

CITY OF PRINEVILLE

The following policies were in the Crook County Prineville Area Comprehensive Plan, enacted 1978. These policies for the City of Prineville are removed from the main text of the Crook County Plan and placed in this special City of Prineville section.

After the City of Prineville enacts its own Comprehensive Plan, these policies will be removed when Crook County updates its Comprehensive Plan.

URBAN - COMMERCIAL

Commercial activities in the Prineville Metro Area are composed of three general types: (a) “Core Area” businesses are those businesses which are located in and around city center (Third Street and Main Street intersections being the center) (b) “Strip Developments” are those businesses located along Third and Main Streets adjacent to the core area, at the “Y” west of the city center, along the Madras Highway north of the “Y” and along the Mitchell Highway east of city center; and (c) isolated neighborhood stores located near residential areas.

The types of business activities which presently best define the “character of the core area” include, but are not limited to, the following characteristics:

1. “Walk in” businesses which are defined as professional services (doctors, accountants, banking communications); entertainment facilities (taverns, cafes, restaurants, motels, clubs); products (grocery, variety, drugs, clothing, home furnishings, recreation, hardware); services (laundry, hair care, repair of household goods); and government agencies.
2. Close spacing (high density) of stores which results in a high percentage of lot coverage and high land use efficiency. This has the effect of increasing business exposure to a wide range of customers and increasing variety of products within small areas which facilitates customer convenience.
3. Customers drive into the area, make one auto stop and then walk to a number of stores.
4. Parking and access are in public or private lots or on the main streets.

In contrast, the type of business activities which presently best define the character of “strip development” include, but are not limited to, the following characteristics:

1. “Drive-in” businesses which are a mixture of light industrial and commercial uses such as construction (machine shops, welding, contracting, excavation), transportation (trucking, gas stations, vehicle service and sales, auto repair), storage, utility and maintenance facilities, motels, drive-in fast food establishments, etc.
2. Front onto major arteries leading into Prineville.

3. Low percentage of lot coverage with large buildings and outdoor storage facilities which are necessary for large product displays, equipment maintenance, mobility and parking. This causes businesses to be far apart and provides a small variety of services and products within a large area.
4. Pickup and delivery of products by customers who generally drive to each business separately.
5. Parking and access adjacent to main roadways and to the front of the business causing dangerous entry and exit situations.
6. Businesses often separated by residential units which break up continuity.

In addition to these concentrated commercial businesses, isolated local neighborhood stores occur and have the following characteristics:

1. Provide a limited variety of high demand products and services to the immediate residential neighborhood, especially to mobile home parks and apartments within walking distances.
2. Consist largely of neighborhood grocery stores.
3. Do not offer competition for downtown "core" area businesses of similar nature due to size, limited number and location.
4. Are generally located along major intersections at the edges of town near residential neighborhoods.
5. Have parking and access adjacent to roadways and at the front of the stores causing hazardous ingress and egress situations.

There is space available for commercial expansion in the core area and along the strips. However, property value and volume of trade are the dominant factors in determining whether it will be financially rewarding for business to locate in these areas. There is need for customer and employee parking (both private businesses and government agencies) in the core area. Employees need parking alternatives; a need for 5-10 minute parking zones in front of those businesses which characteristically have customers making short stops and high customer turnover, i.e. payment of utility bills, etc., also exists.

The local transportation network is a major factor in determining location and growth of commercial businesses in the core area. This can be seen by high concentrations of commercial business in the core area and along the Madras and Ochoco Highways leading into town where a great degree of exposure and access and high traffic flow exist. It should be recognized that the development of a shopping center outside of the core area could be a major threat to the economic viability of the core area. It should also be recognized that government offices dealing with public services, such as welfare, health, education, planning, assessment, etc. are

compatible with core area businesses but compete for parking and should, therefore, be located and concentrated in a fringe area.

URBAN - COMMERCIAL OBJECTIVES

The following statements shall be the general objectives of the Prineville Metro Area concerning commercial development.

1. To protect and insure the permanency of the downtown business district as a vital economic base and to maximize customer access and exposure.
2. To maintain the “character” of the downtown commercial “core area” by encouraging all new retail and general commercial businesses having “compatible character” to locate in the core area.
3. To encourage commercial expansion into adjacent residential areas in a diagonal direction from the intersection of Third and Main Streets.
4. To encourage landscaping and other forms of city beautification for the purpose of enhancing the physical character of the “core area”.
5. To maintain alleyways as viable pedestrian walkways in the “core area” and as rear entrance delivery points.
6. To solve the problems of insufficient parking within the “core area”.
7. To provide alternate “strip” commercial area for drive-in commercial uses, and to encourage all new businesses having compatible character to locate in these same areas.
8. To encourage commercial businesses that are incompatible with the downtown “core area” to locate in designated “strip” commercial areas, light industrial sites or buffer areas.
9. To encourage tourist related business (motels, gas stations, restaurants, camp grounds, trailer stops) to locate along the major entryways of Prineville and along primary arterials or collectors providing access to major recreation resources or facilities.
10. To recognize the need for small neighborhood stores which provide a limited number of products and services to immediate residential areas.

URBAN- COMMERCIAL POLICIES

The following shall be the policies of the Prineville Metro Area concerning commercial development.

1. Existing major concentrations of commercial businesses within the core area and along the Madras and Ochoco Highways shall be preserved (Existing Land Use Map).
2. Those areas with available space for commercial expansion shall be of highest priority for preservation.
3. On lands designated for prime commercial expansion, non-compatible businesses, industrial or residential uses shall not be allowed in order to maintain available spaces for commercial expansion (Physical Development Plan Map).
4. Expansion shall be favored where the fewest impacts will affect existing situations, i.e. customer generation, traffic patterns, storage of goods, etc., which will be brought to an area by new products and/or services. The greatest impacts will result from increased auto traffic generated by customers and service vehicles.
5. Expansion shall be limited to the carrying capacity of the natural resources, i.e. air, water and earth, especially their physical limitations.

“Core” commercial development shall be determined by the following policies:

1. The permanency of the “core” commercial area shall be protected and maintained by requiring “core area” businesses as defined below to locate or expand within or adjacent to the downtown “core area” as designated on the Physical Development Map.
2. “Core area” businesses shall be defined as the following types of businesses:
 - (a) Professional services such as doctors, accountants, banking, communications, etc.
 - (b) Products such as grocery, variety, drugs, clothing, home furnishings, recreation, hardware, etc.
 - (c) Services such as laundry, hair, repair of household goods, etc.
 - (d) Entertainment facilities such as cafes, restaurants, taverns, etc.
 - (e) Compatible uses include government services which deal with local population, welfare, unemployment, etc.
3. Industrial “strip” commercial and residential uses shall be considered non-compatible and shall not be located or allowed to expand, within or adjacent to the “core area”; high density residential may be permitted in close proximity.

