  
Property changes to General Residential (R2).



AM-2016-104  
Exhibit B

# AM-2016-104 Exhibit C

MAP	TAXLOT	ACRES	ZONE	PROP. CLASS	LAND IMPROVEMENTS	MANUFACT	RMV	FACTOR BOOK CODE	IMPROVEMENTS	
1411200	01420	6.70	LM	301	\$12,840.00		\$220,320.00	USI/ELERT		NO RESERVED
1411200	01430	5.10	SRT	305	\$5,470.00		\$4,470.00			NO UNAPPROVED
1411200	01440	10.89	LM	303	\$5,050.00		\$1,184,350.00	MISCELLANEOUS		NO STATE RESP
1411200	01450	3.20	LM	303	\$1,107,550.00		\$1,250.00			NO UNAPPROVED
1411200	01460	2.12	LM	303	\$1,325.00		\$1,325.00			NO UNAPPROVED
1411200	01470	2.12	LM	303	\$1,620,070.00		\$20,880.00	MISCELLANEOUS		NO UNAPPROVED
1411200	01480	2.12	LM	303	\$1,620,070.00		\$1,325.00			NO UNAPPROVED
1411200	01490	0.16	HM	321	\$29,660.00		485	RESERVED		NO UNAPPROVED
1411200	01500	0.44	HM	300	\$8,945.00		325	FARM OUT BUILDINGS		NO UNAPPROVED
1411200	01510	0.06	HM	300	\$3,620.00		14,535.00			NO UNAPPROVED
1411200	01520	0.06	HM	300	\$13,020.00		\$18,280.00			NO UNAPPROVED
1411200	01530	0.33	HM	300	\$3,000.00		\$7,710.00			NO UNAPPROVED
1411200	01540	0.33	HM	300	\$9,070.00		\$3,710.00			NO UNAPPROVED
1411200	01550	0.33	HM	300	\$44,220.00		\$44,220.00	RESCOUT/AG - FARM OUT BUILDINGS		NO UNAPPROVED
1411200	01560	0.33	LM	300	\$0.00		\$0.00			NO UNAPPROVED
1411200	01570	10.75	LM	300	\$1,375.00		\$1,375.00			NO UNAPPROVED
1411200	01580	0.50	LM	300	\$49,660.00		\$2,000.00			NO UNAPPROVED
1411200	01590	0.75	LM	300	\$49,660.00		\$49,660.00			NO UNAPPROVED
1411200	01600	0.75	LM	300	\$49,660.00		\$49,660.00			NO UNAPPROVED
1411200	01610	1.28	HM	300	\$8,250.00		710	RESTILLARY		NO UNAPPROVED
1411200	01620	7.37	HM	300	\$55,950.00		\$55,250.00			NO UNAPPROVED
1411200	01630	2.80	HM	300	\$55,950.00		\$55,250.00			NO UNAPPROVED
1411200	01640	3.43	HM	300	\$29,760.00		\$1,570,250.00	LUMBER & WOOD PRODUCTS		NO UNAPPROVED
1411200	01650	0.41	LM	303	\$1,587,160.00		\$1,570,250.00			NO UNAPPROVED
1411200	01660	0.41	LM	303	\$1,587,160.00		\$1,570,250.00			NO UNAPPROVED
1411200	01670	10.00	LM	303	\$15,000.00		\$15,200.00			NO UNAPPROVED
1411200	01680	3.55	LM	303	\$1,181,820.00		\$70,300.00	MISCELLANEOUS		NO STATE RESP
1411200	01690	0.42	LM	303	\$42,180.00		\$42,180.00	MISCELLANEOUS		NO STATE RESP
1411200	01700	0.42	LM	303	\$42,180.00		\$42,180.00	MISCELLANEOUS		NO STATE RESP
1411200	01710	0.42	LM	303	\$42,180.00		\$42,180.00	MISCELLANEOUS		NO STATE RESP
1411200	01720	0.81	LM	303	\$1,022,470.00		\$1,860,810.00	OFFICES		NO STATE RESP
1411200	01730	0.42	LM	303	\$17,550.00		\$17,550.00	MISCELLANEOUS		NO STATE RESP
1411200	01740	1.02	LM	303	\$67,160.00		\$67,160.00	MISCELLANEOUS		NO STATE RESP
1411200	01750	0.81	LM	300	\$0.00		\$0.00			NO UNAPPROVED
1411200	01760	0.81	LM	300	\$0.00		\$0.00			NO UNAPPROVED
1411200	01770	2.73	LM	300	\$0.00		\$0.00			NO UNAPPROVED
1411200	01780	2.73	LM	300	\$0.00		\$0.00			NO UNAPPROVED
1411200	01790	2.48	LM	300	\$0.00		\$0.00			NO UNAPPROVED
1411200	01800	2.48	LM	300	\$0.00		\$0.00			NO UNAPPROVED





