

**DOWNTOWN PRINEVILLE**  
**STREET IMPROVEMENT PROJECT**  
**June 1997**

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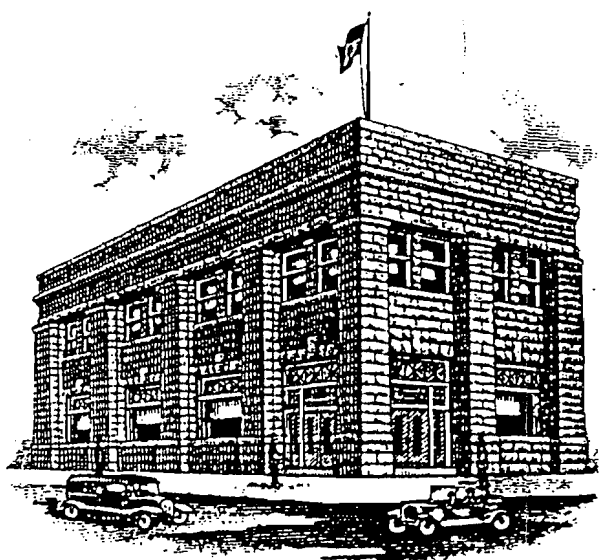
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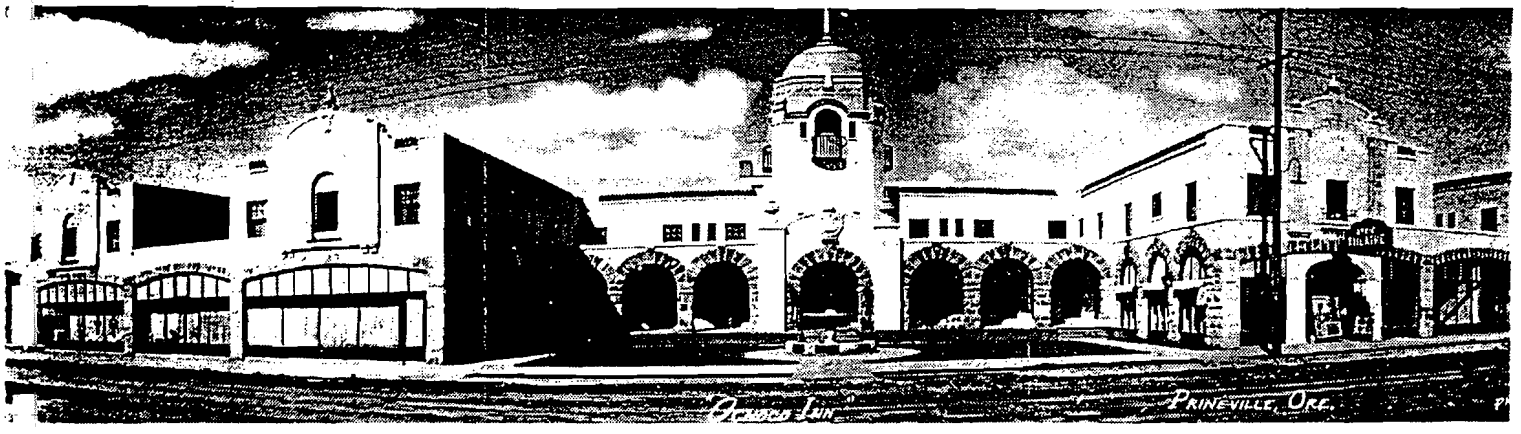
CROOKED RIVER CANYON



THE PRINEVILLE NATIONAL BANK

# Prineville, Oregon

*A city of sturdy  
business enterprise  
surrounded by  
rugged gems of  
Central Oregon's  
famous scenery*



The Ochoco Inn was built in Prineville in 1923 at a cost of \$200,000. The Inn was destroyed by fire .  
The fountain in the courtyard was relocated to the Crook County Court House following the fire.

## PART 1: EXISTING CONDITIONS

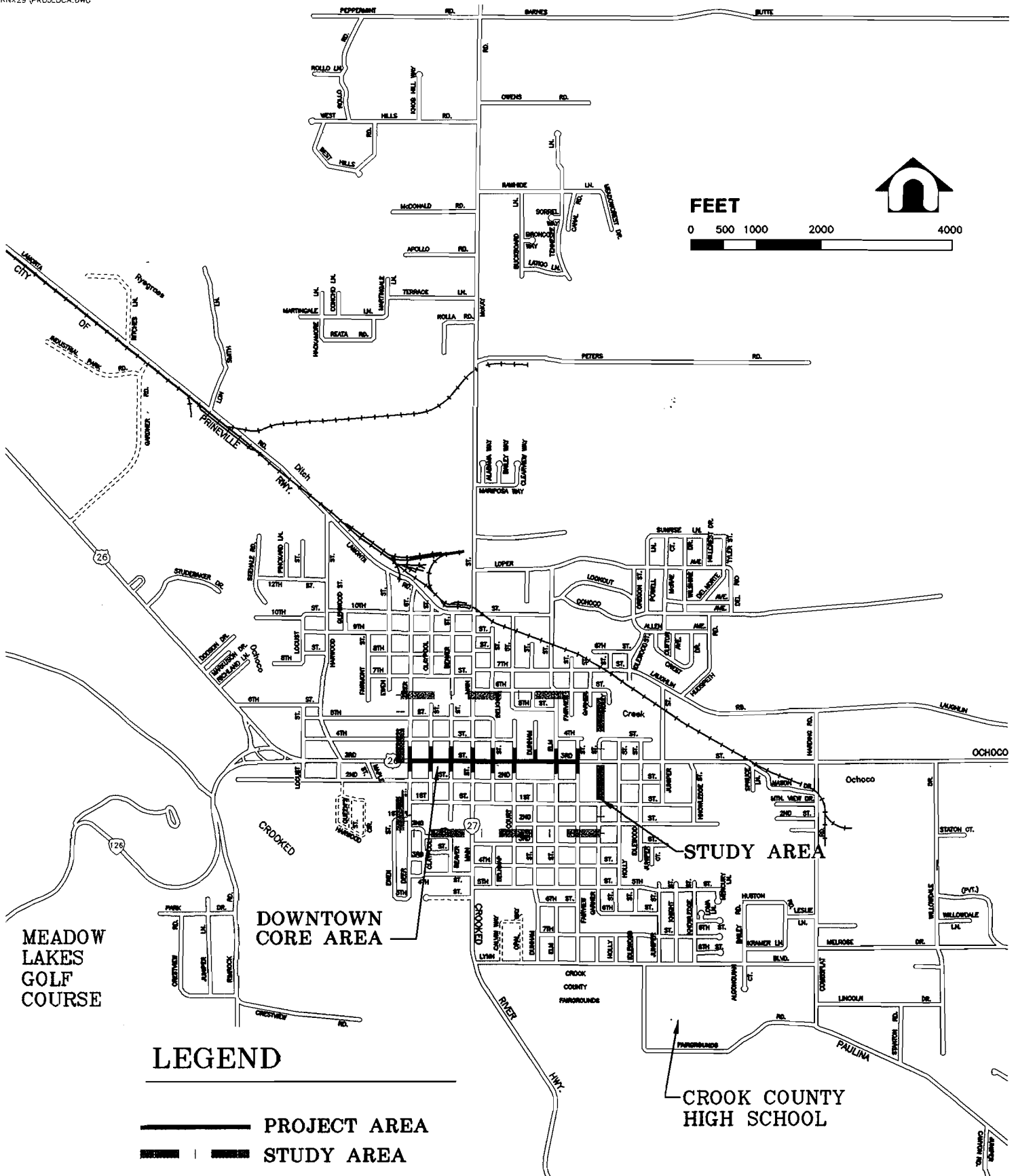
### INTRODUCTION

This document details an Enhancement Plan for downtown Prineville, Oregon. The City and the Prineville Chamber of Commerce Transportation Advisory Committee (TAC) have initiated this plan with the goal of improving the appearance and function of the downtown core. The downtown area presently has the advantage of a number of historic buildings and pleasant public open spaces. However, these features have been compromised over the years by piecemeal infill practices, assorted theme related and period storefronts, insufficient sidewalks and other pedestrian amenities, and a lack of street landscaping. The downtown area is also impacted by 3rd Street (State Highway 26), which bisects the downtown area as a two-way arterial carrying traffic west and east. This plan recommends general improvements to the downtown streetscape intended to enhance existing downtown historical buildings and open spaces.

The Enhancement Plan focuses on Prineville's central business district: 3rd Street from Deer Street to Fairview Street (*Figure 1*). The study area encompasses 44 city blocks with the boundaries extending from Deer Street to Fairview Street, and South 2nd Street north to Ochoco Creek. The study area also encompasses many of Prineville's retail stores, offices, financial institutions, and other service establishments. Also included in the downtown core area are City and County offices, as well as residences.

The plan was undertaken by the consultant team of David Evans and Associates, Inc., working closely with the City of Prineville Chamber of Commerce Transportation Advisory Committee. The object of the Enhancement Plan is to reinforce the downtown as an attractive center for community life, offering a diverse mix of shopping, business, entertainment, and recreation opportunities in an environment that is accessible for both residents and visitors.

The plan will serve as a long-range working document for guiding development, preparation of policies, determining street design details, and setting development priorities. It is hoped that other existing and future planning documents for the City will incorporate the elements of this downtown Enhancement Plan to provide continuity and guide the downtown's future development.



**FIGURE 1**  
**PROJECT LOCATION**  
**STREET IMPROVEMENT PROJECT**  
**PRINEVILLE, OREGON**

**DAVID EVANS AND ASSOCIATES, INC.**  
 709 NW Wall Street, Suite 102  
 Bend, Oregon 97701 (541) 389-7614



## PROJECT SETTING: THE CITY OF PRINEVILLE

The historic frontier city of Prineville is located about 50 miles east of the Cascade Mountains in the Ochoco-Crooked River Valley. The first written report of pioneers in this area was prepared by Peter Skene Ogden and his band of Hudson's Bay trappers in 1825. Explorers and pioneers searching for shorter routes for the Oregon Trail and to the Dalles traveled through "The Ochoco Country" (Ochoco is a Paiute Indian word for willows) until 1867, when a few families established a permanent camp on Mill Creek and Ochoco Creek.

What is now the City of Prineville gained its identity around 1871, when Barney Prine, Prineville's namesake, established a combination blacksmith shop and saloon. Prineville was centrally located and easily accessible by pack train and road, and was a principal source of supplies and products. Prineville was the first and for many years the only city in what is now called Central Oregon (*Photo 1*).

At the time of incorporation in 1880, Prineville's population was about 400. It served as the trading center for supplies and source of banking and services for cattlemen. In the early 1900's the City of Prineville Railway and Ochoco Irrigation project provided additional community resources providing Prineville with a link to the regional and national transportation system, as well as improving the overall quality of life. One of the most prominent existing historical buildings in Prineville, the Crook County Courthouse (*Photo 2*) was completed during this "boom" period in 1909. Other prominent existing historical buildings such as Bank Drug and the Bowman Museum (*Photo 3, 4, and 5*) were also built at this time. Since its incorporation, Prineville has grown from a frontier supply outpost town to the only incorporated city in Crook County, and is now one of the three largest cities in the tri-county area of Central Oregon.

Until the 1930s, Prineville was mainly a rancher's town, but the development of the timber industry brought additional prosperity and growth to the community. In the late 1930s and 1940s, sawmills harvested ponderosa pine from the Ochoco Mountains. The lumber was shipped over the only city-owned railway in the U.S., the Prineville Railway. Between 1930 and 1950, Prineville's population quadrupled as lumber mills dominated the local economy. Construction of the Ochoco Dam in 1918 and the Bowman Dam in 1960 stabilized agriculture and developed recreation on the reservoirs.

Today, Prineville is experiencing a re-identification as an industrial based center, with strong growth in both industrial and residential development. The current population of Prineville is 6,295 and growing. As Prineville moves into the future, a diverse economy will continue to draw upon its plentiful natural resources and frontier history. Tourism and recreation will continue to be an important part of Prineville's economy. An attractive and functional downtown that reflects both Prineville's history and character is essential to this future.



Photo 1: Days of Old - Prineville Downtown

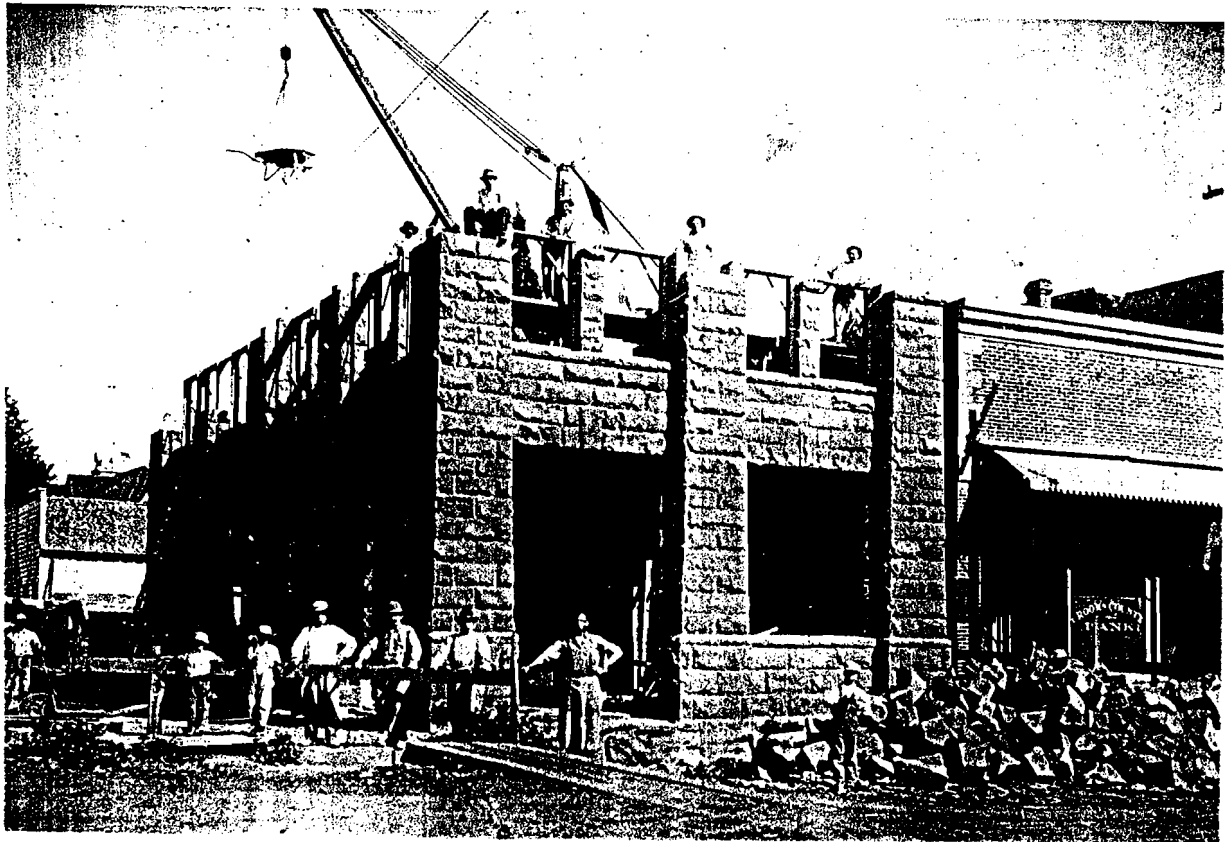
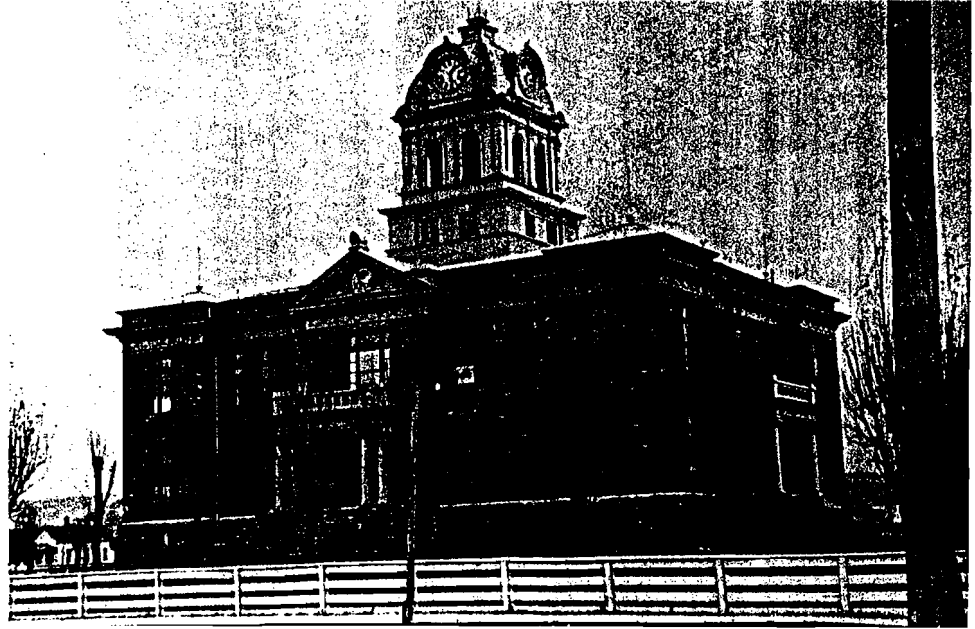


*PRINEVILLE DOWNTOWN ENHANCEMENT PLAN*

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Photo 2: County Courthouse

Photo 3: Bowman Museum (present)

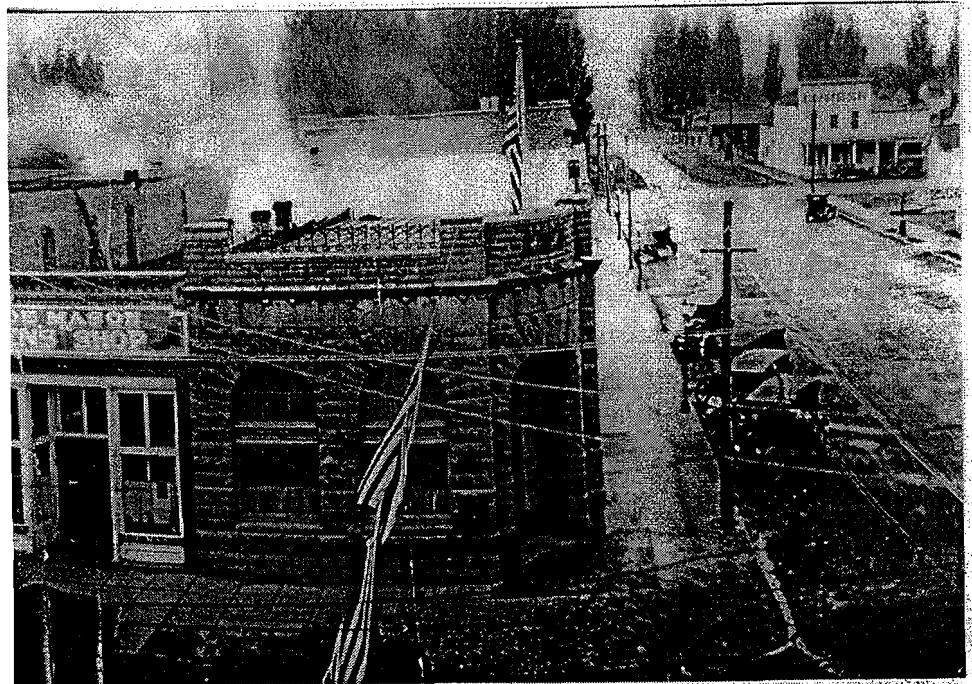


*PRINEVILLE DOWNTOWN ENHANCEMENT PLAN*

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Photo 4: 3rd Street circa 1910

Photo 5: 3rd Street looking west, Bank Drug, circa 1910



## EXISTING LAND USE PLANS

This section summarizes the pertinent sections of existing land use plans and ordinance that recognize the importance of downtown Prineville. These documents also note some of the deficiencies in the downtown area that this Enhancement Plan partially addresses.

### **Crook County Comprehensive Plan 1978**

The Crook County Comprehensive Plan classifies the study area as Central Commercial "core area." The Comprehensive Plan describes the core area as consisting of ... *those businesses which are located in and around city center (3rd Street and Main Street intersections being the center)*. The core commercial area is differentiated from the "strip developments" located along 3rd 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 "isolated" neighborhood stores located near residential areas away from the city core. The core area is the focus of this Enhancement Plan.

#### **■ Characteristics of the Downtown Core**

The Comprehensive Plan defines the "the core area" as having 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.*

#### **■ Objectives for the Downtown Core**

The following objectives from the Comprehensive Plan concern commercial development in the downtown core:

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 3rd 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.*

■ **Policies for the Downtown Core**

The following are policies from the Comprehensive Plan pertaining to the downtown area:

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. *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;*
  - © *Determining the best utilization of police controls when they are seen to directly affect 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."*
4. *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."*
5. *Alleyways shall be maintained as viable pedestrian walkways within the "core area" and as rear entrance delivery sites.*

### **Downtown Parking Ordinance**

In 1983 the Prineville City Council approved a Merchant's proposal to restrict employee parking in the downtown area.

This Ordinance prohibits owners, managers and employees of businesses within the established zone from parking their vehicles on streets within this area from 9AM to 5PM, Monday thru Friday. This Ordinance establishes a downtown parking area and lodges up to a \$100 fine on vehicles improperly parked. A 30-minute grace period for loading and unloading vehicles is allowed (*Figure 2*).

### **City of Prineville Zoning Ordinance**

The General Commercial Zone (C-1) is the land use zone for the entire study area. This zone is meant to encourage appropriate commercial uses for a downtown, with an emphasis on offices, small businesses, and restaurants. This ordinance is currently being revised to be more specific, and may allow a mix of commercial and residential uses. There are few uses in the area that are non-conforming to the present ordinance, and there are a number of residences within the C-1 zone in the study area, particularly on the eastern portions of 2nd and 4th Street. New developments are subject to site plan review.

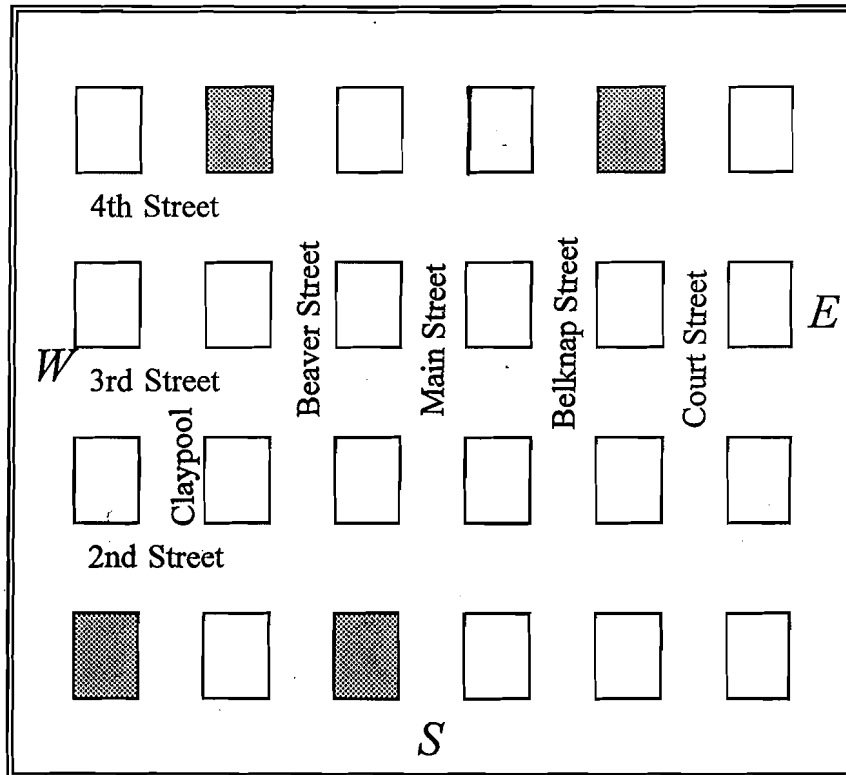


Figure 2: Downtown Employee Off-Street Parking (shaded areas)

The main restrictions on uses in the C-1 zone in the current ordinance require employee parking to be located entirely off-street, and uses must not back traffic onto city streets. Landscaping is required only to protect adjoining non-C-1 use zones. The C-1 zone does not explicitly require additional landscaping, specific setbacks, parking, or other improvements, but leaves these to the discretion of the Planning Commission or Director.

