

ORDINANCE NO. 2010-02

AN ORDINANCE ADOPTING THE COMPREHENSIVE PLAN TEXT AND MAP OF THE CITY OF LA PINE AND ADOPTING AN URBAN GROWTH BOUNDARY TO INCLUDE LAND FOR HOUSING, EMPLOYMENT, AND RELATED USES; AND DECLARING AN EMERGENCY.

WHEREAS, the City of La Pine (the "City") was incorporated in 2006 by a vote of the people;

WHEREAS, the La Pine City Council (the "City Council") initiated a legislative process for the development of the City's first, independent Comprehensive Plan, which Comprehensive Plan includes the establishment of the City's Urban Growth Boundary;

WHEREAS, the City is required under ORS Chapter 197, and certain administrative rules promulgated thereunder, to prepare and adopt a comprehensive plan consistent with statewide planning goals;

WHEREAS, the City Council and City Planning Commission, through widely advertised citizen and coordinative agency involvement programs, and after numerous public meetings, workshops, and at least two public hearings, developed an adequate factual base pursuant to Statewide Planning Goal 2, and refined and improved the factual base through an extensive public involvement process pursuant to Statewide Planning Goal 1;

WHEREAS, the Comprehensive Plan consists of three documents, namely (a) a written text (including appendix data), (b) a Comprehensive Plan map, and (c) a legal description of the City's Urban Growth Boundary, all of which are filed in the office of the City Recorder. Each aforementioned document bears the number of this Ordinance 2010-02 (this "Ordinance") and will be authenticated and endorsed by the signatures of the Mayor and City Recorder at the time this Ordinance is passed and approved. For purposes of this Ordinance, the term "Comprehensive Plan" means the aforementioned written text (including appendix data), the map, the legal description, and certain findings of fact and a statement of policies (described below), all of which are attached hereto as Exhibit A and incorporated herein by reference;

WHEREAS, the Comprehensive Plan (including, without limitation, the Urban Growth Boundary) are supported by certain findings of fact and a statement of policies adopted in aid of the Statewide Planning Goals. Each statement of policy is supported by explanatory text and specific programs needed to implement the proposed local goals and policies. The text includes a statement of policies and procedures to be followed for proposed amendments to the Comprehensive Plan (and policies, provisions, and a map depicting the Urban Growth Boundary);

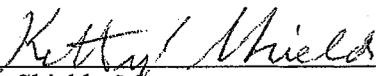
WHEREAS, after receiving the proposed Comprehensive Plan, the City Council and City Planning Commission conducted two public hearings on the Comprehensive Plan. These meetings were noticed in newspapers and media of general circulation within the City and in accordance with applicable Oregon law. In particular, notices were placed in The Bend Bulletin, Wise Buy's, The Eagle, Frontier Advertising, and on the City webpage. A City-wide Measure 56 mailer was placed around the City. There was also a coordinative agency involvement program, including continuing dialogue and discussion with the Deschutes County Board of County Commissioners;

WHEREAS, the City Council has received and considered all matters and information necessary to consider the proposed Comprehensive Plan and determined it conforms to statewide planning goals and hereby takes public notice of all matters produced, and all information necessary to consider the same.

NOW, THEREFORE, THE CITY OF LA PINE ORDAINS AS FOLLOWS:

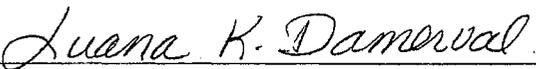
1. The City Council adopts the above-stated findings.
2. The Comprehensive Plan is hereby approved and adopted.
3. Each provision contained in this Ordinance will be treated as a separate and independent provision. The unenforceability of any one provision will in no way impair the enforceability of any other provision contained herein. Any reading of a provision causing unenforceability will yield to a construction permitting enforcement to the maximum extent permitted by applicable law.
4. The City Council finds that the passage of this Ordinance is necessary for the immediate preservation of the peace, health, and safety of the City's citizens. The City Council further finds that a delay of thirty (30) days prior to the effective date of the Comprehensive Plan may result in acts, omissions, or conditions detrimental to the public welfare. Therefore, an emergency is declared to exist and this Ordinance will be in full force and effect upon its passage by the City Council and approval of the Mayor.

This Ordinance was PASSED by the City Council by a vote of 5 for and 0 against and APPROVED by the Mayor this 10th day of March, 2010.



Kitty Shields, Mayor

ATTEST:



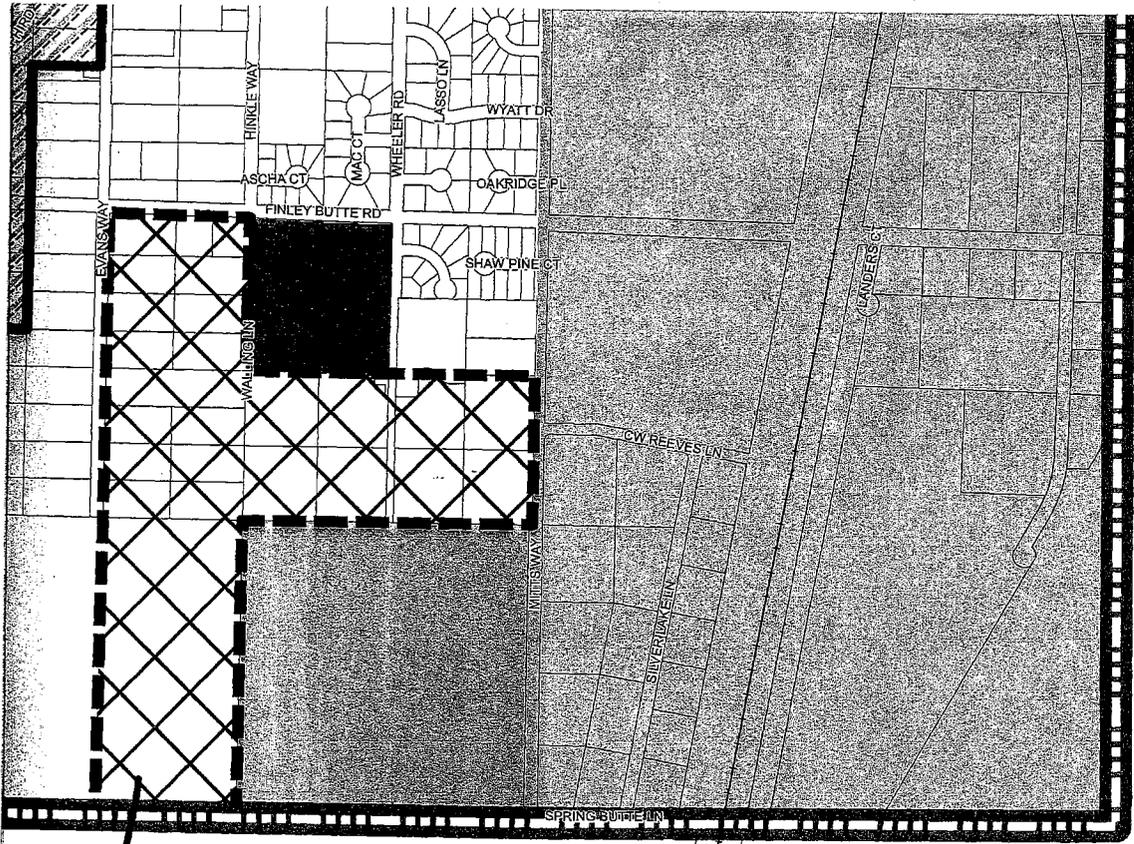
Luana K. Damerval, City Recorder

EXHIBIT A
Comprehensive Plan

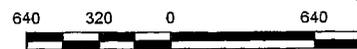
(attached)

La Pine Comp

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-  City Limit / Urban Growth Boundary
-  Neighborhood Break
-  Railroad
-  River
-  Floodplain_FEMA
-  Wickiup Junction Improvement Area
-  ODOT Right-of-Way - 37.8 AC
-  Transition Area
-  Master Plan I
-  Residential -
-  Residential -
-  Traditional C
-  Mixed-Use C
-  Neighborhood
-  Industrial - 5I



- Plan Notes:
- (A) This area to be potentially used for tot
 - (B) This area to be used for future Wickiup uses once the final ODOT design is re
 - (C) Transition areas may include a mix of including higher density residential de
 - (D) This area to serve as needed for sew
 - (E) Area to potentially serve as large lot e

©

Approved by the City of LaPine:

Kurtay Nichols

 Mayor, City of LaPine

5/16/10

 Date

Memorandum

Date: September 16, 2008

To: City of La Pine City Council

From: DJ Heffernan

Cc: Christine Nelson, City of La Pine
Mark Radabaugh, DLCD

Re: Land Use and Cost Assumptions for La Pine Fiscal Alternatives Analysis

Overview

This memorandum documents assumptions for future land use scenarios and related assumptions for growth in tax revenue and cost of services for the City of La Pine. The information will be used to analyze differences at the margin between the scenarios and financial implications for the city. The purpose is not to provide revenue and cost forecasts for budgeting purposes but rather to provide a basis for examining how land use policy decisions regarding future development may affect city finances. Some analysis parameters are quantitative (i.e. they result in dollar-based comparisons for each land use scenario) while others are qualitative (i.e. they result in estimated levels of impact such as high, medium, and low) relative to service delivery costs and tax revenue.

Population and Housing Needs Analysis

The estimated number of new housing units needed between 2007 and 2025 is based on Deschutes County population projections for the City of La Pine. The population growth rate was assumed to be 2.2% annually, the same as unincorporated Deschutes County. The number of new households was determined using an average household size of 2.5 persons per household, based on the 2000 Census for the City of Redmond. The number of housing units needed to accommodate new households was determined by adding a vacancy factor of 5% above projected household formation forecast.

YEAR	POPULATION	Households (2.5 avg HH size)	Dwelling units (5% vacancy rate)
Incorporation Nov. 7, 2006 * PSU Estimate (July 1, 2007)	1,585	634	666
	1,590	636	668
	1,625	650	682
	1,661	664	698
2010	1,697	679	713
	1,735	694	729
	1,773	709	745
	1,812	725	761
	1,852	741	778

YEAR	POPULATION	Households	Dwelling units
2015	1,892	757	795
	1,934	774	812
	1,977	791	830

	2,020	808	848
	2,064	826	867
2020	2,110	844	886
	2,156	863	906
	2,204	881	926
	2,252	901	946
	2,302	921	967
2025	2,352	941	988
	2,404	962	1,010
	2,457	983	1,032
	2,511	1,004	1,055
	2,566	1,027	1,078
Net increase 2007 - 2025	976	391	410

Land use scenario development

Four draft scenarios for future land use and development patterns were developed based on the number of new housing units needed. The scenarios make use of parcel and zoning data provided by Deschutes County. Existing zoning allows for far more housing and commercial growth than is projected for the City through 2025 and consequently no expansion of the city is anticipated. The scenarios also do not alter existing zoning with one small exception noted below. Instead, the scenarios make different assumptions about which undeveloped parcels will be built on and at what density new development occurs. The undeveloped parcels were identified based on assessors' data about the types of structures on property in the city. Properties with only accessory structures were counted as undeveloped. The assumptions used for each of the draft scenarios are explained below.

Base Case

All lots of record too small to subdivide are developed with a single structure, with 5% as duplexes. The determination of which lots were unlikely to subdivide is based on parcel size and zoning:

- In the La Pine Residential, La Pine Neighborhood Residential Center, and La Pine Neighborhood General Residential zones, lots under 1.5 acres are considered less likely to subdivide.
- In Wickiup Junction, lots under 2.5 acres are considered less likely to subdivide.
- In the Rural Residential (RR10) zone, lots under 10 acres are too small to subdivide.

The above residential development pattern would leave a housing deficit so the remaining units needed are built as subdivisions on larger vacant parcels in the La Pine Residential zone at the maximum lot size (15,000 sf), with 20% of the lot area set aside for public use and ROW. All units in these new subdivisions are assumed to be single-family homes (i.e. no duplexes).

For industrial employment lands, we assumed that the current ratio of developed industrial to residential land would hold. For commercial land, we assumed existing service businesses would hold a competitive advantage and not face added competition until the city reaches a population of _____, after which future commercial development would occur at half the current ratio. We assumed this same employment land development pattern for all scenarios.

Rural Community

In this scenario, not all lots of record are developed. The following assumptions regarding parcel size and zoning were used to determine which lots would develop:

- In the Rural Residential (RR10) district, only the largest 25% of vacant lots develop, on the assumption that these are most likely to develop without water & sewer; all developed lots are for single-family homes.
- In Wickiup Junction, only the largest 25% of vacant lots under 2.5 acres are developed; 10% of the new housing is assumed to be developed as duplexes. Parcels larger than 2.5 acres were assumed would be held for investment purposes to eventually subdivide beyond the 20-year planning horizon. Smaller parcels were assumed to be challenging to build on because of access and site constraints.
- In the La Pine Residential District, all vacant lots of record less than 1.5 acres are developed, with 10% developed as duplexes.
- In the La Pine Neighborhood Residential Center and La Pine Neighborhood General Residential zones, all remaining vacant lots less than 1.5 acres are developed as single-family homes.

The above development pattern would leave a housing deficit so the remaining units needed were assumed to be constructed in subdivisions on the larger vacant parcels in the La Pine Residential zone at the minimum lot size allowed (5,000 sf), with 10% of the lots developing as duplexes. We assumed that 20-30% of the land in these parcels would be set aside for public uses and ROW (20% for larger parcels, 30% for smaller parcels where inefficiencies are greater).

Village Community

This scenario envisions less development on lots of record in the northern end of the City, assumes some subdivisions and partitions on mid-size lots in the southern end of the City, and introduces some apartment development.

- In the Rural Residential Zone (RR10), only the largest 10% of vacant lots are developed, on the assumption that these are the easiest to develop septic systems; all are developed as single-family homes.
- In Wickiup Junction, only the largest 10% of vacant lots under 2.5 acres are developed, on the assumption that larger parcels might eventually subdivide (outside the planning horizon); smaller parcels were assumed to be more challenging to build on. 10% of newly developed residential lots are assumed to be as duplexes.
- In the La Pine Residential District, all vacant lots of record under 1-acre are developed, with 10% of those lots developed as duplexes.
- In the La Pine Neighborhood Residential Center and La Pine Neighborhood General Residential zones, all remaining vacant lots under 1.5 acres are developed as single-family homes.
- The southeastern quadrant of Neighborhood #1, zoned La Pine Neighborhood Residential Center, is developed as apartments at a density of 10 units per acre.
- Five parcels, roughly 2.25 acres each, in the La Pine Residential District, are subdivided at the minimum lot size (5,000 sf), with about 30% of the lot area set aside for ROW; 5% are developed as duplexes.
- All vacant lots in the La Pine Residential District between 1.0 and 1.5 acres partition; about half partition to two lots, and the other half partition to three lots. This reflects the challenge of frontage on many of these lots. Most are developed as single-family homes but 10% are developed as duplexes.

Urban Village

- In this scenario, there is no infill development in the northern end of the City. More apartment development is assumed at the northern edge of the commercial district, with somewhat less infill of the southern La Pine Residential District.
- In the La Pine Residential District, all vacant lots of record under 1-acre are developed, with 10% duplexes.
- In the La Pine Neighborhood Residential Center and La Pine Neighborhood General Residential zones, all remaining vacant lots under 1.5-acres are developed as single-family homes.
- The southeastern quadrant of Neighborhood #1, zoned La Pine Neighborhood Residential Center, is developed as apartments at a density of 12 units per acre.
- All vacant lots between 1 and 1.5 acres in the La Pine Residential District partition into 2 lots; 10% are developed as duplexes.
- One parcel at the northern end of the La Pine Commercial zone is developed as apartments at a density of 10 units per acre.

Implications of the land use scenarios

A number of calculations will be prepared for each of these development scenarios, including the number of single-family and multi-family housing units developed and the total acres developed. These development factors will then inform an analysis of service costs and tax revenue projections. The land use implications for each scenario may generally be summarized as follows.

Zone abbreviations used in tables:

RR10 = Rural Residential

LPWCR = La Pine Wickiup Commercial Residential (i.e. Wickiup Junction)

LPR = La Pine Residential

LPNRC = La Pine Neighborhood Residential Center

LPNRG = La Pine Neighborhood Residential General

LPC = La Pine Commercial

Base Case - The implication of the base case development pattern is that future development would be scattered throughout the city at relatively low density. No policies would be put in place to influence development's direction, scale, or density. This scenario results in the greatest amount of land developed (238.46 acres in all). While much of the growth would occur through infill development, the subdivisions are on large lots totaling about 35 acres. The new subdivisions would require building and maintaining new roads and extending utilities. Approximately 1.18 miles of new roads would be needed to serve the new subdivisions, based on the road miles per acre in existing subdivisions in La Pine (0.034 miles of roadway per acre of land).

Development Type	Zone	Acres Used	Parcels Used	Percent multi-family	Number multi-family	Number single-family	Total units new
Lots of record	All zones	203.1	317	5%	30	302	332
Subdivisions	LPR	35.3	78	0%	-	78	78
Total		238.5	395	7.3%	30	380	410

Rural Community - The implication of this scenario is that the city would develop in a more compact manner and at a slightly higher average density than in the Base Case, primarily because of developers taking advantage of the opportunity to create more building lots in subdivisions located in the La Pine Residential zone. Close to half (46%) of the new housing is built in these subdivisions at an average density of 7.3 du/acre. All remaining homes are developed on existing lots of record, but most of that development would occur be in the southern part of town where there is a higher inventory of buildable lots. This scenario results in less land developed overall than the base case (a total of 138.1 acres), with just over 25 acres in new subdivisions. The new subdivisions would require approximately 0.87 miles of new roads.

Development Type	Zone	Acres Used	Parcels Used	Percent multi-family	New multi-family	New single-family	Total new units
Lots of record	RR10	34.0	22	0%	-	22	22
	LPWCR	19.4	14	10%	2	13	15
	LPR	52.8	138	10%	26	125	151
	LPNRC, LPNRG	5.9	33	0%	-	33	33
Subdivision	LPR	25.9	172	10%	34	155	189
Total		138.1	379	15.1%	62	348	410

Village Community - The implication of this development scenario is that the city would develop more compactly in the south and in the central part of the city. Less residential development would occur in the north and in Wickiup Junction than under the earlier scenarios. The total amount of land developed is reduced in this scenario from the previous two, with only 109 acres developed. The amount of land in subdivisions (including the land developed as apartments, which would also require new roads and utilities) is also reduced slightly to 21 acres. The amount of new roadways is also reduced, to 0.70 miles, assuming that the subdivisions and apartments both require roughly as many miles of roadway per acre as existing La Pine subdivisions.

Development Type	Zone	Acres Used	Parcels Used	Percent multi-family	New multi-family	New single-family	Total New Units
Lots of record	RR10	17.7	8	0%	-	8	8
	LPWCR	9.2	5	0%	-	5	5
	LPR	21.1	109	10%	20	99	119
	LPNRC, LPNRG	5.9	33	0%	-	33	33
Partition	LPR	34.32	72	10%	14	65	79
Apartments	LPNRC	9.4	1	100%	94	-	94
Subdivision	LPR	11.55	69	5%	6	66	72
Total		109.2	297	32.7%	134	276	410

Urban Village - The implication of this development scenario is that the city would develop even compactly and with more housing choices especially in the south and central neighborhoods. Less residential development would occur in the north and in Wickiup Junction than under the earlier scenarios and less land overall would be developed. This scenario has the least land developed, and the least land requiring new utilities. A total of 79 acres would be developed, with just 18 acres

requiring services (in land developed for apartments). This newly developed area would require roughly 0.60 miles of new roads.

Development Type	Zone	Acres Used	Parcels Used	Percent multi-family	New multi-family	New single-family	Total New Units
Lots of record	LPR	21.1	109	10%	20	99	119
	LPNRC, LPNRG	5.9	33	0%	-	33	33
Partition	LPR	34.32	58	10%	10	53	63
Apartments	LPNRC	9.4	1	100%	113	-	113
	LPC	8.57	1	100%	82	-	82
Total		79.4	202	54.9%	225	185	410

Assessed Value Growth Assumptions

Average assessed values for newly constructed single-family and multi-family housing units were derived from Deschutes County Assessor records. For single-family houses (including manufactured structures), the assessed value assumption is based on the average assessed value of homes built between 2004 and 2006. The assessed percentage is approximately ___% of market value county-wide.

For multi-family homes, the assessed value assumption is based on a range of values for multi-family structures in Redmond, including an average for all multi-family units in Redmond; per unit assessed values for several specific apartment developments in Redmond built in the 1990s (Chaparral Apts., Obsidian Apts., Redmond Triangle Housing, and Reindeer Meadows); and a calculated assessed value for a newly permitted apartment development (Glacier Vista Apts.) based on its building permit valuation. The value used for these developments falls within the range of assessed values per unit derived from the various sources considered. The assessed percentage is approximately ___% of market value county-wide.

Housing Type	Assessed Value per Unit
Single-family	\$90,738
Multi-family	\$29,500

For newly constructed commercial and industrial developments, the variance county-wide is significant. We elected to use an average cost per square foot for new construction and applied to that cost the current ratio allowed between market value and assessed value. Demand was calculated on the basis of sq ft per 1000 residents, with the current ratio held constant for industrial uses and reduced to half the current ratio. The reason for this reduction is that existing businesses enjoy a competitive advantage in the market place and new competitors are unlikely to enter the market until the local customer base increases significantly to ensure a viable trade base for those businesses.

Cost of Service Assumptions

For all land use scenarios, we used the same cost of service assumptions. Variances in the cost to deliver services are based on differences in geographic coverage for various services.

Road Maintenance

Costs were based on information provided by Deschutes County Public Works Department for its southern maintenance district.

- Gravel Roads - \$6,000 per mile per year (annual cost for spreading and grading)
- Paved - \$13,000 per mile per year (amortized over 50 year service life assuming preventive maintenance program).

Maintenance Activity	Approximate Frequency	Cost per Mile
Paved Roads		
Crack seal	Every 6-8 years	\$6,000
Chip seal	Every 6-8 years	\$27,000
Overlays (2")	Every 20 years	\$150,000
Patching, sweeping, winter maintenance	Annualized cost	\$2,000 per year
<i>Total annualized cost per mile</i>		<i>\$13,000 per year</i>
Gravel Roads		
Grading	Annualized cost	\$2,000 per year
Dust abatement	Annualized cost	\$4,000 per year
<i>Total annualized cost per mile</i>		<i>\$6,000 per year</i>

Service geography and miles of roads to maintain varies for each alternative based on land use assumptions.

Fire District

The cost to staff local station is forecast to rise per historic trends while revenue to the district will accrue based on assessed new construction value plus the allowed annual % increase.

Water Service/Sewer Service

Costs evaluated on a relative scale for each land use alternative based on the geographic service foot print. The districts operate their service functions as enterprise funds so cost recover is assured through rate setting authority.

Parks

None anticipated.

Planning Services, Building Inspection, Administrative Services

Costs estimated based on current budget and increased over time based on changes in cost of services for Deschutes County service departments.

Memorandum

Date: November 14, 2008

To: City of La Pine City Council

From: DJ Heffernan

Cc: Christine Nelson, City of La Pine
Mark Radabaugh, DLCD

Re: Land Use Alternatives and Fiscal Impact Analysis for the City of La Pine

Overview

This memorandum analyzes marginal differences in the cost to provide public services to city residents. Four land use scenarios are analyzed in which the basic land development pattern for the city is altered. The purpose of the analysis is not to forecast revenues and service delivery costs for budgeting purposes but rather to examine how land use policy decisions may affect city finances. At the heart of the analysis is a quantitative (i.e. dollar-based comparisons) analysis of the affect that land development patterns have on the cost to develop and maintain city streets. Other qualitative comparisons (i.e. high, medium, and low) are made relative to the delivery of utility and public safety services.

The memo is divided into three parts. Part one presents a summary of the analysis conclusions and how the results may be used to inform future decisions regarding land use policy, including a list of next steps for the city to consider. Part two provides a brief summary of the land use and cost of service assumptions and the analysis methodology. Part three presents the analysis results in detail for each of the four alternatives.

We wish to emphasize again that this analysis was conducted with a limited number of variables and assumes that the relation between those variables will remain constant over time. The actual outcome to the city from adopting a particular land use policy is likely to differ from the outcomes depicted in the analysis. In other words, this is far too simple a model to use for financial forecasting. The results are instructive, however, in demonstrating how land use decisions may influence the city's future tax revenues and its cost to deliver public services. The intent simply is to demonstrate to what extent land use policy decisions can affect the community's fiscal posture. As a "Next Step", the city may wish to update the analysis to be representative of the land use program that the city ultimately will adopt through the comprehensive planning process.

Part I: Analysis Results

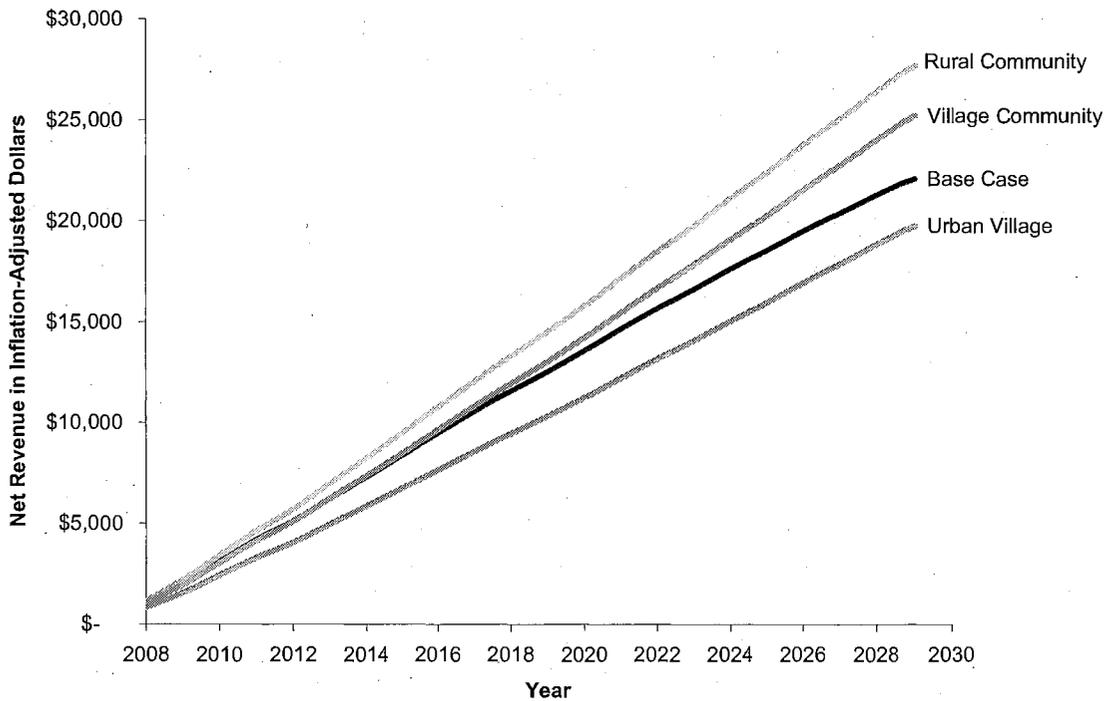
Major Conclusions:

- With regard to which land use scenario is best for the city's finances over the next 20-years, it appears the development pattern makes little difference to the city's fiscal posture because La Pine's large boundary obligates it to finance significant fixed costs for roads and utilities that cannot be avoided or reduced by altering the land development pattern. Expanding the city will only make this problem worse.

- With regard to recovering the added cost to maintain new city roads that may be built as a result of new development, the Rural Community land use scenario performs slightly better than the other scenarios on a present value basis. This includes the cost to maintain new roads associated with new development in subdivisions where the capital costs to build these roads are assumed to be paid by the developer. While the Rural Community scenario comes out ahead, the net difference in tax revenue between it and the other scenarios is less than \$10,000, which is not considered significant given the time scale involved (see Figure 1 below).

FIGURE 1

New Tax Revenue Net of New Subdivision Road Costs (Adjusted for Inflation)



- The cost to pave the city's gravel roads using General Fund revenue poses a possible threat to the city's fiscal health regardless of the growth management scenario the city adopts. Even with the commitment of state shared revenue and gas tax revenue, the city will need to spend almost all its general fund revenues to build and maintain these roads given the city's projected growth rate; very little surplus revenue will be available to finance other city services, such as police, code enforcement, land use planning services, or city administration. This outcome occurs even if the city only commits general fund resources to the modest goal of gradually paving its gravel streets over a 20-year period. The alternative either is to secure additional revenue to finance road construction from outside the existing tax base (e.g. a capital bond measure), to not pave city roads, or to balance the rate at which city roads are paved to a level that is affordable under a pay as you go strategy after paying for city administration, public safety, land use planning, and other desired city services.

- The City will incur significantly higher road maintenance costs if it accepts responsibility for county and private roads. The cost to maintain city, county and private roads using the General Fund poses a significant threat to the city's fiscal health. The added cost to maintain roads not currently under city ownership, even if they are paved when accepted, likely will exceed the total revenue available to the general fund from all existing revenue sources regardless of when the city chooses to take ownership of these roads. Accepting maintenance responsibility for these roads eventually would lead to a deficit in the General Fund. Without additional revenue, the only scenario that does not result in General Fund deficits is one in which the city does not accept responsibility for any of the roughly 24 miles of county and private roads in the city. If the city wishes to accept ownership and maintain the entire street network within its jurisdiction, or is required to do so, it will need to develop new sources of revenue to offset the additional maintenance expenses and reduce or eliminate the road maintenance burden on the General Fund.
- We researched the cost to provide police services in two other small cities: Sisters and Merrill, Oregon. The City of Sisters contracts 120 patrol hours per week with the Deschutes County Sheriff's Department for \$397,000 per year¹. That cost is programmed to increase by 6% and 3% respectively in the next two years. The City of Merrill OR, with a population of around 900, hires their own police officer and part-time backup for around \$143,000 per year. Merrill uses a donated patrol car and patrol hours are roughly half the number provided in Sisters. At present, La Pine pays nothing for police service but relies on County Sheriff patrols at the minimum coverage level required of the Sheriff by law. It appears that La Pine may have insufficient General Fund revenue to procure public safety services using either the Sisters or Merrill approach unless it significantly alters current General Fund outlays for road maintenance or secures approval for a 5-year public safety serial levy funded outside its permanent tax rate.
- The cost to provide water and sewer service was not analyzed for the alternative growth scenarios outlined in this report. It is our opinion that the result of such an analysis would be similar to the analysis for city roads; i.e. that it does not much matter which growth scenario the city chooses. This opinion is based on the fact that the marginal savings in capital and operating costs associated with compact future development are unlikely to produce significant savings because existing service commitments throughout the city prevent the utility districts from realizing capital and operating efficiencies by serving a more compact development footprint. In addition, since the majority of operating costs for water and sewer systems are related to water production and storage and to sewage treatment and disposal, a compact footprint will only yield small operating efficiency gains.

It also should be noted that La Pine's special utility districts operate with no tax base; they are entirely fee supported, as are most municipal utilities, whether operated as a special district or through a city enterprise fund. One benefit of having municipal utility functions as part of the city, however, is the opportunity to spread administrative costs across more departments (i.e. budget and accounting and other services are consolidated). Another benefit is having one legislative body coordinate growth management and economic development policies. In La Pine's case, for example, the city may have an interest in limiting future development in certain areas where additional growth could exert pressure on it to assume responsibility for road maintenance. The water and sewer districts, on the other hand, have just the opposite incentive when there is infrastructure in place with capacity to serve more customers. Under

¹ Personal communications with Jim Ross, Deschutes Co. Sheriff Business Officer and Cathy Nelson, City of Sisters.

those conditions, they want new development in all parts of their system with capacity to generate revenue and recover capital and operating expenses. La Pine's initial boundary decision, while well intentioned, may have inadvertently led to competing interests between the city and the utility service providers, which will complicate decisions regarding how to maximize service efficiencies. It will take significant coordination between the utilities and the city to reach agreement on a set of growth management goals and policies that produce an acceptable outcome for all.

Recommendations and Next Steps:

- The city needs to work with citizens to examine which services should be provided by the city, the desired level of service, and when it should start providing these services.
- The city needs to work with citizens to carefully examine how to finance city services, including which services should be financed from the General Fund and which services it should finance using revenue generated outside the General Fund. There is a sample "Income Statement" attached to this report that may help demonstrate to citizens the revenue limitations facing the General Fund.
- The city should explore options for financing its road system through an enterprise fund and examine alternative sources of revenue for recovering the cost to develop and maintain the city's road network. Options to consider include:
 - Local Option Gas Tax (Retail)
 - Local Option Value Added Tax on Fuel Deliveries (Wholesale)
 - City-wide Street Maintenance Utility
 - Capital Bond Measure
 - System Development Charges
 - Urban Renewal (Tax Increment Financing) related to economic development
- The city should work with citizens early in the land use planning process to identify a growth management strategy that establishes "city service center(s)" and guidance principals for future expansion away from the center(s).
- The city and utility service providers should cooperate on future service expansion policies in support of a common growth management strategy.
- The city and its citizens should carefully consider its boundary and whether all parts of the city can be urbanized and fully served in a reasonable time period and, if not, whether adjustments to city boundaries should be made.
- The city may wish to update the financial analysis using the tools developed in this report for its proposed land use plan in order to assess fiscal impacts. We believe that unless there are significant differences in the underlying assumptions for how city services will be delivered, the outcome will not differ significantly from those presented here.

Part II: Demographic, Land Use, and Economic Assumptions

The development of demographic, land use, and economic assumptions is explained in detail in an earlier memorandum dated 16 September 2008 and titled *Land Use and Cost Assumptions for La Pine Fiscal Alternatives Analysis* (see attached). A summary of those assumptions is presented here to document the information sources and assumptions used in the analysis. The reader should note there have been some modifications to the earlier assumptions brought on by refinement of county assessor data and the availability of new information.

Demographic Assumptions

Each of the four land use scenarios assumes the same amount of growth for the City of La Pine. The scenarios only differ in how that growth is distributed. Table 1 shows the key demographic assumptions used in the analysis.

Table 1 – Demographic Assumptions

YEAR	POPULATION	Households (2.5 avg. HH size)	Dwelling units (5% vacancy rate)
Incorporation Nov. 7, 2006	1,585	634	666
2007	1,590	636	668
2029	2,567	1,027	1,078
Net increase 2007 - 2029	977	391	410

Sources: Portland State Center for Population Research; Deschutes County Planning Department

For commercial land use, the analysis assumed that La Pine's recent commercial development boom and the worsening economic downturn have led to a market condition that is saturated. We assume that the current ratio of commercial development to city population will decline for 5-years (i.e. no new development) and then hold steady, so that by the end of the planning period in 2025, the per capita retail square footage ratio will be less than it is today. In other words, there will be an increase in commercial development but the per capita ratio of that development will be only 75% of today's ratio.

For industrial development, we assumed that the amount of industrial acreage will remain constant relative to the area population, as characterized by the amount of development in the city's light industrial development park. This means that the amount of developed industrial square footage will increase proportionally with the growth in population.

Land Use Assumptions

Four land use scenarios were prepared. We used parcel and zoning data provided by Deschutes County Assessor to alter the distribution of future development in each scenario. These scenarios represent discrete choices for the city's future development pattern and no doubt the city actually will develop differently from the scenarios described. Their purpose is to represent distinctly different approaches for managing growth in the future, whether or not the approach described is realistic based on existing development patterns, and to assess the fiscal consequence of that policy. In other words, the scenarios are not intended to represent reality, but rather to test whether or not a particular land use pattern, such as spreading out or building compactly, can influence the city's fiscal health as represented by its net general fund balance over time.

The four scenarios reflect a gradual increase in the density at which new housing development takes place but the total number of new dwelling units constructed is the same for each scenario.

Consequently, as the density increases, the amount of land developed is reduced. This outcome is reflected in the Acres Used column of the summary table for each scenario. The development assumptions for commercial and industrial uses were the same for each scenario. Maps depicting the differences in residential density for each scenario are included at the end of the report in Appendix D.

La Pine's existing zoning and land area will accommodate far more growth than is forecast through 2029 so no expansion of city boundaries is anticipated. The scenarios all make use of the existing county zoning and development constraints with one exception (see the scenario descriptions below). The scenarios differ from each other based on assumptions about which parts of the city will attract future development and the density for that new development. The scenarios are as follows.

Base Case

This scenario assumes La Pine's future development pattern will mirror the historic development pattern, with housing widely distributed throughout the city mostly on large lots. Relatively few new subdivisions are created and those that are developed use the largest allowed lot sizes (15,000 sq. ft.). This scenario represents a continuation of the city's existing low density development pattern. This development pattern results in approximately 1.18 miles of new city roads and related utilities that would be constructed to serve development in the new subdivisions (0.034 miles of roadway per acre of subdivided land).

Development Type	Zone	Acres Used	Parcels Used	Percent multi-family	Number multi-family	Number single-family	Total new units
Lots of record	All zones	203.1	317	5%	30	302	332
Subdivisions	LPR	35.3	78	0%	-	78	78
Total		238.5	395	7.3%	30	380	410

Rural Community

This scenario assumes that new development will be slightly more concentrated than in the Base Case. Most new homes are still built on existing lots of record but more of that development takes place in the southern part of the city and more development occurs in new subdivisions. These new subdivisions take advantage of the zoning code's 5000 sq. ft. minimum lot size allowance resulting in higher density and more efficient land development. Close to half (46%) of the new housing is built in these subdivisions at an average density of 7.3 du/acre net of roads. Around 10% of these new homes are duplexes. This scenario results in less land developed overall than the Base Case (a total of 138.1 acres), and just over 25 acres in new subdivisions. The new subdivisions require approximately 0.87 miles of new city roads and utilities.

Development Type	Zone	Acres Used	Parcels Used	Percent multi-family	New multi-family	New single-family	Total new units
Lots of record	RR10	34.0	22	0%	-	22	22
	LPWCR	19.4	14	10%	2	13	15
	LPR	52.8	138	10%	26	125	151
	LPNRC, LPNRG	5.9	33	0%	-	33	33
Subdivision	LPR	25.9	172	10%	34	155	189
Total		138.1	379	15.1%	62	348	410

Village Community

This scenario envisions that limits are placed on the extension of sewers in existing rural subdivisions resulting in less development on existing lots of record in the northern end of the City. It assumes subdivisions mostly create 5000 sq. ft. lots and that some mid-size lots in the southern end of the City are partitioned and developed as smaller lots. This scenario introduces some apartment development. The total amount of land developed in this scenario is less than the previous scenarios at only 109 acres developed. The amount of land in subdivisions and the land developed as apartments that would require new roads and utilities is reduced to 21 acres. The amount of new roadways falls to 0.70 miles. We conservatively assumed that the new subdivisions and apartments would require roughly as many miles of roadway per acre as in existing subdivisions.

Development Type	Zone	Acres Used	Parcels Used	Percent multi-family	New multi-family	New single-family	Total New Units
Lots of record	RR10	17.7	8	0%	-	8	8
	LPWCR	9.2	5	0%	-	5	5
	LPR	21.1	109	10%	20	99	119
	LPNRC, LPNRG	5.9	33	0%	-	33	33
Partition	LPR	34.32	72	10%	14	65	79
Apartments	LPNRC	9.4	1	100%	94	-	94
Subdivision	LPR	11.55	69	5%	6	66	72
Total		109.2	297	32.7%	134	276	410

Urban Village

In this scenario, we assumed no infill development in the northern part of the City in order to test the effect of having all new housing in compact higher density developments. Some apartments are developed within the northern edge of the commercial district and there is less infill of the southern La Pine Residential District. Most development occurs at the maximum allowed density in the La Pine Neighborhood Residential Center (LPNRC) zone. Even with this emphasis on the LPNRC, only a small fraction of the total area that is available for development in that plan district would be used under this scenario. The implication is that the city would develop more compactly and with more housing choices especially in the south and central neighborhoods. Less residential development would occur in the Cagle subdivision, in the Wickiup Junction commercial area, or in the southern La Pine Residential Zone district than under the other scenarios and less land would be developed overall. This scenario also features the least land requiring new utilities. A total of 79 acres would be developed; only 18 acres of land developed for subdivisions and apartments require services. This scenario would require roughly 0.60 miles of new roads and utilities.

Development Type	Zone	Acres Used	Parcels Used	Percent multi-family	New multi-family	New single-family	Total New Units
Lots of record	LPR	21.1	109	10%	20	99	119
	LPNRC, LPNRG	5.9	33	0%	-	33	33
Partition	LPR	34.32	58	10%	10	53	63
Apartments	LPNRC	9.4	1	100%	113	-	113
	LPC	8.57	1	100%	82	-	82
Total		79.4	202	54.9%	225	185	410

Economic Assumptions

Two important sets of economic assumptions were used to assess the impact of these land use scenarios on city finances. The first set of assumptions determine how much additional property value is added to the city tax roles from new development and how much tax revenue that development adds to the city's general fund. The second set of assumptions determines the increase in cost to develop and maintain city streets. Some of the assumptions have been modified from the assumptions presented in Memo 1, dated 16 September 2008, as a result of refining information sources and testing the assumptions in the analysis.

We did not analyze the incremental cost to develop and maintain water and sewer utility service for each scenario because those services are not supported by property taxes. We make inferences about the effect of the land development pattern on the overall cost to provide those services, which usually tend to decline as densities increase. In La Pine's case, however, existing service commitments and geographic coverage mean that there is little the city can do to reduce the cost to deliver utility services by altering the land development pattern.

We also did not prepare detailed cost of service analysis by land use scenario for public safety services. The reason is that most of the cost associated with delivering these services is capacity-related sunk costs (i.e. building a fire station, building a police station, and buying mobile response equipment). At the margin in a city the size of La Pine there is virtually no differences in service response coverage that can be achieved by altering the land development pattern. It is fair to say that development concentrated near fire stations would tend to receive faster response times in emergencies than development farther away, so if the future development pattern fit that description, more of the city's population would benefit from this condition. Overall, however, the land development pattern in La Pine is not a significant factor in assessing service delivery efficiency for public safety services. We did compare the cost for in-house police service vs. contracting this service with Deschutes County. That information is presented at the end of the memo.

Property Tax Revenue Assumptions

Average assessed values for newly constructed single-family and multi-family housing units (exclusive of land values) were derived from Deschutes County Assessor records. For single-family houses (including manufactured structures), the assessed value (AV) assumption is based on the average AV for homes built in La Pine between 2004 and 2006. The assessed ratio is approximately 43% of market value (MV), which is consistent with the county-wide ratio.

For duplex units, we assumed that the AV per unit would be half of that for a single-family unit, since duplex structures are often similar in size and value to single-family homes, but contain two units.

For apartments, an MV assumption was developed based on a range of values for multi-family structures built in Redmond, OR. We used information for the average MV for all Redmond multi-family units, plus per unit MV information for several apartment developments in Redmond built in the 1990s (Chaparral Apts., Obsidian Apts., Redmond Triangle Housing, and Reindeer Meadows), and an MV estimate for a recently permitted apartment development (Glacier Vista Apts.) using its building permit valuation. The average per unit value derived from these various sources was used as a proxy market value for future multi-family housing in La Pine. The assessed ratio for multi-family housing county-wide, which is 48.6% of market value, was used to estimate the increase in AV added to the city tax roll for each unit constructed.

The base-year (2007) AV for newly constructed single-family, duplex, and apartment units are shown in the table below. These factors only address new assessed value for structural improvements and

do not include the underlying land value; the change in land value is subject to the 3% limitation and that increase is accounted for in the incremental increase in the base AV .

Housing Type	New Assessed Value per Unit (2007 basis)
Single-family	\$58,584
Duplexes	\$29,292
Apartments	\$20,199

For newly constructed commercial and industrial developments, the change in value by location in Deschutes County is significant. To obtain a value relevant to La Pine, we elected to use an average market value of improvements per square foot for newer commercial and industrial buildings in La Pine and applied the relevant Deschutes County Exception Ratio to the MV per square foot estimate to develop an AV per square foot estimate. The starting (2007) assessed value of improvements per square foot for commercial and industrial development are shown in the table below.

Development Type	Assessed Value per Square Foot of Improvements
Commercial	\$41.22
Industrial	\$25.09

Based on Oregon's tax laws (Measures 5 and 50), the maximum increase in assessed value for all development in a class of properties is 3% per year. We assume that the assessed value of all existing development, including land, improvements and projects built the previous year, will grow at that rate. We also assume that changes to the market value of new development will follow the same trends as changes to the market value of existing development and therefore adjusted these AV values at a constant rate, so that the AV per unit or per square foot applied to new development increases by 3% each year. In the event that market values would increase faster than 3%, an adjustment would be made to the exception ratio to maintain the existing revenue generating relationship for properties in the class. Rather than engaging in speculation about market trends, we elected to hold the relation constant, which should result in an accurate representation of the revenue generating potential for new development.

An acknowledged risk in the analysis is the assumption that property values in La Pine will increase by at least 3% per year throughout the planning period. By law, AV may only increase by 3% per year or by the actual rate of change in property values for each class of property, whichever is less. Since the market value for real property in Deschutes County has consistently risen by more than 3% annually over the past 20 years, the 3% annual AV value increase seems reasonable. There is a risk, however, that this may not happen, especially given the current economic downturn and its direct link to property values. It is noted that vacancy rates in La Pine are climbing and this may put downward pressure on property values. In the event real market property values rise less than three percent, or decline, there would be a corresponding change in the rate of growth in assessed property values, which would have the effect of lowering city tax revenue. In that case, the comparative performance of the land use scenarios likely would not change but projections regarding coverage ratios for city costs would. The financial performance risk is especially acute for costs that may not be sensitive to general economic trends. For example, if health care and other benefit costs continue to rise when real property values are falling, there would be a compounding impact that could dramatically alter the city's financial standing.

Revenue Assumptions for Other General Fund Items

In addition to property taxes, which if levied at the city's full tax rate would comprise 40% of General Fund revenue, La Pine generates revenue from three other main sources: State shared revenue (including gas taxes), franchise and regulatory fees, and hospitality taxes. These revenue sources contribute 40% of city revenues. Grants make up the remaining 20% (in the FY 2008 budget); they represent one-off contributions to the city and may not be relied on as an on-going source of revenue. In effect, therefore, the General Fund's revenue is comprised 50% property taxes and 50% other taxes and fees.

We forecast that these revenues would either remain flat or grow at the same rate as city's population. Motel tax revenue was included, with 30% of the budgeted total revenue allocated to the general fund and the balance to tourism promotion. This was kept constant (before discounting for inflation) based on the city's recommendation, however an argument could be made to grow these revenues at the growth rate for traffic volume on the highway, which historically has been greater than 2.2% per year. The gas tax, allocated by the state, was assumed to start at the level shown in La Pine's adopted budget for fiscal year 2008-09 and to remain constant (before discounting for inflation). The rate of growth in gas tax revenues has been declining statewide in recent years. A combination of improved fleet mileage and alternative fuel compounds has helped to slow the rate of growth in fuel tax revenue, and this past year, when fuel prices climbed above \$4.00/gallon, the state realized a decline in fuel-tax revenue from the previous year. Finally, fees and service charges were included based on the adopted 2008-09 budget, and increased at the rate of population growth (2.2%) on the assumption that many of the fees and charges included would grow with additional development. Table C-2 in Appendix C shows General Fund revenue from all sources as included in this analysis (all values are in present dollars).

Cost Assumptions for Road Construction and Maintenance

For all land use scenarios, we used the same cost of service assumptions. Variances in the cost to deliver services are based on differences in geographic coverage for various services.

Costs were based on information provided by Deschutes County Public Works Department for its southern maintenance district and cost estimates provided by the City of La Pine.

- Gravel Roads - \$8,554 per mile per year (annual cost for gravel, spreading and grading, spring maintenance, snow removal, and dust abatement)
- Paved local roads - \$14,357 per mile per year (annualized cost of patching, sweeping, winter maintenance, crack seal, chip seal, and 2" depth overlays); this assumes that costs are amortized over 50 year service life employing an active preventive maintenance program.
- Paved collector roads - \$17,857 per mile per year (annualized cost of patching, sweeping, winter maintenance, crack seal, chip seal, and 3" depth overlays).
- Initial paving cost for an unpaved road - \$235,405 per mile (including full survey).
- Cost escalation – Road construction and maintenance costs are assumed to increase at 5% a year, based on trends in the Oregon Construction Cost Index for road construction since 1990.
- Maintenance schedules – Per City & County treatment schedules
- Ownership Transfer – All new subdivisions were assumed to develop with paved streets dedicated to the city. Private roads in older subdivisions and county roads, however, may eventually be transferred to the city. It is our understanding that no formal agreement exists for

the transfer of county or private roads to the city. Many approaches could be taken for such an agreement, including bringing roads to an urban standard as a condition of transfer. If such a policy were in place, the only future cost the city would incur would be for ongoing road maintenance after the transfer occurs. The change in city maintenance costs would depend on the functional classification of the roads involved in a transfer; i.e. collector roads require more frequent and expensive maintenance treatments than do residential streets, which carry much lower traffic volumes.

For county urban collector roads, the transfer could happen incrementally as roads are improved to an urban standard or could occur at some date certain. For county residential streets, an agreement could establish a transfer condition tied to a development density that must be reached prior to ownership transfer. For example, ownership transfer could be based on meeting a minimum urban density standard (e.g. one house per acre) combined with improving the rural road to minimum city design standard. Under this type of agreement, roads in areas whose development pattern remains largely unchanged from existing conditions would remain under county or private ownership. We examined one road transfer scenario and its fiscal implications; it is discussed in the final section of the report.

Planning Services, Building Inspection, Administrative Services

We assumed the city will continue to procure land use planning and permitting, and plan review, building inspection services, and the administrative support related to these services from Deschutes County until La Pine adopts comprehensive land use plan and land use regulations. At that point the city has at least three options:

1. The City could take on responsibility for these services and pay for them from General Fund. A portion of the costs would be recovered through development permits and inspection fees. Fee revenue would vary from year to year depending on economic conditions, but it is likely the city would need to subsidize fee revenue from other General Fund sources because the volume of land use and other types of permits issued in La Pine is relatively low.
2. The City could take over land use planning and permitting, plan review and related administrative support, but continue to contract with Deschutes County for building inspection and code enforcement services. Fees for these services would accrue to the entity providing them (i.e. some to the city and some to the county). As in option 1, the City likely would need to subsidize fee revenue from other sources in the General Fund. The City would have to renegotiate the existing IGA with Deschutes County and should expect the new agreement to include fee increases and surcharges to fully recover the County's cost to provide these services.
3. The City could contract with Deschutes County to continue to provide these services. The City would have to renegotiate the existing IGA with Deschutes County for these services and should expect the new agreement to include fee increases and surcharges to fully recover the County's cost to provide these services.

Financing land use planning, permitting and building inspection services likely will require a significant increase in the expenditure of city resources over the amount that is now being collected by Deschutes County in fees.

For city administrative services, we assumed that there may not be a directly proportional increase in city administrative costs with population growth to prepare the annual budget, record city meetings, and staffing to manage other city functions. These costs, however, will increase as the city grows due to the complexity of managing a larger city. The city's development pattern will have little impact on these costs, but there are significant challenges in meeting existing city administrative requirements for budget, accounting, civic meetings, and contracting obligations at present funding levels. The city should expect to see these costs increase between 50% and 60%.

Part III: Analysis Process & Results

Revenue Calculations

New property tax revenue in each of the four land use scenarios was calculated using the assumptions outlined above. The number of new dwelling units built in each year was based on the projected population increase for that year (2.2% annual increase). New units were allocated between single-family, duplex, and apartment units based on the assumptions for each scenario. In some cases this resulted in fractions of apartment projects being built, which we acknowledge is not realistic, but it represents a reasonable average for estimating growth each year.

The assumptions used to derive AV for new development and the growth in AV for existing development are detailed in the previous section. The assessed value added to the tax roll in each year was based on the amount of each type of development assumed to occur in that year (e.g. single-family, multi-family, commercial, industrial) multiplied by the assessed value per unit or square foot for that type of development in that year. The assessed value of land and all property improvements built in prior years was increased at the maximum 3% each year (as per Oregon law). The total AV for each year was computed by adding the AV from new development to 103% to capture the 3% increase of the AV from the previous year. An example of this is shown in Appendix A, detailing the revenue impact of new residential development in the Base Case scenario (before adjusting for inflation). In addition, Table C-4 in Appendix C shows the assessed value calculations (after adjusting for inflation) for the Rural Community Scenario, including residential, commercial, industrial, and existing development. Table C-3 shows property tax revenue from these sources based on the assessed value increases.

The assumptions and methodology used to calculate the General Fund revenue derived from other sources are explained in the previous section. Table C-2 in Appendix C shows General Fund revenue from all sources as included in this analysis (all values are in present dollars).

Cost Calculations

The assumed starting costs for various road construction and maintenance activities (Yr 2007 basis) are detailed in the previous section. Road construction and maintenance costs were assumed to escalate by 5% annually, based on historical trends in the Oregon Construction Cost Index that is published each year by the Oregon Department of Transportation (ODOT).

The number of road miles subject to each of the costs listed was determined based on some assumptions common to all scenarios and some specific to the individual scenarios. The table below shows the breakdown of ownership and paving status of the existing roads (other than the state highway) within city limits. The numbers for city and county roads come from Deschutes County estimates, while the length of private roads within the city was estimated based on GIS analysis.

Jurisdiction	Total Miles	Paved Miles	Unpaved Miles
City	10.16	2.79	7.37
County	20.7	18.7	2
Private	3.27	0	3.27
Total	34.13	21.49	12.64

The miles of new subdivision roads needed to serve each land use scenario was calculated based on the acres of new subdivisions in that scenario multiplied by a constant number of road miles per new acre (which was derived from existing subdivisions within the city). The total new miles required were spread over the planning horizon based on the percent of the total new housing units built each year. It was assumed that these new roads would be paved according to city standards by the developers, and then accepted by the city for maintenance.

For existing roads, we prepared an analysis of the cost to pave all unpaved city roads over a 20 year period starting in 2009, paving 1/20th of the unpaved road miles each year, so that in the final year of the analysis, all city roads would be paved. The cost for road maintenance each year varies based on the percentage of paved and unpaved road miles times the annualized cost per mile for maintenance of each type of road surface. We also analyzed the impacts of funding paving costs through another revenue source, but accepting the newly-paved roads for city maintenance; and leaving all unpaved city roads in that condition through the end of the planning period. The impacts of these various assumptions are shown under Analysis Interpretation.

We also tested a variety of scenarios regarding the city's assumption of maintenance responsibilities for county and private roads within the city. In all cases, it was assumed that the city would only accept roads that had been brought up to city standards by a third party. County roads included all collector roads, which we assumed would be paved to city standards and maintained in accordance with the DCRD road maintenance cost for collector roads. Private roads were assumed to be paved to city local street standards and accepted by the city. The costs associated with maintaining over 20 additional miles of paved roads was prohibitively expensive for the city regardless of when the transfer of ownership was assumed (i.e. whether this happened all at once or in stages).

A spreadsheet illustrating one combination of these variables (county and private roads accepted and unpaved city roads paved gradually over the course of 20 years with paving costs for unpaved city roads coming from the General Fund), is shown in Table C-5 in Appendix C.

Accounting for Inflation

To account for the effects of inflation, all future costs and revenues were discounted to today's dollars using a discount rate of 2.5%. The discount rate was chosen based on trends over the last 10 years in the Gross Domestic Product Deflator (an index of prices more appropriate to government revenues and expenditures than the Consumer Price Index). All tables in Appendix C are shown in present dollars (accounting for inflation).

Public Safety Cost of Service

An estimate was prepared for the cost to deliver police and public safety inspections using two options. Option 1 considered contracting these services with Deschutes County. Sisters OR takes this approach and contracts for 120 patrol hours per week at a cost of around \$397,000 per year. That amount will increase by 6% in 2009-10 and another 3% in 2010-11. Sisters receives monthly

reports from Deschutes County that document actual service hours; these reports typically show hours provided exceed the 120 hour minimum.

By comparison, Merrill OR, population 900, hires their own police officer. They have been able to obtain patrol cars donated by larger police departments. They hire one full time sergeant and have funds budgeted for patrol backup. Their annual cost, which provides less than half the patrol hours that Sisters purchases, is around \$143,000. This cost does not include city administrative expenses and overhead associated with frequent recruitment and training new patrol officers, which Merrill incurs because of high turnover. The city typically attracts very young officer candidates who tend to move on for better paying positions with larger departments, older officers nearing the end of their careers, and problem officers that also tend not to remain in service very long.

One other consideration with regard to public safety is the cost to provide code enforcement. Sisters and Merrill are able to use their police officers to provide some measure of code enforcement, but that does not extend to the enforcement of building codes and other specialty code requirements that police officers are not qualified or trained to enforce. Additional funding is required to secure these services either on a contract basis or by hiring qualified city personnel.

Analysis Interpretation

Land Use Scenario Analysis: Of the four land use alternatives examined, the Rural Community land use scenario comes out ahead of the others for revenue generation net of the expense to pay for additional road maintenance in new subdivisions, but not by much (see Figure 1 in first section). The analysis shows that the Rural Community scenario nets the city a few thousand dollars in additional revenue each year over the other scenarios – an imperceptible difference given the number of variables and assumptions involved in the analysis. The net impact of new development in the Rural Community scenario, the best-case scenario studied, is that by the end of the planning period, the city would be earning roughly \$27,000 more tax revenue than it does today, net of new road maintenance costs, in inflation adjusted dollars.

In terms of overall fiscal health, the land use pattern makes little difference because La Pine's large boundary relative to its population, and the significant amount of rural development scattered throughout the city, obligates the city to pay fixed costs related to maintaining roads and utilities that cannot be avoided or reduced by altering the future development pattern. Expanding the city boundaries will only make this problem worse.

To illustrate the significance of this problem, we compared the average persons per square mile in La Pine with a number of other cities in Oregon. The following table shows the startling difference.

City	Area (sq. miles)	Population (2000 Census)	Persons/sq.mile (2000 Census)	La Pine pop. @ same density
La Pine	6.99	1590 (2007 PSU Est.)	277.5 (calculated)	1590
Bend	32.02	52,029	1624.8	11,350
Culver	0.62	802	1302	9095
Madras	2.18	5,078	2326.9	16,254
Oakridge	1.90	3,148	1659.8	11,594
Prineville	6.65	7,356	1105.9	7725
Sisters	1.45	959	663	4631

It should be recognized that there is a large amount of land in federal ownership in La Pine, but even if that acreage is removed, La Pine's population density is far below the other cities examined.

Paving City Streets: The cost to pave city-owned gravel roads poses a significant threat to the city's fiscal health regardless of the growth management scenario the city adopts. It is estimated that the cost to simply tar-mat existing unpaved city streets will total around \$2.31 million (in today's dollars) over the course of 20 years, with an annual expenditure of roughly \$90,000, rising to over \$140,000 (in today's dollars) by 2029 as road costs increase. The cost to similarly pave county and private gravel roads is an additional \$1.25 million. This is for the road surface only and does not include curbs, storm drainage, or sidewalks.

The city's ability to pay these costs, however, is uncertain because the city's tax revenues from existing development are capped at a growth rate of 3% per year and pavement costs are increasing at least 5% per year. Given this disparity, the factor that allows the city to keep pace with the paving target over time (0.37 miles per year) is the projected 2.2% annual population growth rate and the related increase in tax revenue from that growth. In the event that the cost to construct roads increases by more than 5% per year, or if the city's growth rate slows, the relationship between these variables will change and the road construction target would be in jeopardy.

The impact on the city's overall fiscal health of various choices about paving city streets is shown in Figures 2 through 4. Figure 2 shows total General Fund revenue net of all road maintenance costs if the city chooses to use General Fund revenue to pay for paving the city's unpaved roads. Figure 3 shows General Fund revenue net of road costs if the city chooses not to pave the roads during the planning period. Figure 4 shows General Fund revenue net of road costs if a separate revenue source is used to pay for paving, while maintenance costs continue to be paid out of the General Fund. In this case, road costs still increase because paved roads are more expensive to maintain than gravel, but the paving cost is removed from the General Fund.

FIGURE 2

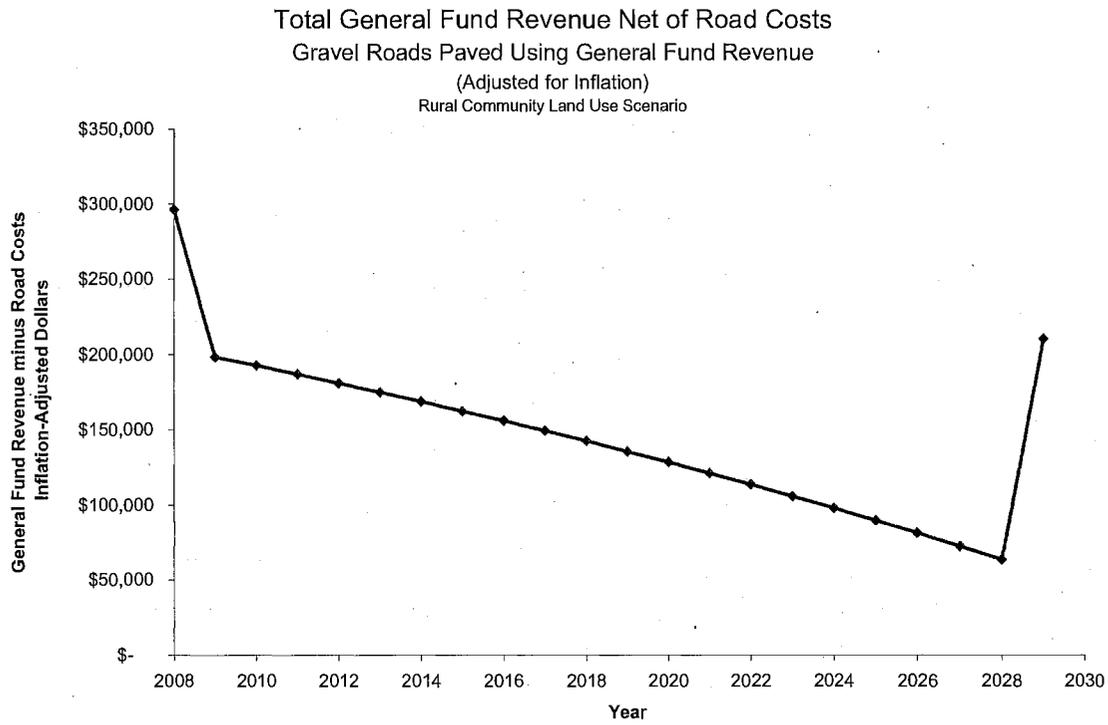


FIGURE 3

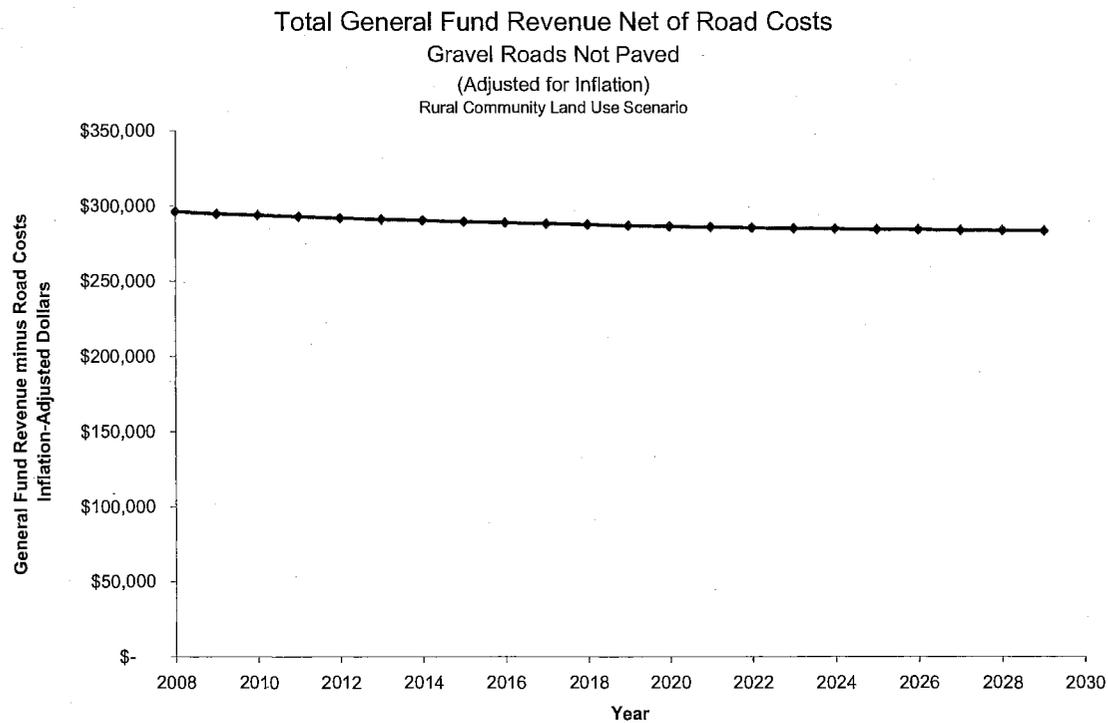
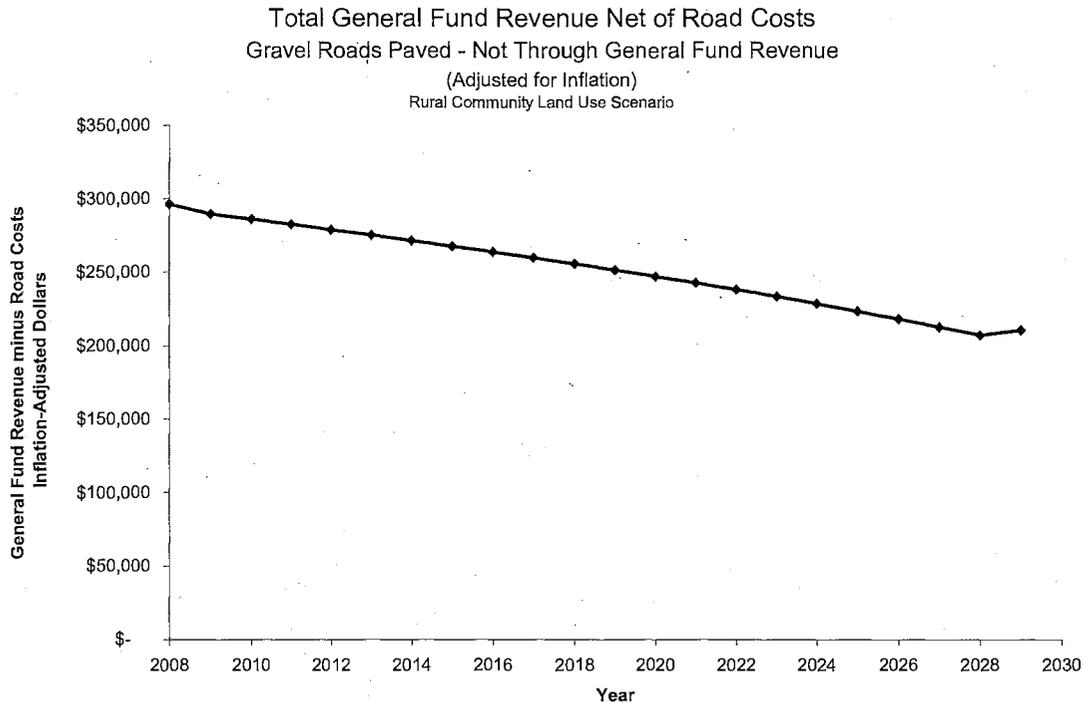


FIGURE 4



Road Maintenance Program: The cost to maintain existing city, county and private roads poses a significantly threat to the city’s fiscal health. La Pine will incur much higher road maintenance costs if it accepts responsibility for maintaining county and private roads. The extra cost associated with maintaining these roads is far greater than the available revenue, regardless of what land use development pattern the city adopts or when the city chooses to accept responsibility for additional roads. For example, one of several scenarios we examined considered the increase in street maintenance costs if the city were to accept 1/20th of the county and private roads each year for 20 years. The combined additional maintenance cost of this program and the annual capital cost of paving the city’s own unpaved roads would cause a deficit in the General Fund in roughly 2017, as shown in Figure 5. Annual capital and maintenance costs continue and the annual cost continues to rise until 2028 when paving gravel roads would be completed. A deficit of over \$80,000 remains, however, even after the paving is complete in 2029.

This scenario is shown numerically in Table C-1 in Appendix C, showing total revenue, total road costs, and net General Fund revenues for each year during the planning period. Even if another revenue source is used to pay for paving, the combined additional maintenance costs from the new paved roads and newly accepted roads still causes a General Fund deficit around 2023, as shown in Figure 6.

FIGURE 5

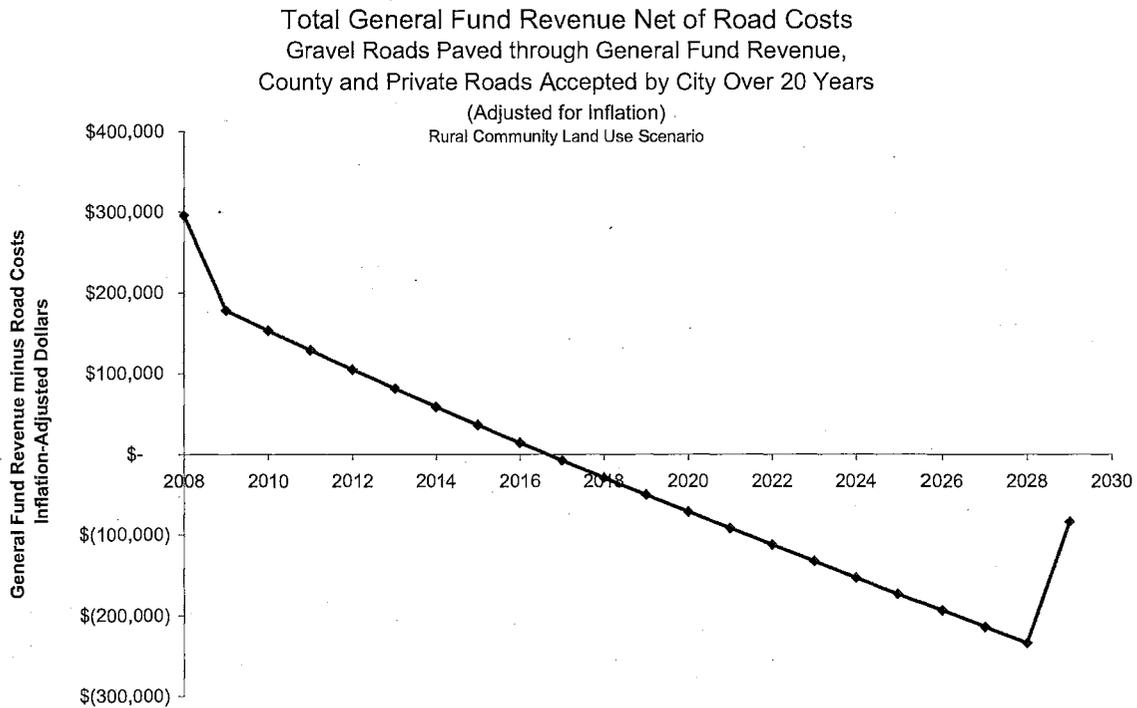
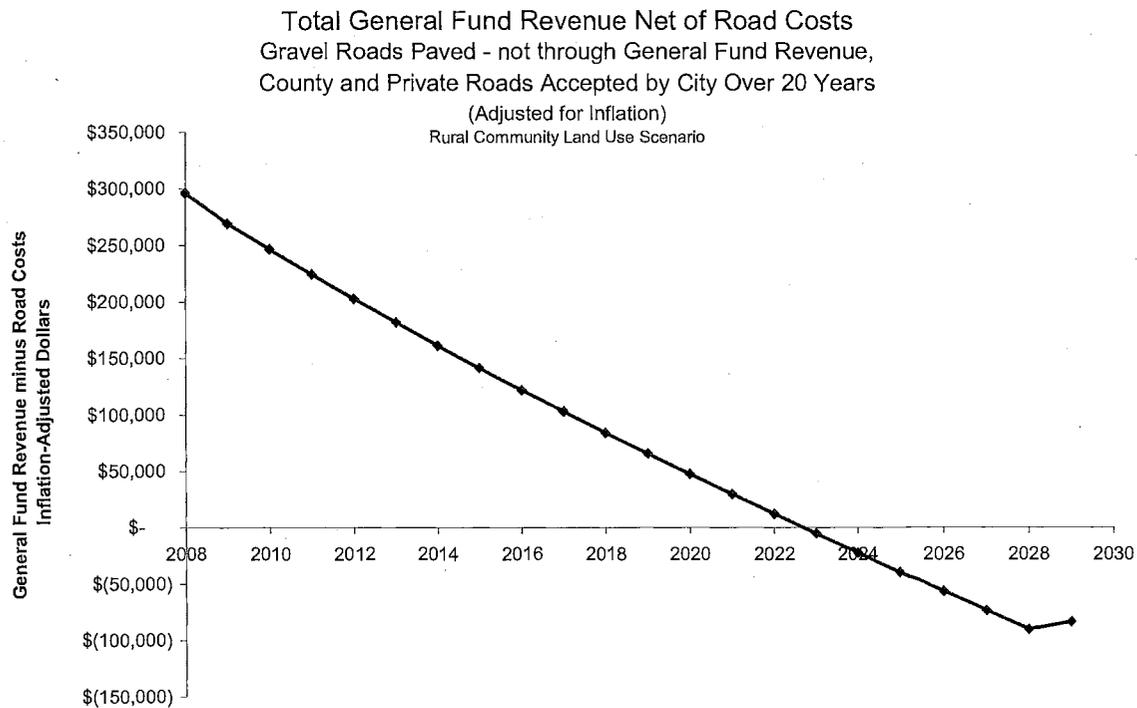


FIGURE 6



Taking on the added cost of maintaining county and private roads greatly increases the burden of road maintenance on the General Fund, to the point where the expenditures required are unsustainable. It would appear that the only way the city will be able to assume responsibility for county and private roads while maintaining and paving its own streets is to approve a new tax and/or fee program and eliminate some or all of the road maintenance burden on the General Fund.

Public Safety: At present, La Pine relies on the County Sheriff for police service but the level of service is the minimum required by law and does not provide local code enforcement service. Sisters OR contracts 120 patrol hours per week with the County Sheriff's Department, at an estimated cost of \$397,000 per year, some of which is devoted to code enforcement². The City of Merrill OR, with a population of around 900, hires their own police sergeant and part-time backup for around \$143,000 per year. Merrill uses a donated patrol car and weekly patrol hours are significantly less than what Sisters buys. It appears La Pine has insufficient General Fund revenue to procure public safety services using either of these approaches without adjusting current General Fund outlays (i.e. reducing or eliminating road maintenance) or securing public approval for a 5-year serial levy approved by voters outside the permanent tax rate.

Financial Planning Analysis for Other City Services: Attached as Appendix B is a sample income statement for the city of La Pine. The document is in a public accounting format rather than a fund accounting format to better show sources and uses of city revenue.

The income statement helps demonstrate the challenges facing the city in future years for sustaining and expanding city services. On the revenue side, the city can expect some increase in property tax revenue. The increase can come about in two ways. First, the city can raise its assessment rate from \$1.80 to \$1.98, which is the level allowed by law. This would generate an additional \$21,000 in tax revenue. Second, the city may anticipate some increase in tax revenue if property values rise, but there are indications that will not happen this year and the city may even see a decrease in the assessment value on the tax roll.

On the expenditure side, after the city completes its land use plan it faces a number of difficult decisions regarding how to finance the public services summarized below:

- Public Safety – the annual outlay for police and code enforcement services likely will range between \$150,000 to \$350,000 or more depending on the desired level of service;
- Land Use Planning and Inspection – the annual outlay for planning and permitting services is estimated to range between \$50,000 to \$100,000 depending on level of services and costs recovered through fees;
- City Administration – Unspecified outlays for additional capital and personnel support plus labor and benefit cost adjustments;
- Road Construction and Maintenance – Unspecified levels of investment in paving and maintenance costs depending on policy decisions for road system construction and maintenance.

² Personal communications with Jim Ross, Deschutes Co. Sheriff Business Officer and Cathy Nelson, City of Sisters.

There is clearly an imbalance between the expected revenue available to the city and its ability to deliver the city services that citizens were told would be provided after incorporation. At the margin, regardless of the land use scenario for the city, it will be a challenge to underwrite the city's road maintenance program, and also finance land use planning and inspection services, public safety services, and mandated city administration services from revenues currently available to the General Fund. The city will need to carefully assess priorities with citizens and decide how to address them. In our view, a key decision that needs to be reached relates to roads and how they will be maintained in the future. The city should explore the possibility of establishing a separate city road fund, either as an enterprise fund or as a special revenue fund initially financed with state shared gas tax revenue, to better account for and plan how that city service will be financed.