INDUSTRIAL LANDS WITHIN CITY LIMITS (All City Zones)											
MAP NUMBER	TAXLOT	ACRES	ZONE	PROP CLASS	LAND IMPROVEMENTS	MANUFACT	RMV	FACTOR BOOK CODE	IMPROVEMENTS	STATUS	
141525D	21914	3.18	M2	300	\$2,700.00		\$2,700.00			NO UNAPPROVED	
141525D	21915	3.32	M2	300	\$5,390.00		\$5,390.00			NO UNAPPROVED	
141525D	21420	2.42	M2	300	\$375,272.00	\$384,270.00				NO UNAPPROVED	
141525D	21422	2.56	M2	300	\$19,700.00					NO UNAPPROVED	
141525D	21423	2.62	M2	300	\$14,240.00					NO UNAPPROVED	
141525D	21425	3.82	M2	300	\$378,840.00					NO UNAPPROVED	
141525D	21426	1.00	M2	300	\$29,870.00					NO UNAPPROVED	
141525D	21427	3.71	M2	300	\$134,010.00					NO UNAPPROVED	
141525D	21428	1.78	M2	300	\$52.00					NO UNAPPROVED	
141525D	21720	2.53	M2	300	\$707,170.00					NO UNAPPROVED	
141525D	21722	1.28	M2	300	\$20,778.00					NO UNAPPROVED	
141525D	21723	4.91	M2	301	\$116,028.00					NO UNAPPROVED	
141525D	21724	0.32	M2	300	\$7,600.00					NO UNAPPROVED	
141525D	21725	7.58	M2	303	\$1,218,850.00					NO UNAPPROVED	
141525D	21726	7.58	M2	303	\$1,218,850.00					NO UNAPPROVED	
141525D	21727	7.58	M2	303	\$1,218,850.00					NO UNAPPROVED	
141525D	21728	0.33	M2	300	\$8,000.00					NO UNAPPROVED	
141525D	21729	1.91	M1	501	\$16,458.00					NO UNAPPROVED	
141525A	02105	3.37	M1	500	\$16,000.00					NO UNAPPROVED	
141525A	02106	4.73	M2	301	\$29,490.00					NO UNAPPROVED	
141525A	02107	0.23	M2	301	\$7,770.00					NO UNAPPROVED	
141525A	02108	0.43	M2	301	\$17,410.00					NO UNAPPROVED	
141525A	02109	2.68	M2	301	\$7,100.00					NO UNAPPROVED	
141525A	02110	2.88	M2	301	\$47,057.00					NO UNAPPROVED	
141525A	02111	2.55	M2	301	\$13,330.00					NO UNAPPROVED	
141525A	02112	0.83	M2	301	\$28,030.00					NO UNAPPROVED	
141525A	02113	0.23	M2	301	\$17,770.00					NO UNAPPROVED	
141525A	02114	0.63	M2	301	\$19,850.00					NO UNAPPROVED	
141525A	02115	4.69	M1	300	\$192,805.00					NO UNAPPROVED	
141525A	02116	1.40	M1	301	\$13,168.00					NO UNAPPROVED	
141525A	02117	2.84	M1	300	\$20,980.00					NO UNAPPROVED	
141525A	02118	0.44	M2	300	\$5,500.00					NO UNAPPROVED	
141525A	02119	0.39	M2	301	\$5,420.00					NO UNAPPROVED	
141525A	02120	1.45	M2	301	\$13,770.00					NO UNAPPROVED	
141525A	02121	0.45	M2	301	\$11,850.00					NO UNAPPROVED	
141525A	02122	0.61	M2	300	\$10,140.00					NO UNAPPROVED	
141525A	02123	0.41	M2	300	\$7,730.00					NO UNAPPROVED	
141525A	02124	3.71	M2	300	\$27,730.00					NO UNAPPROVED	
141525D	02101	8.89	M1	303	\$63,840.00					NO UNAPPROVED	
141537A	01106	0.27	M2	300	\$7,000.00					NO UNAPPROVED	
141537A	01107	2.03	M2	303	\$41,892.00					NO UNAPPROVED	
141537B	02100	29.96	M2	303	\$432,340.00					NO UNAPPROVED	
141537B	02101	3.29	M1	309	\$143,750.00					NO UNAPPROVED	
141537B	02102	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02103	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02104	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02105	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02106	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02107	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02108	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02109	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02110	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02111	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02112	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02113	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02114	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02115	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02116	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02117	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02118	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02119	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02120	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02121	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02122	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02123	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02124	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02125	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02126	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02127	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02128	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02129	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02130	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02131	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02132	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02133	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02134	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02135	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02136	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02137	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02138	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02139	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02140	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02141	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02142	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02143	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02144	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02145	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02146	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02147	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02148	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02149	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02150	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02151	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02152	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02153	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02154	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02155	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02156	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02157	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02158	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02159	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02160	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02161	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02162	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02163	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02164	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02165	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02166	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02167	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02168	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02169	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02170	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02171	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02172	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02173	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02174	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02175	1.65	M1	300	\$103,780.00					NO UNAPPROVED	
141537B	02176	1.65	M1								







# Oregon

Kate Brown, Governor

Department of Land Conservation and Development

635 Capitol Street NE, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

[www.lcd.state.or.us](http://www.lcd.state.or.us)

November 15, 2016

## AM-2016-104 Exhibit D



Phil Stenbeck  
Planning Director  
City of Prineville  
387 NE Third Street  
Prineville, OR 97754

RE: City file AM-2016-104 (DLCD file 004-16)

Dear Phil,

This letter is in request to the above referenced post acknowledgement plan amendment for an amendment to Prineville's Comprehensive Plan Map and Zoning Map which would re-designate 33 acres of industrial land to residential land.

Upon review of the materials submitted to DLCD, we request that the city provides findings in compliance with Division 9 of the Oregon Administrative Rules (OAR). OAR 660-009-0010(4) states:

*(4) For a post-acknowledgement plan amendment under OAR chapter 660, division 18, that changes the plan designation of land in excess of two acres within an existing urban growth boundary from an industrial use designation to a non-industrial use designation, or another employment use designation to any other use designation, a city or county must address all applicable planning requirements, and:*

*(a) Demonstrate that the proposed amendment is consistent with its most recent economic opportunities analysis and the parts of its acknowledged comprehensive plan which address the requirements of this division; or*

*(b) Amend its comprehensive plan to incorporate the proposed amendment, consistent with the requirements of this division; or*

*(c) Adopt a combination of the above, consistent with the requirements of this division.*

This application falls short in that it does not contain sufficient findings to demonstrate either consistency with Prineville's most recent economic opportunities analysis (EOA) or that the proposed comprehensive plan amendment will update the EOA to comply with this division.

The Burden of Proof submitted with the notice of amendment does reference the City's 2007 Comprehensive Plan, stating the subject property was one of five parcels identified on a list of

"Additional reductions to industrial land acreages after the 2004 UGB expansion due to needed rezoning." However, the burden of proof does not contain sufficient references for us to confirm that this site was one of the five identified for needed rezoning, what zone the identified need was for, nor whether these "reductions to industrial land acreages" are consistent with the city's most recent EOA.