**EXISTING LAND USES IN THE STUDY AREA**

Existing land uses in the Study Area consist of a mix of office commercial, retail commercial, service providers, private use organizations (Elks and Eagles), City and County offices, public services and utility providers, recreation open spaces and mixed residential uses on the fringe areas. This “mixed bag” of uses and amenities is a key element in the health of the downtown area, as it ensures that

community have a variety of reasons and services to visit in the downtown area.

## **1994 TRANSPORTATION SYSTEMS PLAN**

In 1994, David Evans and Associates, Inc. completed a Transportation Systems Plan (TSP) for the Prineville Urban Growth Boundary as it existed at that time. This plan discussed a number of issues that potentially affect the study area. (Note: The 1994 TSP is likely to be updated in the near future.)

The downtown core is platted on a north-south grid with the majority of the blocks averaging 260 feet by 260 feet. Street rights-of-way are 80 feet for all streets and the State Highways. Many of the blocks include narrow alleys, a few of which are unpaved, primarily on the north side of 3rd Street. *Figure 3* shows the basic street, sidewalk, and signal configurations in downtown Prineville. This figure was adapted from the 1994 Transportation System Plan. *Figures 4, 5, and 6* show the cross-sections of existing street conditions in the study area.

### **■ One-Way Couplet: 3rd and 4th Streets**

The TSP found that, due to increasing population and motor vehicle traffic, it would be beneficial to Prineville's transportation system to create a one-way couplet with 3rd Street carrying eastbound traffic and 4th Street carrying westbound traffic. The couplet would extend from the "Y" intersection of Highways 26 and 126 east to Holly Street. Each leg of the couplet would have two travel lanes, a bicycle lane, and on-street parking. According to the TSP, the proposed couplet would ease congestion on 3rd Street, thereby improving access to downtown.

During the preparation of this downtown Enhancement Plan, there has been considerable discussion about the merits of the couplet as proposed in the 1994 TSP, with some members of the Chamber Transportation Committee proposing a couplet consisting of 2nd and 4th Streets, leaving 3rd Street to continue as a two-way street. This issue will be addressed when the Prineville TSP is updated. The recommendations of this Enhancement Plan will be adaptable to either configuration of the couplet.

### **■ Sidewalk and Bikeway Plans**

The 1994 TSP also included recommendations for meeting pedestrian and bicycle needs over the next 20 years. These are shown in *Figure 7*. This Downtown Enhancement Plan incorporated those recommendations as appropriate.

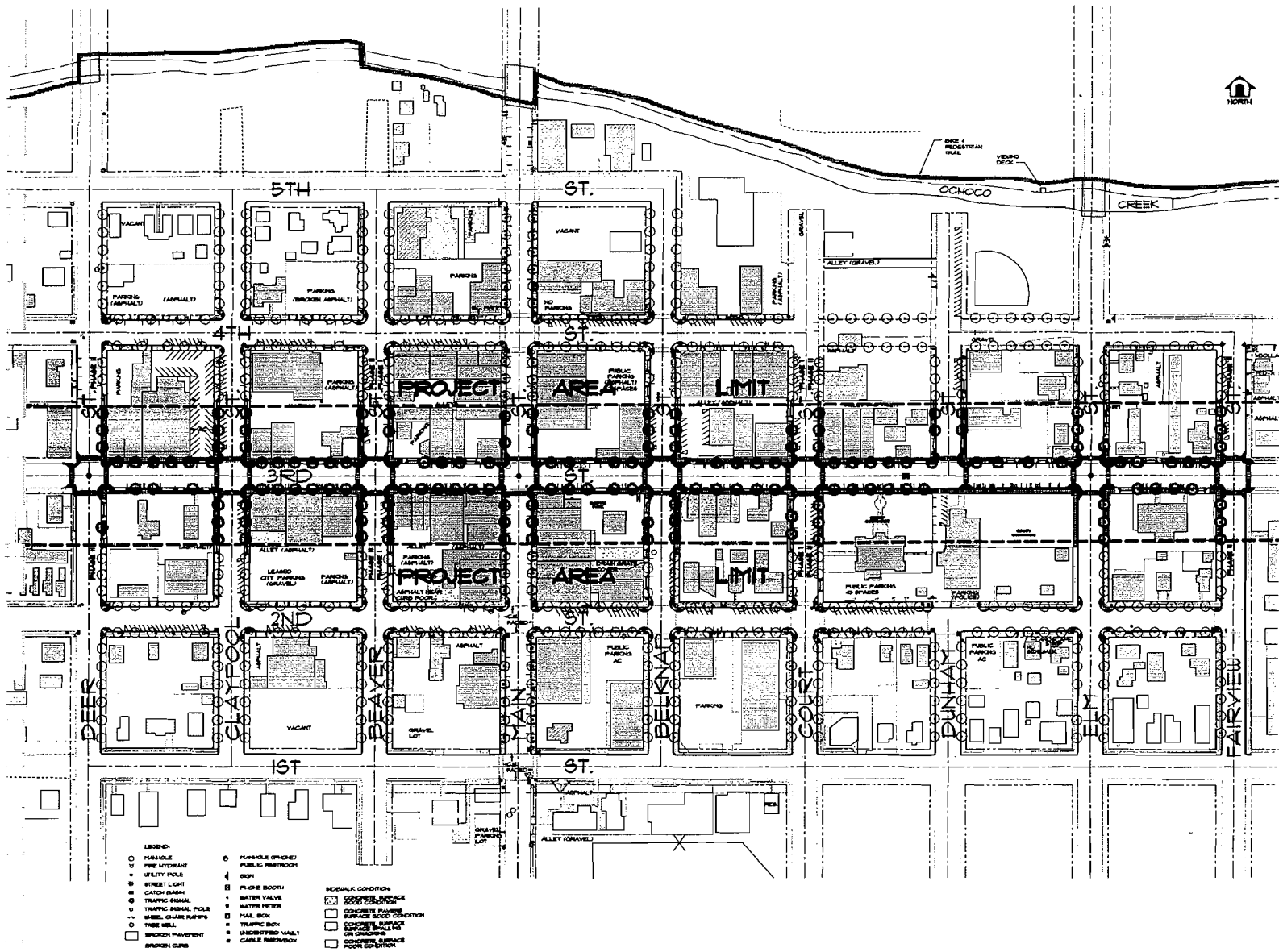
## **ENHANCEMENT PLAN INVENTORY**

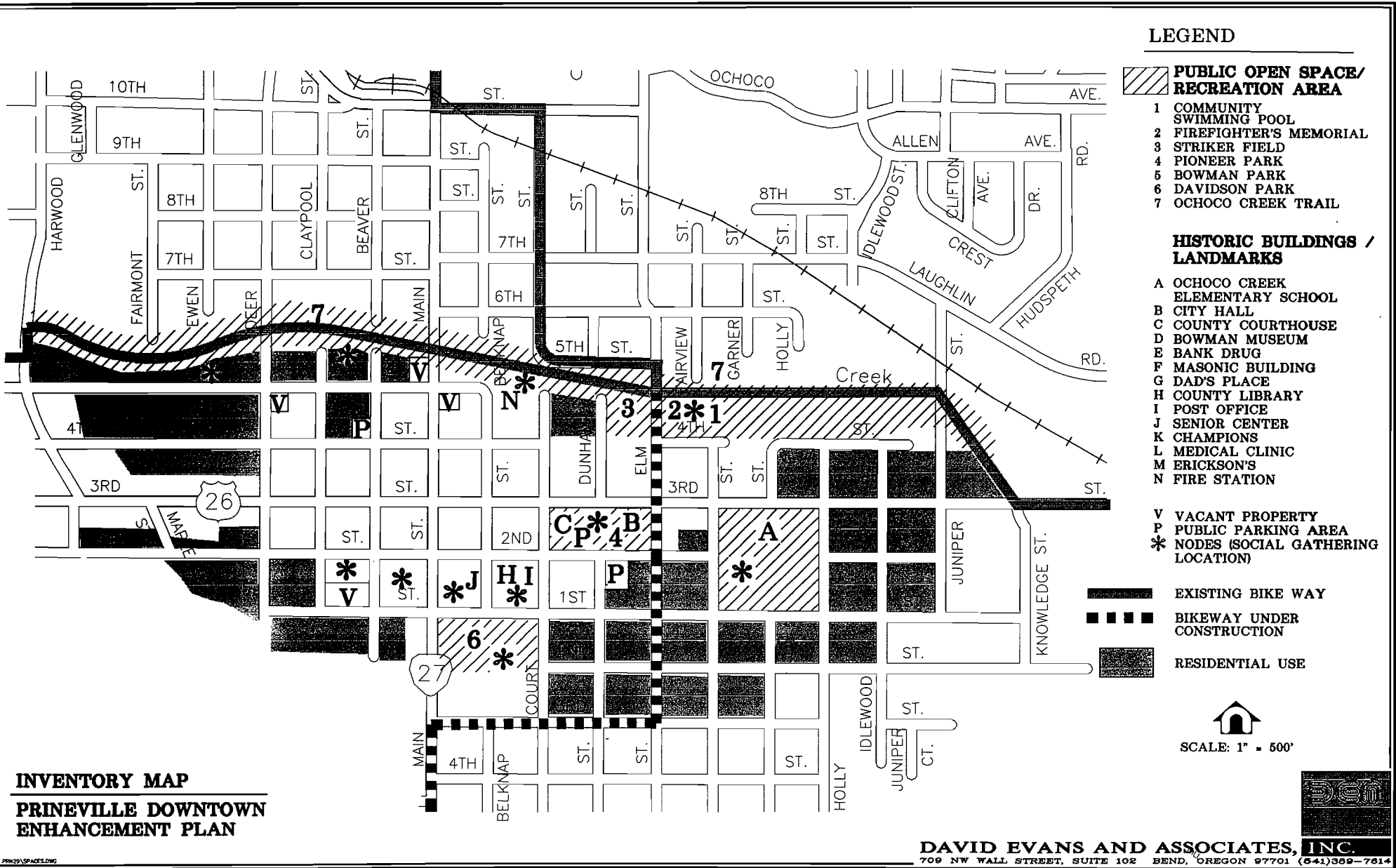
During this study for the Downtown Enhancement Plan, aspects of downtown that contribute or take away from a vital downtown area were emphasized, such as parking and pedestrian circulation.

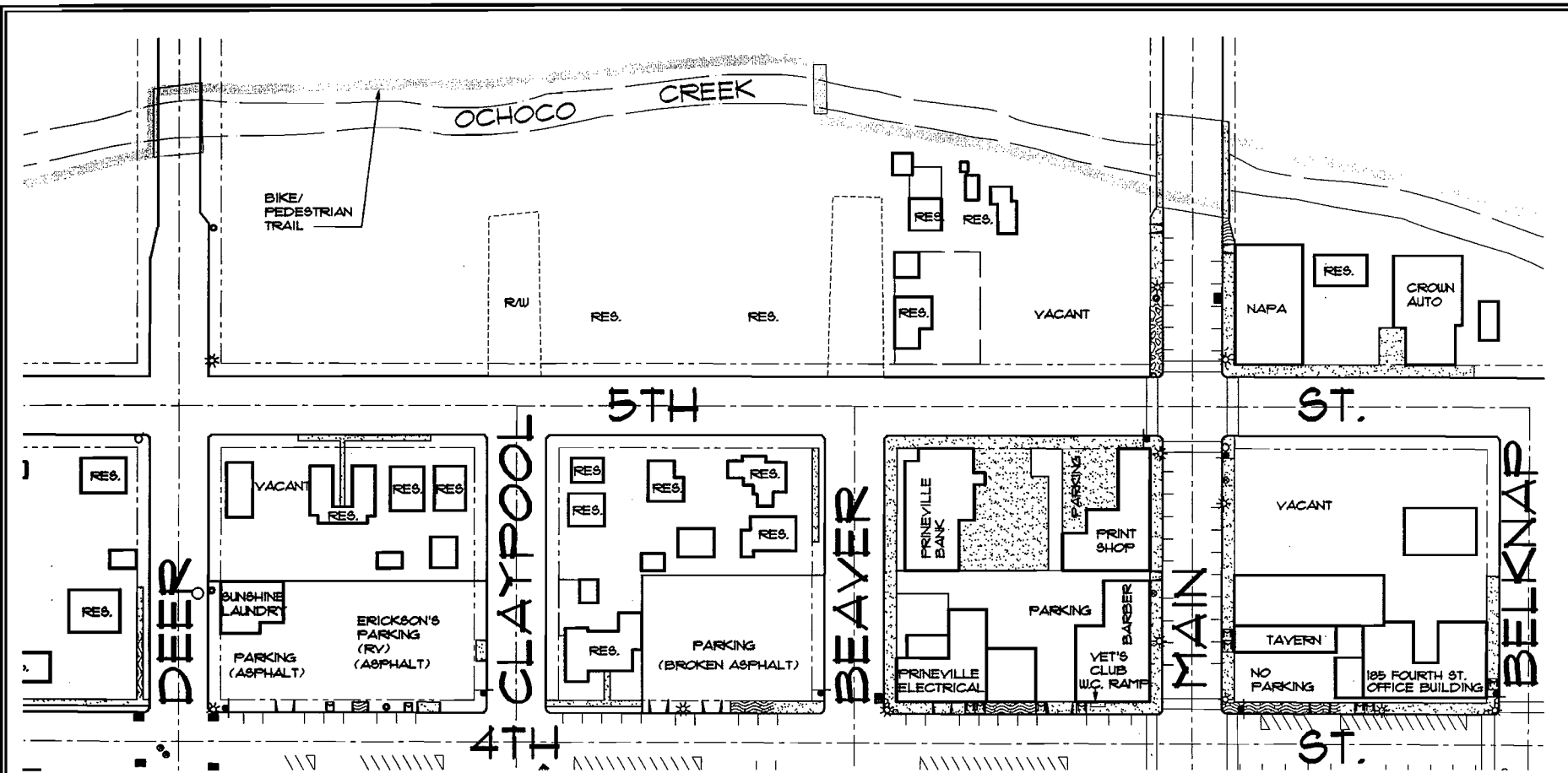


PRINEVILLE DOWNTOWN ENHANCEMENT PLAN

Adequate access is one of the essential components of a healthy downtown. Residents and visitors must be able to easily recognize and enter the downtown core, quickly find parking within a reasonable walking distance from their destination (if arriving by car), and have good walking conditions to that destination and nearby destinations within the core area.







**LEGEND:**

- |   |                     |    |                    |
|---|---------------------|----|--------------------|
| ○ | MANHOLE             | ⊙  | MANHOLE (PHONE)    |
| ⊕ | FIRE HYDRANT        | RR | PUBLIC RESTROOM    |
| • | UTILITY POLE        | +  | SIGN               |
| * | STREET LIGHT        | ☒  | PHONE BOOTH        |
| ■ | CATCH BASIN         | ⊙  | WATER VALVE        |
| ⊙ | TRAFFIC SIGNAL      | ⊙  | WATER METER        |
| □ | TRAFFIC SIGNAL POLE | ✉  | MAIL BOX           |
| ∨ | WHEEL CHAIR RAMP    | ⊠  | TRAFFIC BOX        |
| ○ | TREE WELL           | ■  | UNIDENTIFIED VAULT |
| ▨ | BROKEN PAVEMENT     | □  | CABLE RISER/BOX    |
| △ | BROKEN CURB         |    |                    |

- SIDEWALK CONDITION:**
- CONCRETE, SURFACE GOOD CONDITION
  - CONCRETE PAVERS SURFACE GOOD CONDITION
  - CONCRETE, SURFACE SURFACE SPALLING OR CRACKING
  - CONCRETE, SURFACE POOR CONDITION



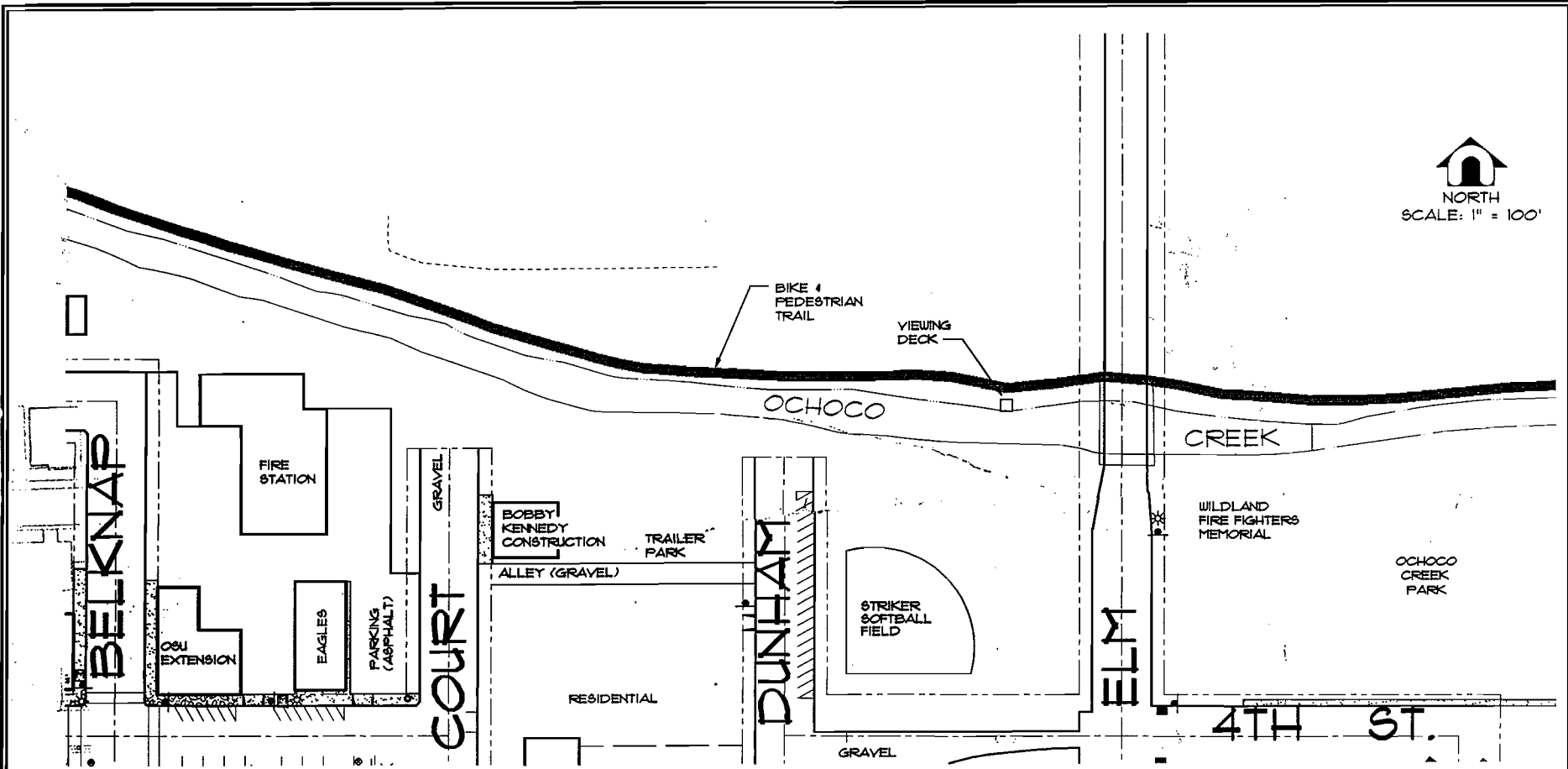
PRINEVILLE DOWNTOWN IMPROVEMENT PROJECT  
EXISTING STREET CONDITIONS

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



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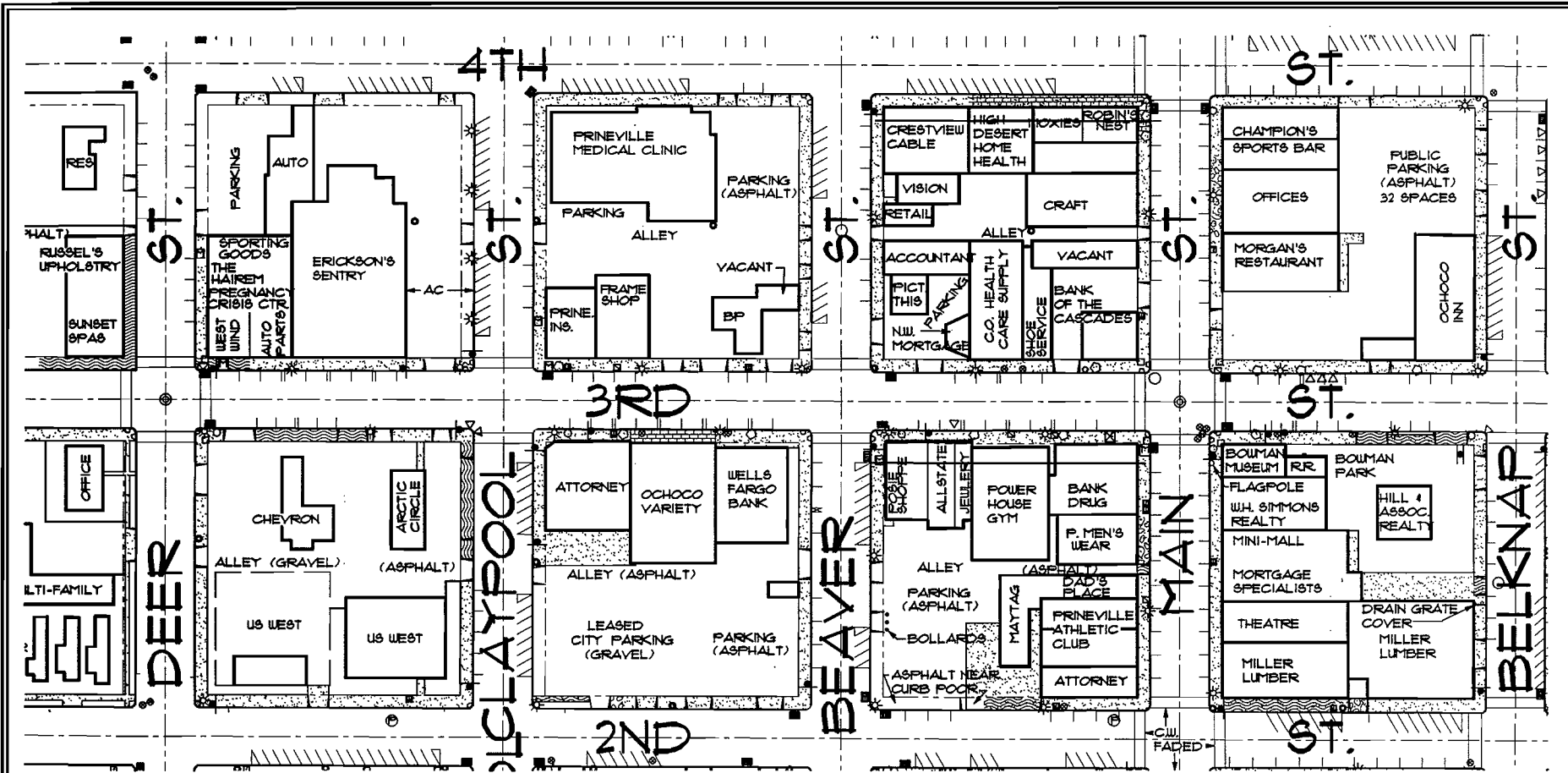
  
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PRINEVILLE DOWNTOWN IMPROVEMENT PROJECT  
 EXISTING STREET CONDITIONS