4. Expansion shall be favored where dilapidated buildings, especially those being used for storage and/or maintenance, could be converted or demolished for commercial business, in vacant lots, or where residential units occur within or adjacent to the existing commercial uses.
5. Government offices which deal with services used by the local population, such as welfare, unemployment, postal service, OLCC, etc., shall be clustered in an area adjacent to the existing Courthouse, City Hall and Federal Building complex as such is feasible.
6. Any shopping center proposing to locate in the Prineville area shall be encouraged to locate in the downtown “core area”.
7. A parking district shall be considered within the “core area” for the purpose of:
 - (a) Obtaining property(s) for new parking facilities.
 - (b) Reviewing and establishing parking criteria in city-county zoning ordinances.
 - (c) Determining the best utilization of police controls when they are seen to directly effect business operations, i.e. traffic controls, 10-15 minute convenience parking or loading zones, parking meters, etc.
 - (d) Requiring diagonal parking for minor streets within the “core area”.
8. The City of Prineville and downtown business owners shall be encouraged to provide improvements to buildings, parking lots, storage facilities and lots, maintenance area, sidewalks, streets, etc. for the purpose of improving the physical attractiveness of the “core area”.
9. Alleyways shall be maintained as viable pedestrian walkways within the “core area” and as rear entrance delivery sites.

“Strip” commercial development shall be determined by the following policies:

1. The character of the “strip” commercial areas along the Madras and Ochoco Highways shall be maintained by requiring “strip” commercial businesses as defined below to only locate within, or adjacent to, existing “strip development”.
2. “Strip” commercial businesses shall be defined as the following types of businesses:
 - (a) Vehicle sales and service (including recreational vehicles).
 - (b) Gas stations.

- (c) Drive-in restaurants, clubs, taverns, etc.
 - (d) Traveler oriented businesses.
3. All other non-compatible businesses, including heavy industry and residential uses, with the exception of “neighborhood stores” shall be prohibited from locating or expanding along these “strip areas”.
 4. Recreation oriented commercial businesses shall be encouraged to locate along major highways and near recreational areas.
 5. “Strip” commercial business owners shall be encouraged to provide improvements to buildings, parking areas, storage and maintenance lots, etc. for the purpose of improving the physical attractiveness of the roadways leading into Prineville.
 6. “Strip” commercial development shall be encouraged to provide service access roads which feed into major arterials.

The need for small neighborhood stores which provide a limited number of products and services to adjacent residential areas shall be recognized and provisions for such shall be provided. Home occupations shall be allowed in conformance with the Zoning Ordinance and conditions deemed necessary by the Planning Commission.

NOTE: Crook County, in 1997, adopted a Transportation System Plan (TSP) and, in 2003, expect to adopt a revised TSP.

TRANSPORTATION

In general, the Transportation Element of the Comprehensive Plan is intended to provide the basis for a systematic program to minimize traffic hazards, improve traffic movement and roadway conditions efficiently and in an orderly manner, to facilitate the coordination of maintenance and development programs of all agencies responsible for transportation facilities, and to insure that private development occurs in harmony with public transportation facilities and programs. Such includes traffic law enforcement, emergency services, postal and school bus service, and other public and private services dependent upon transportation facilities.

FINDINGS

The findings set forth hereinafter are general in nature and pertain more generally to the county as a whole, vs. the urban area of the City of Prineville which is addressed from a transportation standpoint in greater detail later in this section.

1. It is apparent from all traffic studies conducted throughout the planning process that the most significant traffic volumes are found on the state primary and secondary highways, a limited number of county roads, and on city and county roads in and around the City of Prineville.
2. It is also evident that there is a direct correlation between traffic volumes and traffic accident rates; it is further evident that traffic accident rates are related to identifiable hazardous locations, deficient traffic signs, and physical features and roadway conditions.
3. The planning process recognized easily that there are deficiencies in legal records and procedures concerning streets and roads, that existing road and street information is confusing, and that road and street numbering and rural addressing systems are in the least confusing if not nonexistent.
4. There are considerable discrepancies in records documenting county roads and a consistent lack of coordination in the transfer of responsibilities between the city and the county concerning streets and roads during annexation proceedings.
5. Past road dedication acceptance practices have resulted in roads being accepted for public dedication which were not constructed to acceptable standards. Such roads have become a maintenance burden upon the public and have created safety hazards.

6. Neither the city nor the county has ever classified streets and roads in accordance with the functions thereof, nor has either jurisdiction had established improvement standards relative to such functions, nor has either jurisdiction considered such functions relative to the effects of adjoining land uses or vice versa.
7. The city and county have not previously had an efficient and reliable road and street maintenance management system.
8. All research data indicates that all of the appropriate modes of transportation are presently being utilized in the county; thereof, the predominate modes identified include rail, air, highway, pipeline, bicycle and pedestrian.

OBJECTIVES

1. To insure that current transportation studies and plans (the County Roadway and Traffic Safety Management Plan, the Urban Area Transportation Element of this Plan, and applicable State Transportation Plan Elements) are revised on a periodical basis and that such is accomplished with maximum coordination of all appropriate agencies.
2. To insure that all transportation systems within the city and county, to the fullest extent possible, be planned to utilize existing facilities and rights-of-ways provided that such is consistent with the environmental, energy, land use, economic and social policies of this plan.
3. To develop and adopt efficient road and street record systems.
4. To insure that streets and roads accepted for dedication to the public are improved to established standards.
5. To classify streets and roads in accordance with function served or design function, and to insure compatible land uses adjacent thereto.
6. To develop and maintain efficient and effective road and street maintenance management systems.
7. To avoid dividing existing economic farm units and urban social units with major transportation facilities.
8. To insure that the number and location of major transportation facilities conforms to applicable plans and policies designed to direct urban expansion or accommodate economic development.
9. To include in all transportation plans consideration of all appropriate transportation modes and to consider as a major determinant the carrying capacity

of the air, land and water resources of the area, and more specifically, the effects on agriculture and forestry base resources.

CROOK COUNTY TRANSPORTATION POLICIES

It shall be the policy of the county to provide and encourage a safe, convenient and economic transportation system. All transportation plans shall: 1) consider all appropriate modes of transportation, 2) be based upon an inventory of needs and identified problems, 3) consider the differences in social consequences resulting from differing combinations of transportation modes, 4) avoid principal reliance upon any one mode of transportation, 5) minimize adverse social, economic and environmental impacts and costs, 6) conserve energy, 7) meet the needs of the transportation disadvantaged, 8) facilitate the flow of goods and services relative to the local economy, and 9) conform to the applicable policies of this plan.

All current and future transportation studies and plans shall be revised periodically as deemed necessary and shall be coordinated with all appropriate agencies.

The city and county shall establish and maintain effective street and road record systems, and shall more efficiently coordinate transfer of maintenance responsibilities relative to streets and roads involved in property annexations to the city.

The city and county shall establish effective street and road numbering systems, and shall coordinate said systems with the appropriate agencies.

Streets and roads shall be classified in accordance with the function served or designated; such classifications shall have improvement standards established therefore, and planning decisions associated therewith shall take into account the interrelationships of such functions and adjoining land uses.

The city and county shall both establish and operate within effective and efficient street and road maintenance and acceptance management systems.