From our phone discussion today, I understand that you are currently working on the findings intended to address Division 9. I would appreciate it if you would forward a copy of these findings to me once they are completed.

Sincerely,

*D. Scott Edelman*

Scott Edelman  
Central Region Representative

# AM-2016-104

## Exhibit E

### Apple, Facebook data center construction exhausts Prineville housing supply

**AP** By [The Associated Press](#)  
[Follow on Twitter](#)  
on June 28, 2016 at 9:03 AM

The construction of two new data centers in Prineville has prompted a temporary housing shortage in the central Oregon town.

**The Bend Bulletin** reports that construction workers are living out of hotels for months at a time because there's nowhere else to stay.

An informal city survey found that about 17 percent of the town's 230 hotel rooms have been booked for extended stays. The Central Oregon Rental Owners Association's 2016 survey says the rental vacancy rate for houses and duplexes hit zero percent this year.

Prineville's planning director Phil Stenbeck says that doesn't leave many options for the 500 construction workers who are building new data centers for Facebook and Apple. He says many workers are finding housing in Madras, Redmond or Bend and commuting about 40 miles to work.

— The Associated Press



---

[What's it going to take to fix Tektronix?](#)

[Intel recalls smartwatches warns of 'burns or blisters'](#)

[Qorvo: Hillsboro no longer a headquarters](#)

[Jive Software cofounder Matt Tucker returns to Portland with new startup: Koan](#)

[Analog Devices, buying Linear Technology for \\$14.8 billion, will apparently retain Camas factory](#)

[All Stories](#)

---

Registration on or use of this site constitutes acceptance of our [User Agreement](#) and [Privacy Policy](#)

© 2016 Oregon Live LLC. All rights reserved. ([About Us](#)).

The material on this site may not be reproduced, distributed, transmitted, cached or otherwise used, except with the prior written permission of Oregon Live LLC.

[Community Rules](#) apply to all content you upload or otherwise submit to this site.

[Ad Choices](#)



All who wander are not lost.



(<http://www.bendbulletin.com/weather/>)  
Bend, OR

59° 9:52 am PDT  
Partly sunny

([http://www.aacnweather.com/en/us/bend-or/97701/weather-forecast/335264?utm\\_source=www.bendbulletin.com&utm\\_medium=wp\\_weather\\_widget&utm\\_](http://www.aacnweather.com/en/us/bend-or/97701/weather-forecast/335264?utm_source=www.bendbulletin.com&utm_medium=wp_weather_widget&utm_))

**The Bulletin** (<http://www.bendbulletin.com/>)  
referer=logo)  
Serving Central Oregon since 1903  
Friday, July 8, 2016

Subscriber Sign In (<https://myaccount-wc-eb>)  
Manage Account (<https://bb-services-dcloud>)  
Subscribe (<https://bb-services-dcloud.com/subscribe>)

Home (<http://www.bendbulletin.com/home/>) · Opinion (<http://www.bendbulletin.com/opinion/>) · Editorial: Prineville needs the temporary RV parks

PRINT ([HTTP://WWW.BENDBULLETIN.COM/OPINION/4486707-153/EDITORIAL-PRINEVILLE-NEEDS-THE-TEMPORARY-RV-PARKS](http://www.bendbulletin.com/opinion/4486707-153/editorial-prineville-needs-the-temporary-rv-parks))  
SHARE ([HTTP://WWW.ADDTHIS.COM/BOOKMARK.PHP?V=250&PUB=BULLETINWEBMASTER](http://www.addthis.com/bookmark.php?v=250&pub=bulletinwebmaster))  
E-MAIL FACEBOOK TWEET STUMBLEUPON GOOGLE

# Editorial: Prineville needs the temporary RV parks

Published Jul 8, 2016 at 12:10AM

If you think Bend has housing problems, look east to Prineville. The largest city in Crook County has a zero vacancy rate in its rental housing market. Bend's single-digit vacancy rate looks good by comparison. Now Prineville city officials are working on plan to improve the situation, as they must.

Prineville suffered during the Great Recession. It's now in a construction boom.

Apple is adding a third building to its data center complex. At 330,000 square feet, it's as big as the original Apple building, and other, smaller structures will be built as well. At the same time, Facebook, owner of the city's first data center, also is adding thousands of square feet to its Prineville holdings.

That means hundreds of construction workers and no place to put them. Local hotels and motels report that some 17 percent of their rooms have been snapped up for long-term rentals, a solution that is both expensive and not particularly satisfactory for the workers.

The city hopes to ease the situation by adding new language to its planning code. It will, says Phil Stenbeck, planning director, create a "temporary housing" section that will allow for 100-space RV-park-type developments on land zoned for industrial use. Each large project could have a site. The plan does not violate state land use laws, he says, because it can be justified in existing planning documents.

The parks won't solve all of the city's problems, Stenbeck acknowledges, but that's not the city's aim. It hopes to strike a balance between construction workers' needs and the community's own building industry, providing relief for the former without undercutting the latter. Too, he said, the parks will give local developers time to work to expand the city's housing supply. He hopes to have final approval of the changes by next month.

They'll come just in time. Some 100 electricians are expected to arrive in the next few weeks, and they'll need places to live. The new parks will provide those spaces, at least for now.

