

Comprehensive Plan Goals & Programs (Chapter 1)

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:

Complete

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.

Master plans are currently required for phased subdivisions, Planned Unit Developments (PUD), Outline Development Plans (ODP) and plans within the Mixed use Zone. Master plans for infrastructure are required for all developments to show access to streets and utilities as well as future expansion beyond the subject property.

"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:

"Complete neighborhoods" are created through PUDs, ODPs and mixed use zones on large properties. Currently whether someone creates a PUD or just a straight residential subdivision is voluntary. There are incentives to use the PUD code but it is primarily the property owner's decision. Zoning, zone changes, framework plans and UGB expansions are other tools we can use to create "complete neighborhoods" over time. The following design elements can be achieved through the City's PUD or ODP processes or mixed use zones. Their status is based on that context.

Partially
Complete

- Development of residential neighborhood lots shall use planned unit development techniques or zoning overlays to permit and control mixing of uses.

This item is partially complete because we do not require "Complete Neighborhoods" on all lots. This item is a little vague as not all lots are capable of developing as PUDs. While we do not require PUDs we do encourage them and they can be required through an urban growth boundary expansion, annexation, zone change, framework plan or even in the zoning code itself for certain size properties, however we did not require them in the recent code update. It should be noted that the existing large residential lots within the City capable of creating complete neighborhoods have been approved for PUDs. (IronHorse, River Steppes, and Anglers Canyon)

Complete

- 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.
- This is achievable within the context of a PUD; however outside that technique it is very difficult as was demonstrated by the public input committee discussions. The code update does give the Commission more discretion as to when a park is required with a standard subdivision.

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Complete

- 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.

Within a standard subdivision a mix of housing is not required and you cannot exceed the maximum density. Cluster developments provide the ability to utilize a property more efficiently and generally produce a mix of housing but cannot exceed the density of the zone (Stoneridge Terrace). PUDs require a mix of housing and allow a developer to exceed the density by 25%. (Of the PUDs that we have none of them have met the max. density of the zone). The conditional use criteria allow the Planning Commission to create special setbacks as necessary to separate uses.

Complete

- 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.

All subdivisions consider the need for public uses especially for emergency services, infrastructure and natural resource protection. However PUDs and ODPs go much further with a requirement to dedication at least 30% of the property to common open space and amenities.

Complete

- 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.

153.191 (Lots and Blocks) require blocks to be no more than 1000 feet in length with the exception of a minimum of 1800 feet on arterial streets.

Complete

- 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.

As stated previously, PUDs require 30% open space and the Commission has been given more authority to require open space on standard subdivision with the updated land use code.

Complete

- 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 code does not require commercial services outright; however it is a part of the approval process. The only limitation for commercial uses is a limit of 25% of the development.

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Complete

- 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.

The design of a neighborhood such as lot coverage, setbacks, traffic flow and neighbor impacts are initially vetted by staff and then by the Planning Commission through the public hearings process. Elements or architectural design can be required by the Commission and is required for attached housing with the approval of the new land use code.

Programs:

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

Complete

1. Draft and adopt updated local zoning ordinance provisions to reflect the desired design element necessary to regulate growth.

The updated land use code was adopted on June 14, 2011.

Complete

2. Draft and adopt updated local land division ordinance provisions to reflect the desired design element necessary to regulate growth.

The updated land use code was adopted on June 14, 2011.

Not Complete

3. Draft and adopt a consolidated neighborhood overlay map showing potential new neighborhood areas.

Several years ago a framework plan was devised and rejected as unnecessary.

Not Complete

4. Provide incentive programs when at all possible to encourage affordable housing in new neighborhood development.

Affordable housing is not discouraged, but there are no incentive programs to encourage it at this time.

Not Complete

5. Create a model urban living environment guideline

Not entirely sure what that would be?

Not Complete

6. Draft and adopt neighborhood design guidelines

I believe the feeling on this is to leave it open for creative design rather than narrowing the focus.

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Commercial and Industrial Area Values and Policies

New commercial and industrial areas shall include the following features:

Partially
Complete

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.

Not all land division and design review applications require a full Master Plan so this item is Partially Complete.

Master plans are currently required for phased subdivisions, Planned Unit Developments (PUD), Outline Development Plans (ODP) and plans within a Mixed use Zone. Master plans for infrastructure are required for all developments to show access to streets and utilities as well as future expansion beyond the subject property.

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:

Complete

- 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.

PUDs are still voluntary and the zoning overlay this section is referring to is our new mixed use zone that was originally conceived as an overlay.

Complete

- Architectural features that articulate the exteriors of large buildings to reduce the visual mass and enhance the architecture of the community.

Section 153.021 provides architectural guidelines for buildings over 40,000 sq. ft.

