

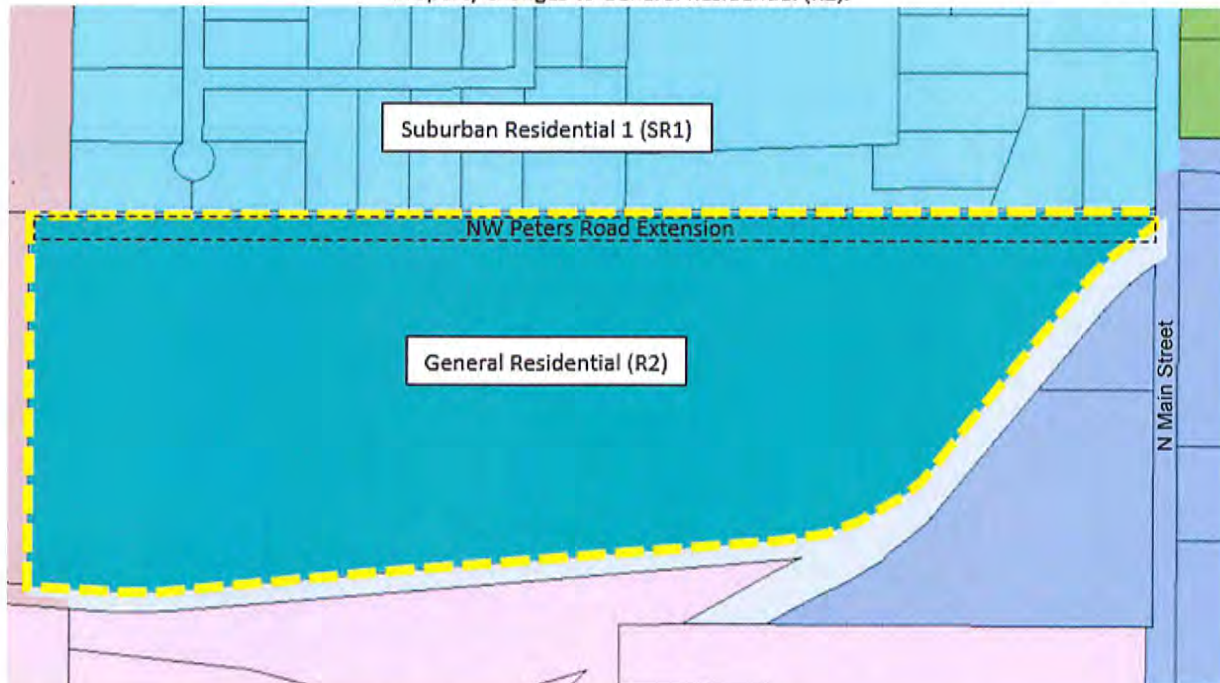


**City of Prineville**  
**DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT**  
**STAFF REPORT**

**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 attached is a copy of the City's Industrial Lands Inventory table which shows that the site is not list.

**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>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
<b>Totals</b>	<b>569.0<sup>§</sup></b>

**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>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). 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
Totals	569.0 <sup>5</sup>

**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 within 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 thresholds 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 DLCDC 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.

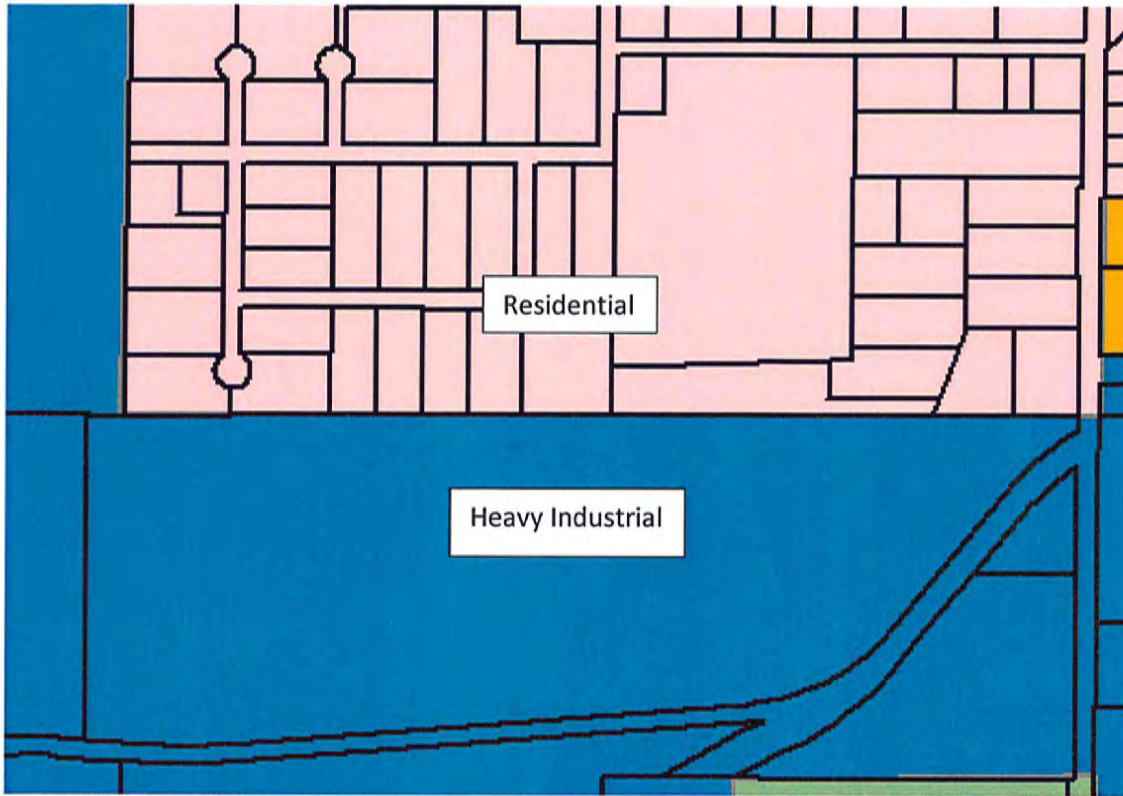
Exhibit E - News articles about housing crisis in Prineville.