14427571

View next article in Opinion (<http://www.bendbulletin.com/opinion/4486708-151/editorial-oea-is-right-about-change-to-teacher>)

**Get Central Oregon's top headlines delivered to your inbox every morning**

Your email address



Great Outdoors:  
Recently submitted pics from readers  
([slideShows?layout=2&slideShowid=33](#))



Get daily headlines to your inbox

Enter your email address

**Connect with The Bulletin**

(<https://www.facebook.com/bendbulletin/>)

(<http://www.twitter.com/thebulletin>)

(<https://www.linkedin.com/company/the-bulletin/>)

(<http://www.pinterest.com/bendbulletin/>)

(<https://www.youtube.com/user/bulletinwebmaster>)

(<http://instagram.com/bendbulletin>)

Popular Comments

Popular stories for Opinion  
Sunday reader: Car buyers pulling the plug on electric (<http://opinion/4467133-151/sunday-reader-car-buyers-pulling-the-plug?referer=popular>)



December 6, 2016

City of Prineville Planning Commission  
387 NE Third Street  
Prineville, Oregon 97754

**Re: AM-2016-104: Amending the Comprehensive Plan Map from heavy Industrial to Residential; and the Zoning Map from Light Industrial to general Residential for 33.00 acres located at T14, R16, S31A, and TL100.**

Dear Prineville Planning Commission:

This letter is submitted jointly by Housing Land Advocates (HLA) and the Fair Housing Council of Oregon (FHCO). Both HLA and FHCO are non-profit organizations that advocate for land use policies and practices that ensure an adequate and appropriate supply of affordable housing for all Oregonians. FHCO's concerns relate to a jurisdiction's obligation to affirmatively further fair housing. Please include these comments in the record for the above-referenced proposed amendment.

The proposed amendment to the Comprehensive Plan Map and Zoning Map must be in compliance with the Statewide Planning Goals. ORS 197.175(2)(a). However, the staff report for this proposal does not fully consider Statewide Planning Goal 10 (Goal 10).

HLA and FHCO applaud the City's aim of increasing its residential land supply. However, when a decision is made affecting the residential land supply, the City must undertake a complete Goal 10 analysis. Goal 10 requires the City to inventory buildable lands for residential use and to use that inventory to show that an adequate number of needed housing units can be supported with the residential supply after the proposed change is enacted. While Goal 10 is mentioned in the staff report, there is not a complete Goal 10 analysis.

Even when increasing the residential land supply, the City must undertake a full analysis to show that it is adding needed residential zones (e.g. multifamily vs. single-family). For instance and in

**1221 SW Yamhill Street, Portland, Oregon 97205**





light of the articles provided in Exhibit E of the staff report, it may be better planning for a different residential zoning designation to be applied to allow this property owner or a subsequent one to have more options for multi-family housing and increased density. The staff report does not address the potential impact of the proposal on the City's Goal 10 obligations. The City must demonstrate that its actions do not leave it with less than adequate residential land supplies in the types, locations, and affordability ranges affected. *Mulford v. Town of Lakeview*, 36 Or LUBA 715, 731 (1999) (rezoning residential land for industrial uses); *Gresham v. Fairview*, 3 Or LUBA 219 (same); see also, *Home Builders Assn. of Lane County v. City of Eugene*, 41 Or LUBA 370, 422 (2002) (subjecting Goal 10 inventories to tree and waterway protection zones of indefinite quantities and locations).

HLA and FHCO urge the Commission to defer adoption of the proposed amendment until its impact on the City's Goal 10 obligations is fully and adequately analyzed and documented. Thank you for your consideration. Please provide written notice of your decision to, FHCO, c/o Louise Dix, at 1221 SW Yamhill Street #305, Portland, OR 97205 and HLA, c/o Jennifer Bragar, at 121 SW Morrison Street, Suite 1850, Portland, OR 97204.

Sincerely,

A handwritten signature in cursive script that reads "Louise J. Dix".

Louise Dix  
AFFH Specialist  
Fair Housing Council of Oregon

A handwritten signature in cursive script that reads "Jennifer Bragar".

Jennifer Bragar  
President  
Housing Land Advocates

**1221 SW Yamhill Street, Portland, Oregon 97205**



**City of Prineville**  
DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT  
STAFF REPORT

**AM-2016-104 – ADDENDUM A**

**to the Planning Commission Staff Report dated December 6, 2016 due to letter received on December 5, 2016 via e-mail from Louise Dix, AFFH Specialist Fair Housing Council of Oregon and Jennifer Bragar, President Housing Land Advocates.**

**Date:** December 6, 2016  
**File No.:** AM-2016-104  
**Applicant/Owner:** Smith Landing LLC  
**Location:** 1965 N Main Street, Prineville – T14, R16, S31A, TL100.  
**Notice to DLCD:** 10/28/16  
**Newspaper Notice:** 11/25/16 and 11/29/16  
**Public Hearing:** 12/6/16  
**Applicable Criteria:** City's Comprehensive Plan, Land Use Code Chapter 153, City's Transportation System Plan, Statewide Planning Goals, ORS 197.610 and OAR 660-009-0010(4).  
**Staff:** Phil Stenbeck, Planning Director

**Written Comments received on December 5, 2016.**

In the afternoon of December 5, 2016, City Planning staff received an e-mail with a letter attached from Louise Dix, AFFH Specialist Fair Housing Council of Oregon and Jennifer Bragar, President Housing Land Advocates in which they applaud the City's aim of increasing its residential land supply. FHCO and HLA also request in the letter that the Planning Commission not make a decision until additional information is added into the record which shows how the requirements found in Goal 10 are met. In response to their request, Planning staff have added the following evidence/information to the record which explains in greater detail how the proposal meets the requirements found in Goal 10 as requested and have attached as Exhibit F a copy of the City's Buildable Land Analysis and Future Land Needs Analysis which answers questions about Goal 10 requirements.

**Executive Summary**

Oregon Statewide Planning Goal 10 is the State's Housing Goal. Goal 10 is instrumental in providing a range of housing opportunities for Oregonian's of all economic, age, and disabilities. Communities are required to comply with certain housing requirements found in Goal 10, which are established by evidence in the form of inventories and research which describe the existing housing inventories in a community, their locational attributes and ultimately show what types of housing are needed and generally where in the community.