Complete

- 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.

Such amenities are required in the mixed use zone and for buildings over 40,000 sq. ft. in section 153.021. They are also allowed in the industrial zones secondary to the primary use.

Complete

- Techniques to provide and implement design features that minimize the negative effects of infill development by improving compatibility with existing structures and land uses.

The mixed use zone provides techniques to minimize neighbor impacts and our design review section 153.020(G) does this subjectively through a list of criteria.

Complete

- Orienting the building primary access point to a public sidewalk or street.

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Design review section 153.021 and the mixed use zone address this without fully requiring it in all situations. Front setbacks have also been eliminated or reduced in the commercial zones to encourage developers to build near the sidewalk.

On Going

- Planting and maintenance of suitable street trees.

Street trees are only required within the downtown enhancement plan and mixed use zone. Maintenance is the responsibility of the adjacent property owner, however there are issues.

Complete

- 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.

The mixed use zone addresses this through building orientation and parking bonus standards. The parking standards also require parking lots in the C1 zone to utilize alleys; primarily placing parking to the rear of buildings. The reduction in front setbacks in the C zones will also help to encourage this type of development.

Partially Complete

- Adequate off-street parking for bicycles.

153.085 off street parking and loading require bicycle parking in all C zones with new construction.

Complete

- 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.*

This is done on a case by case basis through the design review process or conditional use process. A specific number has not been established.

On Going

- 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.

With a large enough development these types of uses are looked at and commented on by the varying agencies.

Partially Complete

- 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

Single family up to 4 plexes are more strictly regulated within commercial zones. 153.083(T) provides criteria for when a commercially zoned property can be built as residential. Residential above ground floor is encouraged and ground floor residential in conjunction with commercial is limited to 30%.

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- 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.

On Going

This type of study may be necessary for very large developments. This type of study could be asked for through a mixed use zone change or even a conditional use application for a PUD. It is not a requirement of commercial and industrial development.

Programs:

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

Complete

1. Draft and adopt updated local zoning ordinance provisions.

The updated land use code was adopted on June 14, 2011.

Complete

2. Draft and adopt updated local land division ordinance provisions.

The updated land use code was adopted on June 14, 2011.

Not Complete

3. Provide incentive programs to encourage quality commercial development and infill projects.

We have added more outright uses, reduced setbacks, increased height limits, reduced SDCs and streamlined procedures but no specific programs have been created to encourage quality development.

Not Complete

4. Draft and adopt a consolidated neighborhood overlay map showing potential neighborhood redevelopment areas and needed commercial and industrial services and employment centers.

This was part of the initial framework plan developed a few years ago and deemed unnecessary.

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Partially
Complete

5. Draft and adopt new commercial and industrial design guidelines.

Guidelines have been adopted for large buildings, mixed use zones and townhomes. These guidelines can act as a basis for other design review decisions. An attempt to adopt more aggressive design review guidelines for commercial zones was largely rejected several years ago.

Partially
Complete

6. Draft and adopt design guidelines for single-family housing in commercial and industrial areas.

Townhomes are the only single family housing with specific design guidelines.

Not
Complete

7. Develop incentives that encourage high quality building design in all new construction, renovations and rehabilitation.

The mixed use zone, buildings over 40,000 sq. ft. and townhomes have required design guidelines but no specific incentives have been created.

Partially
Complete

8. Require a high level of property maintenance throughout the commercial and industrial community.

Easy to require difficult to enforce. Landscaping is required to be maintained in perpetuity and parking areas have requirements to maintain drainage on site, be paved and clearly marked.

Partially
Complete

9. Review code enforcement role and procedures for effectiveness in abating zoning violations.

Code enforcement is currently administered through the police department; in the future a full time code enforcement officer may be needed.

Partially
Complete

10. Identify community entry locations to be revitalized and sponsor a competition for entry statement designs in cooperation with other civic groups, schools and volunteer organizations. Create welcoming and visually important entry statements along highway entries.

We have relatively new "Welcome to Prineville" signs but no significant effort has been made to provide visual entry statements.

Partially
Complete

11. Develop parking standards that incorporate on street parking.

The mixed use zone and R5 high density zone incorporate some on street parking. In the C1 zone the Planning Commission may allow some on-street parking.

Not
Complete

12. Reduce the distance pedestrians must travel when crossing streets, using sidewalk "bulb-outs" and pedestrian "islands" at key intersections.

Bulb-outs are not discouraged but also not required. This is a possible addition to Standards and Specifications.

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Partially
Complete

13. Work with ODOT to make highway environments more walkable, particularly through the commercial core areas.

We have a good working relationship with ODOT for amenities behind the curb.

Not
Complete

14. Install lighting that is more pedestrian in scale along popular walking corridors.

This would most likely be done through a downtown enhancement grant or trail grant for the bike path. Grants have been applied for but not rewarded.