Transportation systems within the city and county, to the fullest extent possible, shall be planned to utilize existing facilities and rights-of-ways, and shall avoid dividing existing economic farm units and urban social units unless no feasible alternative exists.

All plans for transportation systems shall consider as a major determinant the carrying capacity of affected air, land and water resources, and shall be in conformance with applicable policies of this plan relative to natural resources, hazards, scenic resources, agriculture, forestry and urbanization specifically. In addition, the number and location of major transportation facilities shall be designed to direct urban expansion to those areas identified as necessary and suitable for urban and suburban development. Such facilities in rural areas shall be designed to provide necessary transportation service to accommodate designated rural uses, but so designed to discourage non-compatible urban or suburban uses.

Plans for new or for the improvement of major transportation facilities shall identify the positive and negative impacts on: a) land use patterns, b) environmental quality, c) energy resources, d) existing transportation systems, and e) fiscal resources in a manner sufficient to enable the city and county to rationally consider the effects and issues posed by the construction and operation of such facilities.

CROOK COUNTY ROAD DESIGNATIONS

County roads in Crook County are classified as principal arterials, minor arterials, collectors and local (land access) roads. These differ from those classifications found in Prineville Metro Areas, as road functions within the metro area network of the county differ in function from the same road when considered within the network of the Crook County area of the State of Oregon. Roads in Crook County may be classified as follows:

Principal Arterials - Principal arterials form the primary roadway network within and through a region. They provide distribution and collection of traffic on minor arterials and collector roads. The location of principal arterials helps to define and strengthen land use developments. Principal arterials are designed to form a continuous road network. They are given preferential traffic control over minor arterials and collector streets. If possible, local streets and roads should not connect directly to principal arterials.

There are no county roads classified as Principal Arterials within Crook County in the Crook County network.

Minor Arterials - Minor arterials interconnect and augment the Principal Arterial road system. They provide a lower level of service and usually of intermediate trip length. Minor Arterials connect other segments of the transportation system distributing traffic to small or lesser developed areas.

Minor Arterials in Crook County include U.S. Highway 26 and Oregon Highway 126.

Major and Minor Collector Roads - Major and minor collector roads carry internal traffic within areas having a single land use. Collector roads join arterial roads and minor traffic generators such as schools and shopping centers. Collectors should not form a continuous road network. Collector roads in Crook County include:

Major Collectors

O'Neil Highway	Reservoir Road	Lone Pine Road
Alfalfa Road	Houston Lake Road	Alfalfa-Bend Cutoff Road
Mill Creek Road	Ochoco Creek Road	Camp Creek Road
Johnson Creek Road	Bear Creek-Fife Road	Barnes Butte Road
Paulina-Suplee Highway	Beaver Creek Road	McKay Road
Juniper Canyon Road to Prineville Reservoir		
Oregon Hwy. 27 to Prineville Reservoir		
Lamonta-Puckett-Ryegrass Road		

Minor Collectors

Minson Road

Allen Creek Road (through Ochoco National Forest)

Sherwood Creek Road (through Ochoco National Forest)

Sheep Creek Road (Teeters)(up into Ochoco National Forest)

Veazie Creek Road (up into Ochoco National Forest)

and other roads (names unknown)(up into Ochoco National Forest)

Grindstone

Price-Twelve Mile (east off Bear Creek-Fife)

Weberg Road

This section has been removed for the City of Prineville Comprehensive Plan. Now address this area of concern.

PRINEVILLE AREA TRANSPORTATION

Some problems associated with streets in the Prineville area have been identified and are listed as follows:

Core area:

1. During daily peak hours and weekend traffic peaks, the major streets in the downtown area are congested.
2. Schools, residential areas and the Ochoco Creek have dead ended many streets.
3. Cross town traffic is forced onto Prineville's only through streets (Third and Main) which intersect at the downtown core area's center.
4. The following all contribute to the congestion problem:
 - a. No left turn facilities.
 - b. Insufficient loading facilities.
 - c. Parking.
 - d. Narrow lanes.
 - e. The number of large trucks and campers that must pass through the center of town.

Residential Streets:

1. Many of Prineville's residential streets particularly in the northwest and southeast section, are not designed characteristic of residential areas which require safe, slow speeds.
2. These streets have a tendency to increase speeds by their wide pavement widths and long, straight "sight distances".
3. The four-way intersections impose potential danger points.

4. Each additional foot of right-of-way imposes higher development and maintenance costs.
5. Several residential streets are providing through movement to vehicles not stopping in the neighborhood.
6. Seventh Street receives heavy log truck and commuter traffic.
7. Fairview, Deer, First, Second, Fourth and Northwest Sixth Streets receive traffic shortcutting or bypassing Prineville's two through streets.

The "Y":

1. The design of the "Y" is hazardous.
2. Traffic (especially westbound) is suddenly forced to a single lane which immediately divides into two highways, one to Redmond, the other to Madras.
3. Lanes are narrow and pose safety hazards; Ochoco Grade School, on street parking and traffic generated by commercial establishments lining the road pose additional safety hazards.

Visibility:

1. Visibility is poor at many intersections. Sharp angles, parking near intersections (especially with large vehicles), vegetation, buildings, signs and crosswalks all create visibility problems.
2. A spattering of public and private signs, particularly along Third Street present visual confusion to passing motorists.
3. Pedestrian crossings are not clearly marked.
4. Grade schools are located along Third Street forcing children to cross the busiest traffic areas.

Intersections and Turns:

1. There are several intersections that are too tight and cannot handle large truck turns. These intersections are Ninth, Seventh, Tenth, Lamonta and Main Streets; Third, Lamonta and Harwood Streets.
2. Property accesses on curves, i.e. the truck weigh station on Lamonta near Deer Street, present visibility and safety problems.

Funding for improvements to principal and minor arterials may be available through Federal Aid Urban (FAU) in 1980. Currently, the city and the county received Federal Aid Secondary (FAS) funds for certain major roads (i.e. Lamonta Rd., Combs Flat Rd., and Main St.).

It shall be the objective of the City of Prineville:

1. To improve the general circulation capability of the Prineville metro area; and to relieve congestion, providing safer, convenient movement for all who use the transportation system.
2. To maintain those existing routes which offer a high degree of “mobility” so they may continue to carry traffic longer distances at higher speeds with a minimum of conflict.
3. To manage Prineville’s existing and proposed streets by insuring that they will serve their proper function.
4. To appropriately fit street design to the nature and type of street.
5. To improve and provide for the expected parking and loading needs for all areas of Prineville.

Definitions:

1. Higher, Like and Lower Order Streets - Streets have been classified in a hierarchy: Principal Arterials being the highest order streets, followed by Minor Arterials and collectors, and Locals being the lowest order streets. A like street is a street of the same hierarchy or classification. Similarly, a higher order street is one of a higher classification and a lower order street is one lower on the hierarchy.
2. Capacity - A state of “ideal” free flow for a street under its existing conditions. It is usually expressed as an “ideal” average daily traffic count. Criteria considered include: pavement width, one or two-way movement, parking, city population, and percent of trucks, left turns, right turns, and oncoming traffic.
3. Mobility - The convenience a street provides to move from point A to point B. Criteria considered include travel speeds, travel time, street width and sight clearance, visual barriers and potential conflict points, and freedom from speed changes. A street with a high degree of mobility would have few speed changes, wide pavement surfaces and sight clearances, few visual barriers and potential conflict points, etc.
4. Neighborhood - An area that shares common characteristics - for example, residential, core commercial, strip commercial, and industrial neighborhoods.