The Smith Landing, LLC site is located adjacent to and southwest of the North Main Street and Peters Road intersection at the northwest edge of the City and adjacent to lands in the

City's Urban Growth Boundary. As found in the City Housing Chapter, housing adjacent to the City limit and UGB areas are to be planned in a manner which establishes a transitional nature from the City to the UGB with the opportunity for a higher density of housing within the City than the UGB. The Smith Landing Site which is in City Limits has been identified in the Chapter 5 of the City's Comprehensive Plan as appropriate for rezoning to a residential zoning. In this case, where the site is in the City and is adjacent to the UGB, the City's Comprehensive Plan dictates that the site should not be zoned low density or high density, but be zoned in a manner that gives the site the flexibility to provide a range of housing opportunities which blend from the UGB low density into the City a higher density of development, creating a range of housing opportunities. Planning staff find the appropriate zoning for the Smith Landing Site is the General Residential (R-2) zone which both allows single family residential at 8 units per acre through housing densities of up to 20 units per acre.

Concern # 1 from the FHCO/HLA letter

**1) *The proposed amendment to the Comprehensive Plan Map and Zoning Map must be in compliance with the Statewide Planning Goals. ORS 197.175(2)(a).***

197.175 Cities' and counties' planning responsibilities; rules on incorporations; compliance with goals. (1) Cities and counties shall exercise their planning and zoning responsibilities, including, but not limited to, a city or special district boundary change which shall mean the annexation of unincorporated territory by a city, the incorporation of a new city and the formation or change of organization of or annexation to any special district authorized by ORS 198.705 to 198.955, 199.410 to 199.534 or 451.010 to 451.620, in accordance with ORS chapters 195, 196 and 197 and the goals approved under ORS chapters 195, 196 and 197. The Land Conservation and Development Commission shall adopt rules clarifying how the goals apply to the incorporation of a new city. Notwithstanding the provisions of section 15, chapter 827, Oregon Laws 1983, the rules shall take effect upon adoption by the commission. The applicability of rules promulgated under this section to the incorporation of cities prior to August 9, 1983, shall be determined under the laws of this state.

(2) Pursuant to ORS chapters 195, 196 and 197, each city and county in this state shall:

(a) Prepare, adopt, amend and revise comprehensive plans in compliance with goals approved by the commission;

**FINDING 1A** – Planning staff find that the proposed plan amendment and zone change is consistent with ORS 197.175(2)(a), because the evidence in the record submitted by the applicant, the staff report and record and this addendum present evidence which flows from the City's adopted 2007 Comprehensive Plan (more specifically Chapter 7 Housing and Chapter 5 Economy) and subsequent updates, which have been acknowledged by Oregon's Land Conservation and Development Commission (LCDC). Staff also finds that the City's Comprehensive Plan (more specifically Chapters 7 Housing and Chapter 5 Economy) were updated from an appropriately designed Goal 10 housing analysis which has been acknowledged by the LCDC, which established the following facts and evidence used to make a decision in favor of the requested plan amendment and zone change to residential land. Staff also finds the City's acknowledged Comprehensive Plan is given standing in Oregon's Statewide Land Use Program as the community's agreed upon land use vision for the community as required by ORS 197.175(2)(a).

Concern # 2 from the FHCO/HLA letter

**2) However, the staff report for this proposal does not fully consider Statewide Planning Goal 10 (Goal 10). HLA and FHCO applaud the City's aim of increasing its residential land supply. However, when a decision is made affecting the residential land supply, the City must undertake a complete Goal 10 analysis.**

**FINDING 2A** – Planning staff find that the Goal 10 analysis was completed for updating the Chapter 7 of the City's Comprehensive Plan, as mentioned and found in Chapter 7, which was further used to identify the Smith Landing LLC Site in Chapter 5 of the City's Comprehensive Plan as needing to be rezoned to residential. Staff also finds that the information in this addendum from Chapter 7 Housing of the City Comprehensive Plan and the Planning Commission staff report evidence from Chapter 5 Economy of the City's Comprehensive Plan show that the site is needed as residential land and that the City determined that it is appropriate to rezone the land to General Residential (R-2) zoning after going through the analysis requirements found under Statewide Planning Goal 10.

Concern # 3 from the FHCO/HLA letter

**3) Goal 10 requires the City to inventory buildable lands for residential use.**

**FINDING 3A** – Planning staff find that the following information that flows from Chapter 7 Housing of the City's Comprehensive Plan is evidence that this proposal is consistent with the analysis requirements found under Statewide Planning Goal 10. Chapter 7 of the City's Comprehensive Plan was updated using a Goal 10 analysis (attached as Exhibit F) which met all the requirements found in Goal 10. Additionally, Chapter 5 Economy of the City's Comprehensive plan was updated further embellishing the City position that this site is needed as residential land.

**Prineville Comprehensive Plan**  
Chapter 7 Housing (Page 109 -111)

*Purpose and Intent*

The 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.

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 Prineville community contains a variety of housing choices and vacant and redevelopable lands. Single-family homes are the dominant housing type. However, the City Housing Model data shows that additional lands for mixed-use and multi-family housing need to be addressed. 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.

#### *Affordability*

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.

#### *Housing Needs Model*

State of Oregon has developed a housing model that can predict the type and number of units needed for the desired growth period. The model is attached to this report and shows that an additional 1301.3 acres of residential land are needed beyond the recent 2004 UGB expansion. Some of the needed lands will be supplied by the rezoning of 569.0 acres of inappropriately zoned industrial lands as noted above. Remaining acreages may be obtained by expanding the UGB in appropriate areas as determined by additional study and findings necessary to meet State law. This program, in addition to other analysis techniques and planning tools, 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 and is a tool for the monitoring of housing needs and development of land and unit need projections. It is the basis for establishing accurate inventories and accommodates any needed revisions through local calibration and data collection. Use of the model, over time, will produce different outputs dependant upon changing characteristics and market trends in the community related to all needed housing types. The complete housing model and the 2005 outputs are available in the appendix of this document.