Complete

15. Orient and screen truck loading docks and service areas to minimize impacts on adjoining residential areas and to decrease or eliminate in street parking loading and unloading.

This is required through the parking and landscaping sections.

Partially
Complete

16. Locate parking lots to encourage pedestrian access to commercial uses from adjoining neighborhoods.

The mixed use zone emphasizes this through pedestrian standards. The C1 zone encourages this through the use of alley parking. Design review guidelines can also accomplish this as well as the required crossover easements and "to and through" standards.

Partially
Complete

17. Locate and screen solid waste bins and recyclable materials to minimize impacts on adjoining residential areas.

This is done in coordination with Prineville Disposal and design review criteria.

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Goal # 2: Improve and strengthen the function and appearance of the community's downtown central business district.

Local Business Incentives, Values and Policies

Complete

- Any project in the downtown central business district area may receive expedited City review and processing for any required land use procedure.

This sounds good but there is really no such thing. If a review is required we follow our procedure as fast as possible. We have reduced the need for review allowing similar uses to replace one another without review.

- A downtown revitalization program shall be researched and developed to include incentives and other features desired by the community. These may include the following:

Complete

1. Placement of buildings close to the sidewalk areas.

The C1 zone requires parking off of alleys, primarily placing parking to the rear of a building and the C2 zone front setbacks have been reduced to zero to encourage buildings to be moved forward.

Complete

2. Orientation of building entrances to streets and sidewalks.

The items stated above as well as design review section 153.021 addresses this issue.

Complete

3. Reduced side and rear yard setbacks.

With the code update some rear and side setbacks were removed and reduced but they primarily stayed the same.

Not Complete

4. Use of urban building materials that are compatible with historic structures and reduce energy consumption.

You could get there with design review and a willing developer but ultimately this would have to be achieved through a design review update.

Complete

5. Use of multiple-story building architecture for maximum utilization of land. Coordinate with the Crook County Fire and Rescue Department on building heights.

Multi-story buildings are required in the mixed use zone. Requiring it in the C1 zone was part of the code update but was ultimately rejected early on. We have increased the height limit in the downtown to encourage multi-story building and we exempt second story redevelopment from parking standards. We also allow the Planning Commission to exempt parking standards in the C1 zone.

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Complete

6. Improved signage techniques.

The sign code was completely updated in 2010, utilizing street frontage to calculate size rather than signable areas.

Not Complete

7. Street tree programs.

We do not have a street tree program other than the downtown enhancement plan, and that is not a true program.

Not Complete

8. Reduce the need for tractor-trailers to access the downtown area for supplies and services.

9th street is our planned truck route for through traffic. Deliveries and service to the downtown will be difficult to avoid.

Not Complete

9. Develop delivery systems that do not negatively affect pedestrians, shoppers, and traffic flows.

This section is related to #8; referring to the need for trucks in the downtown too park in the middle of the road to unload.

On Going

10. Pedestrian amenities and improved crossing corners.

As new roads get re-built the city has been utilizing bulb-out corners to improve pedestrian crossing and slow traffic at intersections. (New 2nd St.) Pedestrian amenities are allowed but not actively installed by the City.

Not Complete

11. Pocket parks and pedestrian rest areas.

We have many parks in Prineville but they are consolidated in large areas generally along the creek and river. This helps for flood protection and maintenance cost but does not provide downtown rest areas. The City plaza, court house and restrooms behind the museum are essentially the only ones. Private pocket parks would not be discouraged.

Not Complete

12. Improved lighting systems to improve nighttime commerce, (pedestrian scaled lighting), safety, and reduced impact on abutting neighborhoods.

Eliminating the cobra head lighting downtown would greatly improve the look of the downtown but this would most likely be a part of a downtown enhancement grant not development driven.

On Going

13. Reserved on street parking spaces for disabled, public transportation, maintenance and emergency services.

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The City did establish a public transportation stop behind the City Hall. Most handicap parking is provided off street. In a few cases such as the Post Office that does not have off street parking but is required to have handicap parking, the spaces are provided on the street.

Complete

14. Opportunities for public art and expression

There are plenty of opportunities such as the new maverick statue in the plaza and the veterans and firefighter memorials; however we don't get many offers.

Not Complete

15. Parking district programs and other techniques to improve parking supplies for patrons.

We currently have an old ordinance #883 that that restricts employees from parking in the downtown from Deer to Dunham and 2nd to 4th. A parking fund and paring in lieu of fee should be established.

Not Complete

16. Placing overhead utilities underground shall be a priority.

Placing utility lines underground would greatly improve the look of the downtown but this would most likely be a part of a downtown enhancement grant not development driven.