Appendix A: Example General Fund Revenue Calculation – Base Case Residential Growth

YEAR	Total Dwelling Units (DU)	New DU	New SF DU	AV per new SF unit	New duplex units	AV per new duplex unit	Residential AV added	Residential tax revenue added	Cumulative AV of new residential development	Cumulative new residential tax revenue
2006	666									
2007	668			\$ 58,584		\$ 29,292				
2008	683	15	13.9	\$ 60,342	1.1	\$ 30,171	\$ 872,009	\$ 1,727	\$ 872,009	\$ 1,727
2009	697	14	13.0	\$ 62,152	1.0	\$ 31,076	\$ 838,291	\$ 1,660	\$ 1,736,460	\$ 3,438
2010	713	16	14.8	\$ 64,016	1.2	\$ 32,008	\$ 986,788	\$ 1,954	\$ 2,775,342	\$ 5,495
2011	729	16	14.8	\$ 65,937	1.2	\$ 32,968	\$1,016,392	\$ 2,012	\$ 3,874,994	\$ 7,672
2012	744	15	13.9	\$ 67,915	1.1	\$ 33,957	\$ 981,453	\$ 1,943	\$ 4,972,697	\$ 9,846
2013	761	17	15.8	\$ 69,952	1.2	\$ 34,976	\$1,145,683	\$ 2,268	\$ 6,267,561	\$ 12,410
2014	778	17	15.8	\$ 72,051	1.2	\$ 36,025	\$1,180,054	\$ 2,337	\$ 7,635,642	\$ 15,119
2015	795	17	15.8	\$ 74,212	1.2	\$ 37,106	\$1,215,455	\$ 2,407	\$ 9,080,166	\$ 17,979
2016	813	18	16.7	\$ 76,439	1.3	\$ 38,219	\$1,325,561	\$ 2,625	\$ 10,678,133	\$ 21,143
2017	831	18	16.7	\$ 78,732	1.3	\$ 39,366	\$1,365,328	\$ 2,703	\$ 12,363,805	\$ 24,480
2018	849	18	16.7	\$ 81,094	1.3	\$ 40,547	\$1,406,288	\$ 2,784	\$ 14,141,007	\$ 27,999
2019	867	18	16.7	\$ 83,527	1.3	\$ 41,763	\$1,448,477	\$ 2,868	\$ 16,013,714	\$ 31,707
2020	886	19	17.6	\$ 86,033	1.4	\$ 43,016	\$1,574,816	\$ 3,118	\$ 18,068,941	\$ 35,777
2021	906	20	18.5	\$ 88,614	1.5	\$ 44,307	\$1,707,432	\$ 3,381	\$ 20,318,441	\$ 40,231
2022	926	20	18.5	\$ 91,272	1.5	\$ 45,636	\$1,758,655	\$ 3,482	\$ 22,686,650	\$ 44,920
2023	946	20	18.5	\$ 94,010	1.5	\$ 47,005	\$1,811,415	\$ 3,587	\$ 25,178,664	\$ 49,854
2024	967	21	19.5	\$ 96,830	1.5	\$ 48,415	\$1,959,045	\$ 3,879	\$ 27,893,069	\$ 55,228
2025	988	21	19.5	\$ 99,735	1.5	\$ 49,868	\$2,017,816	\$ 3,995	\$ 30,747,677	\$ 60,880
2026	1,010	22	20.4	\$102,727	1.6	\$ 51,364	\$2,177,320	\$ 4,311	\$ 33,847,427	\$ 67,018
2027	1,032	22	20.4	\$105,809	1.6	\$ 52,905	\$2,242,639	\$ 4,440	\$ 37,105,490	\$ 73,469
2028	1,055	23	21.3	\$108,984	1.7	\$ 54,492	\$2,414,915	\$ 4,782	\$ 40,633,569	\$ 80,454
2029	1,078	23	21.3	\$112,253	1.7	\$ 56,127	\$2,487,362	\$ 4,925	\$ 44,339,939	\$ 87,793

Appendix B: City of La Pine Income Statement

City of La Pine
 General Income Statement
 FY 2008 Budget Basis

<u>REVENUES</u>				<u>EXPENSES</u>			
			%				%
Property Taxes & Interest Income				Personnel Services			
R1	Property Taxes *	\$ 209,000		E1	Labor Wages and Salaries	\$ 98,300	
R2	Late Taxes	4,300		E2	Health and Retirement	13,940	
R3	Interest Income	<u>4,500</u>		E3	Payroll Taxes	7,061	
	<i>Subtotal</i>	<u>217,800</u>	37%	E4	Unemp/Worker Comp	<u>24,000</u>	
					<i>Subtotal</i>	<u>143,301</u>	20%
Other Taxes				Professional Services			
R4	Hospitality Tax **	<u>81,000</u>		E5	Planning	\$ 133,000	
	<i>Subtotal</i>	<u>81,000</u>	14%	E6	Legal Council	80,000	
				E7	IT Services	<u>12,400</u>	
					<i>Subtotal</i>	<u>225,400</u>	31%
Fees and Service Charges				Capital Outlay and Services			
R5	Franchise Fees ***	\$ 59,000		E8	Street Maintenance	\$ 165,000	
R6	Regulatory Fees	9,000		E8	Training/Membership	8,500	
R7	Other Fees	<u>50</u>		E10	Repairs, Misc., Contingencies	41,500	
	<i>Subtotal</i>	<u>68,050</u>	12%	E11	Tourism Distributions	<u>56,700</u>	
					<i>Subtotal</i>	<u>271,700</u>	37%
Shared Revenue				Administrative Services			
R8	State Shared Revenue	\$ 29,800		E12	Rent	\$ 7,400	
R9	State Gas Tax	<u>70,500</u>		E13	Utilities, postage, supplies	12,500	
	<i>Subtotal</i>	<u>100,300</u>	17%	E14	Elections & Notices	1,750	
				E15	Contract Services	<u>10,750</u>	
					<i>Subtotal</i>	<u>32,400</u>	4%
Grants				Debt Service and Fees			
R10	DLCD Grants	\$ 94,000		E16	Bond Insurance	\$ 2,700	
R11	SCA Grant	<u>25,000</u>		E17	State Loan	<u>50,000</u>	
	<i>Subtotal</i>	<u>119,000</u>	20%		<i>Subtotal</i>	<u>52,700</u>	7%
Income/Expense Summary							
R	Total Revenue	\$ 586,150	76%	E	Total Expenses	\$ 725,501	100%
S	Retained Earnings	<u>187,756</u>	24%		Net Income (loss)	\$ 48,405	
FB	Available Resources	\$ 773,906	100%				

Permanent Tax Rates:

Fire Tax Rate/\$000	1.54
City Tax Rate/\$000	<u>1.98</u>
Total Assessment Rate	3.52

* Based on \$1.80 assessment rate. Revenue using \$1.98 rate would be around \$230,000

** Only 30% of the city Hospitality room tax stays in the GF; the remainder goes to promotion programs

*** 2008 franchise and other fee revenue is lagging the budget estimate

Table C-1: Net General Fund Revenue

YEAR	Total revenue	Total road costs	Net GF Revenue
	Present Dollars	Present Dollars	Present Dollars
2006			
2007	\$ 400,509	\$ 103,100	\$ 297,409
2008	\$ 498,805	\$ 106,073	\$ 392,732
2009	\$ 502,353	\$ 227,580	\$ 274,773
2010	\$ 506,278	\$ 258,323	\$ 247,955
2011	\$ 510,365	\$ 290,442	\$ 219,923
2012	\$ 514,506	\$ 323,986	\$ 190,521
2013	\$ 519,032	\$ 359,005	\$ 160,027
2014	\$ 523,725	\$ 395,553	\$ 128,171
2015	\$ 528,585	\$ 433,685	\$ 94,901
2016	\$ 533,728	\$ 473,455	\$ 60,273
2017	\$ 539,043	\$ 514,921	\$ 24,121
2018	\$ 544,531	\$ 558,145	\$ (13,614)
2019	\$ 550,196	\$ 603,187	\$ (52,992)
2020	\$ 556,151	\$ 650,112	\$ (93,960)
2021	\$ 562,402	\$ 698,984	\$ (136,582)
2022	\$ 568,836	\$ 749,873	\$ (181,037)
2023	\$ 575,456	\$ 802,848	\$ (227,392)
2024	\$ 582,380	\$ 857,981	\$ (275,601)
2025	\$ 589,495	\$ 915,348	\$ (325,853)
2026	\$ 596,921	\$ 975,025	\$ (378,104)
2027	\$ 604,544	\$ 1,037,092	\$ (432,549)
2028	\$ 612,485	\$ 1,101,632	\$ (489,147)
2029	\$ 620,630	\$ 976,947	\$ (356,317)

Appendix C: Revenue and Cost Calculations

Table C-2: Total General Fund Revenue

YEAR	Property Tax Present Dollars	Gas Tax Present Dollars	Motel Tax Present Dollars	Fees & Service Charges Present Dollars	Total revenue Present Dollars
2006					
2007	\$ 237,659	\$ 70,500	\$ 24,300	\$ 68,050	\$ 400,509
2008	\$ 241,970	\$ 68,780	\$ 23,707	\$ 67,851	\$ 498,805
2009	\$ 246,244	\$ 67,103	\$ 23,129	\$ 67,652	\$ 502,353
2010	\$ 250,806	\$ 65,466	\$ 22,565	\$ 67,454	\$ 506,278
2011	\$ 255,442	\$ 63,870	\$ 22,015	\$ 67,257	\$ 510,365
2012	\$ 260,045	\$ 62,312	\$ 21,478	\$ 67,060	\$ 514,506
2013	\$ 264,945	\$ 60,792	\$ 20,954	\$ 66,864	\$ 519,032
2014	\$ 269,925	\$ 59,309	\$ 20,443	\$ 66,668	\$ 523,725
2015	\$ 274,988	\$ 57,863	\$ 19,944	\$ 66,473	\$ 528,585
2016	\$ 280,246	\$ 56,451	\$ 19,458	\$ 66,278	\$ 533,728
2017	\$ 285,592	\$ 55,074	\$ 18,983	\$ 66,084	\$ 539,043
2018	\$ 291,026	\$ 53,731	\$ 18,520	\$ 65,891	\$ 544,531
2019	\$ 296,550	\$ 52,421	\$ 18,068	\$ 65,698	\$ 550,196
2020	\$ 302,281	\$ 51,142	\$ 17,628	\$ 65,506	\$ 556,151
2021	\$ 308,223	\$ 49,895	\$ 17,198	\$ 65,314	\$ 562,402
2022	\$ 314,263	\$ 48,678	\$ 16,778	\$ 65,123	\$ 568,836
2023	\$ 320,404	\$ 47,491	\$ 16,369	\$ 64,932	\$ 575,456
2024	\$ 326,765	\$ 46,332	\$ 15,970	\$ 64,742	\$ 582,380
2025	\$ 333,232	\$ 45,202	\$ 15,580	\$ 64,553	\$ 589,495
2026	\$ 339,925	\$ 44,100	\$ 15,200	\$ 64,364	\$ 596,921
2027	\$ 346,731	\$ 43,024	\$ 14,830	\$ 64,175	\$ 604,544
2028	\$ 353,770	\$ 41,975	\$ 14,468	\$ 63,988	\$ 612,485
2029	\$ 360,927	\$ 40,951	\$ 14,115	\$ 63,800	\$ 620,630

Appendix C: Revenue and Cost Calculations

Table C-3: Property Tax Revenue

YEAR	Cumulative tax revenue from new development				Existing Development	Total Property Tax Revenue
	Residential	Industrial	Commercial	Total		
Present Dollars						
2006						
2007					\$ 237,659	\$ 237,659
2008	\$ 1,657	\$ 314	\$ 1,260	\$ 3,152	\$ 244,788	\$ 241,970
2009	\$ 3,299	\$ 654	\$ 2,625	\$ 6,261	\$ 252,132	\$ 246,244
2010	\$ 5,273	\$ 1,021	\$ 4,101	\$ 9,652	\$ 259,696	\$ 250,806
2011	\$ 7,362	\$ 1,418	\$ 5,694	\$ 13,112	\$ 267,487	\$ 255,442
2012	\$ 9,447	\$ 1,846	\$ 7,412	\$ 16,533	\$ 275,512	\$ 260,045
2013	\$ 11,907	\$ 2,307	\$ 9,264	\$ 20,245	\$ 283,777	\$ 264,945
2014	\$ 14,506	\$ 2,803	\$ 11,257	\$ 24,032	\$ 292,290	\$ 269,925
2015	\$ 17,250	\$ 3,337	\$ 13,400	\$ 27,895	\$ 301,059	\$ 274,988
2016	\$ 20,286	\$ 3,910	\$ 15,702	\$ 31,948	\$ 310,091	\$ 280,246
2017	\$ 23,489	\$ 4,525	\$ 18,174	\$ 36,082	\$ 319,393	\$ 285,592
2018	\$ 26,865	\$ 5,185	\$ 20,825	\$ 40,299	\$ 328,975	\$ 291,026
2019	\$ 30,423	\$ 5,893	\$ 23,666	\$ 44,600	\$ 338,845	\$ 296,550
2020	\$ 34,327	\$ 6,651	\$ 26,710	\$ 49,102	\$ 349,010	\$ 302,281
2021	\$ 38,601	\$ 7,462	\$ 29,967	\$ 53,809	\$ 359,480	\$ 308,223
2022	\$ 43,100	\$ 8,330	\$ 33,452	\$ 58,608	\$ 370,265	\$ 314,263
2023	\$ 47,834	\$ 9,257	\$ 37,178	\$ 63,502	\$ 381,372	\$ 320,404
2024	\$ 52,991	\$10,248	\$ 41,158	\$ 68,610	\$ 392,814	\$ 326,765
2025	\$ 58,414	\$11,307	\$ 45,409	\$ 73,817	\$ 404,598	\$ 333,232
2026	\$ 64,303	\$12,437	\$ 49,946	\$ 79,245	\$ 416,736	\$ 339,925
2027	\$ 70,493	\$13,642	\$ 54,786	\$ 84,779	\$ 429,238	\$ 346,731
2028	\$ 77,196	\$14,927	\$ 59,948	\$ 90,541	\$ 442,115	\$ 353,770
2029	\$ 84,237	\$16,297	\$ 65,450	\$ 96,414	\$ 455,379	\$ 360,927

Appendix C: Revenue and Cost Calculations

Table C-4: Assessed Value

YEAR	Cumulative AV of new development				Existing Development	Total AV
	Residential	Industrial	Commercial	Total	AV Growing at 3%	
	Present Dollars	Present Dollars	Present Dollars	Present Dollars	Present Dollars	Present Dollars
2006					\$ 120,029,656	\$ 120,029,656
2007					\$ 120,615,167	\$ 122,207,177
2008	\$ 816,280	\$ 154,650	\$ 621,081	\$ 1,592,011	\$ 121,203,533	\$ 124,365,552
2009	\$ 1,585,839	\$ 314,227	\$ 1,261,953	\$ 3,162,019		
2010	\$ 2,472,789	\$ 478,869	\$ 1,923,162	\$ 4,874,820	\$ 121,794,770	\$ 126,669,590
2011	\$ 3,368,354	\$ 648,715	\$ 2,605,274	\$ 6,622,343	\$ 122,388,891	\$ 129,011,234
2012	\$ 4,217,109	\$ 823,911	\$ 3,308,868	\$ 8,349,887	\$ 122,985,910	\$ 131,335,796
2013	\$ 5,185,582	\$ 1,004,603	\$ 4,034,537	\$ 10,224,721	\$ 123,585,841	\$ 133,810,563
2014	\$ 6,163,404	\$ 1,190,944	\$ 4,782,893	\$ 12,137,240	\$ 124,188,699	\$ 136,325,939
2015	\$ 7,150,641	\$ 1,383,090	\$ 5,554,563	\$ 14,088,294	\$ 124,794,497	\$ 138,882,792
2016	\$ 8,203,943	\$ 1,581,203	\$ 6,350,191	\$ 16,135,337	\$ 125,403,251	\$ 141,538,588
2017	\$ 9,267,351	\$ 1,785,445	\$ 7,170,440	\$ 18,223,236	\$ 126,014,974	\$ 144,238,210
2018	\$ 10,340,938	\$ 1,995,987	\$ 8,015,989	\$ 20,352,914	\$ 126,629,681	\$ 146,982,595
2019	\$ 11,424,779	\$ 2,213,003	\$ 8,887,536	\$ 22,525,317	\$ 127,247,387	\$ 149,772,704
2020	\$ 12,576,638	\$ 2,436,671	\$ 9,785,798	\$ 24,799,107	\$ 127,868,106	\$ 152,667,213
2021	\$ 13,797,436	\$ 2,667,175	\$ 10,711,512	\$ 27,176,122	\$ 128,491,853	\$ 155,667,975
2022	\$ 15,029,845	\$ 2,904,702	\$ 11,665,434	\$ 29,599,981	\$ 129,118,642	\$ 158,718,623
2023	\$ 16,273,949	\$ 3,149,447	\$ 12,648,341	\$ 32,071,737	\$ 129,748,489	\$ 161,820,226
2024	\$ 17,588,658	\$ 3,401,608	\$ 13,661,032	\$ 34,651,297	\$ 130,381,409	\$ 165,032,706
2025	\$ 18,915,806	\$ 3,661,388	\$ 14,704,325	\$ 37,281,520	\$ 131,017,416	\$ 168,298,935
2026	\$ 20,314,883	\$ 3,928,999	\$ 15,779,063	\$ 40,022,946	\$ 131,656,525	\$ 171,679,471
2027	\$ 21,727,160	\$ 4,204,655	\$ 16,886,111	\$ 42,817,926	\$ 132,298,752	\$ 175,116,678
2028	\$ 23,212,714	\$ 4,488,576	\$ 18,026,355	\$ 45,727,645	\$ 132,944,112	\$ 178,671,757
2029	\$ 24,712,243	\$ 4,780,991	\$ 19,200,709	\$ 48,693,943	\$ 133,592,620	\$ 182,286,563

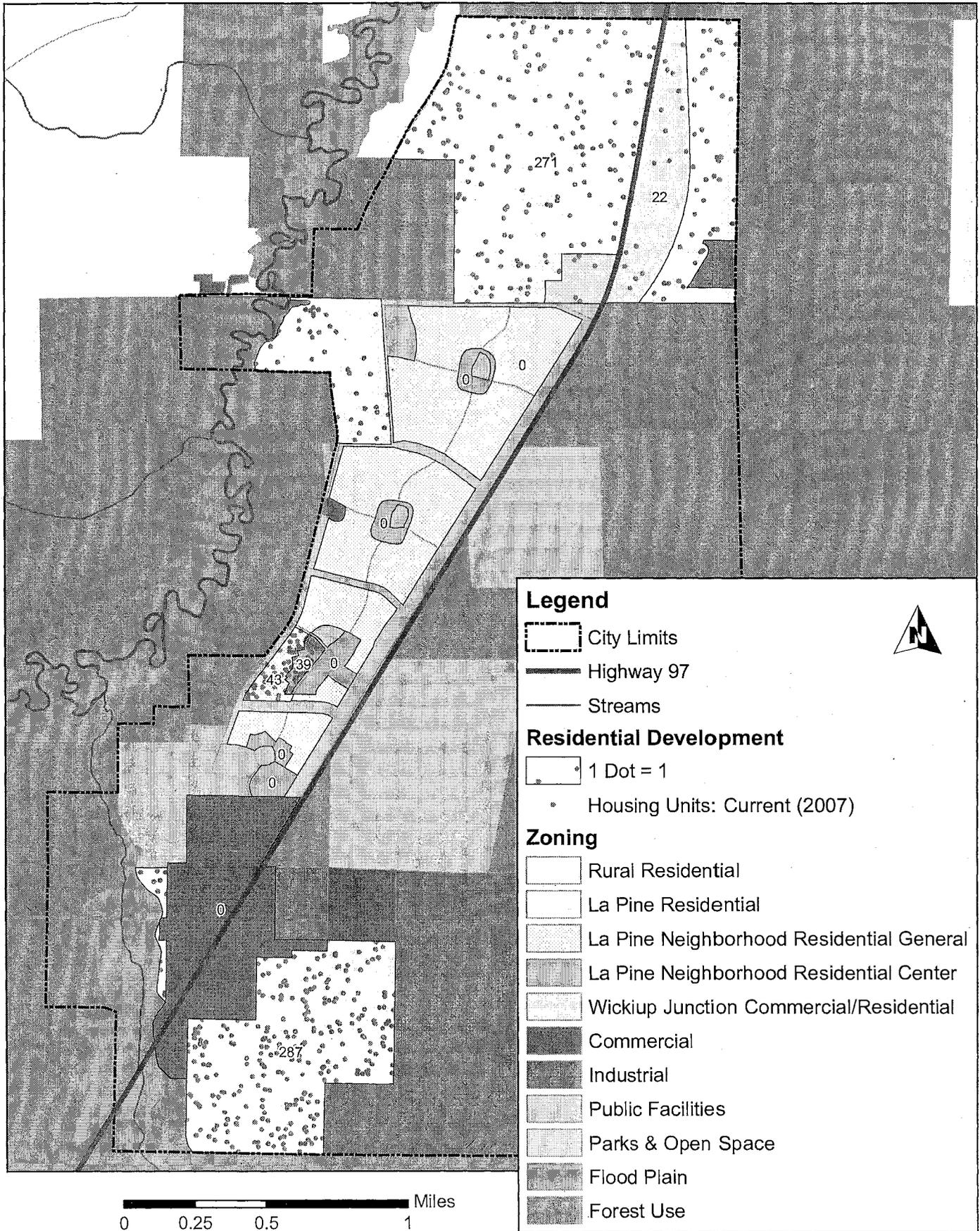
Appendix C: Revenue and Cost Calculations

Table C-5: Road Costs

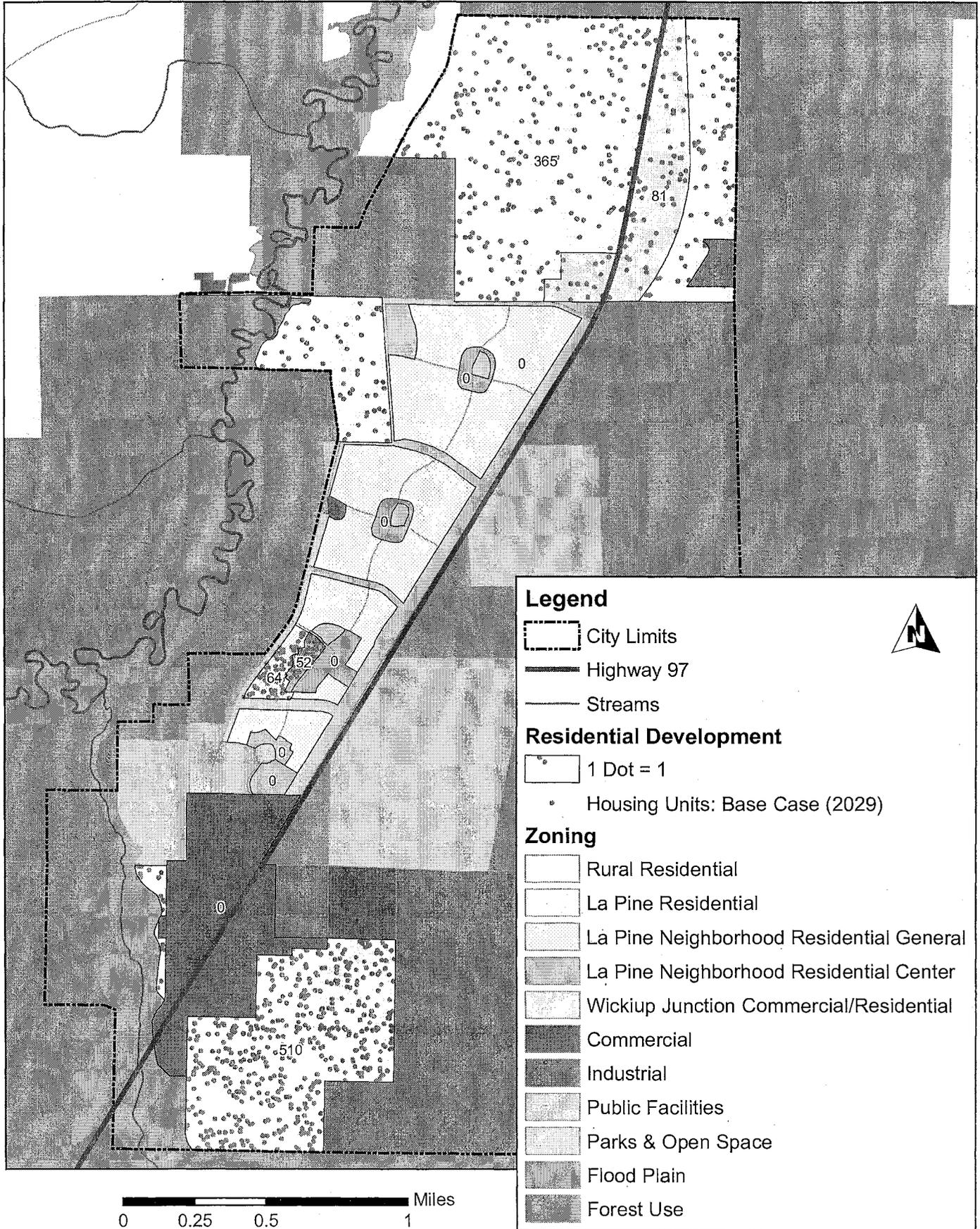
YEAR	Road Miles				Road miles maintained by city			Paving cost	Annual Road Maintenance Costs			
	county roads accepted	private roads accepted	gravel roads paved	new sub-division roads	Paved local roads	Paved collector roads	Gravel roads		Paved local roads	Paved collector roads	Gravel roads	Total
								Present Dollars				
2006												
2007					2.79	0.00	7.37	\$ -	\$ 40,056.43	\$ -	\$ 63,043.38	\$ 103,099.81
2008				0.031	2.82	0.00	7.37	\$ -	\$ 41,491.91	\$ -	\$ 64,581.02	\$ 106,072.93
2009	1.04	0.16	0.37	0.032	3.39	1.04	7.37	\$ 91,030	\$ 50,999.05	\$ 19,394.71	\$ 66,156.17	\$ 227,580.09
2010	1.04	0.16	0.37	0.033	3.95	2.07	7.00	\$ 93,250.42	\$ 60,956.08	\$ 39,735.49	\$ 64,381.25	\$ 258,323.24
2011	1.04	0.16	0.37	0.033	4.51	3.11	6.63	\$ 95,524.82	\$ 71,379.81	\$ 61,056.98	\$ 62,480.39	\$ 290,442.00
2012	1.04	0.16	0.37	0.034	5.08	4.14	6.26	\$ 97,854.69	\$ 82,287.61	\$ 83,394.90	\$ 60,448.51	\$ 323,985.71
2013	1.04	0.16	0.37	0.035	5.65	5.18	5.90	\$ 100,241.39	\$ 93,697.45	\$ 106,786.15	\$ 58,280.34	\$ 359,005.33
2014	1.04	0.16	0.37	0.036	6.22	6.21	5.53	\$ 102,686.31	\$ 105,627.91	\$ 131,268.83	\$ 55,970.45	\$ 395,553.49
2015	1.04	0.16	0.37	0.036	6.78	7.25	5.16	\$ 105,190.85	\$ 118,098.21	\$ 156,882.26	\$ 53,513.21	\$ 433,684.52
2016	1.04	0.16	0.37	0.037	7.35	8.28	4.79	\$ 107,756.48	\$ 131,128.22	\$ 183,667.03	\$ 50,902.81	\$ 473,454.54
2017	1.04	0.16	0.37	0.038	7.92	9.32	4.42	\$ 110,384.69	\$ 144,738.51	\$ 211,665.06	\$ 48,133.24	\$ 514,921.49
2018	1.04	0.16	0.37	0.039	8.49	10.35	4.05	\$ 113,077.00	\$ 158,950.31	\$ 240,919.58	\$ 45,198.28	\$ 558,145.17
2019	1.04	0.16	0.37	0.040	9.06	11.39	3.69	\$ 115,834.97	\$ 173,785.62	\$ 271,475.23	\$ 42,091.53	\$ 603,187.35
2020	1.04	0.16	0.37	0.040	9.64	12.42	3.32	\$ 118,660.21	\$ 189,267.15	\$ 303,378.09	\$ 38,806.34	\$ 650,111.79
2021	1.04	0.16	0.37	0.041	10.21	13.46	2.95	\$ 121,554.37	\$ 205,418.42	\$ 336,675.68	\$ 35,335.85	\$ 698,984.32
2022	1.04	0.16	0.37	0.042	10.78	14.49	2.58	\$ 124,519.11	\$ 222,263.71	\$ 371,417.07	\$ 31,672.99	\$ 749,872.88
2023	1.04	0.16	0.37	0.043	11.36	15.53	2.21	\$ 127,556.16	\$ 239,828.17	\$ 407,652.89	\$ 27,810.43	\$ 802,847.64
2024	1.04	0.16	0.37	0.044	11.94	16.56	1.84	\$ 130,667.28	\$ 258,137.76	\$ 445,435.35	\$ 23,740.61	\$ 857,981.00
2025	1.04	0.16	0.37	0.045	12.51	17.60	1.47	\$ 133,854.29	\$ 277,219.35	\$ 484,818.35	\$ 19,455.72	\$ 915,347.72
2026	1.04	0.16	0.37	0.046	13.09	18.63	1.11	\$ 137,119.03	\$ 297,100.73	\$ 525,857.49	\$ 14,947.69	\$ 975,024.94
2027	1.04	0.16	0.37	0.047	13.67	19.67	0.74	\$ 140,463.40	\$ 317,810.60	\$ 568,610.14	\$ 10,208.18	\$ 1,037,092.31
2028	1.04	0.16	0.37	0.048	14.25	20.70	0.37	\$ 143,889.33	\$ 339,378.67	\$ 613,135.45	\$ 5,228.58	\$ 1,101,632.03
2029				0.049	14.30	20.70	0.00	\$ -	\$ 348,857.29	\$ 628,089.97	\$ (0.00)	\$ 976,947.26

Appendix D: Land Use Scenario Maps

La Pine Residential Development: Current (2007)



La Pine Residential Development: Base Case



Legend

City Limits

Highway 97

Streams

Residential Development

1 Dot = 1

Housing Units: Base Case (2029)

Zoning

Rural Residential

La Pine Residential

La Pine Neighborhood Residential General

La Pine Neighborhood Residential Center

Wickiup Junction Commercial/Residential

Commercial

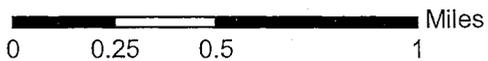
Industrial

Public Facilities

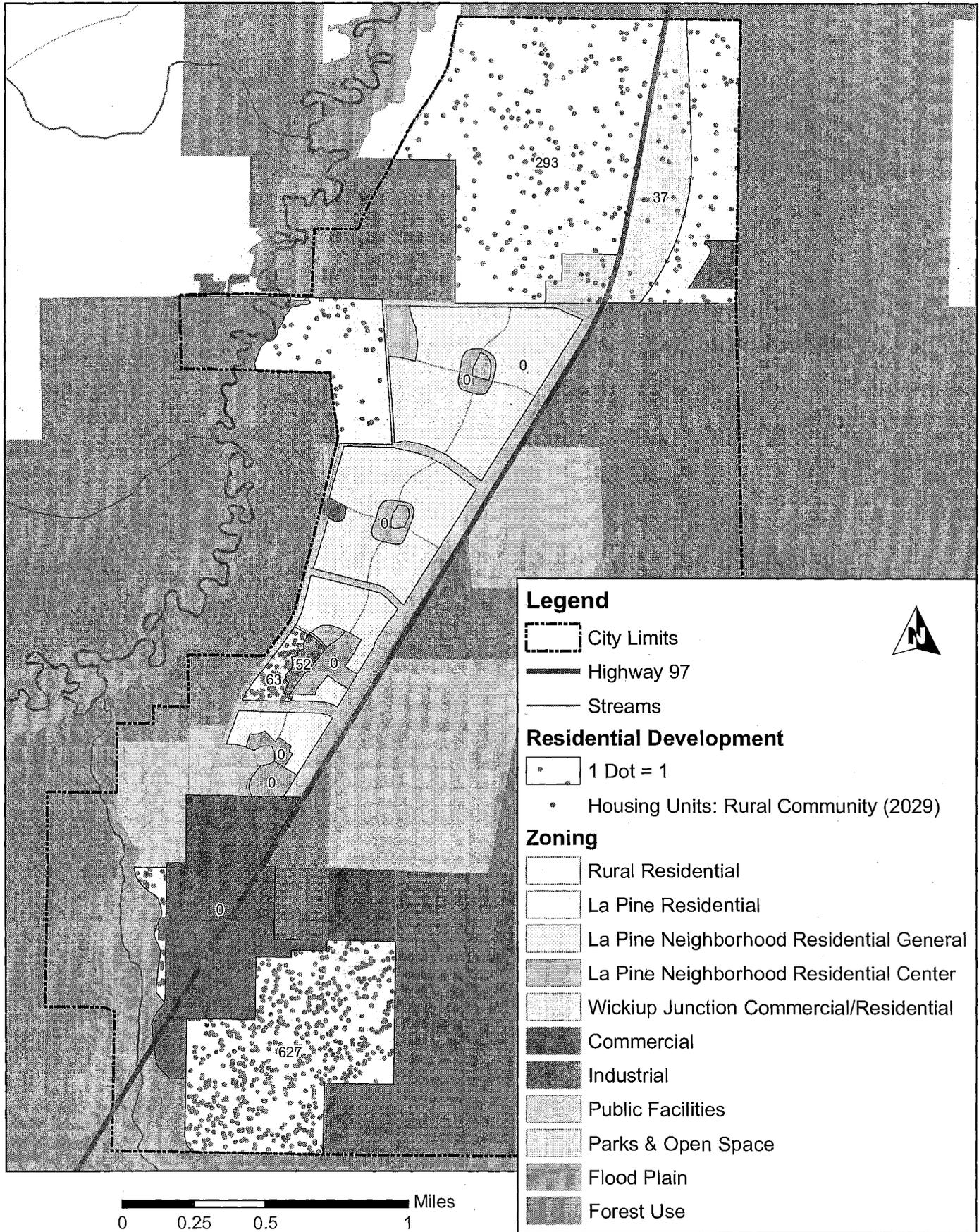
Parks & Open Space

Flood Plain

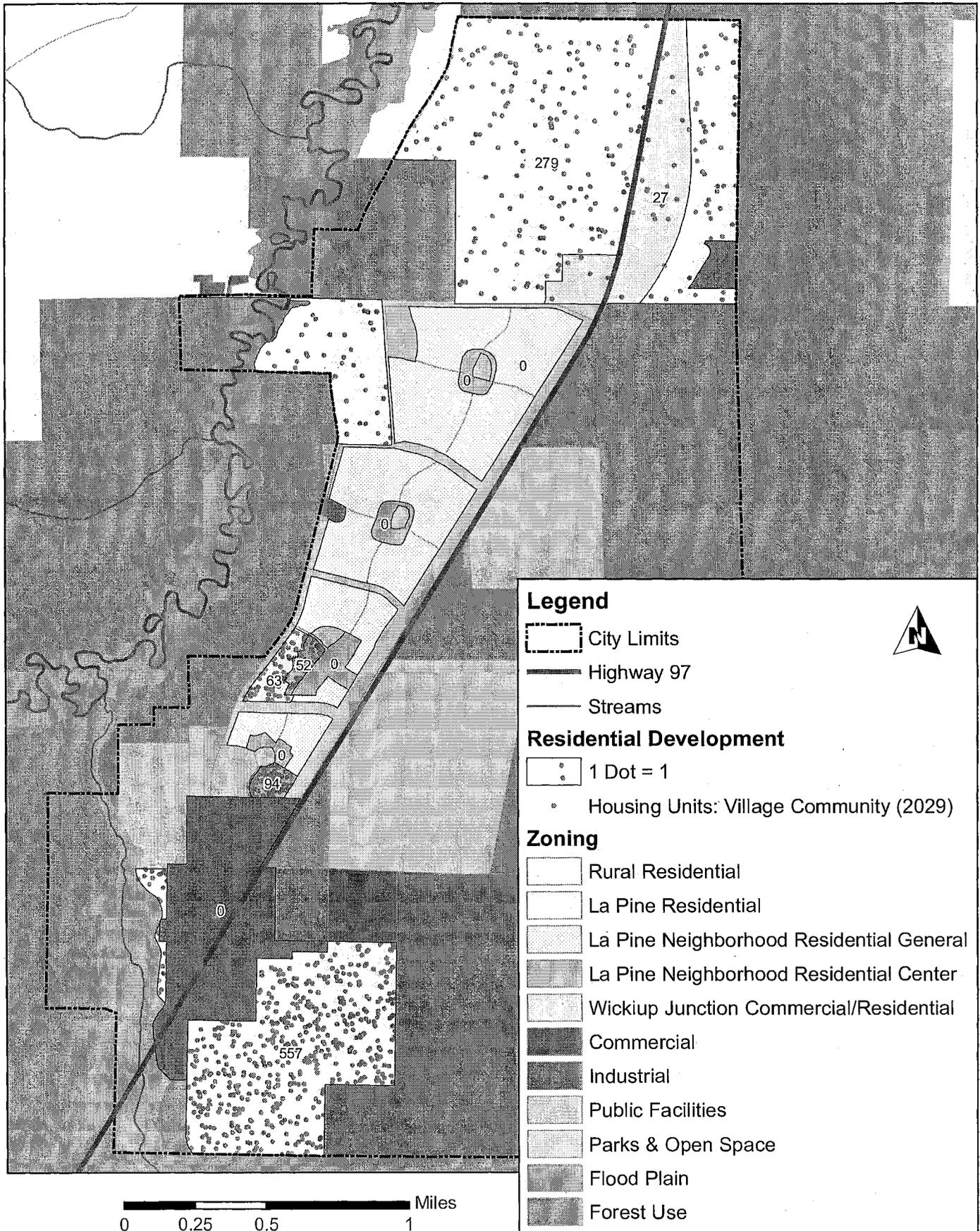
Forest Use



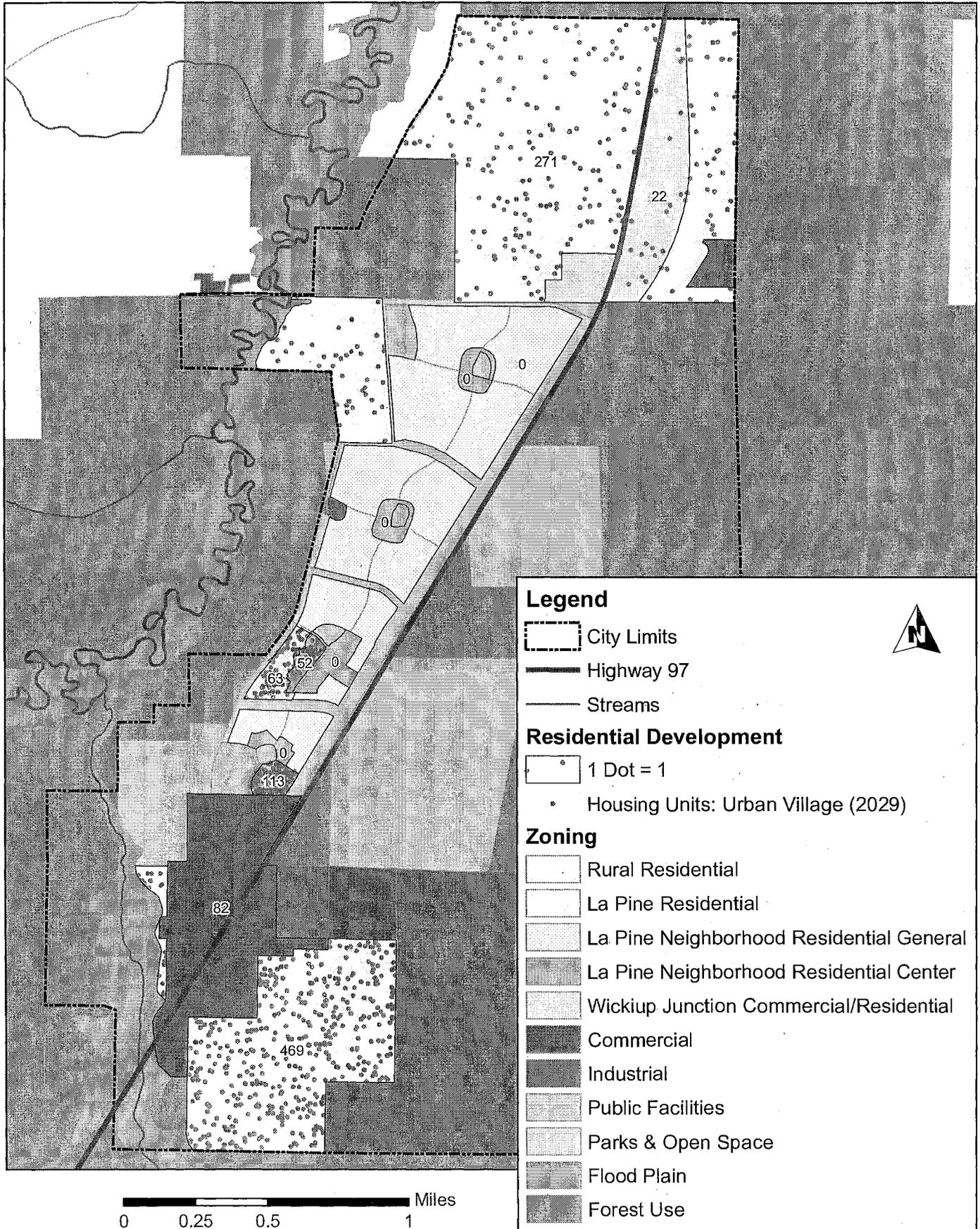
La Pine Residential Development: Rural Community



La Pine Residential Development: Village Community



La Pine Residential Development: Urban Village





WORKSOURCE
OREGON
EMPLOYMENT DEPARTMENT

Regional Profile
Labor Force, Employment and
Unemployment in Region 10

*For questions regarding content, please contact Steve Williams at
Stephen.C.Williams@state.or.us, (541) 388-6442*

www.employment.oregon.gov
www.qualityinfo.org

October 2007

INTRODUCTION

Central Oregon's labor force has experienced dramatic changes over the past two decades. The most significant has been its growth. Fueled by an ever-expanding population, the region containing Crook, Deschutes and Jefferson counties has seen its labor force more than double since 1980. The challenge of growing job opportunities along with an expanding population is one most of the communities in the region have addressed. The region diversified its employment, bringing in companies in new and emerging industries. This forever changed the industrial make-up of the area and helped soften the blow from slowdowns in any one particular sector.

The benefits of a diverse economy were particularly evident during the most recent national recession that began in 2001. During that time, Central Oregon's unemployment rates climbed, as did the state's and nation's. Still, they didn't climb as sharply or to the level they reached during the recession of the early 1980s. At that time, Central Oregon was heavily dependent on the wood products industry, which lost jobs due to high interest rates and a slowdown in the national housing industry. This translated into unemployment rates in the region above 15 percent, as activity related to the wood products industry slowed – and the overall local economy with it. During the most recent recession, diversification of the local economy in hospitality, trade, high-tech manufacturing and government helped the region skim through with rates reaching only 7.9 percent.

LABOR FORCE

The labor force consists of all residents 16 and older who are either employed or unemployed and actively seeking work. Each person is counted only once in labor force statistics even if he or she holds more than one job. Institutionalized individuals are excluded from official labor force statistics, as are active-duty Armed Forces personnel, which is why the term "civilian" labor force is often used.

Employed: A labor force participant is employed if he or she:

- worked at least one hour as a paid employee; or
- worked in his or her own business, profession, or farm; or
- worked at least 15 hours as an unpaid worker in an enterprise operated by a family member; or
- was temporarily absent from work because of vacation, illness, bad weather, childcare problems, parental leave, labor-management dispute, job training or other family or personal reasons.

Unemployed: A labor force participant is unemployed if he or she:

- had no job,
- was available for work,
- made specific efforts to find work, or
- was waiting to be recalled to a job after a layoff, regardless of whether or not he or she was looking for other work.

The definition of unemployment excludes certain groups who are sometimes thought of as being unemployed or underemployed. Discouraged workers – those who would like to work but have

stopped looking – are not counted because they are not actively seeking work. People who work part time but would prefer full time work also are not counted as unemployed because they are working. While neither of these groups is included in unemployment figures, national data for each are gathered and published separately.

There are five major “unemployed” categories:

- **Job losers**, who are on temporary or permanent layoff
- **Job leavers**, who voluntarily leave a job and immediately begin to look for another
- **Those who complete temporary jobs** and begin to look for new jobs
- **Re-entrants**, who worked, left the labor force, and have begun a new job search
- **New entrants**, who have never worked before

Unemployment Rate: The unemployment rate is simply the number of unemployed people expressed as a percentage of the labor force.

To help distinguish the causes of rising or falling unemployment rates, economists often characterize unemployment as:

- **Seasonal unemployment**, which results from normal, repetitive fluctuations in business activity that occur as the seasons change, for example, post-holiday layoffs in the retail trade sector
- **Cyclical unemployment**, which results from a general downturn in business activity that is brought about by reduced demand for goods and services such as during a recession
- **Structural unemployment**, which refers to a mismatch between industry needs and the skills of the local workforce, typically caused by a change in the economic structure of an area or by technological change
- **Frictional unemployment**, which occurs due to inevitable delays between starting a job search and finding a suitable job

Reasons for Unemployment

“Job losers” make up the largest share of U.S. unemployment, accounting for 36 percent of the total in 2006. The majority of the job losers lost their jobs permanently (Graph 1).

The share of the unemployed who are “job leavers” typically varies with the state of the economy. During recessions, fewer people voluntarily leave their jobs since opportunities elsewhere are diminished. However, when the economy and labor demand are strong, more people are likely to quit their jobs, confident they will soon find something better.

New entrants to the labor force have remained a relatively small and fairly constant fraction of the total unemployed (4% to 8%), primarily reflecting the size of the youth population. Unemployment among re-entrants to the labor force, however, is larger and more variable, following a pattern similar to that of job leavers. The number of re-entrants tends to fall when the economy is weak and rise when job growth is strong.

Unemployment Myths and Realities

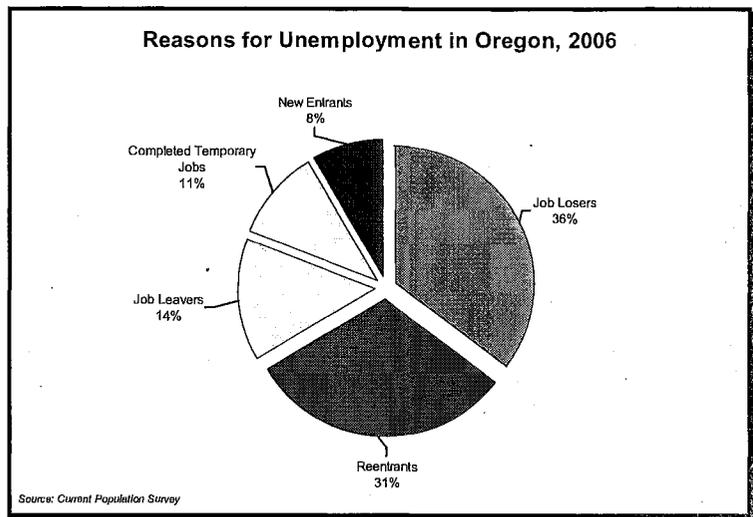
A person does not have to be drawing unemployment insurance benefits to be counted as unemployed for statistical purposes. Tallies of unemployment

insurance recipients are, indeed, one factor used in the calculation of local area unemployment rates, but several other statistical inputs are considered, too. Fewer than half of the people counted as unemployed actually are receiving unemployment insurance payments. It's likely that job leavers, re-entrants, and new entrants, for example, would have a difficult time qualifying for unemployment benefits, even though they count among the jobless for statistical purposes. Unemployment insurance benefits vary by individual case; the preceding sentence is a generalization.

In fact, some people who draw unemployment insurance benefits are counted as employed. For example, a person who worked full time but has been involuntarily cut to part-time hours may qualify for partial unemployment insurance benefits. Another example would be a person who has been let go by one employer and works odd jobs for another employer or through self-employment. If the earnings from these odd jobs are small, partial unemployment benefits may be paid. However, since the individual works at least one hour per week, he or she is statistically employed under the labor force definitions.

CENTRAL OREGON'S UNEMPLOYMENT RATE IS NOW LOWER THAN THE STATE'S, AND LABOR FORCE GROWTH IS MUCH FASTER

Since 1980, the counties in Central Oregon consistently experienced unemployment rates higher than Oregon until the year 2002. Although Crook County's rate remained higher than the state's, Deschutes and Jefferson counties began recording annual rates at or lower than Oregon's. One possible explanation for this is that the statewide recovery from recession occurred more slowly, and growth in Central Oregon during the expansion has been rapid. The unemployment rates in all three counties have steadily decreased since 2003, approaching and recording historic lows. Currently, the rapid population growth is creating more demand for labor at the many new businesses in the area, resulting in pressure on a tight labor market and a resulting low unemployment rate.

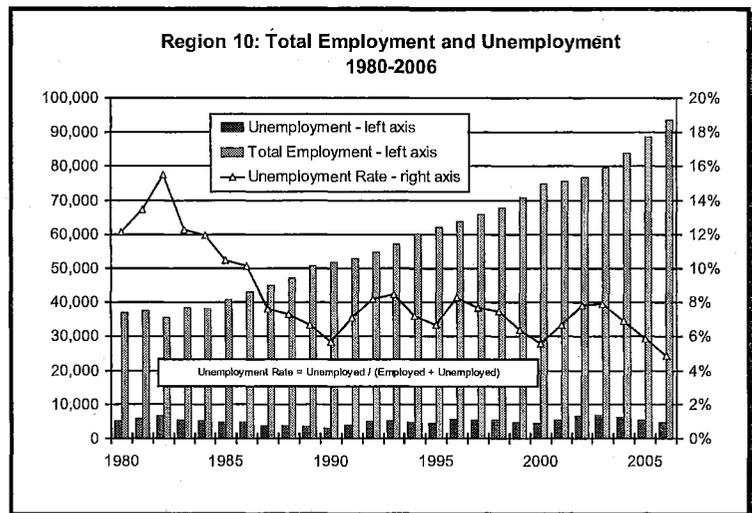


Graph 1

The rapid increase in the region's population led to a 52 percent increase in its civilian labor force from 1996 to 2006 and a more than 130 percent increase since 1980. These jumps were both roughly three and five times the statewide rate and caused growing pains for Central Oregon communities. Rapid growth forced communities to find innovative ways to find workers while at the same time they continue to recruit new businesses to the area to diversify the economy.

An important effort in the region to increase job opportunities has been a focus on human resource development. Central Oregon has been aggressive in developing an educational system to meet present and future training needs of its growing workforce and business community. The approach in Region 10 has been multifaceted, ranging from Central Oregon Community College's Manufacturing and Applied Technology Center in Redmond to the establishment in Bend of Oregon State University's Cascades Campus, which offers four-year and graduate degrees. The region also emphasizes partnering between business, education, and public and private agencies in meeting workforce training needs. However, population growth continues to present a challenge for Central Oregon communities as they strive to increase and diversify available job opportunities.

Graph 2 shows the two components that make up Central Oregon's labor force – the number of employed persons and the number of unemployed persons – along with the region's unemployment rate. This graph shows the rapid increase in the number of employed persons in the region, which has grown nearly every year since 1984. At the same time, the number of unemployed persons hovered around 5,000 for most of this period. Its lowest point was in 1990; its highest, in 2003. The overall trend in the region's unemployment rate has been downward as the region continues to diversify its industry base.



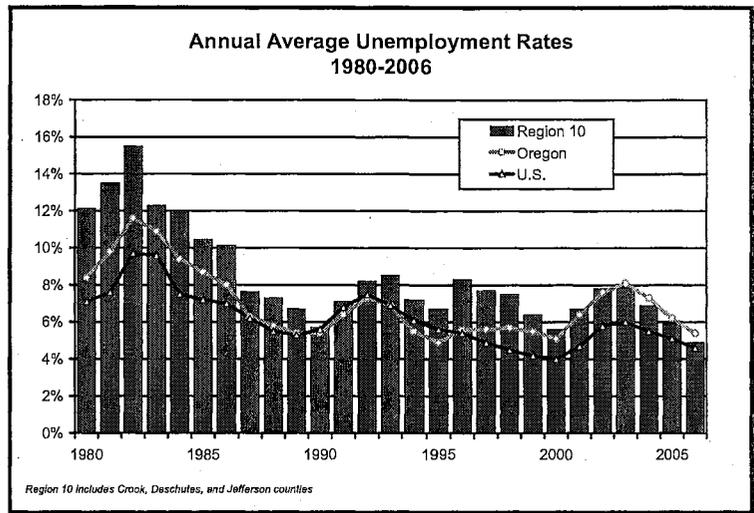
Graph 2

The cycles experienced by the unemployment rate over the past two decades reveal the highs and lows of the local and national economies, shown in Graph 3. The region's unemployment rate was at its highest point in 1982 during the height of one of the most severe recessions in 50 years. This recession was a turning point for the local economy and Oregon as a whole; it marked the beginning of the decline of natural resource-based industries and the need for a more diverse economy. After the early 1980s recession, unemployment rates dropped as the region began diversifying and economic conditions improved. This continued until the economy soured again in the early 1990s. Since this time, Central Oregon's unemployment rate stayed on average almost 0.8 percentage point higher than the state's average and slightly under 2 points higher than the national average. All three areas experienced a sharp decrease in rates since 2003, following a period of increasing rates from 2000 to 2003.

Crook County

Unemployment in Crook County averaged 2.3 percentage points higher than the statewide level from 1990 to 2006.

Comparing unemployment rates in the past decade between Crook County and Oregon, the difference is slightly narrower – averaging about 2.1 percentage points. Throughout the decade, the county experienced a large range in its rates, with a low of 6.0 percent and a high of 9.7 percent. In every year, it was above the statewide level. Since 2000, the county's unemployment rate increased steadily from 7.3 percent to a high of 9.7 percent in 2003, and since dropped to 6.0 percent. Crook's consistently higher unemployment rates are the combined result of the economic structure of the local economy and a growing population.



Graph 3

As would be expected, the increase in Crook County's population resulted in the increase of its civilian labor force. Since 1990, the county's civilian labor force increased by 40.7 percent, averaging growth of a little over 2 percent a year. The recent expansion in the county's economy resulted in a gain of 733 persons in the civilian labor force since 2003. Even with a gain in the overall civilian labor force, the past three years brought a sharp decline in the county's number of unemployed, a result of expanding economic activity at many levels.

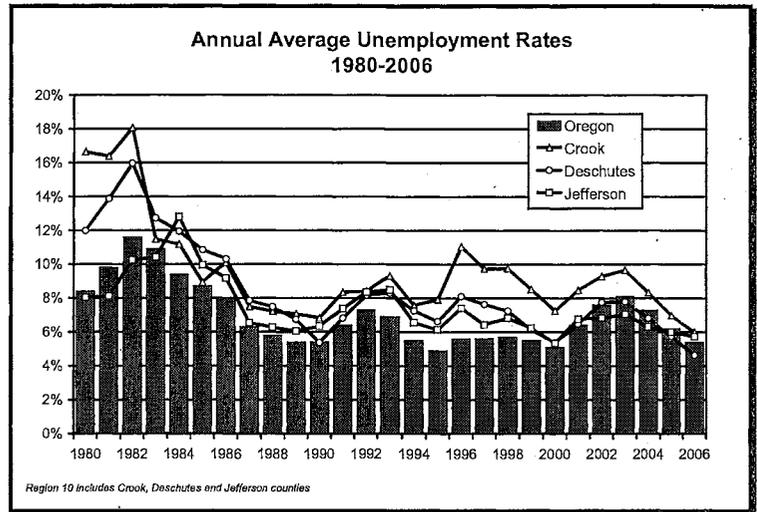
These higher levels of unemployment have their roots in the economic structure of Crook County. A large part of the county's industrial employment is concentrated in the highly cyclical and seasonal wood products industry. Though the county made strides toward economic diversity, it remains susceptible to the cyclical nature of this industry. Wood products manufacturing employment – as a percent of total employment in the county – changed little since the late 1990s. In 2006, it represented 16 percent of nonfarm payroll employment and over 86 percent of manufacturing employment in the county.

Deschutes County

On average, unemployment in Deschutes County was 1.4 percentage points above the statewide average from 1990 to 1998. From 1999 to 2006, its average was slightly lower than the state. The county's unemployment rate – historically slightly higher than the statewide average – was mostly the result of the county's high level of population growth. The fast population growth led to a problem: many new companies discovered Deschutes County is a great place to take advantage of a growing market. Their presence here increased the demand for workers, making the local labor market very tight. The county has seen unemployment rates at their lowest levels in 40 years.

This accelerated growth in Deschutes County's population brought an almost equal increase in its civilian labor force. From 1996 to 2006, the county's civilian labor force grew by 26,128 or over 62 percent. Surprisingly, even though there was fast labor force growth in 2006, the number of unemployed persons is actually smaller in 2006 than it was in 2005 because of the strong economy and healthy demand for workers.

Deschutes County's unemployment rate hit a 30-year low in 2000, just before the economy's abrupt slowdown. Since then, the rate climbed by 2.4 percentage points to 7.8 percent in 2002, before declining to a historic low in 2006 of 4.6 percent. Even with increased population that brought higher-than-statewide unemployment rates to the county during the late 1990s, the diversification of its industries helped soften the blow during economic downturns. As an example, during the recession in the early 1980s, when the county was much less diverse than it is today, it had unemployment rates as high as 16.0 percent. Even during the early 1990s recession, the unemployment rate hit 8.3 percent.



Graph 4

Jefferson County

The unemployment rate in Jefferson County was about 1.1 percentage points higher on average than the state between 1990 and 1999. This puts Jefferson and Deschutes counties at a similar level of unemployment throughout the 1990s. From 2000 to 2006, Jefferson County's unemployment averaged 6.3 percent, while Deschutes' averaged 6.4 percent. As with all counties in Central Oregon, Jefferson County's workforce struggles with population growth and seasonal employment.

Jefferson County's employment base is fairly diverse with employment spread over a stable foundation of manufacturing and government employers. Within government, the Confederated Tribes of the Warm Springs plays a major role and offers steady work to many county residents. In 2006, tribal employment made up about 14 percent of the county's total nonfarm employment and averaged slightly higher than that going back to 1995. The county's manufacturing base is built around a vibrant wood products industry, but continues to diversify as the wood products share of manufacturing employment declined by 7 percent since 2001. Manufacturing's overall employment levels remained steady.

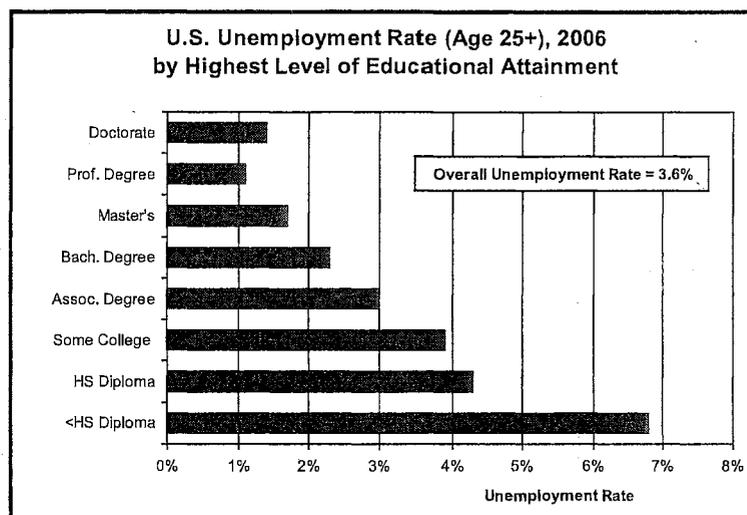
Jefferson County's agricultural workers play an integral role in the county's unemployment rate. Because of agriculture's seasonal nature, the county's unemployment rate has the largest seasonal component in Central Oregon. During the winter when work in the county's fields is scarce, the unemployment rate can soar to highs in the low double digits. Unemployment rates of 10 percent to 14 percent are not uncommon for January and February, but in the late summer and early fall, when

the harvest is in full swing, rates below 5 percent are not uncommon. Throughout the year, these highs and lows are averaged to produce a rate that has often been the lowest in the tri-county area.

LABOR FORCE TRENDS AND CHARACTERISTICS

The nation's labor force participation rates – the percentage of the population 16 or older working or looking for work – was about 59 percent in 1964. It climbed for many years as women increasingly entered the paid labor force and the baby-boom generation moved out of high school and college and into the workplace. Oregon's rate rose from about 62 percent in 1975 – about 1 percentage point above the U.S. rate that year – and hit a peak of about 69 percent in 1996. Since then, it has drifted down slightly, bouncing between 68 percent and 69 percent except in the recession years of 2002 and 2003, when it dropped to 67.5 percent and 67.1 percent, respectively.

On average, workers with higher levels of formal education are less likely to be unemployed (Graph 5). National data for 2006 indicate that, as a group, workers 25 or older with a first professional degree (e.g., a law or medical degree) had an unemployment rate of only 1.1 percent, while those with a doctorate had an unemployment rate of 1.4 percent. At the other end of the scale, those who had not completed high school had an unemployment rate of 6.8 percent. The unemployment rates of groups between these two extremes continued the pattern, with higher levels of education corresponding to lower unemployment rates. Although comparable Oregon data are not available, it is reasonable to assume this pattern occurs in Oregon just as it does in the nation as a whole.



Graph 5

Close to three in 10 workers in Oregon work part time. Since 1994, the percentage of Oregonians working part time has varied from as low as 28 percent to as high as 31 percent, but in most years it has been very close to 29 percent. In 2003, the most recent year with data, 28 percent of the employed workforce was working part time. The majority of part-time workers indicated they were working part time for reasons other than a poor economy. About 17 percent of the unemployed were looking for part-time work.

SUMMARY

Central Oregon's growing pains were reflected in its often higher-than-statewide average unemployment rates, until the past few years. However, these growing pains have led to a more diverse economy, which helps diminish the shock of economic downturns, and encourages business growth and demand for workers.

The three counties in Central Oregon revealed varying levels of unemployment and labor force growth over the past two decades. Deschutes County's labor force growth has been unmatched in the state, while Crook County consistently has higher levels of unemployment than its neighboring two counties. Jefferson's seasonal employment fluctuations average out over the year, leaving the county typically with the region's lowest rates, until recent years.

Note: Due to changes in estimating methods, unemployment rates are not strictly comparable before 1990.

DMC Consulting Services LLC/Foreterra LLC

August 12, 2010

Oregon Department of Land Conservation and Development
Richard Whitman, Director
635 Capitol Street N.E., Suite 150
Salem, OR 97301

RE: City of La Pine Grant Agreement TA-R-11-154; Compliance with Special Awards Condition Table, Items 2-4

Dear Mr. Whitman:

As consultants for the City of La Pine and as required by the provisions of Grant Agreement TA-R-11-154, we are submitting the documents and products as listed in and required by Special Awards Condition Table, items 2-4. These include:

Item #2:

- Report on Document Search
- Report on Formation of TAC, including names and affiliation
- Draft Land Use Ordinances as Specified in Grant Application Narrative

Item #3:

- Letter to DLCD Requesting DLCD Acknowledgement of City of La Pine Adopted Comprehensive Plan
- Adopted Comprehensive Plan Text and Map
- Timeline for Completing the Adoption of the Land Use Ordinances/Compliance Schedule

The above listed documents are included herein, with specific request from DLCD for the following:

- Approval of a "Compliance Schedule" for adopting and submitting to DLCD the Land Use Ordinances (final grant products) by May 31, 2011 and submitting the Notice of Adoption to DLCD under PAPA procedures.

Item #4:

- Attachment C – Interim Reimbursement Form. The Form, with the accompanying documents will also be submitted the assigned grant administrative specialist. This will be sent under separate cover with City signature.

We appreciate the opportunity to work with DLCD and the City of La Pine in completion of these products. By approving the compliance schedule in accordance with the initial timelines and latitude established in Attachment A to the grant agreement (to finish all work products by May 31, 2011 (grant timeline of June 30, 2011), the City of La Pine will be in compliance with the requirements for newly incorporated cities. Additionally, the compliance schedule conforms with the contract provisions between the City of La Pine and our responsibilities to them as the consultants under this agreement.

Respectfully submitted,

Deborah McMahon
Deborah McMahon
DMC Consulting Services LLC

James J. Lewis
James J. Lewis
Foreterra LLC

DMC Consulting Services LLC/Foreterra LLC

COMPLIANCE SCHEDULE

The following is the "Compliance Schedule" for adopting and submitting to DLCD the Land Use Ordinances (final grant products) by May 31, 2011 and submitting the Notice of Adoption to DLCD under PAPA procedures (Per Special Award Conditions Table - Grant No.TA-R-11-154, City of La Pine/DLCD).

Item #1:

Report from City of La Pine of Consultant selected to prepare the work under the grant and the work under the grant tasks that they will work on:

- Consultant chosen: **March 3, 2010**
- Contract between City of La Pine and Consultant: **May 4, 2010 (effective date of March 1, 2010 – per contract)**

Item #2:

- Submittal of Report on Document Search: **August 15, 2010**
- Submittal of Report on Formation of TAC, including names and affiliation: **August 15, 2010**
- Submittal of Draft Land Use Ordinances as Specified in Grant Application Narrative: **August 15, 2010**

Item #3:

- Submittal of Letter to DLCD Requesting DLCD Acknowledgement of City of La Pine Adopted Comprehensive Plan: **August 15, 2010**
- Submittal of Adopted Comprehensive Plan Text and Map: **August 15, 2010**
- Submittal of Timeline for Completing the Adoption of the Land Use Ordinances: **August 15, 2010**

Item #4:

- Submittal of one (1) copy of each product in hard copy and one (1) digital CD to the Grant Manager and Grant Administrative Specialist¹: **August 15, 2010**
- Attachment C – Interim Reimbursement Form. The Form, with the accompanying documents will also be submitted the grant administrative specialist (Grant Program Manager, Darren Nichols) herewith: **August 15, 2010**

Item #5:

- Notice of Proposed Plan Amendment Submittal Form (Attachment D, Form 1 - for the products described in Grant Item #2 above (at least 45 days prior to first hearing): **February 28, 2011**

Item #6:

- Conduct Public Involvement Meetings; Modify draft Land Use Ordinances Based on Public Involvement; Hold Planning Commission and City Council Hearings; make Final Modifications and Develop GIS Map as described in Attachment A – Grantee Grant and Narrative Tasks 3 and

¹ As per DLCD staff, the compilations may be sent in on CD's to avoid hardcopy printing.

DMC Consulting Services LLC/Foreterra LLC

4; and, Adopt Land Use Ordinances as described in the Grantee Grant Application Narrative, Attachment A-Task 4. Including the following products: Report on Results of Public Involvement Meetings; Report on Results of Public Hearings (including minutes); Final Modified Draft Land Use Ordinances and GIS Map based on Public Hearings; and, Adopted Land Use Ordinances as listed in Section 2. Products and Outcomes, and as described in the Grantee Grant Application Narrative, Attachment A – Task 4: May 31, 2011

Item #7:

- Prepare Attachment E – Form 2 DLCD Notice of Adoption Submittal Form – Including: Form; signed land use ordinances, findings, and participation list (one hard copy and one digital copy to the Grant Administrative Specialist): **May 31, 2011**

Item #8:

- Submit one (1) copy of each product in a hard copy and one (1) in digital CD each to the Grant Manager and to the Grant Administrative Specialist: May 31, 2011
- Send Attachment C – Final Reimbursement Form and accompanying products to the Grant Administrative Specialist: **May 31, 2011**

Cc: Darren Nichols, DLCD
Jon Jinings, DLCD

**CITY OF LA PINE
ECONOMIC OPPORTUNITIES ANALYSIS**

Prepared June 2009, Updated August 2010

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4	Statement of Community Economic Development Objectives - <i>La Pine's Economic Development Goals and Policies</i>
8	Key Employment Data for La Pine
9	La Pine's EOA approach and methodology
10	Population
19	Economic Trends
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31	Trend Analysis
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42	Commercial and Industrial Land Needs 2009-2029 – <i>Creating a 20-year supply</i>
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INTRODUCTION

The City of La Pine incorporated in 2006 and with the help of its citizens and local agencies has created its own Comprehensive Plan (Plan). The community is taking an approach to planning that requires a full review of the local economy and thus, the goal of this Economic Opportunities Analysis (EOA) is to review the ability of the community to sustain itself through the concept of a “Complete Community” – as advocated by the Plan. In compliance with Goal 9 as stipulated by OAR 660, Division 9 the objective of this analysis is to identify likely industrial/employment lands and other economic development opportunities/needs over the planning period of the next 20 years and to create a sustainable local economic development strategy.

In addition to the local policies listed in the La Pine Comprehensive Plan, the City embraces the directives outlined by DLCD in its April 14, 2008 DLCD EOA Tasks and Deliverables circular. In fact, the DLCD circular is a good framework to for addressing the elements of Goal 9. The sections of the EOA circular and La Pine’s responses are listed below.

ECONOMIC OPPORTUNITIES ANALYSES ***DLCD Objectives and Requirements***

Objective: To identify likely industrial and other economic development opportunities and corresponding employment land needs over the planning period of the next 20 years.

La Pine Response: *This EOA complies with the required deliverables of an Economic Opportunities Analysis (EOA) funded by the Department of Land Conservation and Development (DLCD).*

1. Preparation of an EOA:

Purpose: Reduce cost and delay, anticipate obstacles, prevent surprises and keep planning activities aligned with local policy.

Deliverables: A locally approved Statement of Community Economic Development Objectives. Evidence of support and coordination from key cooperating organizations and agencies.

Typical activities include:

a. Review Oregon’s land use program with DLCD staff to understand key concepts. Pay special attention to:

- i. OAR 660, division 9, Economic Development;
- ii. 660-009-0005(10) - Short-term supply of land;
- iii. 660-009-0010(5) - Adequate planning effort;
- iv. 660-009-0020(1)(a) - Economic development objectives;
- v. OAR 660, division 24, Urban Growth Boundaries (UGB);

- vi. 660-024-0040(5) - Employment land need; and
- vii. 660-024-0040(8) - Safe harbors.

La Pine Response: The city has been in direct contact with various State of Oregon staff to obtain current data and advice. The city has also consulted with local officials, experts, and citizens to obtain a community perspective. All of this data has been incorporated into the Economic Development Policy Chapter of the Adopted La Pine Comprehensive Plan. These policies serve as the Statement of Community Economic Development Objectives. Evidence of the support and coordination is contained in the accompanying appendix/research data contained within the attached CD's. This EOA responds to the key areas described above. Information related to the above topics is provided throughout the EOA in various sections below.

b. Prepare an informal draft Statement of Community Economic Development Objectives. Economic development planning typically looks back at the economic history of the area and changes affecting that tradition, looks forward at new opportunities, and defines a series of actions to be taken by local government to achieve a desired and sustainable result.

La Pine Response: The City's Comprehensive Plan contains Goal, Policies, and Programs that serve as a Statement of community Economic Development Objectives. These are listed below.

La Pine Economic Development Goals and Policies

Goal # 1: Provide adequate industrial and commercial land inventories to satisfy the urban development needs of La Pine for the 20-year planning horizon.

Policies

- ***The current city limits is adequate for serving as the Urban Growth Boundary, although special circumstances may necessitate expansion before 2029.***
- ***Updates to inventories and analysis of needed industrial and commercial land types, existing land supplies, and economic development strategies for meeting the requirements of the community are essential. It is necessary to provide adequate buildable industrial and commercial land for the 20 years planning horizon.***
- ***Frequent updates to the inventories may be required in response to redevelopment, proposed zone changes, mixed-use development techniques and planned unit developments that enable "Complete Neighborhood" concepts and economic development opportunities.***

- *State, local, and nationwide trends are not adequate to properly estimate needed industrial and commercial lands. Other local information and economic development targeting goals must be used to properly evaluate future land needs.*
- *Adequate public facilities must be planned, funded, and installed to serve industrial sites and commercial areas.*
- *Preservation of large industrial parcels over 30 acres in size will attract target industries and new manufacturing businesses.*
- *Planning for workforce housing will also attract target industries.*
- *Urban reserve planning will be needed to project growth beyond the 20-year period.*
- *Additional land may be needed to support large scale recreational and industrial uses. Where there are particular locational requirements for certain activities, amendments to the Comprehensive Plan may be necessary too. Amendments should be evaluated in relation to all applicable policies of the Comprehensive Plan.*

<p><i>Goal # 2: Develop an “Economic Development Strategic Plan” and other mechanisms necessary for supporting and enhancing the local economy.</i></p>

Policies

- *Successful economic development strategies require cooperation with a variety of agencies and other groups to develop a plan that best meets the requirements of a growing community.*
- *Successful economic opportunities rely upon the communities’ ability to support and connect various elements of the economic development into an integrated framework.*
- *Promoting an entrepreneurial climate for existing and new businesses is a key factor in strategic planning.*
- *Providing a strong public partnership with local businesses is key to successful economic development.*
- *Ensuring a high quality of life and the small town atmosphere is essential to addressing citizen concerns about growth and economic development.*

- *SDC charges must be carefully developed and monitored. This will ensure that development pays its own way while not creating obstacles to desired development or educational needs.*
- *The State of Oregon transportation system (ODOT) has a significant effect upon the local community. Local groups and City decisions makers will need to establish good working relationships with ODOT to ensure coordination and adequate capacity.*
- *The City recognizes that an airport (privately owned or public) would be a strong economic driver for the la Pine area. Efforts to explore the creation of an airport shall be supported by the City, but shall not be the obligation of the City.*

Programs

The City shall:

1. *Adopt the City Limits as the urban growth boundary - UGB.*
2. *Regularly monitor and analyze commercial and industrial land inventories. When new lands are needed, the City Council shall authorize expansion of the UGB or other methods to ensure that at least a 20-year inventory of land for each category is available within the urban area.*
3. *Coordinate growth needs with the various utility providers within the community.*
4. *Explore and initiate methods for preserving large industrial parcels to meet projected demand.*
5. *Initiate and complete urban reserve planning consistent with the other provisions previously listed in this Plan.*
6. *Any correction amendments and needed legislative changes for rezoning shall be processed immediately upon City Council directive.*
7. *Develop a community entrance plan that fosters improved aesthetic treatments and buffering along the entrances to the community*
8. *Organize and staff an economic development committee whose purpose is to monitor the economy and manage local infrastructure needs. The committee shall include three members of the City Council, two members of the Planning Commission, and two ad hoc members of the community experienced in economic development and any staff members deemed appropriate by the City Manager.*

9. *Continue to refine which commercial and industrial activities are lacking in the community. The City shall identify needed commercial and industrial areas on an overlay map. The overlay map is a general framework plan that represents where certain areas of the community could benefit from additional commercial or industrial designations.*
10. *Develop strategies to capture the opportunities of a technology and knowledge-based economy.*
11. *Develop land use development codes to address economic development objectives and encourage appropriate mixed-uses in commercial and industrial zones.*
12. *Develop and monitor a SDC methodology/program to assure appropriate charges to new development, excepting public schools and colleges.*
13. *Develop other methods of funding that can be used for economic development purposes and supplement tax funds.*

c. Define a study area to analyze for economic and land use trends, which is typically a region sharing inter-dependent economic activity. Describe why the area was chosen and include a brief narrative about current conditions and activity.

La Pine Response: *The selected study area is the Central Oregon Region with particular emphasis on Deschutes County and the La Pine City Limits, which also serves as the city UGB. These areas were chosen because they directly affect the economy of the city of La Pine. Nonetheless, areas beyond the study area also provide relevant data. These areas include the State of Oregon as a whole and the nation. Census data and data from other agencies were studied as well.*

d. Define a planning area, which is typically the existing UGB and may include potential expansion and urban reserves. It is useful to describe why the area was chosen, and include a brief narrative about current conditions and activity.

La Pine Response: *The planning area is the proposed UGB boundary, which is the same boundary line as the City limits of La Pine. However, the unincorporated area surrounding La Pine must be considered to some extent because the 2000 Census data for the La Pine CDP pre-dates the city's incorporation in 2006 and in some cases is the best source of information about activity near the City. This is because the Census CDP data includes more land than the current City limits. The Plan recognizes that the city limits should be designated the La Pine Urban Growth Boundary (UGB). This EOA study also studies the nearby areas adjacent to La Pine. As the Plan and this EOA review, there are many developed lots surrounding La Pine that made up the Census CDP within Deschutes County. Thus, the CDP and Deschutes County information are valuable as a reference tools. Beyond local trends, and as required by*

Goal 9, this EOA also reviews the State and National Trends in order to get a wide sweep of the issues that face all economies and their impact upon the community of La Pine.

The proposed UGB generally serves the economic and housing needs of the community for the next 20 years with only 2 exceptions. 1- the potential transfer of BLM land for a Rodeo facility at the southwestern edge of the current city limits, and, 2- Potential for large lot industrial development to the south of the current city limits. These two scenarios are speculative but have been discussed by the community in some detail. The City plans on developing urban reserves in the future, but this has not been scheduled. The City limits/UGB is the most logical study area.

La Pine is classified as a Severely Distressed community given the lack of jobs and because it falls below certain levels of income and socio-economic data. Current conditions as of 2010 include:

Employment Data for La Pine

Number of people who work in La Pine: 1,130 Number of people who live in La Pine and who work: 433

Residence location for people who work in La Pine:

Bend		319	25%
Three Rivers	56	5%	
La Pine		45	4%
Redmond		34	3%
Prineville		7	1%
Other		669	59% unincorporated areas

Workplace for people who live in La Pine and who work:

Bend		118	27%
La Pine		39	9%
Three Rivers	32	7%	
Redmond		5	3%
Prineville		5	1%
Other		224	52%

Characteristics of the people who live in La Pine and who work:

Age

29 or younger	84	19%
30 to 54	269	62%
55 or older	80	19%

Earnings per month

\$1,250 or less	123	28%
\$1,251 to \$3,333	192	44%
More than \$3,333	118	27%

Employment by Industry

Natural Resources and Mining	13
Construction	48
Manufacturing	42
Wholesale Trade	19
Retail Trade	58
Transportation, Warehousing, & Utilities	13
Information	4
Financial Services	17
Professional & Business Services	50
Education & Health Services	57
Leisure & Hospitality	86
Other Services	14
Public Administration	12

Data Source:

U.S. Census Bureau, On the Map version 4.0 – State Economic Analysis Dept.
<http://lehdmap3.did.census.gov/>

e. Gather and review any available regional economic development, employment data, real estate market data and area context information that has been published by entities such as: state and local governments, economic development agencies, ports and other development districts, the regional Business Development Officer for the Oregon Economic and Community Development Department, and Oregon’s interagency Economic Revitalization Team.

La Pine Response: *The City has gathered extensive data and most of this is included in the appendix of data contained on the resource CD’s. The most relevant data comes from the Census, Claritas, and the various agencies of the State of Oregon. The overall picture shows that Central Oregon as a whole has great potential but has been negatively affected by the economic slowdown more than most cities because so many jobs were related to the construction industry. The community goal, like other cities in Central Oregon is to encourage new industry to locate within the City limits. La Pine has plenty of available and ready-to-serve industrial and employment lands. Over 450 gross acres are available for immediate development within the City Limits/UGB.*

La Pine’s EOA approach and methodology include various tasks consistent with DLCD objectives:

- 1. Analysis of study area boundaries, collection, and analysis of key economic data***
- 2. Analysis and projection of local, state, and national economic trends***
- 3. Review of key issues that contribute positively or negatively to economic development in La Pine.***
- 4. Forecasts of employment growth potentials***
- 5. Review of La Pine’s economic land inventory and the potential for converting other suitable lands to economic lands within the current City limits, also proposed as the UGB. This also includes an inventory of suitable sites as a basis to determine short term supply (ready to serve lands) and long-term supply needs – with or without services in place.***

6. *The study also includes a determination of how many jobs can be created by translating employment potentials into associated requirements for industrial and commercial land needs. This includes a potential for determining that commercial and industrial lands as a composite constitute an inventory of employment lands – this is an effort to consolidate lands inventories and provide maximum flexibility for economic development.*

7. *Economic development implementation policies including a clear statement of community economic development objectives, funding resources, and planned community infrastructure investments in support of economic development.*

8. *Data sets and research materials used to support the conclusions in this study include: the 2000 U.S. Census, State of Oregon Office of Economic Analysis and Employment Department, Federal Economic Sources, and post-Census data sets have been obtained from Claritas, Inc.*

La Pine's Population and Economy – Overview, Observations, and Comparisons

La Pine is a traditional Central Oregon town in that it has its historical economic base in natural resources, namely timber, aggregate, and agriculture. As the town transitioned to other economic areas, the community invested in secondary homes, tourist services, and highway commercial services. Primary homes for those seeking a rural and private lifestyle on lower cost lands (as compared to Sunriver, Bend, and Redmond) dominated growth up until 2007. Building permits and other economic activity overall took a dramatic downward trend from 2007 onward. Thus, La Pine's economy is inextricably tied to the unique locational factors that affect the community. La Pine's city leaders and business owners look forward to a more diverse economy to sustain the community.

La Pine's transition to a more diverse economy is supported by the development of the La Pine Industrial Park of 300+ acres and the support of the La Pine Sewer and Water District for services. All three entities plus the private business areas within the City limits of La Pine are integral to the success of the local economy. As discussed further in this report, the community needs an increase in all types of commercial and industrial development to sustain the community and fulfill the concept of a "Complete Community" as advocated in the Comprehensive Plan.

Population Overview

The current population of La Pine is approximately 1,661 persons. With the recent sluggishness of the economy, this has probably shrunk somewhat due to loss of jobs and migration. La Pine coordinates its population and forecast with Deschutes County¹. Deschutes County has an approved/acknowledged population projections for La Pine with an annual average growth rate of 2.2% as shown in the County study excerpt below.