#### *Issues, Goals, Policies, and Programs*

Available, affordable, safe 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. 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, and other experts. Information was also obtained from other resources including DLCDC, Crook County, EDCO, and personal interviews with Central Oregon Regional Housing Authority CORHA staff, local bank representatives, housing service providers, and others as noted. The data helps local decision makers understand the various aspects of housing and population change.

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.

### *Historical Housing*

Prineville is the oldest community 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 less than 1200 square feet in size and similar in style. Many do not have connections to City 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 condition where 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.

*Effects of Growth*

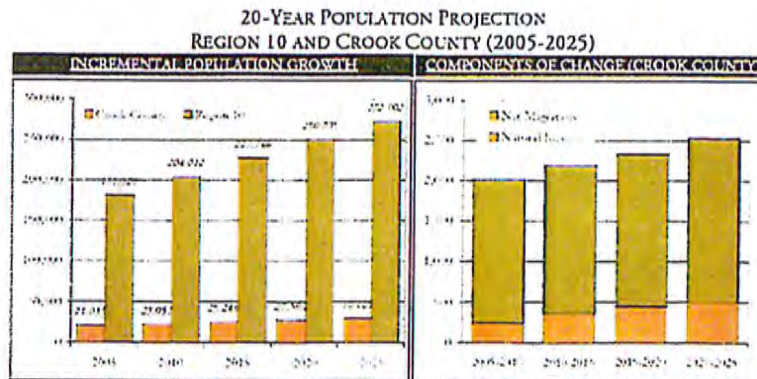
Prineville has experienced unprecedented residential development within the UGB in the last 10 years. A significant amount of the new housing has been built between 1994 and 2004. This consists of primarily detached, single family dwellings although a few large attached multi-family dwelling projects occurred during the same time. For the most part, these new dwelling units were built within the 2007 City limits.

While this growth has put a strain on public services, a positive aspect of this housing boom is that the 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 or redevelopment does occur on these UGB lands, it is primarily limited to detached, single-family subdivisions.

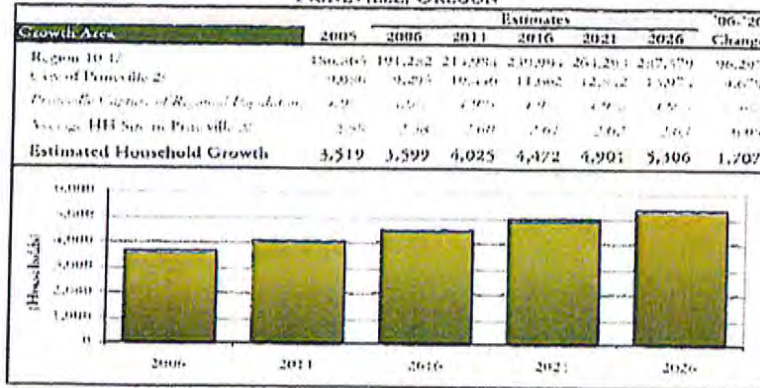
*Snapshot of the Housing Market*

The housing market in Central Oregon is changing. A greater share of families/households is fundamentally “priced out” of Deschutes County (Bend, Redmond and Sisters), and thus, buyers are considering alternative options in Prineville.

Over the next twenty years, the Oregon Office of Economic Analysis expects regional and county level population to continue a healthy growth pattern. Through 2025, State forecasts estimate an additional 91,382 individuals are expected to permanently reside within Region 10 (Deschutes, Jefferson and Crook Counties), 9,090 of which will locate in Crook County, roughly 9.94%. Additionally, roughly 82.3% of anticipated Crook County population growth will be realized through net in-migration. Total new ownership demand in Prineville is expected to exceed 3,510 units over the next ten years. The total demand profile by age indicates sizable demand from existing households among middle age and pre-retirees. Approximately 34% of all ownership demand is expected to be derived from households of 35-54 years. In other words, turnover demand from existing younger household will likely combine with demand from elderly households to provide a diverse range of qualified buyers within the primary market area over the next five to ten years.



BASELINE HOUSEHOLD GROWTH SCENARIO  
 PRINEVILLE, OREGON



**Prineville Comprehensive Plan**  
 Chapter 7 Housing (Page 115)  
 Distribution of the existing population by income.

Table H.7  
 AGE BY INCOME DISTRIBUTION OF HOUSEHOLDS  
 PRINEVILLE, OREGON (2006-2016)