5. Activity Center - A concentrated land use which attracts people for shopping, employment, recreation and other purposes. It can be a single use which generates many trips (Fairgrounds, High School) or (major activity center) a cluster of smaller uses which collectively generate many trips or persons (i.e. Core Area, industrial plants).
6. Sight Distance - Refers to curves or visual barriers along roads that discourage, or encourage, desirable speeds for a particular neighborhood. A short sight distance would be such that, visually, a driver would be unsure of what lies ahead, resulting in slower speeds.
7. Frontage Street - Generally Local or Collector streets that run parallel to higher order streets. Their function is to provide common access to the “higher order streets” from adjoining land uses.
8. Core Area - Generally, the core area is that area located in and around the city center, the intersection of Third and Main Streets being the center. (It is further defined in the Commercial Element of the Comprehensive Plan, Chapter III.)
9. Buffer - A separation between a transportation facility and adjoining developments to reduce negative impacts (such as air and noise pollution, or appearance) caused by the transportation facility. The separation can be open space.
10. Transit - Refers to movement of people in public or private vehicles other than their own. Generally there are scheduled runs and designated pickup areas.
11. Improvements - Anything man-made raising the value of a piece of property (i.e. houses, schools, roads, buildings).
12. Right-of-way - The privilege of traffic on one street to move without stopping at intersections with “lower order streets”. “Lower order streets” must stop when intersecting with “higher order streets”. Right-of-way also refers to the width of the property or corridor designated for street use. Right-of-way is abbreviated as ROW.
13. Transportation Disadvantaged - Those individuals who have difficulty in obtaining transportation because of their age, income, physical or mental disability.
14. Half-Street - Right-of-way that is improved to its respective standards on only one-half of its width. The remaining half is to be improved upon development of adjacent properties and/or need.

PRINEVILLE AREA TRANSPORTATION POLICIES

It shall be the policy of the Prineville Metro Area to:

1. Classify streets as follows:
 - (a) Principal Arterials - Main St., Third St., Combs Flat Rd., Lynn Blvd.; Redmond, Ochoco and Madras Hwys.
 - (b) Minor Arterials - First St., Tenth St., Laughlin Rd., Lamonta Rd., Harwood St., Fairview St., Juniper St., Peters Rd.
 - (c) Collectors - S.E. Seventh St. (east of Fairview), S.E. Fifth St., S.W. Fifth St., N. Second St., N. Fourth St., N.E. Seventh St., N.W. Ninth St., Loper Ave., Rimrock Rd. - Crestview Dr., N. and S. Deer St., N. Beaver St., and/or N. and S. Court St., N. Elm St., Oregon Ave., N. Knowledge St. S. from N. Third St., Williamson Dr., Willowdale Dr., Melrose Dr., Huston Rd., Rawhide Ln., Hudspeth Rd., S. Knowledge St. S. of Fifth St.
 - (d) Locals - Remaining streets are to be classified as locals.
2. Recognize the relationship between land use and street function. Transportation shall be considered according to street classification policies in extension of existing, development or approval of new development.
3. Locate and preserve corridors or right-of-ways which are potential Principal Arterials, Minor Arterials, and Collectors. Improvements which conflict with the proposed street shall be prohibited.
4. Require that road improvements necessitated by development shall be constructed in accord with street classification policies, and financed by the developer. (Such road improvements include roads affected by the impact of the development.)
5. Prohibit further development which causes streets to not serve their function (including causing streets to have lower speed limits than the function necessitates).
6. Require frontage roads to decrease traffic impacts on streets not classified as Locals (particularly on arterials).
7. Maintain high speed mobility of Arterials to insure convenient movement into and out of the City of Prineville.
8. Insure that new or extended uses within the Urban Growth Boundary provide off-street parking and loading facilities consistent with expected traffic generation and number of employees or residents.

9. Establish regulations which provide for the parking needs of all types of vehicles and people, including but not limited to, trailers, campers and other oversize vehicles, and including handicapped persons.
10. Encourage stops of all “lower order” streets at intersections with “higher order” streets.
11. Encourage use of alleyways within the core area for loading and pedestrian movement, and incorporate barriers to discourage their use as vehicle shortcuts.
12. Encourage space for pedestrian loading or pickup areas at “activity centers” which are safe and are not in conflict with street vehicle use.
13. Assure safe “sight distances” for pedestrians and vehicles at all intersections.
14. Encourage landscaping along city streets.
15. Minimize continuous paved parking surfaces which are impervious to water and divide large parking areas by including functional (i.e. visual relief, cooling in summer) and maintainable planting strips.
16. Alleviate congestion by improving pedestrian and traffic controls and indicators.
17. Provide for decreased congestion in the core area and improved circulation in the city by providing traffic with alternative routes away from the core area.

Recommendations:

- (a) Extend N.W. Ninth St. to Madras Hwy. to minor arterial standards.
- (b) Improve Laughlin Rd. from the Ochoco Hwy. to the railroad track crossing to minor arterial standards.
- (c) Purchase right-of-ways for the Lynn Blvd. extension to the “Y” (between the Skull of the Oredont Tavern and the Grizzly Bear on Third St.; through the Trees Trailer Court on Second St.; adjacent to the First Assembly of God Church on S. Main St.).
- (d) Construct a minor arterial from Laughlin Rd. paralleling Prineville Railroad and Ochoco Irrigation right-of-ways to Tenth St. (midway between Court St. and Elm St.).
- (e) Improve Lamonta Rd. and Main St. intersection (from Deer St. to Court St. to Ninth St.).
- (f) Improve N.W. Tenth St. to minor arterial standards from Main St. to N.W. Ninth St. at Locust St.

- (g) Designate and appropriately sign Laughlin Rd. to Tenth St. to the Madras Hwy. as a truck route.
 - (h) Bridge Court St. and Beaver St. across Ochoco Creek.
 - (i) Improve McKay Rd. to Barnes Butte Rd. at principal arterial standards.
 - (j) Improve Harwood St. to minor arterial standards with adequate caution facilities at Harwood Park.
18. Provide for decreased congestion in the core area and improved circulation in the city by providing for greater movement within the core area.