¹ ORS 195.025(1) requires counties to coordinate local plans and population forecasts. In 1996, Bend, Redmond, Sisters, and the County reviewed the most recent population forecasts from PSU Center for Population Research and Census, the Department of Transportation, Woods and Poole, the Bonneville Power Administration and the State Department of Administrative Services Office of Economic Analysis. After review of these projections, the cities and Deschutes County agreed on the coordinated population forecast adopted by the County in 1998 by ordinance 98-084 and also adopted new projections, including the new forecast for the City of La Pine, in 2009.

La Pine 2009-2029 Methodology – The following table documents a : annual growth rate for the City of La Pine.

YEAR	POPULATION	AVG ANNUAL GROWTH RATE
Incorporation Nov. 7, 2006 ⁷	1,585	
2007	1,590	
2008	1,625	
2009	1,661	
2010	1,697	
2011	1,735	
2012	1,773	2.20
2013	1,812	
2014	1,852	
2015	1,892	
2016	1,934	
2017	1,977	2.20
2018	2,020	
2019	2,064	
2020	2,110	
2021	2,156	
2022	2,204	2.20
2023	2,252	
2024	2,302	
2025	2,352	
2026	2,404	
2027	2,457	2.20
2028	2,511	
2029	2,566	

It is important to realize La Pine is currently a city of 1,661 persons and expected to grow to 2,566 by the year 2029. 905 people, or roughly 45 people per year are anticipated given the established 2.2% growth rate. This can equate to 15 new homes per year assuming three persons per home, and provides an estimate of the type of growth that can be expected using factors derived from the La Pine Buildable Lands Study – a companion report supporting the goals and objectives in the La Pine Comprehensive Plan.

Recent building activity does not match the forecasted growth as fewer than five new homes per year have been built in the city since 2007. Until the current economic crisis is resolved, it will be difficult to assess the accuracy of population projections. These projections will be updated overtime and any adjustment made accordingly. One thing is certain, the surrounding area of the community contains as many as 6,338 people within the rural and exception² lands between La Pine and Sunriver according to the CDP. Growth in this area will likely increase at a higher rate than La Pine simply because of the larger population of this area alone. And, while it is desirable to have urban levels of housing development locate within urban areas the existing

² Exception lands are resource lands that have land use permits allowing non-resource uses, such as homes. The CDP data was used to determine the rural population of zip code 97739 less the current population of the incorporated city limits of La Pine.

pattern of rural development and the presence of many vacant lots in the rural areas near La Pine will drive demand for urban services needed by rural residents. These factors influence La Pine because commercial services and jobs can, and should, be supplied to the broader population of the CDP. Even though Deschutes County utilizes a permit transfer system, the potential for rural development necessitating urban services cannot be ignored³.

The broader view helps to assess how the national and state economic trends provide for local economic development potential on La Pine's industrial and commercial land needs.

Like the county overall, La Pine's population is expected to grow at 2.2% per year, somewhat higher than the statewide average of about 1.5% next year with the rate expected to decrease each year after that.

Future Population Growth – an excerpt from OLMIS (Oregon Labor Market Information System) 2007 Data Estimates

The state's population should continue to grow at about the same pace over the next five years. The Oregon Office of Economic Analysis gives population forecasts that expect an annual growth rate of 1.47 percent next year, with the rate decreasing in each subsequent year. Slightly more than two-thirds of future growth is expected to be through in-migration, the rest from births. According to these estimates, Oregon should reach the 4 million population mark within the next half-decade.

OLMIS Update: *Portland State University's Population Research Center has released its preliminary 2008 population estimates for Oregon, its counties, and incorporated cities. According to PSU, Oregon's population increased by about 45,600 to reach 3,791,000 between July 1, 2007 and July 1, 2008. The 1.2 percent growth rate was somewhat less than the last few years, likely due to the slowing local and national economy. Despite the slowness, the three counties in Central Oregon had the fastest growth rates in the state from 2007 to 2008. Deschutes grew by almost four percent, while Crook County grew 3.7 percent and Jefferson County grew 1.9 percent. Overall, growth in Central Oregon from 2007 to 2008 was 3.7 percent. Deschutes County's 6,200 new residents made it third of all the counties by number of new residents, ranking just behind Washington and Multnomah counties. Growth rates within incorporated cities in Central Oregon ranged from 0.8 percent in Culver and Madras to 4.1 percent in Bend. Not surprisingly, Bend also had the largest number of new residents, at just over 3,200. Redmond had the second-largest number of new residents (+640). The combined growth of these two cities accounts for nearly two-thirds of the population growth in Deschutes County.*

³ The County system of allowing a transfer of development rights from lots that cannot support development (due to septic issues) to urban lots with urban sewer services will reduce some rural development, but not all. Thus, La Pine needs to assess the jobs and service demands for the rural areas when examining growth needs, etc.

Central and South Central Oregon Population Levels

	July 1, 2008*	July 1, 2007	April 1, 2000	Annual Percent	
				Change (2007- 2008)	Percent Change from 2000 Census
Oregon	3,791,075	3,745,455	3,421,399	1.2%	10.8%
Crook County	26,845	25,885	19,182	3.7%	39.9%
Prineville	10,370	10,190	7,410	1.8%	39.9%
Unincorporated	16,475	15,695	11,772	5.0%	40.0%
Deschutes County	167,015	160,810	115,367	3.9%	44.8%
Bend	80,995	77,780	52,800	4.1%	53.4%
La Pine	1,610	1,590	-	1.3%	-
Redmond	25,445	24,805	13,770	2.6%	84.8%
Sisters	1,875	1,825	975	2.7%	92.3%
Unincorporated	57,090	54,810	47,822	4.2%	19.4%
Jefferson County	22,450	22,030	19,009	1.9%	18.1%
Culver	1,325	1,315	805	0.8%	64.6%
Madras	6,640	6,585	5,130	0.8%	29.4%
Metolius	880	850	640	3.5%	37.5%
Unincorporated	13,605	13,280	12,434	2.4%	9.4%
Klamath County	66,180	65,815	63,775	0.6%	3.8%
Bonanza	435	445	420	-2.2%	3.6%
Chiloquin	720	720	715	0.0%	0.7%
Klamath Falls	21,305	21,040	19,510	1.3%	9.2%
Malin	810	800	635	1.3%	27.6%
Merrill	915	915	900	0.0%	1.7%
Unincorporated	41,995	41,895	41,595	0.2%	1.0%
Lake County	7,585	7,565	7,422	0.3%	2.2%
Lakeview	2,750	2,730	2,475	0.7%	11.1%
Paisley	250	250	245	0.0%	2.0%
Unincorporated	4,585	4,585	4,702	0.0%	-2.5%

* 2008 Preliminary Estimates

Source: Population Research Center, Portland State University

Table 4. Population Estimates for Oregon and Its Counties and Incorporated Cities: April 1, 1990 - July 1, 2008
Prepared by Population Research Center, PSU, March 2009.

County and Cities	July 1 Population Estimates									Census Population, April 1	
	2008	2007	2006	2005	2004	2003	2002	2001	2000	2000	1990
DESCHUTES	167,015	160,810	152,615	143,490	135,460	130,500	126,500	122,050	116,600	115,367	74,958
Bend	80,995	77,780	75,290	70,330	65,210	62,900	57,750	55,080	52,800	52,029	20,447
La Pine	1,610	1,590									
Redmond	25,445	24,805	23,500	20,010	18,100	17,450	16,110	14,960	13,770	13,481	7,165
Sisters	1,875	1,825	1,745	1,660	1,490	1,430	1,080	960	975	959	708
Unincorporated	57,090	54,810	52,080	51,490	50,650	48,720	51,560	51,050	49,055	48,898	46,638

**PSU Projected
Annual Growth Rate**

<u>Area Name</u>	<u>Estimate</u>	<u>FORECAST</u>					
	<u>2000- 2003</u>	<u>2000- 2005</u>	<u>2005- 2010</u>	<u>2010- 2015</u>	<u>2015- 2020</u>	<u>2020- 2025</u>	<u>2025- 2030</u>
Oregon	1.00%	1.03%	1.21%	1.27%	1.25%	1.19%	1.11%
Deschutes	3.75%	3.66%	2.52%	2.33%	2.00%	1.68%	1.39%

The La Pine 2.2% AAGR estimate may be a bit aggressive given the recent slow down in the rate of new home construction. However, it can be assumed that the attractive features that previously drew people to La Pine, and Central Oregon in general, will continue once the economy improves. La Pine is a recreational paradise and offers residents a rural lifestyle, with lower housing and land prices all within ½ hour from Bend and other recreational areas. Given the number of vacant housing lots and potential for redevelopment, La Pine can accommodate growth spurts and/or sustained development growth over the planning period to 2029.

La Pine is part of the State's Region 10, one of the State's regional labor markets. This information is useful to job seekers and businesses on the local level and helps new businesses assess labor force activity for certain years. Region 10, as shown below, had the highest growth rate for 2006-2007.

Oregon's Population by Workforce Investment Board Region, 2006-2007

<u>Region</u>	<u>July 1 Population Estimates</u>			<u>Percent Change</u>
	<u>2006</u>	<u>2007</u>	<u>Change</u>	
Oregon Statewide	3,690,505	3,745,455	54,950	1.5%
Region 1 Clatsop, Columbia, and Tillamook counties	109,540	110,850	1,310	1.2%
Region 2 Multnomah and Washington counties	1,202,130	1,221,100	18,970	1.6%
Region 3 Marion, Polk, and Yamhill counties	465,010	471,660	6,650	1.4%
Region 4 Benton, Lincoln, and Linn counties	236,895	239,250	2,355	1.0%
Region 5 Lane County	339,740	343,140	3,400	1.0%
Region 6 Douglas County	103,815	104,675	860	0.8%
Region 7 Coos and Curry counties	84,270	84,525	255	0.3%
Region 8 Jackson and Josephine counties	279,740	284,700	4,960	1.8%
Gilliam, Hood River, Sherman, Wasco, and Region 9 Wheeler counties	50,720	50,905	185	0.4%

Region 10	Crook, Deschutes, and Jefferson counties	198,550	208,725	10,175	5.1%
Region 11	Klamath and Lake counties	72,995	73,380	385	0.5%
Region 12	Morrow and Umatilla counties	84,315	84,580	265	0.3%
Region 13	Baker, Union, and Wallowa counties	48,720	48,815	95	0.2%
Region 14	Grant, Harney, and Malheur counties	47,025	46,880	-145	-0.3%
Region 15	Clackamas County	367,040	372,270	5,230	1.4%

Source: PSU Population Research Center and Oregon Employment Department

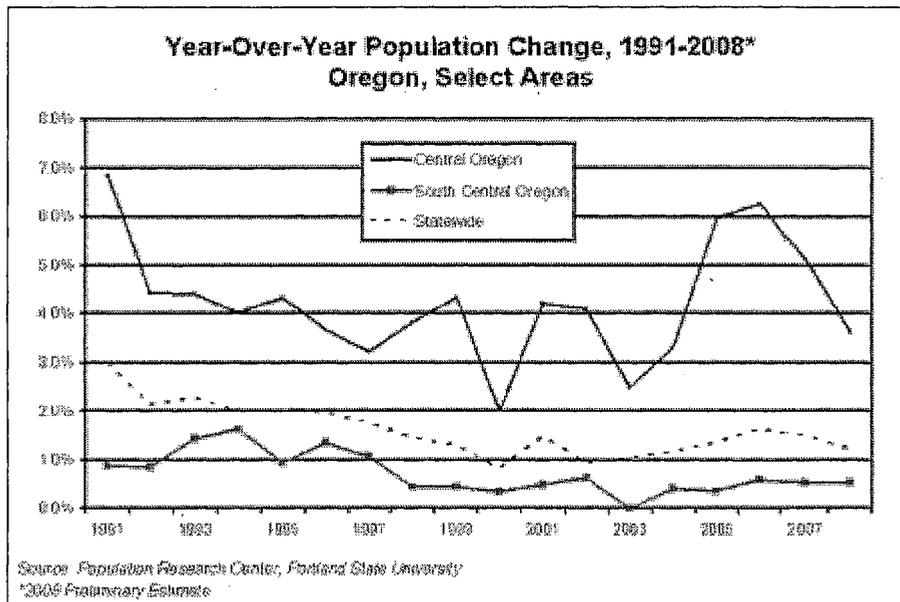


Table 9. Population by Age and Sex for Oregon and Its Counties: July 1, 2008
Prepared by Population Research Center, PSU, March 2009.

Age Group	Total Population																		All Ages	
	0-4	5-9	10-14	15-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-84		85+
OREGON	234,169	242,401	253,750	154,804	102,869	239,359	262,434	290,658	259,537	260,659	272,087	277,102	268,397	208,048	147,484	109,384	67,641	18,132	73,902	3,731,075
BAKER	625	842	376	629	419	798	762	803	1,032	1,075	1,216	1,359	1,277	1,101	924	773	629	477	341	16,455
BERTON	3,955	4,203	4,741	4,935	5,290	12,478	6,312	5,760	6,232	4,989	6,393	6,827	6,538	4,122	2,666	2,032	1,680	1,335	1,654	36,120
CLACKAMAS	23,022	23,869	27,039	15,943	10,625	25,150	25,464	23,811	24,396	25,613	23,877	25,680	27,484	21,629	14,523	5,758	7,348	5,934	5,398	376,550
CLATSOP	1,991	2,114	2,362	1,804	1,069	3,466	2,781	2,959	2,057	2,317	2,775	3,143	3,694	2,441	1,736	1,357	1,075	854	533	37,565
COLUMBIA	2,692	2,962	3,515	2,169	1,459	3,001	2,578	2,599	2,939	3,413	3,781	3,939	3,884	2,927	2,089	1,450	1,090	820	762	45,095
COOS	2,526	3,251	3,848	2,619	1,675	2,350	3,254	3,071	3,236	3,788	4,667	5,173	6,215	4,692	3,768	2,994	2,395	1,754	1,647	53,210
CROOK	1,654	1,542	2,017	1,172	782	1,729	1,761	1,535	1,635	1,634	1,767	1,895	1,845	1,643	1,240	1,055	757	531	451	26,843
CUREY	827	871	1,055	713	475	933	565	764	837	1,094	1,510	1,725	1,605	1,791	1,790	1,500	1,191	934	859	21,510
DESCHUTES	9,515	9,959	10,951	6,863	4,042	9,525	10,959	11,152	11,492	11,614	12,757	13,167	12,599	10,601	7,724	5,319	3,563	2,535	2,812	167,015

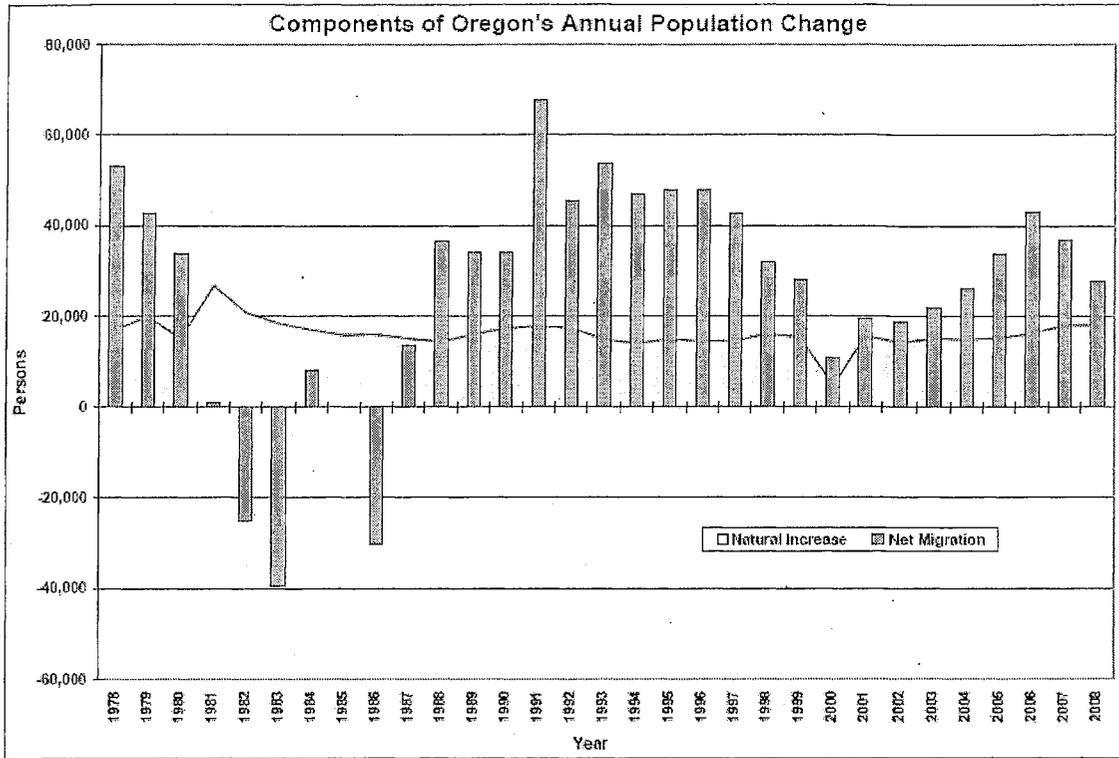
Table 10. Population by Age Groups (less than 18 Years, 18-64 Years, and 65 Years and Older) for Oregon and Its Counties: July 1, 2008

Prepared by Population Research Center, PSU, March 2009.

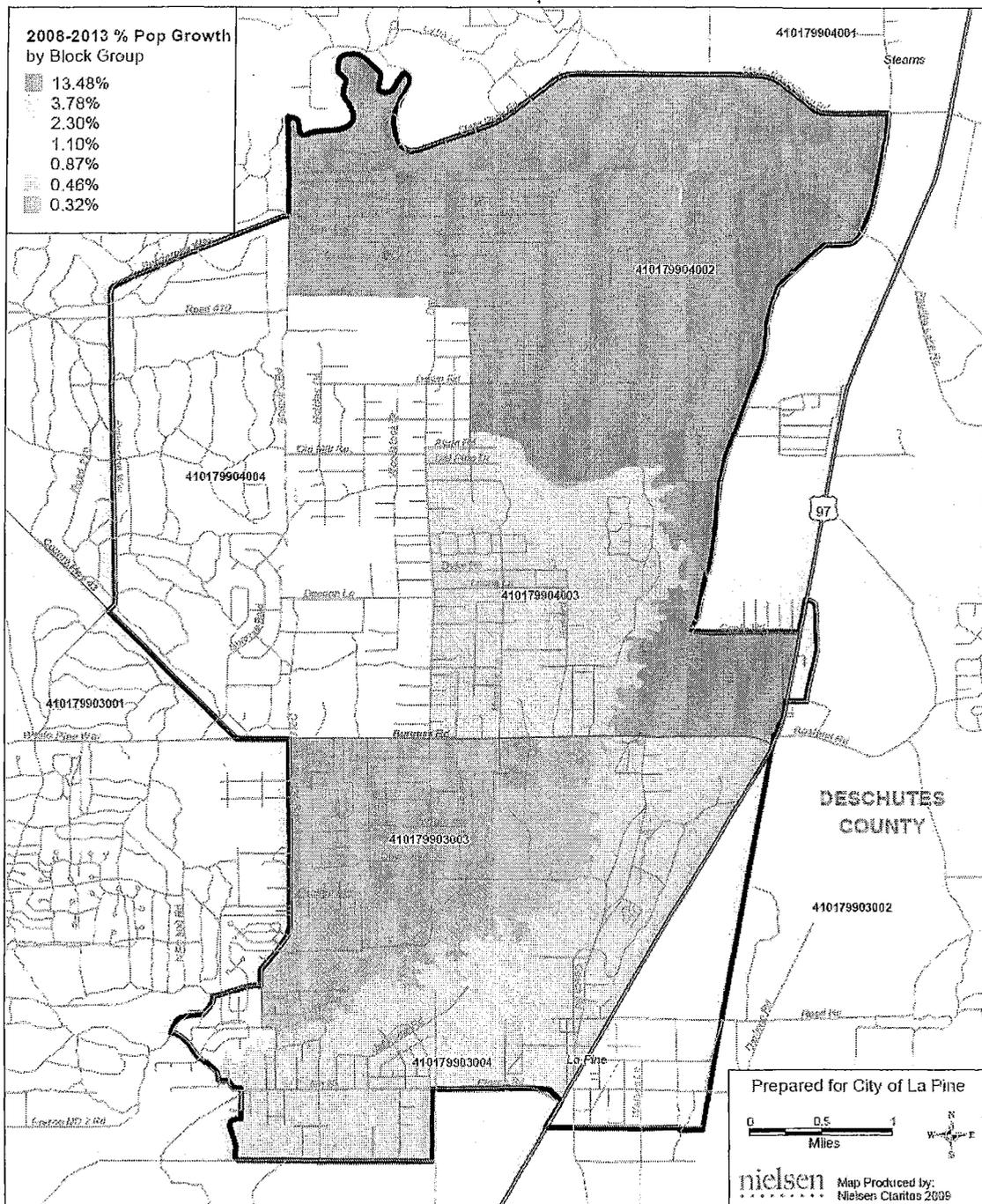
	Ages 0-17		Ages 18-64		Ages 65 and over		Total Population
	% of Total		% of Total		% of Total		
	Population	Population	Population	Population	Population	Population	
OREGON	884,364	23.3%	2,418,169	63.8%	488,542	12.9%	3,791,075
Counties							
BAKER	3,271	19.9%	9,840	59.8%	3,344	20.3%	16,455
BENTON	17,843	20.7%	58,924	68.4%	9,352	10.9%	86,120
CLACKAMAS	89,853	23.9%	242,754	64.4%	44,053	11.7%	376,660
CLATSOP	8,092	21.5%	23,738	63.0%	5,865	15.6%	37,695
COLUMBIA	11,530	24.0%	30,345	63.1%	6,220	12.9%	48,095
COOS	12,542	19.8%	38,091	60.3%	12,577	19.9%	63,210
CROOK	6,496	24.2%	16,354	60.9%	3,995	14.9%	26,845
CURRY	3,496	16.3%	11,801	54.9%	6,213	28.9%	21,510
DESCHUTES	36,442	21.8%	107,941	64.6%	22,632	13.6%	167,015

Estimates of Population Age Groups (ages under 18 yrs., 18-64 yrs., and 65 yrs. and over) for Oregon and Its Counties, July 1, 2008
Prepared by Population Research Center, Portland State University, January 2009.

	Total Population	Ages 0-17	Ages 0-17 as % of Total Population	Ages 18-64	Ages 18-64 as % of Total Population	Ages 65 and over	Ages 65 and over as % of Total Population
OREGON	3,791,060	884,913	23.3%	2,417,677	63.8%	488,470	12.9%
Counties							
BAKER	16,454	3,220	19.6%	9,889	60.1%	3,344	20.3%
BENTON	86,131	17,276	20.1%	59,171	68.7%	9,684	11.2%
CLACKAMAS	376,635	90,006	23.9%	242,123	64.3%	44,506	11.8%
CLATSOP	37,891	8,071	21.4%	23,796	63.1%	5,923	15.5%
COLUMBIA	48,093	11,457	23.8%	30,288	63.0%	6,348	13.2%
COOS	63,198	12,500	19.8%	38,094	60.3%	12,605	19.9%
CROOK	26,847	6,573	24.5%	16,352	60.9%	3,922	14.6%
CURRY	21,503	3,454	16.1%	11,789	54.7%	6,280	29.2%
DESCHUTES	167,057	36,265	21.7%	108,174	64.8%	22,618	13.5%



La Pine, OR
2008-2013 Percent Population Growth



Population Growth Conclusions:

Assumptions about population growth must take into consideration past trends that were once very robust but perhaps unsustainable given the predictions about the “bubble bursting” and other data suggesting a drop in the fast pace of the economy.

Past trends alone would indicate that Deschutes County will enjoy a higher “future” growth rate than other counties, but the primary reliance on the construction industry as a driver of the economy is negatively affected by the tight credit markets. These trends would also indicate that La Pine, as a subcomponent of Deschutes County, a city that is currently classified as a Severely Distressed Community⁴ will have a slower rate of growth except for the areas outside of the city limits – see above map. The past few years of building permit data bear this out – see appendix Deschutes County Building Permit Data Sets. Thus, while the 2.2% growth rate may be predicted, the current economic crisis will likely produce lower growth rates for La Pine.

Nonetheless, La Pine must plan for growth, accommodate growth, produce more industry and jobs, and institute plans for greater self-reliance and sustainability. It is important to note that with these factors in mind, the net migration estimates are on the decline and appear to be approaching the same level as natural increases. This is a cyclic event and it remains to be seen if Central Oregon’s population will suffer the affects of lower migrations numbers. While the age grouping data indicate that people ages 30-55 comprise the largest age groups it is clear that the numbers of younger family groups are on the rise and it is expected that persons per household will hover between 2.70 and 3.00 persons per household. An increased awareness about how the economy is affecting how many people move to Oregon from out of state will require commensurate economic strategies for the City of La Pine.

ECONOMIC TRENDS

Economic trends include review of employment by sector, occupation distribution, and local factors unique to the area and region. The available employment data for the community shows that the major economic sectors generally mirror Census predictions for future growth areas. Of the 244 private business establishments in La Pine the majority of jobs were in construction, utility, government, and retail trades. This has changed due to significantly reduced housing demand. Occupations related to utilities, government, schools, and services including health care continue to dominate the employment sectors, when construction is excluded from the statistics.

The demand for additional retail, health care, social services, recreation, and professional services was a common theme and comment amongst citizens throughout the public hearings for the Comprehensive Plan. Most citizens felt that they needed to have more family wage jobs, shopping and health care choices, including emergency services, within the City limits. Driving to Bend or other communities was noted as being expensive and time consuming. Likewise, employers noted that they did not want to have their employees take extra hours off work for obtaining needed services.

⁴ The severely distressed designation refers to the area inside the city limits. Made by the state, it is an official designation meaning that La Pine falls below certain levels of income and socio-economic data. To determine whether an incorporated city is distressed the State uses four factors: Poverty rate (i.e., percent of the population in poverty), per capita personal income, percent of population aged 25+ with college education, and unemployment rate. If three or more of these factors were worse than a threshold value, then a city is identified as distressed.

Snapshot of 2006 La Pine Business Patterns

Major Industry

Total for ZIP Code 97739

Number of establishments: 244

First quarter payroll in \$1,000: 6,714

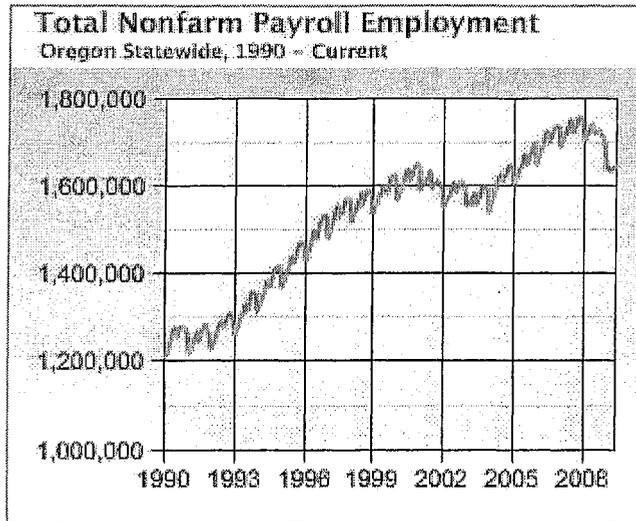
Number of employees: 1,376

Annual payroll in \$1,000: 31,378

Number of Establishments by Employment-size class

Code	Industry Code	Description	Total Estab.	1-4	5-9	10-19	20-49	50+
-----		Total	244	160	42	29	10	3
11----		Forest/fish/hunt/agri.	3	3	0	0	0	0
21----		Mining	1	1	0	0	0	0
22----		Utilities	2	1	0	0	0	1
23----		Construction	72	57	8	5	2	0
31----		Manufacturing	8	3	2	3	0	0
42----		Wholesale trade	6	5	0	1	0	0
44----		Retail trade	30	15	4	6	3	2
48----		Transportation & warehousing	8	5	2	0	1	0
51----		Information	1	1	0	0	0	0
52----		Finance & insurance	10	6	2	2	0	0
53----		Real estate & rental & leasing	15	14	1	0	0	0
54---		Prof.scientific/tech. services	8	5	2	1	0	0
56--		Admin/support/waste mgt	9	7	1	1	0	0
62----		Health/social assistance	19	8	7	1	3	0
71-		Arts, entertainment & rec.	4	3	1	0	0	0
72----		Accomm. & food services	22	8	5	8	1	0
81----		Other services	26	18	7	1	0	0

Source - US Census as updated



Current Employment

TOTAL NONFARM PAYROLL EMPLOYMENT
NOT SEASONALLY ADJUSTED

			Change from			% Change from	
	Jun 2009	May 2009	Jun 2008	May 2009	Jun 2008	May 2009	Jun 2008
Oregon	1,643,000	1,642,200	1,741,000	800	-98,000	0.0%	-5.6%
Bend MSA (Deschutes County)	67,950	67,060	70,770	890	-2,820	1.3%	-4.0%
Crook County	6,330	6,210	7,140	120	-810	1.9%	-11.3%
Jefferson County	5,940	5,900	6,200	40	-260	0.7%	-4.2%

Source: Oregon Employment Department

Bend MSA (Deschutes County)

Annual Average Nonfarm Employment

	2001	2002	2003	2004	2005	2006	2007	2008
Total nonfarm employment	53,470	54,210	56,290	60,290	64,760	69,680	71,370	68,590
Total private	46,050	46,600	48,670	52,480	56,930	61,650	63,070	59,950
Mining, logging, and construction	4,520	4,720	5,300	6,020	6,950	8,330	8,070	6,070
Manufacturing	5,500	5,350	5,240	5,650	5,910	6,130	5,650	5,110
Durable goods	4,910	4,660	4,520	4,920	5,090	5,220	4,740	4,270
Wood product manufacturing	1,990	1,910	1,800	1,810				
Trade, transportation, and utilities	10,850	10,900	11,210	11,740	12,540	13,220	13,530	13,210

Wholesale Trade	1,140	1,160	1,310	1,420	1,540	1,650	1,690	1,650
Retail trade	8,440	8,530	8,750	9,180	9,790	10,250	10,510	10,300
Transportation, warehousing, and utilities	1,270	1,200	1,160	1,150	1,210	1,320	1,340	1,260
Information	1,430	1,450	1,520	1,520	1,610	1,660	1,700	1,640
Financial activities	3,410	3,520	3,840	4,290	4,720	5,150	5,320	4,980
Professional and business services	4,790	4,840	5,150	5,950	6,770	7,330	7,680	7,380
Educational and health services	6,090	6,410	6,640	6,960	7,500	8,160	8,720	9,080
Leisure and hospitality	7,820	7,750	8,040	8,500	8,910	9,430	10,070	10,180
Accommodation and food services	6,340	6,320	6,600	6,880	7,310	7,680	8,050	8,220
Other services	1,650	1,670	1,730	1,850	2,030	2,220	2,330	2,310
Government	7,430	7,610	7,620	7,810	7,830	8,030	8,290	8,640
Federal government	850	860	890	900	870	840	830	860
State government	1,000	1,020	1,010	1,090	1,150	1,140	1,130	1,150
Local government	5,580	5,730	5,730	5,830	5,820	6,050	6,330	6,630
Local education	3,490	3,580	3,480	3,420	3,400	3,520	3,660	3,810

Bend MSA consists of Deschutes County.

Oregon Employment Department

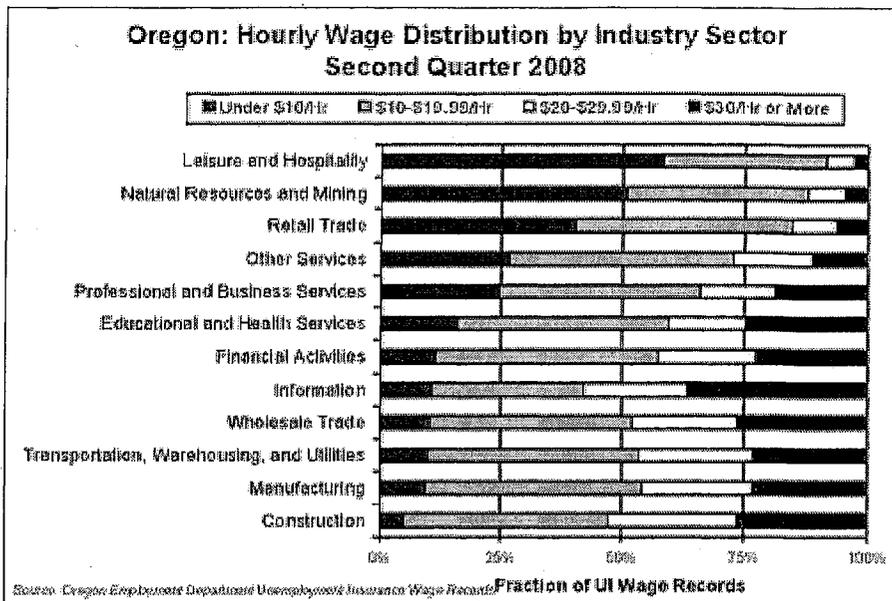
Oregon

Annual Average Nonfarm Employment

	2001	2002	2003	2004	2005	2006	2007	2008
Total nonfarm employment	1,605,500	1,585,300	1,574,300	1,606,700	1,654,500	1,703,500	1,731,300	1,720,700
Total private	1,323,700	1,299,600	1,294,500	1,324,300	1,369,400	1,417,400	1,441,600	1,422,000
Mining and logging	9,300	9,300	9,400	9,700	9,600	9,400	9,200	8,600
Manufacturing	215,700	201,600	194,900	199,800	203,900	207,300	204,100	195,100
Durable goods	160,900	148,700	142,900	147,500	152,200	154,700	150,900	142,400
Wood product manufacturing	33,500	32,500	31,100	32,100	32,700	32,400	30,000	27,000
Trade, transportation, and utilities	320,800	315,300	314,800	320,300	328,600	335,600	340,300	335,400
Wholesale Trade	74,800	73,900	74,600	75,600	77,800	79,900	80,800	80,000
Retail trade	189,200	185,400	184,400	187,800	193,600	197,300	200,700	196,600

Transportation, warehousing, and utilities	56,800	56,000	55,700	56,900	57,200	58,400	58,800	58,900
Utilities	5,000	5,200	5,200	5,100	4,800	4,800	4,700	4,800
Transportation and warehousing	51,800	50,800	50,500	51,800	52,400	53,600	54,200	54,100
Information	39,900	36,300	33,600	33,000	33,600	34,900	36,000	36,100
Financial activities	95,200	95,300	97,100	97,400	102,100	106,100	106,400	101,800
Professional and technical services	66,500	62,900	61,100	62,800	65,400	68,600	71,200	73,100
Educational and health services	178,800	185,200	188,800	192,800	198,800	205,000	211,800	220,000
Leisure and hospitality	149,600	149,700	151,600	155,100	159,100	164,900	171,900	173,700
Accommodation and food services	130,000	130,200	131,600	134,600	138,400	143,000	148,800	150,300
Other services	56,700	56,100	56,700	57,300	57,300	58,900	60,300	61,000
Government	281,800	285,700	279,800	282,300	285,100	286,100	289,800	298,800
Federal government	30,000	29,800	30,700	30,300	29,700	29,000	29,100	29,500
State government *	72,500	74,500	73,000	74,300	75,600	75,000	74,500	76,500
State education *	25,200	25,900	26,400	26,700	27,500	27,400	27,400	28,300
Local government *	179,400	181,400	176,200	177,800	179,800	182,200	186,200	192,800

As noted above, the largest job growth and activity sector for Deschutes County was Trade, Transportation and Utilities, Retail, Leisure and Hospitality services followed by combined Federal, State and Local government services. Leisure and Hospitality services have previously exhibited the most rapid job growth in Oregon State followed by governmental occupations. Previously, Oregon State's fastest growing job sector over the 2003-2007 time period was construction (7.7%) this has dramatically changed with the fall off in the housing market.



Income Comparison and Poverty in the CDP – Census Designated Place

The estimated household income for the CDP in 2008 was \$29-\$31,000 as compared to the State average of \$48,730 for the same period. Males had a median income of \$30,457 versus \$20,186 for females. The per capita income for the CDP was \$15,543. About 9.5% of families and 13.2% of the population were below the poverty line, including 13.4% of those under age 18 and 11.5% of those age 65 or over.

Overview of Jobs Available in the La Pine Census CDP.

The data derived from the La Pine CDP and other regional data suggests that there are not enough jobs for workers 18 years and older. Data from the Oregon Employment Department indicates that there were 1421 jobs within the CDP as compared to the working population of 4467 persons. This is a useful indicator of local economic conditions and shows that most workers commute to areas outside of the CDP for jobs. Newer data from the State of Oregon has been recently compiled for the City limits which is better data than the Census CDP figures.

City of La Pine – Incorporated Area

As of 2008, median household income within the City limits of La Pine was still less than \$20,000.00 and continues to qualify as a severely distressed community. In comparison, the 2007 Deschutes County median household income was \$54,000.00 and larger drive by the still booming construction industry, which was more than the State of Oregon as a whole – see graph data below.

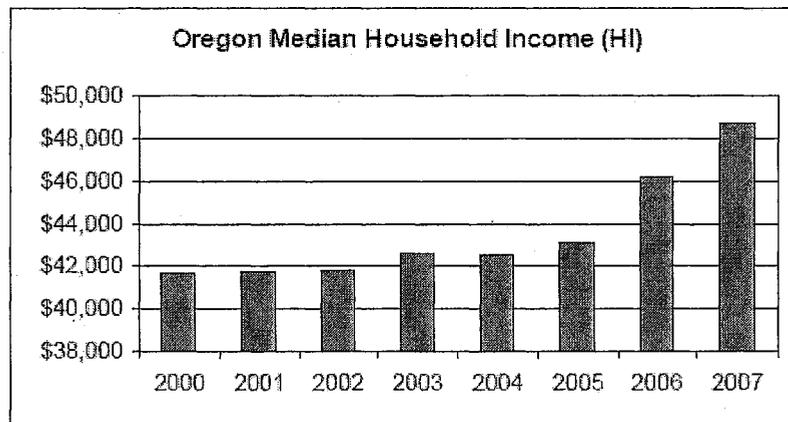
La Pine is considered to be a "severely distressed" community by the Oregon Economic and Community Development Department, which means that the community's economic conditions are worse than state average based on four indicators: poverty rate, per capita personal income, percent of population with a bachelor's degree or higher, and unemployment rate.

	% Population Aged 25+ w/Bachelor's Degree or Higher	Unemployment Rate	% Population Below Poverty	Per Capita Income	Number of Factors Worse than State Threshold
State Threshold	25.0%	5.5%	10%	\$19,000	
La Pine	8.4%	10.4%	13.2%	\$15,543	4

Source: Oregon Economic and Community Development Department

MEDIAN HOUSEHOLD INCOME IN OREGON

- Median 2007 household income in Oregon is \$48,735.
- Median household income grew at an annualized rate of 2.7% between 2003 and 2007.



La Pine's Demographics Data – Who are we?

There is substantial information that can be derived from the 2000 Census and the projected data provided by the Claritas Inc. updating. There are no significant changes to the overall components of the Census data with respect to trends and age data but it is important to review the key demographic characteristics, notably household size, age groupings, and level of educational attainment of the population.

Household size is a component that helps determine persons per household and drivers that support family wage job estimates. La Pine has a predominance of family and married couple households. Younger family households are on the rise. Family units are at about 2.47 persons per household with family units at 2.82 – 3.00 persons. Average age is about 45, a bit higher than the Oregon average of 37 years of age with 98% of citizens being primarily of Caucasian extraction.

Census 2000 Demographic Profile Highlights: La Pine CDP as compared to US Overall

General Characteristics	Number	Percent	U.S.
Total population	5,799		
Male	2,897	50.0	49.1%
Female	2,902	50.0	50.9%
<u>Median age</u> (years)	44.7	(X)	35.3
Under 5 years	268	4.6	6.8%
18 years and over	4,467	77.0	74.3%
65 years and over	1,202	20.7	12.4%
<u>One race</u>	5,689	98.1	97.6%
White	5,558	95.8	75.1%
Black or African American	5	0.1	12.3%
American Indian and Alaska Native	74	1.3	0.9%
Asian	14	0.2	3.6%
Native Hawaiian and Other Pacific Islander	6	0.1	0.1%
Some other race	32	0.6	5.5%
Two or more races	110	1.9	2.4%
Hispanic or Latino (of any race)	129	2.2	12.5%
Household population	5,762	99.4	97.2%
Group quarters population	37	0.6	2.8%
<u>Average household size</u>	2.47	(X)	2.59
<u>Average family size</u>	2.82	(X)	3.14
Total housing units	2,975		
Occupied housing units	2,331	78.4	91.0%
Owner-occupied housing units	1,883	80.8	66.2%
Renter-occupied housing units	448	19.2	33.8%
Vacant housing units	644	21.6	9.0%

Social Characteristics	Number	Percent	U.S.
Population 25 years and over	4,415		
High school graduate or higher	3,443	78.0	80.4%
Bachelor's degree or higher	372	8.4	24.4%
<u>Civilian veterans</u> (civilian population 18 years and over)	1,066	22.7	12.7%
Disability status (population 5 years and over)	1,529	26.8	19.3%
Foreign born	106	1.8	11.1%
Male, Now married, except separated (population 15 years and over)	1,542	61.5	56.7%
Female, Now married, except separated (population 15 years and over)	1,558	64.0	52.1%
Speak a language other than English at home (population 5 years and over)	185	3.2	17.9%

Economic Characteristics	Number	Percent	U.S.
In labor force (population 16 years and over)	2,471	50.6	63.9%
Mean travel time to work in minutes (workers 16 years and over)	26.8	(X)	25.5
Median household <u>income</u> in 1999 (dollars)	29,859	(X)	41,994
Median family income in 1999 (dollars)	33,938	(X)	50,046
Per capita income in 1999 (dollars)	15,543	(X)	21,587
Families below poverty level	170	9.5	9.2%
Individuals below poverty level	783	13.2	12.4%

(X) Not applicable. Source: U.S. Census Bureau, Summary File 1 (SF 1) and Summary File 3 (SF 3)

Educational Attainment

About 80% of the population over the age of 25 had graduated from high school and 20% had obtained a baccalaureate degree. This is slightly less than the Statewide average of 27%. This type of data must be taken into consideration when examining workforce potential and other skill sets needed to support the local economy.

Educational Choices in the Community and Region

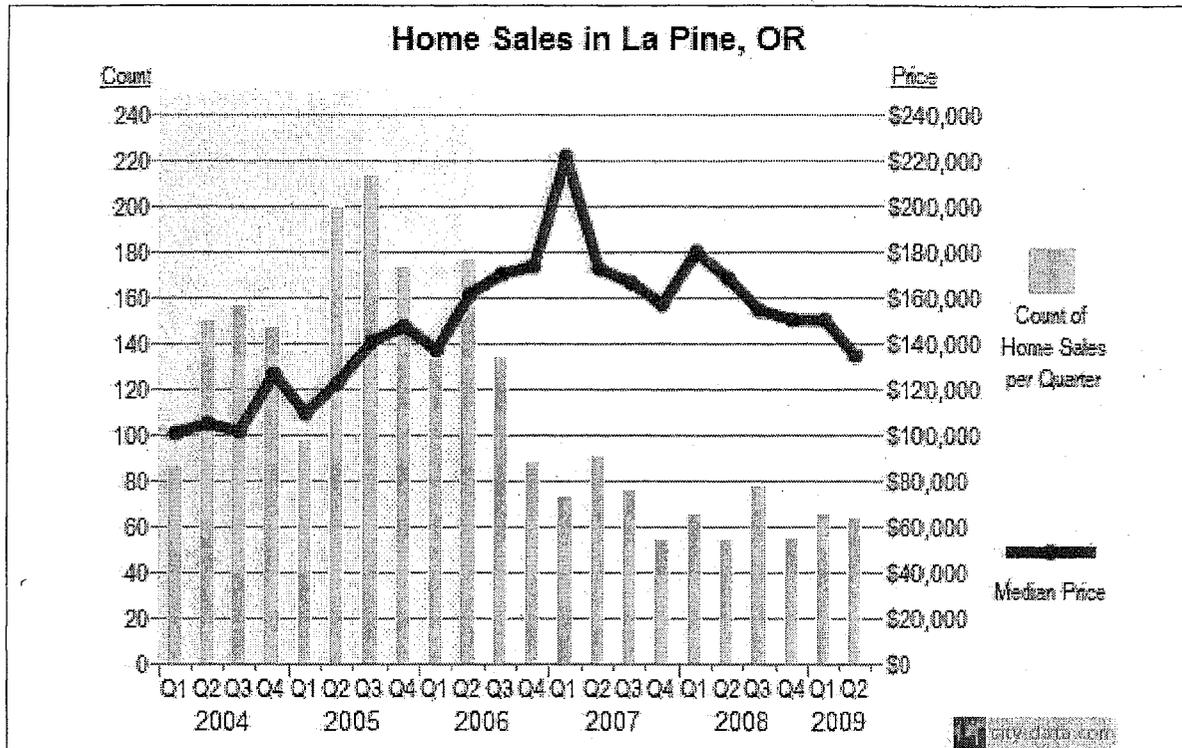
La Pine is served by the Bend-La Pine School District, which supplies local public education for grades 1-8. Central Oregon Community College (COCC) is based in Bend and offers Associate Degrees and Bachelor degrees through its association with Oregon State University. A full range of vocational, technical, and other skill set education can be provided by COCC.

Local Housing Choices

The primary housing type in La Pine is detached single family homes on individual lots. Approximately 80 percent of the total housing units are owner occupied with the remainder rental units. The current economic crisis has affected housing prices and they are dropping to an average of \$115-\$150,000 as compared to the previous three years where it was typical to see \$180- \$220,000 for home sales. Housing values within La Pine are dropping and are significantly below comparable State of Oregon figures. As of 2008, the median home value in the city is estimated at \$130,000 much lower than the \$280,000 figure estimated for the entire state. By comparison, median home value countywide is estimated at \$260,000.

While the credit markets over the past 5 years made it easy for people on limited incomes to buy a home, the current situation is much more rigorous and difficult as compared to past years. If people cannot afford to buy homes in La Pine, they will choose other locations to live or they will seek alternate forms of housing – namely multi-family housing and rentals. Thus, La Pine must promote and plan for a full range of housing choices in order to sustain itself and adapt to ever changing economies. Today, there are very limited choices for attached housing in La Pine. Apartments, senior housing, duplexes, triplexes, and other group housing are very limited or virtually non-existent in La Pine. The need for multi-family housing as a component of economic development is critical as business owners and potential industry will

need to have a ready supply of work force housing available near employment. Economic development cannot be fully realized unless a full range of housing choices is available within the community.



Nearly 60% of the households in La Pine are occupied by married-couple families. The household size and actual trend has been toward increasing numbers of occupants per household.

NATIONAL EMPLOYMENT TRENDS & FORECAST

As of 2005, the U.S. had an estimated 133.7 million non-farm jobs - an increase of 48% over the 1980 nationwide job count of 90.5 million:

Over the 25 year period of 1980-2005, employment across the U.S. increased at an average annual rate of 1.6% per year, reflecting a particularly rapid 1.9% rate of job growth during the 1980s. The 1980-90 time period also coincided with entry of a large baby boom cohort into the job market. Since 1990, job growth nationally has slowed to a more modest 1.3% annual rate from 1990-2005.

During the first half of this decade (2000-2005), job growth was even more modest averaging 0.3% per year, reflecting a post-2001 period of economic contraction followed by a slow recovery. Looking forward, national job growth can be expected to

remain at a similarly anemic pace through 2010 (reflecting rapid run-up to 2007 followed by the current recession). The fastest period of anticipated job growth is anticipated for 2010-2015 (at 1.5-1.6% per year) - declining over time to a rate of about 0.9% by 2025-2035. At these rates of projected employment growth, the U.S. would have about 173.5 million non-farm jobs by 2035, an increase of just under 40 million jobs (or 30% gain) compared to 2005 conditions.

Sectoral Employment Growth

When viewed by major employment sector, the most noteworthy change has been the continued shift of the nation's economy from industrial to service-related employment. This trend is expected to continue through a forecast period extending beyond the time frame of this EOA to about 2035. The following generalized trends are forecast nationally for manufacturing, other industrial employment, and service-related jobs.

Manufacturing:

- Nationally, manufacturing has declined from just over 16% of all non-farm jobs in 1990 to between 10-11 % in 2005, and is projected to decline to between 6-7% of employment by 2035.
- Manufacturing has been declining not just as a share of the total but also in terms of numbers of jobs - from close to 18 million jobs in 1990 to just over 14 million in 2005, with further decline to a projected figure of about 1 million by 2035.
- Every major manufacturing category except lumber experienced job losses nationally between 1990 and 2005, and all sectors are forecast for job loss through 2035. Durable goods manufacturing, which tends to be more capital intensive, has experienced less rapid job loss than non-durables.

Other Industrial-Related Employment:

- With the exception of natural resources, all other industrial-related sectors experienced job growth from 1990-2005 and are projected for continued job growth through 2035. These other sectors include construction, wholesale trade, transportation/warehousing/utilities, and information services.
- Between 1990 and 2005, these other industrial-related sectors declined somewhat in total employment share, from 16.6% to 16.2%, as growth was below rates experienced in nonindustrial (service) sectors. However, through 2035 the non-manufacturing industrial sectors are projected to increase their share of the nation's employment to 17.4% by 2035.
- From 1990-2005, the fastest growing industrial sector was construction, with jobs increasing an average of 2.5% per year. From 2005-2035, the biggest gains are forecasted for jobs in transportation/warehousing/utilities (at 1.3% annually), followed closely by the construction and information sectors.

Service Sector Employment:

- Service sector jobs have increased rapidly since 1990. The most rapid growth rates are reported for education and health (up by 3.1 % per year) and professional services

(3%). The slowest growing service job sectors have been retail (up by just 1.0% per year) and government (1.1 %).

- Overall, these service sectors have increased from about two-thirds (67%) of the nation 's non-farm employment in 1990 to 73% as of 2005. The largest single service-related sector was government at 16.3% as of 2005. This is followed by professional services and then retail.

While all service sectors (except retail) are expected to add jobs, only professional services, education and health are projected to increase their share of the employment base across the U.S. over the next 25 years. Declining shares are projected for retail trade, financial activities, leisure and hospitality, and government. This is in contrast to the projections made for Oregon and Deschutes County where the opposite is expected.

How the National trend data affects the La Pine EOA.

The implications of the national, state, and regional trends are noted as being of potential importance for economic opportunities in La Pine:

- *The national shift from industrial to service jobs is expected to affect Oregon and the Central Oregon region. Some communities will continue to attract industrial development due to lower land costs and ready work force. For example, a smaller city like La Pine, while close to larger cities with more amenities (like Bend, Sunriver, and Redmond) may experience increased industrial interest. La Pine's land prices are lower, a lower wage workforce is available, and it is located close to Highway 97. This clearly represents an economic development opportunity for La Pine as compared to other nearby cities.*

f. Meet with federal, state, regional and local economic development agencies to discuss cooperation, participation and possible sources of funding for planning and implementation activities.

La Pine Response: *The City has met with DLCD, ODOT, LIGI, BLM, State and Federal representatives, Deschutes County, ERT, EDCO, Chamber of Commerce, private developers, State Employment Department, various research bureaus, and private foundations to discuss the ways and means of improving the economic outlook and activities of the City. The conclusion of these meetings is that La Pine must do all that is necessary to remove any development obstacles that limit or prohibit appropriate economic development in the community. Thus, low cost land, easy access to utilities, supportive infrastructure, labor force, and speedy permit processing are essential to providing a competitive edge for La Pine as compared to other cities in Central Oregon.*

g. Identify typical planning and implementation policies, activities and tools, and gather evidence of support from key cooperating organizations (especially municipal and county boards and commissions, and Oregon's Economic Revitalization Team).

La Pine Response: *The City has collaborated Deschutes County and the State of Oregon to create a shovel-ready industrial area of 327 acres. The City has other employment lands that bring the gross total of available and serviceable acres to 450 acres of employment lands – thus satisfying current projected need(this is discussed in greater detail below. The City has developed various policies and programs to further nurture a competitive economic environment. These have been described above and throughout this study. The City continues to refine its efforts and is represented at various ERT, County, ODOT, and other State Agency meetings. The City has also engaged in developing its own set of zoning ordinances aimed at encouraging quality economic growth and sustainable land use patterns.*

2. Trend Analysis

Purpose: Identify economic development opportunities likely to expand or locate in the study area within the planning period. Determine the percentage of that employment growth reasonably expected within the planning area.

Deliverable: An estimate of job growth associated with the economic development opportunities likely to expand or locate in the planning area within the planning period consistent with OAR 660-024-0040(5) - Employment Land Need. It should be based on an employment forecast from the Oregon Department of Employment, a custom employment forecast prepared by a competent professional, or an estimate of job growth including reasonable justification for the job growth estimate.

Clearly indicate the method being used, and include the data, the analysis and the conclusions.

Typical activities include:

- a. Review OAR 660-009-0005 – Definitions, to understand of key concepts and terms, and OAR 660-009-0015(1) – Review of Economic Trends.
- b. Meet with Oregon Department of Employment staff to discuss employment trends in the Economic Opportunities Analysis study area.
- c. An EOA that relies on an employment forecast provided by the Oregon Department of Employment may reduce delay and cost.
- d. Review national, state, regional, county, and local economic trend data including, but not limited to, population and job forecasts by sector over the planning period.
- e. Assess economic development potential by analyzing factors such as location, size and buying power of local and export markets for goods and services; workforce training opportunities; availability of transportation facilities for access and freight mobility; access to suppliers and utilities, including telecommunications; and other service infrastructure.
- f. Meet with local and state economic development professionals regarding local economic development potential for industrial and other employment opportunities in the study area. Incorporate results from interviews or consultations into the EOA.
- g. Acquire and incorporate information published by the Oregon Economic and Community Development Department documenting demand for sites in the study area that may not be reflected in the current employment data.

La Pine Response: The City has collected and analyzed a variety of data to determine which trend data is appropriate for the community. The development of the Comprehensive Plan and its citizen involvement outreach processes revealed that there is significant concern about the widespread lack of jobs in many local sectors. In addition to local sentiment and other expert data this EOA finds that the information provided by the State's EMPLOYMENT PROJECTIONS BY INDUSTRY AND OCCUPATION 2008-2018 Region 10 (Crook, Deschutes, and Jefferson Counties) is a good resource to use as La Pine determines which industries are likely to improve or decline over a portion (10 years) of the planning period. It is based upon Census data and tempered with the resource knowledge of the State of Oregon Economic experts.

This EOA and other data, indicate that Retail, Tourism, Education, Health, and Professional /Business Services will improve over other industries.

Even though the current 2008 recession has made it difficult to predict with any reliable clarity exactly what the future holds, available trend and forecasting data supplement local citizen desires and other more recent statistical information. Thus, it is no surprise that a common sense approach using a combination of data sources is required to get to a practical forecast.

Citizens have expressed a desire for more family wage jobs provided by larger manufacturing companies. However, the trend data suggests stronger growth in establishments on smaller lots even though the City is ready to accommodate large lot needs of manufacturers and other industries that need lots greater than 20 acres in size. Thus, this EOA predicts that economic growth and jobs will be strongest in the following industries:

- *Transportation, utilities and related industries. Why? The current population and infrastructure of La Pine is generally stable and requires a base level of utility and transportation services. Mid-State Electric is a large company and serves a fairly stable number of businesses and residential customers. This situation serves to support a core sector of the local economy.*
- *General Retail, Business, and Health Services. Why? Again, like the sector described above, the current population sustains a certain amount of economic activity on its own. This factor, the city's proximity to Hwy 97 and the impact of recreational tourism keep demand steady for retail and business services. It is important to note that La Pine is under-commercialized and many citizens must leave the city to shop or receive medical care in Sunriver and Bend. Tourists also desire better restaurant choices and travel related services that are currently being provided by Sunriver and Bend. Information derived from citizen comments at the public meetings for the development of the Comprehensive Plan indicate an overall need for more retail shopping and other commercial/health services across the board. "Retail Sales & Leakage" is*

a concept that applies to La Pine. Retail demand relates to the volume of retail purchases made by local residents - whether made in the local trade area or elsewhere. Supply is defined as the volume of retail sales activity actually experienced by local businesses. In conditions where demand outstrips supply, retail sales leakage occurs as local residents travel outside the immediate trade area to shop – Sunriver and Bend.. In other cases, the volume of sales actually experienced by local businesses will outstrip locally generated demand, meaning that retailers are drawing from well beyond the local trade area of La Pine as people living outside of the UGB find shopping in La Pine to be more convenient than a longer trip to Sunriver or Bend.

- *Leisure, Hospitality, and Recreation. Why? La Pine has a great number of recreational opportunities nearby which keeps tourism services in demand. Also, since a majority of jobs are located in Sunriver and Bend (top leisure, hospitality, and recreation centers in their own right) there is spillover created from these attractions. La Pine is planning on several major tourism related expansions. These include a new shopping center, RV service park, new rodeo grounds, and expansion of the park system.*
- *Local, State, and Federal Services. Why? Schools, colleges, State and Federal Offices will continue to grow to serve the expected increases in population. Even though the current cut-backs in local and State government are tangible today, it is expected that expansion will occur to serve population growth and demand for educational opportunities..*

While detailed sales data is limited for non-retail businesses, it is noted that La Pine also has an extremely limited inventory of service establishments including finance and medical. For example, the city has no 24 hour health care and fewer professional services and banks than other small communities. These deficiencies can negatively affect the livability of the community. However, the City of La Pine has adequate inventories of land upon which to develop new businesses and service areas.

Local Resident Demand:

- *La Pine has approximately 178 acres of vacant or redevelopable commercial land. This could generously support the needed services and industries described above and will address locally generated resident needs and population growth anticipated over a 20-year forecast period.*
- *The greatest future in-city residentially generated retail market need is general merchandise and quality food services. However, not all of the demand indicated should be expected to be served by new retail stores in La Pine as the amount of demand supported by the local population alone is often below the minimum size thresholds of retail franchise chains and independents.*
- *Better capture of locally generated demand and additional retail space demand beyond this amount likely requires augmentation from added external sources of customer volume - notably visitor/tourist generated demand.*

Predicted Job Growth Rate:

As the above data from the State of Oregon Employment Department shows – there are 1130 jobs in La Pine in March of 2010. The City of La Pine is currently working to bring a bio-mass plant to the LIGI industrial area and this will support 60 long term jobs by 2012. Recognizing this data and assuming a modest 1.5 percent growth rate (similar to the projected nationwide rate and the State of Oregon growth rate for Region 10) for the next two years brings the jobs total to 1,224.0 - an increase of 94 jobs. Applying a 2.2 percent growth rate (assumes the economic recession has abated) for the years 2013-2020 provides a rough estimate of an additional 204 jobs for a total of 1,428 jobs by the year 2020. Further year estimates are too speculative to be useful until other growth factors are examined and the current recession has abated.

Job Commuting

As shown above, La Pine has a large number of people who commute and work outside of the City limits. Of all individuals who are working and live in La Pine's City Limits, only 9% actually work in La Pine while 91% work outside of the City. Bend attracts 27% of workers and the largest majority of workers, 52%, work in the surrounding unincorporated areas. This situation is unacceptable and creates higher numbers of VMT (vehicle miles traveled) in addition to a host of issues related to long job commutes. However, programs are to be implemented that will slowly correct the situation by encouraging additional job growth within the city limits, improving land use arrangements and developing zoning codes that improve the viability of the La Pine community, and encouraging alternate modes. As a new city, the development of LIGI, the recent adoption of the Comprehensive Plan and upcoming new implementation ordinances are expected to boost La Pine's image and economic development potential.

Large Lot Development

There is also great emphasis on retaining and developing large parcels for industrial uses. While there has been great emphasis on large lot industrial development it is expected that such uses will be a small percentage of the total growth as compared to growth expected in other areas. Local and State experts believe that large lot development will support not only manufacturing uses, but data storage, energy production (solar fields), sewer treatment plant expansion including crop production to mitigate effluent, and other non-manufacturing uses. Currently, La Pine is courting a bi-mass plant on a portion of its industrial lands. This kind of industrial use is a good choice for La Pine. La Pine is a Severely Distressed Community with wages and education levels that fall below certain State standards. However, according to EDCO this can be a desirable attribute as certain manufacturers require such a labor force.

Inventory Snapshot - Overall assessments of the current inventories suggest that while La Pine has vacant industrial lands in 2010 there may be a need to plan for additional expansion to the industrial area toward the end of the 20 year planning horizon. Likewise, with the emphasis on creating “complete neighborhoods” it is necessary to define additional commercial service centers that can serve the three primary neighborhoods that define the La Pine community. It is generally understood that when the supply of economic lands are constrained, land prices unnecessarily increase and this could reduce La Pine’s chances at attracting business. Thus, a healthy supply of industrial, commercial, and mixed-use lands is necessary for to meet employment demand over the 20-year planning period. The city’s own studies and other agency data show that most of the 20 year supply of land can be derived from lands *within* the current City limits by conversion of Farm and Forest lands and mixed-use development techniques. This is an important feature and recognizes that La Pine’s recently incorporated city limits contains vacant land that can serve in various capacities until needed for full urbanization. The ability to use vacant lands for energy production, until improved and needed, for full urbanization is one example.

Top Reasons Why La Pine is Desirable for Economic Development

Access, Location, Supply, and Leadership

The City of La Pine is a small community 35 minutes south of Bend, along the Highway 97 corridor, a vital link to the Willamette Valley and other metropolitan areas. The location of the community and proximity/distance from other urban areas will continue to be somewhat of an obstacle for new businesses and industries that rely on speedy shipping and proximity to support services in Bend, Redmond, Portland-Metro and the I-5 Corridor. However, the charm of the area, quality of life, progressive industrial and commercial development strategies, supportive business and government leadership along with a ready supply of available land and labor at lower costs, will continue to be the key elements that can help overcome the business advantages that larger urban areas provide.

Labor Force

La Pine offers a pleasing alternative for people and businesses looking to locate in places other than Bend, Sunriver, and Redmond. With many ready-to-go commercial and development sites available at prices that are very competitive, La Pine also provides a variety of home site options, typically with larger acreages on flat, wooded areas. A majority of new residential building permits in unincorporated Deschutes County have been issued in the La Pine area. Estimates for the greater La Pine area (south of Sunriver and north of the Klamath County line) are between 15,000 and 16,000 residents – making it potentially the second largest population “center” in the Central Oregon region. The population estimate for zip code 97739 in 2007 was 9,421 residents. Portland State University’s Population Research Center estimated in July 2008 that the incorporated town of La Pine had 1,610 residents. Thus, there is a large labor pool within the community of La Pine. Companies in the La Pine area draw from the labor force of Deschutes County and northern Klamath County, which includes

more than 60,000 workers. Work force training is available locally in most occupation specialties. Local economic development efforts are available to assist firms in obtaining qualified workers through contacts with labor training agencies.

Taxes and Rates

Oregon does not have a sales tax. The Worker's Compensation rate is below the national average. The state income tax ranges from 5-9%, depending on the level of taxable income. La Pine enjoys the lowest property tax rates in Central Oregon and the lowest electric power rates.

Regional Incentives

Several incentive programs are available from state and local governments, as well as federal loan and grant programs for qualified companies. The La Pine Industrial Park is 327-acres owned by Deschutes County, Oregon, developed and managed by the non-profit La Pine Industrial Group, Inc. (LIGI). The 1st phase of 130 acres was sold out in 2001. The LIGI properties are within an Enterprise Zone, which provides for deferred taxing for qualified businesses.

Natural Gas

Cascade Natural Gas Company supplies the La Pine Industrial Park. The main transmission line of Pacific Gas Transmission Pipeline Company runs along the eastern boundary of the industrial park, carrying natural gas from production fields in Alberta, Canada, to California.

Water

The La Pine Industrial Park is fully serviced by water provided by the La Pine Water District. The District's wells are located in the foothills of the Paulina Mountains and produce high quality water at pressures to meet fire codes.

Wastewater

The La Pine Sewer District services the industrial park. Its primary treatment and distribution facility is located just north of Reed Road, the northern boundary of the industrial park.

Telecommunications

Qwest provides telephone services to the industrial park. Fiber optic lines and digital switching assure modern, high-speed data transmission capabilities as well as voice communications. There are several Internet service providers with local access connections.

Air Service

La Pine is 45 miles south of the Redmond Airport, an all-weather facility with control tower and multiple instrument approaches. Horizon Air and United Express offer non-stop service between Redmond and Portland, Seattle, and San Francisco. Sunriver Airport, 15 miles north of La Pine, has a 5,500-ft. runway with an instrument approach, accommodating private aircraft up to medium-sized corporate jets. Citizens

and City Council have discussed the need for a local airport. Early studies reviewed placement of a facility within the City limits. However, through the public process that occurred during the formation of the Comprehensive Plan it was determined that a local airport should be outside of the City limits. Issues that lead to this decision included potential conflict with the wastewater treatment plant, wildlife conflicts, and urban expansion needs over the 20 year planning horizon. The City Council agreed that a citizen committee should be developed to further research the issue on alternate airport locations.

Railroad

A main north/south line of the Burlington Northern-Santa Fe Railroad runs through the La Pine Industrial Park, with service to individual sites and common loading facilities.

Multi-Modal Transportation Options

La Pine is located on Highway 97 and has commuter services to nearby cities. The proposed zoning ordinances and policies in the Comprehensive Plan include a focus on multi-modal transportation options. BNSF provides limited rail service to the greater community. The rail line bisects the City and it is possible that future industry will bring greater focus on needed rail services and possibly expansion to commuters.

Industrial Site Readiness

With a good supply of industrial and commercial land the City of La Pine is in the enviable position of having a significant reserve of ready-to-build industrial sites for a wide range of industrial and commercial uses. These uses range from natural resource based manufacturing to light assembly, warehouse and distribution and for major destination uses, and a full range of commercial service uses consistent with trend projections..

Downtown Revitalization

The La Pine community has long been interested in downtown revitalization and the location of a Public Plaza linking various public buildings and a park to mark the center of the community.

Recreation Development

Located close to exceptional recreation from all points, the city of La Pine serves as a gateway mountain sports, hiking, fishing, hunting, desert sports, and many other activities and festivals. These tourism attractions are projected to increase as La Pine improves and expands its amenities and commercial services.

Housing

Overall, La Pine's buildable lands inventory shows that there is more than enough land to support the expected number of housing units assuming the 2.2% growth rate. Additional details regarding employment lands show a similar conclusion as described later in this report.

Recent Development – an excerpt from EDCO – Economic Development for Central Oregon

Fitting with its pioneering spirit, La Pine and its surrounding area has become a hub of activity for the renewable energy industry. The city boasts the first gold LEED certified building east of the Cascade Mountains, Midstate Electric Cooperative, and with the completion of Little Deschutes Lodge Retirement Center, will have the first platinum LEED building – the highest certification available. Recent interest and implementation of renewable energy projects including geothermal, biomass and solar have made La Pine the potential hub for renewable energy technology.

The commercial area of La Pine has several sizeable developments underway or recently completed including a new multi-million dollar senior/assisted living facility, elementary school, and several new commercial/retail businesses. Community leaders in the La Pine area have also been working diligently on development of municipal services including a community water and sewer system. As a result, the area's new industrial park and surrounding areas have water provided by a new well, distribution system and 250,000 gallon storage reservoir managed by La Pine Water District. Sewer services are also available, provided by the La Pine Sewer District.

These efforts have been well timed with the development of the area's business "drawing card," the La Pine Industrial Park. This newer, fully serviced park offers flat and "rock-less" buildable lots from ¼ acre to 40 + acres. The park also has the advantage of easy access to both the Burlington Northern – Santa Fe Railroad mainline as well as U.S. Hwy 97, which connects with I-5 to the south in California, I-84 in northern Oregon, and I-90 in central Washington.

Currently available are several 0.43-acre lots in the Newberry Business Park on Reed Road, and 17 lots ranging from 1 - 3 acres in the Finley Butte Industrial Park south of the new Midstate Electric Coop headquarters. There is also a 78-acre parcel certified by the State of Oregon as "shovel ready" that is being reserved for a large rail user.

LIGI – La Pine Industrial Group, Inc. - can provide a range of site options including fully-serviced ready-to-build lots, build-to-suit facilities for purchase or lease, and multi-tenant space for lease. Financing can also be arranged for qualified companies.

3. Site suitability analysis

Purpose: Understand the types of sites needed to successfully implement the Statement of Community Economic Development Objectives.

Deliverable: Catalog of the range of site types suitable for the employment uses likely to expand or locate in the study area.

Typical activities include:

- a. Identify the employment land uses appropriate for the study area, based on results of the trend analysis. Include specific site sizes, special site requirements or other characteristics affecting the needed land supply such as a mixture of site sizes or sites with proximity to facilities. Also identify land needs that may arise from the expansion of existing businesses and the recruitment or location of new businesses into the study area.
- b. Acquire and incorporate information published by the Oregon Economic and Community Development Department that documents specific market-based

development practices and site requirements that may affect the current inventory and need for additional suitable employment land.

***La Pine Response:** The City has examined all of its sites within the city limits and UGB. The Deschutes County GIS Department has provided lot-by-lot data on the size, ownership, and suitability of each industrial and commercial property based upon a variety of vacant/redevelopable factors.*

It was determined during the development of the Comprehensive Plan that the Community Economic Development Objectives, which are a combination of local goals to encourage economic development, rely upon having adequate supplies and adequate lot sizes of employment land.

The City currently has a good short-term supply of developable and redevelopable industrial land. Future industrial lands that require large chunky shaped lots of 100 acres or more can be accommodated on the Forest F-2 area south of Roseland Road. This area currently accommodates a large off-road vehicle park, and future ROW lands needed for the construction of the Wickiup RR Crossing Interchange (ODOT project) but these activities only occupy approximately 500 acres out of the 1,200 acres in this area. The residual of approximately 700 acres is to be reserved/planned for large lot industrial development (300 acres), sewer treatment plant expansion (200 acres) and interim energy production solar fields or Bio-Mass plants (200 acres).

Commercial lands are in good supply but typically located along the Highway 97 corridor and Huntington Road - having shallow lot depth and multiple access points. The Comprehensive Plan recognizes that shallow lots lead to undesirable "strip" development patterns that not only encourage higher VMT, but lead to problems related to having too many access points along the highway and major streets. Over time, ODOT and the City will likely remove or limit current access points. This can create operational problems for businesses. To remedy this situation the Plan sets policies and mapping that encourages "center" development and mixed-use development in other areas of the City or deepen shallow strip areas so they can redevelop into larger centers with highly functional access meetings both city and ODOT objectives. The Plan also recognizes that the traveling public will need easy access to services too. Thus, a greater emphasis on mixed-use and "Complete Community" development patterns will assist in reducing VMT, provide services to the traveling public, and encourage "centers" over strip development. The proposed mixed-use areas will provide additional service and employment lands near existing and new neighborhoods. Thus, in addition to traditional commercial areas, the community will also have access to commercial nodes that provide local services close to home.

4. Inventory of suitable sites

Purpose: Determine the current availability of sites suitable for employment uses likely to expand or locate in the planning area.

Deliverable: Inventory of available sites suitable for employment uses likely to expand or locate in the planning area within the planning period.

Typical activities include:

a. Inventory and analyze the planning area's existing supply of industrial and other employment lands for development constraints which may include: wetlands, habitat areas, environmental contamination, topography, cultural resources, infrastructure deficiencies, parcel fragmentation, natural hazard areas, ownership patterns, and other suitability and availability criteria in order to determine the readiness of the current land supply for industrial and other employment development. It is important to examine opportunities for redevelopment of existing sites, including sites in the core areas of cities. A local government may consider the cost of preparing land for the designated use as part of an EOA by including a residual value analysis prepared by a competent professional as part of the analysis of development constraints.

La Pine Response: *The City is essentially flat in elevation- this improves development suitability. Existing and proposed employment lands are not located near any wetlands, habitat areas, areas with environmental contamination, steep topography, on lands with cultural resources, infrastructure deficiencies or natural hazard areas. Ownership patterns are favorable as the majority of these lands are vacant, under single ownership, or suitable for assemblage. The one factor that could limit development of employment lands is the readiness of the Water and Sewer Districts. At this time, even though the Districts are well managed, the Districts are not managed by the city of La Pine but this is intended to change. It is a top priority of the City Council to absorb the districts and consolidate the provision of public serves to its citizens. As detailed in the Comprehensive Plan, the District's plan is to serve the entire UGB over the planning period. Capital programs to expand the district are included in the appendix data and detail how the districts will project expansion within the UGB.*

Overview of La Pine Land Inventory Data

<i>Total acres within the City limits</i>	<i>4474.33 acres⁵</i>
<i>Total vacant acres within City limits</i>	<i>3031 acres</i>
<i>Number of City parcels</i>	<i>1520 parcels</i>
<i>Current ROW</i>	<i>446 acres</i>
<i>Current ODOT purchases/Wickiup re-route</i>	<i>37 acres</i>
<i>Future ODOT purchases/Wickiup re-route</i>	<i>200 acres</i>
<i>Resource lands – vacant Forest and Agricultural Parks</i>	<i>1814 acres</i>
	<i>47 acres</i>

⁵ Per 2006 incorporation boundary survey

Employment Land (Comm./Industrial) Inventory and Needs Analysis

La Pine has a total area of 4474.33 acres⁶ within the City limits. Currently zoned employment lands comprise approximately 450.0 gross acres of this total.

As of January 2009, the specific zoned land is calculated as:

- 270.90 net acres of industrial land is available for new development*
- 5 gross acres of industrial land are available for redevelopment.*
- 178.14 acres of commercial land are available for new/redevelopment*

The combination of commercial and industrial lands is known as “employment” land because together, they are where the most jobs can be created. La Pine would like to provide jobs for all of its citizens and not suffer the continued negative impacts of the daily commute made by citizens to other cities. However, the City of La Pine cannot meet this goal at present; most jobs are located outside of the community.

Employment Data for La Pine

Number of people who work in La Pine: 1,130 Number of people who live in La Pine and who work: 433

Residence location for people who work in La Pine:

<i>Bend</i>	<i>319</i>	<i>25%</i>
<i>Three Rivers</i>	<i>56</i>	<i>5%</i>
<i>La Pine</i>	<i>45</i>	<i>4%</i>
<i>Redmond</i>	<i>34</i>	<i>3%</i>
<i>Prineville</i>	<i>7</i>	<i>1%</i>
<i>Other</i>	<i>669</i>	<i>59% unincorporated areas</i>

Workplace for people who live in La Pine and who work:

<i>Bend</i>	<i>118</i>	<i>27%</i>
<i>La Pine</i>	<i>39</i>	<i>9%</i>
<i>Three Rivers</i>	<i>32</i>	<i>7%</i>
<i>Redmond</i>	<i>5</i>	<i>3%</i>
<i>Prineville</i>	<i>5</i>	<i>1%</i>
<i>Other</i>	<i>224</i>	<i>52%</i>

⁶ Per 2006 incorporation boundary survey

Efforts to induce additional local job creation are underway and were given a boost by the recent incorporation in 2006, LIGI's efforts, Deschutes County TDC program, and the creation of the water and sewer districts. These basic building blocks will provide the foundation for a solid economic strategy.

The responsibility to maintain a supply of adequate industrial lands, and provide a sound industrial climate to support additional job creation is a continuing responsibility of the City as part of the Goal 9 requirements and City Council policy. The City intends to preserve existing industrial areas for predominantly industrial uses.

Short Term Supply of Serviceable Employment Lands

La Pine has a ready supply of serviceable employment lands. 450 gross acres are available within the combined commercial areas and La Pine Industrial Park (LIGI). These lands have direct access to street, water, sewer, and other utility services or are within ¼ mile of such services. The LIGI lands make up the majority of serviceable employment lands with 327 acres of ready-to-go land. Each new development, no matter where it is located, will be analyzed on its own merits to determine if any additional improvements need to be made to any portion of La Pine's or other utility providers infrastructure elements.

Commercial and Industrial Land Needs 2009- 2029 – Creating a 20-year supply

Yearly absorption rate data describes what lands actually are developed over time. This data is not sufficient to use alone for determining future employment land needs over a 20-year period. Other issues must be taken into consideration. The development of the "Complete Neighborhoods" concept; making large lots available for energy production; the need for buffers between land uses; and, mixed-use needs for healthy sustainability are just a few of the factors that shape a future land needs analysis. Thus, the City has chosen to use a variety of forecasting factors and those are listed below. Identifying a 20-year supply of land is really an estimate using a combination of data sets and forecasting factors. These estimates are used as a basis for making land use decisions; as new data or new predictive models become available, the estimates will be revised.

Land Need Considerations and Forecasting Factors

- *Demand for services and job creation*
- *Availability of infrastructure and transportation access*
- *Physical features that enable easy development; including infrastructure capacity*

- *Features that restrict or limit development – open space, natural resource protection, buffers, and lot size*
- *Location and proximity to labor force*
- *Absorption patterns and other factors that affect land usability*
- *Growth management goals and compliance with State law*
- *Community employment needs, niche development, emerging markets*
- *Complete Neighborhood development techniques*
- *Private or public ownership land transfers – BLM, DSL, Deschutes County, State of Oregon, etc.*
- *Special areas for railroad-dependent industrial development*
- *Opportunities for transitional/temporary industrial development*
- *Opportunities for energy development*
- *Flexibility to accommodate unforeseen needs*

The land need and forecasting factors can be used to formulate assumptions about economic trends and determine commercial and industrial land needs. These factors form assumptions and when combined with local planning and economic development goals, are intended to provide a foundation for assessing any changes in the Plan. As of the date of approval of this plan, the basic assumptions are as follows:

- *The National, State and Local trend shows that the highest economic growth will be in Health, Retail, Energy, Service, and Professional fields.*
- *The goals of the community and those of local economic development experts focus on high technology, manufacturing, and production as desired industries. These goals may conflict with the predicted trends.*
- *Public facilities that serve industrial lands must be complete and adequate to support community economic development goal. The most recent geological data shows the Deschutes Aquifer serves the La Pine community. The La Pine Sewer and Water Districts provide access to sewer and water mains. Mid-State Electric serves the community.*
- *Lands that have appropriate infrastructure in place and are competitively priced will be easier to market to prospective developers. Lease-only lands may be more difficult to market because of bank financing conditions.*

- *Commercial and Industrial lands must be attractive and include local support services and workforce housing options for employees.*
- *Industrial lands that contain natural resource areas and other areas that require special protection will reduce the overall inventory of developable industrial land.*

Commercial and Industrial Lands Located Near Residential Lands

The City has also studied the potential negative impacts of commercial and industrial land designations that abut established or future residential areas within the city. Over time, there may be a need to buffer expanding industrial and commercial uses from residential areas. The proposed zoning map shows various areas proposed to be either open space or mixed-use areas that can serve as a “buffer.” This type of buffering technique also serves to better establish the “Complete Neighborhood” concept.

5. Assessment of potential

Purpose: Understand the process, and reduce the cost and risk associated with designating the amount of employment land.

Deliverables: An estimate of the need for employment land within the planning area for the planning period by category of site type.

Typical activities include:

- Estimate the total number of sites needed in the study area for the planning period by categories of sites, based on information collected in the previous tasks.
- Estimate the types and amounts of industrial and other employment uses likely to occur in the planning area.

La Pine Response: The City’s study and analysis of the above forecasting factors shows that La Pine has an adequate amount of land within its city limits/UGB to supply a 20-year inventory of employment lands, but not enough large industrial and recreation parcels to satisfy identified needs. This is further described below.