On Going

17. Improve outdoor trash storage and removal systems.

Done through design review and cooperation with Prineville Disposal.

On Going

18. Identify links to nearby neighborhoods and make sidewalk improvements.

Through the Crook County Health Department Crook County GIS has created a preliminary map of sidewalks that show the weak links in the system.

On Going

19. Establish consistent design standards for downtown streets, sidewalks, and pedestrian amenities.

The City has a downtown enhancement plan that was adopted in 1997. Since then the plan has not been administered perfectly. The grey area is whether the enhancement plan should be followed when a sidewalk is replaced and not just with new development. This plan needs to be revisited.

Complete

20. Encouraging a full spectrum of local businesses – i.e. hardware stores, theater, etc.

Through the code update process the public input committee went through the use tables line by line to determine the most appropriate uses for the zone and how to process them.

On Going

- Support the formation and continued operation of a business association and designate a staff liaison to attend Chamber of Commerce meetings.

The Chamber of Commerce is the business association referred to. Staff does attend the Chamber meetings and the Chamber was involved in the code update.

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Programs:

The City shall:

Complete

1. Draft and adopt exemptions and special procedures for expedited processing of any development application in the downtown central business district.

While the process for review has not changed the determination for what needs to be reviewed has changed. Several years ago the City dropped most change of use applications and simply allow similar uses to replace similar uses without review. This is not restricted to the downtown.

Not Complete

2. Update and implement the Downtown revitalization program. This may include purchase, consolidation and assembly of property for sale or lease to key businesses.

No specific program has been established.

Complete

3. Appoint a staff member to be a liaison for local businesses on downtown issues.

The City manager or Planning Director is the liaison for local businesses.

Complete

4. Review water/sewer services and projects to ensure adequate service delivery to the downtown area.

The downtown area is fully served by water and sewer. Facilities are maintained or replaced as needed.

Not Complete

5. Update the existing Downtown Enhancement Plan and expand the borders of the "downtown core" as currently designated in the plan.

The existing plan was adopted in 1997 and should be updated. At the very least a clearer implementation plan is needed.

Complete

6. Revise the land division and zoning ordinance to allow mixed-use development.

A mixed use development zone has been created with the 2011 code update.

Not Complete

7. Draft and adopt a design assistance program to help business owners, builders and contractors create new construction and renovation plans that enhance the central business district's character.

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No program exists to assist business owners in enhancing the central business district.

Not
Complete

8. Explore the feasibility of urban renewal and other business improvement districts.

This has been explored but has never gained traction.

Not
Complete

9. Coordinate with the downtown business owners for the creation and adoption of a sustainability plan for publicly owned projects and other developments within the downtown business district.

This is referring to large downtown enhancement projects that may hinder business because of construction. A sustainability plan would be created as part of any major project.

On Going

10. Coordinate signal timing with ODOT for maximum benefit to the urban area.

Signal timing is coordinated this ODOT.

Not
Complete

11. Take appropriate steps to encourage the development of truck stop facilities.

This program is referring to the top of the grade and George Millican Rd. in particular. No specific steps have been created.

Not
Complete

12. Provide information to builders on meeting or being exempted from universal access requirements in historic structure renovations.

What?

Complete

13. Take appropriate steps to encourage the development of a multi-use path that connects downtown businesses with outlying residential neighborhoods.

Several grants have been applied for to reconstruct the old rail bed into a multi-use path, and through the City's subdivision, partition and design review processes extensions of the existing bike path can be accomplished. Parks and Rec. also have a master plan designating bike and pedestrian paths throughout the City. Trails can also count toward open space for PUDs and cluster developments.

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Tourism and Visitor Values and Policies

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

On Going

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

Programs:

The City shall:

Complete

1. Inventory, document and photograph all historical assets within the community.

There are 14 buildings considered historic sites within the Crook county comprehensive plan. These sites have been documented and should have been included as an appendix in the Comp Plan.

Not Complete

2. Work with local citizens to coordinate opportunities for accessing local historical assets and design a historic walking tour.

Not Complete

3. Coordinate and sponsor a competition for entry statement enhancements and designs in cooperation with other civic groups.

Not Complete

4. Acquire necessary property and obtain necessary approvals from ODOT for enhancing ROW areas for tourists and visitors.

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On Going

5. Improve visual connections to the central business district by installing effective directional signs at logical street access points.

On Going

6. Study shuttle service from Redmond airport to Prineville's central business district and other commercial activity areas.

East Cascade transit is now available.

Not
Complete

7. Coordinate with other local groups to develop a central business district hospitality study that includes activities for local youth.

On Going

8. Encourage travelers to spend the night and enjoy Prineville.

On Going

9. Work with local business groups to maximize coordination efforts and effectiveness of such programs.