EXHIBIT A (AM-2016-104)

(T14, R16, S31A, TL100)

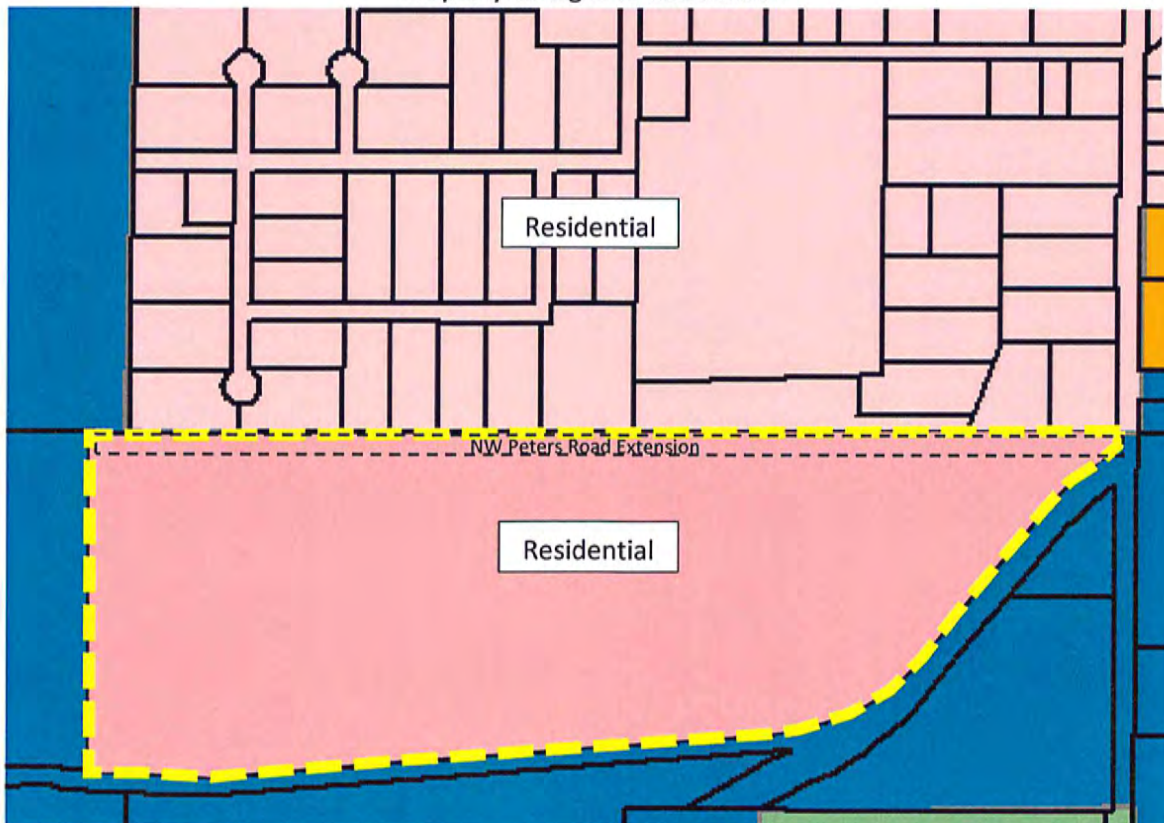
CITY COMPREHENSIVE PLAN MAP AMENDMENT FROM HEAVY INDUSTRIAL TO RESIDENTIAL.