Household Income Range 1/	Age of Householder							Total	Age of Householder							Total													
	15-24	25-34	35-44	45-54	55-64	65-74	75+		15-24	25-34	35-44	45-54	55-64	65-74	75+														
<b>2006</b>															<b>NET CHANGE (2006-2011)</b>														
Under \$15,000	69	69	108	107	52	168	216	779	17	20	32	31	15	49	62	227													
\$15,000-\$24,999	46	159	87	67	69	68	124	611	13	44	25	20	20	20	36	178													
\$25,000-\$34,999	61	171	143	33	61	80	50	660	18	50	42	10	18	23	15	175													
\$35,000-\$49,999	79	176	151	120	65	35	39	664	23	51	44	35	19	10	11	194													
\$50,000-\$74,999	46	159	115	120	136	36	25	628	13	44	34	35	40	11	7	183													
\$75,000-\$99,999	0	46	59	55	26	9	6	201	9	13	17	16	8	3	2	59													
\$100,000-\$149,999	0	16	21	46	21	6	8	119	0	5	6	13	6	2	2	35													
\$150,000-\$249,999	0	12	0	1	11	1	16	41	0	3	0	0	3	0	5	12													
\$250,000-\$499,999	0	0	0	1	0	1	6	8	0	0	0	0	0	0	2	2													
\$500,000 or More	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0													
<b>TOTAL</b>	<b>291</b>	<b>791</b>	<b>644</b>	<b>549</b>	<b>440</b>	<b>405</b>	<b>491</b>	<b>3,651</b>	<b>85</b>	<b>231</b>	<b>200</b>	<b>160</b>	<b>128</b>	<b>118</b>	<b>142</b>	<b>1,064</b>													
<b>2011</b>															<b>NET CHANGE (2011-2016)</b>														
Under \$15,000	77	59	139	138	67	217	278	201	23	27	41	41	20	64	93	299													
\$15,000-\$24,999	59	194	112	46	89	88	160	101	18	58	33	26	27	26	48	235													
\$25,000-\$34,999	79	221	185	42	79	103	65	-14	23	66	55	13	23	31	19	230													
\$35,000-\$49,999	102	227	196	155	83	45	50	-52	30	68	58	46	25	14	15	255													
\$50,000-\$74,999	59	194	149	155	176	47	32	-27	18	58	44	46	52	14	9	241													
\$75,000-\$99,999	0	59	76	71	33	12	8	8	0	18	23	21	10	4	2	77													
\$100,000-\$149,999	0	21	27	59	27	8	11	11	0	6	5	18	8	2	3	46													
\$150,000-\$249,999	0	15	0	2	14	2	21	21	0	5	0	0	4	0	6	16													
\$250,000-\$499,999	0	0	0	2	0	2	6	8	0	0	0	0	0	0	2	3													
\$500,000 or More	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0													
<b>TOTAL</b>	<b>376</b>	<b>1,022</b>	<b>884</b>	<b>709</b>	<b>568</b>	<b>523</b>	<b>634</b>	<b>4,716</b>	<b>112</b>	<b>304</b>	<b>263</b>	<b>211</b>	<b>169</b>	<b>155</b>	<b>188</b>	<b>1,402</b>													
<b>2016</b>															<b>NET CHANGE (2006-2016)</b>														
Under \$15,000	100	116	181	179	87	281	361	1,305	40	47	73	72	35	113	145	526													
\$15,000-\$24,999	77	252	146	112	116	114	205	1,024	31	102	59	45	47	46	84	413													
\$25,000-\$34,999	102	287	240	55	102	134	84	1,005	41	116	97	22	41	54	34	405													
\$35,000-\$49,999	132	295	254	201	108	59	65	1,113	53	119	102	81	44	24	26	549													
\$50,000-\$74,999	77	252	193	201	228	61	41	1,052	31	102	78	81	92	25	17	424													
\$75,000-\$99,999	0	77	98	92	43	16	10	336	0	31	40	37	17	6	4	136													
\$100,000-\$149,999	0	23	35	77	35	10	14	199	0	11	14	31	14	4	6	80													
\$150,000-\$249,999	0	20	0	2	18	2	27	69	0	8	0	1	7	1	11	28													
\$250,000-\$499,999	0	0	0	2	0	2	10	14	0	0	0	1	0	1	4	6													
\$500,000 or More	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1													
<b>TOTAL</b>	<b>488</b>	<b>1,325</b>	<b>1,146</b>	<b>920</b>	<b>737</b>	<b>678</b>	<b>822</b>	<b>6,118</b>	<b>197</b>	<b>535</b>	<b>462</b>	<b>371</b>	<b>297</b>	<b>274</b>	<b>331</b>	<b>2,465</b>													



Over the next ten years, new household growth are estimated to generate an additional 1,569 ownership households in the City of Prineville. A considerable proportion of growth, roughly 37%, will be derived from households earning less than \$25,000 annually, indicating a significant number of senior and retired buyers with non-income wealth. This condition is exemplified by 37.5% of the new households entering the area falling in the 55+ age. However, working age/family households are also expected to have an increased presence in coming years. Households aged 25-44 earning between \$35,000 and \$99,999 are projected to grow by 132% over the next ten years.

#### *Turnover Demand*

When turnover demand is considered, total new ownership demand in the area exceeds 3,510 units over the next ten years. The total demand profile by age cohort indicates sizable demand from existing households among middle age and pre retiree cohorts. Roughly, 34% of all ownership demand is expected to be derived from households of 35-54 years. In other words, turnover demand from existing younger household will likely combine with structural demand from elderly households to provide a diverse range of qualified buyers within the primary market area over the next five to ten years.

#### *Housing Affordability*

Housing costs 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 mortgage payments. However, Census data shows that more than 22% of Prineville homeowners pay more than 30 percent of their income for 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-family structures, manufactured housing or condominiums), and a better jobs market.

#### *Urban Interface Areas*

Citizens have expressed a need for a Comprehensive Plan Policy and associated implementation program that would help reduce the potential negative effects sometimes associated with urban levels of development abutting established lower density area uses inside the City limits and/or abutting the Urban Growth Boundary (UGB) and outside of the City limits. While it is recognized that rural lands in the UGB will likely redevelop and lower density areas will urbanize to their ultimate Plan designation, it is necessary to provide a policy that transitions growth in these areas.

#### *Inventory of sound housing in urban areas*

The bulk of the housing stock was built since 1960 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 regulations. 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 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 yet high enough to enable the community to qualify for special grants and loans for extending infrastructure to disadvantaged areas. Other measures to extend public services to all areas of the community are underway.

Goal # 1: Encourage a wide range of housing types satisfying the urban development needs of the Prineville community.

#### Housing Values and Policies

- It is necessary to provide adequate buildable residential land for the 20 year planning horizon.
- It is necessary 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 community should maintain the feel of a small community through careful design of new and redeveloping residential areas.
- The Prineville community needs a full range of housing types to sustain a healthy community.
- The Prineville community desires to encourage and sustain affordable housing while protecting the physical characteristics of land relating to soils, slope, erosion, drainage, natural features, and vegetation.

#### Concern # 4 from the FHCO/HLA letter

***4) And to use that inventory to show that an adequate number of needed housing units can be supported with the residential supply after the proposed change is enacted.***

**FINDING 4A** – Planning staff find that the Smith Landing LLC Site which is shown in Chapter 5 of the City’s Comprehensive Plan as needing to be rezoned to residential zoning is proof that an adequate number of needed housing units can be supported with the residential supply after the proposed change is enacted. Staff further finds that the General Residential (R-2) zoning is appropriate based on housing policy in Chapter 7 which indicates it is the City’s intention to zone sites near the edge of the City, adjacent to land in the UGB, in a manner that provides for a housing density transition from higher to lower density in the UGB.