- LEGEND:**
- |   |                     |   |                    |
|---|---------------------|---|--------------------|
| ○ | MANHOLE             | ⊗ | MANHOLE (PHONE)    |
| ⊕ | FIRE HYDRANT        | ⊕ | PUBLIC RESTROOM    |
| ● | UTILITY POLE        | + | SIGN               |
| * | STREET LIGHT        | ☒ | PHONE BOOTH        |
| ■ | CATCH BASIN         | ○ | WATER VALVE        |
| ⊙ | TRAFFIC SIGNAL      | ■ | WATER METER        |
| □ | TRAFFIC SIGNAL POLE | ⊠ | MAIL BOX           |
| ∨ | WHEEL CHAIR RAMPS   | ⊠ | TRAFFIC BOX        |
| ○ | TREE WELL           | ⊠ | UNIDENTIFIED VAULT |
| ▨ | BROKEN PAVEMENT     | ⊠ | CABLE RISER/BOX    |
| ▴ | BROKEN CURB         |   |                    |

- SIDEWALK CONDITION:**
- |   |   |
|---|---|
|  | CONCRETE SURFACE<br>GOOD CONDITION                  |
|  | CONCRETE PAVERS<br>SURFACE GOOD CONDITION           |
|  | CONCRETE SURFACE<br>SURFACE SPALLING<br>OR CRACKING |
|  | CONCRETE SURFACE<br>POOR CONDITION                  |

DESIGNER: DPA	REVISIONS
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SCALE: 1" = 100'	
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**LEGEND:**

- |   |                     |    |                    |
|---|---------------------|----|--------------------|
| ○ | MANHOLE             | ⊕  | MANHOLE (PHONE)    |
| ⊗ | FIRE HYDRANT        | RR | PUBLIC RESTROOM    |
| • | UTILITY POLE        | ▲  | SIGN               |
| * | STREET LIGHT        | ☒  | PHONE BOOTH        |
| ■ | CATCH BASIN         | ⊙  | WATER VALVE        |
| ⊙ | TRAFFIC SIGNAL      | ⊙  | WATER METER        |
| ⊏ | TRAFFIC SIGNAL POLE | ⊠  | MAIL BOX           |
| ⊏ | WHEEL CHAIR RAMPS   | ⊠  | TRAFFIC BOX        |
| ○ | TREE WELL           | ⊠  | UNIDENTIFIED VAULT |
| ▨ | BROKEN PAVEMENT     | ⊠  | CABLE RISER/BOX    |
| ▷ | BROKEN CURB         |    |                    |

**SIDEWALK CONDITION:**

- |  |   |
|--|---|
|  | CONCRETE SURFACE GOOD CONDITION               |
|  | CONCRETE PAVERS SURFACE GOOD CONDITION        |
|  | CONCRETE SURFACE SURFACE SPALLING OR CRACKING |
|  | CONCRETE SURFACE POOR CONDITION               |

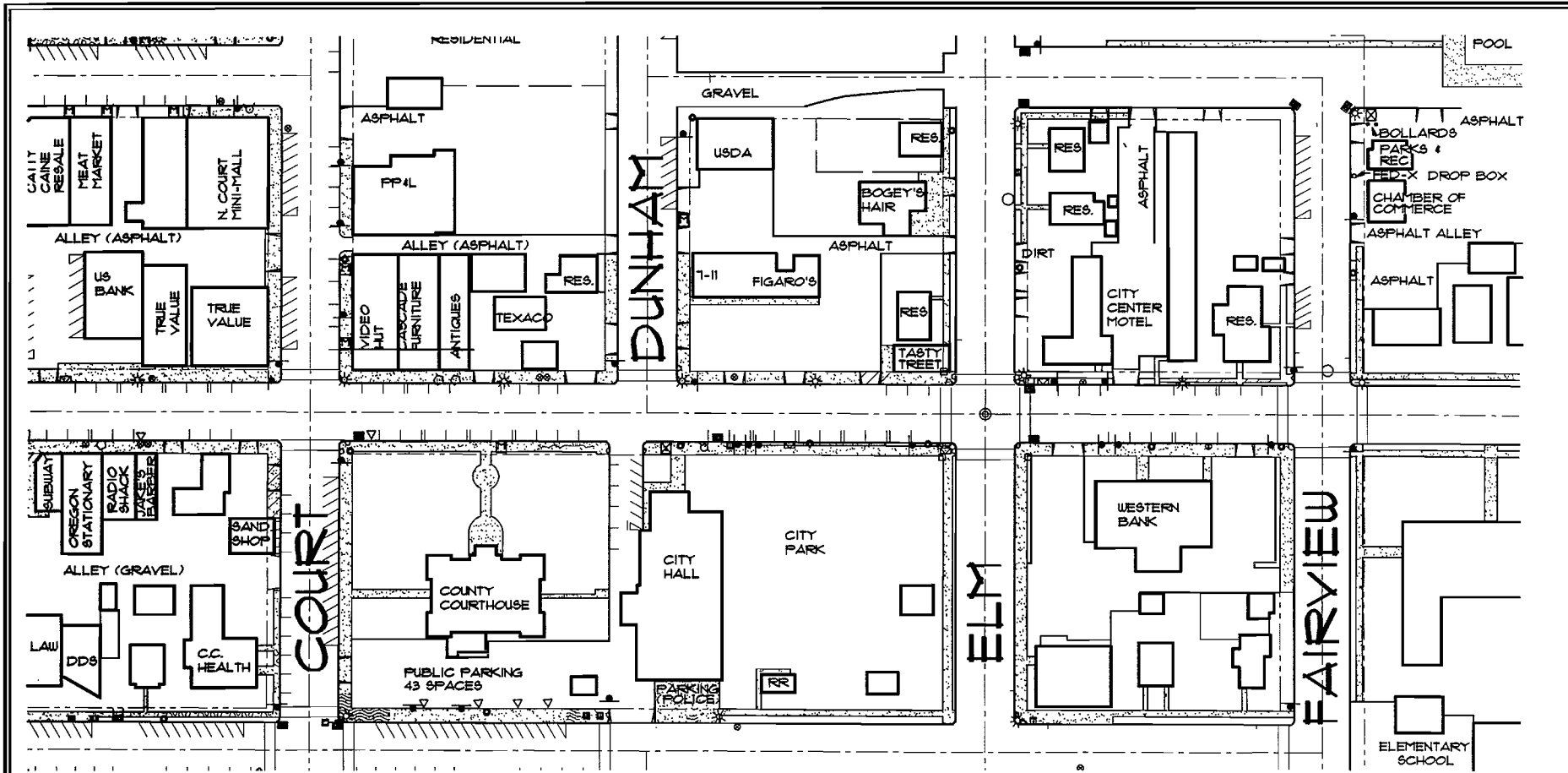


NORTH  
SCALE: 1" = 100'

PRINEVILLE DOWNTOWN IMPROVEMENT PROJECT  
EXISTING STREET CONDITIONS

REVISIONS





- LEGEND:**
- MANHOLE
  - ⊕ FIRE HYDRANT
  - UTILITY POLE
  - \* STREET LIGHT
  - CATCH BASIN
  - ⊙ TRAFFIC SIGNAL
  - TRAFFIC SIGNAL POLE
  - ∩ WHEEL CHAIR RAMPS
  - TREE WELL
  - ▨ BROKEN PAVEMENT
  - △ BROKEN CURB
  - ⊙ MANHOLE (PHONE)
  - ⊕ PUBLIC RESTROOM
  - ▲ SIGN
  - ☒ PHONE BOOTH
  - ⊙ WATER VALVE
  - ⊙ WATER METER
  - ☒ MAIL BOX
  - ☒ TRAFFIC BOX
  - ☒ UNIDENTIFIED VAULT
  - ☒ CABLE RISER/BOX

- SIDEWALK CONDITION:**
- ☐ CONCRETE, SURFACE GOOD CONDITION
  - ▨ CONCRETE PAVERS SURFACE GOOD CONDITION
  - ▨ CONCRETE, SURFACE SURFACE SPALLING OR CRACKING
  - ▨ CONCRETE, SURFACE POOR CONDITION

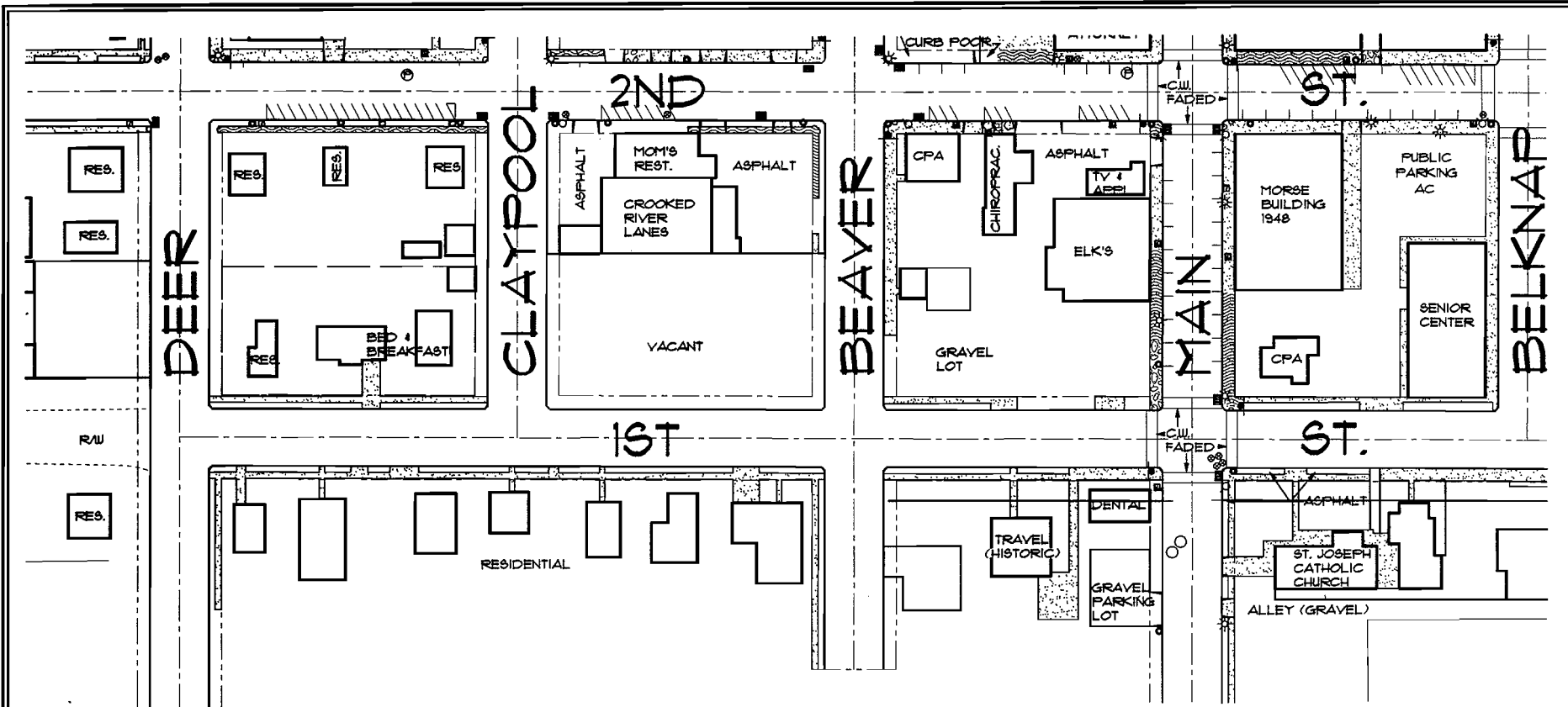
  
 NORTH  
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PRINEVILLE DOWNTOWN IMPROVEMENT PROJECT  
 EXISTING STREET CONDITIONS

REVISIONS

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 DATE: 6-16-51  
 SCALE: 1" = 100'  
 FILE: 01-PRX0003-DUGS-PL014.DWG





**LEGEND:**

- |   |                     |   |                    |
|---|---------------------|---|--------------------|
| ○ | MANHOLE             | Ⓜ | MANHOLE (PHONE)    |
| ⊕ | FIRE HYDRANT        | Ⓜ | PUBLIC RESTROOM    |
| ● | UTILITY POLE        | Ⓜ | SIGN               |
| * | STREET LIGHT        | Ⓜ | PHONE BOOTH        |
| ■ | CATCH BASIN         | Ⓜ | WATER VALVE        |
| ⊙ | TRAFFIC SIGNAL      | Ⓜ | WATER METER        |
| ⊠ | TRAFFIC SIGNAL POLE | Ⓜ | MAIL BOX           |
| ∩ | WHEEL CHAIR RAMPS   | Ⓜ | TRAFFIC BOX        |
| ○ | TREE WELL           | Ⓜ | UNIDENTIFIED VAULT |
| ▨ | BROKEN PAVEMENT     | Ⓜ | CABLE RISER/BOX    |
| △ | BROKEN CURB         |   |                    |

- SIDEWALK CONDITION:**
- CONCRETE, SURFACE GOOD CONDITION
  - CONCRETE PAVERS SURFACE GOOD CONDITION
  - CONCRETE SURFACE SURFACE SPALLING OR CRACKING
  - CONCRETE, SURFACE POOR CONDITION

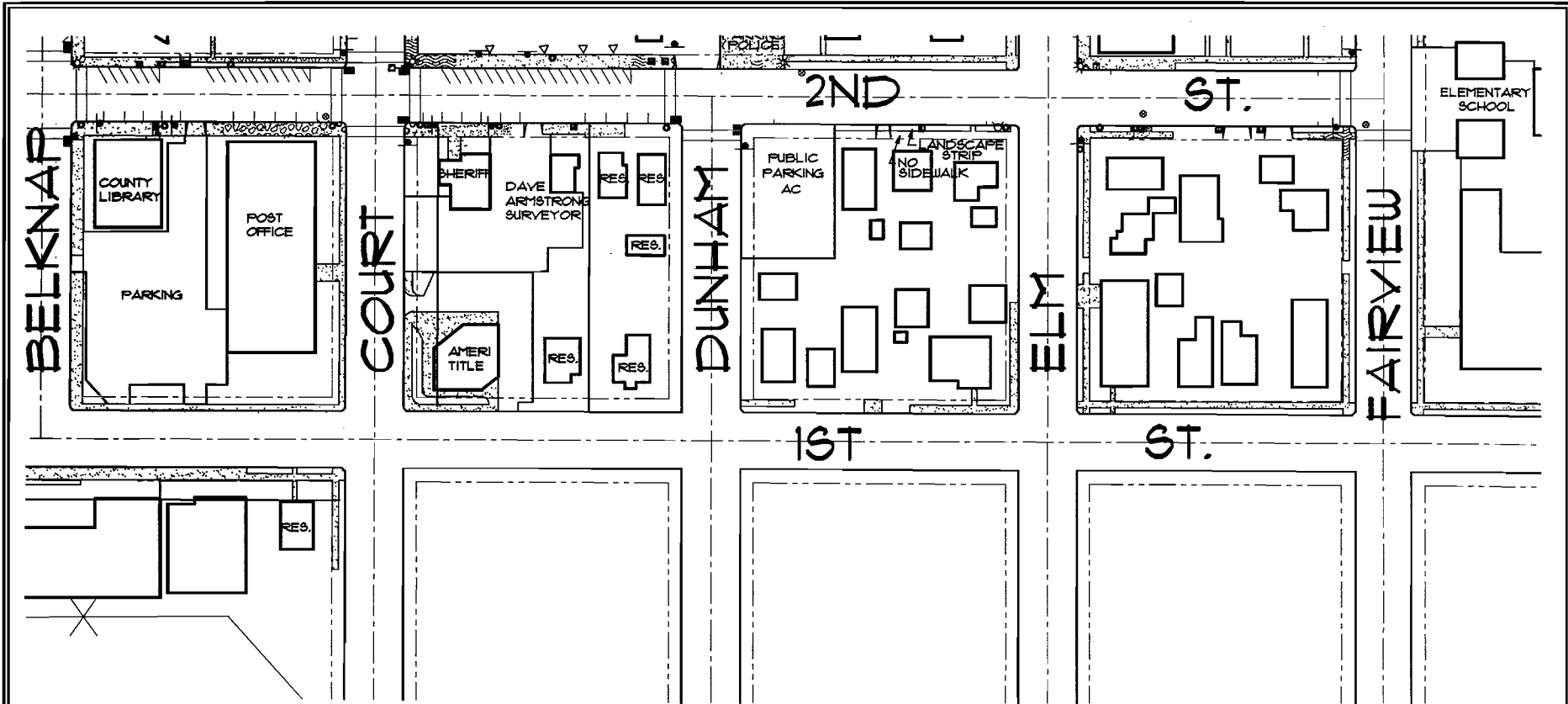


PRINEVILLE DOWNTOWN IMPROVEMENT PROJECT  
EXISTING STREET CONDITIONS

REVISIONS

DESIGN: DFC  
DRAWN: GFW  
DATE: 6-16-'11  
SCALE: 1" = 100'  
FILE: 0-FRAN0029-DWG-PLOTE.DWG





PRINEVILLE DOWNTOWN IMPROVEMENT PROJECT  
 EXISTING STREET CONDITIONS

REVISIONS

DESIGN: DFO  
 DRAWN: SFUJ  
 DATE: 6-16-51  
 SCALE: 1" = 100'  
 FILE: O-FRANCO023-DWG-PL016.DWG



- LEGEND:**
- |   |                     |    |                    |
|---|---------------------|----|--------------------|
| ○ | MANHOLE             | ⊕  | MANHOLE (PHONE)    |
| ⊕ | FIRE HYDRANT        | RR | PUBLIC RESTROOM    |
| ● | UTILITY POLE        | ♣  | SIGN               |
| * | STREET LIGHT        | ☒  | PHONE BOOTH        |
| ■ | CATCH BASIN         | ⊙  | WATER VALVE        |
| ⊙ | TRAFFIC SIGNAL      | ⊙  | WATER METER        |
| □ | TRAFFIC SIGNAL POLE | ✉  | MAIL BOX           |
| ∨ | WHEEL CHAIR RAMP    | ⊠  | TRAFFIC BOX        |
| ○ | TREE WELL           | ⊠  | UNIDENTIFIED VAULT |
| ▨ | BROKEN PAVEMENT     | ⊠  | CABLE RISER/BOX    |
| △ | BROKEN CURB         |    |                    |

- SIDEWALK CONDITION:**
- |  |  |
|--|--|
|  | CONCRETE, SURFACE GOOD CONDITION               |
|  | CONCRETE PAVERS SURFACE GOOD CONDITION         |
|  | CONCRETE, SURFACE SURFACE SPALLING OR CRACKING |
|  | CONCRETE, SURFACE POOR CONDITION               |





Ideally, downtown circulation and parking conditions should be conducive to trips with multiple destinations, all within comfortable walking distance from one another and from convenient parking. Longer distances from parking to destination, or between destinations, becomes more acceptable when walking conditions are pleasant.

Ideal walking conditions include adequate sidewalk width (at least eight feet in downtown areas), sidewalks in good repair, sidewalks offering shade and rain protection, buffering from adjacent motor vehicle traffic, interesting storefronts, short blocks, good crossing conditions, high density of shops, few unimproved lots (except for developed open spaces), attractive street furniture (including bicycle parking racks), and informative signage.

### **General Sidewalk Conditions**

Sidewalks in the study area vary from good to poor condition, or are not present. A list of sidewalks that need to be replaced, prepared by the City of Prineville in 1994, is attached to this study as Appendix A (*Photo 6*).

Existing sidewalks range in width from a 5-foot separated walk in Pioneer Park to 12-feet wide on 3rd Street. Sidewalks are predominantly constructed of scored concrete from the back of existing curbs to building fronts. There are portions of the core area sidewalk inventory which are separated by a landscape strip (adjacent to Pioneer Park). Sidewalks in the worst condition are scattered throughout the 8-block core area, but are primarily adjacent to existing driveways. The accompanying downtown inventory further identifies concrete sidewalk conditions and need for immediate repair under various scenarios for project development.

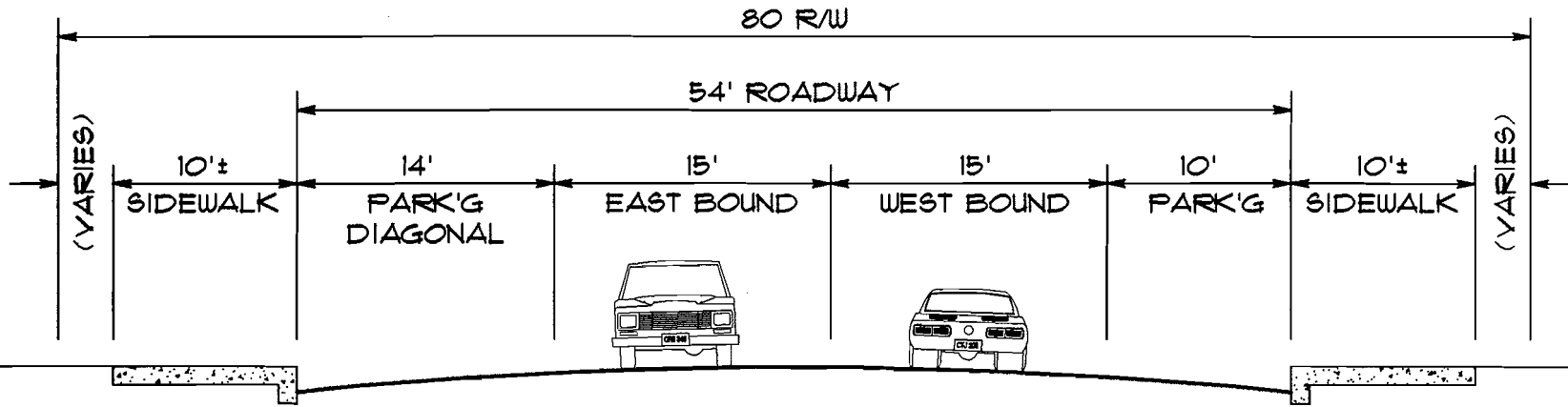
Sidewalks in front of several properties have been improved with concrete pavers set on sand and mortar. The Ochoco V&S, and the new remodel planned at the Power House Gym are examples of this paving condition.

### **Sidewalk Inventory Approach**

The Prineville downtown was inventoried in May 1997. Notes, measurements and photographs were taken to fill data gaps, validate existing data and establish familiarity with the pedestrian environment. The examination was confined to the sidewalks, curb area, and intersections. At least 25 distinct features were noted and transferred to a map. Other features not on the map are summarized below under Findings.

The study area included 2nd, 3rd and 4th Streets from Deer Street to Fairview Street, with additional segments of Main Street from Ochoco Creek to 1st Street and of Belknap Street to 1st Street. The total area covered included about 44 blocks. The greatest focus was on 8 blocks of 3rd Street (U.S. 26). The typical block is about 260 feet square, so that represents about 23,000 feet (4.3 miles) of potential sidewalks.