BEFORE



AFTER

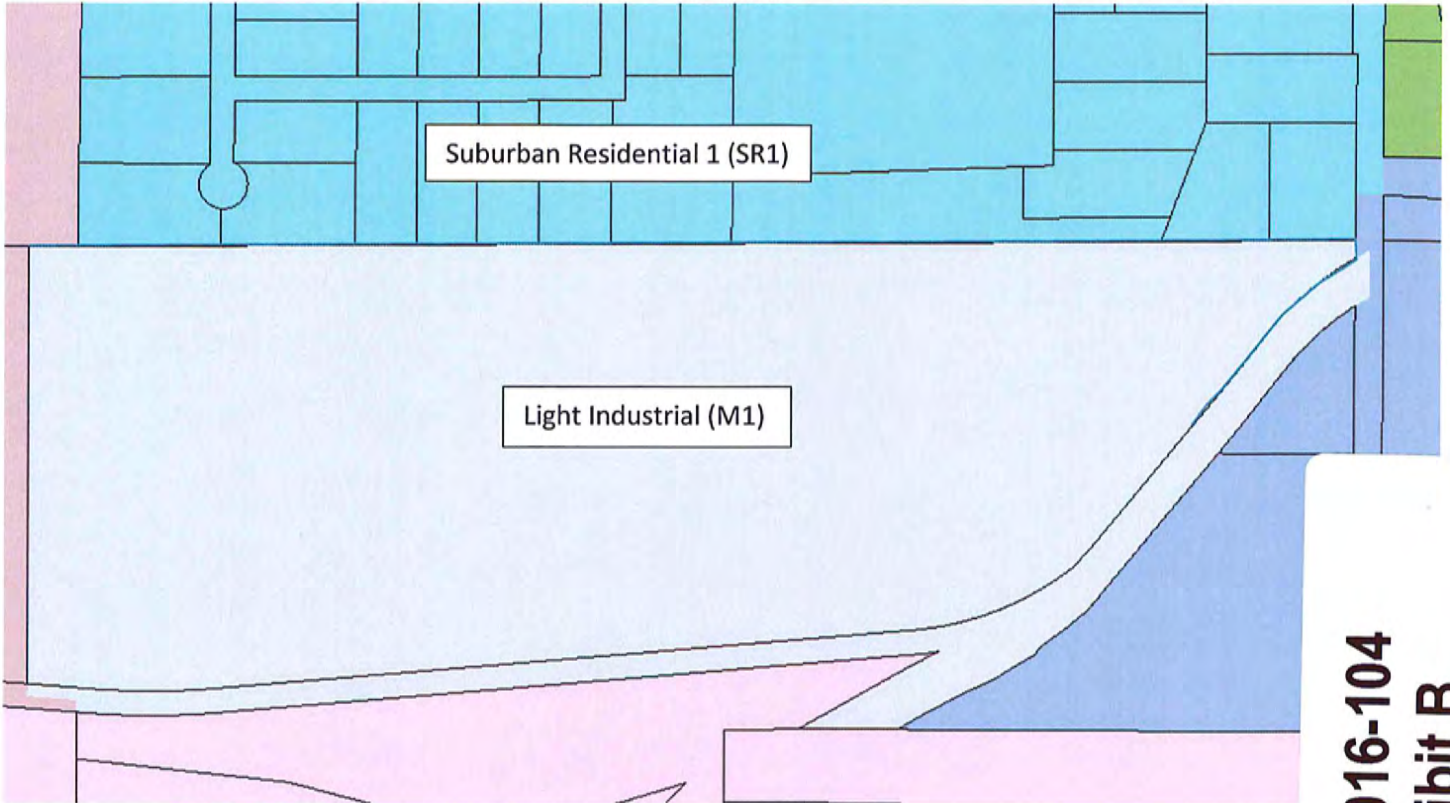
Property changes to Residential.