Overall, a total acreage of 342.00 acres of employment land is required to sustain the community over the 20-year period without the need for the large industrial parcels and large recreational land. The 342.00 acre figure is derived from a combination of historical absorption, needed employment and service nodes in deficient neighborhood areas, needed shopping centers capable of supplying a greater choice in services, lands upon which to develop smaller incubator/light

industrial developments, and mixed-use buffer areas to supply needed transitional lands. This land need projection breaks down as follows:

Employment Land Breakdown and Projection of Needed Acres Over 20-year Period ⁷		
Employment Land Type	Zoning Required	Acres
Neighborhood Commercial and Service Nodes	Mixed Use, Industrial, Commercial	12
Middle sized, 20-acre minimum parcels	Industrial	200
Smaller sized incubator/light industrial type parcels	Mixed-use, Industrial, Commercial	50
Shopping Centers	Mixed-use or Commercial	80
	Total Land Needed Net	342.0
	Total Employment Land in UGB Gross	450.0
	Reserve	108.0

The projected breakdown of needed employment lands is 342.0 gross acres which is less than the 450 gross acres available within the current UGB, leaving 108 gross acres as a reserve over the 20- year period. This figure is a total of all employment lands and does not mean that all lands are organized as a composite or abutting one another. Thus, assemblage of parcels, re-zonings, etc. may be necessary. The reserve may be inadequate should there be multiple demands for large lot (50-120 acres) development. When large Industrial parcels are needed, and the actual availability does not support the need, an UGB expansion may be required.

This type of development forecast may seem aggressive but it is appropriate over the 20 year planning horizon. The City of La Pine can accommodate this need within its current city limits/UGB unless unique factors warrant UGB expansion. For example, large industrial developments with large acreage requirements may not be able to find suitable land within the current UGB and close to other employment lands – this situation may necessitate expansion.

Large Industrial Acreages

The community supports targeting of specific industrial uses that can provide many jobs at one location. These industries tend to require large acreages from 50 to 120 acres each to support large buildings in a “campus” arrangement or buffer adjacent areas from the negative effects of large manufacturing plants. The community intends to provide for and reserve large tracts for these types of developments. The existing Enterprise Zone was created to entice large industrial developments to La Pine. UGB expansion to supply the larger acreage lots, 50 to 120 acre parcels should be located

⁷ Approximately 3 new commercial nodes 4 acres each, 1 mid-size 20 acre industrial project every 2 years, 5, ½ acre projects every year, 2 40- acre shopping centers

adjacent to the current bulk of industrial lands or in areas that have supportive infrastructure.

It is anticipated that there should be an inventory of large “for purchase” industrial lots. This allows for a variety of industrial development on the lands required for industrial development. This assumption is based upon local data and the demonstrated goal of targeting specific industries beyond the current trends. It is important to do this since the trend information does not necessarily reflect all of the needs of a growing community like La Pine, where supporting a broader range of employment and industrial choices to reduce historical jobs/housing imbalances is a community goal.

**Estimated 20-year Industrial Land Absorption
Over the Planning Period 2009-2029**

Type of Industrial Lands	Years 2009-2014	Years 2015-2020	Years 2020-2025	Years 2025-2029	Total Acres
Leased Only	Varies	Varies	Varies	Varies	200
Typical Industrial Lands	10 acres dev./year	20 acres dev./year	20 acres dev./year	20 acres dev./year	90
Large Industrial Parcels	50 acres	120 acres	100 acres	50 acres	320
Other Mixed-employment	Varies	Varies	Varies	Varies	50
					660

The above chart looks out 20 years and takes into consideration proposed absorption of all types of industrial and mixed-use lands, including large industrial parcels. This does not take into consideration commercial land needs, just industrial. The result is a need of 660 acres of industrial and mixed-employment land. As noted earlier in this chapter, the current land need derived from using a variety of factors, not just absorption, shows a need for 342.0 acres of employment lands. However, it is important to realize that forecasting is not a precise science and that large industrial parcels and large recreational parcels will be needed by the community and these are likely to require an UGB expansion at some point over the next 20 years.

Industrial service, energy, manufacturing, contractor operations, assembly, and repair businesses look to La Pine’s available industrial lands for development opportunities. This trend is expected to continue. As commercial lands increase in cost, lower priced industrial lands become more attractive to developers for service uses. It is appropriate

to assume that industrial projects requiring less than 15 acres of land each will develop the quickest during the planning period. The evidence to support this conclusion includes the past historical data showing that industrial development has been occurring on parcels less than 15 acres in size. The lack of easy to develop industrial lands in both Bend and Redmond will help attract industrial uses to La Pine where land is plentiful, serviceable, and available at a competitive cost. Likewise, it is anticipated demand for low cost developable residential land in Bend and Redmond will help attract more people to La Pine where such lands are available.

Specialized employment lands that have a dual purpose (recreational and employment), such as the future La Pine Rodeo grounds, may also require expansion due to its unique locational factors, special siting needs, or the other factors listed below. Revisions to the Plan can occur at any time, once supporting evidence shows a need for a change or update. Thus, the community can be assured that careful monitoring of all predictive data will be the best method for addressing the economic land needs of the community.

6. Develop detailed implementation policies based on completion of previous steps

Purpose: Provide specific guidance to community leaders and staff.

Deliverables: A list of recommended economic development implementation policies to be included in the comprehensive plan update or plan amendment that were identified by the EOA process. It is not necessary for an EOA to include a complete implementation plan, which may follow and could include additional items.

Typical activities include:

- a. Identify local government activities that will be needed to successfully implement the Statement of Community Economic Development Objectives. Include changes to the land supply, updates to comprehensive plans, additions to infrastructure facilities, new intergovernmental agreements, updated management practices, public-private partnerships, workforce training and adjustments to real estate economic factors. Include techniques to increase the community's ability to respond to economic development opportunities with speed and flexibility.
- b. Identify appropriate local government actions and investments of leadership, capacity, staff time, public finance tools and statutory authority needed to successfully implement the Statement of Community Economic Development Objectives.
- c. Identify available methods to fund local government activities that will be needed to successfully implement the Statement of Community Economic Development Objectives.
- d. If using an estimate of job growth with reasonable justification to complete the trend analysis, the local government must identify investments in infrastructure, workforce, amenities and other community improvements necessary in order to attract the job

growth. Demonstrate that methods are available and there is local commitment to fund those improvements.

La Pine Response: The La Pine Comprehensive Plan identifies goals, policies and programs aimed at improving the local economy. These Plan attributes are endorsed and supported by the community and local leaders. La Pine is a new city and at this time has few staff and little resources to apply the goals, policies, and programs. However, the Plan provides guidance for the upcoming development of the implementing ordinances and other studies. Likewise, the City Council has budgeted funds to begin addressing various programs. For example:

1. The City Council has adopted goals that encourage excellent public service and a focus on economic development. A list of recommended economic development implementation policies are included in the Comprehensive Plan.
2. The City has excellent working relationships with State agencies, particularly DLCD, ERT, Workforce Oregon, etc.
3. The City has applied for and received a DLCD grant to develop implementing ordinances for the Plan
4. The City has staffed and appointed a local Planning Commission who is actively developing implementing ordinances for the Plan.
5. The City has hired an interim City Manager in addition to the City Clerk and support staff.
6. The City has adopted policies to update various land inventories and economic policies as needed.
7. The City is actively working with various State and Federal officials to transfer BLM lands inside and abutting the city limits to public or other beneficial uses i.e. sewer treatment plant expansion, new rodeo grounds, Town Center Public Plaza, etc.
8. The City actively supports the local Chamber of Commerce, LIGI, and EDCO and their mission to improve economic development in La Pine
9. The City actively collaborates with Deschutes County and supports activities to bring development to the City i.e. Bio-Green Bio Mass
10. The City has adopted policies that encourage alternate energy production including Bio-Mass, Solar, and similar technologies
11. The City has large areas within the city limits upon which alternate energy production can be developed
12. The City is collaborating with private philanthropic groups to improve the livability of La Pine with lighting and pedestrian improvements
13. The City is developing ordinances to institute system development charges that help mitigate the impact of new development upon the transportation system (the sewer and water districts already have a charge in place)
14. The City recognizes that improving the visual features of the community and adding mixed-use service centers will encourage additional development of local jobs filled by local residents

- 15. The City is engaged in absorbing the sewer and water districts in an effort to consolidate services and improve governance.**
- 16. For fiscal year 2011 the City has budgeted funds to complete a Hwy 97 Corridor Plan and Transportation System Plan.**

Key Appendix Data

DP-1. Profile of General Demographic Characteristics: 2000
 Data Set: Census 2000 Summary File 1 (SF 1) 100-Percent Data
 Geographic Area: **97739 5-Digit ZCTA**

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Subject	Number	Percent
Total population	8,602	100.0
SEX AND AGE		
Male	4,329	50.3
Female	4,273	49.7
Under 5 years	374	4.3
5 to 9 years	526	6.1
10 to 14 years	632	7.3
15 to 19 years	489	5.7
20 to 24 years	249	2.9
25 to 34 years	734	8.5
35 to 44 years	1,156	13.4
45 to 54 years	1,412	16.4
55 to 59 years	633	7.4
60 to 64 years	639	7.4
65 to 74 years	1,107	12.9
75 to 84 years	539	6.3
85 years and over	112	1.3
Median age (years)	46.1	(X)
18 years and over	6,727	78.2
Male	3,364	39.1
Female	3,363	39.1
21 years and over	6,540	76.0
62 years and over	2,142	24.9
65 years and over	1,758	20.4
Male	905	10.5
Female	853	9.9
RACE		
One race	8,432	98.0
White	8,208	95.4
Black or African American	11	0.1
American Indian and Alaska Native	122	1.4
Asian	22	0.3
Asian Indian	0	0.0
Chinese	7	0.1
Filipino	4	0.0
Japanese	7	0.1
Korean	4	0.0
Vietnamese	0	0.0
Other Asian ¹	0	0.0
Native Hawaiian and Other Pacific Islander	10	0.1
Native Hawaiian	9	0.1
Guamanian or Chamorro	0	0.0

Subject	Number	Percent
Samoan	1	0.0
Other Pacific Islander ²	0	0.0
Some other race	59	0.7
Two or more races	170	2.0
Race alone or in combination with one or more other races ³		
White	8,370	97.3
Black or African American	25	0.3
American Indian and Alaska Native	233	2.7
Asian	51	0.6
Native Hawaiian and Other Pacific Islander	16	0.2
Some other race	92	1.1
HISPANIC OR LATINO AND RACE		
Total population	8,602	100.0
Hispanic or Latino (of any race)	184	2.1
Mexican	141	1.6
Puerto Rican	3	0.0
Cuban	0	0.0
Other Hispanic or Latino	40	0.5
Not Hispanic or Latino	8,418	97.9
White alone	8,122	94.4
RELATIONSHIP		
Total population	8,602	100.0
In households	8,565	99.6
Householder	3,501	40.7
Spouse	2,224	25.9
Child	2,011	23.4
Own child under 18 years	1,661	19.3
Other relatives	349	4.1
Under 18 years	150	1.7
Nonrelatives	480	5.6
Unmarried partner	244	2.8
In group quarters	37	0.4
Institutionalized population	0	0.0
Noninstitutionalized population	37	0.4
HOUSEHOLDS BY TYPE		
Total households	3,501	100.0
Family households (families)	2,592	74.0
With own children under 18 years	873	24.9
Married-couple family	2,224	63.5
With own children under 18 years	630	18.0
Female householder, no husband present	233	6.7
With own children under 18 years	159	4.5
Nonfamily households	909	26.0
Householder living alone	688	19.7
Householder 65 years and over	312	8.9
Households with individuals under 18 years	978	27.9
Households with individuals 65 years and over	1,187	33.9
Average household size	2.45	(X)
Average family size	2.77	(X)
HOUSING OCCUPANCY		
Total housing units	4,607	100.0

Subject	Number	Percent
Occupied housing units	3,501	76.0
Vacant housing units	1,106	24.0
For seasonal, recreational, or occasional use	821	17.8
Homeowner vacancy rate (percent)	3.0	(X)
Rental vacancy rate (percent)	8.5	(X)
HOUSING TENURE		
Occupied housing units	3,501	100.0
Owner-occupied housing units	2,898	82.8
Renter-occupied housing units	603	17.2
Average household size of owner-occupied unit	2.40	(X)
Average household size of renter-occupied unit	2.66	(X)
Subject	Number	Percent

(X) Not applicable

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrices P1, P3, P4, P8, P9, P12, P13, P17, P18, P19, P20, P23, P27, P28, P33, PCT5, PCT8, PCT11, PCT15, H1, H3, H4, H5, H11, and H12.

DP-2. Profile of Selected Social Characteristics: 2000

Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

Geographic Area: **97739 5-Digit ZCTA**

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

Subject	Number	Percent
SCHOOL ENROLLMENT		
Population 3 years and over enrolled in school	1,586	100.0
Nursery school, preschool	80	5.0
Kindergarten	53	3.3
Elementary school (grades 1-8)	889	56.1
High school (grades 9-12)	426	26.9
College or graduate school	138	8.7
EDUCATIONAL ATTAINMENT		
Population 25 years and over	6,528	100.0
Less than 9th grade	366	5.6
9th to 12th grade, no diploma	1,100	16.9
High school graduate (includes equivalency)	2,502	38.3
Some college, no degree	1,699	26.0
Associate degree	317	4.9
Bachelor's degree	447	6.8
Graduate or professional degree	97	1.5
Percent high school graduate or higher	77.5	(X)
Percent bachelor's degree or higher	8.3	(X)
MARITAL STATUS		
Population 15 years and over	7,174	100.0

Subject	Number	Percent
Never married	1,089	15.2
Now married, except separated	4,627	64.5
Separated	81	1.1
Widowed	546	7.6
Female	425	5.9
Divorced	831	11.6
Female	356	5.0
GRANDPARENTS AS CAREGIVERS		
Grandparent living in household with one or more own grandchildren under 18 years	208	100.0
Grandparent responsible for grandchildren	152	73.1
VETERAN STATUS		
Civilian population 18 years and over	6,856	100.0
Civilian veterans	1,645	24.0
DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION		
Population 5 to 20 years	1,550	100.0
With a disability	143	9.2
Population 21 to 64 years	4,973	100.0
With a disability	1,258	25.3
Percent employed	42.1	(X)
No disability	3,715	74.7
Percent employed	61.5	(X)
Population 65 years and over	1,741	100.0
With a disability	740	42.5
RESIDENCE IN 1995		
Population 5 years and over	8,264	100.0
Same house in 1995	4,096	49.6
Different house in the U.S. in 1995	4,135	50.0
Same county	1,138	13.8
Different county	2,997	36.3
Same state	1,762	21.3
Different state	1,235	14.9
Elsewhere in 1995	33	0.4
NATIVITY AND PLACE OF BIRTH		
Total population	8,688	100.0
Native	8,515	98.0
Born in United States	8,441	97.2
State of residence	3,557	40.9
Different state	4,884	56.2
Born outside United States	74	0.9
Foreign born	173	2.0
Entered 1990 to March 2000	21	0.2
Naturalized citizen	118	1.4
Not a citizen	55	0.6
REGION OF BIRTH OF FOREIGN BORN		
Total (excluding born at sea)	173	100.0
Europe	41	23.7
Asia	29	16.8
Africa	0	0.0

Subject	Number	Percent
Oceania	0	0.0
Latin America	8	4.6
Northern America	95	54.9
LANGUAGE SPOKEN AT HOME		
Population 5 years and over		
	8,264	100.0
English only	8,009	96.9
Language other than English	255	3.1
Speak English less than "very well"	74	0.9
Spanish	194	2.3
Speak English less than "very well"	52	0.6
Other Indo-European languages	36	0.4
Speak English less than "very well"	6	0.1
Asian and Pacific Island languages	13	0.2
Speak English less than "very well"	4	0.0
ANCESTRY (single or multiple)		
Total population		
	8,688	100.0
Total ancestries reported		
	9,416	108.4
Arab	0	0.0
Czech ¹	43	0.5
Danish	122	1.4
Dutch	316	3.6
English	1,606	18.5
French (except Basque) ¹	345	4.0
French Canadian ¹	97	1.1
German	1,920	22.1
Greek	0	0.0
Hungarian	0	0.0
Irish ¹	1,274	14.7
Italian	241	2.8
Lithuanian	20	0.2
Norwegian	379	4.4
Polish	85	1.0
Portuguese	38	0.4
Russian	43	0.5
Scotch-Irish	209	2.4
Scottish	364	4.2
Slovak	0	0.0
Subsaharan African	0	0.0
Swedish	239	2.8
Swiss	51	0.6
Ukrainian	20	0.2
United States or American	596	6.9
Welsh	159	1.8
West Indian (excluding Hispanic groups)	0	0.0
Other ancestries	1,249	14.4
Subject	Number	Percent

(X) Not applicable.

¹ The data represent a combination of two ancestries shown separately in Summary File 3. Czech includes Czechoslovakian. French includes Alsatian. French Canadian includes Acadian/Cajun. Irish includes Celtic.

[Ancestry Code List \(PDF 35KB\)](#)

[Place of Birth Code List \(PDF 74KB\)](#)

[Language Code List \(PDF 17KB\)](#)

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices P18, P19, P21, P22, P24, P36, P37, P39, P42, PCT8, PCT16, PCT17, and PCT19

DP-3. Profile of Selected Economic Characteristics: 2000
Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data
Geographic Area: 97739 5-Digit ZCTA

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

Subject	Number	Percent
EMPLOYMENT STATUS		
Population 16 years and over	7,095	100.0
In labor force	3,453	48.7
Civilian labor force	3,453	48.7
Employed	3,055	43.1
Unemployed	398	5.6
Percent of civilian labor force	11.5	(X)
Armed Forces	0	0.0
Not in labor force	3,642	51.3
Females 16 years and over	3,463	100.0
In labor force	1,563	45.1
Civilian labor force	1,563	45.1
Employed	1,367	39.5
Own children under 6 years	461	100.0
All parents in family in labor force	226	49.0
COMMUTING TO WORK		
Workers 16 years and over	2,986	100.0
Car, truck, or van -- drove alone	2,237	74.9
Car, truck, or van -- carpooled	613	20.5
Public transportation (Including taxicab)	0	0.0
Walked	48	1.6
Other means	4	0.1
Worked at home	84	2.8
Mean travel time to work (minutes)	28.2	(X)
Employed civilian population 16 years and over	3,055	100.0
OCCUPATION		
Management, professional, and related occupations	638	20.9
Service occupations	539	17.6
Sales and office occupations	773	25.3
Farming, fishing, and forestry occupations	125	4.1
Construction, extraction, and maintenance occupations	455	14.9
Production, transportation, and material moving occupations	525	17.2
INDUSTRY		
Agriculture, forestry, fishing and hunting, and mining	242	7.9
Construction	354	11.6
Manufacturing	280	9.2
Wholesale trade	87	2.8
Retail trade	633	20.7
Transportation and warehousing, and utilities	112	3.7
Information	38	1.2
Finance, insurance, real estate, and rental and leasing	214	7.0
Professional, scientific, management, administrative, and waste management services	88	2.9
Educational, health and social services	377	12.3

Subject	Number	Percent
Arts, entertainment, recreation, accommodation and food services	332	10.9
Other services (except public administration)	164	5.4
Public administration	134	4.4
CLASS OF WORKER		
Private wage and salary workers	2,220	72.7
Government workers	431	14.1
Self-employed workers in own not incorporated business	389	12.7
Unpaid family workers	15	0.5
INCOME IN 1999		
Households	3,580	100.0
Less than \$10,000	311	8.7
\$10,000 to \$14,999	322	9.0
\$15,000 to \$24,999	710	19.8
\$25,000 to \$34,999	721	20.1
\$35,000 to \$49,999	700	19.6
\$50,000 to \$74,999	541	15.1
\$75,000 to \$99,999	125	3.5
\$100,000 to \$149,999	96	2.7
\$150,000 to \$199,999	21	0.6
\$200,000 or more	33	0.9
Median household income (dollars)	31,635	(X)
With earnings	2,354	65.8
Mean earnings (dollars)	37,865	(X)
With Social Security income	1,536	42.9
Mean Social Security income (dollars)	11,570	(X)
With Supplemental Security Income	150	4.2
Mean Supplemental Security Income (dollars)	7,686	(X)
With public assistance income	158	4.4
Mean public assistance income (dollars)	1,916	(X)
With retirement income	1,048	29.3
Mean retirement income (dollars)	15,492	(X)
Families	2,629	100.0
Less than \$10,000	123	4.7
\$10,000 to \$14,999	180	6.8
\$15,000 to \$24,999	478	18.2
\$25,000 to \$34,999	527	20.0
\$35,000 to \$49,999	603	22.9
\$50,000 to \$74,999	476	18.1
\$75,000 to \$99,999	115	4.4
\$100,000 to \$149,999	73	2.8
\$150,000 to \$199,999	21	0.8
\$200,000 or more	33	1.3
Median family income (dollars)	35,187	(X)
Per capita income (dollars)	15,949	(X)
Median earnings (dollars):		
Male full-time, year-round workers	30,194	(X)
Female full-time, year-round workers	20,124	(X)
POVERTY STATUS IN 1999 (below poverty level)		
Families	216	(X)
Percent below poverty level	(X)	8.2
With related children under 18 years	126	(X)
Percent below poverty level	(X)	13.3

Subject	Number	Percent
With related children under 5 years	73	(X)
Percent below poverty level	(X)	18.3
Families with female householder, no husband present	95	(X)
Percent below poverty level	(X)	36.8
With related children under 18 years	78	(X)
Percent below poverty level	(X)	43.1
With related children under 5 years	47	(X)
Percent below poverty level	(X)	79.7
Individuals	1,071	(X)
Percent below poverty level	(X)	12.4
18 years and over	856	(X)
Percent below poverty level	(X)	12.5
65 years and over	173	(X)
Percent below poverty level	(X)	9.9
Related children under 18 years	215	(X)
Percent below poverty level	(X)	12.0
Related children 5 to 17 years	144	(X)
Percent below poverty level	(X)	10.5
Unrelated individuals 15 years and over	442	(X)
Percent below poverty level	(X)	30.0
Subject	Number	Percent

(X) Not applicable.

[Detailed Occupation Code List \(PDF 42KB\)](#)

[Detailed Industry Code List \(PDF 44KB\)](#)

[User note on employment status data \(PDF 63KB\)](#)

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices P30, P32, P33, P43, P46, P49, P50, P51, P52, P53, P58, P62, P63, P64, P65, P67, P71, P72, P73, P74, P76, P77, P82, P87, P90, PCT47, PCT52, and PCT53

DP-4. Profile of Selected Housing Characteristics: 2000
Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data
Geographic Area: **97739 5-Digit ZCTA**

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

Subject	Number	Percent
Total housing units	4,663	100.0
UNITS IN STRUCTURE		
1-unit, detached	2,692	57.7
1-unit, attached	34	0.7
2 units	0	0.0
3 or 4 units	16	0.3
5 to 9 units	0	0.0
10 to 19 units	0	0.0
20 or more units	7	0.2
Mobile home	1,725	37.0
Boat, RV, van, etc.	189	4.1
YEAR STRUCTURE BUILT		
1999 to March 2000	198	4.2
1995 to 1998	662	14.2
1990 to 1994	618	13.3

Subject	Number	Percent
1980 to 1989	918	19.7
1970 to 1979	1,583	33.9
1960 to 1969	341	7.3
1940 to 1959	311	6.7
1939 or earlier	32	0.7
ROOMS		
1 room	170	3.6
2 rooms	214	4.6
3 rooms	505	10.8
4 rooms	875	18.8
5 rooms	1,261	27.0
6 rooms	895	19.2
7 rooms	443	9.5
8 rooms	168	3.6
9 or more rooms	132	2.8
Median (rooms)	5.0	(X)
Occupied Housing Units	3,495	100.0
YEAR HOUSEHOLDER MOVED INTO UNIT		
1999 to March 2000	774	22.1
1995 to 1998	987	28.2
1990 to 1994	868	24.8
1980 to 1989	566	16.2
1970 to 1979	289	8.3
1969 or earlier	11	0.3
VEHICLES AVAILABLE		
None	110	3.1
1	709	20.3
2	1,659	47.5
3 or more	1,017	29.1
HOUSE HEATING FUEL		
Utility gas	49	1.4
Bottled, tank, or LP gas	164	4.7
Electricity	1,373	39.3
Fuel oil, kerosene, etc.	201	5.8
Coal or coke	0	0.0
Wood	1,638	46.9
Solar energy	0	0.0
Other fuel	70	2.0
No fuel used	0	0.0
SELECTED CHARACTERISTICS		
Lacking complete plumbing facilities	30	0.9
Lacking complete kitchen facilities	37	1.1
No telephone service	50	1.4
OCCUPANTS PER ROOM		
Occupied housing units	3,495	100.0
1.00 or less	3,355	96.0
1.01 to 1.50	109	3.1
1.51 or more	31	0.9
Specified owner-occupied units	1,525	100.0
VALUE		
Less than \$50,000	72	4.7

Subject	Number	Percent
\$50,000 to \$99,999	627	41.1
\$100,000 to \$149,999	497	32.6
\$150,000 to \$199,999	186	12.2
\$200,000 to \$299,999	94	6.2
\$300,000 to \$499,999	40	2.6
\$500,000 to \$999,999	9	0.6
\$1,000,000 or more	0	0.0
Median (dollars)	105,000	(X)
MORTGAGE STATUS AND SELECTED MONTHLY OWNER COSTS		
With a mortgage	949	62.2
Less than \$300	14	0.9
\$300 to \$499	73	4.8
\$500 to \$699	269	17.6
\$700 to \$999	317	20.8
\$1,000 to \$1,499	220	14.4
\$1,500 to \$1,999	39	2.6
\$2,000 or more	17	1.1
Median (dollars)	775	(X)
Not mortgaged	576	37.8
Median (dollars)	215	(X)
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999		
Less than 15 percent	648	42.5
15 to 19 percent	182	11.9
20 to 24 percent	195	12.8
25 to 29 percent	119	7.8
30 to 34 percent	120	7.9
35 percent or more	240	15.7
Not computed	21	1.4
Specified renter-occupied units	552	100.0
GROSS RENT		
Less than \$200	0	0.0
\$200 to \$299	14	2.5
\$300 to \$499	137	24.8
\$500 to \$749	273	49.5
\$750 to \$999	75	13.6
\$1,000 to \$1,499	7	1.3
\$1,500 or more	0	0.0
No cash rent	46	8.3
Median (dollars)	576	(X)
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999		
Less than 15 percent	91	16.5
15 to 19 percent	51	9.2
20 to 24 percent	98	17.8
25 to 29 percent	33	6.0
30 to 34 percent	47	8.5
35 percent or more	186	33.7
Not computed	46	8.3
Subject	Number	Percent

(X) Not applicable.

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices H1, H7, H20, H23, H24, H30, H34, H38, H40, H43, H44, H48, H51, H62, H63, H69, H74, H76, H90, H91, and H94

**Attachment - Worksource Oregon Employment Department
EMPLOYMENT PROJECTIONS BY INDUSTRY AND OCCUPATION
2008-2018 Region 10 (Crook, Deschutes, and Jefferson Counties)**

City of La Pine

Comprehensive Plan

March 2010

Special Thanks & Acknowledgements

The City of La Pine Comprehensive Plan could not have been completed without the assistance of our citizens. Their participation was invaluable to the success of the document and was instrumental to developing the values, goals, and policies that are needed to shape the future of La Pine. Various public bodies and agencies also participated in the process and deserve special recognition for their efforts to refine the document. They are listed as follows:

City of La Pine:

City Council
City Planning Commission
City Staff

Deschutes County:

Board of County Commissioners
County Planning Commission
County Staff

State of Oregon:

Department of Land Conservation and Development
Department of Transportation
Department of Fish and Wildlife
Department of Community Development and Economic Development
Department of Employment and Analysis

Federal Government:

Bureau of Land Management
US Forest Service
Corps of Engineers

Agencies:

Central Oregon Intergovernmental Council
La Pine Water and Sewer District
La Pine Park District
La Pine Rural Fire Protection District
Rural Community Assistance Corporation

Private Groups:

Economic Development for Central Oregon
La Pine Chamber of Commerce
Housing Works
La Pine Industrial Group

Special Recognition:

Special recognition and gratitude goes to DLCD Representative Mark Radabaugh for his continued assistance in providing guidance to the City on urban and rural interface

issues. The dedication, professionalism, and overall helpfulness was essential in the development of our first, independent, Comprehensive Plan implementing the Statewide Planning Goals. Small cities, like La Pine, could not effectively complete comprehensive land use planning without assistance from DLCD. To that end, we are also thankful for the grant assistance and consideration of the Salem DLCD staff, Larry French, from which funding was provided for this task, and several other key projects.

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City of La Pine – Comprehensive Plan

I. Introduction

Incorporation:

The City of La Pine was incorporated in 2006 after a vote of citizens acknowledged the desire for La Pine to become a self governing community. Population growth, challenging development issues, and a strong sense of personal independence of residents of the region led to the community making a governmental break from Deschutes County. Although brand new in its self-governance, the community is meeting the challenges of being a newly incorporated municipality head on. Aside from fulfilling the day to day obligations of managing City business affairs, this Comprehensive Plan is the first effort at directing long term community growth according to the vision of the City residents.

What is a Comprehensive Plan?

- **A Comprehensive Plan is a blueprint for community land use decision making to ensure that the needs of the community are met as growth occurs over the term of the planning period**
 - During the creation of the Comprehensive Plan, three fundamental questions were kept in mind, these are: *Where are we now? Where do we want to be? How will we get there?*
 - Although the document is primarily intended to provide a basis of how land will be utilized and developed, it has far reaching affects on many day to day issues such as: provision of public/emergency services (police/fire); economic development/jobs; land values; schools; parks; and, transportation.
 - A Comprehensive Plan helps define a community and puts into a single document the goals and policies that ensure that the desired character and quality of life within the community is maintained as the community grows.

- **Elements of a Comprehensive Plan**
 - A Comprehensive Plan is comprised of separate chapters each addressing fundamental factors in community development. In Oregon the basis for the Plan is established by the Statewide Planning Goals – these Goals require that the following issues be addressed and planned for:
 - agricultural and forest lands
 - natural resources/historic resources
 - the quality of air, water and land resources
 - natural hazards
 - recreational needs
 - economic development
 - housing needs

- public facilities and services
 - transportation
 - energy conservation
 - Comprehensive Plans must also include provisions for regular updating to allow for changes in community direction and needs over time.
 - Provisions for implementation of the goals and policies contained within the Plan must be established. These include defining “programs” to fulfill tasks and meet obligations, the adoption of a Zoning Code, and adoption of subsequent specialized Code texts that have the effect of law.
 - A corresponding map identifies long term land use designations and accompanies the textual document.
- **Reasons for a Comprehensive Plan**
 - Compliance with State of Oregon Land Use requirements for all municipal jurisdictions.
 - Provides the legal basis for the communities land use regulations (laws) and land use decisions.
 - Helps identify and prioritize issues that are important to the community and plan for change.
 - Ensures that adequate public facilities and services are provided and maintained to meet citizen needs
 - Provides a degree of certainty and protection for citizens regarding land uses, values and rights in their community.
 - And, most importantly, a Comprehensive Plan ensures that the citizens of the La Pine have a say in the development of their community.

Summary of Oregon’s Statewide Planning Goals:

Oregon’s statewide goals are achieved through local comprehensive planning. State law requires each city and county to adopt a comprehensive plan and the zoning and land-division ordinances needed to put the plan into effect. The local comprehensive plans must be consistent with the Statewide Planning Goals. The State’s Land Conservation and Development Commission (LCDC) review plans for such consistency. When the State Department of Land Conservation and Development officially approves a local government’s plan, the plan is said to be ‘acknowledged.’ After acknowledgement, the Plan becomes the controlling guide for implementing ordinances – the laws that bring the plan to life. Oregon’s planning laws apply not only to local governments but also to special districts and state agencies. The laws strongly emphasize coordination between such agencies and special districts - keeping plans and programs consistent with each other, with the goals, and with acknowledged local plans. The following is a summary of the Oregon Statewide Planning Goals and the issues that must be addressed in the Plan.

GOAL 1

CITIZEN INVOLVEMENT Goal 1 calls for "the opportunity for citizens to be involved in all phases of the planning process." It requires each city and county to have a citizen involvement program containing six components specified in the goal. It also

requires local governments to have a committee for citizen involvement (CCI) to monitor and encourage public participation in planning.

GOAL 2

LAND USE PLANNING Goal 2 outlines the basic procedures of Oregon's statewide planning program. It says that land use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation ordinances" to put the plan's policies into effect must be adopted. It requires that plans be based on "factual information"; that local plans and ordinances be coordinated with those of other jurisdictions and agencies; and that plans be reviewed periodically and amended as needed. Goal 2 also contains standards for taking exceptions to statewide goals. An exception may be taken when a statewide goal cannot or should not be applied to a particular area or situation.

GOAL 3

AGRICULTURAL LANDS Goal 3 defines "agricultural lands." It then requires counties to inventory such lands and to "preserve and maintain" them through farm zoning. Details on the uses allowed in farm zones are found in ORS Chapter 215 and in Oregon Administrative Rules, Chapter 660, and Division 33.

GOAL 4

FOREST LANDS This goal defines forest lands and requires counties to inventory them and adopt policies and ordinances that will "conserve forest lands for forest uses."

GOAL 5

OPEN SPACES, SCENIC AND HISTORIC AREAS AND NATURAL

RESOURCES Goal 5 covers more than a dozen natural and cultural resources such as wildlife habitats and wetlands. It establishes a process for each resource to be inventoried and evaluated. If a resource or site is found to be significant, a local government has three policy choices: preserve the resource, allow proposed uses that conflict with it, or strike some sort of a balance between the resource and the uses that would conflict with it.

GOAL 6

AIR, WATER AND LAND RESOURCES QUALITY This goal requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.

GOAL 7

AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS Goal 7 deals with development in places subject to natural hazards such as floods or landslides. It requires that jurisdictions apply "appropriate safeguards" (floodplain zoning, for example) when planning for development there.

GOAL 8

RECREATION NEEDS This goal calls for each community to evaluate its areas and facilities for recreation and develop plans to deal with the projected demand for them. It also sets forth detailed standards for expedited siting of destination resorts.

GOAL 9

ECONOMY OF THE STATE Goal 9 calls for diversification and improvement of the economy. It asks communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs.

GOAL 10

HOUSING This goal specifies that each city must plan for and accommodate needed housing types, such as multifamily and manufactured housing. It requires each city to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

GOAL 11

PUBLIC FACILITIES AND SERVICES Goal 11 calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The goal's central concept is that public services should to be planned in accordance with a community's needs and capacities rather than be forced to respond to development as it occurs.

GOAL 12

TRANSPORTATION The goal aims to provide "a safe, convenient and economic transportation system." It requires communities to address the needs of the "transportation disadvantaged."

GOAL 13

ENERGY Goal 13 requires that "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles."

GOAL 14

URBANIZATION This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. It calls for each city to establish an "urban growth boundary" (UGB) to "identify and separate urbanizable land from rural land." It specifies seven factors that must be considered in drawing up a UGB. It also lists four criteria to be applied when undeveloped land within a UGB is to be converted to urban uses.

GOAL 15

WILLAMETTE GREENWAY Goal 15 sets forth procedures for administering the 300 miles of greenway that protects the Willamette River. *This goal does not apply to land within the La Pine UGB.*

GOAL 16

ESTUARINE RESOURCES This goal requires local governments to classify Oregon's 22 major estuaries in four categories: natural, conservation, shallow-draft development and deep-draft development. It then describes types of land uses and activities that are permissible in those "management units." *This goal does not apply to land within the La Pine UGB.*

GOAL 17

COASTAL SHORELANDS The goal defines a planning area bounded by the ocean beaches on the west and the coast highway (State Route 101) on the east. It specifies how certain types of land and resources there are to be managed: major marshes, for example, are to be protected. Sites best suited for unique coastal land uses (port facilities, for example) are reserved for "water-dependent" or "water related" uses. *This goal does not apply to land within the La Pine UGB.*

GOAL 18

BEACHES AND DUNES Goal 18 sets planning standards for development on various types of dunes. It prohibits residential development on beaches and active foredunes, but allows some other types of development if they meet key criteria. The goal also deals with dune grading, groundwater drawdown in dunal aquifers and the breaching of foredunes. *This goal does not apply to land within the La Pine UGB.*

GOAL 19

OCEAN RESOURCES Goal 19 aims "to conserve the long-term values, benefits, and natural resources of the near shore, ocean and the continental shelf." It deals with matters such as dumping of dredge spoils and discharging of waste products into the open sea. Goal 19's main requirements are for state agencies rather than cities and counties. *This goal does not apply to land within the La Pine UGB.*

Throughout the course of the 20-year planning period that comprises the Comprehensive Plan timeline, the La Pine City Council and Planning Commission, as well as the citizens of La Pine, will use the Plan to guide decisions about La Pine's physical, social, and economic development.

II. Purpose and Intent

As a newly incorporated city, La Pine is required by State Law to develop a Comprehensive Plan that is consistent with the Statewide Planning Goals – the Goals express the State's policies on land use and planning for community growth. The La Pine Comprehensive Plan was developed for the purpose of providing a guide to incorporating the specific community direction concerning future growth with the State mandated programs to the greatest degree practicable. The intent was to allow for as much local control and guidance concerning future growth as possible, while maintaining efficiencies and effective delivery of public facilities and services and future use of land. Overall, it is a generalized long-range policy guide and land use map that provides the

basis for decisions on the physical, social, and economic development of La Pine. The goals and policies included in this plan are based on coordination with local and regional agencies that provide public services to the community, and the best information available. The Plan strives to address the interrelationship between all factors which influence community growth and not isolate them as unique facets to be looked individually. The connections between all elements inherent in community development are taken into consideration in all regards from public facilities planning to the arrangement of land uses to avoid conflict. The main objectives of this Comprehensive Plan are:

- To respect the past land use patterns in the community while preventing future conflicts with and between new land use activities;
- To provide elected officials, public agencies, and citizens of La Pine with an objective basis for participation in land use decisions;
- To provide an information document which serves as benchmark for the existing conditions and characteristics of the community;
- To identify the direction and nature of changes and future development which may be expected within the community; and,
- To provide a better understanding of specific goals, policies, actions, programs and regulations which affect the future growth of the community.

III. Process and Methodology

Planning Process

Planning is a continual, ongoing process that requires extensive public input to accurately capture the desires of the community. Over the past 10-years in central Oregon we have heard about growth creating unwelcome or unanticipated changes that cause anger and frustration within the community. This has been especially true for La Pine, which, until its recent incorporation, had many of the characteristics of a full-fledged municipality, but little of the local control. Many of the residents felt that they were under-represented by the Deschutes County government and that their individual concerns were being ignored. This Plan seeks to resolve some of those issues and the inevitable issues related to growth by providing clear policies on what the built environment should look like and how it should operate, and incorporating the wishes of the local Citizens. In order to accomplish these tasks, a significant amount of meaningful public involvement is required.

Goal 1 of the Statewide Planning Goals requires a strong commitment to Public Involvement at all levels of land use planning. Thus, since the Comprehensive Plan is the basis for all future land use decisions and provides direction for growth of the community through the 20-year planning period, it was not only a necessity from a legal standpoint to make sure the public was involved in its creation, but it was also a necessity from a community ownership standpoint. Without the Citizen input into the Plan, the Plan is lifeless and does not ensure that the local community desires are met. It was with the help of the Citizens of La Pine, including their long-term vision, that this document was

created. To those ends, all of the citizens of La Pine who participated in the Comprehensive Planning process are to be thanked – especially City Councilors, Planning Commissioners, City Staff, agency participants and those members of the general public who diligently participated in the public meetings. The on-going participation of the local citizenry will be an important part of the community development process to ensure that the Plan is fulfilled and ultimately leads to the community that the citizens have envisioned.

Local Values

An overall sentiment that became apparent early in the planning process was that the Citizens wanted to maintain their small-town feel and retain the rural lifestyle, while at the same time increasing the degree of basic public services and amenities for their everyday needs. These include better access to health care/hospital, increased employment opportunities, enhancement of recreational opportunities, and other elements common to everyday life. The desire was for slow, graduated change that respected the ideals of the current Citizens and historical lifestyle of the area. The focus of this Plan is to make sure that the growth and redevelopment of the community adheres to these ideals and values, and that the vision as expressed by the Citizens.

In April, 2000 the La Pine Community Action Team sponsored the La Pine Community Design Charrette – with the help of professional at the Rocky Mountain Institute, a charrette process was completed and a report identifying the desires of the community was produced. The primary accomplishments of the charrette were the identification of specific projects that the citizens of La Pine see as desirable and beneficial to their community, as well as considering specific design, size and locational requirements for each. The previous Design Charrette was utilized as a basis for discussion to help identify and create the Vision for La Pine.

The following are the primary projects identified by participants in the process (with a brief description of what was desired). However, there was an acknowledgment that the prospective projects may not be built for a variety of reasons. Nonetheless, these items were deemed by citizens to be of future importance to the fabric of the community.

1. Performing Arts Center – An auditorium of 12,000 square feet with 400 seats
2. Community Health Center – A 24-hour emergency facility and rural hospital of 10,000 to 20,000 square feet.
3. Skate Park – Would require about 9,000 square feet of land
4. Safe House – A short-term residence for 1 to 5 victims of domestic violence.
5. Civic Center – A 5,000 square foot building to provide a variety of City and County services.
6. Senior Center – A 9,500 square foot building on 4-acres with parking for 100 vehicles. This would provide a variety of senior services.
7. Community Park – Large enough to accommodate many large scale recreational needs for the community and region.

8. Community Fairgrounds – A multi-use recreational and educational facility requiring 40 to 50 acres consisting of rodeo grounds, community building, administrative offices, etc.
9. Airport – On approximately 300 acres, this facility would include hangars, light industrial businesses, RV park, etc.

The following projects were also identified during the charrette process, but were less specific as to size, location and design.

- Central Oregon Community College south campus
- New schools and school expansions
- Neighborhood parks
- Senior Housing
- Swimming pool
- Information kiosks
- Affordable housing
- City, County and State public works yard
- Open space
- Trails for equestrians, bikers, snowmobilers and skiers

Another major discussion point of the process was the opportunity to create an identifiable Town Center as a hub of community activity. The Town Center would be a compact area that is centrally located and planned for easy walking access. The uses would be comprised of a mixture of commercial businesses, civic buildings and other community uses.

Visioning as an overview

“Visioning” (as a planning term) is a process by which community values are weighed and a community identity is created. Key elements that need to be understood and defined in any community visioning process are:

- Where are we now?
- Where are we going?
- Where do we want to be?
- How do we get there?

Community involvement and participation from a broad spectrum is necessary to create a true community identity. A full scale, independent Visioning process results in a plan that does the following:

- Identifies primary community issues and desires
- Investigates the physical, cultural, economic and social fabric of a community
- Establishes community goals
- Develops strategies for meeting goals
- Creates an implementation plan

A key understanding of participants in the process is that not all desires of individual citizens will be viewed by others as a “community” need – there must be prioritization during the Visioning process. Key factors that must be kept in mind during the Visioning process are:

- What are the necessities versus aspirations?
- Fiscal, legal and procedural requirements to achieve the goals
- Who is responsible for moving goals forward (i.e. government, private business, other agencies)?
- Is the plan sustainable over the long term?

The intended result is a definitive community direction that is aimed at empowering citizens to work in a cohesive fashion to build a better community. Successful implementation of a Vision plan requires the establishment of benchmarks so that successes and accomplishments of the plan can be weighed. Ultimately, the plan should be used to guide decisions on issues that have community wide implications.

Creating a Vision for the Future

In developing a vision for the future and creating this Comprehensive Plan the following steps were taken and questions were asked:

- Define what “makes up” the community – Is the community of La Pine comprised of only those properties and residents within the City boundary, or does the “community” also include outlying residents who rely of City services and businesses for their everyday needs?
- Identification of available community resources – This process was both quantitative and qualitative in its efforts. It consisted of documenting the availability of public facilities and services, service agencies, private businesses and all other community resources that provide everyday service needs to the community.
- Creation of an Action Plan – An action plan is a prioritized set of specific tasks (these are the Programs listed within each chapter of the Comprehensive Plan) aimed at meeting the long term goals of the community. Other agencies, special districts and groups who have participated in the development of the community vision have been encouraged to develop individual operation plans that contribute to the overall community vision and action plan for La Pine.
- Implementation – The tasks identified in the action plan should be assigned to individuals, groups, civic organizations and local government entities as appropriate. Completion of tasks should be lauded in a public fashion with benchmarks established.

Visioning for La Pine

Visioning for La Pine occurred throughout the Comprehensive Planning process – the visioning included continual development of Goals and Policies for the operation and direction of the City as a jurisdictional organization (as listed throughout this Plan), as well as creating an action plan (the Programs listed throughout this Plan). After review of the points identified in the past charrette process, the discussions with the community opened up toward new ideas. The primary points raised by citizens were:

- Economy – how to create and generate jobs in La Pine
- Desire to maintain the “rural feel” of the community
- Transportation – Highway 97 bisects the city and creates physical and perceivable obstacles – need for a traffic signal at 1st Street
- Livability – a “slow degree of change” – not aggressive tactics to change the community quickly
- Establish design protocol for new development/buildings in La Pine by focusing on the “Complete Community” and “Complete Neighborhoods” concepts.
- Concern over the newest residential neighborhood within City boundaries that was reviewed/approved by Deschutes County under County development standards

Desired Outcome of Visioning Process

At the end of any visioning process there is a document that includes goals, policies and programs all aimed at fulfilling the community visioning statement – in this case, it is this Comprehensive Plan. This Plan is the document that can be looked to by the community to provide direction to all groups who provide services to community member.

Notwithstanding, the Plan is a dynamic document and must include a process for updating – it must be realized that the planning process is continual. As the community and surrounding influential circumstances change, the community must review the Plan for accuracy toward community desires. Continual adaptation of the plan to current circumstances is important in maintaining its relevance as guidance to community livability.

IV. Summary of the Plan and Recommendations

The La Pine Comprehensive Plan is a compilation of the vision and existing needs of the Citizens of La Pine, with goals, policies and programs that give direction to bringing the vision to fruition and meeting the identified needs. Ultimately, this Plan is a useful planning tool that will help shape the City’s development regulations, capital improvement programming and budgeting, and other legal and regulatory actions necessary to manage La Pine’s physical, social, and environmental character. Aside from acting as a guide for the aspirations and current needs identified by Citizens, the Plan also includes goals and polices aimed at meeting State initiated programs – such as preservation of natural resources; providing a multi-modal transportation system; providing a variety of housing types; establishing an Urban Growth Boundary (UGB); and, planning for future UGB expansion. The challenge in developing this plan was to

balance the needs and vision identified by the Citizens of La Pine with the State mandated planning requirements – in some instances these were in conflict. In trying to achieve the balance, the overarching goal was to embody as much of the local sentiment into the State requirements as was legally possible – all in all, the plan must strike this balance so that it is consistent with State law.

The primary direction of the Plan includes:

- Continual coordination with partner agencies and service districts for the effective and efficient delivery of services that are consistent with the community direction for future growth as outlined in the goals and policies of this Plan;
- Efficient utilization of land resources within the City to provide a variety of housing types, employment opportunities, transportation options and recreational activities for citizens;
- Increasing opportunities for the transition of the provision of public facilities and services to the City when economically feasible;
- Meeting the near term requirements for basic citizen needs;
- Improving opportunities for business development and creation of new jobs;
- Preservation of the local lifestyle and character of the community including the designation of the Complete Neighborhoods and Complete Community concepts;

Complete Neighborhoods is a concept whereby neighborhoods should be designed to have adequate lands for the development of a full range of housing choices, schools, transportation, open spaces, areas for energy production, commercial services, and employment lands. The goal is that if a neighborhood is complete it will create a more walkable and sustainable community that reduces reliance limited energy sources.

In La Pine, there are 3 primary neighborhood areas. Each need various zones and other land use elements over the planning period to make them complete. The Comprehensive Plan shows how the proposed land uses will help to encourage complete neighborhoods.

The Complete Community concept is the collection of the La Pine Complete Neighborhoods. Thus, a Complete Community includes a system of complete neighborhoods by interlinking all components.

- Creating new methods for funding necessary public services and infrastructure other than new taxes – such as the adoption of System Development Charges for transportation, etc¹;
- Recognizing that La Pine as a large number of acres within the incorporated city limits and this permits creative opportunities for the transition of lands from rural to urban uses, and,
- Furthering the ability for the City to become successful at creating its own destiny through prioritization of issues important to La Pine and local decision making in this regard.

¹ The Special Districts already utilize SDC's for water and sewer facilities

Proposed Comprehensive Plan Map and How it Relates to the Current Deschutes County Zoning/Comprehensive Plan Map

The text of this Comprehensive Plan is accompanied by a land use map showing how La Pine's land uses will be arranged for the 20-year planning period. This will be La Pine's Comprehensive Plan Map and the map will include the urban growth boundary, which is the same boundary as the current city limits. The new La Pine Comprehensive Plan Map will replace the County Comprehensive Plan Map designations for La Pine.

After adoption of the La Pine Comprehensive Plan, the City will have its own Comprehensive Plan map but the current County zoning map will remain the same until the City adopts its own zoning regulations and a new zoning map. It is a goal of this plan that La Pine will develop a one-map system using the proposed Comprehensive Plan Map. This approach will require a future legislative process and will support economic development objectives to reduce barriers to development.

V. Amendments to the Plan

Amendments to the La Pine Comprehensive Plan may be necessary from time to time to reflect changing community conditions, needs and desires, to correct mistakes, add newer information, or to address changes in the law. An amendment or revision to the Plan may be initiated by the La Pine City Council, the La Pine Planning Commission, or the owner of the land which is the subject of the proposed amendment or revision. In the case of a Council or Planning Commission initiated change, the change must be found to be consistent with all applicable State of Oregon requirements, including Oregon Revised Statutes and Oregon Administrative Rules. In the case of an owner initiated amendment to the Plan, the owner must, in addition to compliance with State laws, demonstrate that:

1. There was a mistake when the Plan designation was applied to the subject property; or,
2. The proposed change would result in a public need and benefit, and/or would result in a more efficient use of land.

VII. Aspirational Goals and Directives

The word "Shall" occurs frequently in this Plan. The wording is intended to direct intensity of effort when planning for La Pine's future. However, all tasks directed by this Plan are subject to the availability of City funding. Such funding will vary from year to year and in response to City Council priorities.

City of La Pine – Comprehensive Plan, Chapter 1 Community Characteristics

I. Community History

La Pine was originally founded in the mid-1800s and was formally designated as a town site around 1900. The history of the original settlement was based on the fur trapping trade when trappers headed through the area from the Willamette and Columbia River valleys and followed the Deschutes River. Here they found rich trapping grounds and natural resources from which money could be made. Prior to settlement and influence from outside explorers to the region, the area was historically occupied by Native American Indian tribes. Much of the settlement of the area, by either Native Americans or European settlers, was based on the proximity to the natural resources of the area – rivers, lakes, forests and what is now called the Newberry Crater.

In the early 1900's the area became more heavily populated due to the logging industry and the national demand for timber. The resulting development led to a variety of everyday services – banks, school, hardware store, livery, newspaper, etc, to support the burgeoning population. The logging industry and services related thereto were aided by the recognition of the surrounding natural resources which made the area ripe for tourism even in the early part of the 20th century.

The past century has seen the development of US Highway 97 through the community – this has opened up access to the area from points north to Washington and south to California. Recently though, the area has seen growth related to the tourism and second home industry – primarily in areas outlying what currently comprises the incorporated community. The development and population growth has aided the service industry of the area – typical businesses such as retail stores and services to the traveling public are common. After the decline of the timber industry over the last 20 years, the area has experienced economic stagnation with very few new industries locating in the community.

Over the past 10-15 years, progressive changes have come to La Pine. The City was incorporated by vote in 2006. Additionally, separate Park and Recreation, and Water and Sewer Districts have been created. These have brought an increased sense of awareness to La Pine as a community that has appropriate public facilities and services and is ripe for new economic development and thus, greater sustainability.

Future challenges will include increasing economic development in the community, job creation and providing additional services to meet everyday needs. Some of these will come naturally and will develop according to market demand. Others will take cooperation among agency and community groups. Increased citizen participation in these as well as governmental efforts will bring a greater independence and identity to La Pine over the next 20-years.

The community-based La Pine Industrial Group (LIGI) benefits the community. Efforts by LIGI have helped to provide land to develop three county-owned parcels east of the highway into industrial and business park sites. This is opening eyes in the Central Oregon business community. As development spreads from rapidly growing Bend outward, the newly incorporated La Pine is high on the list of communities ripe for

investment and development opportunities. Water and sewer districts have brought municipal services to the community core. In 2008 the City of La Pine was designated as an enterprise zone by the State of Oregon. This allows qualified companies to forego paying property taxes for 3 to 5 years.

The City was recently incorporated and by vote of the people contains an abundant supply of land need to support planned growth for more than 20 years: While the capacity of the City in terms of acreage is large, the land is planned to be filled with a variety of uses including a significant amount of industrial/employment land infill. Transitional uses for some of the employment lands is a necessary technique for proper management of lands within the city limits. The city limits is also the proposed urban growth boundary.

Existing land uses within the city are characterized with strip commercial development along the highway and major streets with residential development scattered across the community; a significant portion of this is in the outlying areas of the city. Industrial development areas are located at the northeast and southeast corners of the City. Most residential areas contain detached single family homes and multi-family homes as a percentage of all residential units is very low, approximately 3 percent. Today, access to most employment and commercial services requires vehicular travel – even for quick services and grocery shopping. Pedestrian opportunities and multi-modal travel options are limited. These historic types of land uses are do not currently support sustainability and reduction of vehicular travel. During the citizen meetings that were instrumental in shaping the Plan, it became clear that the community has 3 neighborhood areas that have various supplies of employment, commercial service, industrial, parks/open space and residential lands. None of the 3 neighborhood areas contain adequate supplies or balance of uses to qualify as a Complete Neighborhood now. Citizens want to correct this imbalance and improve their neighborhoods with features that include:

- Better access and pedestrian ways that connect people to open spaces, parks, and recreational lands closer to where they live
- Additional employment and commercial service nodes closer within neighborhood areas so that people do not have to drive long distances to get “a gallon of milk” or other daily consumable items.
- Schools that are within shorter walking distances from residential areas
- Improved information technologies closer to neighborhoods
- Better access to medical care including a critical need for 24 hour emergency care
- Planned growth with commensurate infill policies that permit increased density but recognize that compatibility is an essential feature of maintaining and improving La Pine’s livability
- Opportunities for additional tourism support services and activities
- Reduce reliance on energy consumption in an effort to make the community energy neutral.
- Improve alternate energy options such as use of solar, bio-mass, high efficiency building techniques, and other forms of alternate energy as they are developed.

- Opportunities for using large acreages within the City limits as transition areas accommodating: alternate energy production, wildfire interface and natural resource protection areas, temporary employment lands, recreational uses, etc. until needed for urbanization or employment.

City of La Pine – Comprehensive Plan, Chapter 2 Citizen Involvement Program

I. State Planning Goal 1, Citizen Involvement

Oregon State Planning Goal 1 requires a citizen involvement program to be inherent in all aspects of land use planning, and that insures the opportunity for all citizens to be involved in all phases of the planning process. Local governing bodies must clearly define the public involvement process and develop a process that is appropriate to the scale of the planning effort being undertaken. Additionally, all information must be presented in a manner that enable citizens to identify and comprehend the issues. Each local government must create a citizen based committee, typically the Planning Commission, which is comprised of broad based representation. Not only does the citizen involvement process have to disseminate information to the public, it must also be available to receive comment and weigh public testimony appropriately. In conjunction with his Comprehensive Planning process, a series of public meetings were held, a Technical Advisory Committee was created, and City Council input was sought. A formal Planning Commission was not available until the end of the initial planning process, but was available for review of the final draft document and to take public testimony before making a recommendation to the City Council.

II. Purpose and Intent

The provisions of this chapter provide a citizen involvement program to insure the opportunity for citizens to be involved in all phases of the planning process. This chapter defines the procedures by which the public will be involved in the ongoing land use process and to provide for a continuity of citizen participation and transmittal of information.

III. Issues and Goals

City leaders have made it a goal to improve communications and, a new City like La Pine, will benefit a formal public involvement program.

IV. Policies and Programs

It will be necessary to develop a program that includes effective two-way communication with all citizens of La Pine. The basic elements of the program should include the following tasks:

The City shall:

1. Establish a process to involve a cross section of affected citizens, ensure effective communication between citizens and elected officials, and assure citizens will receive a response from policy makers.

2. Assure compliance with all state requirements for open meetings and open records, as well as defining the process for standing for advisory committees in La Pine land use actions.

3. Provide two bodies for assisting in citizen involvement in La Pine:

a. The Committee for Citizen Involvement (CCI) shall be an advisory body to the City Council to assure that the intent and purposes of this chapter are met.

b. Citizen Advisory Committees (CAC's) shall insure plan amendments are developed in accordance with an overall City plan and advise the Council on individual land use matters. The La Pine Planning Commission is one example of such an advisory committee.

The Committee for Citizen Involvement (CCI)

1. Creation and Composition

The Committee for Citizen Involvement will act as a liaison between the City Council and the various Citizen Advisory Committees and citizens of La Pine. The Committee shall be composed of a member from each active CAC including one representative of the La Pine Planning Commission. The Planning Commission shall designate one of their members to serve as the Planning Commission Representative on the Committee for Citizen Involvement. The Planning Commission Representative shall serve on the Committee for a term of one year. With the exception of the Planning Commission representative, members shall also be appointed to serve on a Citizen Advisory Committee. Members shall represent a cross section of affected citizens, as well as all geographic areas and interests related to land use and land use decisions, and chosen by the City Council after a publicized and open selection process. Members of the Committee for Citizen Involvement will receive no compensation.

2. Tenure and Removal

a. Members shall serve for terms of three years; provided, however, that the initial membership of the Committee shall be on staggered terms so that each year no less than two, nor more than three, members may be appointed.

b. A member of the Committee may be reappointed by the City Council to serve additional terms.

c. Members of the Committee may be removed by the City Council for cause, which include, but is not limited to, neglect or inattention to duty, failure to attend meetings and failure to implement the policy and purpose of this program.

d. A member of the Committee may resign at any time by submitting such resignation to the City Council.

3. Responsibilities

a. The Committee for Citizen Involvement shall be responsible to the

City Council City Council for implementing and revising the La Pine Citizen Involvement Program, to promote and enhance citizen involvement in land use planning, further assisting in implementation of that Citizen Involvement Program and evaluation of the process used for citizen involvement.

b. The Committee for Citizen Involvement shall be the designated agency for receipt and evaluation of communications from citizens regarding the citizen involvement process in La Pine and shall report periodically to the Council on the state of the program.

c. The CCI shall be authorized to designate alternate members of their respective CAC's to attend CCI meetings in their absence.

The Citizen Advisory Committees (CAC's)

1. The City Council shall have the authority to establish and dissolve Citizen Advisory Committees, subject to the provisions of this chapter.

2. The City Council shall have the authority to establish, modify and abolish the boundaries in which Citizen Advisory Committees shall exercise their functions.

3. The City Council may undertake the activities listed in this section by City Council order only after consultation with the Committee for Citizen Involvement. Until such time, however, the Citizen Advisory Committees as composed on the effective date of this ordinance and the boundaries of each Citizen Advisory Committee are hereby ratified and affirmed.

Membership Requirements

1. Each Citizen Advisory Committee shall have five, seven or nine positions as designated by the City Council upon an order creating or modifying such committee. A CAC may exceed the designated positions temporarily, because of CAC boundary or issue change.

2. Members of each Citizen Advisory Committee shall be residents of the area served by such committee or a represent an issue connected to the subject matter.

3. Membership of each Citizen Advisory Committee shall be representative of a broad cross section of the citizens living in the area served by the Citizen Advisory Committee or represent an issue that relates to the committee function.

Applications and Appointments

1. All persons residing in each Citizen Advisory Committee Area are eligible to apply for membership on the committee of that district or in the case of special issues, be representative on that issue.

2. Applications for appointments to Citizen Advisory Committees shall be submitted to the City Council, Committee for Citizen Involvement or the Planning Director on forms provided by the Director.

3. Applications received for committee membership shall be treated as follows:

a. If no vacancy exists on a Citizen Advisory Committee, such application shall be held by the Planning Director for at least one year for consideration by the Committee for Citizen Involvement and the City Council when vacancies occur. The applicant shall be notified of the fact that no vacancy exists and that the application will be held for one year.

b. Where a vacancy on a Citizen Advisory Committee does exist, the application shall be referred to the Committee for Citizen Involvement for review. The Committee shall advise the City Council as to their recommendations on disposition of outstanding applications according to the following criteria:

(1) Whether there is sufficient number of applications to provide a reasonable choice among applicants, consistent with the overall goal of providing for an effective cross section of citizen involvement in the Advisory Committee area. If the Committee does not feel that there are a sufficient number of applications, it may recommend to the City Council that action be deferred until the Committee has undertaken to seek out an additional number of applicants. The City Council may, on its own motion, also undertake such recruitment.

(2) If the Committee be satisfied that appointment of one or more applicants would provide for a balance of representation on a Citizen Advisory Committee, based upon interests, occupation and geographic location, it shall recommend to the City Council that one or more of the applicants be appointed.

c. Applications for Citizen Advisory Committee membership shall be forwarded to the City Council, together with recommendations from the Committee, not less than 30 days after the Committee is notified of an existing vacancy, unless the Committee or the City Council undertakes additional active recruiting.

d. From the list of applicants submitted to the Committee for its recommendations, the City Council shall consider the recommendations of the Committee and fill the vacancy or vacancies from a list supplied by the Committee. If the City Council finds all names submitted by the Committee unacceptable, it shall return the list to the Committee with their reason for rejection and request additional lists of selections. The Committee shall, within a reasonable time of return of the list, submit to the City Council a new list for action by the City Council.

Term of Appointment

1. The term of membership on a Citizen Advisory Committee shall be three years from the date of appointment, except as otherwise provided for in this chapter.
2. A member may be reappointed by the City Council for additional terms.
3. When a vacancy occurs prior to the end of the three-year term, the City Council shall appoint a member to serve the portions of a Citizen Advisory Committee member's term.

Removal and Resignation

1. The City Council may remove a member of a Citizen Advisory Committee only after receiving a recommendation from the Committee for Citizen Involvement, if the City Council finds that the policies of this chapter or the Comprehensive Plan are not met, or for the particular reasons set forth in this section. The City Council will also request that the Committee for Citizen Involvement undertake an investigation with respect to the grounds for removal or to respond to any complaints brought against any member of any Citizen Advisory Committee, or any Committee as a whole. The investigation shall include a Fact Finding Meeting to which all involved parties will receive a written

invitation at least ten (10) days prior to the meeting. Statements will be taken, findings prepared and a recommendation for action made to the City Council.

2. The City Council may remove a member of a Citizen Advisory Committee for failure to participate actively or failure to perform adequately the duties and responsibilities of such membership. A CAC member's failure to attend three or more consecutive meetings, without explanation, shall be considered justification for removal. In all cases, the City Council shall request the recommendation of the Committee for Citizen Involvement prior to taking action.

3. A member of a Citizen Advisory Committee may resign at any time by submitting such resignation to the City.

Liability

1. Citizen Advisory Committee members shall be considered agents of the City within the coverage of ORS 30.260 to 30.330 in any actions taken by a Citizen Advisory Committee in performance of the duties, responsibilities and functions as set forth in this chapter.

2. La Pine shall not indemnify CAC members for legal fees, judgments or other costs associated with legal suits or actions filed against any Citizen Advisory Committee or members thereof for any action taken outside of the scope of the duties, responsibilities, and functions of the Citizen Advisory Committee.

3. Upon recommendation from the Committee for Citizen Involvement, the City Council may waive the provisions of this section if the City Council finds it is necessary to undertake such action to protect citizen involvement in La Pine and the action is consistent with ORS 30.287(1).

4. No provision of this section shall be construed to diminish or deny any rights of CAC members under ORS 30.260 to 30.330, when such CAC members are acting as agents of the City.

Duties, Responsibilities and Functions of Citizen Advisory Committee Members

1. Each Citizen Advisory Committee shall elect a chairperson, vice chairperson and secretary at the first regular meeting of the calendar year.

a. The chairperson shall call meetings of the Citizen Advisory Committee as necessary and appropriate to discuss and respond to planning program issues.

b. The vice chairperson shall act as chairperson pro-tem in the absence of the chairperson.

c. The secretary shall take minutes of such Committee meetings.

2. Each Committee shall comply with all provisions of the Oregon Public Meeting Law (ORS 192.610 to 192.990).

a. All meetings of the advisory committees shall be open to the public and all persons shall be permitted to attend any such meeting. A committee shall have no authority to conduct executive sessions under ORS 192.660.

b. Each Citizen Advisory Committee shall provide notice of the time, place and subject matter of its meetings either to the Planning Director or to the Citizen Involvement Coordinator during business hours at the Planning Department. The Citizen Involvement

Coordinator shall be responsible for providing notice to the media in time for them to publish the notice at least 24 hours prior to the meeting.

c. The CAC secretary shall take minutes which shall include:

1. the names of all CAC members present;
2. all motions and their disposition;
3. the results of all votes and the vote of each member, by name;
4. the substance of any document discussed;
5. reference to any document discussed.

CAC minutes should also contain the date, time, and location of the meeting, the names of any guests present, and land use application references such as the applicant's name and the Planning Department file number.

The CAC minutes shall be submitted to the Planning Director no more than ten days after the meeting.

3. The Citizen Advisory Committees shall participate in the development of the La Pine Comprehensive Plan, and amendments and revisions thereto, and shall advise the City Council with regard to any concerns or comments the advisory committee may have with respect to such Plan, amendments or revisions.

a. The Planning Director shall submit proposals for Comprehensive Plans, or amendments or revisions thereto, at least 15 days in advance of the expected date of Citizen Advisory Committee comments; provided, however, that this paragraph shall not apply to amendments or revisions to Comprehensive Plans changed at public hearings before the Planning Commission or the City Council, if the subject matter of such plans, amendments or revisions were submitted previously to the Planning Advisory Committees.

b. Each Citizen Advisory Committee shall have the authority to conduct meetings to review and evaluate such Plans, or amendments or revisions thereto, and may comment in writing by submitting their responses to the Planning Director, Planning Commission or City Council, or comment orally at hearings held on such Plans, revisions or amendments.

c. Each Citizen Advisory Committee shall allow interested persons to participate in the review and evaluation of such Plans, revisions or amendments thereto, by means of oral or written testimony.

d. Citizen Advisory Committee members are encouraged to participate in the workshops and regional meetings held on Comprehensive Plans or revisions thereto.

e. Upon completion of Comprehensive Plan Elements, or revisions thereto, each Citizen Advisory Committee shall participate in the review of land use maps for its area or region of the City.

f. Citizen Advisory Committee members shall be entitled to participate in regional workshop meetings dealing with selection of preferred map alternatives to be submitted to the Planning Commission and City Council in conjunction with the adoption or revision of a Comprehensive Plan.

4. Each Citizen Advisory Committee may participate in advising the Hearings

Officer, Commission, or City Council with respect to quasi-judicial land use applications which lie within, or immediately affect land within, territory of the Citizen Advisory Committee.

- a. Each Citizen Advisory Committee is entitled to become a party at hearings involving quasijudicial land use applications.
 - b. The Planning Director shall provide notice of hearings to the appropriate Citizen Advisory Committee, within the time limitations as provided. The CAC may respond to the notice as it deems appropriate.
 - c. No response to such notices shall be transmitted to the Planning Director, Hearings Officer, Commission or City Council except after a properly conducted meeting and affirmative vote of a quorum of such committee.
 - d. All such responses shall be in written form and shall contain the following information:
 - (1) Name of the Citizen Advisory Committee;
 - (2) A statement as to whether such committee desires standing as a party;
 - (3) A statement as to the reason for supporting or opposing the proposal; and
 - (4) A statement indicating whether the Citizen Advisory Committee wishes to be heard further, i.e., other than such written notice.
5. Citizen Advisory Committees may also advise the City on areas of community interests or concerns which the advisory committee feels are of importance to their area, the City, or planning activities.

Implementation Measures

Citizen Advisory Committees shall be entitled to participate in the formulation, amendment, revision or repeal of all measures implementing Comprehensive Plans for La Pine in the same manner as that provided for in the adoption, amendment or revision of Comprehensive Plans for the City.

Planning Director Responsibilities for Citizen Participation and Coordination

1. The Planning Director shall be responsible for assuring that the citizen involvement provisions of this chapter are implemented. To that end, the Director shall consult periodically with the Committee for Citizen Involvement and may make such recommendations as are necessary to implement the purposes of this chapter and LCDC Goal 1. The Planning Director may delegate his duties to a Citizen Involvement Coordinator; however, he/she shall reserve the authority to overrule such coordinator to assure compliance with the provisions of this chapter.
2. The Planning Director shall assure coordination between federal, state and regional agencies and special purpose districts to coordinate their planning efforts with La Pine and shall make use of local citizen involvement programs established by other entities, where such programs affect La Pine.
3. The Planning Director shall provide such information to the Planning Advisory Committees as is necessary for those Committees, and the general public, to identify and comprehend planning and plan implementation issues. All information supplied by any department or agency of La Pine in planning or plan implementation matters shall be in simplified, understandable form and shall be coordinated through the Planning Director.
4. The Planning Director shall act as liaison between the citizens of La Pine and

the City Council and shall respond to citizen comments on planning or plan implementation issues directly, or by referring the same to the appropriate agency for response. All departments and agencies of La Pine shall cooperate with the Planning Director in assuring effective two-way communication between citizens and their government.

5. The Planning Director shall make available to all Citizen Advisory Committees a copy of all proposed elements of any La Pine Comprehensive Plan, or amendments or revisions thereto, all implementing ordinances, or amendments or revisions thereto, and any studies, reports or background information, if any, necessary to understand such proposal, at least ten days prior to action by the City Council. Such proposals and background information shall be provided to the La Pine City Hall and at such other facilities the Planning Director may deem necessary to provide for an informed citizenry.

6. The Planning Director shall provide, in each annual budget request to the City Council, for sufficient financial support to insure adequate funding of a citizen involvement program to meet the purposes of this chapter.

7. The responsibilities of the Planning Director, under this section, shall continue, even after acknowledgement of the La Pine Comprehensive Plan and Implementing Ordinances by the Land Conservation and Development Commission.

Proposed CAC's

1. Planning Commission
2. Public Utility/Infrastructure Committee
3. Economic Development Committee
4. Public Service/Volunteer Committee
5. Code Enforcement Committee
6. Residential Committee
7. Industrial/Commercial Committee

City of La Pine – Comprehensive Plan, Chapter 3 Agricultural Lands

I. State Planning Goal 3, Agricultural Lands

Oregon State Planning Goal 3 defines “agricultural lands” and requires Counties to inventory such lands. Counties are required “to preserve and maintain agricultural lands” by comprehensively planning and applying implementing zoning regulations. However, pursuant to ORS Chapter 215 and OAR, Chapter 660, Division 33, the planning for agricultural lands within cities is not required. Nonetheless, the Deschutes County Comprehensive Plan and zoning regulations have historically applied agricultural designations and zoning regulations to areas identified as Agricultural lands prior to their inclusion within the area incorporated as the City of La Pine. Because the Deschutes County comprehensive plan and zoning designations applied within the city limits (by intergovernmental agreement between Deschutes County and the City of La Pine during the transition of governmental responsibility), there are still areas within the incorporated City of La Pine that are designated Agriculture and Exclusive Farm Use on the County Comprehensive Plan and Zoning maps.

II. Purpose and Intent

As stated above, the City of La Pine is not required to plan for Agricultural lands within the City limits. However, there have been and continue to be agricultural uses of some areas within the City Limits. Historically, such uses have been limited in activity and have been concentrated in areas along the wetlands and floodplain of the Little Deschutes River. These have been the only areas where there has been ample moisture in the soils to allow forage growth that would sustain cattle grazing. Due to climatological conditions, the growing season in La Pine is too short to sustain active crop production. Overall, the areas historically used for agricultural purposes in La Pine have resulted from the limited physical ability to use the land for other purposes.

It is expected that as the City grows, the wetland and flood plain factors will limit the use of the agriculturally used lands for many other urban purposes. Nonetheless, it is the intent of this plan to recognize then potential transition of such lands to other uses more appropriate within an incorporated community. Such uses may include residential or economic lands (traditional land use designations within Cities) as land needs dictate and public facilities and services allow. However, agricultural lands may also transition to designated natural areas, open spaces, wilderness areas and wildlife habitat due to the limited uses that could be accommodated in the wetlands and flood plains. The link between agricultural lands and the natural environment will be important to define and plan for as La Pine transitions to an urban environment. This element is explored in greater detail in the Natural Resources Chapter of the Comprehensive Plan.

III. Issues

The City of La Pine is heavily influenced by the Little Deschutes River and areas of high ground water resulting in wetlands and flood plains – particularly along the city’s western and southern edges. These areas have historically remained undeveloped and were used for cattle grazing by early residents. The agricultural/farming uses of these areas has declined in past years as the land uses within the City limits (even prior to incorporation) have transitioned from rural to urban as La Pine became the service area for the southern portion of Deschutes County. Although the use of such areas is receiving pressure from surrounding land uses, such as residential and commercial development adjacent to such lands, there has been very little change to the physical properties of the agriculturally designated areas. It is expected that the transition for uses of many of the agricultural lands will be best planned for as natural resources (State Planning Goal 5) to serve as natural areas, wetlands, wildlife habitat, parklands and buffer areas to development. These are addressed in Chapter 5, Natural Resources.

IV. Goals and Policies

Goal #1: To plan for the appropriate transition of Agricultural lands within La Pine to urban uses (residential, commercial and industrial uses).

Policies

- Owners of lands that have been historically employed in agricultural uses or that remain designated for agricultural uses through this Comprehensive Planning process, shall not be prevented from using such lands for farming purposes; such rights shall be protected until such lands are re-designated for urban uses through future amendments to the Comprehensive Plan or zoning code.
- All lands designated Agriculture shall be reviewed for their potential to be utilized for urban land uses – including the ability to be utilized in conjunction with adjacent residential, commercial and industrial land uses, as well as the ability to provide urban services and facilities to such lands.

Goal #2: Recognize the unique physical characteristics and development limitations of Agricultural lands within La Pine and plan for the enhancement of those elements within the surrounding urban environment.

Policies

- All lands with historic use for agricultural purposes, whether designated Agriculture or not, that have wetlands or flood plain, shall be reviewed for their

potential to be utilized as natural areas, parklands and buffers between and among areas designated for traditional urban development.

- For the purpose of identifying wetlands, flood plain and historic agricultural use, the City shall rely upon the Federal Emergency management Agency's adopted floodplain maps and the National Wetlands Inventory maps, and Deschutes County Tax Assessors data unless more specific data can be supplied.
- Encourage property owner protection and enhancement of environmentally sensitive areas that have been and continue to be used for agricultural purposes such as livestock grazing, including the implementation of specific zoning regulations for such purposes.
- The City shall work with the La Pine Park and Recreation Department to look for opportunities to acquire agricultural lands that can be utilized for recreational purposes.
- The City shall work with the Bureau of Land Management and other federal agencies to seek transfers of federally owned agricultural lands within and adjacent t the City to be utilized as open space, buffer lands and other amenities to serve the urban environment.

V. Programs

The City shall complete the following:

1. Create an inventory of flood plain and wetland areas for all lands designated Agriculture.
2. Work with local, State and Federal Agencies in identifying long term land uses for lands under their ownership within the City limits that are designated as Agricultural lands.
3. Coordinate and map the current park and open space system with potential or proposed open space linkages on current agricultural lands.

City of La Pine – Comprehensive Plan, Chapter 4 Forest Lands

I. State Planning Goal 4, Forest Lands

Oregon State Planning Goal 4 defines “forest lands” and requires Counties to inventory such lands. Counties are required “to conserve forest lands by maintaining the forest land base and to protect the state’s forest economy” through efficient use of forest lands that balance forest practices with sound environmental practices. However, pursuant to Oregon Revised Statutes and Administrative Rules, the planning for forest lands within cities is not required. Nonetheless, the Deschutes County Comprehensive Plan and zoning regulations have historically applied forest designations and zoning regulations to areas identified as Forest lands prior to their inclusion within the area incorporated as the City of La Pine. Because the Deschutes County comprehensive plan and zoning designations applied within the city limits (by intergovernmental agreement between Deschutes County and the City of La Pine during the transition of governmental responsibility), there are still areas within the incorporated City of La Pine that are designated Forest on the County Comprehensive Plan and Zoning maps. This will change upon completion of the implementing ordinances for the Plan.

II. Purpose and Intent

As stated above, the City of La Pine is not required to plan for Forest lands within the City limits. However, there have been and continue to be Forest uses of some areas within the City Limits. Historically, such uses have been the basis for the surrounding economy, with lands currently inside the City limits used for actual timber harvest, as well as timber processing to varying degrees. However, in the recent past, forest/timber activities have been limited on those lands designated as Forest within the City due to the immaturity of the existing timber stands and the availability of Industrial lands for processing operations. The areas designated as Forest include large tracts along the entire eastern edge of the city, in the area east of Highway 97 between what was historically referred to as Wickiup Junction and La Pine.

Although some of the lands designated Forest within La Pine are privately owned, the majority of Forest designated lands are under federal (Bureau of Land Management - BLM) ownership. Through the Upper Deschutes Resource Management Plan adopted by the BLM, it is recognized that the forest lands within the City limits will someday be subject to community expansion. Thus, there is an acknowledgment by the BLM that such lands will most likely transfer ownership at some point in the future and that the long term use of the property will transition from forest to other urban uses.

It is expected that as the City grows, the forest lands will be converted to many other urban purposes. It is the intent of this plan to recognize then potential transition of such

lands to other uses more appropriate within an incorporated community. Such uses may include residential or economic lands (traditional land use designations within Cities) as land needs dictate and public facilities and services allow. However, due to the rural nature of the community, and the desire for the residents to retain this character, forest lands may also transition to designated natural areas, open spaces, wilderness areas and wildlife habitat. The link between forest lands and the natural environment will be important to define and plan for as La Pine transitions to an urban environment. This element is explored in greater detail in the Natural Resources Chapter of the Comprehensive Plan.

III. Issues

The City of La Pine is heavily influenced by the thick coniferous forest that extends from inside City limits to areas surrounding the community in all directions. These areas have historically remained undeveloped where federal ownership is in place - large tracts of private land have been continuously used for forest practices, as prospective yields will allow. It is assumed that forest practices will continue to be an important part of the economy and lifestyle of the La Pine area, and will influence the overall land development pattern, especially in transition areas along the community edge. Although the use of such areas is receiving pressure from urbanizing land uses, such as residential, commercial and industrial development adjacent to such lands, there has been very little change to the physical properties of the designated forest areas. It is expected that the transition of use for some of the forest lands will be best planned for as natural resources (State Planning Goal 5) to serve as natural areas, wildlife habitat, parklands and buffer areas in and among planned development, while some areas are designated specifically for conversion to urban uses. However, the timing of such conversion will be dependent upon the land need within La Pine and the ability to access the designated forest areas with transportation facilities and utilities.

IV. Goals and Policies

Goal #1: To plan for the appropriate transition of Forest lands within La Pine to urban uses (residential, commercial and industrial uses).