DOWNTOWN BUILDINGS

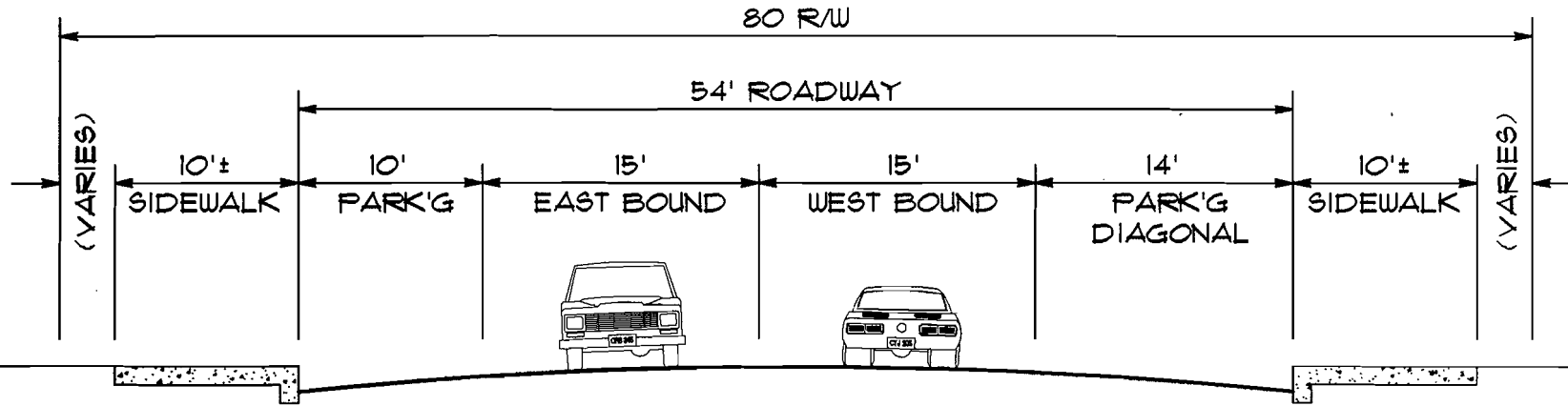


VIEW EAST

### 2ND STREET - EAST OF MAIN

DOWNTOWN BUILDINGS

DOWNTOWN BUILDINGS



VIEW EAST

### 2ND STREET - WEST OF MAIN

DOWNTOWN BUILDINGS

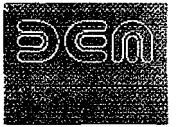
**EXISTING ROADWAY CONDITIONS**

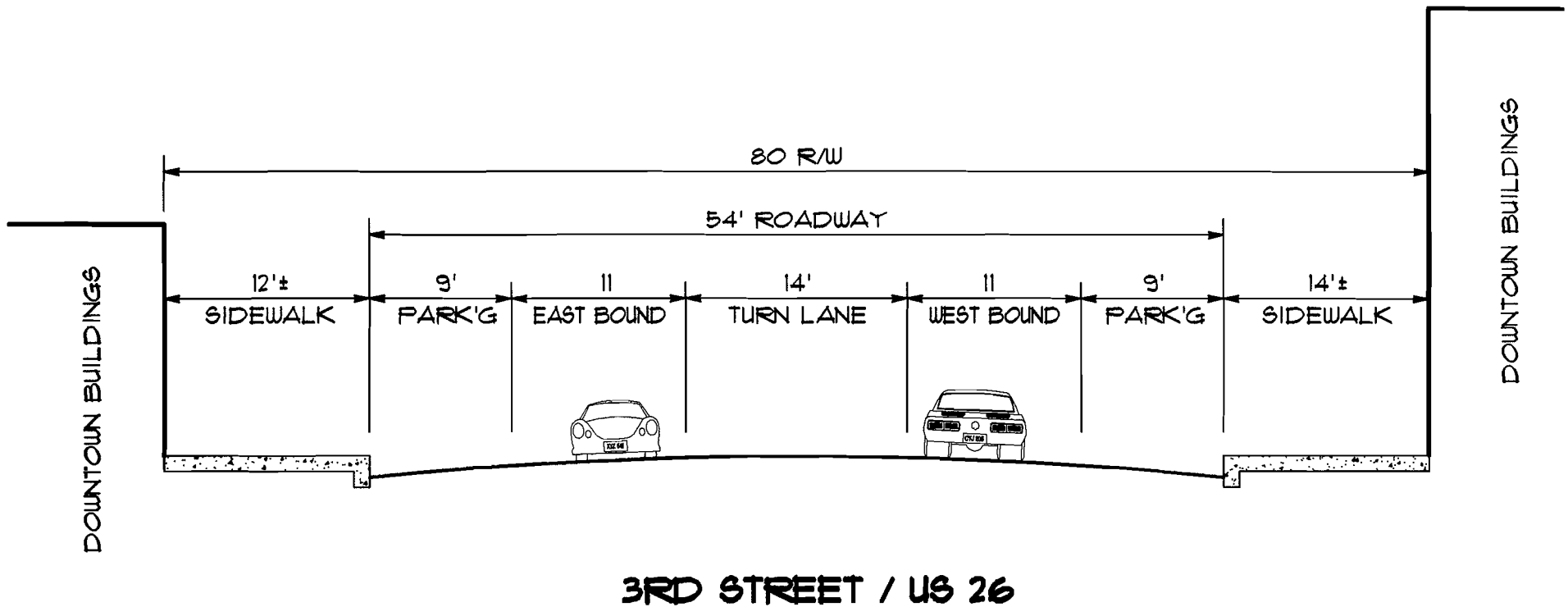
**PRINEVILLE DOWNTOWN ENHANCEMENT PLAN**

**FIGURE 4**

**DAVID EVANS AND ASSOCIATES, INC.**

709 NW Wall Street, Suite 102  
Bend, Oregon 97701 (541) 389-7614

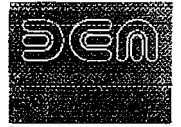


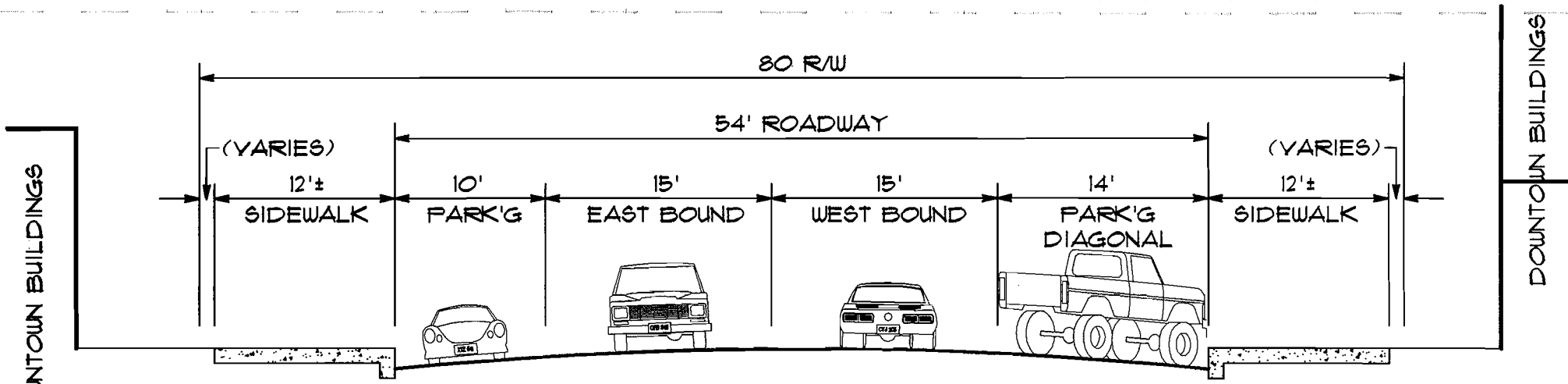


**EXISTING ROADWAY CONDITIONS**  
**PRINEVILLE DOWNTOWN ENHANCEMENT PLAN**

**FIGURE 5**

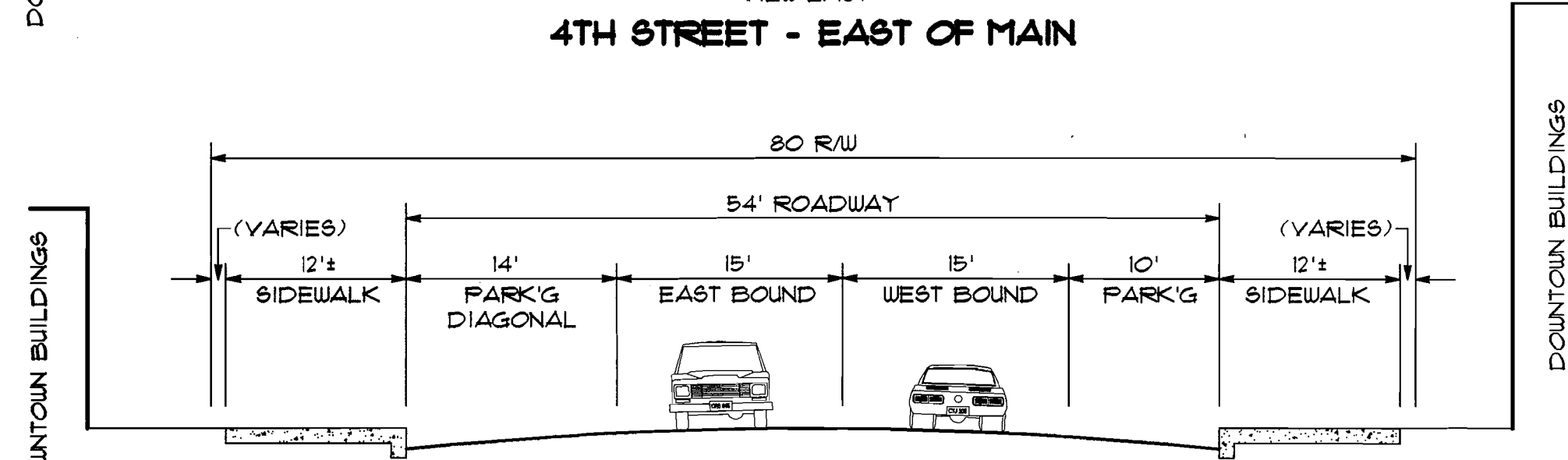
**DAVID EVANS  
 AND ASSOCIATES, INC.**  
 709 NW Wall Street, Suite 102  
 Bend, Oregon 97701 (541) 389-7614





VIEW EAST

**4TH STREET - EAST OF MAIN**



VIEW EAST

**4TH STREET - WEST OF MAIN**

**EXISTING ROADWAY CONDITIONS**

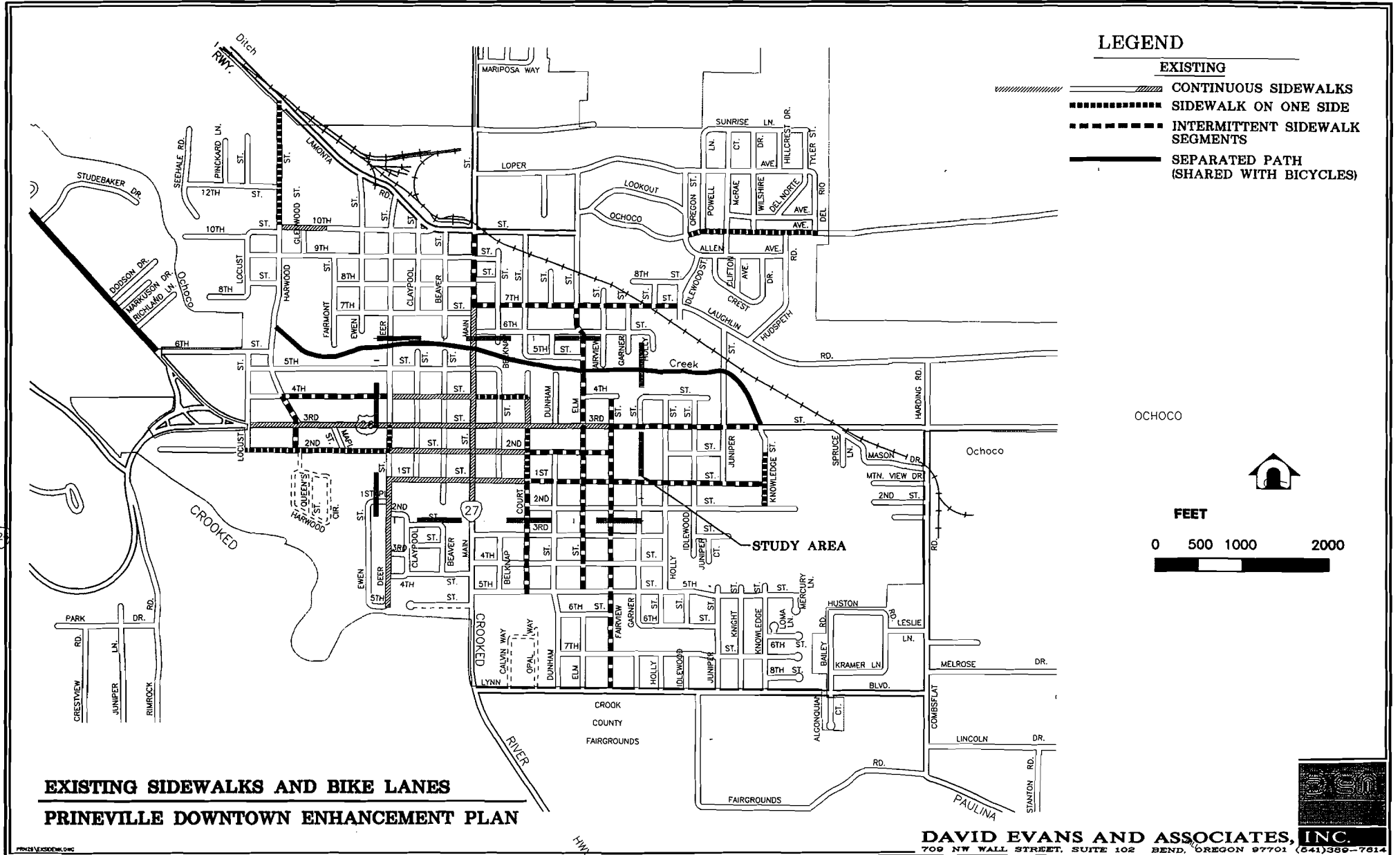
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**PRINEVILLE DOWNTOWN ENHANCEMENT PLAN**

**FIGURE 6**





**DAVID EVANS AND ASSOCIATES, INC.**  
 709 NW Wall Street, Suite 102  
 Bend, Oregon 97701 (541) 389-7614





**LEGEND**

**EXISTING**

-  CONTINUOUS SIDEWALKS
-  SIDEWALK ON ONE SIDE
-  INTERMITTENT SIDEWALK SEGMENTS
-  SEPARATED PATH (SHARED WITH BICYCLES)

OCHOCO

Ochoco



FEET

0 500 1000 2000



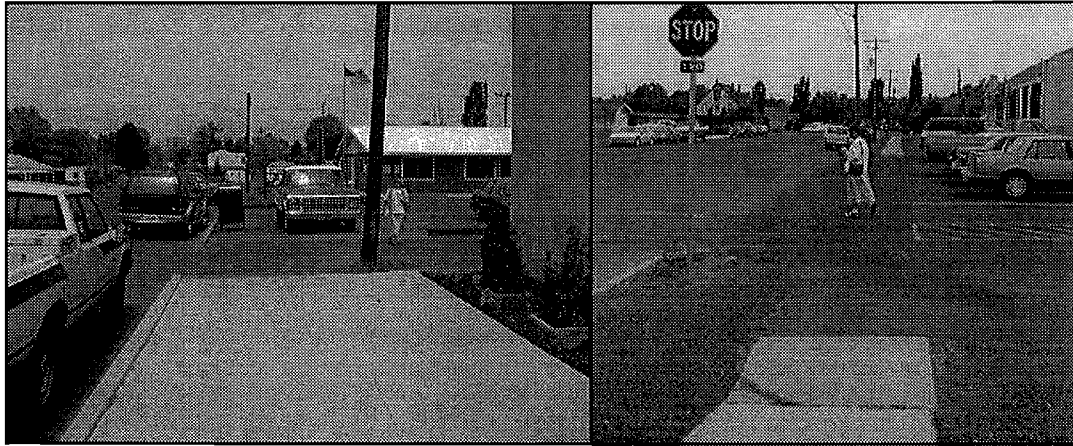
**STUDY AREA**

**EXISTING SIDEWALKS AND BIKE LANES  
PRINEVILLE DOWNTOWN ENHANCEMENT PLAN**



# Access & Safety

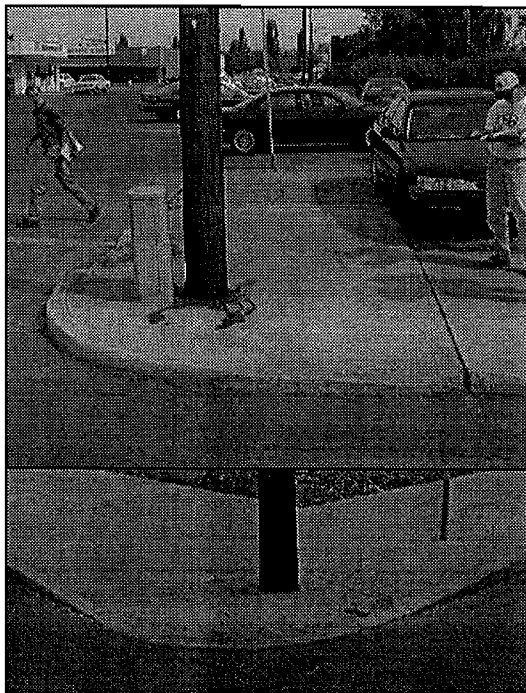
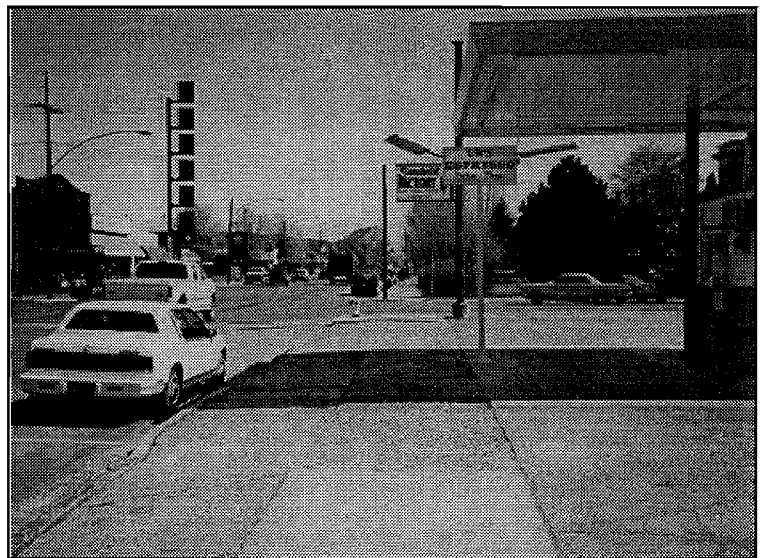
*Pedestrians come in all ages and abilities. They need relatively smooth, level, clear, and consistent walkways that are protected from traffic.*



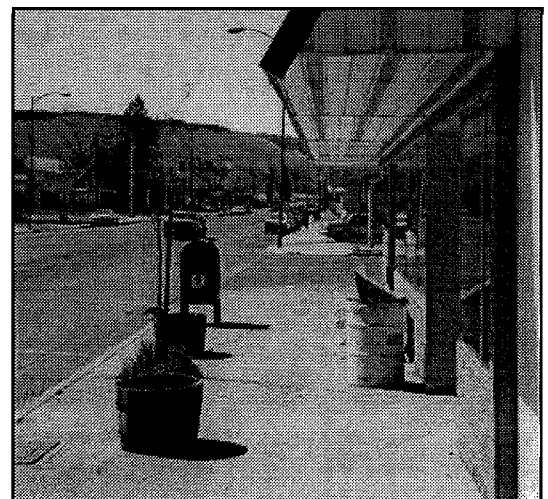
Sidewalks that stop suddenly or are interrupted by driveways and parking are hazardous and inconvenient. The unexpected changes and barriers are especially difficult for people with visual or mobility impairments. Sidewalks should be protected from parking and should extend through driveways and alleys.

Many sidewalks have severe spalling, cracks, and upheavals that can trip walkers and block wheelchairs.

Few downtown corners have adequate ramps. Many older ramps (top photo) are far below standards, and some newer ramps (bottom photo) are improperly located at the corner radius.



Walkways can become cluttered with poorly placed planters, trash cans, and other street furnishings.



## ■ Sidewalk Conditions Examined

The following pedestrian conditions were examined:

### *Facility Design:*

- Sidewalk width, grade, cross-slope, clear space, visual definition, surface condition, and drainage.
- Curb ramp width, grade, maneuvering area, visual definition, surface condition, and drainage.
- Crosswalk length, width, markings, placement, and refuges.
- Street fixtures including trees, poles, lights, controller boxes, hydrants, signs, mail boxes, phones, and catch basins.
- Signal timing and method of activation.
- Sidewalk penetration by motor vehicles, including driveway aprons and unprotected parking.
- ADA compliance

### *System Design:*

- Gaps and discontinuities.
- Connectivity.
- Access to destinations.
- Ease of use.

### *Pedestrian Comfort:*

- Buffer from traffic.
- Protection from elements.
- Rest areas.
- Facility attractiveness.
- Facility appropriateness.

## ■ Findings

In general, the city is very walkable, as evidenced by the many people observed walking. The following characteristics stand out:

- Most blocks have sidewalks. Only 3 blocks lacked a continuous paved sidewalk on at least one side.
- About 10% of the sidewalks exhibit severe spalling, cracking or upheaval. About 50 percent of the sidewalks are weathered or spalled to a noticeable degree. Conditions are worse on side streets and around vacant lots.
- Sidewalks are often cluttered with obstacles (poles, pole supports, signs, etc.) and have excessive cross-slope (greater than 2 percent).

- Many corners have a utility pole near the curb that obstructs the sidewalk where the crosswalk should be located. Drainage grates may also be in the crosswalk.
- Block lengths in the downtown area are short which offers many crossing opportunities.
- Curb radii are small, which promotes safe pedestrian crossings.
- Every intersection on 3rd Street has a marked crosswalk on all legs (except the west leg of Dunham Street), although many marked crosswalks are faded.
- Sun and rain protection is sporadic.
- Rest areas are infrequent.
- Motor vehicle accessways and parking intrude on many walkways, typically about 15 percent of a given sidewalk. Driveway aprons rarely provide the 3-foot level space required by ADA.
- Curb ramps are infrequent and of generally poor design. Very few ramps, even relatively new ones, meet ADA specifications for alignment, grade, texturing, and landing platforms. On 3rd Street, there are 72 potential ramp locations and 32 actual ramps.
- Directional or informational signing is sparse.

## **BIKEWAY INVENTORY**

Because the downtown will be the destination for many business, shopping, and recreational trips, it is important that the downtown core be accessible to bicyclists as well as motorists. The 1994 TSP shows a network of existing and planned bikeways leading to the downtown core (Figure 6). Bike lanes are currently striped on Elm Street and Highway 27, as well as the designated lanes on the Ochoco Creek Trail.

If the 3rd and 4th Street couplet is implemented, both one-way legs of the couplet will have bike lanes included. If another couplet option is implemented, it will also need to include bicycle lanes. According to the 1994 TSP, the City plans bikeways on 1st, 2nd, Deer, Main, Court, Elm, and Fairview streets in the downtown core study area.

Appropriate parking is as essential for bicyclists as it is for motorists. At the present time, parking for bicyclists is not found in the downtown core. The streetscape design will include the location installation method of attractive and easy to use bike racks as part of the street furniture.



## PARKING INVENTORY

City Ordinance No. 872 establishes a downtown parking area with its own set of parking restrictions. The area described by Section 1 of the Ordinance No. 872 is an approximately eight block area from 2nd and Court Street north to 4th and Court, then west to 2nd and Claypool and 4th and Claypool. This area is within the Study Area. Within this rectangular eight-block area, employees are not allowed to park on-street between the hours of 9:00 am to 5:00 pm, everyday except Sundays and holidays. Employees found illegally parking within the area are subject to up to a \$100 fine.

Such restrictions stem from the perception that the downtown parking supply is limited and must be protected for the convenience of shorter-term users. Determining the actual demand for downtown parking would require a detailed parking study addressing factors such as the amount of both on- and off-street parking, the size and location of private spaces, timing of high and low parking demand, expected population growth, attitudes of downtown business owners and shoppers, and other similar factors. This report is not a parking study, but does provide an inventory of existing on-street parking and a discussion of existing parking patterns (i.e., parallel or diagonal).

For the parking inventory, the study area was divided into three areas between 2nd and 4th Streets. The number of marked diagonal and parallel spaces were counted within each area and are presented below:

- Phase II - Deer Street to Beaver Street: 80 diagonal spaces, 58 parallel spaces
- Phase I - Beaver Street to Court Street: 109 diagonal spaces, 131 parallel spaces
- Phase III - Court Street to Fairview Avenue: 34 diagonal spaces, 52 parallel spaces

The total number of marked diagonal spaces in the study area is 223, and there are 241 parallel spaces. Two city parking lots (one on 4th Street between Claypool and Beaver, another on 2nd between Claypool and Beaver) comprise approximately 25,000 square feet of space providing 68 spaces. The parking lot on 4th Street is graveled, and the lot on 2nd Street is paved and has approximately 25 marked diagonal spaces.