Recommendations:

- (a) Bridge Court St. and Beaver St. across Ochoco Creek.
- (b) Extend N.W. Ninth St. to the Madras Hwy. to minor arterial standards.
- (c) Improve Laughlin Rd. from Ochoco Hwy. to the railroad track crossing to minor arterial standards.
- (d) Improve the Lamonta Rd. and Main St. intersection (from Deer St. to Court St. to Ninth St.) anticipating improvement of Tenth St. as a minor arterial.
- (e) Construct a minor arterial from Laughlin Rd. paralleling the Prineville Railroad and Ochoco Irrigation right-of-ways to Tenth St. (midway between Court St. and Elm St.).
- (f) Improve N.W. Tenth St. to minor arterial standards from Main St. to N.W. Ninth St. at Locust St.
- (g) Designate and appropriately sign Laughlin Rd. to Tenth St. to the Madras Hwy. as a truck route.
- (h) Purchase right-of-ways from the Lynn Blvd. extension to the “Y” (between the Skull of the Oredont Tavern and the Grizzly Bear on Third St.; through the Trees Trailer Court on Second St; adjacent to the First Assembly of God Church on S. Main St.).
- (i) Improve McKay Rd. to Barnes Butte Rd. to principal arterial standards.
- (j) Improve Harwood St. to minor arterial standards with adequate caution facilities at Harwood Park.
- (k) Improve Lamonta Rd. to minor arterial standards.

19. It should be noted that not all right-of-ways, particularly collectors, can be designated at this time. Upon demand in a specific area, the public administrative bodies may require the establishment of other right-of-ways to improve traffic circulation and meet the intent of the established policies. These may include:
- (a) Principal Arterials - Lynn Blvd. extension along the Crooked River floodplain to the “Y”.
 - (b) Minor Arterials - First St. W. to extension of Lynn Blvd.; Juniper St. S. and S.E. to Knowledge St. and S. to Fairgrounds Rd.; Laughlin Rd. paralleling Prineville Railroad and Ochoco Irrigation ROW's to Tenth St. (midway between Court St. and Elm St.); Tenth St. cutting S.E. at the corner with Locust to Ninth St.; Combs Flat Road to Barnes Butte Rd.; Peters Rd. extended to Combs Flat Rd. extension; Peters Rd. S.W. along drainage W. of American Forest Products to Lamonta Rd.; Harwood St. S. to Lynn Blvd. extension.
 - (c) Collectors - A street connecting Crestview Dr. to Lynn Blvd. extension; S.W. Sixth St. W. to Lynn Blvd. extension; S.E. Fifth St. along Huston Rd., to Combs Flat Rd.; a street S. of the Fairgrounds, parallel to Lynn Blvd., connecting Combs Flat Rd. to S. Main St.; Hudspeth Rd. N.E. and E. to Combs Flat Rd. extension; Williamson Dr. S. to Melrose Dr.; Crestview Dr. to S. Main St.; Court St. S. to Lynn Blvd.; N. Fourth St. to Juniper St.; N. Second St. to Juniper St.; a road extending S. from the E - W portion of Fairgrounds Rd. adjacent to the bottom of the rimrock slope; a road N.E. and S.E. of Rawhide Ln. to Combs Flat Rd. extension, Rawhide Ln.
 - (d) Others - All streets intersecting with Ochoco Creek.

PRINEVILLE AREA STREET CLASSIFICATION POLICIES

Principal Arterials

1. The function of principal arterials shall be to:
 - (a) Provide for a high degree of through movement and mobility. Ease of access to and from principal arterials shall be related to the type of adjacent land use (i.e. individual access shall be discouraged to and from residential areas while encouraged within the core area).
 - (b) Move efficiently and safely high average daily traffic numbers; and provide connections to major roads outside of the metro area.

2. Design of principal arterials shall:
 - (a) Provide for recommended principal arterial right-of-way widths and pavement surfaces.
 - (b) Discourage on-street parking.
 - (c) Provide main intersections primarily with other principal and minor arterials and to a lesser degree wherever required with collectors. Intersections with local streets shall be avoided wherever possible in designated commercial and industrial areas.
 - (d) Provide pedestrian-bicycle paths within the right-of-ways with bicycle-pedestrian policies.
 - (e) Provide proper signalization at all major intersections.
 - (f) Provide for all desired turning movements, including left hand turn lanes at intersections between principal and minor arterials and collectors.
 - (g) Provide a road base sufficient to handle usage by large trucks.

3. Related land use and development:
 - (a) Residential development, schools and parks shall be discouraged along principal arterials.
 - (b) Major public and private “activity centers” shall be encouraged to locate adjacent to and preferably at intersections with other principal or minor arterials. “Activity centers” shall have a high degree of access to principal arterial streets.
 - (c) New development, whenever possible, shall (except in designated core commercial and activity areas):
 - 1) Provide access by means of a “lower order” street; or
 - 2) Be buffered from the right-of-way by requiring a deep set back, or combining access points, or the construction of a frontage street; or
 - 3) Encourage imaginative circulation design that focuses the access of several developments to a single controllable point. Such access points should not focus directly into a parking lot.

Minor Arterials

1. The functional purpose of minor arterials shall be to:
 - (a) Conduct traffic between principal arterials, minor arterials and Prineville's neighborhoods.
 - (b) Serve as viable alternatives to principal arterials for movement around and to Prineville's "major" public and private "activity centers".
 - (c) Maintain a high degree of mobility similar to principal arterials in strip commercial areas. Speeds within core areas and residential areas shall be maintained unless modification is necessary within the future.
 - (d) Carry a majority of the truck traffic within the city.
2. Design shall:
 - (a) Provide right-of-way widths and number of lanes consistent with the nature of the adjacent land uses, expected traffic, speeds, and number of intersecting streets. Right-of-way widths should provide for four (4) lanes of traffic and two (2) emergency shoulders and be consistent with bicycle-pedestrian policies.
 - (b) Avoid intersections with local streets, except in designated commercial and industrial area.
 - (c) Discourage parking, except in the core and existing residential areas. Adjacent land uses that generate conflicts with the minor arterials function as an alternative through route shall be discouraged.
 - (d) Insure right-of-ways at intersections between principal and minor arterials and collectors that are large enough to provide all desired turning movements, including left hand turn lanes.
 - (e) Provide a road base sufficient to handle usage by large trucks.
3. Related land use and development shall:
 - (a) Encourage "major activity centers" (as defined in the commercial and industrial Comprehensive Plan sections) near intersection with higher order streets within the intent of the following subsection b.
 - (b) Except in designated "core commercial areas", new development whenever possible shall:

- 1) Provide access to minor arterials by means of a collector or by a frontage or local street whenever a collector is not feasible.
 - 2) Be buffered from the right-of-way by requiring a deep set back for the combining of access points or the construction of a frontage street.
 - 3) Encourage design that combines the access of several developments to a single controllable point.
- (c) Discourage unlimited access to and from adjacent residential developments.
- (d) Encourage high density development while regulating access, and providing buffer areas from impacts generated by minor arterials.

Collectors

1. The function of collectors shall be to:
 - (a) Be the main traffic artery within a given “neighborhood”.
 - (b) Provide a high degree of land access and maintain low speeds.
 - (c) Encourage traffic movement to minor arterials and local streets, and with less emphasis to principal arterials.
 - (d) Discourage through movement between “higher order streets” for traffic not making stops in the neighborhood.
 - (e) Provide on-street parking.
2. Design shall:
 - (a) Provide control measures to discourage unwanted speeds.
 - (b) Insure turning movements for traffic into “neighborhoods” at intersections with principal and minor arterials.
 - (c) Insure collectors have the “right-of-way” over local streets to maintain a “through” function.
 - (d) Provide for safe and frequent bicycle and pedestrian crossings along the streets and at intersections.