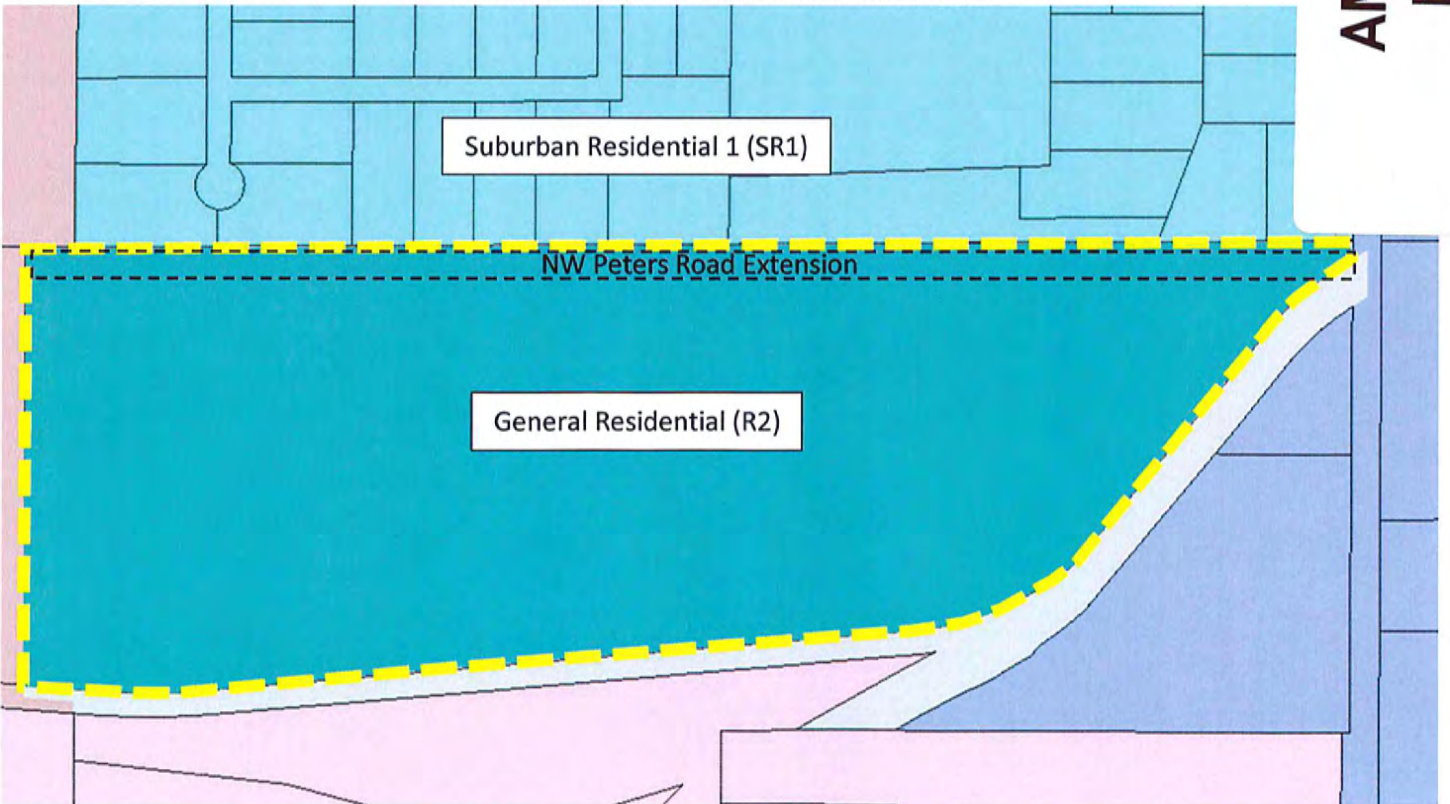
AM-2016-104  
Exhibit A



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

INDUSTRIAL LANDS WITHIN THE CITY LIMITS AND UGB										
MAP#	TAXLOT	ACRES	ZONE	PROP. CLASS	LAND IMPROVEMENTS	MANUFACT	RNV	FACTOR BOOK CODE	IMPROVEMENTS	IND. STATUS
141525D	00200	6.75	LM	301	\$78,440.00		\$203,320.00	710	DISTILLERY	IND IMPROVED
141525D	01403	1.40	SR1	300	\$8,470.00		\$8,470.00		MISCELLANEOUS	IND UNIMPROVED
141535A	00600	10.69	LM	300	\$58,800.00		\$1,184,800.00	790	MISCELLANEOUS	IND UNIMPROVED
141535A	00900	0.30	HM	300	\$1,390.00		\$1,390.00		MISCELLANEOUS	IND UNIMPROVED
141536AA	01200	2.12	HM	301	\$27,730.00		\$207,880.00		MISCELLANEOUS	IND UNIMPROVED
141536AA	01200	2.12	HM	301	\$0.00		\$0.00		MISCELLANEOUS	IND UNIMPROVED
141536AA	01200	0.18	HM	301	\$8,980.00		\$38,840.00	300	FARM OUT BUILDINGS	IND UNIMPROVED
141536AA	00400	0.44	HM	300	\$6,730.00		\$6,730.00		MISCELLANEOUS	IND UNIMPROVED
141536AA	00600	0.06	HM	300	\$13,770.00		\$148,290.00		MISCELLANEOUS	IND UNIMPROVED
141536AA	00700	0.33	HM	300	\$10,070.00		\$10,070.00		MISCELLANEOUS	IND UNIMPROVED
141536AA	01302	0.35	HM	300	\$7,710.00		\$7,710.00		MISCELLANEOUS	IND UNIMPROVED
141536AA	01303	0.35	HM	300	\$10,070.00		\$10,070.00		MISCELLANEOUS	IND UNIMPROVED
141536AA	01303	0.35	HM	300	\$44,430.00		\$44,430.00	200, 300	RES/OUT/ACC - FARM OUT BUILDINGS	IND UNIMPROVED
141536AA	01303	0.35	HM	300	\$10,070.00		\$10,070.00	200, 300	RES/OUT/ACC - FARM OUT BUILDINGS	IND UNIMPROVED
141630C	00500	0.30	LM	300	\$3,970.00		\$3,970.00		MISCELLANEOUS	IND UNIMPROVED
141630C	00700	3.66	LM	300	\$20,650.00		\$20,650.00		MISCELLANEOUS	IND UNIMPROVED
141631A	00200	8.12	HM	301	\$89,720.00		\$439,200.00		MISCELLANEOUS	IND UNIMPROVED
141631A	00200	1.06	HM	300	\$9,290.00		\$9,290.00		MISCELLANEOUS	IND UNIMPROVED
141631A	00500	2.80	HM	300	\$55,050.00		\$55,050.00		MISCELLANEOUS	IND UNIMPROVED
141631A	00600	2.80	HM	300	\$20,920.00		\$20,920.00		MISCELLANEOUS	IND UNIMPROVED
141631A	00700	38.40	HM	303	\$226,760.00		\$226,760.00		MISCELLANEOUS	IND UNIMPROVED
141631A	00800	2.00	HM	300	\$14,950.00		\$14,950.00		MISCELLANEOUS	IND UNIMPROVED
141631A	00900	2.00	HM	300	\$49,400.00		\$49,400.00		MISCELLANEOUS	IND UNIMPROVED
141631A	01800	6.64	HM	303	\$3,530.00		\$3,530.00		MISCELLANEOUS	IND UNIMPROVED
141631B	00900	2.75	LM	303	\$21,960.00		\$21,960.00		MISCELLANEOUS	IND UNIMPROVED
141631B	00900	3.34	LM	300	\$21,960.00		\$21,960.00		MISCELLANEOUS	IND UNIMPROVED
141631BD	00500	0.06	HM	300	\$51,960.00		\$51,960.00		MISCELLANEOUS	IND UNIMPROVED
141631BD	00500	0.09	HM	300	\$81,890.00		\$81,890.00		MISCELLANEOUS	IND UNIMPROVED
141631BD	00700	0.79	HM	301	\$22,140.00		\$22,140.00		MISCELLANEOUS	IND UNIMPROVED
141631BD	00700	0.25	HM	300	\$7,020.00		\$7,020.00		MISCELLANEOUS	IND UNIMPROVED
141631BD	00800	13.43	HM	301	\$48,630.00		\$48,630.00		MISCELLANEOUS	IND UNIMPROVED
141631BD	00800	13.43	HM	301	\$52,370.00		\$52,370.00		MISCELLANEOUS	IND UNIMPROVED
141631C	01501	5.17	LM	303	\$62,890.00		\$62,890.00		MISCELLANEOUS	IND UNIMPROVED
141631C	01502	0.10	LC	303	\$5,000.00		\$5,000.00		MISCELLANEOUS	IND UNIMPROVED
141631CC	01700	3.85	LM	303	\$121,940.00		\$121,940.00		MISCELLANEOUS	IND UNIMPROVED
141631CC	03300	1.00	SR1	303	\$27,210.00		\$27,210.00		MISCELLANEOUS	IND UNIMPROVED
141631CD	03300	0.40	LC	303	\$16,340.00		\$16,340.00		MISCELLANEOUS	IND UNIMPROVED
141631CD	03700	0.81	LC	303	\$27,770.00		\$27,770.00		MISCELLANEOUS	IND UNIMPROVED
141631CD	03900	0.45	LC	303	\$17,020.00		\$17,020.00		MISCELLANEOUS	IND UNIMPROVED
141631CD	04100	1.02	LC	303	\$62,210.00		\$62,210.00		MISCELLANEOUS	IND UNIMPROVED
151502A	00300	81.65	HM	300	\$0.00		\$0.00		MISCELLANEOUS	IND UNIMPROVED
151502DA	00100	0.81	HM	300	\$0.00		\$0.00		MISCELLANEOUS	IND UNIMPROVED
151502DA	00600	2.73	HM	300	\$0.00		\$0.00		MISCELLANEOUS	IND UNIMPROVED
151502DA	00700	2.50	HM	300	\$0.00		\$0.00		MISCELLANEOUS	IND UNIMPROVED
151502DA	00800	2.50	HM	300	\$0.00		\$0.00		MISCELLANEOUS	IND UNIMPROVED
151502DA	00200	3.46	HM	300	\$0.00		\$0.00		MISCELLANEOUS	IND UNIMPROVED