Concern # 5 from the FHCO/HLA letter

**5) While Goal 10 is mentioned in the staff report, there is not a complete Goal 10 analysis.**

**FINDING 5A** – Planning staff agree that information about the required Goal 10 analysis was not clearly available. Planning staff find that the required Goal 10 analysis was done and was used to update Chapter 7 Housing of the City Comprehensive Plan. Staff finds further that this site was identified as a part of that Goal 10 analysis and was determined to be needed as residential land as shown in the staff report findings and as evidence in Chapter 5 Economy where it is not included in the Industrial Lands Inventory and where the City vision for the site is said to be residential land.

Concern # 6 from the FHCO/HLA letter

6) Even when increasing the residential land supply, the City must undertake a full analysis to show that it is adding needed residential zones (e.g. multifamily vs. single-family).

**FINDING 6A** – Planning staff find that the required Goal 10 analysis was done and was used to update Chapter 7 Housing of the City Comprehensive Plan. Staff finds further that this site was identified as a part of that Goal 10 analysis and was determined to be needed as residential land as shown in the staff report findings and as evidence in Chapter 5 Economy where it is not included in the Industrial Lands Inventory and where the City vision for the site is said to be residential land.

Concern # 7 from the FHCO/HLA letter

**7) For instance and in light of the articles provided in Exhibit E of the staff report, it may be better planning for a different residential zoning designation to be applied to allow this property owner or a subsequent one to have more options for multi-family housing and increased density.**

**FINDING 7A** – Planning staff find that the Goal 10 analysis was completed for updating Chapter 7 of the City's Comprehensive Plan. Chapter 7 further establishes policy on what residential zoning should be located where in the City. Staff finds that in this instance, the City's Comprehensive Plan dictates that the General Residential (R-2) zone is what is required by the Comprehensive Plan Policy found on page 126 of the City's Comprehensive Plan which states:

**Urban Interface Areas**

Citizens have expressed a need for a Comprehensive Plan Policy and associated implementation program that would help reduce the potential negative effects sometimes associated with urban levels of development abutting established lower density area uses inside the City limits and/or abutting the Urban Growth Boundary (UGB) and outside of the City limits. While it is recognized that rural lands in the UGB will likely redevelop and lower density areas will urbanize to their ultimate Plan designation, it is necessary to provide a policy that transitions growth in these areas.

The General Residential (R-2) zone is designed to accommodate the development policy shown above from page 126 in the City Comprehensive Plan. Additionally, Chapter 5

Economy of the City's Comprehensive plan was updated further embellishing the City position that this site is needed as residential land.

Concern # 8 from the FHCO/HLA letter

**8) The staff report does not address the potential impact of the proposal on the City's Goal 10 obligations.**

**FINDING 8A** – Planning staff find that the Goal 10 analysis was completed for updating Chapter 7 of the City's Comprehensive Plan, as mentioned and found in Chapter 7, which staff finds addresses the potential impact of the proposal on the City's Goal 10 obligations. Further, the City's vision of the Smith Landing LLC Site in Chapter 5 of the City's Comprehensive Plan is shown to be residential land.

Concern # 9 from the FHCO/HLA letter

**9) The City must demonstrate that its actions do not leave it with less than adequate residential land supplies in the types, locations, and affordability ranges affected. *Mulford v. Town of Lakeview, 36 Or LUBA 715, 731 (1999) (rezoning residential land for industrial uses); Gresham v. Fairview, 3 Or LUBA 219 (same); see also, Home Builders Assn. of Lane County v. City of Eugene, 41 Or LUBA 370, 422 (2002) (subjecting Goal 10 inventories to tree and waterway protection zones of indefinite quantities and locations).***

**FINDING 9A** – Planning staff find that the Goal 10 analysis was completed for updating Chapter 7 of the City's Comprehensive Plan. Chapter 7 further establishes policy on what residential zoning should be located where in the City. Staff finds that in this instance, the City's Comprehensive Plan dictates that the General Residential (R-2) zone is what is required by the Comprehensive Plan Policy found on page 126 of the City's Comprehensive Plan which states:

**Urban Interface Areas**

Citizens have expressed a need for a Comprehensive Plan Policy and associated implementation program that would help reduce the potential negative effects sometimes associated with urban levels of development abutting established lower density area uses inside the City limits and/or abutting the Urban Growth Boundary (UGB) and outside of the City limits. While it is recognized that rural lands in the UGB will likely redevelop and lower density areas will urbanize to their ultimate Plan designation, it is necessary to provide a policy that transitions growth in these areas.

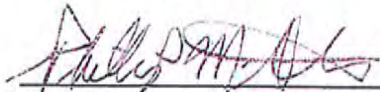
The General Residential (R-2) zone is designed to accommodate the development policy shown above from page 126 in the City Comprehensive Plan. Additionally, Chapter 5 Economy of the City's Comprehensive plan was updated further embellishing the City position that this site is needed as residential land.

Concern # 10 from the FHCO/HLA letter

**10) HLA and FHCO urge the Commission to defer adoption of the proposed amendment until its impact on the City's Goal 10 obligations is fully and adequately analyzed and documented.**

**FINDING 10A** – Planning staff find that the Goal 10 analysis was completed for updating Chapter 7 of the City's Comprehensive Plan, as found in Exhibit F and mentioned in Chapter 7, which was further used to identify the Smith Landing LLC Site in Chapter 5 of the City's Comprehensive Plan as needing to be rezoned to residential. Staff finds that the information requested in the FHCO/HLA letter has been submitted per their request.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Phil Stenbeck", written over a horizontal line.

Phil Stenbeck, Planning Director