- (e) Insure street widths correspond to the nature of land uses within the “neighborhoods” served and to the level of trip generation that corresponds to those land uses.
3. Related land use shall:
- (a) Be compatible with the neighborhoods served.
 - (b) Discourage land uses which attract a significant number of traffic trips outside the neighborhood residential areas.
 - (c) Be encouraged to provide access by means of a collector or local street.
 - (d) Encourage high density developments with close proximity to “higher order streets”.

Local Streets

1. A local streets functional purpose shall be to:
- (a) Serve short trip desires, small “neighborhood” areas and small average daily traffic counts.
 - (b) Provide low levels of mobility and speed, and direct access to individual properties.
 - (c) Highly discourage through movement except to other local or collector streets.
 - (d) Discourage direct connections to principal and minor arterials streets.
2. Design shall:
- (a) Provide short “sight distances”.
 - (b) Provide a minimum width of two lanes of movement, with parking on both sides and be wide enough for service and emergency vehicle access.
 - (c) Avoid four-way intersections and assure stops at all “high order streets”.
3. Related land use shall be determined and reviewed under the same criteria as for a collector with the exception of “d” which states “encourage high density developments with close proximity to “higher order streets”.

Until actual location and layout of proposed transportation facilities are determined, it is difficult to determine the exact financial costs required for construction and purchase of property. A complete understanding of both long and short-term social and economic costs is necessary, and must be considered before proposals are finalized.

HOUSING ELEMENT - PRINEVILLE METRO AREA

It is the goal of Crook County and the City of Prineville to provide a high degree of livability by offering a wide variety of housing types and locations, and to ensure that additional residential growth occurs in the most cost effective manner.

Definitions

1. The City of Prineville - is defined by all that lies within the incorporated city limits.
2. Low Income Households - the following figures are the family income limits as defined by HUD in May, 1976, for Crook County:¹²

Number of Persons in Family	
One	\$ 6,900
Two	7,900
Three	8,900
Four	9,900
Five	10,500
Six	11,100
Seven	11,700
Eight	12,400

3. Low Income Households Needing Assistance - are those low income home owners and renters paying over twenty-five percent of their income for housing costs, those low income households which are overcrowded (1.01 or more persons per major room) and those low income households which include substandard housing (as defined in HUD).¹³
4. Prineville Metro Area - all statistics referring to the metro area (unless otherwise noted) were derived from the 1977 Housing Survey where the sphere of influence for the metro area included all the city as well as Crestview Addition, Melrose Acres, Stearns Addition, Schnoors Subdivision and 3/4 mile out the Madras Highway.

¹²Department of Housing and Urban Development, 520 SW 6th Ave., Portland, Oregon 97204.

¹³Department of Housing and Urban Development.

5. Rehabilitative Units - are intermediately defective units which are considered economically feasible to be "suitable for rehabilitation". Chapter 1, Section 104(b) of the Uniform Building Code addresses alterations to existing building as follows: "When additions, alterations or repairs within any 12 month period exceed 50 percent of the value of an existing building or structure, such building or structure shall be made to conform to the requirements for new buildings or structures".¹⁴ Units "suitable for rehabilitation" would also include all slightly defective units. Rehabilitation of the existing housing stock would include weatherization and insulating programs as well as other major and minor repairs or alterations. These alterations may or may not bring the housing unit into conformance with the Uniform Building Code.
6. Substandard Units - are all those units which are intermediately and critically defective (See Condition of Housing Section).
7. Vacancy Rate - computed in April, 1977, by contacting the real estate offices and dividing the number of vacant units by the total housing stock available.

ANALYSIS OF HOUSING STOCK

Housing Stock Available - The information provided by the Crook County Assessor's office concerning housing stock revealed a total of 2,947 housing units in the metro area. Two thousand four hundred and twenty-one of those units lie within the city limits. Of those units, approximately 17% are apartments and 10% are mobile homes. The 1977 Housing Survey revealed that approximately 77% of the households are owner-occupied and 23% are renter-occupied.

Vacant Units - A determination of the vacancy rate in April, 1977, revealed a total of 13 vacant units in the metro area or a vacancy rate of .56%.

Condition of Housing - The condition of housing information was extrapolated from the 1985 Prineville Area Comprehensive Plan. For the purposes of that plan, a general windshield survey technique was employed in May, 1972, to generally assess exterior housing condition. All units of the housing stock were classified into one of four categories according to the following criteria established by the Bureau of Census.

Rating and Exterior Condition

- A. Not defective
 1. New or excellent

¹⁴International Conference of Building Officials, State of Oregon Building Codes Division, Dept. of Commerce, 410 Labor and Industries Building, Salem, Oregon 97310, Uniform Building Code, 1976 Edition: Supplement Pg. 23.1).

- B. Slightly defective
 - 1. Slight damage to porch or steps
 - 2. Small cracks in walls, plaster or chimney
 - 3. Broken gutters or downspouts
- C. Intermediately Defective: one or more intermediate defects; five or more defects
 - 1. Holes in walls
 - 2. Open cracks
 - 3. Missing material over small area of wall, roof
 - 4. Rotten windowsills, frames
 - 5. Deep wear on stairs
 - 6. Poor or no foundation
- D. Critically Defective: one or more critical defects; five or more intermediate defects
 - 1. Sagging walls or roof
 - 2. Holes, open cracks, missing material over large area
 - 3. Damage by storm or fire unrepaired

A 1977 update of the condition of housing survey was conducted by consultation with the City-County Building Official and by field checking those units in doubt.

In the metro area, approximately 14% of the total number of units are in substandard condition (intermediately or critically defective). Approximately 26% of the total number of units in the metro area are in a state suitable for rehabilitation. Those units which would be eligible for demolition include approximately 6% of the total households.

Evaluation of Housing Need - Housing need consists of (1) housing stock in need of rehabilitation or demolition, (2) underprivileged households in which too much income goes for housing, and (3) lack of housing supply to meet the demand.

Information derived from the Condition of Housing Study indicates that within the city, 318 units (13% of the total) are in substandard condition. A total of 679 units within the city or 28% of the total units are suitable for rehabilitation. According to that same study, 137 units within the city, or 7% of the total are eligible for demolition.

According to the Housing Survey, a total 633 households in the city would qualify under HUD regulations for some type of financial assistance. A total of 652 households are low income, paying more than 25% of their income for housing. Of that total, 44 households are headed by handicapped persons; 250 households are elderly - 76 of those being headed by elderly females; a total of 243 families are female headed households. In addition, 31 households are low income with substandard housing. These 683 households represent approximately 28% of the total households in the city.