MAPNUMBER	TAXLOT	ACRES	ZONE	PROP. CLASS	LAND	IMPROVEMENTS	MANUFACT	RMV	FACTOR BOOK CODE	IMPROVEMENTS	IND UNIMPROVED
151502DA	00300	5.15	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DA	00400	2.35	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DA	00500	2.84	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DA	01000	1.52	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	01100	1.18	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	01200	1.08	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	00800	1.18	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	00700	1.08	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	00900	1.59	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	00100	1.78	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	00200	1.33	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	00300	2.15	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	01700	1.80	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	01800	1.97	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	01900	2.11	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	02000	2.18	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	00400	3.21	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	00400	3.21	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	01400	2.16	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	01300	1.78	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	00600	3.27	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	00700	2.50	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	00600	2.50	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	00600	3.33	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	00500	2.50	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	00400	2.10	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	00100	2.85	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151502DC	00200	2.71	HM	300	\$0.00	\$0.00		\$0.00			IND UNIMPROVED
151511	00200	2.50	PR	600	\$0.00	\$320,840.00		\$320,840.00			IND UNIMPROVED
151511	00200	2.50	PR	300	\$108,800.00	\$108,800.00		\$108,800.00			IND UNIMPROVED
151511	00201	2.50	PR	300	\$108,800.00	\$108,800.00		\$108,800.00			IND UNIMPROVED
151511	00201	2.50	PR	300	\$108,800.00	\$108,800.00		\$108,800.00			IND UNIMPROVED
151604B	07200	55.21	HM	301	\$1,500,000.00	\$40,000.00		\$1,500,000.00	720	LUMBER & WOOD PRODUCTS	IND UNIMPROVED
151604B	07200	0.38	LC	300	\$2,850.00	\$0.00		\$2,850.00			IND UNIMPROVED
151604C	02800	20.55	HM	300	\$153,550.00	\$0.00		\$153,550.00			IND UNIMPROVED
151606BB	00100	8.86	LM	303	\$241,210.00	\$991,710.00		\$1,232,920.00	700	MISCELLANEOUS	IND UNIMPROVED
151606BB	00101	2.44	LM	303	\$29,690.00	\$173,520.00		\$203,210.00			IND STATE RESP
151606BB	00600	5.50	LM	303	\$56,910.00	\$950,010.00		\$1,006,920.00			IND STATE RESP
151606C	03700	0.00	SR1	301	\$19,820.00	\$25,530.00		\$45,350.00	460	MISCELLANEOUS	IND UNIMPROVED
TOTALS					\$3,775,330.00	\$17,490,690.00	\$0.00	\$21,670,230.00			