Parking spaces along the busy 3rd Street (Highway 126) and Main Street (Highway 27) are parallel. This is the preferred layout for parking on busy streets because the backing movement required by diagonal parking interferes with traffic flow and is less safe than parallel parking where through volumes are high. Both-side diagonal parking also essentially precludes the provision of bike lanes on a two-way street. On one-way streets, diagonal parking can be provided on the left-hand side of the street, with parallel parking and a bike lane on the right-hand side.

The remaining parking spaces in the study area are a mix of diagonal, parallel, or unmarked. Diagonal

Photo 7: Sidewalk with Utilities



spaces provided on one side of the street are coupled with parallel spaces across the street. This arrangement balances the higher capacity provided by diagonal spaces with the lower capacity (albeit safer) parallel spaces. On 2nd and 4th Streets from Deer to Main Street, diagonal parking is located on the south side of the street, with parallel parking on the north side. This arrangement is reversed on 2nd and 4th from Main Street to Court Street where diagonal spaces are on the north side and parallel spaces are on the south side of the street (*Figures 4, 5, and 6*).

The size and condition of parking spaces vary within the study area. At the time this parking inventory was completed, many parallel spaces were in the process of being painted. Spaces were marked by painted white slash marks on curbs. The size of parallel parking spaces ranges from 18 to 25 feet long (14-foot perpendicular from curb). Spaces in the downtown core area (Beaver Street to Court Street between 2nd and 4th Streets) tend to be more frequently and better marked than the surrounding areas, which contain more unmarked parallel parking. Diagonal parking within the study area is more uniformly arranged and of consistent size (approximately 10 feet in width) than parallel spaces. Diagonal parking is appropriately located on side streets with slower, lower volume traffic. Due to the need for inside turning radii at major intersections and the random and high number of driveway cuts in 2nd, 3rd and 4th Streets, a considerable high number of possible parking spaces are precluded from use by yellow curb - "No Parking" designation. A detailed count of existing on street parking on 3rd Street only, from Deer Street to Fairview Street, totals 95 spaces. For purposes of this study, a comparison count of the same area's parking totals under the alternative design scenario is 97 spaces.

## UTILITIES

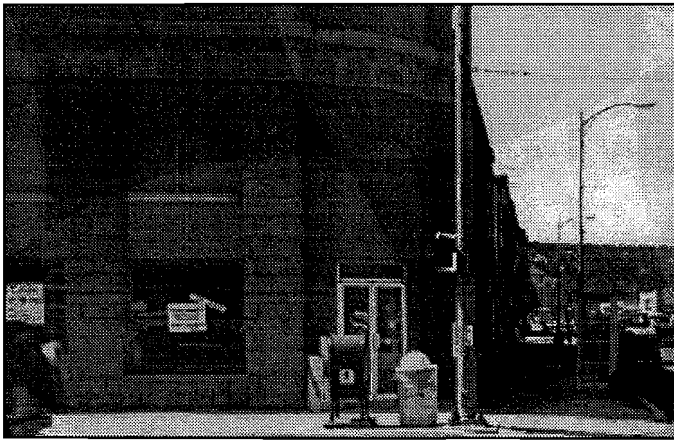
Utilities and services in the downtown area include overhead power, cable and phone (*Photo 7*). Underground City sewer and water services are located in the street right-of-ways. Fourteen curb inlets are located within the core area for collection of storm water and transfer to Ochoco Creek. There is, however, limited information regarding storm line locations and sizes. A detailed analysis of storm water capacities will be critical during the next phase of project design to meet DEQ and local requirements for disposal.

The random and aging powerline system on most of the downtown core area's rights-of-ways, is one of the most negative visual impacts in existing downtown. Many poles are located within two feet of the curb at intersection corners causing problems to pedestrian access and prohibiting construction of ADA ramps under present sidewalk configurations. There are also several occurrences of guy wire supports in sidewalks and conflicts with existing signage and adjacent driveway cuts.

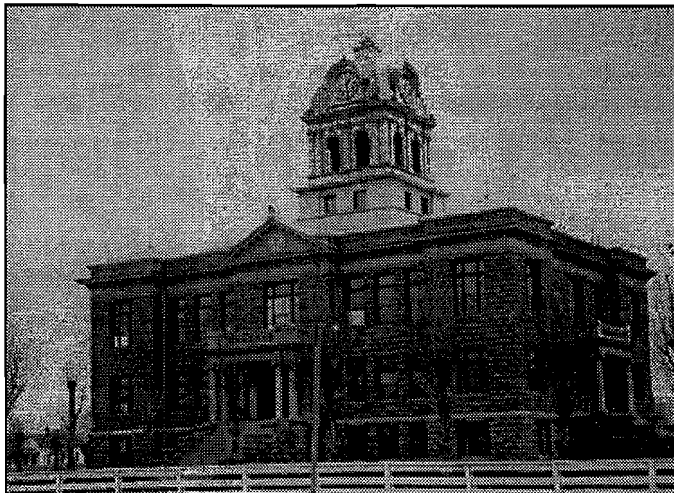
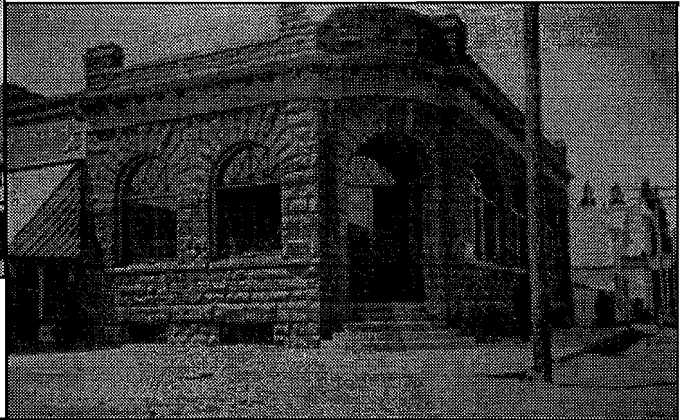
Downtown streets are illuminated at night by  $\pm$ 25-foot Cobra lights dating back nearly 40 years. Fixture spacing is random, averaging approximately 100 feet apart.

# Building Architecture

*As with all development, pedestrian facilities should complement the area's history, architecture, vegetation, scenic views, and commercial activities.*

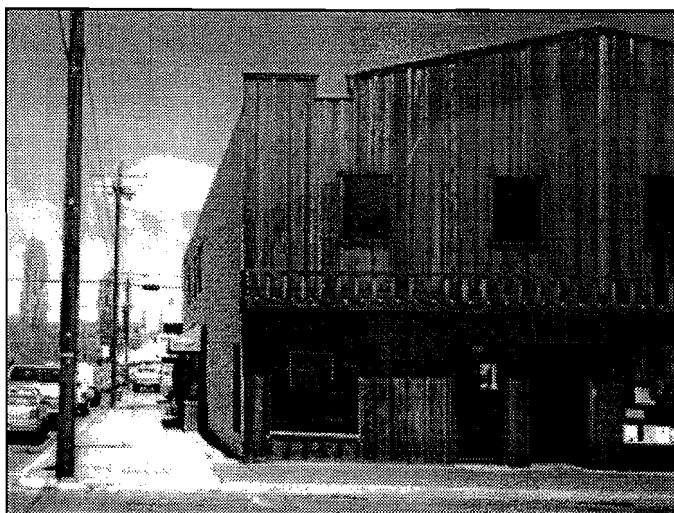
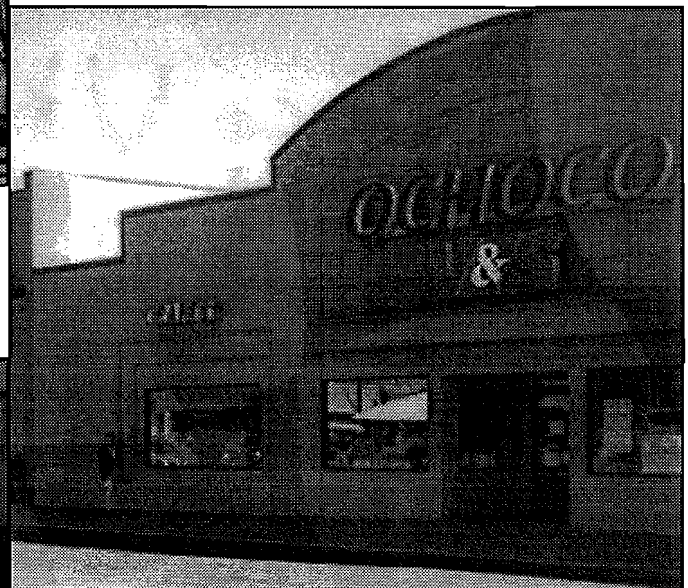


The bank building represents the character of Prineville's early days (1997 left, 1906 below).



County Courthouse, 1910

The remodeled Ochoco V&S recaptures the building architecture of the early downtown.



Board and batten storefronts suggest an old west theme.

## BUILDING ARCHITECTURE

Nearly 50 buildings dating back as far as 1898 are located in the downtown study area (*Photo 8*). The past century has not been kind to many of the structures originally gracing Prineville's downtown. A fire in 1922 destroyed entire blocks of buildings north from 3rd and Main Street to Ochoco Creek, and a fire in 1966 destroyed the original Ochoco Inn located at 3rd and Main. Modern development and renovation have replaced or obscured many original historic buildings.

Some remaining historic buildings constructed in the early 1900's continue to convey the style and presence of early Prineville. Buildings on the State Historic Register include the Bank Drug and Bowman Museum located on 3rd and Main St. The old Masons Lodge (Posie Shop), Prineville Men's Wear building locate, County Courthouse and Robin's Nest building locate exemplify historic buildings that are fully functional modern businesses while retaining much of their original exterior character. Residences built prior to 1920 are also located within the study area, located for the most part near the eastern border of the study area on 2nd Street. Appendix B includes a complete list of downtown historic buildings built prior to 1950.

## SIGNAGE

Signage in the downtown area includes City and State roadway signs and private business signage. Public signage is generally located 8-feet high on 2" diameter posts or on power poles, with the exception of the ground mounted City Hall sign. Typical signage treatments are shown in *Photo 9*.

Private signage includes pole mounted and illuminated franchise signs such as Texaco, BP and Chevron, and illuminated and non-illuminated building mounted signage. Ordinance No. 824 regulates the erection, construction, replacement and alteration of signs in the City, and requires permits for new signs.

There are no sign limitations specific to the downtown commercial core area except as follows, pursuant to the ordinance;

- Safety: all signs shall meet applicable building and electrical codes.
- Exempted signs: public, institutional, traffic direction, memorial, and seasonal signs.
- Prohibited signs: obscene, distracting, view obstructing, and off-site signs.
- Materials: no materials are excepted.
- Illumination: flashing or similarly illuminated signs which cause undue distraction. Exterior illumination shall be directed at sign only.

Sign design is a controversial element of any City Ordinance, Prineville's notwithstanding. Limitations to height, face size and mounting should regulate future signs in the downtown area, however, existing signage which does not conform to the ordinance is not at issue.

Photo 9: Existing Signage



Signs can become unsightly and overbearing in many downtown streetscapes. They cause driver and pedestrian confusion from information overload and can create light glare as well as physical encumbrances to vehicle and pedestrian movement if not properly regulated.

## **PARKS AND OPEN SPACE**

The study area contains a total of three City parks (*Photo 10*) and is adjoined by two City parks just outside the study area boundaries. These downtown parks provide important open green spaces, as well as public amenities such as restrooms, picnic tables, and play equipment. Park spaces also provide ties to Prineville's history, and reinforce the downtown's function as the community center. The location of these parks is ideal, since they are within walking distance of residential neighborhoods and employment centers. Most of the existing landscaping in the downtown area is found within these parks. The park facilities are well maintained. The landscaping recommended by this Downtown Enhancement Plan will extend the link between the parks and downtown, making the continued preservation and upkeep of park facilities central in the overall improvement of the downtown area. Parks within the study area are described below:

- **Mini-Park:** Located next to Bowman Museum in the downtown area, this approximately 1,200 sq. ft. park includes restroom facilities and a landscaped sitting area.
- **Pioneer Park:** Adjacent to City Hall, Pioneer Park is the oldest park in the City. The 1.32 acres are landscaped with trees and shrubs, and contain picnic tables, a log cabin museum, log cabin style bandstand, restrooms and playground equipment.
- **Stryker Field:** This field is located at the west end of Ochoco Creek Park and is primarily for youth and women's softball with dugouts and bleacher seating for approximately 40.

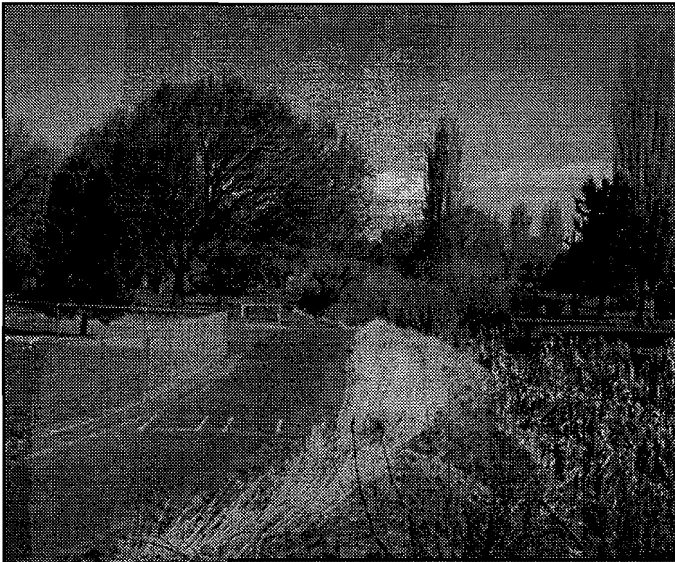
Parks adjacent to study area:

- **Ochoco Creek Park:** a 14.8-acre community park providing a mix of active and passive recreational activities. This park has two lighted tennis courts, a covered picnic shelter with barbecues, two basketball courts, a 45' x 75' seasonal outdoor swimming pool, a small outdoor amphitheater, a playground area, and open space with numerous picnic tables. The recently completed firefighter's memorial is located at the west end of the park. This creates a new tourist and local resident destination in walking distance to downtown.
- **Ochoco Creek Bikepath and Exercise Course:** contains nearly three miles of bike paths with exercise stations along the north edge of downtown and adjacent to the year-round Ochoco Creek.

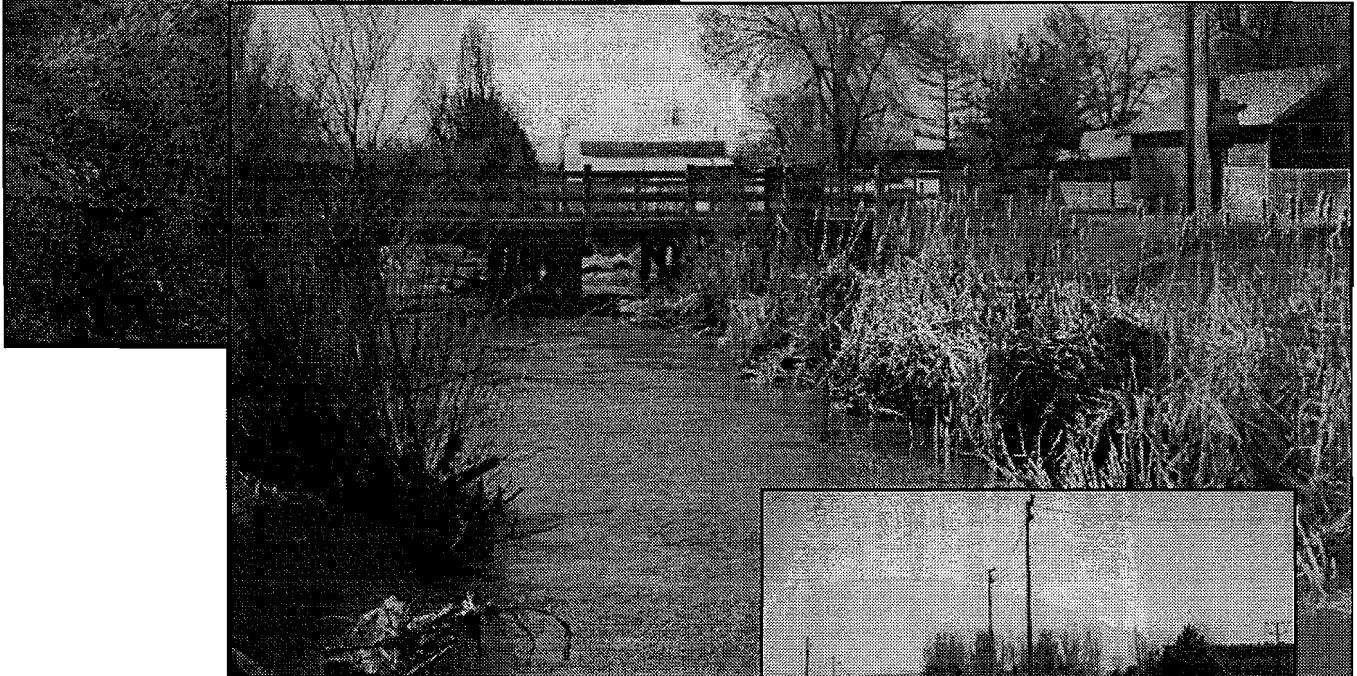
Parks and open space within a one-mile radius of the Study Area:

- **Meadow Lakes Golf Course:** 18-hole public course.

# Parks



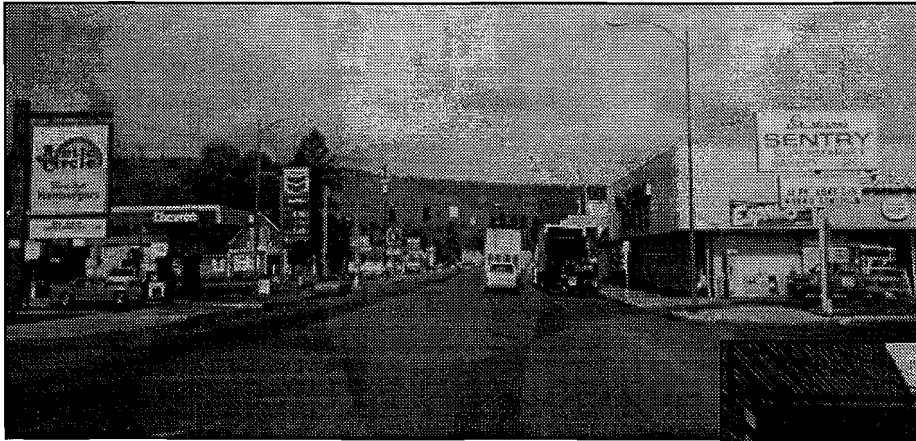
The Ochoco Creek Path provides an east-west pedestrian and bicycle connection (left). The creek is an important amenity to downtown but needs attention and better access (middle and below).



Bowman Park provides a restroom and public space in the middle of downtown.

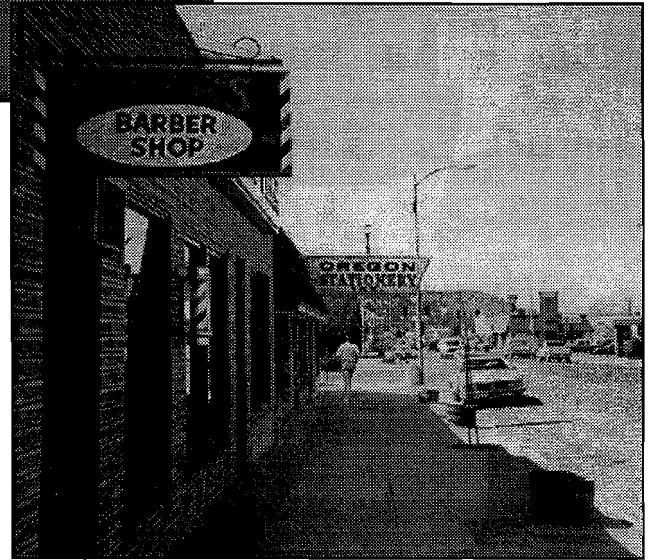


**Streetscape** *The overall appearance of the street sets the tone for pedestrian activities. Carefully chosen street and sidewalk widths, building setbacks and heights, buffers, surfacing, lighting, and signing attract people.*



Large signs to attract passing traffic dominate the downtown. Wide streets and driveways are uncomfortable for the pedestrian.

Brick store fronts and human scale signage add interest to the downtown.



Trees and benches invite people with shade and a place to rest.

The Masonic building exterior remodel, which included rock face over red brick, fits well into the downtown.



Photo 11: Various Building Facades



## PART 2: RECOMMENDATIONS FOR DOWNTOWN ENHANCEMENT

Prineville's city center has excellent potential for enhancement. The existing attributes of historic buildings and open spaces can be enhanced by a streetscape that emphasizes the downtown, creates a recognizable center, and draws people downtown. The following recommendations can be implemented in phases or as new development occurs.

### STREETSCAPE IMPROVEMENTS: OVERVIEW

The emphasis of this Enhancement Plan is on streetscape improvements. These elements, such as sidewalk treatments, landscaping, and signage, are the easiest way to establish a quickly recognizable downtown identity. They must relate to the existing buildings, maximize existing parking, and increase access to shopping and open space. The following discussion and drawings are recommendations for downtown Prineville's streetscape. They are a result of six meetings with the TAC and reflect many of the decisions of the TAC and consultant regarding materials selection.

### BUILDING FACADES

Several building facades in the downtown core area represent a variety of design potential (*Photo 11*). The core area buildings currently fall primarily into four categories: new construction, remodeled, rehabilitated and in need of attention.

Newer construction includes the Wells Fargo Bank Building and the Chevron Station. A new Pioneer Bank building is proposed at the former Coast to Coast site, outside of the downtown core area.

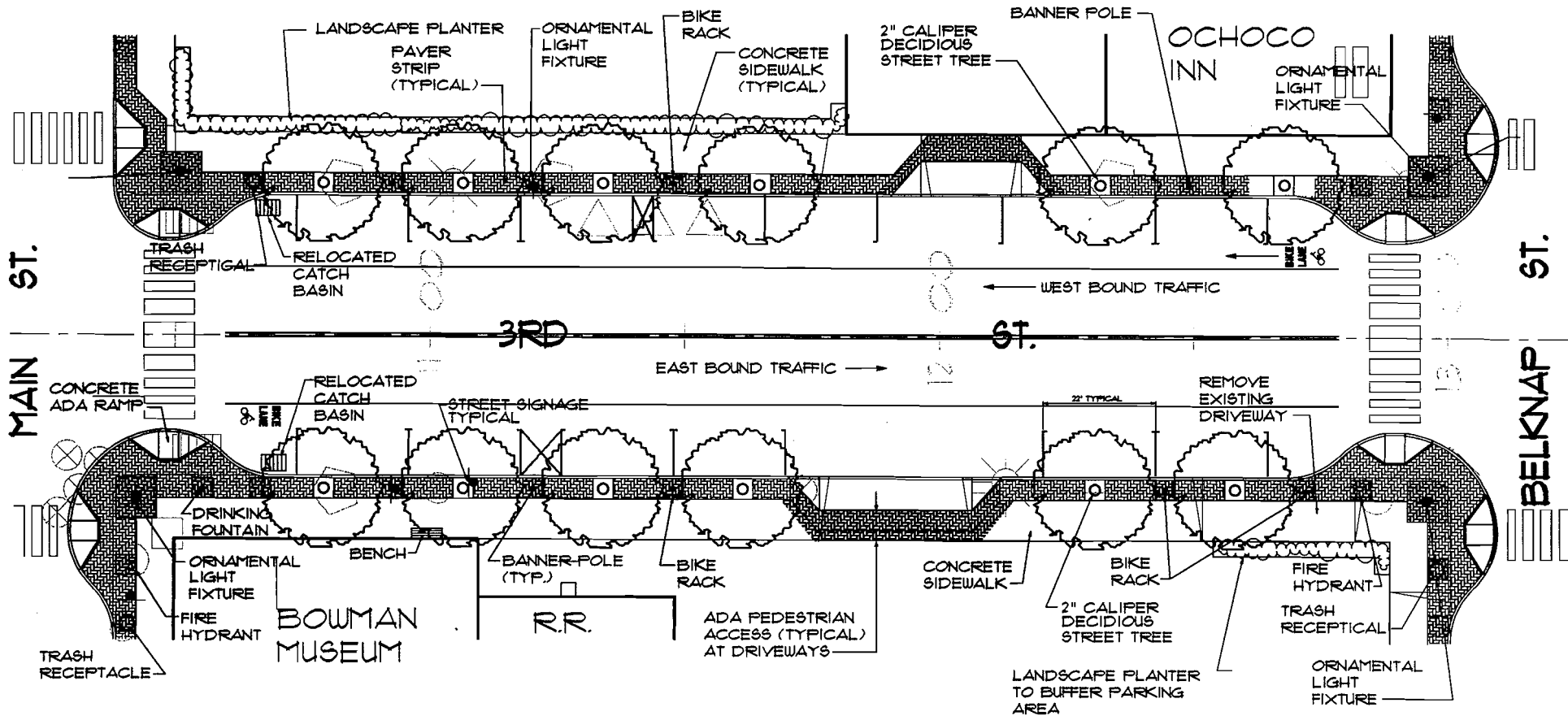
Remodeled buildings include Ochoco V&S, Powerhouse Gym (current), and Bank of the Cascades (proposed).