Policies

- Owners of lands that have been historically employed in forest uses or that remain designated for forest uses through this Comprehensive Planning process, shall not be prevented from using such lands for forest and timber harvest purposes; such rights shall be protected until such lands are re-designated for urban uses through future amendments to the Comprehensive Plan or zoning code.
- All lands designated Forest shall be reviewed for their potential to be utilized for urban land uses – including the ability to be utilized in conjunction with adjacent

residential, commercial and industrial land uses, as well as the ability to provide urban services and facilities to such lands.

- The Forest lands east of the BNSF railroad tracks shall be reviewed for transition to urban uses dependent upon and at such time as the ability to provide adequate transportation connections.
- The City of La Pine shall coordinate any transition of Forest lands to urban uses with the BLM, U.S. Forest Service, State Department of Forestry and La Pine Fire District as applicable to ensure adherence with the forest practices act and the adopted management plans of each agency.

Goal #2: Recognize the unique physical characteristics and cultural importance of Forest lands within La Pine and plan for the enhancement of those elements within the surrounding urban environment.

Policies

- Forest lands within the City, shall be reviewed for their potential to be utilized as large lot employment or industrial uses, natural areas, parklands and buffers between and among areas designated for traditional urban development.
- Encourage property owner protection and enhancement of environmentally sensitive areas that have been and continue to be used for forest practices, including the implementation of specific zoning regulations for such purposes.
- Recognize the importance of the forested areas as crucial migration corridors and winter range for wildlife; forested areas shall be reviewed for the retention of such corridors as urbanization occurs.
- The City shall work with the La Pine Park and Recreation Department to look for opportunities to acquire forest lands that can be utilized for recreational purposes.
- The City shall work with the Bureau of Land Management and other federal agencies to seek transfers of federally owned forest lands within and adjacent to the City to be utilized as large lot employment or industrial uses, open space, buffer lands and other amenities to serve the urban environment.

Goal #3: To reduce wildfire hazard on forested lands within the City and coordinate wildfire hazard reduction with adjacent federal forested lands.

Policies

- Implement the Greater La Pine Community Wildfire Protection Plan within the City of La Pine through local development codes and regulations – work with all

appropriate local, state and federal agencies to coordinate efforts in wildfire hazard reduction through local regulations.

- Create a Fire Protection Overlay Zone on the forested lands at the City edges to implement fire protection standards.

V. Programs

The City shall complete the following:

1. Work with local, State and Federal Agencies in identifying long term land uses for lands under their ownership within the City limits that are designated as Forest lands.
2. Continually participate with local, State and Federal Agencies on developing and implementing management plans (i.e. use, fire protection, etc.) for forest lands inside City limits, as well as the transition areas along the City boundary.
3. Coordinate with emergency services agencies and plan for the development and recognition of fire zone interface areas and supportive land management techniques.

City of La Pine – Comprehensive Plan - Chapter 5 Natural Resources and Environment

I. State Planning Goals 5, Natural Resources, Scenic and Historic Areas, and Open Spaces; 6, Air, Water and Land Resources Quality; and, 7, Natural Hazards.

Oregon State Planning Goals 5, 6 and 7 are interrelated in their intent to protect the important natural resource and environmental elements intrinsic to Oregon's heritage. The three separate purpose statements of these Goals are:

Goal 5: To protect natural resources and conserve scenic and historic areas and open spaces;

Goal 6: To maintain and improve the quality of the air, water and land resources of the state; and,

Goal 7: To protect people and property from natural hazards.

These goals together protect the basic fabric of what the citizens of La Pine have deemed the underlying foundation of the community. Clean air, water and the forest environment within the urban area have been long standing attractions for residents of the community. The preservation of the natural environment within the urban area to the greatest extent practicable and its ties to the future growth of the community is of the utmost importance in long range planning for La Pine.

II. Purpose and Intent

The future of La Pine will be shaped by how the community decides to accommodate growth and balance that against preservation of various elements of the natural environment. The State of Oregon Goal 5 Guidelines require the following resources to be inventoried:

- Riparian Corridors, including water and riparian areas and fish habitat;
- Wetlands;
- Wildlife Habitat;
- Federal Wild and Scenic Rivers;
- State Scenic Waterways;
- Groundwater Resources;
- Approved Oregon Recreation Trails;
- Natural Areas;
- Wilderness Areas;
- Mineral and Aggregate Resources;
- Energy Sources; and,
- Cultural Areas.

Local governments and state agencies are encouraged but not required to maintain current inventories of the following resources:

- Historic Resources;
- Open Space; and,
- Scenic Views and Sites.

The procedures, standards, and definitions contained in State Department of Land Conservation and Development rules, provide that local governments shall determine significant sites for inventoried resources as listed above, and develop programs to achieve the goals for protection. Many of the resources listed above do not occur within the urban area of La Pine, but do occur nearby in the outlying rural area. Also, since La Pine was just recently incorporated (2006), many of the inventories and subsequent policies and programs to protect the resources were prepared by Deschutes County when La Pine was under their jurisdiction. Those inventories, policies and programs are utilized herein as a basis for identifying appropriate policies and programs within the La Pine urban area.

III. Issues

The City of La Pine and the surrounding area lie in an arid plateau of thick coniferous forests, volcanic geological formations and forest resource lands. Area residents have quick and convenient vehicle access to a variety of rural areas, forests, reservoirs, recreational areas, rivers, creeks, and other open spaces. Some of these areas, such as the Deschutes River, the Little Deschutes River, the Cascade Mountains, high lakes, and State and Federal public lands are close by, but do not extend within the city limits. Nonetheless, the forested areas within the City limits have been identified by residents as a primary source of community identity and important to preserve as the city grows - preservation and enhancement of the surrounding natural environmental system is a vital aspect of the community. Providing trails and alternate mode access to these special areas is necessary to avoid capacity issues, encourage healthy lifestyles, and to encourage safe access by children and adults. Protection of these special areas offers more than just aesthetic benefits; they can preserve the community's natural beauty without sacrificing economic development.

Natural Resources:

A historic and primary natural resource of the region has been timber. The forested lands of Lodgepole Pine within and around La Pine have been a direct source of the regions economy through timber production, as well as a draw for tourism. The U.S. Forest Service and the Bureau of Land Management have responsibility for regulating use of federally-owned forest lands pursuant to their own respective management plans. The BLM currently owns large tracts of forested land on the City's east side – the BLM has recently been in discussions with the City of La Pine and Deschutes County regarding transfer of some of these lands for future expansion of the La Pine Sewer District's sewage treatment facility. The US Forest Service maintains jurisdiction over much of the forested lands surrounding the City (Deschutes National Forest). Continued coordination with these agencies regarding decisions and actions they take regarding forested lands

will continue to have, major effects on the economic, social and natural environment of the City of La Pine. Specific goals and policies related to management of urban forested lands are contained in Chapter 4.

Wildlife is another primary natural resource of the region. The citizens of La Pine have identified wildlife protection, including trails for migration corridors, as a primary component of the community. Within the urban area, the primary habitat is located within the floodplain/riparian corridor along the Little Deschutes River to the west of the City, and the large tracts of forested land to the east. Such areas provide year-round habitat for big game, such as deer and elk, as well as for smaller animals and game, and birds. Various routes have been identified through La Pine as deer and elk migration corridors between summer grounds to the west and winter grounds to the east. Deschutes County has created an inventory of wildlife native to the region, including La Pine, as well as habitat and special protection areas. As state above, such areas have been mapped and migration corridors run through the City.

There have not been any aggregate or other resources natural resources identified within the urban area.

Scenic Resources:

Scenic resources common to all areas of La Pine are related to the natural environment – views of the Three Sisters and surrounding mountains; the Little Deschutes River and associated riparian areas; and the surrounding National Forest. There are no canyons, rimrock or other significant geologic formations within the urban area that have been identified for scenic protection

Historic Resources:

Add in Pat's data and community comments

Air Quality:

Air quality within the area is generally very good. La Pine is not within an air quality maintenance area as designated by the EPA – such areas exceed established State and Federal air quality standards. Notwithstanding the above factor, air quality can become a concern on rare occasions of atmospheric inversion during winter months where smoke from domestic wood burning fireplaces and stoves can trap smoke at the surface in a stagnant situation.

Water Quality:

Although La Pine has a domestic water system, many residences still utilize wells constructed prior to the establishment of the water system. Some wells are very shallow and draw water from an aquifer that is associated with evidence of contamination in the recent past. Over the past 10 years, through their Regional Problem Solving effort, Deschutes County has found that groundwater in and around the La Pine area is at risk for groundwater contamination due to the amount of nitrates found in samples taken from around the region – the cause it thought to be from the large number of on-site septic systems that discharge to the ground, in combination with the high water table.

Typically, wells from shallow sources have shown such evidence of contamination while deeper wells have not. As a result of the concern Deschutes County has worked jointly with the US Environmental Protection Agency, the Oregon Department of Environmental Quality and the US Geological Survey to study, map and find solutions to this problem – this effort is called the La Pine Demonstration Project. Overall, the primary solution to such contamination and the provision of clean water within the urban area will be the expansion of the La Pine Water and Sewer Systems (the water and Sewer Systems are discussed in the Public Facilities and Services Chapter).

Land Resources:

The primary concern for land resources is the preservation of adequate land on the City's east side for an expansion of the La Pine Sewer Districts sewage treatment facility. A goal of the City of La Pine is to have all residences within the City eventually connect to the sewer system, including a requirement for all new construction to connect to connect to the sewer system. Thus, based on the information provided in the La Pine Sewer Districts Capital Facilities Plan, a major expansion will be necessary in order to provide capacity for the anticipated growth. For cost effectiveness and efficiency, expansion on vacant land adjacent to the existing treatment facility will be necessary. For this reason, the City of La Pine and Deschutes County have been working with the BLM to acquire and preserve land (via a land transfer) for such expansion.

Natural Hazards:

The two most prominent natural hazard threats in La Pine are wildfire and flooding – a floodplain of the Little Deschutes River runs partially within the western boundary of the City.

Each year, multiple forest fires occur in the southern portion of Deschutes County. Some are nature-caused (lightning) but many are man-caused. The subdivisions scattered throughout the timbered areas, particularly in the Lodgepole Pine area of southern Deschutes County, increase not only the risk of people being hurt or killed but also increase the likelihood of a fire. Many of these rural development areas lie on the northeast side of La Pine and pose threats for expansion into the City if fire should occur.

Flooding along the Little Deschutes River has caused damage in the past where development has been allowed to occur within the established 100-year floodplain. However, past controls by Deschutes County over development within the floodplain have limited such occurrences.

Summary:

Overall, La Pine's tie to the natural environment and small town charm are inseparably linked with the surrounding forests, mountains, river corridors, flora and fauna, and their extension across city limit boundaries. This has been continually restated by residents of the community. Thus, La Pine will need to adopt development regulations to protect critical areas, including wildlife habitat, flood plains, urban forests and groundwater quality. Policies and regulations should be balanced with local values and in conformance with state law. Efforts to protect the natural environment should focus on

maintaining a balance between the economy and ecology of the area while enhancing the aesthetic and livability ideals of the community.

Local area livability can be enhanced and growth can occur in and around special areas if development regulations take the following issues into consideration:

- Preservation of the natural environment in open space protection areas and requiring preservation of natural features with new development when and where appropriate
- Opportunities for trail connections between existing and planned development areas and open space/natural areas, and other recreational activities
- Implementing development ordinance regulations related to natural hazards such as flooding, wildfire, etc.
- Inventory and analysis of important wildlife habitat and migration areas
- Enhancement of the urban forest
- Work with County, State, Federal agencies and La Pine Water and Sewer District's to monitor water quality
- Protection of local values regarding the social and ecological benefits of maintaining the natural environment

IV. Goals and Policies

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

Policies

- The City shall coordinate with the BLM and Forest Service for the preservation of the natural forest environment on lands under their respective jurisdictions that are within and adjacent to the City, including transitions from urban to rural environments.
- Programs are needed to address the protection of the natural environment in a balanced and fair fashion given the urban development goals of the City.
- The City shall coordinate efforts with and among the La Pine Water and Sewer District, and Deschutes County to ensure appropriate provisions for connections to the La Pine sewer system for new and existing development in order to maintain safe groundwater.
- Riparian, floodplain and wetland areas along the Little Deschutes River support important wildlife and ecological habitat and should be retained and enhanced to the greatest extent possible. Wildlife habitat associated with rivers, creeks and wetlands will be protected by maintaining and enhancing riparian vegetation

within significant riparian corridors.

- As part of creating zoning and development regulations, the City shall delineate wildlife migration corridors standards to allow migrating deer and elk to safely cross US Highway 97.
- The City shall coordinate with Deschutes County for the protection of Historic Resources.
- The City shall adopt floodplain protection regulations to incorporate a “no net loss of flood storage capacity” standard. Significant riparian corridors and wetlands within the 100-year floodplain will have a high level of protection.
- The City shall coordinate wildfire protection plans with the La Pine Rural Fire protection District and shall implement wildfire protection regulations for new development.
- Because the local water table is high in the La Pine urban area the City shall coordinate efforts, as needed, with the La Pine Water District to protect inventoried groundwater resources. The District is currently working on a well-head protection program with the Oregon Association of Water Utilities (OAWU).
- The open spaces and natural areas within the community need to be inventoried and networks of open space within the community shall be maintained and enhanced, including wildlife habitat corridors, storm water management areas, trails and other sensitive areas. La Pine will maintain updated inventories of Goal 5 natural resource and Goal 7 hazard areas.
- Because the local urban forest helps to create shade, improve respite areas, enhance drainage ways, and beautify the community, the City shall develop regulations that promote the retention of trees and natural landscapes with all new development.
- Citizens should have convenient access to natural areas when practical and as long as sensitive areas are not diminished by such access.
- Children and other citizens will benefit from learning about and understanding the special characteristics of urban wildlife and natural habitats.
- The City desires continual review and expansion of the Historic Resources program, including additional historic resource designation and protection for qualifying sites within the City.

V. Programs

The City shall:

1. Create an inventory of Goal 5 resources and natural areas that require special protection and new regulations and zoning regulations are developed.
2. Coordinate with the La Pine Park and Recreation District to develop an inventory of open spaces that can complement the system of parks and other recreational spaces.
3. Develop a system of linking open spaces, cultural/historic areas, natural areas, recreational areas, and public parks in coordination with the La Pine Park and Recreation District and other affected agencies.
4. Create an educational program that better informs the community about the importance of natural systems, cultural/historic areas, and open spaces.
5. Support and collaborate with the La Pine Park and Recreation District to keep the community Parks and Recreation Plan comprehensive and updated, regarding current and future requirements for open space and related Goal 5 resources within the City limits.
6. Work with surrounding jurisdictions, including Deschutes County, the BLM and Forest Service, to develop and implement a regional system of Goal 5 and open space corridors.
7. Develop new regulations (as part of the Zoning/Development Code) regarding riparian setbacks, flood plain protection, enhancement and development mitigation.
8. Encourage corridor development for riparian protection, pedestrian use, and wildlife routes.
9. Re-evaluate street design guidelines to include provisions for street trees, paths as alternatives to sidewalks, and plantings that provide shade and a variety of drainage controls.
10. Encourage revenue-producing activities in sensitive areas, resource land, and park and recreation development opportunities if they help protect natural features.
11. Leverage funding for habitat improvements by applying for grants to develop and protect natural areas, build trails, and sustain wildlife as appropriate.

12. Develop focused donation programs to help manage identified sensitive areas, naming of open spaces, riparian corridors, respite areas, waysides, trail segments, and other programs that can count toward grant match programs.
13. Encourage provision of open space with new development by providing developer incentives in addition to minimum standards in regulations.
14. Create design guidelines to include provisions for critical areas and natural resource lands that minimize fragmentation of species and habitat due to development.

City of La Pine – Comprehensive Plan - Chapter 6 Parks, Recreation and Open Space

I. State Planning Goal 8, Recreational Needs

Oregon State Planning Goal 8 intends to satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts. The requirement for meeting these needs fall to local governmental agencies, in coordination with private enterprise, and must be done so in appropriate proportions and in such quantity, quality and locations as is consistent with the availability of the resources to meet such requirements. In doing so, the local and regional recreational needs must be coordinated with state and federal recreation plans. Included in recreational planning needs are developed recreational facilities as well as open space, including the retention of natural areas and linkages between developed and natural areas where appropriate.

II. Purpose and Intent

As stated above, the State of Oregon requires that local governments manage and operate adequate facilities for recreation and open space. Open space responsibilities also overlap with Goal 5 issues (as discussed in Chapter 5 of this Comprehensive Plan) but the emphasis for utilization and preservation remains the same. Thus, this chapter discusses how the City of La Pine intends to recognize and strengthen the City's parks and recreation opportunities through land use strategies and inter-agency cooperation with the La Pine Park and Recreation District, as well as Deschutes County, and state and federal agencies who own open space lands within and surrounding La Pine. An important element to the quality of life to citizens in the community is based upon the location and function of the area parks, natural areas, and open space. The opportunity for multiple forms of and interconnectivity between passive and active recreation creates solid community connections and promotes healthier lifestyles for residents.

III. Issues

The City of La Pine, within the City limits has not seen rapid growth in the recent past. However, the surrounding area, primarily to the north and west, has seen rapid growth as existing rural residential lots have been developed en masse over the last 15 years. Citizens and visitors alike are attracted to La Pine's forested character and rural setting. The community is also very close to many other recreational activities and open spaces in the nearby forests, lakes and rivers. Fishing, hunting, camping, boating, ATV riding and wildlife observation in the surrounding rural areas are the primary activities that are enjoyed by many of the residents (much of the reason why they moved to the area) visitors alike. Much of these activities occur on the surrounding undeveloped county, state, and federal lands.

The specific goals and objectives for meeting the City's open space and recreational requirements are based on identified needs, desires, and other issues as specified by the citizens and conveyed through the La Pine Park and Recreation District (LPRD). The chapter also strives to identify the services, programs, and future preservation and enhancement of recreational and community facilities, including parks, ball fields, trails, community centers and historic places as development occurs within the city, all coordinated with the LPRD. However, the LPRD jurisdiction and responsibility goes beyond the La Pine city limits. This chapter will focus on those amenities within the city, but will also address the transition between urban and rural areas, as well as surrounding County, State and Federal programs.

The La Pine community is fortunate to have existing natural and manmade features that provide open space and recreational opportunities within and adjacent to the urban area. Some of these are under the control of the City, County, State and Federal Government and others are under the control of the LPRD. The policies and programs contained in this chapter are a "guide" for the City and local agencies, and provide a basis for helping to resolve issues and set a strategic course for physical improvements.

LPRD PLANNING:

The LPRD, which was established as a special service district in 1990, has a Comprehensive Plan for the area within their district boundary (which extends beyond the La Pine City limits) which identifies the primary services, facilities, programs and direction provided by the District. The Plan was adopted in 2005 and is intended to focus on the operation, planning and management for a five-year period (Five Year Action Plan), as well as a master plan to guide the acquisition and development of park and recreation facilities for the next 20-years (Park and Facility Master Plan).

Notwithstanding, since the inception of the District, the District has struggled financially with six failed tax measures for a fixed tax base. Thus, the District's ability to provide facilities and services has been severely limited in past years. However, in May, 2009, the voters approved a tax rate of \$0.30 for every \$1000 of assessed value for properties within the District. This reliable source of funding will allow the LPRD to move forward the goals identified in their Comprehensive Plan.

Per the 2005 Comprehensive Plan, the primary mission of the LPRD is to: find reliable funding sources; maintain existing parks and facilities; plan for future parks and facilities; improve existing recreation programs; and, plan for future recreation programs. At this time, the LPRD manages a number of facilities designed to provide varied recreational opportunities for the community. Although they are all within the District boundary, those located within the City of La Pine include:

LPRD FACILITIES:

White School Park Complex: This site is home to the District office. It includes a variety of uses such as the White School Park Building (Gymnasium), John C. Johnson Center, etc. Greater detail can be found in the LPRD Comprehensive Plan.

Finley Butte Road Park Complex: This 10 acre park site is developed with a recreation meeting hall, three baseball fields, t-ball field, undeveloped athletic fields/open areas,

bathrooms and associated recreational; facilities. This facility is the focal area for active sports within the community and future formal skate park.

Vacant Land: The District also owns a vacant, unimproved 5-acre parcel near the La Pine High School. There are currently no formal plans for the use of this site although the district plans include a future swimming pool.

Planned: Although not yet developed, the master plan for the Newberry Neighborhood in central La Pine, west of Huntington Road, includes areas for the development of formal parks to serve residents within near/walking distance of the planned residences. A timeline for establishment of these parks is not yet known and will be dependent upon development of the surrounding residential subdivision.

Rosland Park contains day use areas, 11 campsites, historical Forest Service Ranger Station, river frontages and play grounds. The Park will need to be zoned specifically for park uses and related facilities. There has been a desire to develop a nature center and other uses here and this should be permitted outright.

LPRD PROGRAMS:

With limited funding and resources since its inception, the type and number of programs provided by LPRD has been limited. The primary focus of programs that are offered has been oriented toward children's activities and community/holiday events and tourism. These include joint efforts with the South Central Little League and youth sports such as baseball, softball, soccer and flag/tackle football, and community events such as Frontier Days (4th of July), Holiday Bazaar and Crab Feed. The LPRD comprehensive plan contains greater detail on each activity, etc.

PRIVATE RECREATION PROGRAMS:

There are various sources of private recreation programs in La Pine that provided by churches, youth organizations and special purpose organizations. These include: La Pine Little League; the La Pine Rodeo Association; 4-H; Boy/Girl Scouts; an, the La Pine Senior Center.

Other open space and recreation areas include local schools, public areas such as riparian areas/floodplain areas in public ownership, public facilities and surrounding BLM/Forest Service properties, etc. Additionally, there several private campgrounds in the areas surrounding La Pine. The LPPRD, City, County, and State are collaborating on a new rodeo and Frontier Days activity area. This may be located on BLM land that is slated for potential transfer to the City of La Pine.

STATE AMENITIES:

Although not included within the City limits, the La Pine State Park is a large campground and recreation area approximately 5 miles north of La Pine, adjacent to the Deschutes River. The Park provides camping (both tent and RV) opportunities as well as access to the River for boating and fishing opportunities. Although not within the City of La Pine (access/entrance road is approximately 5 miles north of La Pine on US Highway

97), the monument is a large attraction for visitors to the region. Thus, it has a great affect of the local tourism economy of La Pine.

FEDERAL AMENITIES:

The BLM manages a large number of acres within and around the UGB. Additionally, much of the land surrounding La Pine is within the Deschutes National Forest. These public lands have historically been a primary attraction for residents living in and moving to the community. The opportunities for hunting, fishing, camping, hiking, nature watching and ATV and snowmobile use are convenient for all residents. At public meetings held for the Comprehensive Planning process, some residents explained that hunting is currently taking place on the BLM lands on the City's east side; they expressed an interest in maintaining these opportunities within the City limits. While some of the aforementioned activities may be appropriate, hunting and discharge of firearms within City limits is typically not compatible with urban development and is prohibited by State law.

The BLM lands, located within the city limits, may be transferred to the City for public uses. This action would improve the City's desire for cohesive planning and control of urban land uses. The size of the BLM lands is quite large and abuts the City's waste water treatment plant on the east side of the community. The BLM lands would provide needed area for long term treatment capacity. Opportunities for other transitional uses are likely to occur until the land is actually needed for treatment purposes. Current recreational uses (not hunting), industrial infill, and opportunities for alternate energy production (solar fields, bio-mass storage, etc.)are appropriate uses on these large acreages. The large number of acres of the BLM parcels helps to provide good buffers between rural and urban uses including wildfire/wildlife control areas too.

Newberry Crater National Monument – Paulina and East Lakes: The Newberry National Monument is a federally designated recreation area that preserves a key local component of Oregon's volcanic history. The monument contains two large lakes, campgrounds, a lodge and amenity rentals. Although not within the City of La Pine (access/entrance road is approximately 5 miles north of La Pine on US Highway 97), the monument is a large attraction for visitors to the region. Thus, it has a great affect of the local tourism economy of La Pine.

Further away, but also having a direct affect on the quality of life in La Pine are the Cascade Mountains and the high lakes approximately 25 miles to the west. The mountains and lakes within the Deschutes National Forest provide a variety of recreational opportunities such as skiing, hunting, fishing hiking, snowmobiling and wildlife watching. Since La Pine is one of the closest centers where urban services are provided, residents, recreationists and tourists regularly utilize La Pine as a point of gathering for such activities.

FUTURE:

The biggest challenge for the City will be to coordinate and sustain a beneficial strategy for parks, open space, and recreation for the urban area. While the primary responsibility

to develop parks will be with LPRD, the City must work hand in hand with the District to implement an overall plan for determining actual need and key linkages between the various open space and recreational uses. The existing and future demand by citizens and visitors for recreations areas, facilities and opportunities must be continually refined within the District's Comprehensive Plan and implementation strategy that is based upon continuing analysis of public need and desires.

IV. Goals and Policies

Goal # 1: Create a system of parks, recreational facilities, and open space areas that provide quality active and passive recreational experiences for all urban area residents.

Policies

- The City shall coordinate the development of new parks and recreation opportunities, and programs with the La Pine Park and Recreation District.
- The City shall explore the creation of Park System Development Charges (SDC's) as a means of providing a funding base for new park and recreation facilities to serve anticipated growth.
- The City shall encourage the continual involvement of private recreation providers to citizens.
- The City shall acknowledge the importance of the ties between the recreational opportunities provided by the natural environment and the developed portion of the community.
- The City shall encourage recreational opportunities within the community to acknowledge and encourage use by visitors and tourists to the community.
- The City shall continue its coordination with County, State and Federal agencies to seek land and recreation opportunities (both active and passive) within the City limits.
- Given the various agencies involved in providing open space, parks, trails, and recreational opportunities – a high level of coordination and planning will be required in order to maximize efficiency and reduce duplication.
- The addition of new parks and recreational opportunities shall be sought in the most cost effective way possible, including land grants from County, State and Federal agencies.
- Continual updating of the LPRD Comprehensive Plan will allow the City and the District to determine if the recreation needs of the community re being met.

- Local parks and recreational opportunities tend to be distributed throughout the community without connecting links other than streets; La Pine's citizens desire to connect existing and future parks and recreation facilities by sidewalks, trails, and other mechanisms. Such connections provide greater opportunities for citizens, particularly children, to safely access parks without vehicle use.
- Open space and/or recreational areas should be available to residents within ¼ mile of their homes unless an exception is granted by the City as new development occurs.
- New parks, linkages, and recreational facilities should be incorporated into new developments as a way to distribute resources throughout the community and reduce vehicle miles traveled.
- Older neighborhoods and redevelopment areas should consider incorporating parks, trails, and other recreational facilities as a way to enhance the community.
- New parks to serve new residents should be developed without community subsidy, while new trails and regional community recreational facilities may require additional funding through those sources available to the City and LPRD.
- The Bend-La Pine School District should participate in the discussion about new parks and be willing to link school resources to the community/LPRD park system as a way to leverage open space opportunities.
- When adopted, local development codes should require an analysis of new resident impacts as it relates to the need for parks and recreation facilities beyond the collection of LPRD SDC's (if and when SDC's are adopted). Such codes should require open space, parks, and recreational opportunities where justifiable and appropriate.
- New trails are important elements that link open spaces and parks.
- Riparian habitats and other natural areas may be used for recreational and open space opportunities.
- Land use processes for the development of parks and related facilities shall be expedited and any costs for application processing not greater than actual cost of service or free whenever possible.

V. Programs

The City shall:

1. Develop a mechanism to coordinate the efforts of local (public and private) and other agency groups as it relates to the development of open spaces, parks, and recreation opportunities within the UGB and develop intra-agency agreements as necessary to further foster and control the acquisition and development of such elements.
2. The City shall work with the Parks and Recreation District, as appropriate to stabilize and increase its tax base to include all potential users of LPRD facilities.
3. Defer the parks and recreation Comprehensive Planning efforts to the LPRD as appropriate.
4. Inventory all current open space, trail, active and passive recreational opportunities.
5. Develop land use regulations to better manage the acquisition, development, and maintenance of open spaces, parks, and recreation opportunities within the UGB, as coordinated with the LPRD.
6. Encourage the LPRD to upgrade existing parks, as necessary, through renovation to provide quality services as designated for that particular park space.
7. Encourage new residential development to provide additional resources to satisfy additional recreational demand generated by growth.
8. Require that compliance with the Americans with Disabilities Act (ADA) accessibility requirements be part of new and upgraded facilities where appropriate. Law requires that ADA accessibility deficiencies be rectified whenever a LPRD facility is substantially upgraded. If suitable funding becomes available sooner, any existing ADA deficiencies must be rectified.

References:

1. La Pine Park and Recreation District Comprehensive Plan, Summer 2005 – (GEL Oregon and J.T. Atkins & Company PC)

City of La Pine – Comprehensive Plan, Chapter 7 Public Facilities and Services

I. State Planning Goal 11, Public Facilities and Services

Oregon State Planning Goal 11 requires local governments “to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.” As defined in the Goal, “*A Timely, Orderly, and Efficient Arrangement* – refers to a system or plan that coordinates the type, locations and delivery of public facilities and services in a manner that best supports the existing and proposed land uses.” As part of the Comprehensive Planning process for La Pine, the existing public facilities and services will be assessed in order to evaluate the necessary improvements required to support the anticipated population growth over the 20-year planning period.

II. Purpose and Intent

As Oregon’s newest City, La Pine does not provide a full array of public services and facilities under its own jurisdiction. Although such services and facilities are available to residents, they are typically provided by Deschutes County (through inter-governmental agreement/contract), private businesses, or Special Districts, which are government entities formed under and authorized by state statute. This chapter catalogs the existing facilities and utilities that serve the businesses and residents of La Pine. The intent of the chapter is to identify the current service and facilities, the provider of such services and facilities, and any future improvements, projects, costs, and sources for funding in order to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban development. The public services currently available within the city limits and UGB include:

- Community governmental services
- Emergency response services (Deschutes County Sheriff/La Pine Fire District)
- Land use planning and zoning control (Deschutes County Community Development Department))
- Health services (Deschutes County Health Department)
- Recreation facilities and services (La Pine Park and Recreation District)
- Public streets and maintenance (City of La Pine, ODOT and Deschutes County)
- Public water source, distribution, and maintenance (La Pine Water District)
- Public sewer treatment, delivery, and maintenance (La Pine Sewer District)

- Public Schools – Bend-La Pine School District
- Library - Deschutes County
- Solid waste collection and disposal – Deschutes County
- Electric power (Mid-State Electric Co-op)
- Natural gas (Cascade natural Gas)
- Telephone and internet services
- Television, radio, cable and fiber-optic services

Community Governmental Services

La Pine operates through a City Manager-Council form of government. The City Council hires the City Manager, creates policy and programs, and adopts a city budget supporting various municipal functions. The City Manager is responsible for hiring staff, responds to Council requirements, and manages the day-to-day functions of the local government and services, and plans for the future needs of the community. However, the City does contract with Deschutes County, and outside consultants and service providers for some basic and required community functions – such as planning/zoning, law enforcement, administration and legal counsel. This is due to the newness of the City and the limited staffing/resources currently available.

Emergency Response Services

The City of La Pine contracts for law enforcement with the Deschutes County Sheriffs Department. Fire protection is funded by a separate Fire District budget – the La Pine Fire District. Services are provided to citizens throughout the urban area. The departments are consulted on new land use applications (via Deschutes County Community Development Department), which are examined in the context of services needed to support new development.

Land Use Planning, Building and Zoning Control

The City of La Pine does not have its own Community Development Department that serves the incorporated area and UGB. Rather, the City coordinates planning and building activities in the City through an intergovernmental agreement with Deschutes County. Thus, the County Zoning Map will serve as the City map until such time as a Zoning Code and corresponding map are adopted by the City.

Health Services

The City of La Pine is served by a satellite office of the Deschutes County health Department, primarily mental health and children’s and community services, as well as a private clinic. The City and surrounding area do not have a hospital or emergency medical services – the nearest such services are in Bend, approximately 30-miles to the north. Medical uses are permitted in the local commercial zones.

Recreation Facilities and Services

The City of La Pine is served by the La Pine Park and Recreation District. The District provides services to the City of La Pine and surrounding rural residential area. The District has an adopted Comprehensive Plan that anticipates community needs and

anticipated growth of the area. The District is funded by a newly voter approved tax base, as well as grants and other sources of private funding.

Public Street Systems

The City of La Pine, Deschutes County and the State of Oregon Department of Transportation (ODOT) provide and maintain various streets throughout the City and outlying area (as such streets interconnect). However, the City of La Pine currently has limited funds for street improvements and/or maintenance. Deschutes County maintains some streets via intergovernmental agreement with the City and ODOT maintains U.S. Highway 97 that bisects the City. La Pine does not have a Transportation System Plans (TSP). The Deschutes County TSP, which includes the area within City limits, currently serves as the City Transportation Plan and will continue to do so until the City adopts a separate TSP.

Public Water Systems

The City of La Pine does not provide a municipal owned and run water system. Rather, the La Pine Water District provides water source, disinfection, distribution and maintenance of a water delivery system to approximately 650 customers. The service area includes most, but not all of the area within the City limits. The District does have plans for expansion of the system to serve all of the urban area, dependent upon adequate funding sources. Their plan identifies existing community needs, how to accommodate anticipated growth, reduction in private well heads, aquifer protection, land acquisition for new municipal well heads, reservoir siting and land needed for treatment and storage. Additional resource information from the Oregon Department of Environmental Quality can be found in the appendix. This information shows the City source in relationship to distance from other sources and the relationship of water compared to time travel from the source and/or other influences.

Public Sewer Systems

The City of La Pine does not provide a municipal owned and run sewer system. Rather, the La Pine Sewer District provides collection and treatment to more than 650 customers. The service area includes most, but not all of the area within the City limits. The District does have plans for expansion of the system to serve all of the urban area, dependent upon adequate funding sources. Their plan identifies existing community needs, necessary capital improvements, funding and implementation, accommodation of new growth, reduction in septic fields, new connections and future land needs for the community treatment plant. Many developed residential lots outside of the City limits and UGB surround the City. It is anticipated that these lots, (more than 3,000) will need to be connected to municipal sewer services. Because La Pine has the closest treatment plant and anticipates obtaining additional lands from the BLM, it is likely that collections lines will need to be extended to the outlying areas. This action, when determined to be needed, may require special approval from the State of Oregon.

Note: The City is currently investigating the ways and means of incorporating the water and sewer district into the local government operations.

Public Schools – Bend-La Pine School District

The Bend-La Pine School District currently operates La Pine High School, La Pine Middle School and La Pine Elementary. There are plans for a new elementary school to be built on the south side of Burgess Road in the Newberry Neighborhood as the develops over time (this was anticipated to be built for half enrollment (300 students) in 2010, with completion for a total enrollment of 600 students by 2015. Overall, the enrollment of the La Pine schools has grown, mostly as a result of residential development and growth in the outlying rural area between La Pine and Sunriver to the north. La Pine Elementary serves kindergarten through 4th grade with an enrollment of approximately 475 students. La Pine Middle School serves 5th through 8th grades with an enrollment of approximately 520 students. La Pine High School serves 9th through 12th grades with an enrollment of approximately 540 students.

Library

The La Pine Public Library is a relatively new structure, which opened in November, 2000. This is a full service library with on-site book collections ranging from children's through adult sources. The library also has internet connection with on-site PC's available to the public. The library is part of the Deschutes Public Library System

Solid Waste Collection and Disposal

La Pine's citizens have access to waste disposal service via Wilderness Garbage Company or self service at the Deschutes County Transfer Station, north of the city limits.

Storm Water Collection and Distribution

The City of La Pine does not have any municipally maintained storm water facilities. Storm runoff, including significant snowmelt, is accommodated in roadside drainage ditches and allowed to percolate into the soil. However, new development on private property is required to meet all DEQ standards for storm water retention, treatment, and dispersal. The development of new, paved streets in new subdivisions are required to install storm water retention facilities in the form of drywells that also meet DEQ standards.

Electric Power

Electric power in La Pine is provided by Mid-State Electric Co-op. The City provides access to right of way and franchise availability to these service providers. Mid-State utilizes a master plan for determining new substation areas and other elements necessary to accommodate anticipated growth.

Natural Gas

Natural gas is provided to urban area residents by Cascade Natural Gas. The City provides access to right of way and franchise availability for new extensions. Cascade Natural Gas utilizes a master plan for determining new substation areas and other elements necessary to accommodate anticipated growth. Propane is supplied by multiple private entities that serve Central Oregon.

Telecommunications, Phone and Internet Services

Qwest and a variety of private wireless phone and internet providers primarily serve the community. Deregulation of the telephone service, satellite access and other advances in telecommunications allow La Pine residents a wide range of phone and Internet connection choices. Wireless access will also be expanding to serve local citizens.

Television, Radio, Cable and Fiber Optic Services

Cable TV service provides access to premium and nationwide broadcasts. Radio stations include a variety of local AM/FM stations that provide news and entertainment. Fiber optic access is expanding throughout the community and of particular importance for public, commercial and industrial users.

III. Issues

State law and Goal 11, Public Facilities and Services, requires that cities plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Excerpt from Oregon's Statewide Planning Goals & Guidelines GOAL 11:

"Urban and rural development shall be guided and supported by types and levels of urban and rural public facilities and services appropriate for, but limited to, the needs and requirements of the urban, urbanizable, and rural areas to be served. A provision for key facilities shall be included in each plan. Cities or counties shall develop and adopt a public facility plan for areas within an urban growth boundary containing a population greater than 2,500 persons. To meet current and long-range needs, a provision for solid waste disposal sites, including sites for inert waste, shall be included in each plan."

The City of La Pine does not currently have a population exceeding 2,500 persons (current population is approximately 1,662). However, during the 20-year comprehensive planning period La Pine's population growth is expected to result in an urban area population that exceeds the 2,500 threshold requiring a public facility plan. Thus, even though a formal public facility plan is not required, extensive planning for the provision of such services has been considered as part of the Comprehensive Planning effort.

As described herein, key public facilities are typically described as transportation systems; water supply; emergency services; sanitary facilities; storm drainage facilities; planning, zoning and subdivision control; health services; recreation facilities and services; solid waste collection and processing; energy and communication services; schools; and, community governmental services. While the City and other local providers offer a wide range of services, the key elements are essential to accommodating growth and maintaining public health and safety. Likewise, the City is preparing and maintaining planning tools that make sure adequate levels of key services are available and not stressed beyond their carrying capacities.

As described above, the City of La Pine does not manage many of the key facilities that will affect the overall growth and development of the community – a primary goal of the City though is to acquire the responsibility for such services and facilities over time. Services such as planning/zoning, law enforcement, fire protection, health, certain elements of recreation, solid waste collection and processing, building permitting, schools, energy, and communication services are provided by other entities. Other City services are funded through a combination of resources and General Fund programs. The City budget process occurs every fiscal year and describes how services will be funded.

The basics... transportation, water and sewer

Basic infrastructure - transportation, water and sewer systems - are carefully planned, monitored, studied, and provided to citizens by the City or the Special Districts. The City Planning Commission and City Council will eventually review and approve public facility plans (The La Pine Water and Sewer Districts retain control over their programs at this time) that are developed to support and accommodate growth. These documents, in addition to local regulations, implement the goals of the Plan.

The appendix of the Plan contains the public facility plans and current implementing regulations. The facility plans describe the water, sewer and transportation facilities, which support the land uses designated in the UGB. Likewise, capital facilities funding is included in the plans to ensure that implementation keeps pace with growth, and that such growth can be accommodated as required by law. The development patterns envisioned by the Plan and the commensurate level of maintenance necessary for each system is also part of each facility plan. The overall goal is to maintain and improve the quality of life for existing and future development by establishing and maintaining standards for the level-of-service of facilities.

Transportation

The City of La Pine currently does not have a Transportation Systems Plan (TSP). As a new City, a TSP that identifies long term needs and recommends a priority system for implementation of new streets and possible funding sources will be created soon after the adoption of this Comprehensive Plan. The TSP elements will be master planned to match the land needs of the community over the planning horizon; typically 20 years to match the Comprehensive Plan. The State requires cities to provide adequate lands for growth matched with adequate supporting transportation facilities over the planning horizon.

Currently the City of La Pine has streets classified by type and function under the Deschutes County TSP. The existing street system, to a great degree, is based on previous subdivision design and has local streets that are oriented in a grid fashion. However, some arterials and collectors, such as Huntington Road, are influenced by topography and geographic influences – such as wetlands and the Little Deschutes River to the west.

U.S. Highway 97, which bisects the community, is under the jurisdiction of the Oregon Department of Transportation (ODOT). Efforts to signalize the highway/arterial intersections to provide access to the City's industrial and commercial areas are currently

in the discussion stages. The City and the La Pine Industrial Group are working with ODOT to fund and sponsor a highway corridor study that will lay the groundwork for the necessary intersection improvements over the planning period. Once this work is complete, it will be a major component of the future La Pine Transportation System Plan.

Future funding for new streets, street upgrades and street maintenance comes from a variety of sources. A primary source for new street needs that is being explored by the City is the collection of system development charges (SDC's). The establishment of SDC's is an adopted goal of the City council for 2009-2010. Other street needs, maintenance, and operation are funded from the General Fund and/or a combination of alternate funding (grants, etc.) if and when available. In very limited instances, new development has instigated street improvements necessary to mitigate the impact of that development. However, new streets have been limited to those within recently developed residential subdivisions. Because demands upon the General Fund are expected to increase as a variety of City needs all compete for scarce dollars, it is expected that new streets and street maintenance will rely on new development for funding and actual construction.

Water

The La Pine Water District has a water system capital facilities and water management and conservation plan adopted in 2009. The plan identifies the current status of water service in La Pine and also addresses needs for the next 20-years. Currently the District maintains two wells, a 1.2 million gallon reservoir, a 250k gallon reservoir and pump stations. The series of service lines provide service to 446 residential connections, 168 commercial connections and 17 industrial connections within the service area boundary. However, this does not include connections to all potential users within the boundary.

The District utilizes groundwater to serve residents and maintains a system of water rights and permits necessary for additional sources. Future growth needs are identified to the 2033 horizon. It is anticipated that additional water rights, wells and water storage facilities will be necessary to provide service to all existing unserved properties, as well as to meet projected growth for planned development areas within the City. The HGE Inc. study includes three levels of prioritized capital improvements necessary to provide adequate water service to the community for the next 20-years and slightly beyond.

Currently user rates are charged to those who affect the water system and these fees are used to maintain and upgrade the water system. System Development Charges (SDC's) are collected and help offset the cost of master planned improvements. Lastly, loans could be made available from a variety of sources and can be paid back from the fees and SDC payments. However, such sources of funding can be limited and should not be relied upon for all necessary improvements.

Sewer

The sewer collection system in La Pine was initiated in the 1980's with a significant expansion in 2004 to serve the areas of Wickiup Junction and the Newberry neighborhood (now both within the boundaries of La Pine) The system is comprised of a

combination of gravity and pressure lines that deliver sewage to the treatment plant on the City's east side. Storm drainage is not collected in the sewer system.

In a wastewater system capital facilities plan adopted in 2006, the primary needs for expansion and adequate operation of the system were identified. The primary need was for an area to develop additional treatment facilities, including an area for effluent disposal, adjacent to the existing wastewater treatment plant. Such plans were based on projected growth of the community for the next 20-years.

Currently, user rates are charged to those who use the sewer system and these fees are used to maintain and upgrade the system as necessary. The collection of water SDC charges help offset the cost of master planned capital improvements. Lastly, loans and grants could be possible to obtain from a variety of sources and can be paid back from the fees and SDC payments. However, such sources of funding can be limited and should not be relied upon for all necessary improvements.

Growth and Facility Demand

The anticipated growth in La Pine is approximately 1,000 persons over the next 20-years. Existing water and sewer within the community will require expansion of facilities as stated in the above referenced studies provided by the Special Districts. Based on those studies though, it appears that the necessary improvements will not be outpaced by growth demands in the community. However, new funding sources for the water and sewer districts may be necessary. Additionally, it is essential that growth pay its own way in order to avoid unnecessary impacts upon existing residents and quality of life. Existing residents and those lands reserved and designated for public, commercial and industrial development should be given priority for service over new residential uses. This means that new development may need to supply an array of services ahead of the City/County/State/Special District schedule and at their own cost, subject to City approval and authorization before development.

IV. Goals and Policies

Goal # 1: Coordinate intra-agency efforts, including coordination with private service and Special District providers, and create a system of public facilities for the planning horizon.

Policies

- Continued coordination with Deschutes County for the provision of certain public services, such as law enforcement, waste management and zoning/building services, shall continue until such time as services can be converted to City jurisdiction.
- The La Pine Rural Fire Protection District shall continue to provide fire protection service within the City of La Pine.

- The City of La Pine shall actively coordinate with the Bend La Pine School District and Central Oregon Community College on the need and options for providing locations for new school facilities. Such coordination shall be a high priority. This includes potential for reservation of public/private lands for future school sites, and active coordination regarding the impact of new development upon school capacity. The land use process for the development approval of public schools shall be a priority and expedited to the greatest extent possible.
- Local public and private plans for providing urban levels of services to all land with the UGB must be comprehensive.
- Although many of the public facilities and services are not currently provided by the City, the City shall taken an active role in coordinating and ensuring that such services are adequate for existing residents and businesses without adverse effects from anticipated future growth.
- The City shall explore the creation of water, sewer, and street Systems Development Charges to help fund necessary master planned capital improvements. This will require in-depth review and coordination with the Special Districts as it relate to water and sewer SDC's.
- Schools shall not be charged City System Development Charges for any new or expanded school or college construction.
- The City shall explore the conversion of privately owned services and facilities to public ownership as necessary and economically viable to ensure long term service and availability to the community.
- Providing needed services in an economically viable and effective manner is good business and a good growth management tool.
- Plans providing for public facilities and services should be coordinated with plans for designation of urban boundaries, land use and zoning designations, surrounding urbanizable land and rural uses, and for the transition of rural land to urban uses.
- Service providers other than the City of La Pine may be allowed to use the surface, subsurface and air above City right of ways to provide necessary public services provided that all applicable rules and regulations are adhered to. In no event, shall these entities create a situation whereby the City must subsidize activity or repair damage caused by other service providers.
- Public facility and service plans in the urban area should be developed to meet the projected growth levels for the community.
- Public facilities and services should be provided at levels necessary and suitable for existing uses. The provision for future public facilities and services should be

based upon: (1) the time required to provide the service; (2) reliability of service; (3) financial cost; (4) levels of service needed and desired; and (5) economic benefit to the community.

- All utility lines and facilities should be located on or adjacent to existing public or private rights-of-way. Other locations may be approved if they are part of a planned development or master plan.
- Plans providing for public facilities and services should consider as a major determinant the carrying capacity of the air, land and water resources of the planning area. The land conservation and development action provided for by such plans should not exceed the carrying capacity of such resources.
- Because the area surrounding the City of La Pine is densely populated and without sewer services, the expansion and use of the La Pine Sewer District sewer collection and treatment facilities for such areas shall be pursued when State law so permits.

Goal # 2: Create a system of conservation practices for public resources, services, and related facilities.

Policies

- Conservation practices and other techniques for sustaining limited resources and facilities are good for the community.
- Natural resources, such as clean air and water, energy sources, timber sources, aggregate sources are limited in quality and supply.
- Alternative energy sources should be explored as a complement to existing resources and industries and as a way for the City to reach an energy consumption neutral status. Alternate energy sources may be developed on lots that are already developed or on vacant lands that are being planned for other future purposes such as the BLM land that is expected to be transferred to the City. This land is anticipated to be used for wastewater treatment as the community grows. La Pine is in an advantageous position as compared to other cities that do not have an opportunity to plan long term for sewer expansion. Moreover, because the City is interested in encouraging multiple uses/transitional uses on lands there are greater efficiencies that can be derived from the large vacant acreages until it is needed for wastewater treatment. For example, the BLM transfer land adjacent to the wastewater plant could accommodate solar field arrays that create energy for the community. And, because the land would need to be cleared anyway, this

also provides fuel reductions in the wildfire interface zone and needed materials for bio-mass plants or other wood-based industries.

- Services such as public sewer collection facilities, public water sources, solid waste disposal, other point of contact public services, and services related to emergency response will need to be carefully managed to ensure supply and duration.
- In order to sustain local services and resources over the life of the Plan, and beyond, there should be a continued focus on improving efficiency.
- Land use regulations for new development and long range land use planning have a direct connection to preserving and enhancing livability and the efficient delivery of all public facilities and services.
- The La Pine community understands that making growth pay its own way is one of many techniques that can sustain limited resources without resulting in unnecessary subsidy from tax dollars.
- Local government and other agencies should set examples for the community by adopting and utilizing sustainability practices.
- The La Pine community expects the local school and or college district and City Planning officials will coordinate the location of new school/college sites and implement strategies for multiple use spaces. The opportunity for reduced vehicle usage at school/college campuses should be evaluated and implemented.
- Even with prudent management and careful sustainability of resources, the La Pine community understands that property taxes and current service fees (including private district fees) may not be sufficient to provide the service levels desired by the community. In some cases, new funding strategies, including the establishment of new System Development Charges (the Special Districts already implement water and sewer SDC programs) may be necessary.

V. PROGRAMS

The City shall:

1. Work with partner agencies in regularly updating the primary transportation, sewer, and water master plans within the City. These master plans must examine the desired service levels, infrastructure needs of the urban area, funding, and implementation strategies. Additionally, the City shall work with public and private agencies as applicable to establish and maintain level of service standards for the following areas:

- Law Enforcement
- Fire Protection
- Emergency Medical Service
- Transportation
- Parks and Recreation
- Natural Open Space
- Public Buildings
- Water System
- Sewer System
- Storm water System
- Solid Waste Management
- Schools/Colleges
- Utilities
- Libraries

2. Provide the leadership in coordination efforts among the various agencies and entities that provide public services to the community. This may require the imposition of franchise agreements and special protocols and fees for using public right of ways.
3. Identify specific capital facilities projects for the City and for other agencies that may benefit from coordinating with the City. Prioritize capital improvement projects based on a series of criteria; identify project costs and likely funding sources; relate projected improvements to forecast demand on services; identify current and proposed levels of service for each public service; and, establish a siting process for the location of essential public facilities, including property acquisition needs.
4. Develop a concurrency requirement that new development demonstrate the adequate provision of public services or provide for impact mitigation, including providing appropriate infrastructure and public services as a condition of development.
5. Encourage communication and cooperation between the school/college district, developers, and the public. The local development codes and regulations shall require the development of neighborhoods in close proximity to school locations.
6. Develop methods to support the addition of alternate energy sources within the community.

Conservation:

1. Develop a sustainability program for all City functions, services, and products. The plan shall identify goals and levels of conservation necessary for the planning

horizon. Such goals shall have measurable outcomes and be monitored on a regular basis to insure proper management and effectiveness.

2. Adopt land use regulations (with a new Development Code) that require citizens to conserve water and reduce excessive irrigation of plant materials.
3. Develop air quality standards and monitor all air emissions into the community.
4. Develop an energy source and use evaluation plan. Implement measures to reduce energy consumption and unnecessary lighting.
5. Promote the creation of energy efficient structures and sustainable building practices. Requirements on specific architectural styles and materials may be necessary in order to reduce heating and cooling costs; a major part of local energy output.
6. Coordinate with Deschutes County on the supply and anticipated life of aggregate resources necessary to support development. Regulations to permit onsite rock crushing and extraction may be necessary to properly implement such programs.
7. Develop a study to monitor non-sewage infiltration of the community sewage system. Industrial discharge permits may be needed to adequately reduce negative effects of large volume discharges into the sewer system.
8. Storm drainage plans shall not permit drainage to enter the sewage system to the greatest extent practical.
9. Institute recycling program requirements aimed at reuse and reduction of solid waste. This may require implementation of, and changes to local garbage hauler franchise or license agreements.
10. Coordinate landfill needs and other operations with Deschutes County.
11. Examine and develop strategies for maximizing capacity of transportation systems before street widening.
12. Examine the actual cost of service for each service provided to the public. A cost/benefit analysis shall be developed in order to ascertain proper allocation of funding resources and or reduction/expansion of City services and programs.
13. Examine emergency service needs and funding necessary to provide adequate services levels throughout the community over the planning horizon. Land use regulations that examine potential for efficient delivery of emergency services will need to be incorporated into implementation codes.

14. Recognize that community development services are necessary to implement local land use regulations and long term planning needs. The City shall examine the potential for a partially fee supported current development department and General Fund support for long range planning functions.

References:

1. Wastewater System capital Facilities Plan, La Pine Special Sewer District, Deschutes County, Oregon - January 2006 (HGE Inc.)
2. Water System Capital facilities Plan and Water Management and Conservation Plan, La Pine Water District, Deschutes County, Oregon – January 2009 – Draft (HGE Inc.)
3. La Pine Park and Recreation District Comprehensive Plan - Summer 2005 (GEL Oregon Inc.; J.T Atkins & Company PC)
4. Bend-La Pine Schools 2005 Sites and Facilities Plan – December 5, 2005
5. Greater La Pine Community Wildfire Protection Plan – December 13, 2005 (Kate Lighthall)

City of La Pine – Comprehensive Plan, Chapter 8 Transportation

I. State Planning Goal 12, Transportation

Oregon State Planning Goal 12 requires local governments “to provide and encourage a safe, convenient and economic transportation system.” When referring to “transportation system” the goal requires that all modes of transportation be considered – including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian. Further, the goal requires that the local, regional and state transportation needs be considered and that they be done so through appropriate combinations of the modes listed above rather than reliance on any one particular method of transportation. Transportation systems must be coordinated with local Comprehensive Plans – including the development of a specific Transportation System Plan (TSP) that is in conformance with the State Transportation Planning Rule (TPR) – Oregon Administrative Rule 660-012. As part of the transportation planning process for La Pine, all modes listed above will be considered and addressed, but not all are applicable at this time. Eventually, a separate TSP which goes beyond the goals and policies listed herein and addresses all requirements of the TPR will be developed and added to this Comprehensive Plan. The TSP will more specifically address the requirements of capital facilities planning for transportation amenities and funding.

II. Purpose and Intent

This Chapter addresses the existing conditions of La Pine roads, as well as the short and long-term transportation needs of all types within the community for the next 20 years. Overall, the road system is the backbone of the overall transportation system in La Pine and will be the basis for much of the transportation planning discussed herein. Nonetheless, the goals and policies are intended to determine how to accommodate the projected growth of the community and coordinate all of the transportation needs with the land use patterns. The overall strategy will result in a plan that efficiently moves people and goods throughout the community. At the same time, the emerging transportation needs of La Pine will be coordinated with the Oregon Department of Transportation and Deschutes County to ensure an efficient and smooth transition of transportation facilities between the rural to urban areas, as well as accommodating ODOT’s jurisdiction over US Highway 97 within the urban area. Thus, in addition to local needs, this plan will also consider regional and state needs at the same time to achieve a balanced transportation system that includes automobile, bicycle, rail, transit, air, pedestrian and pipeline facilities.

This chapter also addresses issues and ideas related to circulation and the interaction between transportation and land use. Bike lanes, sidewalks, trail connections, future transit expansions, transportation demand management, and transportation system management are meant to be considered for all new and enhanced transportation systems.

Each new development must consider the impact of the development upon these systems and provide incremental mitigation for impacts as deemed warranted through the review process. The arrangement of land uses and desired development patterns should focus on supporting and increasing alternate modes of transportation, especially as complete neighborhoods are developed (neighborhoods containing a mix of residential and employment lands, with public services such as schools and parks) and more services become available in the community. The goal is to move the city toward alternate mode use as an alternative for those who do not wish to drive a car and as an alternative to excessive vehicle miles traveled as a way to deter sprawl.

III. Issues

The issues explored herein are not intended to serve as a complete Transportation System Plan (TSP) as required by the Transportation Planning Rule (TPR) – OAR 660-012. Rather, the issues addressed in the Comprehensive Plan provide a concise snapshot of existing conditions and identify future needs, with goals and policies aimed at directing transportation planning activities to bring the 20-year needs to fruition.

Existing Road System:

Until the recent incorporation of La Pine, Deschutes County was responsible for road maintenance, construction and design within what is now the urban area. Many of the primary roads within the community extend beyond the City limits and become rural county roads still under the jurisdiction of Deschutes County. Thus, the County Comprehensive Plan and Transportation System Plan all address the road network in La Pine and have designated streets by general classification to include: Highway/Principal Arterial, Arterial, Collector and Local Street. The street classifications are described in the following chart (as listed in the Deschutes County Comprehensive Plan).

Urban Street Types	
Principal Arterial:	Serves the major activity centers in a metropolitan area, and also serves the highest traffic corridors and satisfies the longest trip desires; and
	Carries the major portion of trips entering and leaving the urban area, as well as the majority of the through traffic desiring to bypass the city
Arterial:	Provides service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials; and
	Distributes travel to geographic areas smaller than those served by principal arterials, while not penetrating specific neighborhoods; and
	Spacing varies from 1/2 to 1 mile in downtown areas, to 2 to 3 miles in areas outside downtown.
Collector:	Provides both land access and traffic circulation within residential neighborhoods, commercial, and industrial areas; and
	Distributes trips from arterials through these areas to their final destination, and conversely, collects traffic from local streets and channels it onto arterials
Local:	Provides access to adjacent land and access to higher classified roads; and
	Provides lowest level of travel mobility including no bus routes; and
	Normally carries less than 1,700 vehicles per day.

The foundation of the La Pine transportation system is a product of the existing roads and highways that cross the community. The basic grid is framed by the following primary

roadways (with the street designation listed) which provide access among various parts of the community:

East-West Alignments

- Cagle Road - Local
- Burgess Road - Arterial
- Rosland Road - Local
- 1st Street/Reed Road - Collector
- 3rd Street - Local
- 4th Street/William Foss Road – Local
- Finley Butte Road - Collector
- 6th Street - Local

North-South Alignments

- US Highway 97 (The Dalles-California Highway) – Highway/Principal Arterial
- Huntington Road - Collector
- Mitts Way - Local

Although not all the streets listed above are Arterial or Collector streets, all of these streets provide the basic alignments and primary connectivity throughout the community. Other local roads aid in forming the internal grid serving the existing neighborhoods and outer areas. Overall, the historic development pattern for neighborhoods in La Pine is comprised of gridded streets. The relatively level topography presents the opportunity for a continuation of this pattern, building from the primary streets listed above. However, as is evident from the list of primary streets included above, additional north/south running streets, including arterials and collectors will be needed in the future. Currently, only Highway 97 and Huntington Road provide the sole north/south access from one end of town to the other.

The primary streets listed above are paved, some with sidewalks (in the area around Huntington Road and 1st Street), but few with curbs and drainage facilities. Delineated bike lanes also do not exist. Rather, in most areas pedestrians and bicyclists share the roadway or shoulder with automobiles.

U.S. Highway 97 bisects the City from north to south and, while serving as a direct transportation link between northern and southern portions of the City, it also creates an obstacle to east-west travel by any mode. Currently, intersections of Highway 97 at Burgess Road (Wickiup Junction); 1st Street/Reed Road; 4th Street/William Foss Road; and Finley Butte Road are all heavily congested and experience failure during certain segments of the day. Improvements to these intersections to increase capacity, improve safety and, most importantly, allow east-west crossing, are necessary in the near future. Because Highway 97 is under the jurisdiction of ODOT, all improvements must be

coordinated with that agency. Potential improvements and solutions to existing problems are discussed in the “Road Improvements” section below.

Many of the existing streets in the residential neighborhoods (Local Streets) in the northern part of La Pine have unimproved (not paved) streets. Such streets are graded gravel and/or compacted dirt – there are no curbs, sidewalks or drainage facilities. Maintenance of these streets, such as filling potholes and dust control measures, have been lacking in the past as Deschutes County does not typically maintain streets built to these standards and the City of La Pine has had limited funds for such maintenance. Such streets are not conducive to effective pedestrian and bicycle travel.

Road Improvements:

Public health and safety, as well as efficiency, are the primary design goals of all transportation elements. This design goal is imperative as emergency services personnel measure success in the minutes it takes to get to a fire, injured or sick person, crime scene, or other catastrophe. Although, the average citizen wants safe and efficient street design to meet the needs of everyday life. As street design standards are developed in the future, requirements for bicycle lanes, drainage facilities and pedestrian amenities must be included, especially along Arterial and Collector Streets. Such designs will improve street capacity and encourage use of alternate modes by all citizens. As discussed above, the primary vehicular transportation problems in La Pine are associated with Highway 97. Over the past few years ODOT has been working with the community on developing plans for an improved interchange at the Highway 97/Burgess Road intersection (Wickiup Junction). Such improvements will alleviate safety and access issues in that immediate area. Also, ODOT has stated their support for a “Highway 97 Corridor Study” for the southern central business district of La Pine. This study will examine all of the primary intersections with Highway 97 and suggest necessary improvements, including the timing for such improvements. All of this is in an effort to correct problems of failure at intersections such as 1st Street/Reed Road, and allow better east/west travel and connectivity between residential and employment areas.

Maintenance:

A primary concern for many of La Pines residents is street maintenance – particularly maintenance of unimproved/unpaved streets. During the wet winter months these streets can become pot-holed and muddy – which leads to hazardous travel conditions. During the dry summer months, dust generated from vehicular travel can impact the livability of neighboring properties. The City should institute a regular street maintenance program that will eventually result in more permanent surfaces (such as a chip sealed or oil mat surface, with asphalt paving as a long term goal).

Alternative Modes of Transportation:

The availability of adequate transportation facilities and resources are major factors in determining proper land uses and acceptable development patterns. The various zones and intensity of development influences the need and location for new transportation facilities, as well as the necessity for ongoing repair and maintenance of existing transportation facilities. Therefore, it is critical that modern planning techniques are

employed that will ensure the highest level of coordination between land uses and transportation needs as a way to create an effective and efficient integrated urban system. In this effort, an understanding of the existing and potential for alternative modes of transportation, including amenities to facilitate alternative modes, must be known.

Bicycles:

A lack of developed marked routes and long block lengths where there are gridded streets prevent the full utilization of safe and efficient bicycle and pedestrian routes. There are currently no specifically designated bicycle lanes along the Arterial or Collector streets in La Pine. Bicyclists must share the vehicular travel lands with automobiles. New development standards which require bicycle lanes along the curb of Arterial Streets and certain collector streets that provide access to public services and facilities must be developed.

Pedestrians:

Sidewalks have been developed in and around the area of the intersection of 1st Street and Huntington Road. These amenities provide a separate pedestrian refuge and allow safe access to the businesses, schools and public facilities in that immediate area. However, due to the lack of extension of sidewalks or trails in other parts of the community, safe and efficient access between residential areas and other employment areas is not encouraged. The lack of pedestrian crossings along major streets, particularly near schools, and activity centers, present hazards to citizens. New development standards which require sidewalks along streets and trails where appropriate must be developed.

Transit:

A public transit (bus) system provides service in and around the urban area. Residents can be picked up at designated locations and transported within the urban area. This same service is also a regional bus service operated by the Central Oregon Intergovernmental Council that provides an alternative to driving for residents of LaPine that travel north for work and shopping in Bend and beyond. Additionally, there is a park and ride lot at Wickiup Junction from which the transit service is available.

Ride Sharing:

Although not a formally developed program, there is a great degree of ride sharing that exists among residents of La Pine due to the long commute distance between La Pine and the major employment and service centers of Bend and Redmond to the north.

Long Range Transportation Planning:

The City of La Pine has not yet developed its own long-term master plan addressing transportation needs throughout the community. A requirement of the State Planning System is the development of a Transportation System Plan (TSP) as a guide for helping the City make rational choices about the locations and type of needed transportation facilities. The TSP will be based upon the individual needs of the community and the requirements to meet the State of Oregon Transportation Planning Rule. Elements of the TSP include: developing functional classifications of roads; road and street design

standards; establishing levels of service; developing alternative modes; transportation demand management, capital facilities planning; and, funding for improvements.

Air and Rail:

There are currently no air travel facilities in La Pine. The closest private airstrip is located in the community of Sunriver, approximately 15 miles to the north. The closest commercial airport is Roberts Field in Redmond, approximately 50 miles to the north. The idea of a local airport providing service to small, privately owned aircraft has been discussed by community members, but formal plans have not been developed. It has been acknowledged that an airstrip in La Pine would increase accessibility to the area and could make the community more attractive for businesses and recreationists.

A Burlington Northern Santa Fe rail line runs on the east side of and parallel to Highway 97 through most of the community. However, there are no stops or passenger service provided directly to/from La Pine. The closest passenger rail stop is in the community of Chemult, approximately 30 miles to the south.

Pipelines:

A primary natural gas pipeline that runs from Washington to California, which provides gas service to many areas all along the west coast, runs north/south through La Pine, east of and parallel to Highway 97. The pipeline lies within an easement that is generally 100 to 200 feet wide so as to prevent damage a major disruption. There are no plans for removal or alteration of this pipeline.

Transportation Facility Funding:

Local community leaders and citizens expect that new growth pay its way and this means that the existing residents should not have to subsidize new development projects, particularly with regard to needed transportation improvements. Transportation remedies or "mitigation" programs must be established before authorizing development and new trips on the transportation system. The universal goal is to make sure that needed transportation facilities are in place, funded, or other acceptable mitigation provided before development is authorized to proceed. This type of "concurrency" reinforces the interdependence between land use and transportation. The community also accepts that there are many different types of transportation problems and will accept creative mitigation solutions that benefit the community as a whole.

Besides the difficulty in expanding the system to meet a variety of needs, the cost of developing and improving such facilities is very high and requires substantial capital to develop. The City's budget is not adequate to resolve all transportation project needs and other sources of money will be required in order to build the system as necessary to support future growth. The adoption and imposition of System Development Charges (SDC's) is an option that should be explored for La Pine to help pay for needed street infrastructure to add capacity to the system. The increasing operational and material costs for facility improvements, limited construction time periods, and the conflicting demands of regional versus local traffic (on Highway 97) will make La Pine more heavily reliant on developers to solve problems that are directly tied to new growth. Existing problems create complex funding issues since the State of Oregon mandates certain

limitations on the expenditure of SDC's - existing problems not directly related to growth will require funding that is not solely obtained from SDC's. Thus, the community may have to explore and/or rely on special levies, limited general fund revenues, the State's funding for highway maintenance and other revenue sources for improvements to address local needs.

Wickiup Junction Improvement Area

The area identified on the Comprehensive Plan map as the Wickiup Junction Improvement Area is in a state of transition as major improvements to this existing Highway/Arterial intersection are planned. The potential improvements include a complete grade separated interchange aimed at improving the overall long-term function and safety of the junction. The surrounding land uses include a variety of primarily service commercial uses, with residential uses close by. Because of the incomplete designs for the eventual improvements, and the unknown effects on surrounding properties (meaning just which properties will be physically affected by the road alignment, as well as by the changes to the traffic pattern), the area is identified as an area in which future land use designation may change. Once the final alignment is known, a re-examination of the highest and best land uses within the designated area, including possible master planning, should be completed.

Specific Wickiup Junction Improvement Area Policies

1. Upon final design and adoption of the Highway 97/Burgess Road interchange design within the area labeled Wickiup Junction Improvement Area on the Comprehensive Plan Map, planning efforts shall ensue to review the highest and best land uses (designations) on the properties within the boundary.
2. Planning efforts within the Wickiup Junction Improvement Area shall coordinate access to surrounding properties with local, state and county transportation facilities as appropriate, and may include a master planning process.

IV. General Transportation Goals and Policies

Goal # 1: Create a safe, convenient, balanced, functional and economical transportation system to maximize and extend the life of transportation facilities and improve livability throughout the La Pine community.
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Policies

General Street Transportation Network Policies

- Vehicle use is the primary and most important form of transportation for the majority of La Pines citizens, but increased alternate mode use is essential to the livability of the community and to preserve valuable resources.

- The street system shall be fully functional for the safe and efficient delivery of emergency services.
- Continue coordination with Deschutes County and ODOT for transportation planning services in order to monitor street capacity and service levels needed for a safe and efficient transportation system until such time as a TSP is developed and planning services are provided by the City. Such coordination shall create a supportable method for determining adequate and consistent transportation impact analyses, mitigation procedures, and improvement options to transportation facilities.
- Alternate mode use is essential for providing a full complement of transportation choices and that land use regulations need to require an analysis of transportation impacts, needs, and mitigation options.
- The proper function and increased mobility of Highway 97 to and through the community contributes to the local economy and bring goods and services into the community bolstering local commerce and tourism.
- Balancing the needs of the local community with regional transportation needs must include open dialogue with citizens, state agencies/ODOT, Deschutes County, local business interests, special interest groups, and tourism professionals.
- Continue participation with regional partners (Cities and Counties) through organizations such as COACT and COCO to find solutions to regional transportation issues.
- Continue efforts to complete the Highway 97 Corridor Study through La Pine to determine future improvements at key intersections to facilitate acceptable intersection function, safe and efficient highway crossings, and increased access to the industrial area on the east side.
- Traffic calming measures in core commercial areas and residential neighborhoods can reduce vehicular speeds on roadways and create a safe pedestrian/bicycle environment.
- Transportation problems will require comprehensive planning, regular monitoring and analysis, a systematic approach to problem solving.
- The community, as a whole, will benefit from transportation systems that provide sidewalks, trails, bike lanes and transit amenities to encourage alternate mode use and promote a high level of livability.
- The City is required, by law, to design and implement a transportation system that meets the applicable TSP and TPR requirements for the 20-year planning period.

The TSP shall include all applicable requirements of the TPR and, when completed, shall serve as the primary transportation system tool for the community.

- The community will benefit from streets that are designed to permit emergency service vehicles to access all parts of the community in an efficient manner.
- The City has limited funds to use for the maintenance of public streets, however the community will benefit from increased street maintenance, including resurfacing as necessary of unpaved streets.
- The ability to require the development of private streets systems, where appropriate and where they are guaranteed to be maintained by parties other than the City, will reduce the overall funding need for street maintenance and the need to seek additional tax revenues from citizens. Private streets are legitimate components of the transportation system when designed properly and maintained to at least City standards.
- Transportation demand management (TDM) and transportation system management (TSM) techniques are useful tools in the design of the transportation system.
- Street trees, pedestrian amenities, separated sidewalks; curb extensions, traffic calming, and other related devices can be useful design elements especially when supported by a cost benefit analysis showing they are appropriate.
- The La Pine community desires to balance the highway needs of regional users with the local users in order to avoid creating highway improvements that sacrifice local values and damage economic interests.
- A transportation system that includes alternate modes in addition to vehicle needs is a State requirement. The term "Alternate Mode" includes anything, besides single occupant vehicles, capable of moving people and goods such as rail, pedestrian facilities, bike lanes, air transport, transit, and the like.
- The City of La Pine believes that a City representative should participate with the Transportation Advisory Group for the specific purpose of analyzing the need for an airport in the La Pine Area. The representative shall be appointed by the City Council and will have specific knowledge of airport needs and operations.
- Because the final designs and plans for the Wickiup Junction interchange (Highway 97 and Burgess Road intersection) have not been completed, designations for lands within the area labeled Wickiup Junction Improvement Area on the Plan map may need to be changed when final plans are adopted. Such changes to land use designations shall be for the purpose of better coordination between the transportation facilities and adjacent land uses.

Transit Policies

- Encourage private efforts to supply forms of inter and intra city transit to the commuter.
- Look for areas and methods to increase opportunities for access to transit, park and ride lots and ride share facilities.
- Ensure proper facilities are in place to allow for safe operation of mass transportation vehicles when and where appropriate.

Bicycle and Pedestrian Policies

- Encourage pedestrian and bicycle movement as a safe, feasible alternative to the automobile.
- Require that all proposed subdivisions consider bicycle and pedestrian paths, integrated with other bicycle and pedestrian path systems within the City.
- Insure that bicycle and pedestrian paths, not along street right-of-ways are well lit and provide visual surveillance from the street.
- Preserve space along existing and proposed Arterial streets and require at least one combined bicycle and pedestrian path.
- Require all proposed activity centers generating large amounts of traffic to provide safe and convenient off-street bicycle parking space and routes in their design.
- Insure neighborhoods and activity centers, including public loading and pickup areas, are served by pedestrian and bicycle routes.
- Provide curb cuts at all corners, intersections, or locations where bicycle and pedestrian routes and paths intersect with streets.
- Provide for paving of pedestrian and bicycle ways where appropriate.
- Improve signs, markings, and safety features on existing bicycle and pedestrian paths.
- The City recognizes that an airport (privately owned or public) would be a strong economic driver for the la Pine area. Efforts to explore the creation of an airport shall be supported by the City, but shall not be the obligation of the City.

Goal # 2: Develop a supportable and sustainable financing method for funding necessary transportation system master plan improvements over the life of the Plan

Policies:

Funding Policies

- It is important to develop a financing plan, including a funding analysis of the recommended transportation projects and their funding needs, funding resources, and a multiple-year financing plan that can support the development of needed TSP facilities for the life of the plan.
- If the required funding analysis reveals an unrealistic plan, the City should discuss how additional funds will be raised or how land use assumptions will be re-evaluated to make the transportation plan affordable and achievable.
- Transportation funding is limited and SDC's will not be the sole source of the City funding package.
- Alternate funding sources may need to be explored to enable the community to receive grants, implement a CIP, and maintain existing infrastructure.
- Alternate funding sources may include levies, increased taxes, local improvement districts, grants, franchise fees, tax increment financing, bonds, and other typical and atypical sources necessary for the full implementation of the TSP and maintenance functions.

V. Programs

The City shall:

1. Develop and adopt a Transportation System Plan (TSP), which inventories and analyzes the existing transportation system, and recommends capital improvements to the entire transportation system as required by Oregon Administrative Rules.
2. Develop Transportation System Development Charges (SDC's) aimed at providing funding for capital improvements projects to add capacity to the transportation system.
3. Inventory and prioritize needed alternate mode improvements and project timing of implementation.
4. Inventory and prioritize funding alternatives (other than SDC's) necessary to implement the needed capital improvements.
5. Work with Deschutes County and ODOT to monitor the transportation system for effectiveness and describe any needed improvements for the upcoming fiscal year to the City Council every 12 months, prior to the budgeting process.

6. Coordinate discussions with local and state agencies, Deschutes County, local business interests, special interest groups, and tourism professionals about the performance of the transportation system and collect feedback for use in TSP development, capital improvement prioritization and budgeting programs.
7. Coordinate all transportation projects with emergency service and special district providers, such as, Fire, Sheriff, Water and Sewer Districts.
8. Establish a SDC methodology that generates fees and refund programs for individuals and entities that construct a TSP master planned transportation improvement
9. Add a financing element to the TSP and develop a listing of priorities for the anticipated transportation improvement projects for the transportation systems. The financing element shall highlight these improvement projects by giving project descriptions, anticipated year of project initiation, and associated costs and funding sources. In many instances, additional funding sources are possible and there is a potential to work with other service districts to complete multiple projects in tandem. i.e. street, water and sewer as one project.
10. Develop mitigation strategies aimed at resolving the impact of new development impacts upon the transportation system. This should include the application of SDC's and/or other techniques to make sure development "pays its own way." Incremental mitigation strategies that include a pro rata share of needed improvements are a preferred method to ensure fairness.

City of La Pine – Comprehensive Plan, Chapter 9

Economy

I. State Planning Goal 9, Economic Development

Oregon State Planning Goal 9 requires local jurisdictions to plan for and provide adequate opportunities for a variety of economic activities vital to the health, welfare and prosperity of its citizens. In doing so, an analysis of the local economy must be generated. The analysis is based on the current economic conditions and trends of the community, combined with the physical capabilities of the community to support a variety of businesses and industries. The analysis provides a snapshot of the current state of the local economy and a prediction of what is needed and can be supported in the future. The overall intent is to ensure that there are adequate lands and infrastructure for new business and industry, as well as identifying any obstacles. The end result is an economic planning tool that aids the local governing body in creating incentives and opportunities for businesses to thrive, and to enable the private sector plan for economic and efficient growth.

II. Purpose and Intent

La Pine's focus on economic development is a key component of its vision to be a "complete" community. As previously discussed in other Plan chapters, the concept of creating a complete community begins with providing enough jobs, education, services, and industry to sustain the community without heavy reliance upon other nearby cities such as Bend and Redmond.

Goal 9 of Oregon's Statewide Planning Goals and Guidelines pertains to economic development. This goal calls for diversification and improvement of the economy. It requires La Pine to inventory its supply of commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs. La Pine is required, by law, to provide at least a 20-year supply of commercial and industrial land and commensurate infrastructure. The goal also requires that comprehensive plans shall "include an analysis of the community's economic patterns, potentialities, strengths, and deficiencies as they relate to state and national trends."



Aerial view of the Highway 97 La Pine commercial corridor

III. Issues

Inventory Snapshot - Overall assessments of the current inventories suggest that while La Pine has vacant industrial lands in 2010 there is a need to plan for additional expansion to the industrial area. Likewise, with the emphasis on creating “complete neighborhoods” it is necessary to define additional commercial service centers that can serve the three primary neighborhoods that define the La Pine community. It is generally understood that when the supply of economic lands are constrained, land prices unnecessarily increase and this could reduce La Pine’s chances at attracting business. Thus, a healthy supply of industrial, commercial, and mixed-use lands is necessary for to meet employment demand over the 20-year planning period. The city’s own studies and other agency data show that most of the 20 year supply of land can be derived from lands *within* the current City limits by conversion of Farm and Forest lands and mixed-use development techniques. This is an important feature and recognizes that La Pine’s recently incorporated city limits contains vacant land that can serve in various capacities until needed for full urbanization. The ability to use vacant lands for energy production until improved and needed for full urbanization is one example.

La Pine Stats at a Glance

La Pine, Oregon	
Elevation:	4300'
Population (July 2009)	1,662
Median Resident Age	44.7
Estimated Median Hh Income (2007)	\$21,000
Median single family home price (YTD thru Dec 2008)	\$120,000
Average household size	2.57
Property Tax Rate 2007/2008	\$13.8339 per \$1000 assessed value (for the industrial park)
Assessed Value 2008	\$126,232,993
Telecommunications Infrastructure	BendBroadband, Qwest, Crestview Cable, Chambers Cable
Major Employers	Rays Grocery Stores, MidState Electric Coop, Utilities, Sunriver Resort, Governmental Agencies
Top 5 Deschutes County Taxpayers in 2008-09 (in order)	Cascade Natural Gas Corp., Qwest Corp., Gas Transmission Northwest Corp., PacifiCorp (PP&L), Pronghorn Investors LLC

In conformance with Goal 9, the City conducted and updated a Buildable Lands Analysis² in order to evaluate land availability and market trends. Other studies/data were also used to determine land supply and long-term land needs. These, along with the updated buildable lands inventory, provide good data sets from which to derive assumptions about economic land needs. Local and regional experts have also supplied the city with information about other economic factors that affect La Pine. The findings derived from the Buildable Lands Analysis and other studies were used to address the key factors of Goal 9 identified above. The bulk of these data sets are located in the appendix.

The City and private groups should continue their efforts to implement programs to help new businesses easily locate in La Pine.

Understanding the City's economic assets will also be a key task in analyzing the existing and future economy. Land use planning, permitting processes, infrastructure development and related efforts of the City will influence future business development. Coordination with local business groups such as LIGI³, the Chamber of Commerce, ODOT, Economic development For Central Oregon, and the La Pine Sewer and Water

²

The analysis has been updated as needed to reflect actual land absorption, City Council policy, and other relevant inventory monitoring factors.

³ The La Pine Industrial Park is 327-acres owned by Deschutes County, Oregon, developed and managed by the non-profit La Pine Industrial Group, Inc. (LIGI)

Districts will be essential to identifying what type of development enhancement and infrastructure is necessary to support desired industries.