INDUSTRIAL LANDS WITHIN CITY LIMITS (All City Zones)										
MAP NUMBER	TAXLOT	ACRES	ZONE	PROG. CLASS	LAND IMPROVEMENTS	MANUFACT	RMV	FACTOR BOOK CODE	IMPROVEMENTS	
141525D	01814	0.16	M2	300	\$115,320.00	\$0.00	\$2,700.00			IND UNIMPROVED
141525D	01815	0.36	M2	300	\$5,190.00	\$0.00	\$3,390.00			IND UNIMPROVED
141525D	02000	2.77	M2	303	\$326,570.00	\$385,270.00				IND STATE RESP
141525D	01400	0.66	M2	300	\$59,840.00	\$0.00	\$59,840.00			RES/OUTIACC-CHEMICALS
141525D	01404	2.00	M2	300	\$326,570.00	\$0.00				IND UNIMPROVED
141525D	01405	8.62	M2	301	\$326,570.00	\$0.00				FARM OUT BUILDINGS -IND GEN PURPOSE
141525D	01406	1.00	M2	301	\$11,320.00	\$0.00	\$41,290.00			RES/OUTIACC
141525D	01407	3.73	M2	300	\$111,780.00	\$0.00	\$111,780.00			IND UNIMPROVED
141525D	01700	2.53	M2	303	\$184,010.00	\$184,010.00	\$243,950.00			IND UNIMPROVED
141525D	01700	1.26	M2	300	\$207,120.00	\$0.00	\$207,120.00			LUMBER & WOOD PRODUCTS
141525D	01702	4.61	M2	301	\$377,920.00	\$0.00	\$494,240.00			IND UNIMPROVED
141525D	01900	0.22	M2	300	\$45,290.00	\$0.00	\$2,890.00			IND UNIMPROVED
141525D	01902	7.58	M2	303	\$1,218,130.00	\$1,218,130.00	\$1,269,130.00			LUMBER & WOOD PRODUCTS
141525D	01903	7.58	M2	303	\$2,267,860.00	\$0.00	\$0.00			IND STATE RESP
141525D	01913	0.33	M2	300	\$5,850.00	\$0.00	\$5,850.00			IND UNIMPROVED
141525D	02700	1.91	M1	301	\$163,160.00	\$25,230.00	\$133,180.00			RES/OUTIACC - FARM OUT BUILDINGS
141525D	02900	3.37	M1	300	\$16,000.00	\$0.00	\$16,000.00			IND UNIMPROVED
141525D	02700	4.78	M2	301	\$62,480.00	\$324,040.00	\$386,520.00			MISC INDUSTRIAL
141525D	02000	0.50	M2	301	\$28,030.00	\$68,710.00	\$96,740.00			MISCELLANEOUS
141525D	00400	0.29	M2	301	\$17,770.00	\$2,460.00	\$111,770.00			RES/OUTIACC - MISC
141525D	00500	0.40	M2	301	\$17,770.00	\$2,760.00	\$20,530.00			RES/OUTIACC
141525D	02600	2.68	M2	301	\$0.00	\$82,750.00	\$82,750.00			FABRICATED METALS
141525D	02600	2.68	M2	301	\$0.00	\$11,630.00	\$11,630.00			FABRICATED METALS
141525D	02600	2.68	M2	301	\$47,080.00	\$0.00	\$223,680.00			FABRICATED METALS
141525D	02100	2.55	M2	301	\$29,330.00	\$0.00	\$52,860.00			RES/OUTIACC
141525D	02100	0.80	M2	301	\$29,330.00	\$0.00	\$54,530.00			MISCELLANEOUS
141525D	00100	0.34	M2	301	\$17,770.00	\$69,840.00	\$125,510.00			RES/OUTIACC - AUTO SER-STN 4
141525D	00600	2.51	M2	301	\$41,980.00	\$121,150.00	\$185,510.00			MISCELLANEOUS
141525D	02600	4.60	M1	301	\$200,980.00	\$40,000.00	\$690,380.00			RES/OUTIACC - MISC INDUSTRIAL
141525D	02400	3.96	M1	300	\$172,500.00	\$0.00	\$172,500.00			IND UNIMPROVED
141525D	02200	1.40	M1	301	\$124,150.00	\$75,850.00	\$200,000.00			IND UNIMPROVED
141525D	02200	2.95	M1	300	\$60,980.00	\$0.00	\$60,980.00			IND UNIMPROVED
141525D	01300	0.44	M2	500	\$5,600.00	\$0.00	\$5,600.00			IND UNIMPROVED
141525D	01400	0.38	M2	501	\$6,420.00	\$56,840.00	\$63,260.00			IND UNIMPROVED
141525D	01301	1.45	M2	301	\$13,770.00	\$150,520.00	\$164,290.00			IND UNIMPROVED
141525D	01301	1.45	M2	301	\$11,850.00	\$0.00	\$11,850.00			RES/OUTIACC-MISC INDUSTRIAL
141525D	01500	0.74	M2	300	\$10,190.00	\$0.00	\$10,190.00			IND UNIMPROVED
141525D	01500	0.74	M2	300	\$29,910.00	\$0.00	\$29,910.00			IND UNIMPROVED
141628	02101	3.71	M2	300	\$50,720.00	\$0.00	\$57,720.00			IND UNIMPROVED
141628D	00101	8.89	R2	M1	\$55,480.00	\$1,145,020.00	\$1,239,840.00			MACHINERY
141631A	01500	0.27	M2	300	\$2,000.00	\$0.00	\$2,000.00			IND UNIMPROVED
141631B	01400	2.08	M2	303	\$51,980.00	\$432,680.00	\$484,660.00			IND UNIMPROVED
141631B	01500	20.89	M2	303	\$81,980.00	\$432,680.00	\$514,560.00			LUMBER & WOOD PRODUCTS
141631B	03600	3.39	M1	300	\$143,750.00	\$0.00	\$143,750.00			IND STATE RESP
141631B	03700	2.43	M1	300	\$143,750.00	\$0.00	\$143,750.00			IND UNIMPROVED
141631B	03800	1.00	M1	300	\$74,750.00	\$0.00	\$74,750.00			IND UNIMPROVED
141631B	03900	1.00	M1	300	\$74,750.00	\$0.00	\$74,750.00			IND UNIMPROVED