Housing need based on short supply is determined by the existing vacancy rate, the number of units in need of replacement or rehabilitation and the number of households needed. Upon evaluation, all three of these determinations indicate a present and future need for additional housing. The present vacancy rate of less than 1% indicates a severely restricted housing market with very few options in housing. Included in the housing stock are 181 units in need of rehabilitation, and 137 units unsuitable for rehabilitation and in need of demolition. By estimating population and present housing shortage, an estimate of approximately 550 new residences will be needed by 1980. This averages out to be an additional 183 units per year. By using an ideal vacancy rate of 4% and adding to this the number of dilapidated units (137), we arrive at a shortage of 335 units at the present time in the Metro Area.

Detailed Housing Analysis - In order to distinguish neighborhood social factors and to determine the distribution of household income levels and housing costs, a detailed housing analysis was compiled. The City of Prineville was divided into six residential areas, each as cohesively similar as possible, and analyzed to determine each neighborhood's housing characteristics. (All the figures presented here were derived from the 1977 Housing Survey.)

Insert Map
1977 Housing Survey

**Table X
CITY OF PRINEVILLE HOUSING ANALYSIS – 1977 FIGURES**

	AREA 1 WEST	AREA 2 MIDDLE NORTH	AREA 3 THE HEIGHTS	AREA 4 SOUTHWEST	AREA 5 MIDDLE SOUTH	AREA 6 MELROSE
Total Population	1,056	1,004	1,249	1,032	1,459	1,074
Total Households	453	431	536	443	626	461
% Head of Hshlds over 62 yrs	27%	39%	33%	33%	33%	33%
% Head of Hshlds between 16–24 yrs	17%	14%	3%	2%	2%	6%
% Housing units owner occupied	68%	66%	81%	80%	85%	57%
% Housing units overcrowded (more than 1.01 persons per room)	8%	5%	1%	0	2%	9%
% Housing units with costs less than \$100/mo.	21%	25%	8%	13%	16%	17%
% Rental units with rents less than \$100/mo	6%	10%	0	0	2%	2%
% Hshld owners earning \$6,900 or less per year	18%	23%	19%	12%	17%	20%
% Hshld renters earning \$6,900/yr	11%	22%	1%	7%	5%	9%

The data reveals that the area northwest of the core (middle north) supports the highest percentage of very low-income families. Furthermore, this area contains the highest percentage (39%) of households headed by persons over 62 years of age and a high percentage (14%) of households headed by young people (16-24). The available housing stock seems to support the needs of this income group by containing the highest percentages of both owner and rental units of \$100 or less per month. This combination lends credence to the theory that the housing stock is as much an indicator of social factors as it is a determinant.

Two other areas (The Heights and the Southwest) are very similar in their demographic makeup. The percentage of elderly households is at the city's average of 33% and the percentage of younger households is a low 2-3%. An average of 80% of the housing stock is owner occupied. Together, these two areas have the lowest percent of overcrowded conditions. Indicative of the quality of housing in these regions is the percentages of low monthly housing costs. These two areas reflect the lowest percentages of low-cost housing units. Combined, these two areas show a low percentage of low-income people.

A comparison of the distribution of the existing population by income with the distribution of available housing units by cost (as required by LCDC Housing Goal No. 10) reveals that each area contains a consistently higher percentage of low-income households than it does low cost housing units.

Area 1 West	Area 2 Middle North	Area 3 The Heights	Area 4 Southwest	Area 5 Middle South	Area 6 Melrose
% Housing Units with costs less than \$100 per month					
27%	35%	8%	13%	18%	19%
% Households earning \$6,900 or less per year					
29%	45%	20%	19%	22%	29%

Again, area 2 (middle north), demonstrates the highest percentage of both low cost housing units and low-income households. Located in the city core, this area contains many older homes which, due to age and use, rent at a low cost and may, as a consequence, deteriorate more rapidly. It is already evident from the Housing Density/ Condition Map that a relatively high portion of these units are in a rundown or dilapidated condition. Second and third areas with these same demographic conditions are area 1 (west) and area 6 (Melrose).

It is evident that the type of housing available in these areas are fulfilling a housing need and should be maintained as such. Aesthetic, health and safety factors may encourage the rejuvenation of these areas, but pressure should be exerted to insure that other suitable housing arrangements are made for low-income families.

Expected Housing Demand - The following anticipated housing demand figures were computed using the 1977 population projections derived from 1977 Pacific Northwest Bell forecasts and a person per household figure of 2.33. Assuming that these population forecasts hold true, the number of new housing units that will be needed over the next 23 years are as follows :¹⁵

¹⁵Pacific Northwest Bell Forecasts

Table XI	
EXPECTED HOUSING DEMAND FOR CROOK COUNTY TO THE YEAR 2000	
YEAR	ADDITIONAL UNITS NEEDED
City	
1977	300
1980	257
1990	524
2000	626
Total City	1407
Metro Area (including the City)	
1977	335
1980	279
1990	1018
2000	1249
Total Metro Area	2546
County	
1980	364
1990	1138
2000	1382
Total County	2884

Following is the existing breakdown of affordable costs of housing in the city (based on HUD quotation of 25% of monthly income):¹⁶

\$100 or less/month	=	34.5% of total households
\$101 - \$200/month	=	26.5% of total households
\$201 + month	=	39.0% of total households

If we apply these same percentages to the projected population figures, assuming that the income distribution remains basically the same, a rough estimate of the types of housing needed can be drawn up and applied to future developments.

It is deemed important to maintain high neighborhood quality. The City of Prineville and Crook County should therefore activate a rehabilitation and demolition program to curtail deterioration of existing housing. The Farmers Home Administration and Department of Housing and Urban Development offer low and moderate income families low interest loans for repair and rehabilitation work. These programs could be administered on the local level and should be open to all eligible families within the area designated for renovation.

In addition to the Federal rehabilitation programs described above, the City and County should adopt a housing code which would facilitate the process of maintaining a quality housing stock; such as (a) abandoned homes beyond practical repair should be destroyed and (b) abandoned and unsatisfactory homes capable of repair should be rehabilitated.

Low-Cost Housing - A shortage of 424 quality low-cost homes (\$100 or less per month) in the Prineville Metropolitan Area has been identified. The cost of building has and will continue to rise faster than annual household incomes. As the 1975 Annual Housing Survey conducted by the Bureau of Census for HUD points out, the median value of owner-occupied, single family homes rose nearly 73%, from \$17,000 in 1970 to \$29,500 in October, 1975. During the same period, median income for owners rose 40% from \$9,700 to \$13,600. Renters fared no better. From 1970 to 1975, median monthly gross rent including utilities increased from \$108 to \$156 (44%), while the median annual income of renters went up from \$6,300 to \$7,900 (25%).

Mobile homes and modular housing provide feasible low-cost housing alternatives. Nationwide codes have been governing construction standards of mobile homes since 1968 thus improving the quality of these dwellings. The codes were strengthened in 1972 and again in 1974.