IV. La Pine's Key Economic Features

Top reasons why La Pine is desirable for economic development

Access, Location, Supply, and Leadership

The City of La Pine is a small community 35 minutes south of Bend, along the Highway 97 corridor, a vital link to the Willamette Valley and other metropolitan areas. The location of the community and proximity/distance from other urban areas will continue to be somewhat of an obstacle for new businesses and industries that rely on speedy shipping and proximity to support services in Bend, Redmond, Portland-Metro and the I-5 Corridor. However, the charm of the area, quality of life, progressive industrial and commercial development strategies, supportive business and government leadership along with **a ready supply of available land and labor at lower costs**, will continue to be the key elements that can help overcome the business advantages that larger urban areas provide.

Labor Force

La Pine offers a pleasing alternative for people and businesses looking to locate in places other than Bend, Sunriver, and Redmond. With many ready-to-go commercial and development sites available at prices that are very competitive, La Pine also provides a variety of home site options, typically with larger acreages on flat, wooded areas. A majority of new residential building permits in unincorporated Deschutes County have been issued in the La Pine area. Estimates for the greater La Pine area (south of Sunriver and north of the Klamath County line) are between 15,000 and 16,000 residents – making it potentially the second largest population “center” in the Central Oregon region. The population estimate for zip code 97739 in 2007 was 9,421 residents. Portland State University's Population Research Center estimated in July 2008 that the incorporated town of La Pine had 1,610 residents. Thus, there is a large labor pool within the community of La Pine. Companies in the La Pine area draw from the labor force of Deschutes County and northern Klamath County, which includes more than 60,000 workers. Work force training is available locally in most occupation specialties. Local economic development efforts are available to assist firms in obtaining qualified workers through contacts with labor training agencies.

Taxes and Rates

Oregon does not have a sales tax. The Worker's Compensation rate is below the national average. The state income tax ranges from 5-9%, depending on the level of taxable income. La Pine enjoys the lowest property tax rates in Central Oregon and the lowest electric power rates.

Regional Incentives

Several incentive programs are available from state and local governments, as well as federal loan and grant programs for qualified companies. The La Pine Industrial Park is 327-acres owned by Deschutes County, Oregon, developed and managed by the non-profit La Pine Industrial Group, Inc. (LIGI). The 1st phase of 130 acres was sold out in 2001.

Natural Gas

Cascade Natural Gas Company supplies the La Pine Industrial Park. The main transmission line of Pacific Gas Transmission Pipeline Company runs along the eastern boundary of the industrial park, carrying natural gas from production fields in Alberta, Canada, to California.

Water

The La Pine Industrial Park is fully serviced by water provided by the La Pine Water District. The District's wells are located in the foothills of the Paulina Mountains and produce high quality water at pressures to meet fire codes.

Wastewater

The La Pine Sewer District services the industrial park. Its primary treatment and distribution facility is located just north of Reed Road, the northern boundary of the industrial park.

Telecommunications

Qwest provides telephone services to the industrial park. Fiber optic lines and digital switching assure modern, high-speed data transmission capabilities as well as voice communications. There are several Internet service providers with local access connections.

Air Service

La Pine is 45 miles south of the Redmond Airport, an all-weather facility with control tower and multiple instrument approaches. Horizon Air and United Express offer non-stop service between Redmond and Portland, Seattle, and San Francisco. Sunriver Airport, 15 miles north of La Pine, has a 5,500-ft. runway with an instrument approach, accommodating private aircraft up to medium-sized corporate jets. Citizens and City Council have discussed the need for a local airport. Early studies reviewed placement of a facility within the City limits. However, through the public process that occurred during the formation of the Comprehensive Plan it was determined that a local airport should be outside of the City limits. Issues that lead to this decision included potential conflict with the wastewater treatment plant, wildlife conflicts, and urban expansion needs over the 20 year planning horizon. The City Council agreed that a citizen committee should be developed to further research the issue on alternate airport locations.

Railroad

A main north/south line of the Burlington Northern-Santa Fe Railroad runs through the La Pine Industrial Park, with service to individual sites and common loading facilities.

Recent Development – an excerpt from EDCO – Economic Development for Central Oregon

Fitting with its pioneering spirit, La Pine and its surrounding area has become a hub of activity for the renewable energy industry. The city boasts the first gold LEED certified building east of the Cascade Mountains, Midstate Electric Cooperative, and with the completion of Little Deschutes Lodge Retirement Center, will have the first platinum LEED building – the highest certification available. Recent interest and implementation of renewable energy projects including geothermal, biomass and solar have made La Pine the potential hub for renewable energy technology.

The commercial area of La Pine has several sizeable developments underway or recently completed including a new multi-million dollar senior/assisted living facility, elementary school, and several new commercial/retail businesses. Community leaders in the La Pine area have also been working diligently on development of municipal services including a community water and sewer system. As a result, the area's new industrial park and surrounding areas have water provided by a new well, distribution system and 250,000 gallon storage reservoir managed by La Pine Water District. Sewer services are also available, provided by the La Pine Sewer District.

These efforts have been well timed with the development of the area's business "drawing card," the La Pine Industrial Park. This newer, fully serviced park offers flat and "rock-less" buildable lots from ¼ acre to 40 + acres. The park also has the advantage of easy access to both the Burlington Northern – Santa Fe Railroad mainline as well as U.S. Hwy 97, which connects with I-5 to the south in California, I-84 in northern Oregon, and I-90 in central Washington.

Currently available are several 0.43-acre lots in the Newberry Business Park on Reed Road, and 17 lots ranging from 1 - 3 acres in the Finley Butte Industrial Park south of the new Midstate Electric Coop headquarters. There is also a 78-acre parcel certified by the State of Oregon as "shovel ready" that is being reserved for a large rail user.

LIGI – La Pine Industrial Group, Inc. - can provide a range of site options including fully-serviced ready-to-build lots, build-to-suit facilities for purchase or lease, and multi-tenant space for lease. Financing can also be arranged for qualified companies.

Key Industrial Areas –The vision of LIGI

Led by community-based LIGI – the La Pine Industrial Group, Inc., efforts to develop three county-owned parcels east of the highway into industrial and business park sites are opening eyes in the Central Oregon business community. As development spreads from rapidly growing Bend outward, newly incorporated La Pine is high on the list of communities ripe for investment and development opportunities. Water and sewer districts have brought municipal services to the community core. In 2008, the City of La Pine was designated as an enterprise zone by the State of Oregon. This allows qualified companies to forego paying property taxes for 3 to 5 years. La Pine is located on US Hwy 97, the primary route between California and the Canadian border on the east side of the Cascades. Hwy 97 has been designated as an Expressway by the Oregon Department of Transportation and will be upgraded to four lanes between California and Washington. It connects with I-5 in northern California, I-84 in northern Oregon, and I-90 in central Washington. Three major highway routes link La Pine with Eugene, Salem, Portland, and other Willamette Valley cities. Electricity is provided by Midstate Electric Cooperative headquartered in La Pine. Midstate is a preferred customer of the Bonneville Power

Administration, giving it first right to low cost, federally owned hydro-electric resources and a significant cost advantage to new firms locating in its service area.

The La Pine Industrial Park

The La Pine Industrial Park consists of three segments: The Newberry Business Park, Finley Butte Industrial Park and an 80-acre, shovel-ready, certified site. Development of the 327-acre La Pine Industrial Park is a cooperative effort undertaken by the land-owner Deschutes County and the La Pine Industrial Group, Inc. a non-profit organization. LIGI can provide a range of site options including fully-serviced ready-to-build lots, build-to-suit facilities for purchase or lease, and multi-tenant space for lease. Financing can also be arranged for qualified companies.

Newberry Business Park

Newberry Business Park is owned by Deschutes County and is developed and marketed by the La Pine Industrial Group, Inc., a 501(c)(3) non-profit civic organization in La Pine. Newberry Business Park opened in 2002 with 40 acres of developed sites. All utilities are installed underground. NBP is designed to provide an attractive environment for light industrial firms and protection of property values. It has its own zoning ordinance and CC&R's. Lot sizes range from 0.4 acres (18,760 sq. ft.) to 0.6 acres (25,000 sq. ft.). Lots can be combined for larger requirements. Generous building standards allow maximum site coverage. The La Pine Industrial Group also provides assistance to arrange build-to-suit construction and financing for qualified companies. Newberry Business Park has been designed with higher development standards than the older areas of the industrial park. It is intended to provide an attractive and functional environment for smaller companies that provide services and supplies to other industries, commercial businesses, and the public. LIGI's objective in developing Newberry Business Park is to generate family-wage job opportunities for workers in La Pine and the surrounding area. Minimum employment standards will be imposed, making these lots unsuitable for uses that provide minimal or no employment such as self-storage units. Remaining lots range from 9,000 square feet to 25,200 square feet. Lots can be combined for larger requirements. Streets, curbs, and underground utilities are included. Current pricing is at \$2.50 per square foot with higher premium for corner lots.

The 80-acre Rail Site

This key parcel is located on the east side of La Pine abutting the main line of BNSF Railroad and approved for rail siding or drill track to interior of site. The parcel is certified as "shovel ready⁴" by the State of Oregon and is available for a single rail user or can be subdivided. The current pricing is at \$1.50 per square foot depending on level of employment.

⁴ Governor Kulongoski unveiled the 11 shovel-ready sites in May following months of searching statewide for available industrial land. The parcels - located in Portland, Hillsboro, The Dalles, Hermiston, Pendleton, Springfield, Eugene and Central Point - are guaranteed developable in six months or less. To make the list, each site was evaluated to make sure there is a willing owner, adequate access to major roadways, onsite utilities such as water and electricity, and no environmental issues like wetlands or contamination. The site was recently re-certified under authority of ORS 284.565 and 285B.283 until September of 2009.

Finley Butte Industrial Park

Finley Butte Industrial Park is 90 acres subdivided into one-acre to three-acre lots⁵. Larger lots are available by combining the sites shown on this map. Rail access is planned using two easements to common loading docks. Lots are available and include water, sewer, and underground electric power, natural gas, telephone, DSL and other broadband communications. Initial prices have been set at \$108,900 per acre or about \$2.50 per square foot.

La Pine's Commercial Areas

Like many cities that historically grew up around a key transportation corridor, the City of La Pine contains established strip development along Highway 97. This commercial area is a product of direct access to Hwy 97 and currently serves as a central feature in the community serving both tourists and local citizens. However, direct access to the highway will eventually be limited as traffic counts increase over time. The predicted increase in traffic, a boon to business, also creates increased traffic conflicts and reduced mobility for through traffic. ODOT will require corridor management techniques to improve transportation mobility on its system and this will require the use of frontage roads and other alternatives to limit direct access. La Pine has been progressive in realizing this issue and has encouraged commercial center development in other areas of the community to reduce sole reliance on highway commercial areas. Additional planning techniques can be used to improve other service commercial opportunities that help to create complete neighborhoods, improve efficiency, reduce energy consumption, and reduce vehicle miles traveled.

The negative effects of such strip development include:

- poor access control, conflict with ODOT, and undesirable access for commercial developments;
- shallow lot depth limiting future business or center-type development;
- poor sign control and limited aesthetic options;
- longer vehicle trips to reach needed shopping services; and, reduced opportunities for buffering between land uses.

Strip commercial areas on the edges of the community force shoppers to travel by cars along the primary access ways. Pedestrian and alternate mode opportunities are lost when commercial zones are located great distances from population centers and neighborhoods. In addition, sole reliance upon vehicle travel to reach strip shopping areas can lead to unnecessary vehicle travel and expensive widening improvements along major roads. The synergy of commercial activities is lessened when commercial uses are not located in centers or downtown. Mixed-use zoning and rezoning of certain parcels to provide enough land in sizes necessary to accommodate commercial centers, rather than a

⁵ A 20-acre parcel was sold to Midstate Electric Cooperative and is now the home of their new headquarters and operations center.

continuation of additional shallow-depth strip commercial, will be necessary to provide a better balance of commercial development and reduce unnecessary vehicle trips.

Various data sets and research studies show that La Pine needs a broader range of commercial mixed-use services within the community. This is where the maximum effort should be expended to improve the retail and service business climate. The highway strip area could benefit from the addition of commercially zoned lands as necessary to deepen lots and broaden redevelopment opportunities.

Assumptions and Trends

The City of La Pine can play an active role in helping to support the local economy by continuing to enhance LIGI, existing businesses, avoid creating obstacles, and provide incentives that help generate new activity. The local economy of La Pine is directly tied to land zoning and available supply, historical land uses, local and regional demographics, labor pool, suitable housing, public services and transportation facilities. Future City regulations will have a direct impact on the ability of existing business to expand and attraction of new business – they should carefully crafted and they should not create barriers to economic development.

Private and public economic development efforts should focus on strategies that increase opportunities for existing businesses to succeed and flourish. Likewise, efforts should also focus on expanding the possibilities for future workers and entrepreneurs by offering opportunities for local citizens to stay in the community and obtain nationally competitive jobs.

The national economy, society, and environment are key factors that will influence the local economic climate of La Pine. This chapter illustrates La Pine’s existing economic patterns and potential economic opportunities. The analysis begins with a review of the current economic state of economic development in La Pine and Deschutes County. It also is necessary to identify any local, State, and national obstacles to future enterprise. This type of analysis approach can strengthen the community’s position as a unique, established, and attractive place to work, live, shop, and recreate. In other words, become a “Complete Community.”

Mixed Use Commercial Residential District

The Comprehensive Plan map includes a Mixed Use Commercial Residential area in the southern part of the city, along a traditional hard-line, prescriptive boundary between standard Commercial and single-family Residential. Most of the land along on either side of this boundary is either undeveloped or under-developed. The Mixed Use Commercial Residential District is intended primarily as a smaller scale, service and office commercial district, with associated residential that may consist of upper level apartments. A live-work design concept within the mixed use district would serve as an appropriate buffer between the formal commercial and residential districts, which abut. Although, stand alone commercial and residential uses that are designed to be compatible with abutting uses would also be appropriate. It is desirable for the development within the mixed use district to be master planned, but that may not be possible in all properties

due to the small to medium size of the parcels. Some assemblage of properties will be necessary for proper master planning.

V. **Critical Drivers of La Pine's Economy**

Many factors drive an economy. Some are influenced by the global economy, others by federal and state policies, and still others by regional elements. Some factors are within the control of the community and others are not, yet they all interrelate. One of the first steps in developing sound economic development plans is to understand what drives the local economy. The factors identified as those most directly affecting La Pine's economy include:

Local Development Factors:

- Available infrastructure & transportation services
- Supportive business and government climate
- Livable community standards
- Reasonable tax structure
- Land availability and competitive cost factors – must be less than Bend or Redmond
- Affordable housing and a range of housing choices
- Access to post-secondary education system
- Access to retail, service and medical facilities
- Diverse labor force
- Access to financing and capital resources
- Transportation options
- Access to leisure activities and recreation

Existing Types of Businesses:

- Traditional manufacturing businesses: products, components, machines, farm and construction equipment, woods, metals, glass, stone, fertilizer and chemicals, and composite materials.
- Emerging businesses: knowledge based industries, energy, high tech, Internet, e-commerce, creative services, manufacturing and, mixed-use developments providing jobs and workforce housing to reduce employee commute time/highway congestion.
- Support businesses: Suppliers, retail, services and repair, personal, health, and business services. A variety of company sizes: from small to large - commensurate with growth trends.

It is essential that La Pine's community leaders examine how these drivers, whether they are strengths or weaknesses, affect economic development planning. Businesses, industry groups, the Chamber of Commerce, city staff, community development

representatives and others involved in the adoption of the Plan identified the following as *key issues* that will likely influence the future economy.

1. The ability to capture the growth in emerging industries such as manufacturing, high tech, software, bioscience, and e-commerce.
2. The ability to redevelop areas to meet density and employment goals while keeping a sense of place.
3. The need to consider small business and local services as part of the overall economic picture.
4. The ability to promote an image for La Pine that will support and retain existing businesses and attract new ones.
5. The ability to evaluate the link between La Pine's economy and that of the broader Central Oregon region.
6. How to identify, improve, and pay for the basic transportation and infrastructure needs necessary to facilitate business development.
7. How to develop and retain quality workforce housing.

Existing Economic Conditions: National, State, and Local Trends

The community will need to monitor and consider the importance of local and national trends and related economic activities as part of local growth management. For example, the *2000 Census*, *Claritas studies*, *Oregon Employment Department data sets*, *Economic Development for Central Oregon (EDCO)* and other local experts have provided data used to forecast certain features of the local economy. This data is utilized in the subsequent economic evaluation detailed below.

Labor Statistics and Trends:

The current unemployment rate is at 16% and is a result of a dramatic downswing in economy and construction industry. This rate and other factors are serious issues that affect La Pine and the local economy.

Car commuting in La Pine is higher than other places in Central Oregon. This is typical given the rural setting and distance from other employment areas in Bend and Redmond. This situation will not change until the local population can support more industry, service and retail choices in the La Pine community. Full scale transit is not anticipated in the short term due to cost and the need for sort headway times to meet employer demand. The primary means of transportation for the local workforce was private vehicles where 69.3% of the workers drove alone while commuting to their jobs. Interestingly, 13% of La Pine's commuters carpooled to places of employment and only 3.3% walked to work.

Availability of Products and Services:

Competition for products and services currently provided by Bend and Redmond will typically continue until there is an adequate demographic base in La Pine to support additional shopping, employment and service needs of the community. The large commute has certain disadvantages in that it tends to over-utilize existing road capacities at peak hours and this creates a high subsidy for City and State transportation projects,

etc. However, the ability for business owners to draw from a wide labor pool is an advantage and helps to broaden job choices for residents. As the community diversifies and moves further away from a farm and forest based economy the opportunities for more variety in employment *and* shopping choices is expected to increase. The Comprehensive Plan shows where new employment areas are to be located. The future zoning ordinances will regulate the details of development and other factors.

Employment Changes:

The Oregon Employment Department releases updated ten year employment forecasts every two years at the regional level. The most recent forecast (2004-2014) indicates an anticipated 17,520 job increase for Region 10. Historical industry growth was led by Transportation and Warehouse (11.6%), Financial Activities (9.1%), Retail Trade (8.8%), and Leisure and Hospitality (8.5%). Manufacturing was the only industry that had a net loss of jobs between October 2005 and 2006. The manufacturing industry lost 150 jobs for a decrease of 13.3%. This decrease is attributable to a decrease in wood product manufacturing.

Future employment gains are expected to be realized largely through service sector growth. Roughly, 50.3% of anticipated employment growth is projected to originate from Professional & Business Services, Education & Health Services, Leisure & Hospitality Services, and Other Services.

La Pine and Deschutes County lie within State of Oregon Assessment Region 10. The Region 10 data indicate that non-farm income is dramatically increasing. These regional reports show that manufacturing, lumber remanufacturing production and service sectors are expanding as population growth occurs.

Primary Industries and Employers:

The primary industries in Deschutes County and Central Oregon are listed in the table below.

PRIMARY INDUSTRIES IN CENTRAL OREGON		
County	Industry	Total Employment
Deschutes	Computer & Electronic Manufacturing	362
	Distribution & Warehousing	862
	Health & Social Assistance	5,908
	Professional, Scientific & Technical Services	1,889
	Recreational & Transportation Equipment	1,110
	Tourism	7,652
	Wood Product Manufacturing	1,920

Local occupations are distributed among several areas and are consistent with the recently updated Census data. Management, professional, and related occupations cover about 21% of the employed individuals in La Pine; 26.7% in production, transportation,

and material moving; while another 37% work in the sales, service and offices occupations. Farming accounts for only 2.5% of city occupations and less than 1% of total revenue generated in Deschutes County.

Even with the current economic crisis, the Oregon Office of Economic Analysis fully expects regional and County-level population to resume continue a healthy growth pattern. Recent coordinated population projections show that La Pine reaches a population of 2,566 persons by 2029. This may not seem substantial, but it is critical to take into consideration that the outlying area of La Pine contains a large amount of developed and undeveloped lots. Growth in this area will affect La Pine. This factor must be combined with the growth needs within the UGB. Thus, it is essential to recognize that the employment and commercial service needs of the broader community will affect the urban community of La Pine. Efforts to address economic issues related to incorporated city *and* outlying areas will be essential to developing effective long range planning strategies. Over time, and as the population increases, the trend appears to be for more diversification in job choices trending away from construction and related activities. According to the Oregon Employment Department report, Employment Projections by Occupation⁶ the community can expect to see the greatest job growth in the following occupational areas:

- Health Care
- Professional and Technical, including education and government
- Service and Retail including hospitality services

The increase in health care jobs is much different from the current local situation and is primarily due to an expected increase in young families with children, and an older population made up of retirees and baby-boomers. As the older population and general population increase so does the need for more choices in medical services. Health care professionals are in current demand and this is expected to continue as the largest growth area. The City will need to provide the proper amount of developable and adequately zoned lands to accommodate the expected increase in healthcare businesses and medical services.

La Pine's small town charm and high level of livability will continue to attract young professionals and entrepreneurs. The retail and service markets will need to respond to this influx in order to meet demands of the growing population, particularly as housing choices increase. Likewise, the recreational nature of the La Pine area will continue demand for hospitality services. The City will need to provide the proper amount of developable and adequately zoned lands to accommodate the expected increase in professional, technical, service, education, retail, and hospitality professions.

Specific Employment and Industry Projections

The 'snapshot' of data tables below provide a more precise projection detail for a period of 10 years beginning in 2004. This data is derived from the 2000 Census and information prepared by the Oregon Employment Department (OED). This type of

projection is useful for analyzing the current land use ordinances to make sure the community can adapt to the projected needs. Generally, the current ordinances are adequate, although a few modifications are needed to better support desired outcomes.

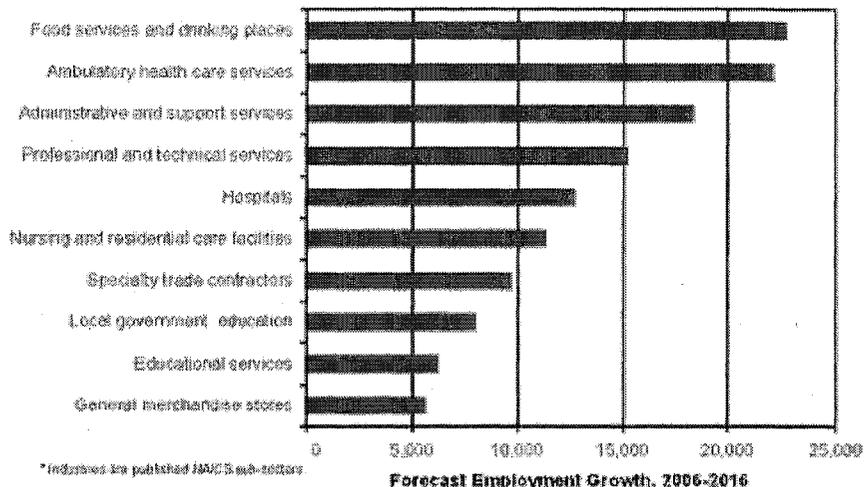
**Oregon: Employment Forecast
By Broad Industry, 2006-2016**

Broad Industry	2006	2016	Change	Percent Change
Total nonfarm employment	1,702,500	1,943,600	241,100	14%
Educational and health services	205,200	262,700	57,500	28%
Professional and business services	193,100	232,800	39,700	21%
Leisure and hospitality	165,300	197,500	32,200	19%
Construction	100,300	115,000	14,700	15%
Trade, transportation, and utilities	336,200	379,800	43,600	13%
Other services	59,000	66,500	7,500	13%
Financial activities	105,800	117,900	12,100	11%
Information	35,000	38,800	3,800	11%
Government	286,500	314,200	27,700	10%
Manufacturing	206,800	209,100	2,300	1%
Natural resources and mining	9,200	9,300	100	1%

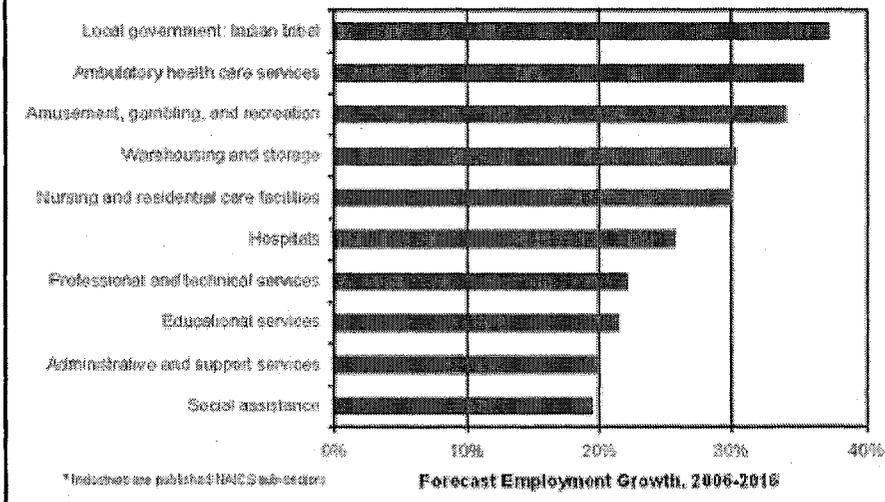
Oregon Industry Employment: Forecasts by Region, 2006-2016

Workforce		2006	2016	Change	Percent Change
Region	Counties				
10	Crook, Deschutes, Jefferson	82,780	103,670	20,890	25%
9	Gilliam, Hood River, Sherman, Wasco, Wheeler	20,860	25,130	4,270	20%
8	Jackson, Josephine	108,880	126,080	17,200	16%
15	Clackamas	144,200	165,300	21,100	15%
5	Lane	153,400	176,100	22,700	15%
3	Marion, Polk, Yamhill	179,800	205,600	25,800	14%
2	Multnomah, Washington	692,700	792,200	99,500	14%
1	Clatsop, Columbia, Tillamook	36,140	40,900	4,760	13%
13	Baker, Union, Wallowa	18,080	20,210	2,130	12%
6	Douglas	39,840	44,530	4,690	12%
14	Grant, Harney, Malheur	16,790	18,610	1,820	11%
11	Klamath, Lake	26,790	29,650	2,860	11%
4	Benton, Lincoln, Linn	98,480	108,500	10,020	10%
7	Coos, Curry	30,620	33,610	2,990	10%
12	Morrow, Umatilla	30,940	34,150	3,210	10%

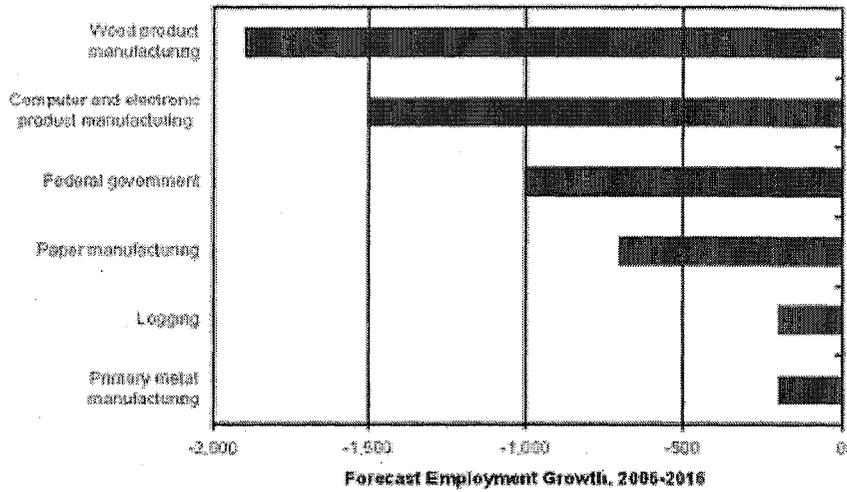
Oregon: Industries Adding Most Jobs*, 2006-2016



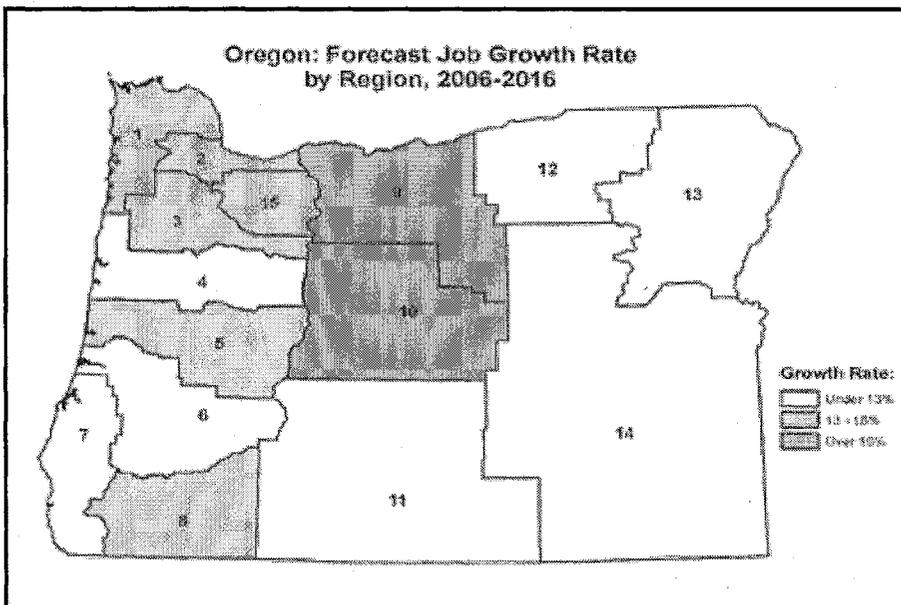
Oregon: Fastest-Growing Industries*, 2006-2016



Oregon: Industries Losing Jobs, 2006-2016



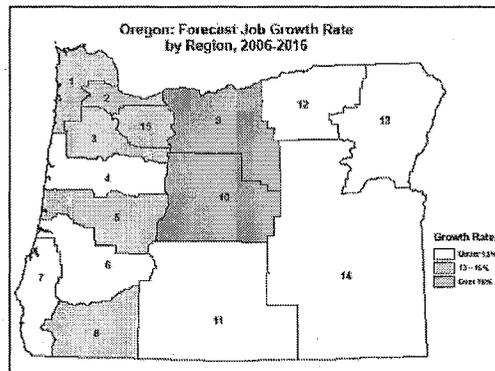
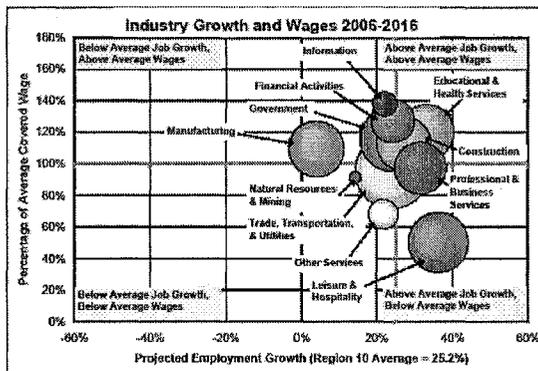
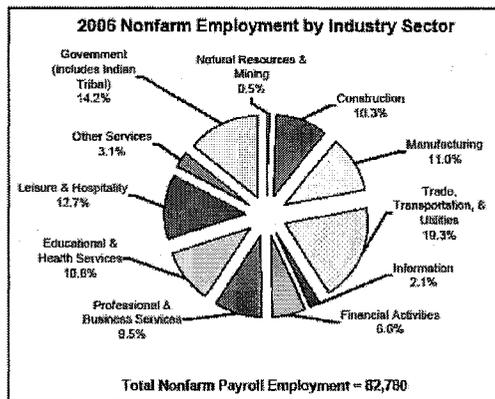
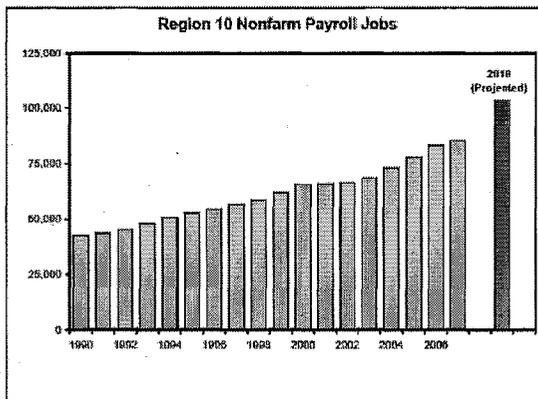
Oregon: Forecast Job Growth Rate by Region, 2006-2016



Region 10 Industries At A Glance...



Industry	2006	2016	Change	Percent Change
Total Nonfarm Payroll Employment	82,780	103,670	20,890	25.2%
Natural Resources & Mining	420	480	60	14.3%
Construction	8,560	10,880	2,320	27.1%
Manufacturing	9,080	9,440	360	4.0%
Trade, Transportation, & Utilities	15,970	19,810	3,840	24.0%
Information	1,720	2,100	380	22.1%
Financial Activities	5,490	6,820	1,330	24.2%
Professional & Business Services	7,840	10,310	2,470	31.5%
Educational & Health Services	8,920	11,870	2,950	33.1%
Leisure & Hospitality	10,510	14,320	3,810	36.3%
Other Services	2,570	3,130	560	21.8%
Government	11,720	14,530	2,810	24.0%



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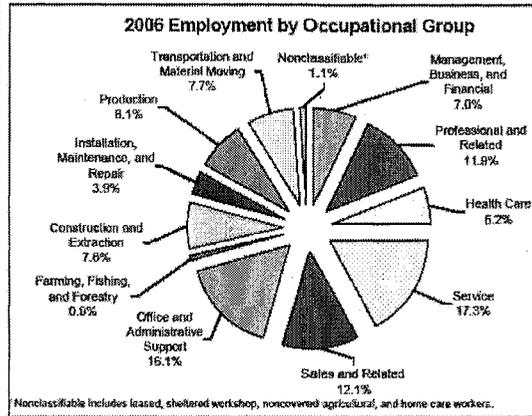


Region 10 Occupations At A Glance ...



Occupational Group	2006 Employment	Percent of Total	Statewide % of Total
Total Payroll Employment	83,611	100%	100%
Management, Business, and Financial	5,830	7.0%	8.6%
Professional and Related	9,929	11.9%	15.2%
Health Care	5,156	6.2%	6.5%
Service	14,436	17.3%	15.2%
Sales and Related	10,084	12.1%	10.6%
Office and Administrative Support	13,489	16.1%	16.5%
Farming, Fishing, and Forestry	775	0.9%	2.0%
Construction and Extraction	6,544	7.8%	4.8%
Installation, Maintenance, and Repair	3,267	3.9%	3.9%
Production	6,773	8.1%	7.6%
Transportation and Material Moving	6,445	7.7%	7.6%
Nonclassifiable*	883	1.1%	1.5%

* Leased, sheltered workshop; noncovered agricultural, and home care workers.

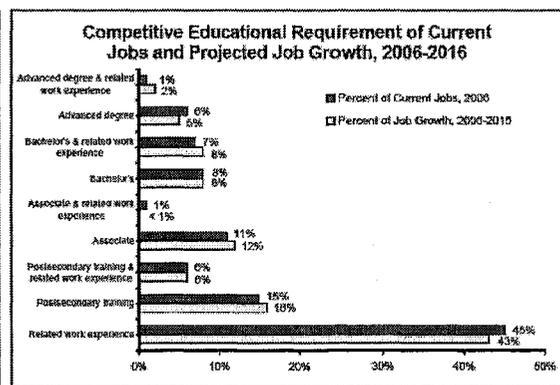
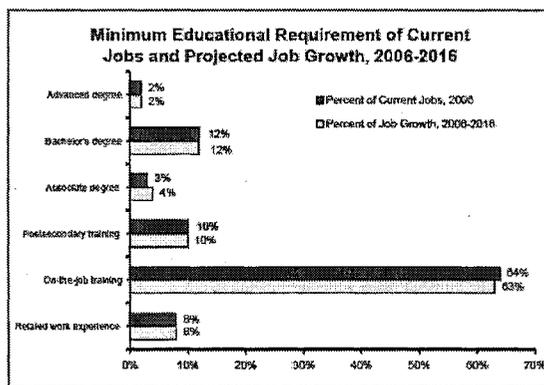


Occupations With the Most Jobs	2006 Employment	2016 Employment	2006-2016 Percent Change	2006-2016 Growth Openings	2006-2016 Total Openings*
Retail Salespersons	3,452	4,510	30.6%	1,058	2,505
Combined Food Preparation & Serving Workers, including Fast Food	1,782	2,213	24.2%	431	1,297
Office Clerks, General	1,780	2,230	25.3%	450	894
Waiters & Waitresses	1,679	2,183	30.0%	504	1,498
Cashiers	1,637	1,968	20.2%	331	1,208

Occupations	2006 Employment	2016 Employment	2006-2016 Percent Change	2006-2016 Growth Openings	2006-2016 Total Openings*
Retail Salespersons	3,452	4,510	30.6%	1,058	2,505
Waiters & Waitresses	1,679	2,183	30.0%	504	1,498
Maids & Housekeeping Cleaners	938	1,440	53.5%	502	752
Office Clerks, General	1,780	2,230	25.3%	450	894
Customer Service Representatives	1,602	2,044	27.6%	442	713

Occupations	2006 Employment	2016 Employment	2006-2016 Percent Change	2006-2016 Growth Openings	2006-2016 Total Openings*
Correctional Officers	125	439	251.2%	314	373
Hotel, Motel, & Resort Desk Clerks	250	421	68.4%	171	322
Amusement & Recreation Attendants	259	409	57.9%	150	246
Entertainment Attendants & Related Workers, All Other	44	69	56.8%	25	42
Lodging Managers	55	85	54.5%	30	42

* Total Openings include openings resulting from growth and from workers leaving the occupation. ** Limited to occupations with a minimum 2006 employment of more than 40.



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The State and National prediction data for commerce and industry growth do not show a large increase in the type of high employment, large manufacturing industrial development that La Pine and EDCO hope to attract to the community and region. However, the current economic incentives, limited land supply in other nearby communities, and the level of commitment shown by local leaders may dispel the predicted trend and lure additional large manufacturing, industrial, and technologically-based businesses to the community.

Alternatives to Access Difficulties – A Focus on Technology:

Difficulty in reaching convenient access to regional transportation corridors, like I-5, can be partially overcome by transitioning to a technology and knowledge-based economy. Jobs that rely upon the development of technology and the transfer of knowledge products do not necessarily rely upon trucking to access regional highway systems. Information and technology markets influence and support all types of industries from retail to wholesale to manufacturing and service firms. Such industry is changing the speed and efficiency of business operations, the skills of workers, and the expectations of consumers. As a result, business owners and employees in the technology industries do not need to solely rely on ground shipping to deliver products to customers. Linking economic development strategies to a technological based economy is a trend that will be critical to enhancing the local job market.

Local Efforts to Target Desired Industries

LIGI, City of La Pine, and Economic Development for Central Oregon (EDCO) have focused their efforts in attracting new business and industry by targeting specific types of development. These include:

General Industry Cluster Targets

- Energy development
- Distribution related services
- High Technology (includes software, hardware and biotechnology)
- Light Industrial and Manufacturing (Plastics, assembly, printing, misc.)
- Recreational Equipment Manufacturing
- Tourism related services
- Research and Development Firms
- Secondary Wood Products
- Headquarter Firms

All of the above targets are suitable uses in the La Pine community. The City will need to make sure that the upcoming industrial, commercial, and mixed-use zoning regulations can accommodate the future development industries identified above.

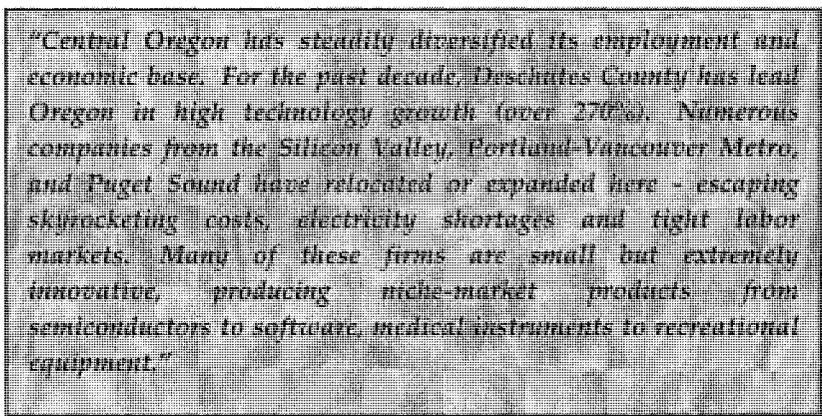
As mentioned above, the identified target industries do not necessarily match the forecasted local trends. However, this does not mean the desired industries are unsuitable for La Pine. On the contrary, the local desires, and State/National trends are **all** to be

considered when developing the assumptions used to support this economic opportunities analysis.

Existing Economic Conditions Conclusion

La Pine's local leaders encourage quality development and job creation. Retail, service, and health care industries will continue to grow and expand consistent with regional, State and National projections. Community leaders will continue to aggressively focus efforts on attracting large industrial development and reducing barriers to all economic development. It is anticipated that these efforts will bring forth industries that rely on a large number of employees and create additional family-wage jobs in the community. Community leaders have made it clear that large industrial development is needed in addition to the sectors identified in the predicted trend data. Likewise, there is a companion goal to reduce the daily commute for local residents by the creation of additional family wage jobs within the community.

According to Economic Development for Central Oregon -EDCO staff



"Central Oregon has steadily diversified its employment and economic base. For the past decade, Deschutes County has lead Oregon in high technology growth (over 270%). Numerous companies from the Silicon Valley, Portland-Vancouver Metro, and Puget Sound have relocated or expanded here - escaping skyrocketing costs, electricity shortages and tight labor markets. Many of these firms are small but extremely innovative, producing niche-market products from semiconductors to software, medical instruments to recreational equipment."

Competitive wages, relatively lower housing costs, and high quality of life features will continue to attract businesses and companies to the region. La Pine will need to supply adequate levels of skilled labor force, developable lands and increased housing choices to continue to be attractive to new business development and competitive with other nearby cities.

Overall, Central Oregon is a desirable place to locate businesses and, while the region is not on the I-5 corridor, there are certain advantages to the area given the labor rate comparisons, livability factors, and other positive demographic features.

VI. Employment Land Inventory Analysis

Overview of La Pine Land Inventory Data

Total acres within the City limits	4474.33 acres ⁷
Total vacant acres within City limits	3031 acres
Number of City parcels	1520 parcels
Current ROW	446 acres
Future ROW – ODOT purchases/Wickiup re-route	37 acres
Resource lands – vacant Forest and Ag.	1814 acres
Parks	47 acres

Employment Land (Comm./Industrial) Inventory and Needs Analysis

La Pine has a total area of 4474.33 acres⁸ within the City limits. Currently zoned employment lands comprise approximately 450.0 gross acres of this total.

As of January 2009, the specific zoned land is calculated as:

- 270.90 net acres of industrial land is available for new development
- 5 gross acres of industrial land are available for redevelopment.
- 178.14 acres of commercial land are available for new/redevelopment (*verify before adoption*)

The combination of commercial and industrial lands is known as “employment” land because together, they are where the most jobs can be created. La Pine would like to provide jobs for all of its citizens and not suffer the continued negative impacts of the daily commute made by citizens to other cities. However, the City of La Pine cannot meet this goal at present; most jobs are located outside of the community.

Efforts to induce additional local job creation are underway and were given a boost by the recent incorporation in 2006, LIGI’s efforts, Deschutes County TDC program, and the creation of the water and sewer districts. These basic building blocks will provide the foundation for a solid economic strategy.

The responsibility to maintain a supply of adequate industrial lands, and provide a sound industrial climate to support additional job creation is a continuing responsibility of the City as part of the Goal 9 requirements and City Council policy. The City intends to preserve existing industrial areas for predominantly industrial uses.

⁷ Per boundary survey

⁸ Per boundary survey

Short Term Supply of Serviceable Employment Lands

La Pine has a ready supply of serviceable employment lands. 450 acres are available within the combined commercial areas and La Pine Industrial Park (LIGI). These lands have direct access to street, water, sewer, and other utility services or are within ¼ mile of such services. The LIGI lands make up the majority of serviceable employment lands with 327 acres of ready to go land. Each new development, no matter where it is located, will be analyzed on its own merits to determine if any additional improvements need to be made to any portion of La Pine's or other utility providers infrastructure elements.

Commercial and Industrial Land Needs 2009- 2029 – *Creating a 20-year supply*

Yearly absorption rate data describes what lands actually are developed over time. This data is not sufficient to use alone for determining future employment land needs over a 20-year period. Other issues must be taken into consideration. The development of the "Complete Neighborhoods" concept, making large lots available for energy production, the need for buffers between land uses, mixed-use needs for healthy sustainability are just a few of the factors that shape a future land needs analysis. Thus, the City has chosen to use a variety of forecasting factors and those are listed below. Identifying a 20-year supply of land is really an estimate using a combination of data sets and forecasting factors. These estimates are used as a basis for making land use decisions; as new data or new predictive models become available, the estimates will be revised.

Land Need Considerations and Forecasting Factors

- Demand for services and job creation
- Availability of infrastructure and transportation access
- Physical features that enable easy development; including infrastructure capacity
- Features that restrict or limit development – open space, natural resource protection, buffers, and lot size
- Location and proximity to labor force
- Absorption patterns and other factors that affect land usability
- Growth management goals and compliance with State law
- Community employment needs, niche development, emerging markets
- Complete Neighborhood development techniques

- Private or public ownership land transfers – BLM, DSL, Deschutes County, State of Oregon, etc.
- Special areas for railroad-dependent industrial development
- Opportunities for transitional/temporary industrial development
- Opportunities for energy development
- Flexibility to accommodate unforeseen needs

The land need and forecasting factors can be used to formulate assumptions about economic trends and determine commercial and industrial land needs. These factors form assumptions and when combined with local planning and economic development goals, are intended to provide a foundation for assessing any changes in the Plan. As of the date of approval of this plan, the basic assumptions are as follows:

- The National, State and Local trend shows that the highest economic growth will be in Health, Retail, Energy, Service, and Professional fields.
- The goals of the community and those of local economic development experts focus on high technology, manufacturing, and production as desired industries. These goals may conflict with the predicted trends.
- Public facilities that serve industrial lands must be complete and adequate to support community economic development goal. The most recent geological data shows the Deschutes Aquifer serves the La Pine community.
- Lands that have appropriate infrastructure in place and are competitively priced will be easier to market to prospective developers. Lease-only lands may be more difficult to market because of bank financing conditions.
- Commercial and Industrial lands must be attractive and include local support services and workforce housing options for employees.
- Industrial lands that contain natural resource areas and other areas that require special protection will reduce the overall inventory of developable industrial land.

Commercial and Industrial Lands Located Near Residential Lands

The City has also studied the potential negative impacts of commercial and industrial land designations that abut established or future residential areas within the city. Over time, there may be a need to buffer expanding industrial and commercial uses from residential areas. The proposed zoning map shows various areas proposed to be either open space or mixed-use areas that can serve as a “buffer.” This type of buffering technique also serves to better establish the “Complete Neighborhood” concept.

Land Supply and Needed Acres

Study and analysis of the above factors shows that La Pine has an adequate amount of land within its city limits/UGB to supply a 20-year inventory of employment lands, but not enough large industrial and recreation parcels to satisfy identified needs. This is further described below.

Overall, a total acreage of 342.00 acres of employment land is required to sustain the community over the 20-year period without the need for the large industrial parcels and large recreational land. The 342.00 acre figure is derived from a combination of historical absorption, needed employment and service nodes in deficient neighborhood areas, needed shopping centers capable of supplying a greater choice in services, lands upon which to develop smaller incubator/light industrial developments, and mixed-use buffer areas to supply needed transitional lands. This land need projection breaks down as follows:

Employment Land Breakdown and Projection of Needed Acres Over 20-year Period⁹		
Employment Land Type	Zoning Required	Acres
Neighborhood Commercial and Service Nodes	Mixed Use, Industrial, Commercial	12
Middle sized, 20-acre minimum parcels	Industrial	200
Smaller sized incubator/light industrial type parcels	Mixed-use, Industrial, Commercial	50
Shopping Centers	Mixed-use or Commercial	80
	Total Land Needed Net	342.0
	Total Employment Land in UGB Gross	450.0
	Reserve	108.0

The projected breakdown of needed employment lands is 342.0 gross acres which is less than the 450 gross acres available within the current UGB, leaving 108 gross acres as a reserve over the 20- year period. This figure is a total of all employment lands and does not mean that all lands are organized as a composite or abutting one another. Thus, assemblage of parcels, re-zonings, etc. may be necessary. When large Industrial parcels are needed, and the actual availability does not support the need, an UGB expansion may be required. This type of development forecast may seem aggressive but it is appropriate over the 20 year planning horizon. The City of La Pine can accommodate this need within its current city limits/UGB unless unique factors warrant UGB expansion. For example, large industrial developments with large acreage requirements may not be able to find suitable land within the current UGB and close to other employment lands – this situation may necessitate expansion.

⁹ Approximately 3 new commercial nodes 4 acres each, 1 mid-size 20 acre industrial project every 2 years, 5, ½ acre projects every year, 2 40- acre shopping centers

Large Industrial Acreages

The community supports targeting of specific industrial uses that can provide many jobs at one location. These industries tend to require large acreages from 50 to 120 acres to support large buildings in a “campus” arrangement or buffer adjacent areas from the negative effects of large manufacturing plants. The community intends to provide for and reserve large tracts for these types of developments. The existing Enterprise Zone was created to entice large industrial developments to La Pine. UGB expansion to supply the larger acreage lots, 50 to 120 acre parcels should be located adjacent to the current bulk of industrial lands or in areas that have supportive infrastructure.

It is anticipated that there should be an inventory of large “for purchase” industrial lots. This allows for a variety of industrial development on the lands required for industrial development. This assumption is based upon local data and the demonstrated goal of targeting specific industries beyond the current trends. It is important to do this since the trend information does not necessarily reflect all of the needs of a growing community like La Pine, where supporting a broader range of employment and industrial choices to reduce historical jobs/housing imbalances is a community goal.

**Estimated 20-year Industrial Land Absorption
Over the Planning Period 2009-2029**

Type of Industrial Lands	Years 2009-2014	Years 2015-2020	Years 2020-2025	Years 2025-2029	Total Acres*
Leased Only	Varies	Varies	Varies	Varies	200
Typical Industrial Lands	10 acres dev./year	20 acres dev./year	20 acres dev./year	20 acres dev./year	90
Large Industrial Parcels	50 acres	120 acres	100 acres	50 acres	320
Other Mixed-employment	Varies	Varies	Varies	Varies	50
					660

The above chart looks out 20 years and takes into consideration proposed absorption of all types of industrial and mixed-use lands, including large industrial parcels. This does not take into consideration commercial land needs, just industrial and The result is a need of 660 acres of industrial and mixed –employment land. As noted earlier in this chapter, the current land need derived from using a variety of factors, not just absorption, shows a need for 342.0 acres of employment lands. However, it is important to realize that forecasting is not a precise science and that large industrial parcels and large recreational

parcels will be need by the community and these are likely to require an UGB expansion at some point over the next 20 years.

Industrial service, energy, manufacturing, contractor operations, assembly, and repair businesses look to La Pine's available industrial lands for development opportunities. This trend is expected to continue. As commercial lands increase in cost, lower priced industrial lands become more attractive to developers for service uses. It is appropriate to assume that industrial projects requiring less than 15 acres of land each will develop the quickest during the planning period. The evidence to support this conclusion includes the past historical data showing that industrial development has been occurring on parcels less than 15 acres in size. The lack of easy to develop industrial lands in both Bend and Redmond will help attract industrial uses to La Pine where land is plentiful, serviceable, and available at a competitive cost. Likewise, it is anticipated demand for low cost developable residential land in Bend and Redmond will help attract more people to La Pine where such lands are available.

Specialized employment lands that have a dual purpose (recreational *and* employment), such as the future La Pine Rodeo grounds, may also require expansion due to its unique locational factors, special siting needs, or the other factors listed below. Revisions to the Plan can occur at any time, once supporting evidence shows a need for a change or update. Thus, the community can be assured that careful monitoring of all predictive data will be the best method for addressing the economic land needs of the community.

VII. Urban Growth Boundary and UGB Expansion Options

At this time, the land within the City limits can generally serve the community's long-term land use needs. Land use control and cohesive government jurisdiction over the City limits is a strong factor for keeping the City limits and the proposed UGB boundary the same. Significant confusion can occur when the city limits and UGB boundary are not the same line. Citizens have expressed a strong desire, as evidenced in the public meetings that shaped this plan, to retain land use control over all of the City limits. Thus, for these and other reasons, the UGB should match the City limits. This means that the City Limits can serve as the La Pine Urban Growth Boundary supplying most if not all of the needed residential, commercial, industrial and other land uses over the 2009-2029 growth period. The exceptions to this are listed below.

Unique Factors that may require UGB expansion before 2029:

- Studies show that land use inventories are reduced below the 20-year supply
- Educational, recreational, or open space opportunities requiring urban services
- Large site needs for unanticipated industrial and employment technologies requiring urban services and supporting creation of local jobs

- Disaster planning needs that require large areas of carefully managed lands
- Emergency services facilities that require inclusion into the UGB
- Tourism services and Rodeo facilities that require urban services, but need to be buffered from residential areas
- Rail or other transportation facilities on lands that would benefit the community by being located within the UGB
- Federal or State facilities
- Utility facilities, including telecommunications and energy producing facilities

Future UGB expansion for purposes of providing additional employment land should focus expansion areas near existing industrial areas and existing population centers. This will further help La Pine address the current jobs/housing imbalance. As previously stated, Bend currently has a greater number of employment and service opportunities, which results in a significant number of La Pine's residents commuting¹⁰ on a daily basis. Such commutes have the effect of over utilizing limited energy and natural resources, creating unnecessary business expenses, and increased infrastructure costs for community. Any restriction on the ability to expand the UGB to include more land, when justified, would have a harmful effect on La Pine's economy. The community should be able to expand the UGB when needed to remedy absorption of employment lands and address unique or unanticipated factors/situations.

VIII. Existing and Proposed Commercial/Mixed-use Opportunities

The City of La Pine contains a variety of commercial zones located throughout the community that are either located in the highway strip or in other scattered areas. There are many opportunities to add commercial or mixed-use zone designations to various areas throughout the community in an effort to balance neighborhoods and improve mixed-uses as well as deepen existing areas so re-development can easily accommodate new commercial centers. Because there are many opportunities to rezone and revitalize various areas with mixed-use development techniques, it has been concluded that there is adequate land within the current city limits to satisfy the long-term commercial needs of the community. New commercial or mixed-use designations within the City limits will occur as a result of the following actions:

¹⁰ Commuting has been found to reduce effectiveness of business operations due to increased employee travel time and increased absences related to weather and road conditions. Likewise, La Pine has lower housing prices, which attract employees who cannot afford to live in Bend or Redmond. Additional supplies of appropriately located commercial and industrial land will help to provide quality jobs in the La Pine community thus, reducing the need for citizens to seek employment and services in other cities.

- Addition of new commercial/mixed-use lands to deepen the strip commercial areas
- Addition of commercial/mixed lands to serve neighborhoods and employment areas
- Addition of commercial/mixed-use lands in other areas where industrial, residential, or open space opportunities are inappropriate.
- Addition of mixed-use areas to buffer incompatible uses from one another

The City will need to encourage the additional of new commercial centers to areas near expanding residential areas and avoid lengthening shallow strip development. This is sound land use planning and allows for flexibility to respond to market forces while recognizing that mixed-use planning and the “Complete Neighborhood” concept can meet the future economic development demand for any needed commercial development in the urban area. The downtown core of the community is likely to be the focus of future revitalization efforts. Several studies have been completed to provide guidelines for improved aesthetics and other development strategies intended to attract and retain businesses to the downtown area.

Main Street Concepts

A new technique that builds on an old concept, “Main Street” type development, is a successful land use technique that can correct and improve commercial vitality by encouraging pedestrian access. “Main Street” development techniques provide for a more walkable shopping experience without excessive vehicle trips. The storefronts face a local access street that is perpendicular to the primary access street. Future development codes should enable this development technique.

Challenges to Compact Development Goals

The 2006 incorporation took in the area known as Wickiup Junction. This peninsula-like area is located at the northern most tip of the community. The result is that the City, as a whole, is forced to grow in a less-than-compact form. However, the development pattern *within* the new areas can be compact and designed to serve as many citizen needs as possible. This means that mixed-uses, including convenience commercial service centers, open space, and some employment areas will be required to develop in older neighborhoods to encourage reduce vehicle miles traveled and improve efficiency for all residents. The community will benefit from adding small commercial areas to new and revitalized neighborhoods as the community grows. Citizens have expressed a need for additional neighborhood and local shopping opportunities that do not require excessive vehicle trips or vehicle trips to other communities.

IX. Community Neighborhoods

The La Pine community is made up of 3 primary neighborhoods. Some of these neighborhoods are located in areas that are not served with adequate commercial or employment lands. The broadly applied mixed-use and/ or improved land use development practices advocated in other parts of this Plan could not be achieved if the new commercial lands were limited to existing strip areas. Thus, La Pine’s economy will

benefit by being flexible with the placement and variety of new mixed-use and commercial lands over the 20-year period rather than restrict itself to only a few areas. It should be noted that the primary growth industry and target areas described earlier in this chapter also apply to the commercial analysis. Again, as the trend information suggests, the primary growth sectors will be health care and commercial activities, particularly service, education, and retail. The EDCO target areas are mostly industrial but could have a retail/commercial component that would be a secondary use to the primary industrial development.

The community is poised to respond to the need for additional mixed-use and commercial designations. The current city limits/UGB contains adequate lands upon which to develop needed commercial uses as long as the needed rezonings are timely and planned to respond to mixed-use and other development techniques that can enhance the urban community. Performance standards and the planned unit development (PUD) section of the future implementing land use ordinances will likely provide for a more integrated and balanced development pattern, particularly with new commercial areas.

X. Goals and Policies

Goal # 1: Provide adequate industrial and commercial land inventories to satisfy the urban development needs of La Pine for the 20-year planning horizon.

Policies

- The current city limits is adequate for serving as the Urban Growth Boundary, although special circumstances may necessitate expansion before 2029.
- Updates to inventories and analysis of needed industrial and commercial land types, existing land supplies, and economic development strategies for meeting the requirements of the community are essential. It is necessary to provide adequate buildable industrial and commercial land for the 20 years planning horizon.
- Frequent updates to the inventories may be required in response to redevelopment, proposed zone changes, mixed-use development techniques and planned unit developments that enable “Complete Neighborhood” concepts and economic development opportunities.
- State, local, and nationwide trends are not adequate to properly estimate needed industrial and commercial lands. Other local information and economic development targeting goals must be used to properly evaluate future land needs.
- Adequate public facilities must be planned, funded, and installed to serve industrial sites and commercial areas.

- Preservation of large industrial parcels over 30 acres in size will attract target industries and new manufacturing businesses.
- Planning for workforce housing will also attract target industries.
- Urban reserve planning will be needed to project growth beyond the 20-year period.
- Additional land may be needed to support large scale recreational and industrial uses. Where there are particular locational requirements for certain activities, amendments to the Comprehensive Plan may be necessary too. Amendments should be evaluated in relation to all applicable policies of the Comprehensive Plan.

<p>Goal # 2: Develop an “Economic Development Strategic Plan” and other mechanisms necessary for supporting and enhancing the local economy.</p>

Policies

- Successful economic development strategies require cooperation with a variety of agencies and other groups to develop a plan that best meets the requirements of a growing community.
- Successful economic opportunities rely upon the communities’ ability to support and connect various elements of the economic development into an integrated framework.
- Promoting an entrepreneurial climate for existing and new businesses is a key factor in strategic planning.
- Providing a strong public partnership with local businesses is key to successful economic development.
- Ensuring a high quality of life and the small town atmosphere is essential to addressing citizen concerns about growth and economic development.
- SDC charges must be carefully developed and monitored. This will ensure that development pays its own way while not creating obstacles to desired development or educational needs.
- The State of Oregon transportation system (ODOT) has a significant effect upon the local community. Local groups and City decisions makers will need to establish good working relationships with ODOT to ensure coordination and adequate capacity.

- The City recognizes that an airport (privately owned or public) would be a strong economic driver for the la Pine area. Efforts to explore the creation of an airport shall be supported by the City, but shall not be the obligation of the City.

XI. Programs

The City shall:

1. Adopt the City Limits as the urban growth boundary - UGB.
2. Regularly monitor and analyze commercial and industrial land inventories. When new lands are needed, the City Council shall authorize expansion of the UGB or other methods to ensure that at least a 20-year inventory of land for each category is available within the urban area.
3. Coordinate growth needs with the various utility providers within the community.
4. Explore and initiate methods for preserving large industrial parcels to meet projected demand.
5. Initiate and complete urban reserve planning consistent with the other provisions previously listed in this Plan.
6. Any correction amendments and needed legislative changes for rezoning shall be processed immediately upon City Council directive.
7. Develop a community entrance plan that fosters improved aesthetic treatments and buffering along the entrances to the community
8. Organize and staff an economic development committee whose purpose is to monitor the economy and manage local infrastructure needs. The committee shall include three members of the City Council, two members of the Planning Commission, and two ad hoc members of the community experienced in economic development and any staff members deemed appropriate by the City Manager.
9. Continue to refine which commercial and industrial activities are lacking in the community. The City shall identify needed commercial and industrial areas on an overlay map. The overlay map is a general framework plan that represents where certain areas of the community could benefit from additional commercial or industrial designations.
10. Develop strategies to capture the opportunities of a technology and knowledge-based economy.

11. Develop land use development codes to address economic development objectives and encourage appropriate mixed-uses in commercial and industrial zones.
12. Develop and monitor a SDC methodology/program to assure appropriate charges to new development, excepting public schools and colleges.
13. Develop other methods of funding that can be used for economic development purposes and supplement tax funds.

City of La Pine – Comprehensive Plan, Chapter 10 Housing

I. State Planning Goal 10, Housing

Oregon State Planning Goal 10 is very straightforward in its statement that each local jurisdiction must provide for the housing needs of its existing citizens and the anticipated population growth. Essential in this planning effort is the creation of a buildable lands inventory (BLI). The BLI assesses vacant lands, developed lands and re-developable lands and makes an overall determination of the amount of land available in the community to accommodate the future population. It is this determination that enables a community to assess whether or not lands within the Urban Growth Boundary (UGB) are adequate for the projected growth or if the UGB needs to be expanded. Notwithstanding the need for the raw land area data is the need to provide a variety of housing types (i.e. single family homes versus multi-family dwellings) and price ranges (i.e. owner occupied versus rentals). These factors must be weighed against the desired density and affordability of housing. Overall, the intent is to provide opportunities for housing to serve all socio-economic strata within the community.

II. Purpose and Intent

The purpose of this chapter is to ensure the provision of appropriate types and amounts of land within the La Pine urban growth boundary - UGB (city limits in this case) to support a range of housing types necessary to meet current and future needs. These lands should support suitable housing for all income levels for maximum sustainability. Likewise, the Plan must also ensure the appropriate type, location and phasing of public facilities and services are sufficient to support housing development in areas presently developed or undergoing development, or redevelopment.

In addition to inventories of buildable lands, this chapter of the Plan includes: (1) a comparison of the distribution of the existing population by income with the distribution of available housing units by cost; (2) a determination of vacancy rates, both overall and at varying rent ranges and cost levels; (3) a determination of expected housing demand at varying rent ranges and cost levels; (4) allowance for a variety of densities and types of residences; and (5) an inventory of sound housing in urban areas including units capable of being rehabilitated.

The La Pine community contains a variety of housing choices and vacant and redevelopable lands. Single-family homes are the dominant housing type. However, the City Housing Model data shows that additional lands for mixed-use and multi-family housing need to be addressed. This chapter examines housing supply, condition, occupancy, affordability, and available land supply to meet community needs over the 20

year planning horizon. Implementation programs for meeting future housing demand are also included in this chapter.

III. Issues

Affordability

The affordability of housing is a significant determinant to the livability and sustainability of the La Pine community. Housing affordability affects all segments of the local population including business viability and commerce. According to federal housing guidelines, no more than 30% of a family's gross monthly income should be spent on housing, including heating and other bills.

Available, affordable, safe housing are critical ingredients to the success of how a community accommodates population growth. The attractiveness of La Pine to new residents relies upon the availability of many housing choices to accommodate varied citizen demands and pricing thresholds.

To understand the future of housing needs in La Pine, it is important to assess and analyze the existing characteristics of the community's housing stock. Various factors must be taken into consideration to obtain a clear picture of the situation. The following elements should be examined:

- Trends in housing types;
- Age of structures;
- Condition and value of structures;
- Household demographics;
- Income levels of households;
- Percentage of income spent for housing;
- Occupancy patterns;
- Vacancy rates;
- Ownership and rental trends

The tables in this section include data from the recent census and local economic development agencies, and other experts. Information was also obtained from other resources including DLCDC, Deschutes County, EDCO, and personal interviews with Central Oregon Regional Housing Authority CORHA staff, local bank representatives, housing service providers, and others as noted. The data helps local decision makers understand the various aspects of housing and population change.

This chapter also takes into account the effects of utilizing financial incentives and resources to (a) stimulate the rehabilitation of substandard housing without regard to the financial capacity of the owner so long as benefits accrue to the occupants; and (b) bring into compliance with codes adopted to assure safe and sanitary housing the dwellings of individuals who cannot on their own afford to meet such codes.

Historical Housing

La Pine has been a community for over 100 years and some of the current housing choices reflect the historical nature of the City. La Pine's history as a small town with recreation, retirement, timber and agricultural community attributes has shaped the stock of existing housing. Over the years, and as the community economic situation diversified, so has the variety of detached housing stock. A quick visual tour of La Pine shows a range of housing from older mill worker residences, Victorian-era homes to more modern homes developed post WWII. A recent influx of bedroom-community homes and recreational/retirement housing is evident throughout the community. A striking lack of multi-family housing is evident but not uncommon for a community with less than 2000 people. However, this is beginning to change as a few, well-designed subsidized housing projects have developed within the incorporated City area.

Effects of Growth – Past and Present

The incorporated area of La Pine includes a large number of developed and undeveloped residential lots. However, the vicinity surrounding the incorporated area has a greater number of lots and a population higher than the current population of incorporated area. This situation creates a significant impact upon the interrelationship of land uses and service needs of the entire community.

Households

Deschutes County and 2000 Census¹¹ data show that there were 5,799 people, 2,331 households, and 1,699 families residing in the CDP¹². The population density was 197.7 people per square mile (76.3/km²). There were 2,975 housing units at an average density of 101.4/sq mi (39.2/km²). The racial makeup of the CDP was 95.84% White, 0.09% African American, 1.28% Native American, 0.24% Asian, 0.10% Pacific Islander, 0.55% from other races, and 1.90% from two or more races. Hispanic or Latino of any race was 2.22% of the population. Data shows that there were 2,331 households out of which 26.6% had children under the age of 18 living with them, 61.3% were married couples living together, 7.3% had a female householder with no husband present, and 27.1% were non-families. 20.8% of all households were made up of individuals and 10.3% had someone living alone who was 65 years of age or older. **The average household size was 2.47 and the average family size was 2.82.**

Population Ranges

In the CDP the population was spread out with 23.0% under the age of 18, 4.9% from 18 to 24, 22.5% from 25 to 44, 28.8% from 45 to 64, and 20.7% who were 65 years of age or older. The median age was 45 years. For every 100 females, there were 99.8 males. For every 100 females age 18 and over, there were 98.7 males.

Household Incomes

The median income for a household in the CDP was \$29,859, and the median income for a family was \$33,938. Males had a median income of \$30,457 versus \$20,186 for

¹¹ The 2000 Census data has been updated, by projection, via the Claritas research data found in the Appendix.

¹² Before the 2006 incorporation the Census recognized the broader community of La Pine as a CDP or Census Designated Place.

females. The per capita income for the CDP was \$15,543. About 9.5% of families and 13.2% of the population were below the poverty line, including 13.4% of those under age 18 and 11.5% of those age 65 or over. La Pine is classified as a Severely Distress Community.

Snapshot of the Housing Market

The housing market in Central Oregon is changing. Even with the current downward economy, a greater share of families/households is fundamentally “priced out” of Bend and Redmond thus, buyers are considering alternative options in La Pine. Over the past six years, Deschutes County has experienced robust population growth, which was more than doubled the State’s five-year forecast. Much of this growth occurred in the areas outlying the City of La Pine. However, the incentives provided by the County’s TDC –

La Pine will need an additional 400 or more housing units over the next 20 years to support a population of 2566 persons versus the current population of 1662.

Transfer Development Credit - program are having a positive effect on encouraging more people to live within the incorporated area where community services are available.

Even though the Oregon Office of Economic Analysis expects regional and county level population to continue a healthy, but slower growth pattern over the next 20 years there clearly is a need to provide additional incentives for attracting urban growth and promoting policies and programs for a full range of housing types. Through 2025, State forecasts estimate an additional 91,382 individuals are expected to permanently reside within Region 10.

The total demand profile by age indicates sizable demand from existing households among middle age and pre-retirees. Approximately 34% of all ownership demand is expected to be derived from households of 35-54 years. In other words, turnover demand from existing younger household will likely combine with demand from elderly households to provide a diverse range of qualified buyers within the primary market area over the next five to ten years.

Building Permit Data

Residential construction, as measured by building permits, has been brisk in the central Oregon region for over 5 years until the recent economic crisis. Driven largely by growth in the Bend/Redmond Market, the three-city region has averaged over 2,416 permits annually since 2000 and in 2005 displayed a 12.8% increase over the previous year. However, 2006 year to date figures for La Pine, Bend, and Redmond indicate that residential permits have slowed significantly from the record levels of 2005. Nearly all of the residential growth in La Pine has been detached, single-family residential.

A considerable proportion of growth, roughly 37%, will be derived from households earning less than \$25,000 annually, indicating a significant number of smaller less-advantaged families, senior and retired buyers with non-income wealth.

Profile of General Demographic Characteristics: 2009 Chart

Geographic Area: La Pine city, Oregon

Source: U.S. Census Bureau, Census 2000.

QT-H1. General Housing Characteristics: 2000

Data Set: Census 2000 Summary File 1 (SF 1) 100-Percent Data

Geographic Area: La Pine CDP, Oregon

Subject	Number	Percent
OCCUPANCY STATUS		
Total housing units	2,975	100.0
Occupied housing units	2,331	78.4
Vacant housing units	644	21.6
TENURE		
Occupied housing units	2,331	100.0
Owner-occupied housing units	1,883	80.8
Renter-occupied housing units	448	19.2
VACANCY STATUS		
Vacant housing units	644	100.0
For rent	49	7.6
For sale only	61	9.5
Rented or sold, not occupied	17	2.6
For seasonal, recreational, or occasional use	448	69.6
For migratory workers	0	0.0
Other vacant	69	10.7
RACE OF HOUSEHOLDER		
Occupied housing units	2,331	100.0
One race	2,284	98.0
White	2,252	96.6
Black or African American	0	0.0
American Indian and Alaska Native	24	1.0
Asian	4	0.2
Native Hawaiian and Other Pacific Islander	1	0.0
Some other race	3	0.1
Two or more races	47	2.0
HISPANIC OR LATINO HOUSEHOLDER AND RACE OF HOUSEHOLDER		
Occupied housing units	2,331	100.0
Hispanic or Latino (of any race)	26	1.1
Not Hispanic or Latino	2,305	98.9
White alone	2,234	95.8
AGE OF HOUSEHOLDER		
Occupied housing units	2,331	100.0
15 to 24 years	57	2.4
25 to 34 years	239	10.3
35 to 44 years	404	17.3
45 to 54 years	487	20.9
55 to 64 years	400	17.2
65 years and over	744	31.9
65 to 74 years	426	18.3
75 to 84 years	257	11.0

85 years and over	61	2.6
Subject	Number	Percent

Population Snapshot

Between 1990 and 2000, the Central Oregon population grew by an incredible 49% as compared to the State as a whole at 5.9%. Most of this growth is due to in-migration. Other areas of the nation, especially in the Southwestern states, also have high in-migration rates, but the demographics of those new residents vary greatly from Central Oregon.

US Census Bureau

Counties & Cities	Actual					
	2003	2002	2001	2000*	1995	1990*
Deschutes County	20,300	20,200	19,850	19,182	15,700	14,111
La Pine CDP	8,500	8,150	7,750	7,356	7,205	5,355
Unincorporated	11,800	12,050	12,100	11,826	9,947	8,756
Deschutes County	130,500	126,500	122,050	115,367	89,500	74,958
Bend	62,900	57,750	55,080	52,029	29,425	20,469
Redmond	17,450	16,110	14,960	13,481	9,650	7,163
Sisters	1,430	1,080	960	959	765	679
Unincorporated	48,720	51,560	51,050	48,898	49,660	46,647
Jefferson County	19,900	19,850	19,400	19,009	15,400	13,676
Culver	840	840	800	802	600	570
Madras	5,370	5,290	5,200	5,078	4,290	3,443
Metolius	780	770	660	635	540	450
Warm Springs	NA	NA	NA	5,727	NA	NA
Unincorporated	12,910	12,950	12,740	6,767	9,905	9,213
Total Area Population	170,700	166,550	161,300	153,558	120,600	102,745

County Population Projections As Noted By Oregon Bureau of Economic Analysis										
County	2000	2003	2005	2010	2015	2020	2025	2030	2035	2040
Crook	19,300	20,300	21,035	23,051	26,249	27,590	30,125	32,796	35,569	38,553
Deschutes	116,600	130,500	139,994	158,792	178,418	197,150	214,479	229,933	244,069	257,088
Jefferson	19,150	19,900	20,491	22,168	24,079	26,065	28,298	30,831	33,390	36,094
Tri-County Total	155,050	170,700	181,520	204,011	227,746	250,805	272,902	293,560	313,028	331,735

Deschutes County and La Pine Coordinated Population Forecast Data

The City and County have agreed to accept that in 2009 there was a population of 1,661 persons within the city limits. In 2029, the population within the City limits of La Pine is expected to be 2,566 persons. The appendix contains the entire text of the coordinated population study; also acknowledged by DLC.D.

Residential Types and Values

While the community appears to have adequate affordable housing supplies, the inventory of a full range of housing is virtually non-existent. *The current housing mix is 97% single family detached and 3% attached.*

Current Housing Mix

The total number of housing units in La Pine is approximately 904 housing units. Of this, the predominant housing type in La Pine is single family detached, 871 units. These also include manufactured homes on individual lots. There are 21 existing duplexes, 3 existing fourplexes, and one new multi-family complex is under construction as of 2009. It is assumed that the demand for traditional single-family housing will remain relatively strong over the planning period given the rural nature of La Pine and the current base of existing single-family homes. However, La Pine will need to plan for a mix of housing choices over the 20-year planning period.

La Pine does not currently have a broad spectrum of housing choices for residents to choose from. The Plan must provide more housing opportunities to correct this situation.

Many of the older homes are located in areas without access to community water and sewer services. The result is potentials for demonstrated water contamination and extra cost to homeowners who have to take special measures to ensure properly working private well and septic systems. Public health and safety issues are a concern as populations increase. This situation presents a significant problem with regard to community health and redevelopment potential. A number of homes may appear to satisfy affordable housing cost targets but they may have infrastructure problems that are not easy to catalog and identify. Thus, the number of true affordable housing units without serious basic service issues is difficult to assess. Other measures to extend public services to all areas of the community are underway.

The largest percentage of householders are age 65 and older – 32%. Those less than 34 years of age make up less than 13% of householders. However, this trend will change as La Pine improves its economic base and implements the complete community concepts which tend to attract younger families.

DP-4. Profile of Selected Housing Characteristics: 2000
 Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data
 Geographic Area: La Pine CDP, Oregon

Subject	Number	Percent
Total housing units	3,008	100.0
UNITS IN STRUCTURE		
1-unit, detached	1,704	56.6
1-unit, attached	14	0.5
2 units	0	0.0
3 or 4 units	16	0.5
5 to 9 units	0	0.0
10 to 19 units	0	0.0
20 or more units	7	0.2
Mobile home	1,116	37.1
Boat, RV, van, etc.	151	5.0
YEAR STRUCTURE BUILT		
1999 to March 2000	134	4.5
1995 to 1998	406	13.5
1990 to 1994	364	12.1
1980 to 1989	553	18.4
1970 to 1979	1,003	33.3
1960 to 1969	245	8.1
1940 to 1959	271	9.0
1939 or earlier	32	1.1
ROOMS		
1 room	128	4.3
2 rooms	106	3.5
3 rooms	272	9.0
4 rooms	535	17.8
5 rooms	964	32.0
6 rooms	459	15.3
7 rooms	321	10.7
8 rooms	121	4.0
9 or more rooms	102	3.4
Median (rooms)	5.0	(X)
Occupied Housing Units	2,342	100.0
YEAR HOUSEHOLDER MOVED INTO UNIT		
1999 to March 2000	518	22.1
1995 to 1998	634	27.1
1990 to 1994	583	24.9
1980 to 1989	387	16.5
1970 to 1979	217	9.3
1969 or earlier	3	0.1
VEHICLES AVAILABLE		

Subject	Number	Percent
None	49	2.1
1	493	21.1
2	1,092	46.6
3 or more	708	30.2
HOUSE HEATING FUEL		
Utility gas	42	1.8
Bottled, tank, or LP gas	106	4.5
Electricity	993	42.4
Fuel oil, kerosene, etc.	92	3.9
Coal or coke	0	0.0
Wood	1,062	45.3
Solar energy	0	0.0
Other fuel	47	2.0
No fuel used	0	0.0
SELECTED CHARACTERISTICS		
Lacking complete plumbing facilities	18	0.8
Lacking complete kitchen facilities	25	1.1
No telephone service	22	0.9
OCCUPANTS PER ROOM		
Occupied housing units	2,342	100.0
1.00 or less	2,229	95.2
1.01 to 1.50	101	4.3
1.51 or more	12	0.5
Specified owner-occupied units	1,025	100.0
VALUE		
Less than \$50,000	52	5.1
\$50,000 to \$99,999	444	43.3
\$100,000 to \$149,999	319	31.1
\$150,000 to \$199,999	107	10.4
\$200,000 to \$299,999	74	7.2
\$300,000 to \$499,999	20	2.0
\$500,000 to \$999,999	9	0.9
\$1,000,000 or more	0	0.0
Median (dollars)	101,900	(X)
MORTGAGE STATUS AND SELECTED MONTHLY OWNER COSTS		
With a mortgage	682	66.5
Less than \$300	7	0.7
\$300 to \$499	59	5.8
\$500 to \$699	192	18.7
\$700 to \$999	216	21.1
\$1,000 to \$1,499	161	15.7
\$1,500 to \$1,999	30	2.9
\$2,000 or more	17	1.7
Median (dollars)	787	(X)
Not mortgaged	343	33.5
Median (dollars)	198	(X)
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999		

Subject	Number	Percent
Less than 15 percent	384	37.5
15 to 19 percent	129	12.6
20 to 24 percent	156	15.2
25 to 29 percent	107	10.4
30 to 34 percent	92	9.0
35 percent or more	144	14.0
Not computed	13	1.3
Specified renter-occupied units	440	100.0
GROSS RENT		
Less than \$200	0	0.0
\$200 to \$299	14	3.2
\$300 to \$499	109	24.8
\$500 to \$749	223	50.7
\$750 to \$999	51	11.6
\$1,000 to \$1,499	7	1.6
\$1,500 or more	0	0.0
No cash rent	36	8.2
Median (dollars)	558	(X)
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999		
Less than 15 percent	62	14.1
15 to 19 percent	24	5.5
20 to 24 percent	98	22.3
25 to 29 percent	33	7.5
30 to 34 percent	30	6.8
35 percent or more	157	35.7
Not computed	36	8.2
Subject	Number	Percent

Housing Affordability Details

Housing costs in La Pine, as compared to other Central Oregon cities, has been traditionally very favorable. Federal housing affordability standards recommend that no more than 30 % of household income be dedicated to mortgage payments. However, Census data shows that more than 22% of La Pine homeowners pay more than 30 percent of their income for mortgage payments. Renters tend to pay more than 31% of household income on gross rent. Thus, many La Pine households are spending more for shelter than they should. Alternatives to this situation range from more housing choices such as the development of more affordable housing types - townhouses, zero-lot line homes, multi-family structures, manufactured housing or condominiums, and, of course, a better jobs market.