Rehabilitated buildings include the Courthouse, the Bank Drug Building and the Bowman Museum. There are many additional older buildings in need of rehabilitation.

### Policy Recommendations for Downtown Architectural Design

The following policies are recommended to ensure that Prineville maintains and enhances its downtown architectural integrity:

1. As new development occurs in downtown, it is important that the design treatments maintain a balance of scale, building mass and material use that compliment the original downtown area. In this sense, *scale* deals with the size of structures in relation to adjacent structures in terms of height and width. For example, three-story buildings should be avoided in the core area.



**OPTION I - PAVER STRIP AT BACK OF CURB**  
**PRINEVILLE DOWNTOWN ENHANCEMENT PLAN**

SCALE: 1" = 20'



2. **Mass** deals with the volume created in different sections of a building. The use of single, monolithic forms with no relief, material changes or facade break should be avoided.
3. Finally, **materials** used in new construction or remodeled store fronts should be reviewed in relation to the entire downtown area and specifically to adjacent properties. Design treatments which retain or replicate original windows, awnings, signage and color remain true to a more historic Prineville downtown.
4. Use of single themes such as western, Victorian, art-deco building styles should be avoided.
5. Pedestrian visual continuity is a key aspect of a successful downtown area. Uninterrupted retail displays invite pedestrian business. Blank building faces, parking areas fronting the arterials, and new driveway cuts should be avoided.
6. Gaps between existing buildings that not developable should be bridged with landscaping, architectural elements or similar site features of interest to pedestrians and automobile traffic.

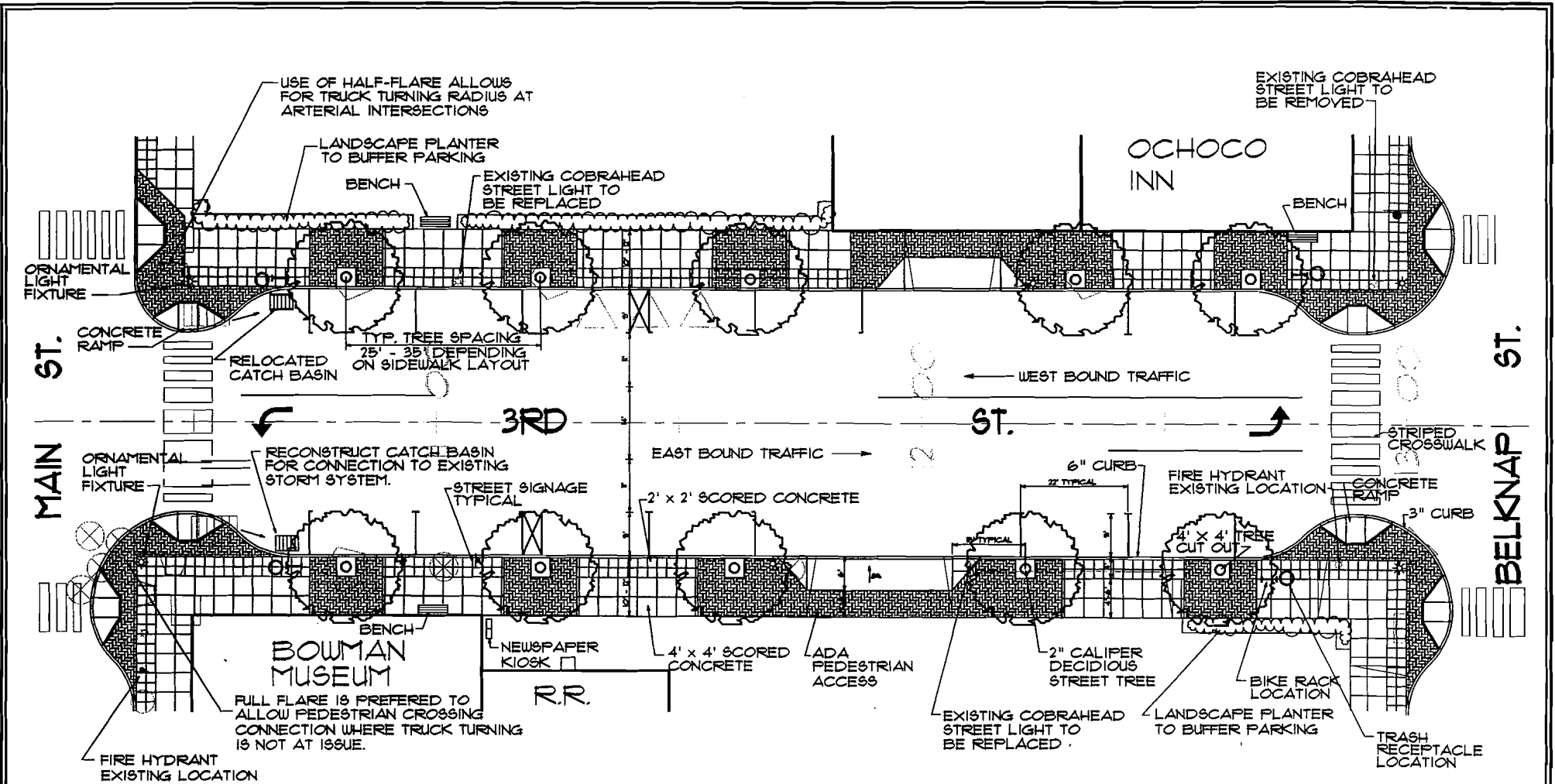
## **STREET AND SIDEWALK IMPROVEMENTS**

Sidewalk improvements in the study area must meet City Public Works' standards as well as Federal and State guidelines for ADA access. It is also critical that proposed sidewalk improvements allow for flexibility in the location of street furniture and public infrastructure such as catch basins, water meters, and fire hydrants. Integration of street trees into the sidewalk area is a key element in the overall success of the streetscape.

The TAC reviewed three options for sidewalk paving layout and materials during the project work sessions. The layout depicted in the master plan was the selected option. The selected alternative is a combination of several materials and forms with specific characteristics deemed important to the success of downtown streetscapes. It should be noted that final design and cost estimating may alter the selected pattern (*Figures 8 and 9*).

### **Sidewalk Widths**

Current sidewalk widths range from 10 to 12 feet (8 feet is considered a minimum for downtown sidewalks). The current roadway width on 3rd Street is 54-foot curb-to-curb. The proposed sidewalk width of 10 to 12 feet allows the inclusion of trees and other street furniture without compromising ADA requirements or business access.

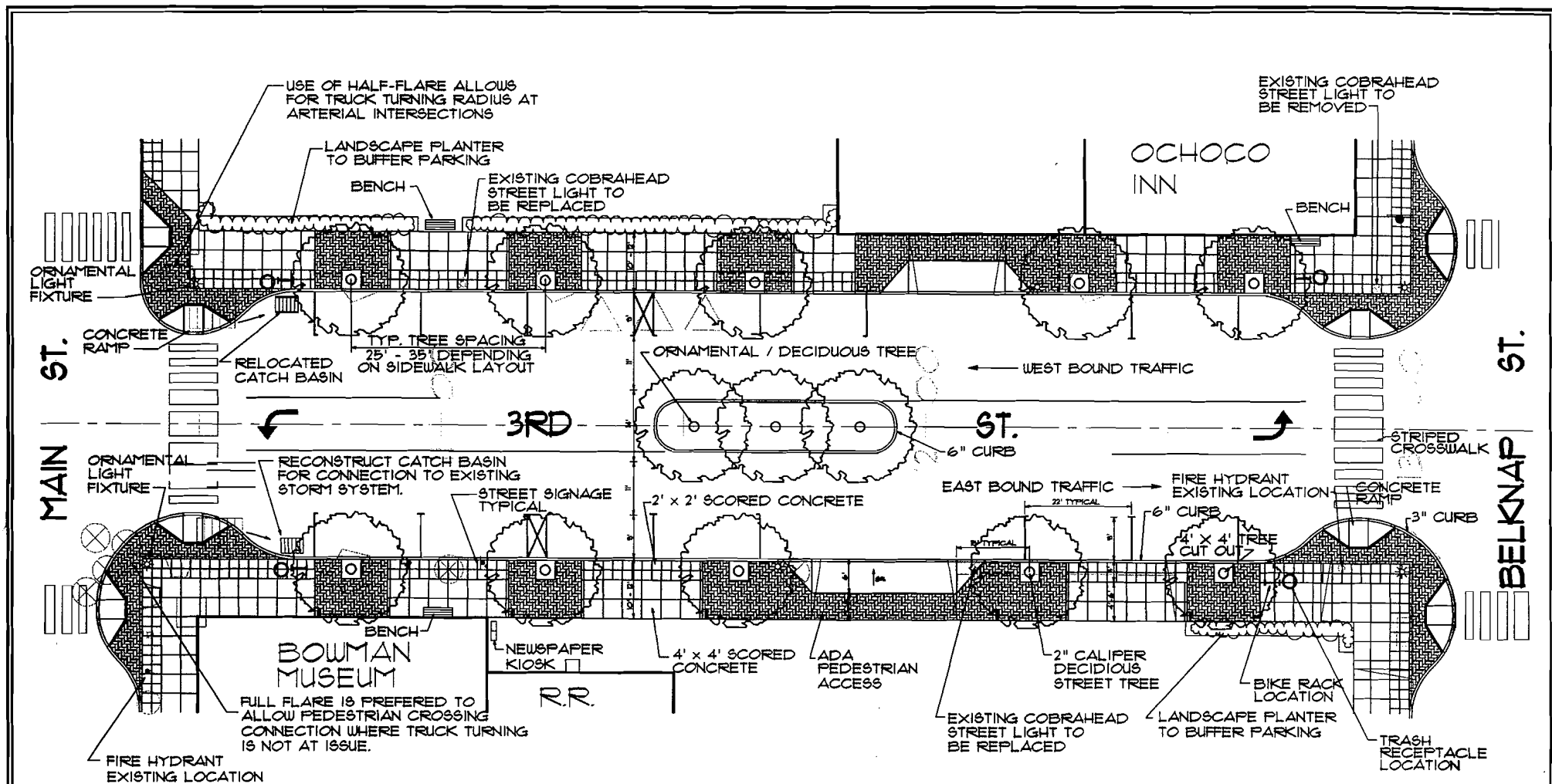


**OPTION II - PAYER PANELS AT TREES**

**PRINEVILLE DOWNTOWN ENHANCEMENT PLAN**

SCALE: 1" = 20'





**OPTION III - PAVER PANELS / STREET MEDIAN**

**PRINEVILLE DOWNTOWN ENHANCEMENT PLAN**

SCALE: 1" = 20'



## **SURFACE TREATMENTS**

Proposed surface treatments include the use of scored concrete between 12-foot wide paver insets at trees and behind concrete driveway aprons. Use of dry-set pavers at trees will allow for good root aeration while providing a paved surface that meets both ADA and City standards. The additional cost of paver installation compared to concrete has been proved to be offset over time due to reduced maintenance and replacement costs. Pavers also provide color contrasting required by ADA Guidelines.

## **PEDESTRIAN FLARES**

Pedestrian flares or extensions are proposed for use in the Prineville Enhancement Downtown plan. Pedestrian flares at intersections provide a refuge area for crossing pedestrians. With flares, a pedestrian is able to enter the roadway zone without stepping into the actual roadway while allowing a safe view around the front of parked vehicles. Two ADA ramps at 90 degrees to each other provide the shortest possible crossing distance between blocks.

At intersections of major arterials or collectors, such as 3rd and Main, half-flares are proposed to facilitate right turn movements for large trucks. Half-flares are located diagonally opposite each other. Crossing distances between half-flares and full-flares differ by 9 feet. The flares also provide a social function in creating small gathering spaces for interaction away from doorways and access ways.

Finally, use of pedestrian flares also creates an area away from building storefronts for the location of public amenities such as newspaper stands, light poles, trash receptacles and bike racks.

## **DRIVEWAYS**

Vehicle access to adjacent property is often provided by driveways that cross the sidewalk. Where driveways are necessary, they should be designed to not interrupt the sidewalk with grade, slope and direction changes. Design techniques that preserve sidewalk continuity include:

- Use of alleys and carefully-placed street access points to limit the number of driveways.
- Maximum width for driveways: 10 ft for lots up to 10 cars, 14 ft up to 20 cars, 18 ft for more than 20 cars, and wider only if used frequently by large trucks. Continuous curb cuts, which often exist at gas stations, should be prohibited.
- Maximum width for driveway aprons: 3-ft standard wing on each side, with a 6-ft maximum on each side where there is frequent truck use.



## **PARKING**

The design, placement, and management of downtown parking is complex. A complete understanding of the actual needs in terms of numbers, timing, and location is important before expending capital to construct additional parking, or to convert existing parallel parking to diagonal parking. However, even without a complete parking study, the inventory combined with an understanding of existing densities and uses in the downtown and observations of traffic behavior allows the following recommendations:

### **One-way Couplets**

Whether the couplet is on 3rd and 4th, or 2nd and 4th, diagonal parking should be restricted to the left side of the street, with parallel parking and a bike lane on the right side.

### **Main Arterials Through Downtown**

On the main arterials through downtown, 3rd Street (if it remains two-way). With a couplet, diminished traffic volumes may make diagonal parking more plausible; however, since 3rd Street is a state highway there may be restrictions on angle parking.

### **Side Streets**

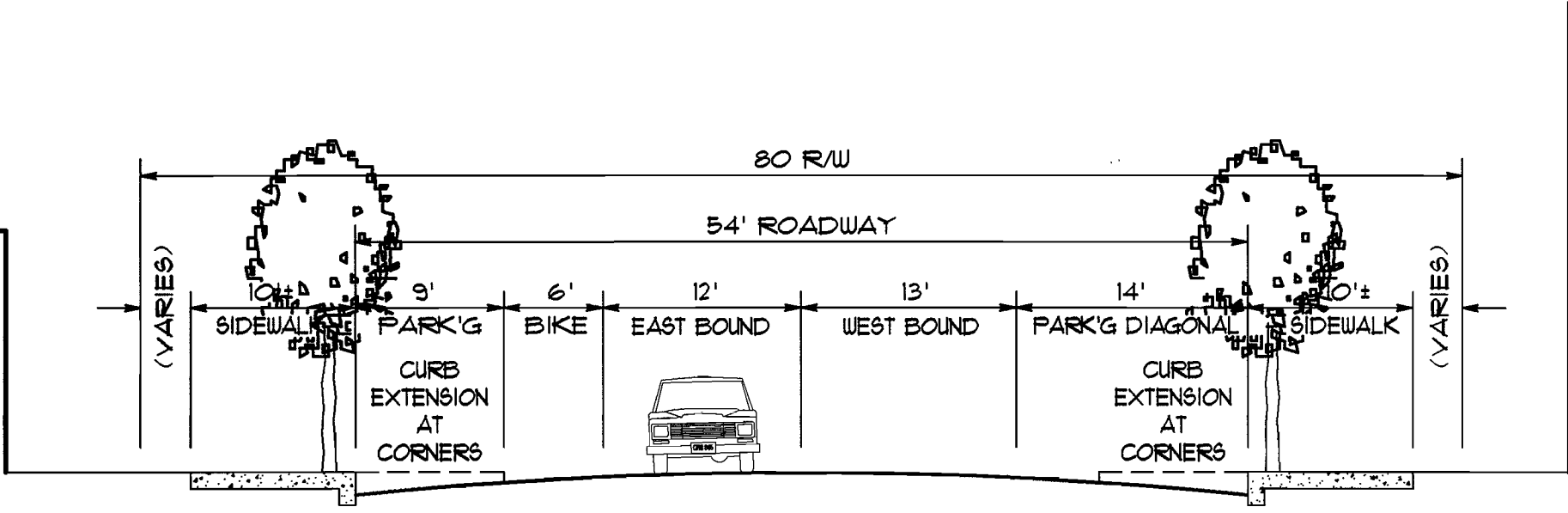
On side streets that are collectors or local streets, it is recommended that improvements be made to clarify the marking and sizing of spaces. It is possible that spaces may be added by marking areas that are currently unmarked areas by providing better management. At this time, it is recommended that the location of diagonal and parallel parking stay as current, pending a decision on the couplet.

Observation during the inventory suggests that there may be an excess of yellow zones (no parking) in the downtown area. It may be possible to decrease these to increase the space for parking once the proposed curb extensions are installed. In addition, it appears that there are some unnecessary driveway cuts that reduce on-street parking opportunities.

### **Off-Street Parking**

The City owns or leases three off-street lots. The City may wish to consider the restriction of these lots to permit parking for downtown employees and other long-term users, freeing on-street parking for short-term (two hour) users. If the City finds that its existing off-street parking is not sufficient for the existing or anticipated long-term parking, then it may want to consider the purchase or lease of other off-street surface parking. The City may also want to consider coordinating with private parking lot owners to maximize usage.

DOWNTOWN BUILDINGS



DOWNTOWN BUILDINGS

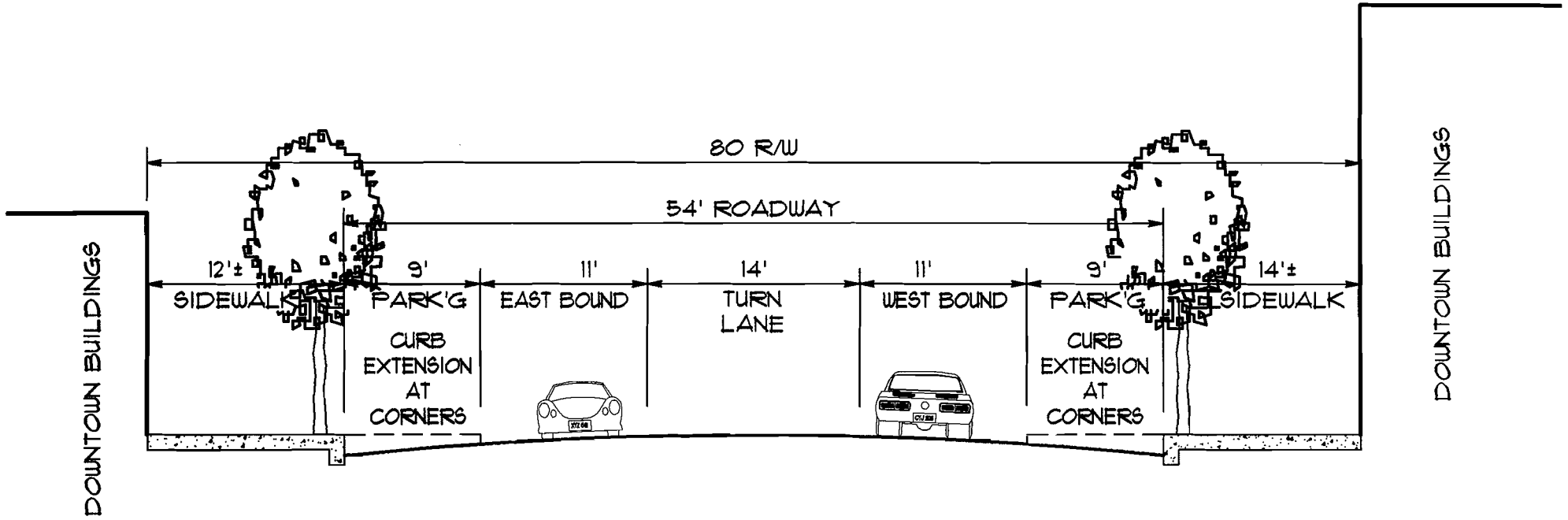
### 2ND STREET

**CONCEPTUAL ALTERNATIVE ROADWAY IMPROVEMENTS**  
**PRINEVILLE DOWNTOWN ENHANCEMENT PLAN**

FIGURE 8

**DAVID EVANS AND ASSOCIATES, INC.**  
 709 NW Wall Street, Suite 102  
 Bend, Oregon 97701 (541) 389-7614



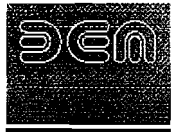


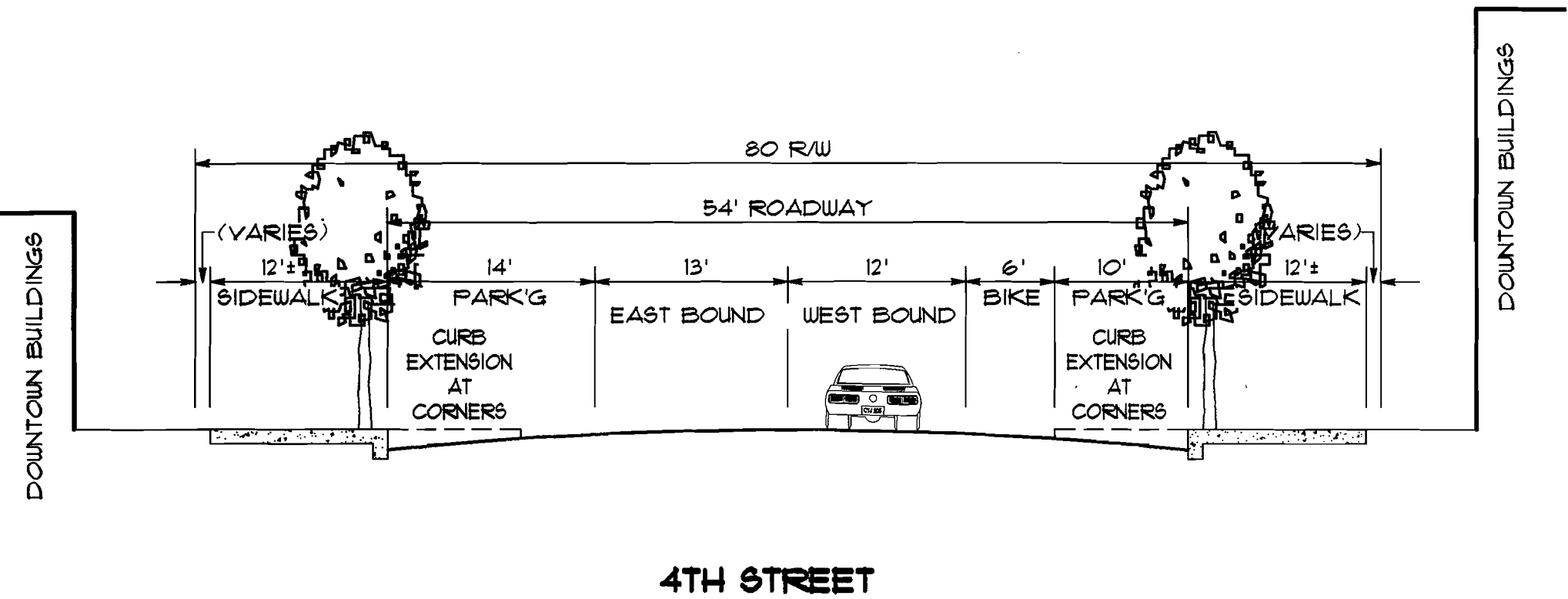
**3RD STREET / US 26**

**CONCEPTUAL ALTERNATIVE ROADWAY IMPROVEMENTS**  
**PRINEVILLE DOWNTOWN ENHANCEMENT PLAN**

FIGURE 9

**DAVID EVANS AND ASSOCIATES, INC.**  
 709 NW Wall Street, Suite 102  
 Bend, Oregon 97701 (541) 389-7614





**CONCEPTUAL ALTERNATIVE ROADWAY IMPROVEMENTS**  
**PRINEVILLE DOWNTOWN ENHANCEMENT PLAN**

FIGURE 10

**DAVID EVANS AND ASSOCIATES, INC.**  
 709 NW Wall Street, Suite 102  
 Bend, Oregon 97701 (541) 389-7614



## LANDSCAPING

Currently, downtown Prineville's streetscape is devoid of street furniture and landscaping. Street trees in a downtown area offer an ideal transition between building architecture. When mature, street trees should create a canopy over the sidewalk and adjacent parking area. Trees provide summer shade, seasonal interest, protection from winter winds, and a screen of night lights. They also provide scale relationship between buildings and roadways (*Figure 10*).