A comparison of the percentages of household income and various levels of housing costs with the percentages of houses available at these cost levels reveals:

Table XII		
A COMPARISON OF AFFORDABLE HOUSING BY HOUSEHOLD INCOME AND PRESENT HOUSING AVAILABLE – 1977		
	25% OF HOUSEHOLD INCOME	HOUSING STOCK AVAILABLE
\$100 or less/month	34.5%	17%
\$101 - \$200/month	26.5%	34%
\$201+/month	39.0%	49%

The differences evident from this study amount to a present shortage of 424 units in the category of \$100 or less per month; and an excess amount of 182 units and 242 units in the \$101-\$200 per month and \$201 + per month respectively.

Residential Development - The average density in the city's residential areas is 3.2 units/gross acre, ranging from a low of 1.5 units/acre in Yancey to a high of 4.75 units/acre in the West Second Street area. Compared with other cities around the state, Prineville has a marked low residential density: Salem - 4.8 units/acre; Bend - 5.5 units/acre and Corvallis - 7 units/acre. In subdivisions outside the city limits, density averages 1-2 units/gross acre.

Many city residents are moving to small acreages in the county to part-time farms. This expansion in close proximity to the city has basically been concentrated in three areas, O'Neil Highway, McKay Road and Quail Valley, all to some degree north of the city of Prineville.

Residential expansion is to be encouraged within the Urban Growth Boundary. The table on the following page demonstrates the amount of land enclosed in the seven areas designated for residential expansion, and the estimated number of units those areas would be capable of supporting at various densities. (Development of the Boston property only, at an overall density of 3.5 units/acre, would meet the housing need for the city expected by 1980.)

Table XIII NUMBER OF HOUSEHOLD UNITS AT VARYING DENSITIES							
UNITS/ ACRE	BOSTON LAND	CROOK CO ENCLAVE	PAULINA HWY.	EAST OF OCHOCO LUMBER	HUDSPETH	WEST MCKAY	EAST MCKAY
1.5	237	25	116	287	747	450	660
2.5	397	41	193	478	1244	750	1056
3.5	555	57	270	669	1742	1050	1540
4.5	714	74	347	860	2300	1350	1980
Acreage	158.63	16.39	77	191	498	500	440

Table XIV NUMBER OF PEOPLE AT VARYING DENSITIES (2.33 Persons/Household)							
UNITS/ ACRE	BOSTON LAND	CROOK CO ENCLAVE	PAULINA HWY.	EAST OF OCHOCO LUMBER	HUDSPETH	WEST MCKAY	EAST MCKAY
1.5	552	58	270	669	1741	1049	1538
2.5	925	96	450	1114	2899	1748	2460
3.5	1293	133	629	1559	4059	2447	3588
4.5	1664	172	809	2003	5359	3146	4613

HOUSING CONSIDERATIONS AND POLICIES

Housing Density - The relative low density figure (3.2 units/acre) for Prineville can be attributed to Prineville's characteristic large lots and wide streets - attributes which contribute to impressing visitors and attracting people to Prineville. There are, however, inherent disadvantages to continuing to grow at the present low density rate; higher density development is, therefore, encouraged.

Direct disadvantages center around the economics of providing additional large lots and wide street developments. In addition, the costs of providing city services to these new developments are boosted because of the expense of extending services additional distances. The result to the subdivider and the homeowner is inordinately high land values which force the buyer to spend less on housing and perhaps settle for lesser quality.

It shall be the policy of the City of Prineville to raise height restrictions; require street widths commensurate with demand; retain low minimum lot sizes; retain low minimum front yard setback requirements, except on principal and minor arterials where the setback should be in conformance with the transportation goals; allow mobile home subdivisions within and adjacent to the city limits as an alternative to very high density mobile home parks; and to establish design criteria for apartment complexes which include design for open space, parking space, etc.

A Variety of Housing Types and Locations - It is necessary to provide sufficient vacant land for future expansion to allow for a variety of locations for new subdivisions. In addition, criteria is established for review for subdivisions that would evaluate the development's plans for providing a variety of housing types (apartment complexes, 1-3 or 4 bedroom dwellings, duplexes, etc.) and lot sizes that will meet the housing demands of the community as outlined in this chapter.

Housing Shortage - The shortage of housing in the Prineville area has been evident for at least five years (elaborated on in the 1985 Prineville Area Comprehensive Plan). The local deficiency having the greatest effect on failure to reduce this shortage is the lack of buildable lots in the area. At the present time, there are less than 25 lots within the metro area suitable for urban residential development. The majority of the vacant land surrounding the city and reserved for residential expansion is agricultural land. This shortage of lots, when coupled with the high costs of development and building, is effectively tying up the housing market and prolonging the existing shortage situation.

It is the goal of Crook County to lower development costs while maintaining quality development. It is recommended that a task force be formed which includes City-County Planning Commissions, real estate representatives, and the Chamber of Commerce; the task force should investigate the possibility of opening up additional land in and immediately surrounding the city. It is also recommended that the city and county support the investigation of and application for federal and state programs designed to stimulate housing development.

Housing Stock Rehabilitation and Demolition - Multiple unit high density housing, specifically in the metropolitan area within a seven block radius of the downtown core area, should be encouraged to ensure commercial facilities within walking distance of high density developments. Design criteria for apartment complexes of 15 or more units shall include allowances for open space, play areas, parking, quality construction and ensurance of a sustaining maintenance program by the developer and/or owner. The creation of a Housing Authority to facilitate the administration of federal HUD programs is recommended.

General Livability - Even though one of the main goals is to reduce the cost of housing for the home buyer and developer, there is a need to preserve and maintain the general livability of residential neighborhoods. The importance of adequate open space and play areas especially in a higher density development is stressed. Park areas provided in conjunction with residential subdivisions and the preservation of the Ochoco Creek and Crooked River banks and floodplain areas as open space are also recommended.

The need to clean up unsightly debris in residential areas which present health and fire hazards is recognized and the following two step community program may be instituted:

1. An all-out effort to stage a massive community clean-up, sponsored by the city.
2. An active nuisance abatement program based on a realistic, workable nuisance abatement ordinance.

Design of New Residential Subdivisions - The quality of further residential development shall be based upon the following criteria:

1. Consideration of the impact and compatibility of the residential development with bordering or neighboring land uses.
2. Assurance that the density and vital services required in the subdivision are commensurate with the area's potential for future annexation.
3. Evaluation of the development's plans for providing a variety of housing types (apartments, 1-4 bedroom homes, duplexes, etc.) and lot sizes that will meet the housing needs of the community.
4. Assurance that commercial services (laundry facilities, grocery stores, etc.) are conveniently located in close proximity or within walking distance of a multi-family apartment complex of 20 units or more.
5. Dedication of portions of a development to open space, common ground, or uses beneficial to the needs of a subdivision when the overall density of the residential development is 2.5 units/acre or higher. This shall be accomplished in cooperation with the city or county and may include, but is not limited to, common storage areas, playground areas and streets.
6. Encouragement of new subdivisions to be creatively designed as planned unit developments to make best use of topography, natural resources, etc.

To minimize possible conflicts between incompatible land uses such as residential-agriculture and residential-industrial, buffer areas shall be established to separate conflicting land uses, and graduated decreases in density at the outskirts of the designated areas shall be maintained.

Insert Map

Housing Density and Condition