MAPNUMBER	TAXLOT	ACRES	ZONE	PROP. CLASS	LAND	IMPROVEMENTS	MANUFACT	RMV	FACTOR BOOK CODE	IMPROVEMENTS	IND UNIMPROVED
141631EC	04000	1.25	M1	300	\$80,500.00	\$0.00		\$80,500.00			IND UNIMPROVED
141631EC	04100	1.25	M1	300	\$63,250.00	\$0.00		\$63,250.00			IND UNIMPROVED
141631EC	03000	1.00	M1	300	\$74,750.00	\$0.00		\$74,750.00			IND UNIMPROVED
141631EC	03000	1.00	M1	301	\$199,800.00	\$132,680.00		\$199,800.00	750, 200	IND GEN PURPOSE - RES/OUTIACC	IND UNIMPROVED
141631EC	03000	1.00	M1	300	\$57,500.00	\$0.00		\$57,500.00			IND UNIMPROVED
141631EC	03000	1.00	M1	301	\$54,800.00	\$485,240.00		\$54,800.00	200, 490	RES/OUTIACC - MISC	IND UNIMPROVED
141631EC	03000	1.00	M1	301	\$78,970.00	\$0.00		\$78,970.00			IND UNIMPROVED
141631EC	02000	1.00	M1	300	\$8,950.00	\$0.00		\$8,950.00			IND UNIMPROVED
141631EC	02000	1.00	M1	300	\$70.00	\$0.00		\$70.00			IND UNIMPROVED
141631DA	00118	0.01	M-1	300	\$21,680.00	\$0.00		\$21,680.00			IND UNIMPROVED
141631DA	00118	0.01	M-1	300	\$1,060.00	\$0.00		\$1,060.00			IND UNIMPROVED
141631DA	00200	1.34	M-1	300	\$10,010.00	\$0.00		\$10,010.00			IND UNIMPROVED
141631DA	00000	0.98	M1	301	\$1,000.00	\$167,200.00		\$1,000.00	200, 740	RES/OUTIACC - CHEMICALS	IND UNIMPROVED
141631DA	00101	7.53	M2	303	\$44,480.00	\$7,042,320.00		\$7,042,320.00	720	LUMBER & WOOD PRODUCTS	IND UNIMPROVED
141631DA	00103	0.69	M2	300	\$5,150.00	\$0.00		\$5,150.00			IND UNIMPROVED
141631DA	00115	4.84	M2	300	\$34,660.00	\$0.00		\$34,660.00			IND UNIMPROVED
141631DA	00116	2.90	M2	300	\$21,680.00	\$0.00		\$21,680.00			IND UNIMPROVED
141631DB	00100	0.85	M2	300	\$21,680.00	\$0.00		\$21,680.00			IND UNIMPROVED
141631DB	02000	1.00	M1	301	\$48,000.00	\$78,650.00		\$48,000.00	790	MISCELLANEOUS	IND UNIMPROVED
141631DB	02000	1.00	M1	301	\$24,650.00	\$24,650.00		\$24,650.00	300	PARK OUT BUILDINGS	IND UNIMPROVED
141631DB	02000	1.00	M1	301	\$48,000.00	\$191,000.00		\$48,000.00	200	RES/OUTIACC - MISC INDUSTRIAL	IND UNIMPROVED
141632C	00301	15.00	M2	301	\$65,350.00	\$0.00		\$197,350.00	720	LUMBER & WOOD PRODUCTS	IND UNIMPROVED
141632C	00302	9.61	M2	300	\$71,800.00	\$0.00		\$71,800.00			IND UNIMPROVED
141632C	00303	16.43	M2	300	\$122,740.00	\$0.00		\$122,740.00			IND UNIMPROVED
141632BA	01900	1.00	M1	300	\$28,030.00	\$0.00		\$28,030.00			IND UNIMPROVED
141632BA	02000	9.70	M2	300	\$72,480.00	\$0.00		\$72,480.00			IND UNIMPROVED
141632BA	03801	5.33	M1	300	\$57,020.00	\$0.00		\$57,020.00			IND UNIMPROVED
141632CA	01114	2.76	R1	300	\$38,090.00	\$0.00		\$38,090.00			IND UNIMPROVED
141632CB	01400	4.23	C2	300	\$58,370.00	\$0.00		\$58,370.00			IND UNIMPROVED
141632CB	01402	1.21	C2	301	\$71,800.00	\$0.00		\$71,800.00	200	RES/OUTIACC	IND UNIMPROVED
141632CB	02001	0.31	C2	301	\$93,490.00	\$420,000.00		\$93,490.00	490, 200	MISC - RES/OUTIACC	IND UNIMPROVED
141632CB	02002	18.11	AA	303	\$19,000.00	\$0.00		\$19,000.00	790	MISCELLANEOUS	IND UNIMPROVED
141632CB	02007	181.51	AA	300	\$212,400.00	\$0.00		\$212,400.00	790	MISCELLANEOUS	IND UNIMPROVED
141632CB	02008	1.00	AA	300	\$127,740.00	\$0.00		\$127,740.00			IND UNIMPROVED
141632CB	01200	2.54	AA	300	\$127,740.00	\$0.00		\$127,740.00			IND UNIMPROVED
141632CB	01200	2.55	AA	300	\$127,740.00	\$0.00		\$127,740.00			IND UNIMPROVED
141632CB	01300	2.55	AA	300	\$127,740.00	\$0.00		\$127,740.00			IND UNIMPROVED
141632CB	01400	2.55	AA	300	\$127,740.00	\$0.00		\$127,740.00			IND UNIMPROVED
141632CB	01500	0.85	AA	301	\$42,590.00	\$16,820.00		\$42,590.00	200, 750	IND GEN PURPOSE - RES/OUTIACC	IND UNIMPROVED
141632CB	01501	1.69	AA	301	\$84,690.00	\$163,870.00		\$84,690.00	200, 750	RES/OUTIACC - IND GEN PURPOSE	IND UNIMPROVED
141632CB	02500	15.48	AA	303	\$505,730.00	\$1,714,070.00		\$505,730.00	750, 770	IND GEN PURPOSE - FABRICATED METALS	IND UNIMPROVED
141632CB	02500	15.48	AA	303	\$91,210.00	\$91,210.00		\$91,210.00	750, 770	IND GEN PURPOSE - FABRICATED METALS	IND UNIMPROVED
141632CB	00501	0.50	AA	300	\$250,050.00	\$0.00		\$250,050.00			IND UNIMPROVED
141632CB	00502	0.39	AA	301	\$29,420.00	\$99,420.00		\$29,420.00	750, 200	IND GEN PURPOSE - RES/OUTIACC	IND UNIMPROVED
141632CB	00503	0.39	AA	301	\$29,420.00	\$17,010.00		\$29,420.00	514	MTL CMP BLDG 5	IND UNIMPROVED
141632CB	00600	1.12	AA	301	\$65,370.00	\$17,010.00		\$65,370.00	200, 750	RES/OUTIACC - IND GEN PURPOSE	IND UNIMPROVED
141632CB	00601	1.00	AA	301	\$50,090.00	\$182,870.00		\$50,090.00	200, 750	RES/OUTIACC - IND GEN PURPOSE	IND UNIMPROVED
141632CB	00602	1.00	AA	301	\$50,090.00	\$123,170.00		\$50,090.00	424, 200	AUTO SER-GR4 - RES/OUTIACC	IND UNIMPROVED
141632CB	00603	0.88	AA	300	\$44,080.00	\$0.00		\$44,080.00			IND UNIMPROVED