### **Preservation and Maintenance of Existing Landscaping**

Although the downtown area does not have much landscaping outside of the parks, existing healthy, evergreen and deciduous trees should be preserved whenever practical to do so. Maintenance, including pruning and fertilizer should be performed at regular intervals to ensure tree health and vigor, and clear pedestrian pathways. Lower branches shall be pruned to a height of eight feet above sidewalk level and four feet from building fronts.

### **Planting Practices**

Current tree cutouts measure two feet by two feet. This greatly limits rootball size at time of planting as well as the potential for tree growth. Tree wells should measure at least four feet by four feet and preferably be surrounded by four feet of dry-set pavers. This provides necessary root aeration and potential for surface water collection. Pavers also highlight the tree locations and sidewalk surface.

### **Tree Selection**

Street trees should be selected from the list prepared for this study (Table 1). Street trees should be planted at sufficient sizes so that 40%-50% of mature coverage occurs within five years of planting and 80%-90% occurs within ten years.

Spacing of trees should be such that mature tree canopy diameters grow within ten feet of one another. Tree locations need to be evaluated on a site-by-site basis to ensure that clear vehicle sight lines are not compromised. Building accessways should not be blocked and visual sight lines into building store fronts should be complemented.

The following considerations should be kept in mind when selecting street trees:

- Different species of trees should be used in the downtown area to heighten seasonal color interest, accent various streetscapes or features and complement the building architecture.
- Selected species must conform to the functional requirements of an upright form conducive to a 25-foot crown diameter.

*Photo 12: Buffer Planter*



- Species must be native or indigenous to the growing climate of Prineville and hardy to freezing wintertime temperatures.
- Trees should be deciduous to provide summer shade and allow winter light to warm snowy walks.
- Trees should be thornless, seedless and non-fruitbearing.
- Trees should have seasonal interest including spring color, light to medium foliage and fall colors.
- Trees should have medium to fast growth rates.
- Trees should have high tolerance to urban conditions including resistance to pests, salt, drought, and pedestrian abuse.

### **Additional Landscaping**

Existing parking areas that abut the sidewalk should be buffered by the addition of a minimum three-foot wide landscape planter to provide separation between parked cars and pedestrians. Planters should include plant material suitable for the size of planter (*Photo 12*).

Irrigation water should be provided to each tree well and planter. A low maintenance, low-pressure system should be installed underground during the sidewalk construction phase. The system should be automatically operated at set intervals which optimize water usage and maintain tree vigor. Seasonal winterization should be accomplished by introducing compressed air into the system until all water is forced from the system.

### **STREET FURNITURE**

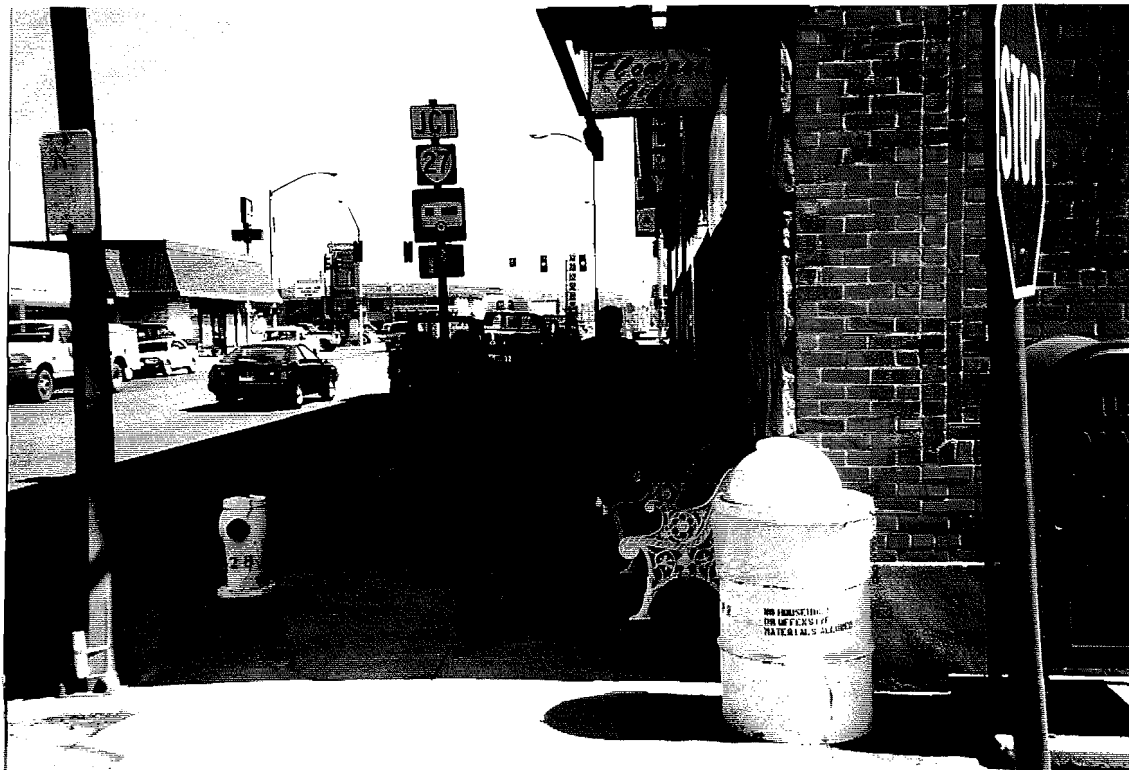
Street furniture includes ornamental lights, benches, bike racks, mail clusters, trash receptacles, fountains, phone booths, and similar fixtures (*Photo 13*).

Existing street furniture in the downtown area currently consists of 50-gallon barrels used as trash receptacles, a number of benches in various stages of repair, several half-wooden cask planters and various other street displays as well as street signs, lights and public features previously noted. There are no bike racks or drinking fountains in the core area.

It is recommended that the following considerations be made for any street furniture decision:

- Street furniture use should be reviewed for consistency in placement, style, use potential and cost.
- Bicycle parking racks should be provided at regular locations in the downtown core.

Photo 13: Street Furniture







**Table 1: Tree Selection List**

Tree Name	Growth Rate	Hardiness	Form	Spring Flower	Leaf Texture	Fall Color	Maintenance	Rating <sup>1</sup>
<i>Acer rubrum</i> 'Autumn Blaze' - Autumn Blaze Red Maple	Med-Fast	1	Upright Pyramidal	-	Medium	Red	Low	10.5
<i>Acer platanoides</i> 'Summershade' - Norway Maple	Med	1	Pyramidal	-	Dense	Yellow	Med	8.0
<i>Gleditsia triacanthos</i> 'Shademaster' - Honey Locust	Med-Fast	1	Broad	-	Light	Yellow	Med	9.5
<i>Fraxinus penn.</i> 'Urbanite' - Urbanite Ash	Med-Fast	1	Pyramidal	-	Med	Yellow	Low	10.5
<i>Tilia cordata</i> 'Green Spire' - Little Leaf Linden	Med	1	Pyramidal	-	Med	Yellow	Low	10.0
<i>Quercus phellos</i> - Willow Oak	Slow-Med	1	Broad	-	Med	Yellow	Low	8.0
<i>Pyrus calleryana</i> - Flowering Pear	Med	2	Pyramidal	White	Dense	Yellow	Low	10.0
<i>Betula pendula</i> - European Birch	Med	1	Pyramidal	-	Light	Yellow	Med	10.0
<i>Prunus sargentii</i> - Sargent Cherry	Slow-Med	1	Pyramidal	Pink	Med	-	Low	8.5

**<sup>1</sup> Ratings Breakdown:**

<u>Rating</u>	<u>0</u>	<u>1</u>	<u>2</u>
Growth Rate	Slow	Med	Fast
Hardiness	-	-	Zone 1
Form	Broad	Pyramidal	-
Spring Flower	-	No	Yes
Leaf Texture	Dense	Med	Light
Fall Color	-	No	Yes
Maintenance	High	Med	Low

- Newspaper vending machines and similar features should be clustered to reduce sidewalk clutter and improve sidewalk access.
- Street signage should be consolidated when possible. Business signage should be incorporated into awnings or overhangs as possible, for clear view by pedestrians and drivers.
- Public benches should be used at locations identified as gathering spots by downtown users.
- Banner poles should be studied for use by downtown business owners. Poles can be used for event notice or colored banner display. These may be incorporated on light fixture poles.
- One or two drinking fountains should be located downtown. Location to be identified by City.
- Inclusion of public art should be studied for use in providing year-round interest.
- Ornamental light fixtures should be located at standardized intervals identified by illumination requirements.
- Free standing planters should be studied for use as seasonal color spots. Hanging baskets may be incorporated on existing poles.
- Trash receptacles should be located at areas frequented by pedestrians such as intersections. A recycling center should be studied for location in the core area.

A Materials and Furnishings Booklet has been prepared for review in conjunction with the policies offered in this study (Appendix C).

## **LIGHTING**

The existing Cobra-head lights in the downtown area are owned by Pacific Power and Light and leased to the City on a contracted rates basis. Based on discussions with a local PP&L Representative, replacement of these light poles and fixtures is possible in one of two ways: replacement fixtures are selected and installed at a cost to the City of approximately \$500 each, or PP&L carries the cost of pole and fixture purchase under a reconstructed rate basis. In either scenario, PP&L would still own the poles and fixtures and would continue to be responsible for maintenance and replacement. Another option, in which the City purchases and installs the lights at City expense, is also possible. This alternative may make the City responsible for maintenance and replacement. PP&L would be the service provider under a metered use basis.

Streetlight pole and fixture selection have a great impact on the overall streetscape flavor. Table 2 summarizes the characteristics of street lights. Important aspects to consider in the selection process include:

- **Illumination** of the downtown area is critical to the overall security, safety and atmosphere of Prineville’s core area. Correctly done, the selection of poles, fixtures and lighting types will complement the downtown architecture and streetscape.
- **Scale** relates to fixture height, which is based on lens refraction and the footcandle (measure of light) desired. Due to the width of sidewalks and two-story height of many downtown buildings, fixtures which are 15-20 feet in height are desirable in order to maintain a pedestrian-friendly scale.
- **Fixture and Pole Type**, due to the diversity of the downtown’s architecture, should create an environment that, along with other street furniture, helps to provide all of downtown with a similar flavor. Several manufactured fixtures and poles meet this criteria. As discussed during meetings with the TAC, a “theme” for downtown is not desirable at this time. “Turn-of-the-Century,” “Western,” or “Modern-Period” fixtures should be strongly reviewed for use prior to final design. Standardized light fixtures should be selected for use in the core area to reinforce a pedestrian-friendly streetscape.

**Table 2: Summary of Lamp Types**

Lamp Type	Wattage Range, ft.	Efficiency, Lumen/Watt	Average life, hrs	Apparent color	Color rendering	Initial cost of equipment
Incandescent	10-1000	10-25	750-2000	Warm white	Best overall	Low
Fluorescent	15-215	40-80	750-15,000	Warm to cool white	Good	Medium
Mercury vapor (deluxe white)	40-1000	25-60	24,000	Cool white	Good	Medium
Metal halide	715-1500	65-105	7500-20,000	Cool white	Very Good	Medium to High
High-pressure sodium (STP)	35-1000	60-120	-	Yellowish	Poor	High
High-pressure sodium (deluxe color)	150-250	75-80	-	Warm white	Very good	High
Low-pressure sodium	18-180	70-150		Yellow-orange	Very poor	High

Suggested Footcandles: 1.5-2.0

## **SIGNAGE**

The combination of highway directional and regulatory signage and private business signage in the downtown core area creates visual congestion for both pedestrians and drivers.

Signs should be consolidated and mounted on existing fixtures as possible. In addition, parkway and traffic control signs should be graphically simplified.

Strict adherence to and enforcement of the sign ordinance should be implemented by the City. Signage which does not meet the sign ordinance requirements should be updated over a predetermined period of years.

## **UTILITIES**

### **Poles**

As noted in the existing conditions portion of this study, many poles currently exist in the downtown area. These poles carry electrical lines (PP&L), television cable (Crestview Cable) and telephone (US West).

Placement of many of the utility poles and other utility-related facilities may be in conflict with proposed improvements. Design options to reduce conflicts between utilities and pedestrian use have been explored during this study. Any improvements made in the downtown area should include attention to conformance with ADA guidelines. Pole location at the major arterial intersections (Main and 3rd) inhibits construction of ADA ramps and pedestrian crossings.

Construction of the proposed pedestrian flares allows many of the poles to remain in their present locations while providing ample pedestrian access. Preservation of the poles in place, however does not clean up the existing downtown visual clutter. The following options are available to further enhance the aesthetics of downtown Prineville.

- *Relocation of conflicting poles* is possible; however, it can be very expensive. Simple relocation of poles in a single alignment may reach \$2,500 per pole. Multi-circuit poles and poles which anchor two-direction wires may cost \$5,000 per pole to relocate if relocation is possible at all.

- *Undergrounding of the services and utilities* located on the poles is a viable alternative for consideration. Current City policy for new construction projects requires under grounding of all utilities. Under grounding existing power services in the downtown area can be performed during the construction phase of the project, thereby reducing the associated costs of trenching, backfilling and surface cover. Additional costs above those outlined for construction of improvements without pole removal are estimated at \$10-\$15 per linear foot. An additional cost for meter retrofit would be borne by individual property owners.

### **Other Utilities**

The need for stormwater system improvements is anticipated to be minimal. Improvements are limited to the addition of new curb inlets for connection to the existing storm system. Additional study or City policy may require system redesign and construction in excess of that anticipated.

Water system improvements are anticipated to include new services and meters to individual properties and resetting of gate valves disrupted by construction.

No sanitary sewer system improvements are anticipated.

System improvements to ODOT Highway features including relocation of loop detectors or changes to existing signals are not anticipated as part of this study.

**PART 3: PRELIMINARY COST ESTIMATES**

**PHASE I - BEAVER STREET TO COURT STREET**

<b>ITEM DESCRIPTION</b>	<b>UNIT OF MEASURE</b>	<b>QUANTITY</b>	<b>UNIT PRICE (IN FIGURES)</b>	<b>TOTAL (IN FIGURES)</b>
<b>SURVEYING AND DESIGN ENGINEERING</b>				
SITE SURVEYING	LS	ALL	\$8,500.00	\$8,500.00
DESIGN ENGINEERING	LS	ALL	\$56,000.00	\$56,000.00
<b>SECTION TOTAL</b>				<b>\$64,500.00</b>
<b>CONSTRUCTION MOBILIZATION AND DEMOLITION</b>				
MOBILIZATION (8%)	LS	ALL	\$45,000.00	\$45,000.00
CONSTRUCTION SURVEY	LS	ALL	\$4,500.00	\$4,500.00
TRAFFIC CONTROL	LS	ALL	\$22,000.00	\$22,000.00
REMOVAL OF CURBS	LNFT	2880.0	\$8.00	\$23,040.00
REMOVAL OF WALKS AND DRIVEWAYS	SQYD	3500.0	\$6.50	\$22,750.00
GRIND AC ROADWAY	SQYD	8300.0	\$2.50	\$20,750.00
REMOVAL OF AC SURFACINGS	SQYD	1200.0	\$6.00	\$7,200.00
REMOVE/RETROFIT CATCHBASIN	EACH	8.0	\$350.00	\$2,800.00
REMOVE POWER POLES	EACH	1.0	\$2,500.00	\$2,500.00
REMOVE LIGHT POLE	EACH	12.0	\$250.00	\$3,000.00
<b>SECTION TOTAL</b>				<b>\$153,540.00</b>
<b>UTILITIES AND SERVICE IMPROVEMENTS</b>				
TRENCH EXCAVATION	CUYD	1000.0	\$20.00	\$20,000.00
8-INCH STORM SEWER PIPE	LNFT	200.0	\$20.00	\$4,000.00
CONCRETE MANHOLES	EACH	2.0	\$2,500.00	\$5,000.00
CATCH BASINS	EACH	8.0	\$775.00	\$6,200.00
ADJUSTING MANHOLES	EACH	1.0	\$325.00	\$325.00
NEW WATER METER	EACH	28.0	\$250.00	\$7,000.00
NEW WATER METER BOXES	EACH	28.0	\$190.00	\$5,320.00
ADJUSTING WATER VALVES	EACH	6.0	\$125.00	\$750.00
<b>SECTION TOTAL</b>				<b>\$48,595.00</b>
<b>CONSTRUCT PAVED SURFACES</b>				
ASPHALT OVERLAY	SQYD	8300.0	\$3.50	\$29,050.00
CONCRETE CURBS	LNFT	3060.0	\$9.00	\$27,540.00
REINFORCED CONCRETE DRIVEWAYS	SQYD	180.0	\$24.00	\$4,320.00
CONCRETE SIDEWALKS	SQYD	1960.0	\$26.00	\$50,960.00

**Downtown Prineville Enhancement Plan**

**Preliminary Estimate of Costs**

**PHASE I - BEAVER STREET TO COURT STREET**

<b>ITEM DESCRIPTION</b>	<b>UNIT OF MEASURE</b>	<b>QUANTITY</b>	<b>UNIT PRICE (IN FIGURES)</b>	<b>TOTAL (IN FIGURES)</b>
CONCRETE SIDEWALK RAMPS	EACH	24.0	\$325.00	\$7,800.00
UNIT PAVERS	SQYD	1500.0	\$55.00	\$82,500.00
PAVEMENT STRIPING	LS	ALL	\$3,500.00	\$3,500.00
<b>SECTION TOTAL</b>				<b>\$205,670.00</b>
<b>ROADWAY IMPROVEMENTS</b>				
REMOVE AND REINSTALL EXISTING SIGNS	LS	ALL	\$1,000.00	\$1,000.00
INSTALL NEW STREET LIGHTS	EACH	21.0	\$500.00	\$10,500.00
STREET LIGHT POLE BASES	EACH	21.0	\$250.00	\$5,250.00
ELECTRICAL DESIGN/BUILD	LS	ALL	\$38,000.00	\$38,000.00
<b>SECTION TOTAL</b>				<b>\$54,750.00</b>
<b>CONSTRUCT SIDEWALK IMPROVEMENTS</b>				
PLANT 2" CALIPER TREES	EACH	59.0	\$220.00	\$12,980.00
PAVERS AT TREES	SQYD	88.0	\$55.00	\$4,840.00
(ALT) TREEGRATES	EACH	59.0	\$750.00	\$44,250.00
TRASH RECEPTACLE	EACH	6.0	\$350.00	\$2,100.00
BICYCLE RACKS	EACH	18.0	\$225.00	\$4,050.00
PEDESTRIAN BENCHES	EACH	6.0	\$450.00	\$2,700.00
DRINKING FOUNTAIN	EACH	1.0	\$650.00	\$650.00
TOPSOIL	CUYD	30.0	\$25.00	\$750.00
BARK MULCH	CUYD	6.0	\$25.00	\$150.00
IRRIGATION SYSTEM	LS	ALL	\$15,500.00	\$15,500.00
<b>SECTION TOTAL</b>				<b>\$87,970.00</b>
<b>SUBTOTAL</b>				<b>\$615,025.00</b>
CONTINGENCY (15%)				\$92,253.75
<b>PHASE II TOTAL</b>				<b>\$707,278.75</b>
COST / LINEAR FOOT				\$245.58



# Downtown Prineville Enhancement Plan

## Preliminary Estimate of Costs

### PHASE III - COURT STREET TO FAIRVIEW STREET

ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE (IN FIGURES)	TOTAL (IN FIGURES)
<b>SURVEYING AND DESIGN ENGINEERING</b>				
SITE SURVEYING	LS	ALL	\$6,500.00	\$6,500.00
DESIGN ENGINEERING	LS	ALL	\$52,000.00	\$52,000.00
<b>SECTION TOTAL</b>				<b>\$58,500.00</b>
<b>CONSTRUCTION MOBILIZATION AND DEMOLITION</b>				
MOBILIZATION (8%)	LS	ALL	\$45,000.00	\$45,000.00
CONSTRUCTION SURVEY	LS	ALL	\$2,500.00	\$2,500.00
TRAFFIC CONTROL	LS	ALL	\$15,000.00	\$15,000.00
REMOVAL OF CURBS	LNFT	2750.0	\$8.00	\$22,000.00
REMOVAL OF WALKS AND DRIVEWAYS	SQYD	3150.0	\$6.50	\$20,475.00
GRIND AC ROADWAY	SQYD	8300.0	\$2.50	\$20,750.00
REMOVAL OF AC SURFACINGS	SQYD	1200.0	\$6.00	\$7,200.00
REMOVE/RETROFIT CATCHBASIN	EACH	8.0	\$350.00	\$2,800.00
REMOVE POWER POLES	EACH	6.0	\$2,500.00	\$15,000.00
REMOVE LIGHT POLE	EACH	6.0	\$250.00	\$1,500.00
<b>SECTION TOTAL</b>				<b>\$152,225.00</b>
<b>UTILITIES AND SERVICE IMPROVEMENTS</b>				
TRENCH EXCAVATION	CUYD	1000.0	\$20.00	\$20,000.00
8-INCH STORM SEWER PIPE	LNFT	100.0	\$20.00	\$2,000.00
CONCRETE MANHOLES	EACH	2.0	\$2,500.00	\$5,000.00
CATCH BASINS	EACH	8.0	\$775.00	\$6,200.00
ADJUSTING MANHOLES	EACH	1.0	\$325.00	\$325.00
NEW WATER METER	EACH	12.0	\$250.00	\$3,000.00
NEW WATER METER BOXES	EACH	12.0	\$190.00	\$2,280.00
ADJUSTING WATER VALVES	EACH	6.0	\$125.00	\$750.00
<b>SECTION TOTAL</b>				<b>\$39,555.00</b>
<b>CONSTRUCT PAVED SURFACES</b>				
ASPHALT OVERLAY	SQYD	8300.0	\$3.50	\$29,050.00
CONCRETE CURBS	LNFT	3060.0	\$9.00	\$27,540.00
REINFORCED CONCRETE DRIVEWAYS	SQYD	170.0	\$24.00	\$4,080.00
CONCRETE SIDEWALKS	SQYD	1720.0	\$26.00	\$44,720.00