	Median Home Price				Average Home Price			
	2003	2004	2005	2006	2003	2004	2005	2006
Bend	\$184,984	\$209,750	\$250,880	\$327,500	\$226,725	\$245,006	\$296,817	\$388,607
La Pine	\$90,000	\$116,850	\$129,600	\$154,000	\$96,097	\$118,375	\$136,626	165,170
Madras/Jefferson County	\$89,500	\$93,750	\$114,000	\$154,900	\$91,605	\$65,421	\$111,639	\$150,138
La Pine/Deschutes County	\$96,900	\$108,500	129,240	172,900	\$105,804	\$105,224	\$134,723	\$176,187
Redmond	\$138,500	\$151,897	\$171,685	\$238,000	\$148,926	\$164,031	\$195,021	\$266,057
Sisters	\$292,500	\$265,000	\$29,500	\$421,500	\$311,048	\$293,474	\$398,724	\$432,508
Sunriver	\$270,000	\$405,000	\$444,500	\$524,950	\$378,510	\$455,002	\$453,204	\$599,801

Source: Central Oregon Association of Realtors

Aesthetic and Design Characteristics of Housing

La Pine's citizens have made it clear to local decision-makers that the small town feel of the community should also be a template for future neighborhood development and infill. The "complete neighborhoods" concept mentioned in Chapter 1 is essential for meeting the expectations of the community with regard to residential development. New and redeveloping areas will need to take into consideration the template characteristics needed for constructing housing in "Complete Neighborhoods." Thus, adequate land for "Complete Neighborhood" components is essential as well as a mix of housing choices and open spaces. Mixed-uses and preservation of natural resources will also be part of the neighborhood design and could increase the need for additional residential land inventories.

Residential Land Need

The current city limits of La Pine contain 4,474.33 acres of land of which 3,031 acres are vacant or redevelopable for either economic purposes, housing, open space, recreation, ROW, etc. The economic land needs for the forecasted period do not exceed 342 acres leaving over 2,689 acres available for residential, open spaces, recreational, park, ROW, and other development. Thus, there is adequate amount of residential lands now or there is access to land that can be converted to residential uses within the current City limits. For these and other reasons the current City limits will also serve as the urban growth boundary UGB for the community.

Residential Districts

The Comprehensive Plan map indicates three distinct Residential Districts – these are: Residential – Single Family; Residential – Multi-Family; and, Master Plan Residential. The Single Family and Master Plan Residential Districts primarily identify an existing development pattern (single family consisting of larger lot, site built homes) and previously planned but not yet built out areas owned by Deschutes County. The multi-family areas are primarily large, vacant undeveloped parcels along major transportation corridors and are close to commercial service/employment areas. Overall, there is a desire through the land use designations to increase the overall density within the La Pine UGB and transition the development pattern from one where single family residential is

dominant to one that includes more medium to high density housing options. An overall ratio of 60% single family residential to 40% multi-family residential is desirable. The Plan provides various strategies to meet this goal. Additionally, the overall density range within La Pine is expected to increase from 1.34 units per acre¹³ as it is today to 3.0 units per acre over the 20-year planning horizon.

Single Family Residential: Due to a desire to preserve the existing character of single-family neighborhoods, no changes to the designations of these areas are proposed. However, upon implementation of zoning regulations, it is desirable to allow accessory housing in some areas where large lots occur and land is under utilized. Such accessory housing units may include studio apartments, above garage units or “granny flats.” In some instances, duplex or triplex development may be appropriate. Any additional increase in densities within the Single family areas must be predicated on the effects to the existing character of the neighborhood as well as the ability for the area to be adequately served with public facilities and services. An overall density range of 1.0 to 7.0 units per acre is desired for the Single Family Residential District.

Multi-Family Residential: Currently only 3% of the residential development in La Pine is multi-family (i.e. duplex, four-plex, and apartment) – 33 individual units. This shortage of multi-family residential development is a result of past development patterns based on inexpensive land costs combined with the lack of a municipal sewer system thereby necessitating larger lots to accommodate on-site septic systems. Now that a city wide sewer system is available to serve all areas, it is desirable to develop multi-family residential options for La Pines anticipated growth. Such areas should be located along primary transportation corridors and in areas where service commercial and employment opportunities will be convenient to residents. Such areas should be respective of surrounding single family residential neighborhoods and be so located to serve as an appropriate buffer between lower density single family neighborhoods and commercial/industrial uses. It is anticipated that the Multi-Family areas will allow a variety of typical multi-family housing options, with some small scale service commercial uses to serve the higher density populations. An overall density range of 5.0 to 40 units per acre is desired for the Multi Family Residential District.

Master Plan Residential: The master Plan Residential District includes a large area within the center of the urban area, lying between Highway 97 on the east and Huntington Road on the north. The area is also bounded by the traditional Wickiup Junction community on the north (Burgess Road) and the historically developed portions of La Pine on the south. This large expanse of land is owned by Deschutes County and remains largely undeveloped except for a single family area that was subdivided and developed with homes in the mid 2000’s. The County has developed a conceptual master plan for the area and has included internal areas for neighborhood commercial, public facilities/school site, and open space/recreation areas. The overall concept is to allow a development pattern that incorporates a balanced mix of traditional single family residential development with a variety of multi-family residential options. The overall

¹³ This result where 1,217 gross acres of residential land is divided by the current number of units, 904 to obtain 1.34 units per acre

densities are aimed at being a blend of traditional single family and multi family residential development patterns spread out throughout the area. The densities within specific areas of the district are intended to be more dependent on complimentary design elements and arrangements of facilities (i.e. proximity to commercial services, proximity to schools, design of pedestrian amenities, etc.) rather than prescriptive zoning boundaries. An overall density range of 3.0 to 21.0 units per acre is desired for the Master Plan Residential District.

Mixed Use Commercial Residential District

The Comprehensive Plan map includes a Mixed Use Commercial Residential area in the southern part of the city, along a traditional hard-line, prescriptive boundary between standard Commercial and single-family Residential. Most of the land along on either side of this boundary is either undeveloped or under-developed. The Mixed Use Commercial Residential District is intended primarily as a smaller scale, service and office commercial district, with associated residential that may consist of upper level apartments. A live-work design concept within the mixed use district would serve as an appropriate buffer between the formal commercial and residential districts, which abut. Although, stand alone commercial and residential uses that are designed to be compatible with abutting uses would also be appropriate. It is desirable for the development within the mixed use district to be master planned, but that may not be possible in all properties due to the small to medium size of the parcels. Some assemblage of properties will be necessary for proper master planning.

Urban To Rural Interface Areas

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

Transition Areas

The two Transition Areas within the City (as shown on the Comprehensive Plan map) are located along the Burgess Road, Huntington Road and Highway 97 corridors (in the northern part of the City) and on some undeveloped properties in the southern part of the City where single family residential land abuts industrial land. The Transition Areas, which total 212 acres, were so designated because these areas were primarily undeveloped larger lots and are located in areas where adjoining land uses and transportation facilities could cause conflicts between uses. Additionally, these properties are located in areas where increased residential density and/or a mix of residential and commercial uses may be appropriate due to their proximity to major transportation corridors and existing facilities and services.

North Transition Area

The Transition Area in the north is approximately 162 acres and includes a large undeveloped area on the north side of Burgess Road, east of Huntington Road and an

undeveloped parcel along Highway 97 south of the Burgess/Highway 97 intersection, as well as the majority of the length of the south side of Burgess Road. Although the underlying designations on the Comprehensive Plan map for these areas are shown as Master Planned Residential, Multi-Family Residential and Forest, it is assumed that there may be necessary changes to the land use development pattern in the future as a result of recent and planned transportation system improvements. A traffic signal was recently installed at the intersection of Burgess Road and Huntington Road (two arterial roadways) due to the surrounding development pattern, the presence of a new school, the existing volume of traffic, and the expected increase in volume of traffic in the immediate area. Also, the Oregon Department Transportation has planned a new interchange at the Burgess Road and Highway 97 intersection (Wickiup Junction) – this busy intersection has been a safety hazard in the area for many years as it is a primary access point between the western portions of La Pine and outlying areas, and the north/south Highway 97 corridor.

Because an increase in traffic volume can be expected on the roadways serving these areas, it is assumed that this will have a long term influence on the livability and desired development pattern. Also, because these areas lie adjacent to and between the transportation facilities and areas with existing development (a large area developed with single family residential on large lots north of Burgess Road), it is appropriate that any development within these areas serve as a transitional buffer between the road corridor and the existing and anticipated development. Further, because the Transition Area is in close proximity to existing and planned commercial services, a school and a potential transit corridor, an increase in residential density, especially along the south side of Burgess Road corridor, would be appropriate as more residents can be served efficiently and effectively from these locations.

As the development and improvements to the transportation facilities occurs in the future, a development pattern that includes a mixture of service commercial uses and medium density residential development is desired. Such development should occur in a master planned fashion and should treat all sides of the development in a similar fashion – the development must not be linear in nature and should tie together all sides of the surrounding development.

South Transition Area

The Transition Area in the south is approximately 50 acres in area and includes large, undeveloped parcels that lie along the southeastern edge of the City's Industrial district. This area overlaps land that is currently designated for Single Family Residential uses, but if developed as such, could pose compatibility problems with the anticipated surrounding industrial development. Because of the Transition Area's location between the main commercial center to the west and the industrial district to the east, it is a prime area for multi-family dwelling development constructed in a fashion where higher densities occur along the industrial edge and lower densities along the single family residential edge.

As development of the industrial and single family residential areas occurs over time, the development of the transition area as a graduated multi-family residential buffer between the uses is desired. It is anticipated that the average density within the transition area will be medium density, but portions along the edges will vary in their densities in a manner that corresponds with the desired development pattern in the adjoining district. Such development should occur in a master planned fashion and should treat all sides of the development in a similar fashion – the development should be done in a manner where it is integrated into the surrounding development pattern and be respectful of all sides of the surrounding uses.

IV. Transition Area Goals and Policies

Goals

1. Recognize that future infrastructure development, specifically transportation improvements, will cause a change to the existing and anticipated land use patterns over time.
2. Recognize that buffer and transitional development between potentially incompatible land uses shall be implemented.

Policies

1. Transition Area Overlay Zones shall be created and located in portions of the City where anticipated infrastructure development and adjoining land uses may cause a change in the desired underlying land use patterns, and where buffers between potentially incompatible land uses are necessary.
2. Development within Transition Areas shall be master planned to show an inter-relationship between the proposed development, and infrastructure and adjoining land uses.
3. Transition Area development shall allow increased residential densities along primary transportation corridors.
4. A mix of uses, including service commercial uses, may be appropriate as part of a master planned development within the transition areas.
5. Transition Area development shall not be linear in nature and shall be comprised of a pattern that is integrated into and respectful of the surrounding development pattern to the greatest extent practicable given parcel size and configuration.
6. Densities may be averaged over the entirety of the parcel, but shall transition from higher densities adjacent to adjoining uses with the highest intensity to lower densities adjacent to adjoining uses with lower intensities.
7. Guidelines for Transition Area development shall be implemented, but such guidelines shall not be so specific as to prevent adaptability over time or to limit good design.

Programs

1. Draft zoning regulations that specify land use guidelines for the Transition Area Overlay Zones. Such regulations shall include provisions for master plan development.
2. Coordinate transportation infrastructure improvements with State and County agencies to ensure compatibility with adjoining land uses within Transition Areas.

V. General Housing Goals and Policies

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

Policies

- It is essential to develop strategies that increase the variety of housing choices in the community. These strategies must include an inventory and analysis of needed housing types, existing housing supplies, and strategies for meeting the changing community demographic.
- It is necessary to provide adequate buildable residential land for the 20-year planning horizon. The La Pine community needs a full range of housing types to sustain a healthy community
- It is necessary to accommodate growth and provide mechanisms to ensure that a variety of housing options for all income levels are available in both existing neighborhoods and new residential areas.
- It is necessary to encourage development and redevelopment of residential areas to make them safe, convenient, and attractive places to live and located close to schools, services, parks, shopping and employment centers.
- The community should maintain the feel of a small community through careful design of new and redeveloping residential areas. Mixed-use and “Complete Neighborhood” design techniques can accomplish this objective.
- A regular housing analysis shall be the basis for understanding and projecting housing needs. City staff will need to manage the calibration data in order to accommodate local cultural characteristics and anomalies.
- Development code regulations will need to be modified to encourage needed housing types within the UGB.
- La Pine desires to encourage and sustain affordable housing while protecting the physical characteristics of land relating to the carrying capacity of the land, drainage, natural features, and vegetation.

Goal # 2: Determine opportunities for housing rehabilitation, redevelopment, and connection to urban infrastructure and services.

Policies

- It is important to inventory existing residences in need of rehabilitation and develop strategies to improve housing stock
- Housing that is in need of rehabilitation, without connections to urban services limits the livability of the community, and diminishes redevelopment potential.
- The La Pine community understands that it is necessary for the public health and safety of the community to identify and remedy situations where residences are not connected to City sewer and water.
- Improved residential structural integrity and weatherproofing will reduce energy consumption levels for those living in older homes and the overall community.

Goal # 3: Identify and permit alternatives to traditional stick-built homes, such as manufactured, mobile homes, and accessory dwellings necessary for providing a range of housing choices with in the UGB.

Policies

- Manufactured, mobile homes, and accessory dwellings are appropriate in certain residential areas and subject to the same siting requirements and compatibility standards as traditional stick-built homes.
- It is necessary for the public health and safety of the community to allow for a full range of housing types for all income levels.
- The La Pine community contains a significant number of older mobile homes and manufactured homes that need repair or replacement.
- State law requires the City to establish clear and objective criteria and standards for the placement and design of mobile home or manufactured dwelling parks.
- In order to protect the public health and safety of all residents the City, in conjunction with the Deschutes County Building Department, La Pine shall impose safety and inspection requirements for homes, which were not constructed in conformance with the National Manufactured Home Construction and Safety Standards Act of 1974.

- In order to enhance industry and commerce, a mobile home or manufactured dwelling park shall not be established on land zoned for commercial or industrial use unless needed to address workforce-housing needs.
- Accessory dwellings to homes, i.e. “Granny flats”, are necessary to provide a range of housing types in new subdivisions and existing neighborhoods subject to appropriate compatibility standards and siting requirements.
- Temporary housing for medical hardships and the disadvantaged is necessary and shall be permitted in residential areas and subject to special development conditions.

<p>Goal # 4: Promote and protect neighborhood qualities that reflect the small town appeal of La Pine and improve compatibility between various uses.</p>
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Policies:

- Compatibility standards are effective tools for making sure neighborhood uses are consistent with community goals and design standards.
- The La Pine community demands a quality living experience for all residents and multi-family developments. Thus, site plans for multi-family developments or attached single-family housing are required to provide for adequate yard space for residents and play space for children which have distinct area and definite shape, appropriate for the proposed use, and are not just the residue left after buildings are designed and placed on the land. It is necessary for the public health and safety of the community to monitor and manage neighborhood uses.
- The La Pine community desires to preserve, protect, and strengthen the vitality and stability of existing neighborhoods while permitting uses that make neighborhoods more “complete” and reduce vehicle miles traveled.
- Developments that border underdeveloped urban lands and/or rural lands at the edges of the Urban Growth Boundary (UGB) shall include design techniques to reduce the impact of new, denser urban development on abutting lower density lands. Examples of such techniques include the use of buffer areas, designing projects that work with the natural features of the site, shadow plats, and redevelopment plans that extend 300 feet off site, density transition zones, increased landscaping, master planning areas larger than the project site, etc.
- New residential developments in areas without an established character or quality should be permitted maximum flexibility in design and housing type consistent with densities and goals and objectives of this Plan.
- New developments in existing residential areas where there is an established character deemed desirable by community standards should use a variety of

compatibility techniques to blend in with surrounding developments, including landscaping, traffic patterns, mass, height, screened parking areas, public facilities, visual impact, architectural styles and lighting.

- “Complete Neighborhoods” include private and public nonresidential uses for the convenience and safety of the neighborhood residents. These uses should be permitted within residential areas. Such facilities shall be compatible with surrounding developments, and their appearance should enhance the area.
- Multi-modal access should be provided internally and to adjacent new and existing neighborhood developments.
- Where alleys are available, garages or parking areas in neighborhoods should be accessed from alleys instead of driveways connecting to public streets.
- Residential units should be permitted above or as an incidental use in conjunction with certain commercial and industrial uses as a way to improve compatibility between uses and zones.
- A range of housing types, including housing for the elderly, disabled, developmentally challenged and low-income citizens of the community should be dispersed throughout those residential neighborhoods, which are close to schools, services, parks, shopping and employment centers rather than concentrating these dwellings in just a few areas.
- A range of lot sizes should be dispersed throughout the community to provide space for a full spectrum of housing types.
- Higher density developments should be in close proximity to schools, services, parks, shopping, employment centers, and public transit.
- Smaller lot sizes may be appropriate and should be encouraged with flexible Planned Unit Development (PUD) ordinances allowing a mix of lot sizes.
- Areas developed or designated for multi-family development should be compatible with adjoining land uses and not detract from the character of existing residential areas.
- The location of most multi-family housing will be best suited near the City core, major transportation corridors, schools, services, parks, shopping, employment centers, and transit corridors.

Goal # 5: Promote quality affordable housing and recognize that lack of affordable housing is an economic issue negatively affecting the vitality and sustainability of La Pine

Policies

- Affordable housing should be available for all income levels in the community. This issue affects all citizens because the economic health of the community is tied to providing greater choices in housing types.
- It is necessary for the public health, safety, and economic values of the community to improve awareness of affordable housing problems and to encourage affordable housing for all income levels.
- A lack of particular housing choices create traffic congestion as people commute from one community to another, increase costs for businesses related to employee travel time, employee absences, unnecessary street expansions and parking demand, reduced mobility for certain disadvantaged groups, and unnecessary community subsidy to remedy these and other impacts.
- The profit margin on affordable housing projects is very thin. Barriers to affordable housing will need to be removed from local regulations and land use processes to enable property owners and developers to pursue affordable housing projects.
- The City will be experiencing the same types of demographic forces that currently impact Bend, Redmond, and other communities in Oregon. For example, the population will age and the baby-boomer generation will retire. Households will become smaller. To prepare for this eventuality La Pine must provide for a variety of housing types. The variety will help meet affordability demand, and it will help meet new housing demand in general. Since there will be more single head of households, people will desire units that are smaller and those that will require less maintenance and can be located within walking distances of shopping, houses of worship, parks/recreation, schools, and medical facilities. This dictates development of more compact housing forms and innovations in how structures are designed and arranged to suit a variety of needs.
- The City and County should encourage subsidized housing to be located at a variety of locations in close proximity to support services and/or near transit.
- Residential zones and other neighborhoods should offer a wide variety of compatible housing types and densities.

Goal # 6: Recognize that addressing the housing needs of the community is essential to the successful future of La Pine as desirable place to live, work, shop, and play.

Policies

- Strategies to improve the type and range of housing choices in the community must be based upon careful examination of demographic data, trends, and local demands.
- Certain development regulations and techniques can influence the market-driven nature of housing development.
- The recent Census data is one of many resources necessary to examine for understanding local and regional demographics.
- The vitality of the City depends not just on the health of one aspect of housing but preferably by taking a systemic approach to growth and development, preservation and continuity.
- The greatest housing needs include a more diverse base of affordable rental opportunities signified by range of rent and housing type, particularly smaller sized structures such as duplexes and triplexes. However, the ability to take advantage of low interest rates has moved many people into homeownership where they are paying more than 30% of income on mortgages.
- The community needs more affordable single-family homes. Some potential homebuyers are being priced out of the market due to insufficient income and escalating real estate prices. For renters, the census data and other information suggests that there is a high demand for units serving people under 80% of median income. It also appears there are very few apartment units affordable to people at median income or less, and yet many households are paying more than 30% of household income for housing.
- There is a need for temporary shelters or transitional housing opportunities for people with special needs, including but not limited to, households experiencing domestic violence issues, or youth homelessness.
- The population projections anticipate more than 400 new units will be needed by 2029. This means that the community will need to provide more living units for new households where families will number 2.80 to 3.00 persons per household. Thus, over the 20-year period the community is expected to grow at 3 % per year on average.

VI. Programs

The City shall:

1. Regularly monitor and analyze residential land inventories each year.

2. Determine housing type demand and encourage mechanisms to permit development of needed housing types.
3. Allocate where the identified needed housing should be developed by using overlay mapping techniques and framework planning.
4. Require the development of "Complete Neighborhoods." The City may need to update development regulations in order to remove any barriers that restrict quality residential design and/or hinder "complete neighborhood development".
5. Update the development codes with regard to housing development and natural feature protection.
6. Inventory and determine which types of residential units and neighborhoods would benefit from rehabilitation and connection to urban services.
7. Encourage rehabilitation and maintenance of housing in existing neighborhoods to preserve the housing stock and increase the availability of safe and sanitary living units.
8. Explore funding options such as CDBG, HOME, and other local, State or Federal programs designed to help promote affordable housing and to help disadvantaged property owners rehabilitate their homes.
9. Study and develop a range of incentives and other programs aimed at helping the community understand the value of participating in the rehabilitation of housing units.
10. Revise and update the development codes to ensure that wide ranges of housing types are required and permitted throughout the community.
11. Inventory all manufactured, mobile and accessory dwellings.
12. Provide for mobile home or manufactured dwelling parks within the urban growth boundaries to allow persons and families a choice of residential settings.
13. Update regulations to require development of new mobile home parks and siting of individual mobile homes consistent with State law.
14. Develop special standards for the siting and development of accessory dwellings.
15. Institute fee mechanisms and programs that help to encourage the development of affordable housing.

16. Develop land use regulations to improve compatibility standards between uses in the development of “complete neighborhoods” and redevelopment in existing neighborhoods.
17. Develop the land use regulations to require multi-modal access in new and redeveloping neighborhoods as appropriate.
18. Develop the land use regulations to permit a range of housing types and flexible PUD standards that encourage more efficient use of land.
19. The City shall develop transition zoning/urban to rural interface overlay regulations and implementation ordinances to assist in reducing the potential negative impacts associated with urban development and lower density areas.
20. Participate with Housing Works(formerly Central Oregon Regional Housing Authority), COCAAN and/or other public or private non-profit organizations in the development of a regional housing plan to address issues and to establish programs which address housing affordability, density, home ownership, neighborhoods and location. Such plans should provide for a detailed management program to assign respective implementation roles and responsibilities to those governmental bodies operating in the planning area and having interests in carrying out the goal.
21. Provide funding for affordable housing when feasible and with community consensus.
22. Modify the development review process to expedite affordable housing proposals and reduce development and operating costs when such proposals are in accordance with zoning ordinances and with provisions of comprehensive plans.
23. Determine that SDC payments and other development deposits, fees and taxes for affordable housing projects will be deferred until title transfer or final occupancy of the structure. Additional methods and devices for reducing development barriers should be examined and, after consideration of the impact on lower income households, include, but not be limited to: (1) tax incentives and disincentives; (2) building and construction code revision; (3) zoning and land use controls; (4) subsidies and loans; (5) fee and less-than-fee acquisition techniques; (6) enforcement of local health and safety codes; and (7) coordination of the development of urban facilities and services to disperse low income housing throughout the planning area.
24. Examine any needed changes to local regulations to create incentives for increasing population densities in urban areas taking into consideration (1) key facilities, (2) the economic, environmental, social and energy consequences of the proposed densities and (3) the optimal use of existing urban land particularly in sections containing significant amounts of unsound substandard structures. This

may include the promotion and development of institutional and financial mechanisms to provide for affordable housing and the investigation of available federal, state and local programs and private options for financing affordable and special needs housing.

25. Monitor the stability of existing affordable housing options to determine their sustainability and usefulness.
26. Encourage and support social and health service organizations, which offer support programs for those with special needs, particularly those programs that help people remain in the community.
27. Preserve existing affordable housing through adoption of land use regulations that promote affordable housing and examine alternatives for providing services, including transit.
28. Create an inventory of city-owned land that can be set aside for special housing development (TDC credits, low income, etc.) this may include the development of organizational capability to coordinate such efforts.
29. Develop a density bonus program in which developers may receive "credit" in additional units (beyond what zoning allows) if units available and affordable to households under 80% of median income are integrated into new projects.
30. Modify the development regulations to allow housing above retail in the town center/downtown.
31. Develop workforce housing standards and implementation programs.
32. Build understanding and support for affordable housing by instituting a public information program and community forums.
33. Examine the most recent sources of data to determine housing needs and monitor demographic trends.
34. Promote an awareness of housing issues and provide regulatory solutions. This may include changes to development regulations and increased flexibility for those who desire to build affordable housing units.
35. Provide flexible regulations as appropriate for those entities that propose to build temporary shelters and transitional housing opportunities.
36. Monitor and evaluate the population projections as they are amended from time to time. The City shall also inventory all new development and prepare a report of all new activity and housing unit creation, demolitions and expansion.

37. Budget funds for staffing to support a sustainable housing program.

City of LaPine – Comprehensive Plan - Chapter 11 Energy Conservation

I. State Planning Goal 13, Energy Conservation

Oregon State Planning Goal 13 intends that the land itself, the uses and the arrangement of the land and uses be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles. The methods prescribed by the Goal require maximum efficiency in energy utilization should be achieved through the implementation measures of land use planning. Consideration must also be given to redevelopment of land that is no longer being utilized to its maximum extent, including increased density of housing development along high volume transportation corridors to encourage use of multi-modal transportation systems. Additionally, development should encourage the conservation of natural resources and minimize the depletion of non-renewable resources – when ever possible land use plans should encourage the use of renewable resources. However, in doing so, the local and regional development pattern must be taken into consideration. Rural areas that rely on larger service areas and greater travel distances should initiate programs locally to meet the intent of the goal through greater self reliance.

II. Purpose and Intent

The conservation of energy in every community has a different set of variables that must be evaluated and weighed when developing local rules regarding energy consumption. For La Pine, the large travel distance between the primary employment and service areas

of Bend and Redmond to the north must be taken into consideration. Additionally, the very cold, snowy winters and hot, dry summers have implications not only the amount of energy consumed, but also the opportunity to implement local policies to reduce consumption. While there are always methods that can be put into effect, in communities like La Pine with these unique circumstances some methods that may work in other communities may not be practical in La Pine. For instance, in the northern part of Deschutes County, where winters are milder and commute distances are shorter, pure energy consumption in the form of heating and cooling, and automobile fuel consumption, are not as great as they are in La Pine. Thus, while certain energy saving policies toward local development can be implemented, there are certain factors that cannot be ignored. Although, at the local level there are a variety of development patters that can be implemented in La Pine to begin to more efficiently use energy resources.

III. Issues

Travel Requirements

The City of La Pine serves as a service center for the outlying rural area which has a sprawling residential development pattern that was established in the 1960's, prior to Oregon's current land use planning requirements. The outlying area lacks many urban services, including commercial and service needs necessary for everyday life. Although lacking some services itself, the City of La Pine is the primary source for services such as grocery shopping, education and medical facilities. Thus, the transportation system is key to the citizens of the area, beyond the La Pine City limits. Most of the outlying residents needing such services from La Pine reside within 10 miles of the city limits.

Notwithstanding the fact that La Pine is the service area for many everyday needs to the surrounding area, La Pine is still today lacking some more specific requirements of everyday life (such as hospital and specialty/emergency medical services, and upper education opportunities) and a variety of employers and employment options. Thus, regional travel, primarily to the City of bend 35 miles to the north is essential.

The large distance between La Pine, the outlying residents and the larger service areas make vehicular travel the primary method of transportation. This is the most energy consumptive methods of travel in the immediate area. In order to minimize vehicular energy consumption the transportation system must be efficient and economical. A key component in future development will be to work with Deschutes County and ODOT to maintain an efficient and economical transportation system. Additionally, La Pine must seek methods for improving mass transit opportunities to move people and goods between La Pine, the outlying areas and larger service centers to the north in a more efficient manner.

Existing Development Pattern

The existing development pattern in La Pine was primarily established in the 1950's and 1960's. The commercial pattern is oriented toward US Highway 97 which bisects the community. The residential pattern is removed from the commercial areas and consists of larger lot neighborhoods. This pattern results in difficulty for pedestrians and

bicyclists traveling between their homes and service areas. New development patterns which require increased density along primary street corridors, with the development of bike lanes, sidewalks and bike/pedestrian trails that link residential areas to public destinations will encourage alternative travel modes (other than automobiles) and reduce energy consumption.

Energy Suppliers and Opportunities

La Pine's industrial areas and key location within Central Oregon will attract businesses seeking to develop alternative energy sources. A potential Bio-mass or other similar facility could easily locate to La Pine given the abundance of served industrial sites. Utilities to serve such uses will need to be coordinated with the service providers to ensure capacity availability. Mid-State Electric Co-operative provides electrical services to the community including long-range service and expansion plans. Natural Gas services are available from Cascade Natural Gas and opportunities for expansion are included in their long range capital program plans.

IV. Goals and Policies

Goal # 1: Create an arrangement and density of land uses to encourage energy conservation.

Policies

- Land use patterns shall achieve greater density for new residential development, including greater density along primary roadways where multi-modal transportation options are more practical.
- The City will require new construction to meet State standards and all building code requirements for weatherization and energy conservation.
- The land planning and site design shall encourage the positioning of buildings and use of vegetation to regulate the effects of the sun during the winter and summer months to implement passive energy use for heating and reduce the need for supplemental cooling.
- The City shall encourage the development of alternative energy sources such as solar, wind, geothermal and bio-mass.
- Lands that can accommodate energy production as a transitional use shall be encouraged.
- The City will seek ways to require and will encourage the further development of sidewalks, trails and other bike and pedestrian paths.
- The City shall increase the efficiency of all City operations where possible.

- Encourage recycling efforts throughout the community.

V. Programs

The City shall:

1. Collaborate with the Parks and Recreation District to create plans for the development of an efficient pedestrian bike and trail system.
2. Collaborate with Deschutes County and the Oregon Department of Transportation to develop and maintain an economical and efficient transportation system.
3. Develop land use regulations that increase residential densities along primary transportation corridors for new developed areas.
4. Develop land use regulations that require development to be oriented so that the effects of solar energy can be both maximized and minimized during the winter and summer months respectively.

City of LaPine – Comprehensive Plan - Chapter 12 Urbanization

I. State Planning Goal 14, Urbanization

The goal intends that cities provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

The Comprehensive Planning Process included an analysis of buildable land within the City limits as established with the 2006 incorporation. Along with the buildable lands determination, such lands were examined for their ability to be provided with necessary public facilities and services – this was coordinated with the master plans and comprehensive plans of the service providers and special districts. Based on this analysis, it was determined that the area within the existing City boundary contains enough (excess) area to meet the projected housing and economic land needs for the projected population growth over the 20-year planning period. Thus, the Urban Growth Boundary is commensurate with the established incorporated boundary. Further, an expansion of the UGB and/or City boundary is not anticipated. Future urban reserves planning will occur at an yet to be determined time.

II. Purpose and Intent

The purpose of the city in meeting this goal is to conform with the laws and statutes for establishing a sufficiency of buildable lands within urban growth boundary and making sure that there is a supportable analysis and determination of needed residential housing patterns. The appendix and other references above indicate that the inventory of buildable lands within the city limits is more than adequate to meet the demand over the 20 year planning period. This in combination with the inventory of economic and needed park, recreation, open space and utility facility lands shows that the current city limits is more than adequate to serve the long terms needs of the community except in the unique situations described in greater detail in the preceding chapters.

When comparing the amount of acres available for housing of all types within the city limits with the necessary acres and number of housing units, the data shows that there is an excess of acreage available within the current city limits to accommodate the projected housing need. Thus, the city limits can serve as the proposed UGB and this is commensurate with the existing incorporated boundary.

III. Issues

Transition of Resource lands to needed employment, recreation, open space, utility, or housing lands.

The City of La Pine currently contains a large number of forest and agricultural lands. The sheer number of these acres, 1,814 acres, will be a natural place to preserve or convert land to needed urban uses as the city requires during the planning period. How and when this will occur is the challenge. Notwithstanding the fact that La Pine is the service area for many everyday needs to the surrounding area, La Pine is still today lacking some more specific requirements of everyday life (such as hospital and specialty/emergency medical services, and upper education opportunities) and a variety of employers and employment options. Thus, additional lands may be needed over time to serve the demand.

Mixed Use Commercial Residential Districts

The Comprehensive Plan map includes a Mixed Use Commercial Residential area in the southern part of the city, along a traditional hard-line, prescriptive boundary between standard Commercial and single-family Residential. Most of the land along on either side of this boundary is either undeveloped or under-developed. The Mixed Use Commercial Residential District is intended primarily as a smaller scale, service and office commercial district, with associated residential that may consist of upper level apartments. A live-work design concept within the mixed use district would serve as an appropriate buffer between the formal commercial and residential districts, which abut. Although, stand alone commercial and residential uses that are designed to be compatible with abutting uses would also be appropriate. It is desirable for the development within the mixed use district to be master planned, but that may not be possible in all properties due to the small to medium size of the parcels. Some assemblage of properties will be necessary for proper master planning.

Existing Development Pattern

The existing development pattern in La Pine was primarily established in the 1950's and 1960's. The commercial pattern is oriented toward US Highway 97 which bisects the community. The residential pattern is removed from the commercial areas and consists of larger lot neighborhoods. This pattern results in difficulty for pedestrians and bicyclists traveling between their homes and service areas. New development patterns which require increased density along primary street corridors, with the development of bike lanes, sidewalks and bike/pedestrian trails that link residential areas to public destinations will encourage alternative travel modes (other than automobiles) and improve the concept of complete neighborhoods.

IV. Goals and Policies

Goal # 1: It is expected that Forest and Agricultural lands within the City limits will be converted to urban uses.

Policies

- Lands needed for supplementing housing, economic development, or other land uses shall be processed based upon need and balancing the urban form for the benefit of the community in its goal to establish a "Complete Community."
- Lands needed for supplementing housing, economic development, or other land uses shall be processed based upon need and balancing the urban form for the benefit of the community in its goal to establish a "Complete Community."

Goal #2: Land within the City limits is adequate to serve as the La Pine Urban Growth Boundary unless special circumstances are identified and established as reasonable and supportable.

Policies

- Land use patterns shall enhance the development of "Complete Neighborhoods."
- The City shall create details on the "Complete Neighborhood" concepts and prepare guidelines for implementing the goals. This includes a listing of what elements are missing and how to establish them within the three neighborhoods.
- The land planning and site design shall encourage the positioning of buildings and use of vegetation to promote and encourage the development of the missing elements in each neighborhood.
- The need for new mixed use areas within the City shall be explored on an as needed basis for the purpose of furthering the Complete Neighborhood planning concepts envisioned by the Plan.

- At such time as a transfer of land from the Bureau of Land Management to a government agency (City of La Pine or Deschutes County) occurs along the southwest City boundary, the use of such lands for rodeo facilities shall be examined. The City desires such land to be included within the City limits, with future administration of the lands and facilities used as rodeo grounds to be determined by mutual agreement of the City and the La Pine Park and Recreation District.
- Because the final designs and plans for the Wickiup Junction interchange (Highway 97 and Burgess Road intersection) have not been completed, designations for lands within the area labeled Wickiup Junction Improvement Area on the Plan map may need to be changed when final plans are adopted. Such changes to land use designations shall be for the purpose of better coordination between the transportation facilities and adjacent land uses.
- The Urban Growth Boundary and need for new lands/annexation should be reviewed every 2-years. However, this does not obligate the City to do formal Urban Reserves Planning for such expansion.

V. Programs

The City shall:

1. Hold workshops to further refine the complete neighborhood concepts.
2. Hold hearings to formalize the guidelines and goals for each neighborhood.
3. Develop standards that provide how and when Forest and Agricultural lands are to be converted to other uses.
4. Define special exceptions for expanding the urban growth boundary for special uses, etc. – Rodeo grounds, tourist areas, utility needs, etc.
5. Review the inventory of land needs within the urban growth boundary every two years to determine adequacy and provisions for any needed expansion.

Appendices

1. Wastewater System capital Facilities Plan, La Pine Special Sewer District, Deschutes County, Oregon 2006 (HGE Inc.)
2. Water System Capital facilities Plan and Water Management and Conservation Plan, La Pine Water District, Deschutes County, Oregon – 2009 – (HGE Inc.)
3. La Pine Park and Recreation District Comprehensive Plan - Summer 2005 (GEL Oregon Inc.; J.T Atkins & Company PC)
4. Bend-La Pine Schools 2005 Sites and Facilities Plan – December 5, 2005
5. Greater La Pine Community Wildfire Protection Plan – December 13, 2005 (Kate Lighthall)
6. Deschutes County Comprehensive Plan – Title 23 of the Deschutes County Code, 2009 Buildable Lands Analysis, 2009 Economic Opportunities Analysis, Historic Lands Inventory – Pat Kliewer, Census and Claritas, Inc., Data sets, Oregon Employment Department Data Sets, Related Resource Data – State of Oregon and Bureau of Economic Analysis

La Pine Comprehensive Plan and Urban Growth Boundary Proposed Findings

Overview

The City of La Pine, incorporated in 2006, is Oregon's newest City. In an effort to fulfill all obligations of incorporation, La Pine is now on its way to fulfilling the land use planning requirements adopted by the State and administered by the Department of Land Conservation and Development. First in this effort is the creation of La Pine's first Comprehensive Land Use Plan and the establishment of an Urban Growth Boundary (UGB). Over the last half of 2008 and throughout 2009 the City has worked with a consultant team, local and regional agencies, and, most importantly, the citizens of La Pine to develop a direction for land uses in the community for the next 20 years. Because this is the first Comprehensive Plan and UGB for La Pine as an incorporated City (previous land use planning was done under the jurisdiction of Deschutes County and the State Unincorporated Community Rules), the citizen involvement portion of the process was emphasized – self-direction was an overriding theme expressed by citizens throughout the planning process.

Since this is the first Comprehensive Plan and UGB for La Pine, the planning process was targeted at meeting the basic requirements of the applicable Oregon Statutes and Administrative Rules, and implementing the State Land Use Planning Goals at the local level. The key components on which the Plan and UGB were based include the Adopted and Acknowledged 2009-2029 Deschutes County Coordinated Population Forecast, which included the City of La Pine, a Buildable Lands Inventory for the area within the City limits and an Economic Opportunities Analysis. Additionally, because many of the public facilities and services within La Pine are provided by Special Districts and not the City, coordination with the master plans of those groups was essential. Additionally, transition from County jurisdiction was taken into consideration – it assumed that a variety of services will still be provided by Deschutes County for the near future until the City has the capability to take over those roles.

The following findings are offered in support of the Comprehensive Plan and the establishment of an Urban Growth Boundary for the City of La Pine. They serve as a summary of the technical data included in the Plan and describe the correlation between such data and the development of the goals and policies.

Basic Findings of Fact

1. In 2009 Deschutes County amended its coordinated population forecast to include the City of La Pine. The population projection for La Pine for the year 2029 is 2,566 persons. This is an increase in the population of approximately 1,000 persons over the 20-year planning period or 50 persons per year on average. The increase is based on a conservative average annual growth rate of 2.2% as agreed upon in the adopted and acknowledged 2009-2029 Deschutes County Coordinated Population Forecast. Although the current economic crisis has severely dampened residential growth in La Pine, it is still important to look out over the

- 20-year planning period to forecast potential land use needs to accommodate planned growth.
2. A Buildable Lands Inventory was completed for La Pine to determine the amount of land available and necessary for housing. Additionally, this inventory aided in determining the amount of land available for economic use. The inventory examined vacant lands as well as lands that were only partially developed or that were potentially redevelopable. The basis for determining what was redevelopable depended on the age and condition of the structures on the site as qualified by the Deschutes County Tax Assessor. The inventory also took into account lands that were otherwise encumbered by physical factors such as floodplain or lack of public services. It was determined that over 2,700 acres of land were available for residential development inside the La Pine City limits.
 3. Based upon available Census/Claritas data and as combined with local trend data, the assumption of 3.0 persons per household was used in determining residential land need for the planning period. Additionally, it was projected that over the planning period an average residential density of 3.0 units per net acre could be achieved. This goal begins with recognizing the current low density of approximately 1.0613 people per the 1,566 gross acres of currently zoned residential land ($1.0613 \times 1,566$ acres = current population of 1662). Increasing density by nearly 3 times the current rate may be aggressive, but it must be understood that the current range of housing choices is 97% single family residential. Thus, the proposed goals, policies, programs, and proposed land use designations contained in the Plan are designed to help improve the type of housing choices and mixed uses as a way to increase density. It was also projected that over the planning period that housing choices could be split according to a 60% single family residential to 40% multiple family residential housing ratio (although La Pine is far from this ratio currently). In combination, these factors indicate that 945.67 acres of residential land will be needed to accommodate the projected population growth over the 20-year planning period – all of this is available within the proposed UGB. The ultimate goal is to blend the desires of the community to have more choices in housing types while retaining elements that reflect community values. To achieve this goal, the future zoning ordinances that implement the Plan goals and policies will also include livability standards and density allocations per zone.
 4. The primary economic lands in La Pine are the industrial lands located in the southeast portion of the City and the commercial lands, which generally follow the Highway 97 corridor in the southernmost and northernmost portions of the City. Much of the industrial land is vacant and available for new development, but there are inadequate amounts of large individual acreages. There is a need and desire for acreages of over 100 acres in size. The City of La Pine has identified other industrial and employment lands areas within the City/UGB that can be converted over time from resource uses to employment lands. The majority of the commercial lands have existing development that serves both the citizens and traveling public. Overall, La Pine has 482.80 gross acres of economic lands, with 449.00 net acres being available for development. It is projected that the city limits currently provides for all acreage needed during the

- planning period except for several “shovel-ready” large industrial development parcels of over 100 acres in size and potential recreational lands.
5. Overall, the UGB is proposed to be the same line as the boundary of the City limits. It is understood that the UGB will likely last longer than 20 years for most residential and commercial development. While the citizens of La Pine will want economic development as soon as possible, the current slow economic recovery will likely keep things from moving as fast as desired. Nonetheless, La Pine is planning for a future that accommodates planned growth. As described in more detail below, it is also understood the intent of having the UGB and City limits be the same line is to - assure the public of consistent jurisdiction for delivery of public services, including consistent land use; cohesion in developing the complete neighborhood concepts; delivery of utility and emergency services; code enforcement; and, allocation of tax dollars. The seamless jurisdiction of local government over the newly incorporated area is a top priority for the citizens of La Pine. The UGB will be filled up and developed with a variety of planned urban uses and holding zones where needed to address phased growth for the term of the Plan. This includes large lot industrial development, which must be available to respond to market desires and trends. It is essential for La Pine to not only have a variety of industrial lands but a ready supply of larger parcels for immediate development. In this way, La Pine can be more sustainable and effectively compete for businesses and industry that have traditionally overlooked La Pine in favor of Bend, Redmond, Prineville, etc.
 6. The Comprehensive Planning process was done in accordance with and in order to fulfill the requirements of Oregon’s Statewide Planning Goals. Goal 1, which mandates citizen involvement in the process was a key component in understanding the desires of the community and embodying them into the Plan. A series of public meetings, workshops, and open houses were held throughout the process at which public comment was taken. A Technical Advisory Committee was created which included representatives from various public agencies, private groups and special interest - all of which provide services to the community of La Pine. The work with the Technical Advisory Committee included coordination with Deschutes County officials for assistance in gathering information appurtenant to the project. During the planning process a Planning Commission was appointed – the Planning Commission is now the official public involvement body for the City. Lastly, the La Pine City Council and Deschutes County Board of County Commissioners were regularly updated and involved throughout the planning process. Formal public hearings were held before the City and County Planning Commissions and City Council whereby public testimony was heard.
 7. Many of the public facilities and services in La Pine (such as water, sewer, fire, law enforcement, recreation) are provided and administered by separate districts and public agencies. The City of La Pine does not yet have the capability to provide these services, but they plan to. The parties are currently in discussions about the future transfer of water and sewer services from the Special Districts. As the City grows, the local City government will expand and absorb other services. Many of the Goals and Policies contained in the Comprehensive Plan require continued coordination with such agencies and districts, and direct City

endeavors to align with those of the service providers to the greatest degree possible.

8. An important factor for the community is the Highway 97 corridor. Highway 97 bisects the City and serves not only as the primary transportation link to/through the City, but it is also an obstacle that must be overcome for practical land use planning. Continuing work with the Oregon Department of Transportation, including transportation improvement projects, is critical for the economic health of the community.
9. The Comprehensive Plan includes separate chapters which address all applicable Statewide Planning Goals. Included within each chapter is data sufficient to analyze the city's ability to provide the necessary land area and services to accommodate the projected population growth. Goals and policies have been established to give direction to the City Council and to let citizens know how their community will develop over the planning period.
10. Through the Comprehensive Planning process, it was determined that there are adequate lands within the existing City limits to meet housing and commercial land needs for the next 20 years. Thus, for this and other reasons described above, the Urban Growth Boundary will be commensurate with the incorporated area. Urban reserves planning will occur at an undesignated time in the future.
11. A Comprehensive Plan Map which identifies existing and future land uses has been developed to correspond with the text of the Plan. The map includes land use designations for residential uses (single family and multiple family), commercial, and industrial lands. Additionally, special areas were identified where on-going planning projects (Wickiup Junction Improvement Area) will affect the land uses in a yet to be determined fashion. Unlike many communities, La Pine will retain a large expanse of land with a Forest designation until these lands are rezoned for employment land and recreational purposes. The City intends to rezone those resource lands that are within the City limits within the next 24 months. These lands will be urbanized over the planning period and designated for employment and recreation lands as shown on the Comprehensive Plan map. Much of this land lies on the east side of the City where new streets will provide adequate access and services for potential large lot industrial lands and opportunities for large energy production sites. La Pine is fortunate to be able to retain large parcels for economic development and to accommodate transitional uses until such time lands are needed for their ultimate urban development purposes. Such transitional uses include recreation, large lot industrial development, sewer expansion, energy production sites, wildfire management areas, which also include removal of vegetation as necessary to support healthy forest or to potentially provide fuels for biomass plants and other industry.

Conformance with Statewide Planning Goals

Goal 1: Citizen Involvement

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Findings: The public involvement efforts associated with the Comprehensive Planning process included mailed public notice, notices posted in conspicuous places throughout

the community and formal notice printed in local newspapers, the broader community's "Bulletin" newspaper, and other local venues to advertise for public meetings and hearings. A variety of public information meetings were held at which citizens gave input on the vision for their community and were educated about the Oregon planning requirements. A Technical Advisory Committee that included representatives from service districts, private business organizations and partner agencies met a variety of times to discuss specifically targeted topics related to their expertise. Toward the end of the planning process a Planning Commission was appointed as the formal public involvement body for the City. Work sessions and public hearings were held before the Planning Commission and City Council to receive input on the goals, policies and direction of the Plan. In addition to the meetings and hearings, all materials generated throughout the planning process were posted to the City web site and were available in hard copy at City Hall. City staff and consultants were available to the community and this helped those who could not make the meetings and needed to ask questions in person, via email, or phone. The City also provided Braille copies of the Plan to those who requested it.

Based on this course of action the City has complied with the Citizen Involvement requirements of the Goal and made additional efforts to obtain public input in the planning process.

Goal 2: Land Use Planning

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

Findings: The City of La Pine Comprehensive Plan and establishment of an Urban Growth Boundary are the initial steps toward implementing the Oregon planning requirements at the local level. As part of this process the City and their consultant utilized a variety of studies and trend data from the US Census, Claritas, Oregon Economic and Employment Departments, DLCDD, BLM, OEDD; Deschutes County, etc. The City also prepared a Buildable Land Inventory and Economic Opportunities Analysis to establish a basis for future urban land needs. Additionally, the master plans and comprehensive plans from service districts and partner agencies were utilized to ensure that City goals and policies were aligned with those service providers. The districts and agencies included: the La Pine water and sewer district; the La Pine Park and Recreation District; the La Pine Rural Fire Protection District; Deschutes County; USFS; BLM; ODOT; and, the Bend-La Pine School District, etc. All goals and policies of the Plan and the Urban Growth Boundary were designed to be consistent with the direction of the existing service providers and to meet future needs based on the coordinated population forecast and area employment forecasts.

Based on the fact that this is the initial Comprehensive Plan and designation of an Urban Growth Boundary for La Pine, and both the Plan and UGB were coordinated with service providers, the City of La Pine has complied with Land Use Planning requirements of the Statewide Planning Goals.

Goal 3: Agricultural Lands

To preserve and maintain agricultural lands.

Findings: Small pockets of land designated as Agriculture on the previous Deschutes County Comprehensive Plan exist along the floodplain and riparian areas associated with the Little Deschutes River as it runs through La Pine. Although the City is not required to plan for agricultural lands within the UGB, the Comprehensive Plan contains goals and policies indicating that such lands should be preserved and incorporated into future development as open space or in other mixes of uses as practicable. Additionally, the right to continue agricultural practices on such lands until they further developed is included in the policies of the Plan.

Goal 4: Forest Lands

To preserve and maintain forest lands.

Findings: Large areas of undeveloped land designated as Forest on the previous Deschutes County Comprehensive Plan exist along the west side of the City, generally west of Highway 97. Although the City is not required to plan for forestlands within the UGB, the Comprehensive Plan contains goals and policies indicating that such lands should be preserved and incorporated into future development as open space and wildlife corridors as practicable or as large lots for future industrial and employment land needs. Additionally, the right to continue forest practices on such lands until such time as they further developed is included in the policies of the Plan. Lastly, a wildfire protection overlay designation has been placed on such lands to ensure that such lands do not become a hazard to the community.

Goal 5: Open Space, Scenic and Historic Areas and Natural Resources

To protect natural resources and conserve scenic and historic areas and open space.

Findings: Goal 5 planning for the City and surrounding area was done by Deschutes County as part of their Comprehensive Planning when the community was under their jurisdiction. The acknowledged Goal 5 resources include view shed corridor protection along the Little Deschutes River and the protection of wildlife (deer) migration corridors through the community. Policies that acknowledge these resources are included in the Plan and it is assumed that similar protection will be afforded when the City develops a development code. Additionally, an inventory of historic and cultural resources was completed during the comprehensive planning process – this inventory was adopted by the City Council and will be the basis for developing a Historic Code to implement the policies for protecting such resources as stated in the Plan. Lastly, the continued designations of agriculture and forest for lands within the City (per previous Deschutes County Comprehensive Plan designation), will result in retention of open space until master planning of these areas can be completed.

Based on these factors, the Open Space, Scenic and Historic Areas and Natural Resources in La Pine will be continually protected and planned for as required by the Goal.

Goal 6: Air, Water and Land Resources Quality

To maintain and improve the quality of the air, water and land resources of the state.

Findings: There are no specifically identified air or land resources that are areas of concern in the La Pine UGB. However, La Pine is within an area that has been identified as a high groundwater area of concern. A study of the La Pine area (including the surrounding rural area) by Deschutes County found high levels of nitrates in the groundwater. A goal of the City is to eliminate septic systems within the community by working with the La Pine sewer district to expand the sewer system to unserved areas within the UGB. Additionally, it will be a requirement of all new development to connect to the sewer system.

Another area of concern is protection of the Little Deschutes River. The Plan includes policies that will protect the riparian corridor and water quality of this resource. Development and encroachment into the corridor will be limited. Additionally, future urban storm water management regulations will be implemented to protect both the river and ground water resources from this potential source of contamination.

Based on these factors, the Air, Water and Land Resources in La Pine will be continually protected and planned for as required by the Goal.

Goal 7: Areas Subject to Natural Disasters and Hazards
To protect people and property from natural hazards.

Findings: The two areas of concern are the risk of wildfire on forested lands and flooding along the Little Deschutes River. As part of the planning process, the City consulted with the La Pine Rural Fire Protection District and the Deschutes County Forester. The direction was to adopt policies which implement the Greater La Pine Community Wildfire Protection Plan. In this effort, policies were adopted to require the establishment of a Wildfire Protection Overlay Zone for the forested areas within the UGB. The designation of such areas will require lands to be managed to reduce and prevent the risk of wildfire prior to and in conjunction with development.

The floodplain and floodway associated with the Little Deschutes River has been mapped by FEMA. Policies which limit development in these areas, with specific protections for all development that is allowed, will be implemented in a manner similar to the previous requirements imposed by Deschutes County.

Based on policies associated with fire protection (including a fire protection overlay zone) and limiting development in the floodplain, the people and property of La Pine will be protected from natural hazards.

Goal 8: Recreational Needs

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Findings: The recreational needs of the citizens and visitors to the community are met in both formal and informal ways. The La Pine Park and Recreation District provides and administers the formal recreational opportunities within the community – these include parks and recreational programs. The District has an adopted Comprehensive Plan which

specifies park and program needs; necessary facilities and improvements; aspirational goals and policies; and, funding methods. This plan gives direction to the formal recreational needs of the community for the next 20-years. The City of La Pine Comprehensive Plan requires coordination with the Park and Recreation District and includes policies that will require all new development to consider the recreational needs of citizens as outlined in the District Comprehensive Plan.

The informal recreational needs of the community are met primarily by the surrounding public lands, including the national forests, national recreation areas and state parks. It is anticipated that the tight controls over such lands will ensure that development in such areas will be limited and that the recreational opportunities will be retained. The City Plan requires continued coordination with the BLM, National Forest and Oregon Department of Parks and Recreation as any changes to such areas are proposed or when more land is needed.

Goal 9: Economic Development

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens

Findings: Goal 9 requires that Comprehensive plans and policies shall contribute to a stable and healthy economy in all regions of the state. Such plans shall be based on inventories of areas suitable for increased economic growth and activity after taking into consideration the health of the current economic base; materials and energy availability and cost; labor market factors; educational and technical training programs; availability of key public facilities; necessary support facilities; current market forces; location relative to markets; availability of renewable and non-renewable resources; availability of land; and pollution control requirements. In determining the proper data collection and approach for the Economic Opportunities Analysis data from National, State, and Local resources were utilized. The overall result of such data shows that La Pine has adequate lands for economic development purposes and that the current city limits can serve as the primary urban growth boundary for the 20 year planning period unless new factors arise that show additional land is needed for large lot industrial development and/or land is needed for specific tourism/recreational needs such as the proposed Rodeo expansion.

Goal 10: Housing

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

Findings: Goal 10 requires incorporated cities to complete an inventory of buildable residential lands and to encourage the availability of adequate numbers of housing units in price and rent ranges commensurate with the financial capabilities of its households. Goals and policies have been included in the Comprehensive Plan that are aimed at providing a mix of housing types to meet the goal and begin to change the existing pattern of single family dwellings being the primary housing option.

In determining the housing need, the primary basis of information is the buildable lands inventory (BLI) that was done with the creation of the Comprehensive Plan. The BLI

contains the population data, land data and housing mix data necessary to determine the overall housing need for the 20-year planning period.

The Deschutes County coordinated population study indicated that La Pine will grow by approximately 1,000 citizens over the 20-year planning period. The 2029 population projection is 2,566 people within the UGB.

The existing number of housing units and average density within the UGB on residential zoned lands is very low. There are a total of 871 single-family units and 54 multiple family units on approximately 572 acres. This results in an average density of 1.61713 units per acre showing that there is prevalence of single-family dwellings on larger lots.

The BLI found that over 2,700 acres of buildable (including vacant and redevelopable) acres of land available for residential uses inside the existing incorporated boundary. Much of this land is in the central part of the City, west of Highway 97, in a neighborhood master planned by Deschutes County over the past few years.

While evaluating the research data for the Comprehensive Plan, an average household size of 3.0 persons was assumed. Additionally, a future average residential density of 3.0 units per net acre was used as a future goal. It was also assumed, as a goal, that housing would be split according to a 60% single family residential to 40% multiple family residential housing ratio (although La Pine is far from this ratio currently). In combination, these factors indicate that no new acres of residential land area will be needed as residential lands to accommodate the projected population growth over the 20-year planning period. When comparing the amount of acres available for housing of all types within the UGB with the necessary acres and number of housing units, the data shows that there is an adequate acreage available within the UGB to accommodate the projected housing need.

The UGB is commensurate with the existing incorporated boundary. The primary reason for this began during incorporation process. The unincorporated rural communities of La Pine and Wickiup Junction were separated by approximately two miles with a large expanse of vacant land that was ripe for development lying in between. Additionally, the need for services (water and sewer) was necessary in both areas of the community. Thus, for planning purposes and economy in providing services to the developed areas, both areas and the undeveloped area in between were all included in the incorporated boundary. For this reason, and other reasons stated above, the proposed UGB is the logical choice.

In addition to the land area available for housing, the areas designated as residential on the Plan Map also include enough acreage for ancillary uses such as schools, churches, parks, other community spaces, and energy production uses, etc. to serve residents.

The following are the residential land use districts designated by the La Pine Comprehensive Plan Map:

RS - Single Family Density Residential Zone
RM - Multi-Family Density Residential Zone
MR - Neighborhood Master Plan Residential Zone

These three basic districts will replace the previous designations on the Deschutes County Comprehensive Plan Map, which were specific to a neighborhood master plan design and still reflected the rural residential exception area designation that was in place prior to incorporation.

In addition to the strictly residential zones, the Plan Map also includes some mixed use designations which will allow residential use in combination with a variety of small scale commercial uses.

Overall, the distribution of land designated for housing was coordinated with service commercial areas and employment centers to result in the development of complete neighborhoods. The complete neighborhood concept will allow residents to meet basic daily needs in close proximity to their homes and mesh well with other goals and policies of the Plan that encourage and require multi-modal transportation options, less consumption of energy and the economically viable provision of public facilities and services.

Based on the creation of the BLI as a base document for reference, the designation of lands for a variety of housing types and options, and the existing acreage necessary for housing to meet the population projections, the City will satisfy the intent of this goal to provide for the housing needs for the citizens of the state.

Goal 11: Public Facilities and Services

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

Findings: Under the Oregon planning process, Cities with a population of less than 2,500 people are not required to develop a public facility plan – typically water and sewer master plans, and transportation plans. Since La Pine's current population is approximately 1,600 people and is only projected to grow to 2,600 people in the 20-year planning period, it will be some time before this is a requirement that must be fulfilled by the City. Notwithstanding this fact, the water and sewer services in the City are provided and administered by the La Pine Water and Sewer Districts.

The La Pine Water and Sewer Districts are agencies that provide water and sewer service within the community. These districts have management and capital facilities master plans which guide future expansion of the facilities in the community. These plans have been adopted by the governing boards of those agencies and have been formally put into action. The goals and policies of the City's Comprehensive Plan require continued coordination between the City and the districts to determine the carrying capacity of lands within the City, the expansion of the system to serve those areas projected to develop first and eventual development of system development charges to aid in funding capital improvements. The acknowledgement of the districts adopted plans and required

coordination with City land use patterns will ensure that there will be a timely, orderly and efficient arrangement of public facilities and services to serve the projected urban development.

Goal 12: Transportation

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

Findings: The City of LaPine is adopting goals and policies aimed at developing a multimodal transportation system as development occurs within the UGB. Ultimately, the City will develop a Transportation System Plan (TSP) that is consistent with the policies of Statewide Planning Goal 12 - Transportation. A key component for the creation of a TSP and capital improvements is funding and revenue – currently La Pine does not have the necessary funds to complete major street maintenance and improvement projects. However, the City in collaboration with other agencies, is working on a transportation corridor plan that will be the basis for a future TSP. The City is currently working with partner agencies, ODOT, LIGI, and Deschutes County, to complete the necessary planning for major improvements such as the Wickiup Junction interchange and a Highway 97 Corridor Study that will examine the need for improvements at key intersections through the City. Other than these major projects, secondary projects within the community include the paving of some unimproved local streets and the construction of sidewalks, bike lanes and a trail system along arterials to encourage less reliance on vehicular travel. However, identification of specific projects, along with prioritization, will have to wait until the City's TSP is developed and a corresponding Capital Improvement Plan is adopted – again, this is contingent on a steady source of funding.

To this end, the City is working internally and with Deschutes County to develop the methodology for adopting System Development Charges for street improvements. Over the past few years, Deschutes County had been charging Transportation SDC's for new development in the City area that is now incorporated – those funds will likely be transferred to the City for improvements within the UGB or the City will create their own SDC program. The Comprehensive Plan contains goals and policies aimed at providing a steady source of revenue that also include the possibility of alternative sources over and above SDC's – these include local improvement districts, grants, levies, taxes, bonds, etc., all of which are dependent upon the funding necessary to complete anticipated projects in the yet to be completed TSP.

Until the TSP is completed and certain funding options are in place, the City will rely on policies that require new development to complete multi-modal transportation improvements as deemed necessary to support the proposed development. This means exactions imposed on new development through the land use planning process will be the primary source of improvements within the community until the TSP is completed and revenue sources are realized, except for any improvements that are done by ODOT along the Highway 97 corridor.

By implementing goals and policies that require multi modal improvements to be constructed, for permanent funding methods to be adopted, for a TSP to be developed and

for a Capital Improvement Program to be adopted, the City of La Pine will provide and encourage a safe, convenient and economic transportation system as envisioned by the Goal.

Goal 13 Energy Conservation

To conserve energy.

Findings: The City of La Pine has an existing development pattern that consists of low density, large lot, and single-family residential development. Many of the residents of the neighborhoods within La Pine must travel by automobile for basic everyday needs. Bicycle and walking are not viable options for many residents due to the distances between housing and service areas and the lack of facilities such as bike lanes and sidewalks. Additionally, much of the employment base for residents of La Pine is in Bend, 30 miles to the north. Again, vehicular travel is necessary on Highway 97 to reach jobs. All of these factors contribute to an inefficient use of energy for residents of the community.

Goals and policies within various chapters of the Plan will all work together to reduce energy consumption within the community. The Comprehensive Plan Map shows that housing, commercial and employment lands have been oriented to create Complete Neighborhoods with centers that will be characterized by denser development and a mix of uses, including commercial services. Other goals and policies aimed at increasing sidewalks and bike lanes with new development will allow an interaction between areas that does not rely on vehicular travel. Complete Neighborhoods will begin to alleviate the need to drive to Highway 97 for access to all parts of the City and to reach all services.

The City of La Pine is also planning to provide for transitional uses of lands that may result in a variety of energy production options. For example, the large acres of BLM land, within the City that lie next to city sewage treatment plant will likely be transferred to the City or County. While these lands may not be needed for sewer purposes for many years, they do provide lands upon which to develop solar arrays and other energy production facilities given their close proximity to the BPA energy lines. This type of energy product will help La Pine with utilization of vacant lands until they are needed for their ultimate urban purpose.

Goal 14: Urbanization

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Findings: The Comprehensive Planning Process included an analysis of buildable land within the City limits as established with the 2006 incorporation. Along with the buildable lands determination, such lands were examined for their ability to be provided with necessary public facilities and services – this was coordinated with the master plans and comprehensive plans of the service providers and special districts. Based on this analysis, it was determined that the area within the existing City boundary contains

adequate lands needed to meet the projected housing and economic land needs for the projected population growth over the 20-year planning period. The Urban Growth Boundary is commensurate with the established incorporated boundary. Further, an expansion of the UGB and/or City boundary is not anticipated for residential uses. Future urban reserves planning will occur at an yet to be determined time.

Urban Growth Boundary

VI. CONFORMANCE WITH STATE STATUTES

ORS 197.296 Factors to establish sufficiency of buildable lands within urban growth boundary; analysis and determination of residential housing patterns.

(a) Inventory the supply of buildable lands within the urban growth boundary and determine the housing capacity of the buildable lands; and

Findings: In determining the housing need, the primary basis of information is the buildable lands inventory (BLI) that was done with the creation of the Comprehensive Plan. The BLI contains the population data, land data and housing mix data necessary to determine the overall housing need for the 20-year planning period. Much of the data included in the BLI is contained in the text of the Comprehensive Plan with the BLI serving as an exhibit.

(b) Conduct an analysis of housing need by type and density range, in accordance with ORS 197.303 and statewide planning goals and rules relating to housing, to determine the number of units and amount of land needed for each needed housing type for the next 20 years.

Findings: In determining the housing need, the primary basis of information is the buildable lands inventory (BLI) that was done with the creation of the Comprehensive Plan. The BLI contains the population data, land data and housing mix data necessary to determine the overall housing need for the 20-year planning period.

The Deschutes County coordinated population study indicated that La Pine will grow by approximately 1,000 citizens over the 20-year planning period. The 2029 population projection is 2,566 people within the UGB.

The existing number of housing units and average density within the city limits is 871 single-family units and 54 multiple family units, on 572 acres for a density of 1.61713 units per acre. This in combination with the density of units over all residential lands reveals that the overall density within the city limits is relatively low due to the prevalence of single-family dwelling on larger lots.

The BLI found approximately 945.67 buildable (including vacant and redevelopable) acres of land was needed for residential uses inside the existing incorporated boundary. Much of this land is in the central part of the City, west of Highway 97, in a neighborhood master planned by Deschutes County over the past few years.

While preparing the data for the Comprehensive Plan, an average household size of 3.0 persons was assumed. Additionally, an average future residential density of 3.0 units per

acre was used. It was also assumed that housing would be split according to a 60% single family residential to 40% multiple family residential housing ratio (although La Pine is far from this ratio currently). In combination, these factors indicate that there are adequate acres of land area to accommodate future housing units to meet the projected population growth over the 20-year planning period. When comparing the amount of acres available for housing of all types within the city limits with the necessary acres and number of housing units, the data shows that there is adequate acreage available within the current city limits to accommodate the projected housing need. Thus, the city limits can serve as the proposed UGB and this is commensurate with the existing incorporated boundary.

La Pine Comprehensive Plan and Urban Growth Boundary Findings

Overview

The City of La Pine, incorporated in 2006, is Oregon's newest City. In an effort to fulfill all obligations of incorporation, La Pine is now on its way to fulfilling the land use planning requirements adopted by the State and administered by the Department of Land Conservation and Development. First in this effort is the creation of La Pine's first Comprehensive Land Use Plan and the establishment of an Urban Growth Boundary (UGB). Over the last half of 2008 and throughout 2009 the City has worked with a consultant team, local and regional agencies, and, most importantly, the citizens of La Pine to develop a direction for land uses in the community for the next 20 years. Because this is the first Comprehensive Plan and UGB for La Pine as an incorporated City (previous land use planning was done under the jurisdiction of Deschutes County and the State Unincorporated Community Rules), the citizen involvement portion of the process was emphasized – self-direction was an overriding theme expressed by citizens throughout the planning process.

Since this is the first Comprehensive Plan and UGB for La Pine, the planning process was targeted at meeting the basic requirements of the applicable Oregon Statutes and Administrative Rules, and implementing the State Land Use Planning Goals at the local level. The key components on which the Plan and UGB were based include the Adopted and Acknowledged 2009-2029 Deschutes County Coordinated Population Forecast, which included the City of La Pine, a Buildable Lands Inventory for the area within the City limits and an Economic Opportunities Analysis. Additionally, because many of the public facilities and services within La Pine are provided by Special Districts and not the City, coordination with the master plans of those groups was essential. Additionally, transition from County jurisdiction was taken into consideration – it assumed that a variety of services will still be provided by Deschutes County for the near future until the City has the capability to take over those roles.

The following findings are offered in support of the Comprehensive Plan and the establishment of an Urban Growth Boundary for the City of La Pine. They serve as a summary of the technical data included in the Plan and describe the correlation between such data and the development of the goals and policies.

Basic Findings of Fact

1. In 2009 Deschutes County amended its coordinated population forecast to include the City of La Pine. The population projection for La Pine for the year 2029 is 2,566 persons. This is an increase in the population of approximately 1,000 persons over the 20-year planning period or 50 persons per year on average. The increase is based on a conservative average annual growth rate of 2.2% as agreed upon in the adopted and acknowledged 2009-2029 Deschutes County Coordinated Population Forecast. Although the current economic crisis has severely dampened residential growth in La Pine, it is still important to look out over the

20-year planning period to forecast potential land use needs to accommodate planned growth.

2. A Buildable Lands Inventory was completed for La Pine to determine the amount of land available and necessary for housing. Additionally, this inventory aided in determining the amount of land available for economic use. The inventory examined vacant lands as well as lands that were only partially developed or that were potentially redevelopable. The basis for determining what was redevelopable depended on the age and condition of the structures on the site as qualified by the Deschutes County Tax Assessor. The inventory also took into account lands that were otherwise encumbered by physical factors such as floodplain or lack of public services. It was determined that over 2,700 acres of land were available for residential development inside the La Pine City limits.
3. Based upon available Census/Claritas data and as combined with local trend data, the assumption of 3.0 persons per household was used in determining residential land need for the planning period. Additionally, it was projected that over the planning period an average residential density of 3.0 units per net acre could be achieved. This goal begins with recognizing the current low density of approximately 1.0613 people per the 1,566 gross acres of currently zoned residential land ($1.0613 \times 1,566$ acres = current population of 1662). Increasing density by nearly 3 times the current rate may be aggressive, but it must be understood that the current range of housing choices is 97% single family residential. Thus, the proposed goals, policies, programs, and proposed land use designations contained in the Plan are designed to help improve the type of housing choices and mixed uses as a way to increase density. It was also projected that over the planning period that housing choices could be split according to a 60% single family residential to 40% multiple family residential housing ratio (although La Pine is far from this ratio currently). In combination, these factors indicate that 945.67 acres of residential land will be needed to accommodate the projected population growth over the 20-year planning period – all of this is available within the proposed UGB. The ultimate goal is to blend the desires of the community to have more choices in housing types while retaining elements that reflect community values. To achieve this goal, the future zoning ordinances that implement the Plan goals and policies will also include livability standards and density allocations per zone.
4. The primary economic lands in La Pine are the industrial lands located in the southeast portion of the City and the commercial lands, which generally follow the Highway 97 corridor in the southernmost and northernmost portions of the City. Much of the industrial land is vacant and available for new development, but there are inadequate amounts of large individual acreages. There is a need and desire for acreages of over 100 acres in size. The City of La Pine has identified other industrial and employment lands areas within the City/UGB that can be converted over time from resource uses to employment lands. The majority of the commercial lands have existing development that serves both the citizens and traveling public. Overall, La Pine has 482.80 gross acres of economic lands, with 449.00 net acres being available for development. It is projected that the city limits currently provides for all acreage needed during the

- planning period except for several “shovel-ready” large industrial development parcels of over 100 acres in size and potential recreational lands.
5. Overall, the UGB is proposed to be the same line as the boundary of the City limits. It is understood that the UGB will likely last longer than 20 years for most residential and commercial development. While the citizens of La Pine will want economic development as soon as possible, the current slow economic recovery will likely keep things from moving as fast as desired. Nonetheless, La Pine is planning for a future that accommodates planned growth. As described in more detail below, it is also understood the intent of having the UGB and City limits be the same line is to - assure the public of consistent jurisdiction for delivery of public services, including consistent land use; cohesion in developing the complete neighborhood concepts; delivery of utility and emergency services; code enforcement; and, allocation of tax dollars. The seamless jurisdiction of local government over the newly incorporated area is a top priority for the citizens of La Pine. The UGB will be filled up and developed with a variety of planned urban uses and holding zones where needed to address phased growth for the term of the Plan. This includes large lot industrial development, which must be available to respond to market desires and trends. It is essential for La Pine to not only have a variety of industrial lands but a ready supply of larger parcels for immediate development. In this way, La Pine can be more sustainable and effectively compete for businesses and industry that have traditionally overlooked La Pine in favor of Bend, Redmond, Prineville, etc.
 6. The Comprehensive Planning process was done in accordance with and in order to fulfill the requirements of Oregon’s Statewide Planning Goals. Goal 1, which mandates citizen involvement in the process was a key component in understanding the desires of the community and embodying them into the Plan. A series of public meetings, workshops, and open houses were held throughout the process at which public comment was taken. A Technical Advisory Committee was created which included representatives from various public agencies, private groups and special interest - all of which provide services to the community of La Pine. The work with the Technical Advisory Committee included coordination with Deschutes County officials for assistance in gathering information appurtenant to the project. During the planning process a Planning Commission was appointed – the Planning Commission is now the official public involvement body for the City. Lastly, the La Pine City Council and Deschutes County Board of County Commissioners were regularly updated and involved throughout the planning process. Formal public hearings were held before the City and County Planning Commissions and City Council whereby public testimony was heard.
 7. Many of the public facilities and services in La Pine (such as water, sewer, fire, law enforcement, recreation) are provided and administered by separate districts and public agencies. The City of La Pine does not yet have the capability to provide these services, but they plan to. The parties are currently in discussions about the future transfer of water and sewer services from the Special Districts. As the City grows, the local City government will expand and absorb other services. Many of the Goals and Policies contained in the Comprehensive Plan require continued coordination with such agencies and districts, and direct City

- endeavors to align with those of the service providers to the greatest degree possible.
8. An important factor for the community is the Highway 97 corridor. Highway 97 bisects the City and serves not only as the primary transportation link to/through the City, but it is also an obstacle that must be overcome for practical land use planning. Continuing work with the Oregon Department of Transportation, including transportation improvement projects, is critical for the economic health of the community.
 9. The Comprehensive Plan includes separate chapters which address all applicable Statewide Planning Goals. Included within each chapter is data sufficient to analyze the city's ability to provide the necessary land area and services to accommodate the projected population growth. Goals and policies have been established to give direction to the City Council and to let citizens know how their community will develop over the planning period.
 10. Through the Comprehensive Planning process, it was determined that there are adequate lands within the existing City limits to meet housing and commercial land needs for the next 20 years. Thus, for this and other reasons described above, the Urban Growth Boundary will be commensurate with the incorporated area. Urban reserves planning will occur at an undesignated time in the future.
 11. A Comprehensive Plan Map which identifies existing and future land uses has been developed to correspond with the text of the Plan. The map includes land use designations for residential uses (single family and multiple family), commercial, and industrial lands. Additionally, special areas were identified where on-going planning projects (Wickiup Junction Improvement Area) will affect the land uses in a yet to be determined fashion. Unlike many communities, La Pine will retain a large expanse of land with a Forest designation until these lands are rezoned for employment land and recreational purposes. The City intends to rezone those resource lands that are within the City limits within the next 24 months. These lands will be urbanized over the planning period and designated for employment and recreation lands as shown on the Comprehensive Plan map. Much of this land lies on the east side of the City where new streets will provide adequate access and services for potential large lot industrial lands and opportunities for large energy production sites. La Pine is fortunate to be able to retain large parcels for economic development and to accommodate transitional uses until such time lands are needed for their ultimate urban development purposes. Such transitional uses include recreation, large lot industrial development, sewer expansion, energy production sites, wildfire management areas, which also include removal of vegetation as necessary to support healthy forest or to potentially provide fuels for biomass plants and other industry.

Conformance with Statewide Planning Goals

Goal 1: Citizen Involvement

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Findings: The public involvement efforts associated with the Comprehensive Planning process included mailed public notice, notices posted in conspicuous places throughout

the community and formal notice printed in local newspapers, the broader community's "Bulletin" newspaper, and other local venues to advertise for public meetings and hearings. A variety of public information meetings were held at which citizens gave input on the vision for their community and were educated about the Oregon planning requirements. A Technical Advisory Committee that included representatives from service districts, private business organizations and partner agencies met a variety of times to discuss specifically targeted topics related to their expertise. Toward the end of the planning process a Planning Commission was appointed as the formal public involvement body for the City. Work sessions and public hearings were held before the Planning Commission and City Council to receive input on the goals, policies and direction of the Plan. In addition to the meetings and hearings, all materials generated throughout the planning process were posted to the City web site and were available in hard copy at City Hall. City staff and consultants were available to the community and this helped those who could not make the meetings and needed to ask questions in person, via email, or phone. The City also provided Braille copies of the Plan to those who requested it.

Based on this course of action the City has complied with the Citizen Involvement requirements of the Goal and made additional efforts to obtain public input in the planning process.

Goal 2: Land Use Planning

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

Findings: The City of La Pine Comprehensive Plan and establishment of an Urban Growth Boundary are the initial steps toward implementing the Oregon planning requirements at the local level. As part of this process the City and their consultant utilized a variety of studies and trend data from the US Census, Claritas, Oregon Economic and Employment Departments, DLCDD, BLM, OEDD; Deschutes County, etc. The City also prepared a Buildable Land Inventory and Economic Opportunities Analysis to establish a basis for future urban land needs. Additionally, the master plans and comprehensive plans from service districts and partner agencies were utilized to ensure that City goals and policies were aligned with those service providers. The districts and agencies included: the La Pine water and sewer district; the La Pine Park and Recreation District; the La Pine Rural Fire Protection District; Deschutes County; USFS; BLM; ODOT; and, the Bend-La Pine School District, etc. All goals and policies of the Plan and the Urban Growth Boundary were designed to be consistent with the direction of the existing service providers and to meet future needs based on the coordinated population forecast and area employment forecasts.

Based on the fact that this is the initial Comprehensive Plan and designation of an Urban Growth Boundary for La Pine, and both the Plan and UGB were coordinated with service providers, the City of La Pine has complied with Land Use Planning requirements of the Statewide Planning Goals.

Goal 3: Agricultural Lands

To preserve and maintain agricultural lands.

Findings: Small pockets of land designated as Agriculture on the previous Deschutes County Comprehensive Plan exist along the floodplain and riparian areas associated with the Little Deschutes River as it runs through La Pine. Although the City is not required to plan for agricultural lands within the UGB, the Comprehensive Plan contains goals and policies indicating that such lands should be preserved and incorporated into future development as open space or in other mixes of uses as practicable. Additionally, the right to continue agricultural practices on such lands until they further developed is included in the policies of the Plan.

Goal 4: Forest Lands

To preserve and maintain forest lands.

Findings: Large areas of undeveloped land designated as Forest on the previous Deschutes County Comprehensive Plan exist along the west side of the City, generally west of Highway 97. Although the City is not required to plan for forestlands within the UGB, the Comprehensive Plan contains goals and policies indicating that such lands should be preserved and incorporated into future development as open space and wildlife corridors as practicable or as large lots for future industrial and employment land needs. Additionally, the right to continue forest practices on such lands until such time as they further developed is included in the policies of the Plan. Lastly, a wildfire protection overlay designation has been placed on such lands to ensure that such lands do not become a hazard to the community.

Goal 5: Open Space, Scenic and Historic Areas and Natural Resources

To protect natural resources and conserve scenic and historic areas and open space.

Findings: Goal 5 planning for the City and surrounding area was done by Deschutes County as part of their Comprehensive Planning when the community was under their jurisdiction. The acknowledged Goal 5 resources include view shed corridor protection along the Little Deschutes River and the protection of wildlife (deer) migration corridors through the community. Policies that acknowledge these resources are included in the Plan and it is assumed that similar protection will be afforded when the City develops a development code. Additionally, an inventory of historic and cultural resources was completed during the comprehensive planning process – this inventory was adopted by the City Council and will be the basis for developing a Historic Code to implement the policies for protecting such resources as stated in the Plan. Lastly, the continued designations of agriculture and forest for lands within the City (per previous Deschutes County Comprehensive Plan designation), will result in retention of open space until master planning of these areas can be completed.