MAPNUMBER	TAXLOT	ACRES	ZONE	PROP. CLASS	LAND	IMPROVEMENTS	MANUFACT	RMV	FACTOR BOOK CODE	IMPROVEMENTS	
151512B	00600	3.21	AA	300	\$160,810.00			\$160,300.00			IND UNAPPROVED
151512B	01000	3.20	AA	300	\$160,300.00			\$160,300.00			IND UNAPPROVED
151512B	00100	5.51	AA	301	\$240,020.00	\$391,550.00		\$821,970.00			IND IMPROVED
151512B	00300	5.51	AA	301	\$276,020.00	\$997,720.00		\$1,174,030.00			IND IMPROVED
151512B	00300	5.51	AA	301	\$276,020.00			\$843,140.00			IND IMPROVED
151512B	02900	1.98	AA	300	\$254,480.00			\$254,480.00			IND UNAPPROVED
151512B	02900	1.97	AA	300	\$135,250.00			\$135,250.00			IND UNAPPROVED
151512B	02100	2.71	AA	300	\$173,510.00			\$173,510.00			IND UNAPPROVED
151512B	02200	2.71	AA	300	\$135,760.00	\$0.00		\$135,760.00			IND UNAPPROVED
151512B	02300	2.71	AA	300	\$135,760.00	\$0.00		\$135,760.00			IND UNAPPROVED
151512B	02400	2.70	AA	300	\$135,250.00			\$135,250.00			IND UNAPPROVED
151512B	02602	0.70	AA	301	\$0.00	\$191,150.00		\$191,150.00	750	IND GENERAL PURPOSE	IND UNAPPROVED
151512B	02601	0.66	AA	300	\$0.00	\$0.00		\$0.00			IND UNAPPROVED
151512B	01801	1.50	AA	300	\$98,010.00			\$98,010.00			IND UNAPPROVED
151512B	00703	1.00	AA	301	\$43,560.00	\$950,000.00		\$1,048,010.00	482	M STL WHSE \$	IND UNAPPROVED
151512B	00705	3.20	AA	300	\$127,200.00			\$43,560.00			IND UNAPPROVED
151512B	00702	0.00	AA	300	\$50,090.00	\$0.00		\$127,200.00			IND UNAPPROVED
151512B	00701	0.00	AA	300	\$50,090.00	\$0.00		\$50,090.00			IND UNAPPROVED
151512B	00500	1.83	AA	300	\$43,560.00			\$43,560.00			IND UNAPPROVED
151512B	00500	1.83	AA	300	\$54,620.00			\$91,170.00	750, 200	IND GEN PURPOSE - RES/OUTIACC	IND UNAPPROVED
151604AB	00301	0.00	C2	301	\$50,430.00	\$284,410.00		\$334,840.00			FABRICATED METALS
151609BB	00200	10.89	C2	303	\$132,320.00	\$1,776,960.00		\$1,909,350.00	790	MISCELLANEOUS	IND IMPROVED
<b>TOTALS</b>		<b>678.98</b>			<b>\$8,683,280.00</b>	<b>\$24,616,980.00</b>	<b>\$460,650.00</b>	<b>\$31,111,020.00</b>			<b>IND STATE RESP</b>





# 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

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.  
 355.966.4444 | 10453 E. 3rd St., Bend, OR 97702



(http://www.bendbulletin.com/weather/) Bend, OR  
 59° 8:52 am PDT  
 Partly sunny  
 (http://www.accuweather.com/en/us/bend-or/97701/weather-forecast/335268?utm\_source=www-bendbulletin-com&utm\_medium=oop\_weather\_widget&utm\_

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

Subscriber Sign In (https://syncaccess-wc-bb)  
 Manage Account (https://tbbiservices.dticloud)  
 Subscribe (https://tbbiservices.dticloud.com/s

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)  
 SHARE (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



Great Outdoors:  
 Recently submitted pics from readers  
 (/slideShows?layout=2&slideShowId=33)  
 (/slideShows?layout=2&slideShowId=33)

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 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/thebulletin)
- (http://www.pinterest.com/bendbulletin/)
- (https://www.youtube.com/user/bulletinwebmaster)
- (http://instagram.com/bendbulletin)

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

Your email address

Popular Comments

**Popular stories for Opinion**  
 Sunday reader: Car buyers pulling the plug on electric (opinion/4467138-151/sunday-reader-car-buyers-pulling-the-plug?referrer=popular)