# Downtown Prineville Enhancement Plan

## Preliminary Estimate of Costs

### PHASE III - COURT STREET TO FAIRVIEW STREET

ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE (IN FIGURES)	TOTAL (IN FIGURES)
CONCRETE SIDEWALK RAMPS	EACH	24.0	\$325.00	\$7,800.00
UNIT PAVERS	SQYD	1475.0	\$55.00	\$81,125.00
PAVEMENT STRIPING	LS	ALL	\$3,500.00	\$3,500.00
<b>SECTION TOTAL</b>				<b>\$197,815.00</b>
<b>ROADWAY IMPROVEMENTS</b>				
REMOVE AND REINSTALL EXISTING SIGNS	LS	ALL	\$1,000.00	\$1,000.00
INSTALL NEW STREET LIGHTS	EACH	17.0	\$500.00	\$8,500.00
STREET LIGHT POLE BASES	EACH	17.0	\$250.00	\$4,250.00
ELECTRICAL DESIGN/BUILD	LS	ALL	\$32,000.00	\$32,000.00
<b>SECTION TOTAL</b>				<b>\$45,750.00</b>
<b>CONSTRUCT SIDEWALK IMPROVEMENTS</b>				
PLANT 2" CALIPER TREES	EACH	56.0	\$220.00	\$12,320.00
PAVERS AT TREES	SQYD	85.0	\$55.00	\$4,675.00
(ALT) TREEGRATES	EACH	56.0	\$750.00	\$42,000.00
TRASH RECEPTACLE	EACH	6.0	\$350.00	\$2,100.00
BICYCLE RACKS	EACH	18.0	\$225.00	\$4,050.00
PEDESTRIAN BENCHES	EACH	6.0	\$450.00	\$2,700.00
DRINKING FOUNTAIN	EACH	0.0	\$650.00	\$0.00
TOPSOIL	CUYD	30.0	\$25.00	\$750.00
BARK MULCH	CUYD	5.0	\$25.00	\$125.00
IRRIGATION SYSTEM	LS	ALL	\$15,500.00	\$15,500.00
<b>SECTION TOTAL</b>				<b>\$84,220.00</b>
<b>SUBTOTAL</b>				<b>\$578,065.00</b>
CONTINGENCY (15%)				\$86,709.75
<b>PHASE III TOTAL</b>				<b>\$664,774.75</b>
COST / LINEAR FOOT				\$241.74

# Downtown Prineville Enhancement Plan

## Preliminary Estimate of Costs

### PHASE II - DEER STREET TO BEAVER STREET

ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE (IN FIGURES)	TOTAL (IN FIGURES)
<b>SURVEYING AND DESIGN ENGINEERING</b>				
SITE SURVEYING	LS	ALL	\$4,500.00	\$4,500.00
DESIGN ENGINEERING	LS	ALL	\$45,000.00	\$45,000.00
<b>SECTION TOTAL</b>				<b>\$49,500.00</b>
<b>CONSTRUCTION MOBILIZATION AND DEMOLITION</b>				
MOBILIZATION (8%)	LS	ALL	\$35,000.00	\$35,000.00
CONSTRUCTION SURVEY	LS	ALL	\$2,500.00	\$2,500.00
TRAFFIC CONTROL	LS	ALL	\$15,000.00	\$15,000.00
REMOVAL OF CURBS	LNFT	1920.0	\$8.00	\$15,360.00
REMOVAL OF WALKS AND DRIVEWAYS	SQYD	2400.0	\$6.50	\$15,600.00
GRIND AC ROADWAY	SQYD	5500.0	\$2.50	\$13,750.00
REMOVAL OF AC SURFACINGS	SQYD	800.0	\$6.00	\$4,800.00
REMOVE/RETROFIT CATCHBASIN	EACH	6.0	\$350.00	\$2,100.00
REMOVE POWER POLES	EACH	0.0	\$2,500.00	\$0.00
REMOVE LIGHT POLE	EACH	8.0	\$250.00	\$2,000.00
<b>SECTION TOTAL</b>				<b>\$106,110.00</b>
<b>UTILITIES AND SERVICE IMPROVEMENTS</b>				
TRENCH EXCAVATION	CUYD	650.0	\$20.00	\$13,000.00
8-INCH STORM SEWER PIPE	LNFT	120.0	\$20.00	\$2,400.00
CONCRETE MANHOLES	EACH	4.0	\$2,500.00	\$10,000.00
CATCH BASINS	EACH	4.0	\$775.00	\$3,100.00
ADJUSTING MANHOLES	EACH	1.0	\$325.00	\$325.00
NEW WATER METER	EACH	11.0	\$250.00	\$2,750.00
NEW WATER METER BOXES	EACH	11.0	\$190.00	\$2,090.00
ADJUSTING WATER VALVES	EACH	6.0	\$125.00	\$750.00
<b>SECTION TOTAL</b>				<b>\$34,415.00</b>
<b>CONSTRUCT PAVED SURFACES</b>				
ASPHALT OVERLAY	SQYD	5500.0	\$3.50	\$19,250.00
CONCRETE CURBS	LNFT	2160.0	\$9.00	\$19,440.00
REINFORCED CONCRETE DRIVEWAYS	SQYD	130.0	\$24.00	\$3,120.00
CONCRETE SIDEWALKS	SQYD	1150.0	\$26.00	\$29,900.00

# Downtown Prineville Enhancement Plan

## Preliminary Estimate of Costs

### PHASE II - DEER STREET TO BEAVER STREET

ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE (IN FIGURES)	TOTAL (IN FIGURES)
CONCRETE SIDEWALK RAMPS	EACH	16.0	\$325.00	\$5,200.00
UNIT PAVERS	SQYD	990.0	\$55.00	\$54,450.00
PAVEMENT STRIPING	LS	ALL	\$2,500.00	\$2,500.00
<b>SECTION TOTAL</b>				<b>\$133,860.00</b>
<b>ROADWAY IMPROVEMENTS</b>				
REMOVE AND REINSTALL EXISTING SIGNS	LS	ALL	\$1,000.00	\$1,000.00
INSTALL NEW STREET LIGHTS	EACH	18.0	\$500.00	\$9,000.00
STREET LIGHT POLE BASES	EACH	18.0	\$250.00	\$4,500.00
ELECTRICAL DESIGN/BUILD	LS	ALL	\$32,000.00	\$32,000.00
<b>SECTION TOTAL</b>				<b>\$46,500.00</b>
<b>CONSTRUCT SIDEWALK IMPROVEMENTS</b>				
PLANT 2" CALIPER TREES	EACH	47.0	\$220.00	\$10,340.00
PAVERS AT TREES	SQYD	62.0	\$55.00	\$3,410.00
(ALT) TREEGRATES	EACH	47.0	\$750.00	\$35,250.00
TRASH RECEPTACLE	EACH	4.0	\$350.00	\$1,400.00
BICYCLE RACKS	EACH	12.0	\$225.00	\$2,700.00
PEDESTRIAN BENCHES	EACH	4.0	\$450.00	\$1,800.00
DRINKING FOUNTAIN	EACH	1.0	\$650.00	\$650.00
TOPSOIL	CUYD	20.0	\$25.00	\$500.00
BARK MULCH	CUYD	4.0	\$25.00	\$100.00
IRRIGATION SYSTEM	LS	ALL	\$12,500.00	\$12,500.00
<b>SECTION TOTAL</b>				<b>\$68,650.00</b>
<b>SUBTOTAL</b>				<b>\$439,035.00</b>
CONTINGENCY (15%)				\$65,855.25
<b>PHASE II TOTAL</b>				<b>\$504,890.25</b>
COST / LINEAR FOOT				\$262.96

## PART 4: FUNDING OPTIONS

The streetscape improvements recommended by this Enhancement Plan can be funded through existing or new sources of city revenue, or through one-time state or federal grants. Potential funding sources are described below. Included are sources that can be used to fund street and sidewalk transportation-oriented improvements, as well as beautification improvements such as landscaping and street furniture.

### LOCAL FUNDING

#### Existing City Revenues for Downtown Enhancement

##### ■ Street Fund

The City of Prineville currently accounts for street and transportation-related revenues and expenditures in its Street Fund. The Street Fund is used for the operation, maintenance, and improvement of city streets. Revenues for the Street Fund include local taxes, interest, and fees; intergovernmental sources such as the state gas tax and funds from Crook County, and bond sale proceeds. Transportation-related portions of the Enhancement Plan could be funded by the Street Fund, such as sidewalk repair, ADA improvements, and street crossing improvements.

The Street Fund also includes what the City calls its “Bicycle Path Reserve Fund,” which is the required set-aside of a minimum of 1% of state gas tax revenues for bicycle and pedestrian facilities. This fund can be used to improve sidewalks for pedestrians.

##### ■ General Fund

The City has a variety of revenue sources such as license fees and business taxes that go into the general fund. These general funds are available for any purpose the City chooses.

#### Potential Funding Sources for Downtown Enhancement

##### ■ System Development Charges

An increasingly common source of transportation funding is the collection of system development charges (SDCs) from new development. These charges are generally based on a measurement of the demand that a new development places on the transportation system and the capital costs of meeting that demand. These are one-time fees collected as the development comes on line. Construction of new sidewalk or reconstruction of existing sidewalk to meet ADA requirements would be a legitimate use of transportation SDCs.

##### ■ Local Improvement Districts

Local improvement districts (LIDs) can be formed under Oregon Statutes to construct such public improvements as street repairs, sidewalks, and other improvements such as street furniture, landscaping, and signage. Formation of an LID can be initiated through petition by benefited property owners or through legislative process of the City Council. Both processes involve notification and hearings regarding the formation of the district. After the district is formed, public improvements may be made and the costs of those improvements distributed among the properties within the LID according to their benefit from the improvement. The benefit is set by formula by the City Council.

Once the benefit and cost have been set, an assessment is levied against the benefiting properties. They may in cash or apply for assessment financing. In Oregon, this means that the City will issue bonds and allow the property owners to pay their assessments over time. Oregon statutes allow the City to pledge its general obligation to the Bancroft bonds, thus making the bonds the general obligations of the City, but paid by assessment payments. This lowers the borrowing cost of the benefitted property owners.

However, because general obligation bonds are not specifically voter-approved, taxes levied to pay debt service on such bonds are subject to the limitations of Ballot Measure 5. As a result, local governments may not issue unlimited tax general obligation bonds without a vote of the electorate. Limited tax improvement bonds are backed by available revenue of the City, provided that the tax levy combined with all other general governmental tax levies do not exceed the \$10/\$1,000 tax rate limitation.

Though most local governments have funded local improvements through limited tax bonds, special assessment financing has been used with greater regularity in the last few years. Special assessment bonds, backed solely by the assessment payments from benefitted properties, are the norm throughout the country and may represent a viable means of financing many projects that have historically been financed through Bancroft bonds, although at a higher interest cost.

#### ■ **Urban Renewal Bonds/Tax Increment Financing**

Urban Renewal Districts have the authority to issue tax increment bonds for the purpose of urban renewal and redevelopment, including all of the projects proposed in this Enhancement Plan. Tax increment financing uses property tax revenue generated from increases in assessed value within an urban renewal area to pay the costs of the public improvements that generated those increases. This special allocation (the "Tax Increment") is used for the payment of debt service on the urban renewal bonds. In order to determine the amount of the Tax Increment allocation, the total taxable assessed value in the project area is set at the time of adoption of the urban renewal plan and is referred to as the frozen base value.

Each year the Assessor's office segregates the project area into two parts: (1) the base value, and (2) the incremental value, which is the difference between the total taxable value and the base value. Revenues derived from the application of the tax rate to the amount of incremental value are deposited in the debt service fund. This revenue, along with the interest earned, is used to repay the debt incurred to finance projects within the project area.

Ballot Measure 5 impacts the collection of tax increment revenues. The tax rate limitation contained within the measure limits property tax collections when overlapping taxing jurisdiction's rates on a particular property exceed the maximum permitted rates. The tax limitation therefore causes the urban renewal collection to compete with other taxes when the overlapping rates exceed \$10/\$1,000.

In brief, the revisions to the urban renewal statutes enacted in response to Measure 5 have resulted in four basic changes to tax increment financing in Oregon. First, jurisdictions with urban renewal agencies may now choose to collect only the amount of tax increment revenue required for bonded indebtedness, thereby avoiding competing between the tax increment and other general tax collections. Second, collections for urban renewal bonds are now itemized on property tax bills. Third, the new property value created in urban renewal areas will become immediately available for the benefit of the taxing jurisdictions, creating additional revenue before retirement of the urban renewal debt. Finally, the law now requires that urban renewal plans contain a clause describing either a date after which no more indebtedness will be incurred, or a maximum amount of indebtedness to be incurred.

#### ■ **Special Tax Revenue Bonds**

Cities may issue revenue bonds based on the expected receipt of special taxes. Examples of such revenues are gas taxes, hotel/motel room taxes, or systems development charges. Generally, the more predictable the revenue source, the more "bondable" it is. These types of bonds are complicated to issue and usually restrict the other uses of dedicated revenues so that the bond holders can be assured of timely payment.

The use of gas taxes or other special transportation revenues to secure a revenue bond is a relatively new form of financing in Oregon. Prineville is one of the few cities to have issued gas tax revenue bonds. In many cases, local governments have become accustomed to using state gas tax revenues solely for road maintenance needs. Using gas tax revenues to pay debt services on revenue bonds instead of funding maintenance could require that the City either reduce the maintenance budget or provide some other source of funding for road maintenance.

#### **STATE FUNDING**

The principle state funding source for pedestrian and bikeway projects is the Oregon Department of Transportation (ODOT) State Highway Fund that is gathered from weight-mile taxes, fuel taxes, licensing and registration fees, and truck load violations. These funds can be spent on bikeway or walkway

projects within a publicly owned road or highway right-of-way. Eligible expenses include administration, development, construction, and maintenance of pedestrian and bicycle facilities within the public right-of-way. Sidewalk construction, repair, and improvement to meet ADA standards, as well as improvements to increase pedestrian crossing safety could be financed with these funds.

By law (ORS 366.514), a reasonable amount of the ODOT moneys must be used for qualifying pedestrian and bicycle expenditures. Reasonable amounts relate to the need for such facilities, which is established for the downtown area by this Enhancement Plan. The law also states that walkways and bikeways must be established when a road is constructed, reconstructed, or relocated, except under special circumstances.

The majority of these State funds are used by communities for pedestrian and bicycle projects or as leverage to obtain matching grant funds. The ODOT Bicycle and Pedestrian Program allocates funds and assists jurisdictions with developing and implementing projects. A portion of the funds is distributed to cities and counties through two means:

1. An annual sum - proportional to population. This is what the City of Prineville calls its "Bicycle Path Reserve Fund." This money can be accumulated for up to 10 years.
2. Local assistance grants that are awarded annually to selected applicants. Applications are submitted annually (by September 1) by jurisdictions to the ODOT Bicycle and Pedestrian Program office and grants are awarded in the fall. Projects are chosen based on criteria developed by the State Pedestrian and Bicycle Advisory Committee and related to improving conditions for the use of walking and bicycling as transportation.

Walkways and bikeways may also be funded as projects on State right-of-ways. For example, since 3rd Street is a State facility, ODOT may construct sidewalks or stripe bike lanes as part of an overall improvement project. These State walkway and bikeway projects are typically included in the ODOT 6-Year Transportation Improvement Program (STIP).

## **FEDERAL FUNDING**

### **National Transportation Policy**

The National Transportation Policy is to promote the increased use of walking and bicycling, to accommodate bicycle and pedestrian needs in designing transportation facilities for urban areas, and to increase safety for these modes. Federal-aid money is available for pedestrian facilities as part of a federal-aid highway construction project at the same financial match ratio as other highway work. Walkway and bikeway projects independent of other construction projects can be funded with an 80% federal share, as provided in 23 USC, Section 217. Such projects must be primarily for transportation.



### **Intermodal Surface Transportation Efficiency Act**

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 established a new area of funding for bicycle and pedestrian projects. The principle source for funding projects such as those proposed for downtown Prineville was the Surface Transportation Program (STP) of ISTEA, which provided funds for bicycle and pedestrian facilities, bicycle parking, education, and safety. Ten percent of the STP funds were set aside for Transportation Enhancement Activities, which included street beautification such as landscaping and street furniture, sidewalk improvements, signage, and similar projects. The City of Madras obtained STP Enhancement Funds for its downtown improvement program, which is adding street trees, widening sidewalks, and improving pedestrian crossing safety in the downtown core area. At the present time, all of Oregon's 1991 ISTEA funds have been spent or allocated.

ISTEA is up for reauthorization during the 1997 legislative session. At the present time, it appears that an act very similar to the 1991 Act will be passed. Authorization is expected to occur in the early summer of 1997. The State will allocate funds through its regional offices. The funding request will need to come from an eligible agency such as the City or County. Proposed projects will generally require some local matching funds. It is expected that funding amounts will be similar to the 1991 Act, which means that Region 4 of ODOT will be allocated approximately \$1.6 million.

ODOT plans some modifications to the selection criteria from the 1991 Act, but still anticipates that pedestrian projects, downtown beautification, and historic preservation will constitute the bulk of the Enhancement funds.

A Local Agency Handbook will be provided by ODOT to eligible jurisdictions in early August. This Handbook will describe the process of applying for Enhancement Funds, and will call for projects. ODOT anticipates that jurisdictions will have approximately six to eight weeks to apply for projects once the Handbook is distributed. ODOT will require a pre-proposal meeting with jurisdictions applying for ISTEA funds to ensure that engineering and other costs have been accurately projected.

ISTEA funds will only be distributed once during the four-year period; it is expected that projects will be developed in 1998 and constructed in 1999-2000.

Transportation Committee  
Special meeting  
May 1, 1997

Bobbi Young presided. Also present were Kim McCarthy, Jerry Hicks, Jim Larson, Evelyn Wood, Don Wood, Dick Brown and Jeanne Searcy. Scott Cooper was present from staff.

David Olsen of David Evans and Associates was present to present preliminary findings from his study of downtown improvement.

Olsen showed some slides. During the course of the slide show, he noted that up-front, pavers are one of the most expensive methods of finishing sidewalks but that in the long-run they are less expensive because of their durability and ease of replacement. He urged local businesses to incorporate pavers into their sidewalks. He also pointed out the importance of street furniture and vegetation to attractive, friendly street. Some other ideas were that curb flares can reduce the intimidating width of overly wide streets and tree grates can contain electrical outlets. Crosswalks can be constructed with pavers instead of paint.

\*\*\*Carolyn Severance joined the meeting.\*\*\*

Olsen said Prineville's streets are great for driving and good for snow load because of their width. They're hard on pedestrians. Many driveway approaches are badly spalled and there is a high level of cracking in a patchwork of sidewalks. City Hall has no ADA ramps. The parking is combination parallel and diagonal, which is fine. The Courthouse, in his opinion, is the most beautiful building in Central Oregon. Use of awnings is inconsistent. Wide sidewalks are an advantage. Tree wells are incredibly small. Ochoco Creek Park is a fantastic amenity. Any improvements will have to come up to ADA standards. The Bowman Museum is fantastic and the Mason's Building has a lot of potential. Once it was beautiful. A key to improvement is to clean up the 1950s', 1960s' vintage signage. Ingress and egress for parking confuses pedestrians.

Olsen said a great framework for a beautiful downtown still exists, largely hidden under false exteriors. Many historic buildings are still there.

He recommended a no-theme approach. Madras did away with its theme after it started with a Western Theme. Theme's are just really hard to administer.

He strongly recommended revisiting the 2nd-4th street couplet idea and presented drawings of how that might work. His drawings included trees planted in the middle and sides of Third St and on the sides of second and fourth streets.

Discussion meandered.

It was agreed to step up the meeting schedule in order to move forward on grant applications in a timely fashion. The next meeting was set for May 15 at 7:30 at the Sandwich Factory.

The meeting adjourned.

Minutes  
Transportation Committee  
May 15, 1997, 7:30, Sandwich Factory

Bobbi called the meeting to order. Also present were Doug, Carolyn, Dick, Gene, Jeanne, John, Kim and Jerry. Scott was present from staff. David Olsen, Karen Swersky and Brian Rankin were present from David Evans and Associates.

The minutes of the previous meeting were presented. Doug moved and Kim seconded to approve them. The motion passed.

The City Council's endorsement of the plan was noted and celebrated. On to ODOT.

David Olsen noted that the downtown improvement plan has to be finished by June 30 when the grant runs out.

The grant and its various details were covered. David clarified that "leaving Third St. alone" means only that we want to keep two-way traffic. It's OK to recommend changes regarding signage, curb flares, vegetation, street furniture, etc.

Traffic control at the major intersections of Second and Fourth was discussed at length. Three way stops were proposed at Deer, Main and Elm, but nothing was settled.

Gene expressed concern about the impact of routing any traffic off of Third St. on to second. He believes it will hurt business. Gene thinks that the goals of the committee could be accomplished with more lights and better synchronization of lights. There was then a very long and somewhat technical discussion about the carrying capacity of streets and their possible relationship to synchronization of lights.

Dick corrected a statement made by Hugh Dragich at the City Council meeting. There is no proposal anywhere for removing parking from Third Street.

John Westing expressed concern about the intersection of Fourth and Deer and how the proposed traffic plan might be a problem for ingress and egress from the parking lot at that corner. He also noted that large number of RVs and campers at his store and stressed the importance of not making it more difficult for them to get in and out.

There was a discussion about the need to <sup>evaluate</sup> ~~integrate~~ the ~~suggest~~ <sup>suggestion</sup> that we plant trees in the median with the TSP.

It was agreed to meet again May 29.

AGENDA  
Transportation Committee  
May 29, 1997, 7:30, Sandwich Factory

Call to order

I. Approval of minutes

II. Update, Bobbi and group

III. Jim Bryant, ODOT, Transportation System Plan and other matters

IV. David Olsen, Downtown Improvement Plan

V. Other

Adjourn

City approves Budget last night

- o gas tax

- o TAC improvements need to be funded separately (match was included).

\* YEAR 2000.

Coombs flat is funded (w/ match)

Priorities.

1. COMPLET (not definition)

2. GRINDS

3. AIRPORT AREA

- o 2nd & 4th = 2 way

- o BIKE LANES = 2nd, 3rd & 4th

~~TOP UPDATES.~~

? TRANS AMERICA Bikeway.?

#: BRIDGES / SAFETY / PRESERVATION (MAINTENANCE).

# DOWNTOWN HISTORIC STRUCTURES BUILT PRIOR TO 1950

Construction Date	Name of Building/Business or Owner	Tax Lot Number
1889	Bodie Law Office	15166AA5003
1900	Subway Sandwich Shop	15165BB5200
1900	Della Nalley (Owner)	15165BB5500
1900	Bank Drug	15166AA4100
1905	Texaco Gas Station	15165BB7900
1905	Cascade Pacific Properties, LLC	15165BB8000
1905	Prineville Men's Wear	15166AA4300
1910	Bowman Museum	15165BB2700
1910	Clarice Cox Building	15166AA10900
1919	Masonic Lodge Building	1516AA4600
1940	Unknown Owner	15166AA11400
1942	American Legion Building	15166AA11600
1942	Unknown Owner	15166AA11600A1
1920	Central Oregon Liquidators	15166AA5500
1920	Antique Store	15166AA6500
1923	Prineville Men' Wear	15166AA4400
1924	Moxie's and Robins Nest	15166AA5301
1924	Consignment Botique	15166AA5400
1926	Picture This	15166AA6200
1930	Pastime	15165BB2000
1930	High Desert Home Health	15166AA5300
1935	Horseshoe Tavern	15165BB1300
1936	Mike Mohan CPA (Owner)	15165BB3900
1938	Colovas (Owner)	15165BB2100 & 2200
1938	Pine Building	15165BB3100
1940	Whaler Inn	15165BB1900
1940	Mayfield Building	15165BB6100
1940	Cascade Furniture	15165BB7700
1940	Kirby Furniture Building	15166AA6300
1945	Shoe Repair and Clothing Store	15166AA6400
1946	Dr. Bemis (Owner)	15166AA300
1948	Creative Reflections Etc./Shrum and Grant	15165BB3700
1948	Creative Reflections Etc./Shrum and Grant	15165BB3700A1
1948	Sandwich Factory	15165BB4700
1948	Juniper Jewelry	15165BB7800
1948	Perfect For U	15166AA100
1948	PAC building	15166AA5000
1948	Prineville Electric Building	15166AA11200
1950	Steve's Automotive	15165BB1200
1950	Mini Mall	15165BB3000
1950	Ronjo's Radio Shack	15165BB5000
1950	Book Store	15166AA6000
1950	Prineville Athletic Club	15166AA5002
1950	Angland Accounting	15166AA6100