Based on these factors, the Open Space, Scenic and Historic Areas and Natural Resources in La Pine will be continually protected and planned for as required by the Goal.

Goal 6: Air, Water and Land Resources Quality

To maintain and improve the quality of the air, water and land resources of the state.

Findings: There are no specifically identified air or land resources that are areas of concern in the La Pine UGB. However, La Pine is within an area that has been identified as a high groundwater area of concern. A study of the La Pine area (including the surrounding rural area) by Deschutes County found high levels of nitrates in the groundwater. A goal of the City is to eliminate septic systems within the community by working with the La Pine sewer district to expand the sewer system to unserved areas within the UGB. Additionally, it will be a requirement of all new development to connect to the sewer system.

Another area of concern is protection of the Little Deschutes River. The Plan includes policies that will protect the riparian corridor and water quality of this resource. Development and encroachment into the corridor will be limited. Additionally, future urban storm water management regulations will be implemented to protect both the river and ground water resources from this potential source of contamination.

Based on these factors, the Air, Water and Land Resources in La Pine will be continually protected and planned for as required by the Goal.

Goal 7: Areas Subject to Natural Disasters and Hazards

To protect people and property from natural hazards.

Findings: The two areas of concern are the risk of wildfire on forested lands and flooding along the Little Deschutes River. As part of the planning process, the City consulted with the La Pine Rural Fire Protection District and the Deschutes County Forester. The direction was to adopt policies which implement the Greater La Pine Community Wildfire Protection Plan. In this effort, policies were adopted to require the establishment of a Wildfire Protection Overlay Zone for the forested areas within the UGB. The designation of such areas will require lands to be managed to reduce and prevent the risk of wildfire prior to and in conjunction with development.

The floodplain and floodway associated with the Little Deschutes River has been mapped by FEMA. Policies which limit development in these areas, with specific protections for all development that is allowed, will be implemented in a manner similar to the previous requirements imposed by Deschutes County.

Based on policies associated with fire protection (including a fire protection overlay zone) and limiting development in the floodplain, the people and property of La Pine will be protected from natural hazards.

Goal 8: Recreational Needs

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Findings: The recreational needs of the citizens and visitors to the community are met in both formal and informal ways. The La Pine Park and Recreation District provides and administers the formal recreational opportunities within the community – these include parks and recreational programs. The District has an adopted Comprehensive Plan which

specifies park and program needs; necessary facilities and improvements; aspirational goals and policies; and, funding methods. This plan gives direction to the formal recreational needs of the community for the next 20-years. The City of La Pine Comprehensive Plan requires coordination with the Park and Recreation District and includes policies that will require all new development to consider the recreational needs of citizens as outlined in the District Comprehensive Plan.

The informal recreational needs of the community are met primarily by the surrounding public lands, including the national forests, national recreation areas and state parks. It is anticipated that the tight controls over such lands will ensure that development in such areas will be limited and that the recreational opportunities will be retained. The City Plan requires continued coordination with the BLM, National Forest and Oregon Department of Parks and Recreation as any changes to such areas are proposed or when more land is needed.

Goal 9: Economic Development

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens

Findings: Goal 9 requires that Comprehensive plans and policies shall contribute to a stable and healthy economy in all regions of the state. Such plans shall be based on inventories of areas suitable for increased economic growth and activity after taking into consideration the health of the current economic base; materials and energy availability and cost; labor market factors; educational and technical training programs; availability of key public facilities; necessary support facilities; current market forces; location relative to markets; availability of renewable and non-renewable resources; availability of land; and pollution control requirements. In determining the proper data collection and approach for the Economic Opportunities Analysis data from National, State, and Local resources were utilized. The overall result of such data shows that La Pine has adequate lands for economic development purposes and that the current city limits can serve as the primary urban growth boundary for the 20 year planning period unless new factors arise that show additional land is needed for large lot industrial development and/or land is needed for specific tourism/recreational needs such as the proposed Rodeo expansion.

Goal 10: Housing

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

Findings: Goal 10 requires incorporated cities to complete an inventory of buildable residential lands and to encourage the availability of adequate numbers of housing units in price and rent ranges commensurate with the financial capabilities of its households. Goals and policies have been included in the Comprehensive Plan that are aimed at providing a mix of housing types to meet the goal and begin to change the existing pattern of single family dwellings being the primary housing option.

In determining the housing need, the primary basis of information is the buildable lands inventory (BLI) that was done with the creation of the Comprehensive Plan. The BLI

contains the population data, land data and housing mix data necessary to determine the overall housing need for the 20-year planning period.

The Deschutes County coordinated population study indicated that La Pine will grow by approximately 1,000 citizens over the 20-year planning period. The 2029 population projection is 2,566 people within the UGB.

The existing number of housing units and average density within the UGB on residential zoned lands is very low. There are a total of 871 single-family units and 54 multiple family units on approximately 572 acres. This results in an average density of 1.61713 units per acre showing that there is prevalence of single-family dwellings on larger lots.

The BLI found that over 2,700 acres of buildable (including vacant and redevelopable) acres of land available for residential uses inside the existing incorporated boundary. Much of this land is in the central part of the City, west of Highway 97, in a neighborhood master planned by Deschutes County over the past few years.

While evaluating the research data for the Comprehensive Plan, an average household size of 3.0 persons was assumed. Additionally, a future average residential density of 3.0 units per net acre was used as a future goal. It was also assumed, as a goal, that housing would be split according to a 60% single family residential to 40% multiple family residential housing ratio (although La Pine is far from this ratio currently). In combination, these factors indicate that no new acres of residential land area will be needed as residential lands to accommodate the projected population growth over the 20-year planning period. When comparing the amount of acres available for housing of all types within the UGB with the necessary acres and number of housing units, the data shows that there is an adequate acreage available within the UGB to accommodate the projected housing need.

The UGB is commensurate with the existing incorporated boundary. The primary reason for this began during incorporation process. The unincorporated rural communities of La Pine and Wickiup Junction were separated by approximately two miles with a large expanse of vacant land that was ripe for development lying in between. Additionally, the need for services (water and sewer) was necessary in both areas of the community. Thus, for planning purposes and economy in providing services to the developed areas, both areas and the undeveloped area in between were all included in the incorporated boundary. For this reason, and other reasons stated above, the proposed UGB is the logical choice.

In addition to the land area available for housing, the areas designated as residential on the Plan Map also include enough acreage for ancillary uses such as schools, churches, parks, other community spaces, and energy production uses, etc. to serve residents.

The following are the residential land use districts designated by the La Pine Comprehensive Plan Map:

RS - Single Family Density Residential Zone
RM - Multi-Family Density Residential Zone
MR - Neighborhood Master Plan Residential Zone

These three basic districts will replace the previous designations on the Deschutes County Comprehensive Plan Map, which were specific to a neighborhood master plan design and still reflected the rural residential exception area designation that was in place prior to incorporation.

In addition to the strictly residential zones, the Plan Map also includes some mixed use designations which will allow residential use in combination with a variety of small scale commercial uses.

Overall, the distribution of land designated for housing was coordinated with service commercial areas and employment centers to result in the development of complete neighborhoods. The complete neighborhood concept will allow residents to meet basic daily needs in close proximity to their homes and mesh well with other goals and policies of the Plan that encourage and require multi-modal transportation options, less consumption of energy and the economically viable provision of public facilities and services.

Based on the creation of the BLI as a base document for reference, the designation of lands for a variety of housing types and options, and the existing acreage necessary for housing to meet the population projections, the City will satisfy the intent of this goal to provide for the housing needs for the citizens of the state.

Goal 11: Public Facilities and Services

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

Findings: Under the Oregon planning process, Cities with a population of less than 2,500 people are not required to develop a public facility plan – typically water and sewer master plans, and transportation plans. Since La Pine's current population is approximately 1,600 people and is only projected to grow to 2,600 people in the 20-year planning period, it will be some time before this is a requirement that must be fulfilled by the City. Notwithstanding this fact, the water and sewer services in the City are provided and administered by the La Pine Water and Sewer Districts.

The La Pine Water and Sewer Districts are agencies that provide water and sewer service within the community. These districts have management and capital facilities master plans which guide future expansion of the facilities in the community. These plans have been adopted by the governing boards of those agencies and have been formally put into action. The goals and policies of the City's Comprehensive Plan require continued coordination between the City and the districts to determine the carrying capacity of lands within the City, the expansion of the system to serve those areas projected to develop first and eventual development of system development charges to aid in funding capital improvements. The acknowledgement of the districts adopted plans and required

coordination with City land use patterns will ensure that there will be a timely, orderly and efficient arrangement of public facilities and services to serve the projected urban development.

Goal 12: Transportation

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

Findings: The City of LaPine is adopting goals and policies aimed at developing a multimodal transportation system as development occurs within the UGB. Ultimately, the City will develop a Transportation System Plan (TSP) that is consistent with the policies of Statewide Planning Goal 12 - Transportation. A key component for the creation of a TSP and capital improvements is funding and revenue – currently La Pine does not have the necessary funds to complete major street maintenance and improvement projects. However, the City in collaboration with other agencies, is working on a transportation corridor plan that will be the basis for a future TSP. The City is currently working with partner agencies, ODOT, LIGI, and Deschutes County, to complete the necessary planning for major improvements such as the Wickiup Junction interchange and a Highway 97 Corridor Study that will examine the need for improvements at key intersections through the City. Other than these major projects, secondary projects within the community include the paving of some unimproved local streets and the construction of sidewalks, bike lanes and a trail system along arterials to encourage less reliance on vehicular travel. However, identification of specific projects, along with prioritization, will have to wait until the City's TSP is developed and a corresponding Capital Improvement Plan is adopted – again, this is contingent on a steady source of funding.

To this end, the City is working internally and with Deschutes County to develop the methodology for adopting System Development Charges for street improvements. Over the past few years, Deschutes County had been charging Transportation SDC's for new development in the City area that is now incorporated – those funds will likely be transferred to the City for improvements within the UGB or the City will create their own SDC program. The Comprehensive Plan contains goals and policies aimed at providing a steady source of revenue that also include the possibility of alternative sources over and above SDC's – these include local improvement districts, grants, levies, taxes, bonds, etc., all of which are dependent upon the funding necessary to complete anticipated projects in the yet to be completed TSP.

Until the TSP is completed and certain funding options are in place, the City will rely on policies that require new development to complete multi-modal transportation improvements as deemed necessary to support the proposed development. This means exactions imposed on new development through the land use planning process will be the primary source of improvements within the community until the TSP is completed and revenue sources are realized, except for any improvements that are done by ODOT along the Highway 97 corridor.

By implementing goals and policies that require multi modal improvements to be constructed, for permanent funding methods to be adopted, for a TSP to be developed and

for a Capital Improvement Program to be adopted, the City of La Pine will provide and encourage a safe, convenient and economic transportation system as envisioned by the Goal.

Goal 13 Energy Conservation

To conserve energy.

Findings: The City of La Pine has an existing development patten that consists of low density, large lot, and single-family residential development. Many of the residents of the neighborhoods within La Pine must travel by automobile for basic everyday needs. Bicycle and walking are not viable options for many residents due to the distances between housing and service areas and the lack of facilities such as bike lanes and sidewalks. Additionally, much of the employment base for residents of La Pine is in Bend, 30 miles to the north. Again, vehicular travel is necessary on Highway 97 to reach jobs. All of these factors contribute to an inefficient use of energy for residents of the community.

Goals and policies within various chapters of the Plan will all work together to reduce energy consumption within the community. The Comprehensive Plan Map shows that housing, commercial and employment lands have been oriented to create Complete Neighborhoods with centers that will be characterized by denser development and a mix of uses, including commercial services. Other goals and policies aimed at increasing sidewalks and bike lanes with new development will allow an interaction between areas that does not rely on vehicular travel. Complete Neighborhoods will begin to alleviate the need to drive to Highway 97 for access to all parts of the City and to reach all services.

The City of La Pine is also planning to provide for transitional uses of lands that may result in a variety of energy production options. For example, the large acres of BLM land, within the City that lie next to city sewage treatment plant will likely be transferred to the City or County. While these lands may not be needed for sewer purposes for many years, they do provide lands upon which to develop solar arrays and other energy production facilities given their close proximity to the BPA energy lines. This type of energy product will help La Pine with utilization of vacant lands until they are needed for their ultimate urban purpose.

Goal 14: Urbanization

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Findings: The Comprehensive Planning Process included an analysis of buildable land within the City limits as established with the 2006 incorporation. Along with the buildable lands determination, such lands were examined for their ability to be provided with necessary public facilities and services – this was coordinated with the master plans and comprehensive plans of the service providers and special districts. Based on this analysis, it was determined that the area within the existing City boundary contains

adequate lands needed to meet the projected housing and economic land needs for the projected population growth over the 20-year planning period. The Urban Growth Boundary is commensurate with the established incorporated boundary. Further, an expansion of the UGB and/or City boundary is not anticipated for residential uses. Future urban reserves planning will occur at an yet to be determined time.

Urban Growth Boundary

VI. CONFORMANCE WITH STATE STATUTES

ORS 197.296 Factors to establish sufficiency of buildable lands within urban growth boundary; analysis and determination of residential housing patterns.

(a) Inventory the supply of buildable lands within the urban growth boundary and determine the housing capacity of the buildable lands; and

Findings: In determining the housing need, the primary basis of information is the buildable lands inventory (BLI) that was done with the creation of the Comprehensive Plan. The BLI contains the population data, land data and housing mix data necessary to determine the overall housing need for the 20-year planning period. Much of the data included in the BLI is contained in the text of the Comprehensive Plan with the BLI serving as an exhibit.

(b) Conduct an analysis of housing need by type and density range, in accordance with ORS 197.303 and statewide planning goals and rules relating to housing, to determine the number of units and amount of land needed for each needed housing type for the next 20 years.

Findings: In determining the housing need, the primary basis of information is the buildable lands inventory (BLI) that was done with the creation of the Comprehensive Plan. The BLI contains the population data, land data and housing mix data necessary to determine the overall housing need for the 20-year planning period.

The Deschutes County coordinated population study indicated that La Pine will grow by approximately 1,000 citizens over the 20-year planning period. The 2029 population projection is 2,566 people within the UGB.

The existing number of housing units and average density within the city limits is 871 single-family units and 54 multiple family units, on 572 acres for a density of 1.61713 units per acre. This in combination with the density of units over all residential lands reveals that the overall density within the city limits is relatively low due to the prevalence of single-family dwelling on larger lots.

The BLI found approximately 945.67 buildable (including vacant and redevelopable) acres of land was needed for residential uses inside the existing incorporated boundary. Much of this land is in the central part of the City, west of Highway 97, in a neighborhood master planned by Deschutes County over the past few years.

While preparing the data for the Comprehensive Plan, an average household size of 3.0 persons was assumed. Additionally, an average future residential density of 3.0 units per

acre was used. It was also assumed that housing would be split according to a 60% single family residential to 40% multiple family residential housing ratio (although La Pine is far from this ratio currently). In combination, these factors indicate that there are adequate acres of land area to accommodate future housing units to meet the projected population growth over the 20-year planning period. When comparing the amount of acres available for housing of all types within the city limits with the necessary acres and number of housing units, the data shows that there is adequate acreage available within the current city limits to accommodate the projected housing need. Thus, the city limits can serve as the proposed UGB and this is commensurate with the existing incorporated boundary.

DMC Consulting Services LLC/Foreterra LLC

August 12, 2010

Oregon Department of Land Conservation and Development

Jon Jinings, Grant Manager
Darren Nichols, Grant Manager
Richard Whitman, Director
635 Capitol Street N.E., Suite 150
Salem, OR 97301

Re: Report on Formation of Technical Advisory Committee - Grant Agreement TA-R-11-154; Compliance with Special Awards Condition Table, Items 2-4

Gentleman:

The City of La Pine, through its consultants, has previously prepared a list of individuals available to serve on the La Pine Comprehensive Plan (Plan) Technical Advisory Committee (TAC). This group was instrumental in helping the City as it developed the various chapters of the Plan. Through the latest grant to develop the implementing ordinances etc. it was determined the existing TAC is prepared and familiar with the needs of the community. Thus, the TAC that was in place and served in the Plan development process will be used for the current grant work. The list of agencies and individuals, with contact data, is attached for your reference.

If you have any questions please let us know.

Respectfully submitted,

Deborah McMahon

Deborah McMahon
DMC Consulting Services LLC

James J. Lewis

James J. Lewis
Foreterra LLC

Cc: Luana Damerval, City of La Pine Recorder

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for Discussion with the City of La Pine Staff, Council, TAC, PC and Public

City of La Pine Zoning Ordinance

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ARTICLE I: SHORT TITLE, PURPOSE & SCOPE

Section 100: Short title

This ordinance shall be known as the "La Pine Zoning Ordinance" hereinafter referred to as the "Zoning Ordinance".

The official map showing zoning zones and boundaries shall be known as the "La Pine Zoning Map" copies of which shall be retained by the City Clerk. The map included herein is a reproduction of the official map and for reference only.

Section 101: Purpose and authority

This Zoning Ordinance and its regulations are adopted by authority granted to the city of La Pine by the State of Oregon and are made in accordance with the following purpose:

1. To promote health, safety, and general welfare and to protect the public from the adverse secondary effects of various activities
2. To promote coordinated, orderly, and practical community development
3. To lessen congestion on the roads and highways
4. To secure safety from fire, panic and other dangers
5. To provide adequate light and air
6. To prevent the overcrowding of land
7. To avoid undue congestion of population
8. To facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements
9. To protect and enhance the value of land
10. To encourage yet control new development and growth in the City.

Such regulations are also made with reasonable consideration to the character of the zones hereinafter set forth and their suitability for particular uses, and with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the City.

Section 102: Scope

The Zoning Ordinance regulates and restricts within the boundaries of the City of La Pine and Urban Growth Boundary:

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1. The height, number of stories and size of buildings and other structures
2. Their construction, alteration, extension, repair and maintenance
3. All facilities and services in or about such buildings and structures
4. The percentage of lot that may be occupied
5. The size of yards, courts and other open spaces
6. The density of population
7. The location and use of buildings, structures and land for trade, industry, residence or other purposes
8. The establishment and maintenance of building lines and setback building lines upon any or all public roads or highways

Section 103: Application

In applying the provisions of the Zoning Ordinance, they shall be held to be the minimum requirements as they shall apply to the use, and/or occupancy of all buildings, other structures and/or lots. Where the Zoning Ordinance imposes greater restrictions than those of any statute, other ordinance or regulations, the provisions of the Zoning Ordinance shall be controlling. Where the provisions of any statute, other ordinance or regulation impose greater restrictions than the Zoning Ordinance, those shall be controlling. The Zoning Ordinance is not intended to interfere with any covenant or other agreement between private parties. However, where the Zoning Ordinance imposes greater restrictions than those imposed by any such easement, covenant or agreement, the provisions of the Zoning Ordinance shall govern. Where any such easement, covenant or other agreement imposes greater restrictions than those imposed by the Zoning Ordinance, those shall govern.

Section 104: Severance

If any article, section, subsection, provision, regulation, limitation, restriction, sentence, clause, phrase, or word in the Zoning Ordinance or the zoning zone boundaries as shown on the Zoning Map, shall be for any reason, declared to be illegal, unconstitutional or invalid by any court of competent jurisdiction, such decision shall not affect or impair the validity of the Zoning Ordinance as a whole or any article, section, subsection, provision, regulation, limitation, restriction, sentence, clause, phrase, word or remaining portion of the Zoning Ordinance.

The City of La Pine hereby declares that it would have adopted the Zoning Ordinance and each article, section, subsection, provision, regulation, limitation, restriction, sentence, clause, phrase and word thereof, and each Zoning Zone boundary of the Zoning Map irrespective of the fact that any one or more of the sections, subsections, provisions, regulations, limitations, restrictions, sentences, clauses, phrases, words or boundaries may be declared illegal, unconstitutional or invalid.

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ARTICLE II: COMMUNITY DEVELOPMENT OBJECTIVES

Section 200: Purpose of community development objectives

This article shall serve as the statement of community development objectives for the City of La Pine Zoning Ordinance. The Zoning Ordinance reflects the policy goals of the La Pine Comprehensive Plan "Plan" as stated in the following community development objectives. The ordinance has been developed as a legislative and administrative tool of the City to implement the goals, policies, and programs of the Plan.

Section 201: Specific objectives

1. Preserve the City's rural community character most exemplified by open spaces and woodlands, mixed-use opportunities, variable density development, uncongested local roads, clean air and water, and quiet noise levels.
2. Identify development that may adversely impact the City's desired community character and the health, safety, and welfare of its residents and establish conditions to minimize impacts.
3. Identify areas where growth is desired and where it is not desired and establish site development standards to minimize impacts of growth on adjacent lands.
4. Provide opportunities for types of development beneficial to the economy, but ensure that such development maintains a scale and character compatible with the City's desired community character.
5. Provide opportunities for mixed development so that residents can have close-to-home access to needed goods and services.
6. Provide opportunities for larger-scale industrial and commercial development which would create jobs and enlarged tax base for the City and would be located where adequate highway access, public sewer service, and public water service is available now or in the near future and where such development would be a reasonable extension of existing similar development.
7. Provide for a variety of housing choices, including a variety of housing types (single-family, duplexes, apartments, etc.).
8. Encourage buffer areas and vegetative screening to minimize impacts of commercial and industrial uses on adjacent non-commercial and non-industrial uses and to encourage that commercial/industrial uses "blend in" with the City's desired rural community character.
9. Control construction and placement of signs to minimize public safety hazards.

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10. Control off-street parking to minimize public safety hazards and to promote conformity to the City's desired community character.
11. Control the development and location of adult entertainment establishments, acknowledged to be threatening to the public health, safety, and welfare of the community especially its minors, and acknowledged to have adverse secondary effects including but not limited to unhealthy conditions, the spread of diseases, and crime, in order to minimize exposure of such establishments to City residents, minimize the blighting impact of such uses, and protect the health, safety, and welfare of La Pine.
12. Encourage public involvement in the development of and any amendments to the zoning ordinance.
13. Encourage land uses and development and location of development that is most efficient to the delivery of City services and minimizes the cost of same.

ARTICLE III: DEFINITIONS

Section 300: General Interpretation

For the purposes of the Zoning Ordinance, certain terms, phrases and words shall have the meaning given herein. Words used in the present tense include the future; the singular includes the plural; the word "used" shall be construed as though followed by the words "or intended or designed to be used"; the words "building", "structure", and "land" or "premises" shall be construed as though followed by the words "or any portion thereof"; and the word "structure" includes the word "building". The word "shall" is always mandatory and not merely directory.

Section 301: Definition of Terms

Abutting. Having property or zone lines in common; e.g., two lots are abutting if they share a common property line.

Access. A way of approaching or entering a property.

Accessory Apartment. A separate, complete housekeeping unit which is contained within the structure of a single-family dwelling but can be isolated from it, or which is contained within an existing accessory building.

Accessory Structure. See Structure, Accessory.

Accessory Use. See Use, Accessory.

Agriculture. The use of land for agricultural purposes, including farming, dairying, pasturage agriculture, horticulture, floriculture, viticulture, aquaculture, and animal and poultry husbandry, provided that specialized animal raising, care, and processing is separately defined and regulated by this ordinance. Agriculture includes the necessary accessory uses for packing, treating, or

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storing the produce, provided that the operation of any such accessory uses shall be secondary and accessory to that of normal agricultural activities.

Alley. The space or area between the rear or side lot lines of lots which has a minor right-of-way width of twenty (20) feet or less which is dedicated for the public use of vehicles and pedestrians and which affords secondary access to an abutting lot.

Alteration. As applied to a building or structure, is a change or rearrangement in the structural parts, or in the exit facilities, or an enlargement, whether by extending on a side or by increasing in height, or moving from one location or position to another.

Alteration, Structural. A change, other than incidental repairs, which would prolong the life of the supporting members of a building, such as bearing wall, columns, beams and girders.

Awning. An awning shall include any structure made of cloth or metal with a metal frame attached to a building and projecting over a yard or thoroughfare, when the same is so erected as to permit its being raised to a position flat against the building when not in use or not permanently attached to and an integral part of a porch, carport, or similar attached accessory structure.

Basement. Portion of a building partly underground, having one-half (1/2) or more than one-half (1/2) of its floor-to-ceiling height below the average grade of adjoining ground.

Bed and Breakfast. An owner-occupied residence offering, for pay, overnight or short-term lodging and breakfast for transient guests.

Block. The length of a street between two (2) street intersections; or a piece of land bounded on all sides by streets or other transportation routes such as railroad lines, or by physical barriers such as waterbodies or public open space, and not traversed by a through street.

Building. An enclosed structure built, erected, and framed of component structural parts, designed for the housing, shelter, enclosure, and protection of persons, animals, or property of any kind, including mobile homes.

Building, Accessory. A detached, subordinate building, the use of which is customarily incidental and subordinate to that of the principal building, and which is located on the same lot as that occupied by the principal building.

Building, Attached. A building where both side walls of all except the end structures are party walls.

Building, Detached. A building, which has no party wall.

Building, Principal. A building in which is conducted the principal use of the lot on which it is situated.

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Building Setback. The distance on a lot from the centerline of any road within which no building or structure, principal or accessory, shall be placed, unless otherwise indicated in this Ordinance.

Building Setback Line. A line on a lot, which marks the building setback.

Campground. A facility containing sites or spaces for the temporary and recreational occupancy of persons in tents. Such facility may also contain recreation and other support facilities subordinate to and serving only the camping occupants.

Carport. A roofed structure having two or more open sides and extending from the side or rear wall of a principal or accessory building, used primarily as a shelter for automotive vehicles or recreation equipment. The open sides may be screened or enclosed, but at least fifty (50) percent of such wall area must remain open. In addition, the carport shall not extend into any required yard.

Cartway. That area of a street within which vehicles are permitted including travel lanes and parking areas but not including shoulders, curbs, sidewalks or swales.

Centerline. The line located at the middle of the travelled surface of a road, equi-distant from both edges of the road surface.

Certificate of Use and Occupancy. A statement, based on an inspection and signed by the Zoning Officer, indicating that a building, structure, and/or land conforms with the provisions prescribed in the Zoning Ordinance and may lawfully be occupied or used for a specified use or uses.

Child Care Facility. Provides out-of-home care for part of a 24-hour day to children 15 years and younger including care provided in public or private profit or nonprofit facilities. Definition does not apply to care provided by a relative, in places of worship during religious services, and in a facility where the parent is present at all times child care is provided.

Church. A building for public religious worship.

Clinic. Any professional medical building or establishment where people are examined or treated by doctors or dentists, but are not hospitalized overnight.

Club, Lodges and Fraternal Organizations. An establishment operated for social, recreational, or educational purposes, and open only to members and their guests, but not the general public.

Commercial Recreation. See Recreation, Commercial.

Conditional Use. See Use, Conditional.

Construction. The construction, reconstruction, renovation, repair, extension, expansion, alteration, or relocation of a building or structure, including the placement of mobile homes.

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Court. A portion of a lot unoccupied above grade but partially or wholly surrounded by building walls.

Covenant. A private legal restriction on the use of land, contained in the deed to the property or otherwise formally recorded.

Curb Level. The elevation of the street grade as established in accordance with the law or when a curb level has not been established, the grade at the center of the street.

Curb Line. The line establishing the width of a cartway in a right-of-way. Where curbs do not exist the edge of pavement shall be the curb line.

Deck. A horizontal, unenclosed platform that is either attached to a structure or detached (freestanding) and is greater than 18 inches in height at any point and has no roof, extended soffit, or walls, but may have railings, seats, or other related features.

Dedication. The transfer of property from private to public ownership.

Deed Restriction. See Covenant.

Development. Any man-made change to improved or unimproved real estate, including but not limited to buildings or other structures, the subdivision of land, the placement of mobile homes, streets, and other paving, utilities, filling, grading, excavation, mining, dredging, or drilling operations.

Driveway. A private roadway providing vehicular access to a street or highway for a lot and its structures, or providing for interior vehicular movement on the lot or within a development.

Dwelling. A building arranged and used for residential occupancy containing a dwelling unit or units, but excluding a boarding house, hospital, institutional home, hotel, motel, and other similar types of uses.

Dwelling, Multiple-Family. A building having two (2) or more dwelling units and designed to be used or occupied as a residence by two (2) or more families living independently of each other and each with its own exterior entrance door or own entrance door from an interior hallway.

Dwelling, Single-Family. A detached, permanent building designed for and used exclusively for occupancy by one family.

Dwelling Unit. A building or portion thereof providing complete house keeping facilities for one family. The term shall include all structures designed for and/or used for living purposes, including mobile homes, prefabricated dwellings, and similar portable structures. All dwelling units shall have a minimum of 750 square feet of residential floor area (as defined herein).

Easement. A right given by the owner of land to another party for specific limited use of that land.

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Enlargement. A construction activity which increases the size of a building or other structure.

Essential Services. The erection, construction, alteration or maintenance by public utilities or municipal departments or authorities of underground or overhead gas, electrical, steam or water transmission or distribution systems, collection, communication, supply or disposal systems, including poles, wires, mains, drains, sewers, pipes, conduits, cables, fire alarm boxes, police call boxes, traffic signals, hydrants and other similar equipment and accessories in connection therewith reasonably necessary for the furnishing of adequate service by such public utilities or municipal or other governmental agencies or for the public health or safety or general welfare. Communication towers and communication antenna as defined in Section 707.1 shall not be considered essential services by this ordinance.

Family. One or more persons living together in a single housekeeping unit as a nonprofit household, provided that the dwelling unit's size meets the minimum occupancy area requirements as defined by this ordinance.

Farm. A lot, parcel or tract of land used for agricultural purposes on which the principal structure(s) shall be the agricultural building(s) and farm house(s).

Floor Area, Gross. The total area of all floors of a building as measured to the outside surfaces of exterior walls and including halls, stairways, elevator shafts, attached garages, porches and balconies.

Floor Area, Residential. The total area of all floors of a residential building devoted solely to residential use, measured between interior faces of walls, and exclusive of entrance ways, porches, breezeways and roofed terraces, whether enclosed or not, and excluding cellars, basements and garages.

Forestry. The management of forests and timberlands, when practiced in accordance with accepted silvicultural principles, through developing, cultivating, harvesting, transporting, and selling trees for commercial purposes, which does not involve any land development.

Fraternal Organization. A group of people formally organized for a common interest, usually cultural, religious or entertainment, with regular meetings, rituals and formal written membership requirements.

Frontage. The frontage, or front of a lot, is the side nearest the street. For the purposes of determining yard and setback requirements on corner lots and through lots, all sides of a lot adjacent to streets shall be considered frontage, and yards and setbacks shall be provided as indicated in this Ordinance.

Garage, Private. A structure that is accessory to a residential building and that is used for the parking and storage of vehicles owned or operated by the residents thereof and that is not a separate commercial enterprise available to the general public.

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Grade. The mean curb level, or when the curb level has not been established or all the walls of the building are more than fifteen (15) feet from street lot lines, grade means the mean elevation of the ground adjoining the structure on all sides.

Height of Building or Structure. The vertical distance from the grade to the highest point on a building or structure.

Height of Wall. The vertical distance from the foundation wall or other immediate support of such wall to the top of the wall.

Home-Based Business. A business or professional use conducted within a dwelling or its accessory structure(s) which is conducted in whole or part by the occupant(s) of the dwelling unit and which remains subordinate and incidental to the residential use.

Home Occupation. A business or professional occupation in which only the occupant(s) of a dwelling unit is(are) engaged, which occurs within the dwelling unit or customarily subordinate accessory structure, which remains subordinate and incidental to the residential use, and which does not alter the appearance or essential character of the residential use, or have signs, parking, traffic, lighting, odors, noise, etc., uncharacteristic of a residential use.

Hotel. A building designed for occupancy as the temporary residence of individuals or transients who are lodged with or without meals, and in which no provision is made for cooking in any individual room or suite.

Interior Street. A newly constructed street designed to provide vehicular access to abutting properties in a Planned Development and discourage other through traffic. The sole purpose of an interior street is to serve the lots and/or units in a Planned Development.

Junk. Any worn, cast off, or discarded articles or material which is ready for destruction or which has been collected or stored for sale, resale, salvage or conversion to some other use. Any such article or material which is stored on a farm for exclusive use of the owner or occupant of the farm or any article or material which, unaltered, not needed to be disassembled or unfastened from, or unchanged and without further reconditioning can be used for its original purpose as readily as when new shall not be considered junk.

Junk Dealer. Shall mean any person, as hereinafter defined, who shall engage in the business of selling, buying, salvaging, and dealing in junk and who maintains and operates a junk yard within the City of La Pine.

Junk Yard. The use of more than two hundred (200) square feet of the area of any lot, outside a building, or the use of any portion of that half of any lot that joins any street, for the storage, keeping or abandonment of junk. A "junk yard" shall include an automotive wrecking yard. Three or more unregistered and inoperable vehicles stored on any lot outside of a building shall be considered a junk yard.

Land. The solid portion of the earth's surface which is capable of being used or occupied.

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Land, Developed. "Improved land" with buildings.

Land, Improved. "Raw land" which has been provided with basic utilities such as water and sewerage, streets, sidewalks, but not buildings.

Land, Raw. Vacant land unsubdivided and unimproved (without utilities or streets).

Landscaping. Changing, rearranging, or adding to the original vegetation or scenery of a piece of land to produce an aesthetic effect appropriate for the use to which the land is put. It may include reshaping the land by moving the earth, as well as preserving the original vegetation or adding vegetation.

Land Use. A description of how land is occupied or utilized.

Large Land Area Commercial Recreation. See Recreation, Large Land Area Commercial.

Light Manufacturing. The assembly, fabrication, manufacture, production, processing, storage, and/or wholesale distribution of goods or products which does not produce nor cause to be produced noise, light, vibration, air pollution, fire hazard, or emissions, that is noxious, dangerous, or a nuisance to neighboring properties in consideration of the separation distances and buffering and screening required by this ordinance.

Loading Space. An off-street space or berth on same lot with a building, or contiguous to a group of buildings, for the temporary stopping of commercial vehicles while loading or unloading merchandise or materials, and which abuts upon a street, alley or other appropriate means of access to a public right-of-way.

Lodge. (1) A building or group of buildings under single management, containing both rooms and dwelling units available for temporary rental to transient individuals or families; (2) The place where members of a local chapter of an association hold their meetings; and, the local chapter itself.

Lot. The basic development unit - an area with fixed boundaries, used or intended to be used customarily by one building and its accessory building(s) and not divided by any road or alley.

Lot Area. The computed area of a lot contained within the lot lines and measured at grade on a horizontal plane in accordance with current law.

Lot, Corner. A lot abutting upon two or more streets at their intersection or upon two parts of the same street, such streets or parts of the same street forming an interior angle of less than 135 degrees. The point of intersection of the street lot lines is the "corner".

Lot Coverage. The percentage of the lot area occupied or covered by principal and accessory structures.

Lot Depth. The mean horizontal distance between the front lot line and the rear lot line.

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Lot, Double Frontage. An interior lot whose front and rear lot lines abut roads, or a corner lot with two opposite lot lines abutting a road.

Lot Frontage. See "Frontage".

Lot, Interior. A lot whose side lot lines do not abut a road.

Lot Lines. The property lines bounding the lot.

Lot Line, Front. The line separating the lot from a road right-of-way.

Lot Line, Rear. The lot line opposite and most distant from the front lot line.

Lot Line, Side. Any lot line other than a front or rear lot line; a side lot line separating a lot from a street is called a side street lot line.

Lot Line, Alley. A lot line separating the lot from an alley.

Lot, Non-Conforming. A lot lawfully existing at the effective date of the Zoning Ordinance or by subsequent amendment thereto which does not completely conform with the area regulations and other provisions prescribed for the Zoning Zone in which it is located.

Lot of Record. A lot which is part of a recorded subdivision or a parcel of land which has been recorded or registered.

Lot Width. The mean horizontal distance between the side lot lines of a lot measured at right angles to the depth.

Marquee. Any permanent roof-like structure projecting beyond a building or extending along and projecting beyond the wall of the building, generally designed and constructed to provide protection from the weather.

Mobile Home. A transportable, self-contained, dwelling designed for occupancy by one family and designed to be transported on its own wheels or on a flatbed or other trailer or detachable wheels; and which may be temporarily or permanently affixed to land; used for nontransient residential purposes; constructed with the same, or similar, electrical, plumbing and sanitary facilities as immobile housing; and upon arrival at the site where the mobile home is to be situated for occupancy as a residence, it is complete and ready for occupancy except for minor and incidental unpacking operations, location on foundation supports, connections to utilities and the like.

Prefabricated units designed to be assembled or joined together upon arrival at the site and requiring extensive finishing operations prior to occupancy (excluding location on foundation and connection to utilities) shall not be considered as a mobile home.

Mobile Home Lot. A parcel of land within a mobile home park for the placement of a single mobile home and the exclusive use of its occupants.

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Mobile Home Park. A parcel of land under single ownership which has been specifically planned and improved for the long-term placement of two or more mobile homes for non-transient use in a safe and desirable manner.

Motel. Any building or group of attached, semi-attached, or detached buildings (not including a trailer) located on a single lot containing individual sleeping or housekeeping units designed for use by transients.

Non-Commercial Recreation. See Recreation, Non-Commercial.

Non-Conforming Structure. See Structure, Non-Conforming.

Non-Conforming Use. See Use, Non-Conforming.

Nursing home. A profit or nonprofit facility licensed by the State of Oregon providing long-term skilled nursing care and/or intermediate nursing care to the aged, ill, or disabled.

Open Space. An area of land unoccupied by a building and/or other structure which is maintained to permit human use, recreation, and enjoyment.

Owner. The duly authorized agent, attorney, purchaser, devisee, fiduciary or any person having vested or contingent interest in the lot, building, or structure in question.

Parking Area. An open space on a lot used as an accessory use for the parking of automotive vehicles.

Parking Space. A space, whether outside or inside a structure, to be used exclusively as a parking stall for one (1) motor vehicle.

Permit, Zoning. A license issued by the Zoning Officer which permits the applicant to proceed with the work specified in the permit application as approved by the Zoning Officer.

Person. An individual, association, co-partner or corporation.

Personal care home. A profit or nonprofit facility licensed by the State of Oregon providing lodging, food, and some support services to the aged, ill, or disabled.

Personal storage unit. A building or group of buildings containing storage units or spaces intended to be rented or leased individually to persons and/or businesses for storage of their belongings and/or vehicles. A commercial/industrial warehouse containing storage space not generally available to the public for rent or lease shall not be considered a personal storage unit.

Planned Development. A contiguous land area under single ownership, containing two (2) or more principal uses, permitted by right or by conditional use in the zoning zone in which the parcel lies, provided conditional use approval must be obtained through the process outlined herein. Such Planned Developments shall be planned and developed as a whole in a single development operation or in a series of phases. All buildings and/or structures shall conform to the provisions of this Ordinance and all provisions for the established zoning zone.

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Plat. A map, plan or chart of a section or subdivision of the City indicating the location and boundaries of individual lots.

Plot. A parcel of land consisting of one or more lots or portions thereof which is described by reference to a recorded plat or by metes and bounds.

Porch. A roofed and predominantly open and/or unheated structure projecting from the front, side or rear wall of a building. A porch is considered a part of the principal building and is not permitted to extend into any required yards.

Principal Structure. See Structure, Principal.

Principal Use. See Use, Principal.

Projections (into yards). Parts of buildings such as architectural features which are exempted, to a specified amount, from the yard requirements of the Zoning Ordinance.

Public Recreation. See Recreation, Public.

Recreation, Commercial. Recreational facilities operated as a business and open to the general public for a fee.

Recreation, Large Land Area Commercial. A for-profit or fee-based recreation facility located on 10 or more acres in which the recreation activity is primarily outdoors and conducted on land typically requiring large land area, including but not limited to a golf course, horse-back riding area, hunting or fishing preserve, or paint-ball.

Recreation, Non-Commercial. Recreation facilities operated by a non-profit organization and open only to bonafide members of such organization.

Recreation, Public. Recreation facilities operated as a non-profit enterprise by the City, and any other governmental entity, or any non-profit organization which are open to the general public.

Recreational Vehicle. A vehicular-type unit primarily designed for temporary living quarters for recreational, camping, or travel use, which either has its own motive power or is mounted on or drawn by another vehicle. The basic entities are: travel trailer, camping trailer, truck camper, and motor home. No Recreational Vehicle shall be used as a dwelling or business nor shall be used for other than recreational purposes.

Recreational Vehicle Park. A plot of land upon which two or more recreational vehicle sites are located, established, or maintained for occupancy by recreational vehicles of the general public as temporary living quarters for recreation or vacation purposes.

Road. Any street, highway, or other public roadway which is dedicated to public use by governmental authority.

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Screening. A method of visually shielding or obscuring abutting or nearby structures or uses from another by fencing, walls, or densely planted vegetation.

Setback. See "Building Setback".

Site. A plot of land intended or suitable for development.

Site Plan. A plan, to scale, showing uses and structures proposed for a parcel of land as required by the regulations involved. It includes lot lines, streets, building sites, reserved open space, buildings, major landscape features - both natural and man-made - and the locations of proposed utility lines.

Special Exception. A provision which permits, under specified terms and conditions, particular uses to locate in a zoning zone without detriment to the routine and orderly development as provided for that zoning zone. The provision is granted by the Zoning Hearing Board.

Specialized animal raising, care & processing. Feed lots, pens, facilities or structures, which are maintained in close quarters, related to the processing of animals or animal products for the purpose of sale to market.

Story. A part of a building comprised between a floor and a floor or roof next above.

Street. See "Road".

Structure. A combination of materials forming a construction for occupancy and/or use including among other, a building, stadium, reviewing stand, platform, staging, observation tower, radio tower, water tank, trestle, pier, wharf, open shed, coal bin, shelter, fence, wall and a sign.

Structure, Accessory. An attached, semi-detached or detached structure whose use is customarily incidental and subordinate to that of the principal structure or use and which is located on the same lot as the principal structure or use.

Structure, Non-Conforming. A legal structure existing at the effective date of the Zoning Ordinance or by a subsequent amendment thereto which does not completely conform to the height regulations, area regulations, and other provisions prescribed for the Zoning Zone in which it is located.

Structure, Principal. A structure in which is conducted the principal use of the lot on which it is located.

Subdivision. The division or redivision of a lot, tract, or parcel of land by any means into two or more lots, tracts, parcels, or other divisions of land, including changes in existing lot lines for the purpose, whether immediate or future, of lease, partition by the court for distribution to heirs or devisees, transfer of ownership, or building or lot development; provided, however, that the

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subdivision by lease of land for agricultural purposes into parcels of more than ten (10) acres, not involving any new street or easement of access or any residential dwelling, shall be exempted.

Terminal. (1) A place where transfer between modes of transportation takes place; (2) A terminating point where goods are transferred from a truck to a storage area or to other trucks, or picked up by other forms of transportation.

Trailer. Any licensed or unlicensed piece of mobile equipment designed or constructed to be towed or pulled by a motor vehicle.

Use, Accessory. A use customarily incidental and subordinate to the principal use of a building, structure and/or land or a use not the principal use which is located on the same zoning lot as the principal building, other structure and/or land, except parking and/or loading facilities as herein provided.

Use, Conditional. A permission or approval granted by the City Board of Supervisors to use land in a zone for a purpose other than that permitted outright in that zone. Conditional uses are specified in the zoning ordinance and may be approved or denied by the Board of Supervisors only in accordance with the express standards and conditions set forth herein. The Board of Supervisors may attach such reasonable conditions and safeguards, in addition to those expressed herein, as it may deem necessary to implement the purposes of the zoning ordinance in accord with the PA Municipalities Planning Code (Act 247 of 1968, as amended).

Use, Non-Conforming. A legal use of a building, other structure and/or land existing at the effective date of the Zoning Ordinance or by a subsequent amendment thereto, which does not completely conform with the use regulations and other provisions prescribed for the Zoning Zone in which it is located.

Use, Principal. The main or primary purpose, for which a building, other structure and/or land is designed, arranged, or intended, or for which it may be used, occupied or maintained under the Zoning Ordinance.

Utility, Private or Public. (1) Any agency which, under public franchise or ownership, or under certificate of convenience and necessity, provides the public with electricity, gas, heat, steam, communication, rail transportation, water, sewage collection, or other similar service; (2) A closely regulated private enterprise with an exclusive franchise for providing a public service.

Variance. Relief granted by the Zoning Officer in specific cases, from the terms of the Ordinance as will not be contrary to the public interest, where owing to special conditions a literal enforcement of the provisions of the Zoning Regulations will result in unnecessary hardship, and so that the spirit of the Zoning Regulations will be observed and substantial justice done.

Visual Obstruction. Any fence, wall, sign, structure, tree, hedge, or shrub, or a combination of them which limits visibility.

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Written Notice. Shall have been served if delivered in person to the person intended or if delivered or sent by certified mail to the last known address of the person intended.

Yard. An unoccupied space, other than a court, on the same lot with a building, unobstructed artificially from the ground to the sky, except as otherwise provided herein.

Yard, Minimum Dimension. The minimum, permitted horizontal distance between a lot line and the nearest point of a main wall of a principal building or structure exclusive of permissible yard encroachments and occupancy and street projections as provided by this Ordinance. The measurement of the minimum dimension shall be made at grade and perpendicular to the lot line and building or structure.

Yard, Rear. A yard across the full width of the lot, extending from any point of a wall of a building or structure to the rear lot line of the lot.

Yard, Side. A yard extending from any point of a wall of a building or structure to the adjacent side lot line of the lot, extending from the front yard to the rear yard.

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ARTICLE IV: ZONING ZONES

Section 400: Zoning zones

La Pine is comprised of the following zoning zones:

<u>Full name</u>	<u>Short name</u>
1. Residential Single- Family	RSF
2. Residential Multi-Family	RMF
3. Residential Master Plan	RMP
4. Traditional Commercial	C
5. Mixed-use Commercial	CMX
6. Neighborhood Commercial	CN
7. Transitional Areas	TA
8. Industrial	I
9. Forest	F

Section 401: Boundaries of the Zones

The boundaries of the zoning zones shall be as shown on the Zoning Map. Where uncertainty exists with respect to the boundaries of the various zoning zones, the following rules shall apply:

401.1: Where a zoning zone boundary follows a street, alley, railroad, or watercourse – The centerline of such street, alley, railroad, or watercourse shall be interpreted to be the zoning zone boundary.

401.2: Where a zoning zone boundary approximately parallels a street or alley – The boundary shall be interpreted as being parallel to it and at such distance from it as indicated on the Zoning Map. If no distance is given, such dimension shall be determined by the use of the scale shown on the Zoning Map.

401.3: Where a zoning zone boundary approximately follows a lot line – The lot line shall be interpreted to be the zoning zone boundary.

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401.4: Submerged areas – Where areas within the City are underwater and are bounded by two or more zoning zones, the boundary lines of these zones shall be extended to the center of the body of water.

401.6: Vacation of public ways – Whenever any street or alley is vacated, the zoning zone or zones adjoining the side of such street or alley shall be automatically extended to the center of the vacated area.

401.7: Where a zoning zone boundary does not follow a physical feature or lot line and none of the previous rules apply – The location of such boundary, unless the same is indicated by dimensions shown on the Zoning Map, shall be determined by the use of the map scale appearing thereon.

ARTICLE V: PERMITTED USES

Section 500: Permitted principal and accessory uses table

The following table lists principal and accessory uses that are permitted in each zoning zone. Uses shall be interpreted according to the common meaning of the term or as defined in Article III. Uses not specifically listed shall not be permitted.

Where listed uses are followed by a section or sub-section number in parentheses, refer to that section or sub-section for additional conditions or criteria that apply to that use.

RSF and RMF Single Family and Multi-Family Residential Zones	
<u>Principal uses</u>	<u>Conditional uses</u>
Single-family (701.1) & multi-family (701.2) dwellings	Large land area commercial recreation
Mobile home parks (701.3)	Specialized animal raising, care & processing (701.4)
Agriculture, farms & agricultural services	Campgrounds (701.5) & recreational vehicle parks (701.6)
Veterinary clinics, kennels or stables	
Public, non-commercial parks & recreation	
Public & private schools	
Personal care homes	<u>Accessory uses</u>
Churches, cemeteries	Garage, storage shed, swimming pool
Bed & breakfast establishments	Home occupation & home-based business (701.10)
Clubs, lodges & fraternal organizations	Family day care home, group day care home
Personal storage units on a minimum lot area of 5 acres	Shelter for domestic pets
Government buildings & services	Farm buildings as part of normal operations
Essential services	On-site farm produce sales
	Other clearly incidental & subordinate uses

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**RMP
Residential Master Plan Zone**

Principal uses

All RSF and RMF principal uses
Retail sales and/or product service establishments, *excluding* automobile & truck sales and/or service
Eating & drinking establishments
Personal & health service establishments
Business, professional & government offices
Commercial recreation
Day care centers & nursing homes

Conditional uses

All RSF and RMF conditional uses
Automobile & truck sales and/or service
Light manufacturing

Accessory uses

All RSF and RMF accessory uses
Other clearly incidental & subordinate uses

**C
Traditional Commercial Zone**

Principal uses

Single-family dwellings (701.1)
Multi-family dwellings (701.2)
Veterinary clinic
Public, non-commercial parks & recreation
Public & private schools
Personal care homes & nursing homes
Churches
Cemeteries
Bed & breakfast establishments
Clubs and lodges
Government buildings & services
Essential services
Retail sales and/or product service establishments
Eating & drinking establishments
Personal & health service establishments
Business, professional &, government offices
Day care centers
Funeral homes

Accessory uses

Garage, storage shed, swimming pool
Home occupation & home-based business
Family day care home, group day care home
Shelter for domestic pets
Other clearly incidental & subordinate uses

**CMX
Mixed-use Commercial Zone**

Principal uses

All uses in the RSF, RMF, and RMP zones
Retail sales and/or product service

Accessory uses

All clearly incidental & subordinate uses

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Personal & health service establishments
Eating and drink establishments
Business, professional &, government offices
Automobile & truck sales and/or service, *excluding* automobile & truck sales
Passenger transportation terminals
Parking lots and structures
Motels and hotels
Clubs, lodges & fraternal organizations
Commercial recreation and amusement
Funeral homes
Veterinary clinic
Government buildings & services
Essential services

CN
Neighborhood Commercial Zone

Principal uses

All RSF and RMF principal uses
Retail sales and/or product service establishments, *excluding* automobile & truck sales and/or service
Eating & drinking establishments
Personal & health service establishments
Business, professional & government offices
Commercial recreation
Day care centers & nursing homes

Conditional uses

All RSF and RMF conditional uses
Light manufacturing

Accessory uses

All RSF and RMF accessory uses
Other clearly incidental & subordinate uses

TA
Transitional Areas (To be discussed – do we need separate standards for each area?)

Principal uses

Conditional uses

Accessory uses

Other clearly incidental & subordinate uses

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I Industrial Zone

Principal uses

Industrial establishments for manufacturing, processing, packing & bottling
Industrial research & development establishments
Wholesale and warehousing
Storage and distribution facilities
Sawmills (701.11)
Agricultural processing establishments
Truck transportation and loading terminals
Personal storage units
Government buildings & services
Essential services
Power and/or Energy generation facilities

Conditional uses

Mineral excavation (705)
Parks and Recreation, trails

Accessory uses

All clearly incidental & subordinate uses

F

Forest and Resource Transition Areas

Principal uses

All I zone principal uses

Conditional uses

All I zone conditional uses
Establishments for storage and/or sale of junk (701.7)
Sanitary landfill, solid waste transfer stations, or similar facility for processing and disposal of solid waste (701.8)

Accessory uses

All clearly incidental & subordinate uses

Forestry activities, including but not limited to timber harvesting, shall be a permitted use by right in all zoning zones.

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ARTICLE VI: LOT, YARD & HEIGHT REQUIREMENTS

Zone	Minimum Lot Width	Maximum Building Set-back	Min. Side Yard	Min. Rear Yard	Maximum Structure Height	Maximum Lot Coverage
<u>RSF</u>	25 feet	20 feet	10 feet	20 feet	45 feet	50%
<u>RMF</u>						
<u>RMP</u>						
<u>C</u>	N/A	20 feet	N/A	N/A	70 feet	80%
<u>CMX</u>	N/A	20 feet	10 feet	10 feet	45 feet	60%
<u>CN</u>	25 feet	20 feet	10 feet	15 feet	45 feet	50%
<u>TA</u>	XXX feet	XXX feet	X feet	XX feet	XX feet	XXX
	TBD	TBD	TBD	TBD	TBD	TBD
<u>I</u>	N/A	N/A	N/A	N/A	75 feet	80%

ARTICLE VII: ADDITIONAL USE CRITERIA

Section 701: Additional criteria for specified permitted uses

701.1: Single-family dwellings

1. No dwelling structures shall have visible, unclosable openings which allow penetration of air, outside elements, or animals into the structure's interior.
2. All dwelling structures shall be placed on a basement foundation, concrete pad or piers, or other permanent foundation and secured, anchored, or tied down to withstand a wind pressure of 15 pounds per square foot on an exposed vertical surface.

701.2: Multi-family dwellings

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1. Minimum lot area shall be 3,000 square feet for the first dwelling unit plus 1,000 square feet for each additional dwelling unit thereafter.
2. Multi-family dwellings of 5 or more dwelling units shall comply with the following:
 - A. Interior drives, automobile parking, and areas for loading and unloading of delivery trucks and access by service vehicles shall be located and arranged to prevent blockage of interior drives and automobile parking facilities, prevent blockage of vehicles entering or leaving the site, and prevent use of the public street for such activities.
 - B. Drainage of increased stormwater runoff caused by the development shall be managed so as to be directed away from buildings and prevent ponding, accelerated erosion, or flowing of adjacent properties and roads.
 - C. A minimum of 1,000 square feet per dwelling unit of undeveloped open space shall be provided.
 - D. Any landscaping shall not, by reason of location or height, constitute a traffic hazard.

701.3: Mobile home parks

1. New mobile home parks and expansions of existing parks shall comply with any applicable State of Oregon and Federal provisions.

701.4: Specialized animal raising, care & processing

1. Minimum lot area shall be 5 acres.
2. No pens, runs, or buildings used for housing stock or processing shall be closer than 75 feet from neighboring lot lines.
3. If containing runs for more than 2 birds or mammals, the owner must provide evidence that waste products or manure will not create a malodorous nuisance.
4. It shall comply with all appropriate local, state, and federal environmental regulations.

701.5: Campgrounds

1. Minimum lot area shall be 2 acres.
2. Drainage of increased stormwater runoff caused by the development shall be managed so as to prevent ponding, accelerated erosion, or flooding of adjacent properties and roads.
3. No tent, camp site, or building shall be located within 75 feet of a neighboring lot line.

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701.7: Establishment for the storage and/or sale of junk

1. License. No person shall engage in business as a junk dealer, or maintain a junk yard without first having obtained a license from the City, for which license a fee in accordance with the schedule hereinafter set forth shall be paid to the City for the use of the City. The license shall be issued for the twelve month period beginning July 1 and ending June 30 of the following year, and each license must be renewed annually on or before the first day of July of each year.
 - A. Application for License. The license provided for in this ordinance shall be issued by the City after written application shall have been made therefore by the person desiring to be licensed. Such license shall state the name of the person to whom such license is issued and the premises on which such business is to be conducted, or such junkyard is to be maintained. Such license shall be posted conspicuously upon the premises thereunder. The written application for license described above shall be accompanied by a form, every question of which must be answered, and the form will be supplied by the City. Applicant shall also submit a plot of the premises used or to be used in connection with such license.
 - B. Issuance of License. Upon receipt of an application by the City, the City shall issue a license or shall refuse to issue a license to the person applying therefore after an examination of the application and taking into consideration the suitability of the property proposed to be used for the purpose of the license, the character of the properties located nearby, and the effect of the proposed use upon the City, both economic and aesthetic. In the event the City shall issue a license, it may impose upon the license and the person applying therefore such terms and conditions in addition to the regulations herein contained and adopted pursuant to this ordinance as may be deemed necessary to carry out the spirit and intent of this ordinance.
 - C. License Fee. A license fee, in an amount prescribed by City resolution/ordinance shall be paid immediately upon the issuance or renewal of a license.
 - D. License Limitation. No person licensed under this ordinance shall, by virtue of one license, keep more than one place of business within the City or maintain more than one junkyard, for the purpose of buying, selling and dealing in junk. No person shall engage in business as a junk dealer in any place other than the place designated upon his/her license, or maintain a junkyard in any place other than the place designated upon his/her license.
 - E. Transfer of License. No license issued by the City shall be transferable by the licenser to any other person unless such a transfer is authorized by the City. Any person desiring to transfer his/her license shall notify the City in writing, which notification shall be accompanied by an application for a license, as described in Section 4 of this ordinance, by the transferee.

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- F. Transfer Fee. In the event the City shall approve the transfer of a license the transferee shall immediately pay to the City a transfer fee in an amount prescribed by resolution of the City Council.
2. Regulations. Every person licensed under this ordinance shall constantly maintain the licensed premises in accordance with any special provisions imposed by the City and in the manner prescribed by this section and any subsequent regulations adopted by the City:
- A. Such premises shall at all times be maintained so as not to constitute a nuisance or a menace to the health of the community or of residents nearby or a place for the breeding of rodents and vermin.
 - B. No garbage or other organic waste shall be stored in such premises.
 - C. Whenever any motor vehicles shall be received in such premises as junk, all gasoline and oil shall be drained and removed therefrom. Gasoline in an amount not exceeding ten (10) gallons may be stored above ground in said junk yards provided the same be placed in containers approved by appropriate authority. All other gasoline which is kept in the premises shall be stored underground, which underground storage must be approved by appropriate authority.
 - D. The manner of storage and arrangement of junk, and the drainage facilities of the premises shall be such as to prevent the accumulation of stagnant water upon the premises, and to facilitate access for firefighting purposes.
 - E. The lot on which such are located shall be enclosed on all sides, except for an entrance and exit not over 25 feet in width, by a solid fence or wall at least 6 feet in height and maintained in good condition. As an alternative, a cyclone, or equal, wire fence at least 6 feet in height and surrounded, except for exit and entrance described above, by evergreens at least 6 feet in height and planted no further than 6 feet apart so as to form a solid screen may be used.
 - F. The premises to be licensed shall be set back a minimum distance of 200 feet from the center of any road and a minimum distance of 100 feet from all other property lines. The area between the set back line and the road and all other property lines shall be at all times kept clear and vacant.
 - G. It shall not emit any offensive odors or noxious, toxic, or corrosive fumes or gases.
 - H. It shall not exhaust into the air any excessive dust or smoke.
 - I. It shall be carried on only in buildings classified as fire-resistant and be carried on in such a manner and with such precautions against fire and explosion hazards as to produce no exposure hazards to an adjacent property.

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- J. It shall not discharge any wastes, whether liquid or solid, into rivers or streams, including any surface and underground waters – both natural and artificial unless approved by the City and/or any other public regulatory agency which has jurisdiction in water quality.

701.8: Sanitary landfills, solid waste transfer station, or similar facilities for processing and disposal of solid waste

1. The applicant shall comply with all applicable regulations and requirements of the State of Oregon and shall present to the City an approved permit for the proposed facility.
2. The applicant shall grant a right of entry to the proposed facility to the City or its authorized representatives, upon written request by the City, in order to inspect the facility and ensure that all applicable regulations and requirements are being met while the facility is in operation.
3. The City may impose other conditions, based on consideration of the unique physical conditions and natural and man-made characteristics of the proposed facility site and its surroundings, which do not violate the minimum standards of the State of Oregon and which are reasonably necessary to provide maximum protection to the City's underground and surface water supplies and to minimize adverse impacts to surrounding properties.

701.9: Accessory Dwellings – In any zoning zone permitting residential uses, an existing single-family dwelling or an existing lawful accessory structure to a single-family dwelling may be altered or changed in use to create an accessory dwelling, provided:

1. Only one accessory dwelling may be created per single-family dwelling lot.
2. The accessory dwelling shall be a complete, separate housekeeping unit that can be isolated from the original unit.
3. The accessory dwelling shall be designed so that, to the degree reasonably feasible, the appearance of the building remains that of a one-family residence. Any new entrances shall be located on the side or in the rear of the building, and any additions shall not increase the square footage of the original house by more than 10 percent.
4. Conversion of accessory structures to accessory dwellings shall not increase the ground floor area of the original structure.
5. Maximum floor area - The accessory dwelling shall be clearly a subordinate part of the single-family dwelling. In no case shall it be more than thirty (30) percent of the building's total floor area nor have more than two (2) bedrooms, unless, in the opinion of the City, a greater or lesser amount of floor area is warranted by the circumstances of the particular building.

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6. Minimum floor area - The accessory dwelling shall have at least 400 square feet of floor area.
7. Any alterations shall not violate requirements for yards or height for a single-family dwelling.
8. Additional off-street parking spaces shall be provided for the additional dwelling unit as required in Article VIII.
9. The design and size of the accessory dwelling shall conform to all applicable standards in health, building, fire, and other laws.
10. Any other appropriate or more stringent conditions deemed necessary may be required by the City to protect public health, safety, and welfare, and the single-family character of the neighborhood.
11. In order to encourage the development of housing units for disabled and handicapped individuals and persons with limited mobility, the City may allow reasonable deviation from the stated conditions where necessary to install features that facilitate access and mobility for disabled persons.

701.10: Home-based business – Where permitted, a home-based business shall comply with the following:

1. It shall be conducted entirely within either the dwelling unit or accessory structure provided that such accessory structure is clearly accessory and subordinate to the dwelling.
2. No more than 25% of the combined gross floor area of the dwelling and accessory structure(s) shall be devoted to the home-based business.
3. No more than 2 persons other than the occupants of the dwelling shall be employed at the site.
4. Sufficient off-street parking shall be provided for the home-based business according to the nature of the business as provided for in Section 802 and shall be located behind the building setback line. Such parking shall be provided in addition to the off-street parking required for the dwelling.
5. The home-based business shall not produce offensive noise, vibration, smoke (or other particulate matter), heat, humidity, glare, other objectionable effects, traffic, or signs which are not consistent with or characteristic of other dwellings in the area.

701.11: Sawmills – Sawmills shall be permitted as specified in Article V. In addition, temporary sawmills established for processing only of timber cut on the parcel on which the sawmill is located may be permitted in any zoning zone.

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701.12: Large land area commercial recreation – In order to allow such uses which require large land area in a rural or low-density development setting but also generate above-normal traffic and related activity, the following requirements must be met:

1. A full plan of the proposed activity and land area to be utilized and a plan for traffic circulation and ingress to/egress from the site must be presented.
2. Any club house or other buildings for use of the public shall be located at least 100 feet from any property line.
3. The use shall not produce or cause to be produced noise or lighting that results in a hazard or a nuisance to neighboring properties.

Section 702: Additional C, CMX, and CN Zone Regulations

702.1: Provisions of Use – Any permitted principal and/or accessory use shall be subject to the following use regulations.

1. For commercial uses located on corner lots where one street is predominantly residential and one street is predominantly commercial, any commercial structure shall front on the street that is predominantly commercial.
2. Any business, servicing, or processing shall be conducted within a completely enclosed building, except for parking and loading facilities and for “drive-in” type establishments offering goods or services to customers waiting in parked motor vehicles.
3. All accessory storage of junk, waste, discarded or salvaged material, machinery or equipment, including automobile, truck, or other vehicle parts shall not be permitted except within a completely enclosed structure.
4. Any business establishment shall deal directly with the consumer only and any work done on the premises shall be for sale on the premises.
5. Any display of goods shall be in back of the building setback line.
6. Access driveways and entrances shall be permitted in a number and locations in which sight distance is adequate to allow safe movement of traffic in or out of the driveway or entrance, the free movement of normal highway traffic is not impaired, and the driveway or entrance will not create a hazard or an area of undue traffic congestion on highways to which it has access. The City may require the permit applicant to submit engineering data and/or traffic analyses to support its proposed plan of access driveways and entrances.
7. Adequate storm drainage facilities shall be installed to ensure that stormwater does not flow onto abutting property, sidewalks, or streets in such quantities as to cause detrimental effect or inconvenience. Maximum rates of stormwater runoff from the property after development shall not be greater than as existed prior to the development.

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8. Any part or portion of a lot developed for "C" type zone uses which are not used for buildings, other structures, parking or loading spaces, or aisles, driveways, sidewalks, and designated storage areas shall be planted and maintained with grass or other all season groundcover vegetation. Grass shall be kept neatly mowed. Landscaping with trees and shrubs is permitted and encouraged.
9. Any off-street parking area located in a required frontyard building setback shall be located at least 5 feet from the road right-of-way with the area in between the road right-of-way and parking maintained according to Section 702.1(8).
10. It shall not emit any noxious, toxic, or corrosive fumes or gases nor shall it emit any offensive odors.
11. It shall provide necessary shielding or other protective measures against interference occasioned by mechanical equipment, or uses or processes with electrical apparatus.
12. All exterior lighting shall be so placed and shielded so as not to create a nuisance for adjacent properties.

702.2: Buffer and Screening Requirements – Where any permitted principal and/or accessory use abuts any land zoned RSF, RMF, RMP, or CMX the following buffer and screening shall be required. These requirements shall apply in instances where such use is being newly developed on vacant land, expanded in floor area by 50% or greater, or removed and a new use developed.

1. A buffer strip at least 10 feet wide shall be provided and maintained along the entire length of a side or rear yard where it abuts an RSF, RMF, RMP, or TA zone. Buffer strips shall not be used for parking, storage of vehicles, equipment, or materials, nor for any other use incompatible with their purpose as a visual, noise, dust, and pollution barrier.
2. The buffer strip shall contain suitable screening, defined as either of the following:
 - A. A solid fence or wall, architecturally compatible with existing structures in the area, no less than 5 feet nor more than 8 feet in height; or
 - B. A sight-obscuring planting of evergreens, not less than 4 feet in height at the time of planting and of a variety that will maintain full, dense growth from the ground up to a height of not less than 6 feet upon maturity, planted at a spacing of the lesser of 8 feet or the diameter of a mature specimen of the species being planted.
3. Areas of the buffer strip not covered with a fence, wall, or screening plantings, shall be planted with grass or other appropriate ground cover vegetation.
4. Installation and maintenance of the buffer and screening shall be the responsibility of the owner of the property on which the "C" type zone permitted use is located. Installation must be completed prior to issuance of a Certificate of Use and Occupancy

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by the City. Fences or walls must be maintained in safe and structurally sound condition. Dead or diseased plants shall be removed and replaced in a timely manner. Grass shall be kept neatly mowed.

Section 703: Additional I Industrial Zone Regulations

703.1: Provisions of Use – Any permitted principal and/or accessory use shall be subject to the following use regulations:

1. Access driveways and entrances shall be permitted in a number and locations in which sight distance is adequate to allow safe movement of traffic in or out of the driveway or entrance, the free movement of normal highway traffic is not impaired, and the driveway or entrance will not create a hazard or an area of undue traffic congestion on highways to which it has access. The City may require the permit applicant to submit engineering data and/or traffic analyses to support its proposed plan of access driveways and entrances.
2. All accessory storage of junk, waste, discarded or salvaged material, machinery, or equipment shall not be permitted except within a completely enclosed structure. Or if the lot area devoted to such use is over two-hundred (200) square feet in area, the owner may have the alternative of enclosing it on all sides, except for an exit and entrance not over twenty-five (25) feet in width, by a solid fence or wall at least six (6) feet in height and maintained in good condition or by a cyclone or equal-wire fence at least six (6) feet in height and surrounded, except for an exit and entrance not over twenty-five feet in width, by evergreens at least six (6) feet in height and planted not further apart than six (6) feet so as to form a solid screen.
3. It shall provide necessary shielding or other protective measures against interference occasioned by mechanical and nuclear equipment, or uses or processes with electrical apparatus, to nearby residences.
4. Adequate storm drainage facilities shall be installed to ensure that stormwater does not flow onto abutting property, sidewalks, or streets in such quantities as to cause detrimental effect or inconvenience. Maximum rates of stormwater runoff from the property after development shall not be greater than as existed prior to the development.
5. Any part or portion of a lot developed for industrial uses which is not used for buildings, other structures, active landfilling areas in approved sanitary landfills, parking or loading spaces, or aisles, driveways, sidewalks, and designated storage areas shall be planted and maintained with grass or other all season ground cover vegetation. Grass shall be kept neatly mowed. Landscaping with trees and shrubs is permitted and encouraged.
6. Any off-street parking area located in a required frontyard building setback shall be located at least 5 feet from the road right-of-way with the area in between the road right-of-way and parking maintained according to Section 703.1(5).

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7. All exterior lighting shall be so placed and shielded so as not to create a nuisance for adjacent properties.
8. It shall comply with all applicable pollution control regulations enacted by the federal and state government and other governmental authorities.

703.2: Buffer and Screening Requirements – Where any permitted principal and/or accessory use abuts any RSF, RMF, RMP, or TA zoned land, the following buffer and screening are required:

1. A buffer strip at least 30 feet wide shall be provided and maintained along the entire length of a side or rearyard where it abuts any RSF, RMF, RMP, or TA zoned land. Buffer strips shall not be used for parking, storage of vehicles, equipment, or materials, nor for any other use incompatible with their purpose as a visual, noise, dust, and pollution barrier.
2. The buffer shall be planted with evergreens capable of obtaining and maintaining a dense growth to a full height and a full diameter of no less than 12 feet. The minimum height at the time of planting shall be 4 feet. Plants shall be situated in two rows within the buffer strip, each row being located at least 10 feet from the edge of the buffer strip. Plants in each row shall be spaced no more than 20 feet center-to-center and the two rows shall be situated in an alternating pattern so that the trees in one row are located centrally between the trees in the other row. Plants shall be allowed to obtain a minimum height of 12 feet and shall not be trimmed below that height thereafter.
3. Installation and maintenance of the buffer and screening shall be the responsibility of the owner of the property on which the industrial use is located. Installation must be completed prior to issuance of a Certificate of Use and Occupancy by the City. Dead or diseased plants shall be removed and replaced in a timely manner. Grass shall be kept neatly mowed.

704.3: Development criteria for commercial uses – Permitted commercial uses shall comply with all provisions of use contained in Section 702.1 and buffer and screening requirements contained in Section 702.2. However, buffer and screening requirements of 702.2 may be lessened or waived where the Zoning Officer determines that existing natural vegetation or landforms provide a similarly effective buffer and screening.

704.4: Development criteria for light manufacturing uses – Light manufacturing permitted as a conditional use shall comply with all provisions of use contained in Section 703.1 and buffer and screening requirements contained in Section 703.2. However, buffer and screening requirements of 703.2 may be lessened or waived where the City determines that existing natural vegetation or landforms provide a similarly effective buffer and screening.

704.5: Maintenance of separation distance – A property owner may not sell, lease, or otherwise transfer property if such action results in a reduction of a separation distance for a commercial or light manufacturing use below the minimum required in this section.

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Likewise, a property owner may not remove or alter natural vegetation or landforms serving upon a waiver from the City as buffer and screening for a commercial or light manufacturing use if such action results in the natural buffer and screening being less effective than as required in Section 702.2 and 703.2 respectively.

Section 705: Mineral excavation regulations

705.1: General – Excavation of sand, gravel, coal, oil, natural gas, or other minerals from the ground may be permitted only in the I and F Zones and only as a conditional use upon application to and approval by the City. Conditional approval and these regulations do not apply where such excavation activities are to be conducted entirely as a non-commercial accessory or subordinate use to a principal use permitted by the Zone.

705.2: Conditions – Prior to approval of the excavation activities by the City, the applicant for a conditional use shall comply with the following conditions:

1. An approved permit from the State of Oregon, if needed, shall be presented to the City.
2. The applicant shall guarantee that a notice of the final inspection conducted by the State of Oregon, if needed, will be provided to the City in order that the City has the opportunity to participate in the inspection.

Section 707: Wireless Telecommunication Facilities

707.1: Definitions – It is the purpose of this subsection, together with its subparagraphs to provide clear and concise definitions of those words, terms and phrases most commonly utilized in the provisions of these regulations in order to assist any interpretations of said provisions and to insure uniformity of application. The following definitions are intended to supplement the definitions contained in Article III.

1. **Communication Antenna:** Any device used for the transmission or reception of radio, television, wireless telephone, pager, commercial mobile radio service or any other wireless communications signals, including without limitation omnidirectional or whip antennas and directional or panel antennas, owned or operated by any person or entity licensed by the Federal Communications Commission (FCC) to operate such device. The definition shall not include private residence mounted satellite dishes or television antennas or amateur radio equipment including without limitation ham or citizen band radio antennas.
2. **Communication Equipment Building:** An unmanned building or cabinet containing communications equipment required for the operation of Communications Antennas and covering an area on the ground not greater than 250 square feet.
3. **Communication Tower:** A structure other than a building, such as a monopole, self-supporting or guyed tower, designed and used to support Communication Antennas.

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4. Height of a Communication Tower: The vertical distance measured from the ground level to the highest point on a Communication Tower, including antennas mounted on the tower.
5. Public Utility Transmission Tower: A structure, owned and operated by a public utility electric company regulated by the State of Oregon or Federal Agency, designed and used to support overhead electricity transmission lines.
6. Structure: Anything built, constructed or erected which requires location on the ground or attachment to something located on the ground.

707.2: Permitted Types of Wireless Telecommunication Facilities in the City's Zoning Zones:

Type of equipment	RSF RMF RMP TA CN	C	CMX	I	F
Communication antennas mounted on existing public utility transmission towers	C	X	X	X	X
Communication antennas mounted on existing public buildings	C	X	X	X	X
Communication antennas mounted on existing public structures	C	X	X	X	X
Communication antennas mounted on existing private buildings and/or structures	C	X	X	X	X
Communication equipment building	C	X	X	X	X
Communication tower	C	X	C	X	X

(X indicates the equipment listed is permitted in that zoning zone)

(C indicates the equipment listed is a conditional use in that zoning zone)

707.3: Regulations governing Communication Antennas and Communications Equipment Buildings:

1. Building mounted Communication Antennas shall not be located on any single-family, two-family or multi-family dwelling.

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2. Building mounted Communication Antennas shall be permitted to exceed the height limitations of the applicable Zoning Zone by no more than twenty (100) feet.
3. Omnidirectional or whip Communications Antennas shall not exceed twenty (20) feet in height and seven (7) inches diameter.
4. Directional or panel Communication Antennas shall not exceed five (5) feet in height and three (3) feet in width.
5. Any applicant proposing Communications Antennas to be mounted on a Building or other structure shall submit evidence from a registered professional engineer certifying that the proposed installation will not exceed the structural capacity of the Building or other Structure, considering wind and other loads associated with the antenna location.
6. Any applicant proposing Communication Antennas to be mounted on a Building or other Structure shall submit detailed construction and elevation drawings indicating how the antennas will be mounted on the Structure for review by the City for compliance with this Zoning Ordinance.
7. Any applicant proposing Communication Antennas to be mounted on a Building or other Structure shall submit to the City evidence of agreements and/or easements necessary to provide access to the Building or Structure on which the antennas are to be mounted so that installation and maintenance of the antennas and Communications equipment Building can be accomplished.
8. Communication Antennas shall comply with all applicable standards established by the Federal Communications Commission governing human exposure to electromagnetic radiation.
9. Communication Antennas shall not cause radio frequency interference with other communications facilities located in Deschutes County.
10. A Communication Equipment Building shall be subject to the height and setback requirements of the applicable Zone for an accessory structure.
11. The owner or operator of Communications Antenna shall be licensed by the Federal Communications Commission to operate such antennas.
12. Any applicant proposing Communications Towers to be constructed shall submit evidence from a registered professional engineer certifying that all Facilities will be constructed to meet Federal, State, and Local requirements for loads.
13. The Tower foundation and base, as well as any other communications equipment buildings, shall be screened from the abutting properties.

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14. The applicant and owner of record of any Wireless Telecommunications Facilities must file, at its cost and expense, a security performance bond with the City for at least \$75,000 to insure the removal of abandoned or unused facilities.
15. Any unused or abandoned Wireless Telecommunications Facilities must be dismantled by the permit holder within one year of the date of abandonment. After this timeframe, the City may use the security bond to dismantle the abandoned tower.

707.4: Additional Criteria for the new construction of Communications Towers

1. All Wireless Telecommunications Towers shall have a security fence installed around the tower base of no less than eight foot height.
2. All applicants must co-locate on existing towers or locate on land owned or leased by the City or County. If the applicant does not do this, they must prove hardship as to why they could not co-locate or locate on City or County lands before they can construct a tower on private land.

ARTICLE VIII: SUPPLEMENTARY REGULATIONS

Section 800: Supplementary lot and yard regulations

800.1: Number of principal structures on a lot – Not more than one (1) principal building and/or structure shall be located on a parcel, except in the case of permitted planned development for an agricultural processing establishment, cemetery, church, college, tent campground, multiple-family dwelling development, farm, governmental or governmental authority facility, hospital, nursing home, public utility facility, school, or planned commercial or industrial development, or Planned Developments for single-family residential dwelling units.

Planned Developments shall be planned and developed as a whole in a single development operation or in a series of phases. All buildings and/or structures shall conform to the provisions of this Ordinance and all provisions for the respective zone. All buildings and/or structures shall be built and situated in compliance with and conform to the density and separation distance requirements of this Ordinance so that future subdivision may be accomplished in compliance with the applicable density, lot area and yard requirements of this Ordinance.

In the case of Planned Developments for single-family residential dwelling units, there shall be a minimum lot size of 2 (2) acres.

A master plan showing the location and arrangement of multiple buildings and/or structures in any Planned Development shall be submitted with the zoning permit application. When such Planned Developments consist of the construction of public roads and/or utilities, the

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provisions of the City Standards and Specifications concerning the construction and placement of roads and/or utilities shall be followed.

800.2: Temporary mobile homes – The placement of a mobile home on a temporary basis on the same lot occupied by a principal structure may be permitted provided:

1. The mobile home shall be placed behind the principal structure at a separation distance of no less than 15 feet and shall comply with the rear yard requirement for principal structures in the zoning zone.
2. The mobile home placement shall be for a period of no more than five (5) years. However, an extension of time may be granted by the City upon request by the property owner.
3. The occupant of the mobile home shall be a relative of the property owner and shall indicate the relationship by cosigning the permit application.
4. The property owner shall occupy the principal structure.

800.3: Subdivision of lot – Any lot shall not be subdivided, if by such action the Zoning Ordinance would be violated.

800.4: Yards on contiguous lots of same ownership – Where there exist more than one contiguous lots of same ownership, said lots shall be treated as one single lot for the application of the minimum side and rear yard requirements contained in this ordinance and minimum side and rear yard requirements shall be applied to boundary lines of properties of different ownership.

800.5: Determination of yards and minimum distance to lot lines on irregularly shaped lots – On an irregularly shaped lot, no point of a building shall be located closer to a lot line than the minimum yard or setback distance.

800.6: Projection into and occupancy of yards or other open spaces – The following building attachments shall be permitted to project into and/or occupy required yards or other open spaces:

1. Steps, stoop, awning, similar architectural feature, rain leader and/or chimney - Provided it shall not project more than four (4) feet beyond the face of the wall.
2. Exterior stairway, fire tower, balcony, fire escape or other required means of egress - Provided it shall not project more than four (4) feet beyond the face of the wall.

800.7: Porches, decks, carports, and similar attached accessory structures whether open or enclosed – Shall be located in compliance with minimum yard and setback requirements.

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800.8: Fences – Except as provided in Section 800.9, the yard and setback requirements of this ordinance shall not be deemed to restrict any otherwise lawful fence, wall, or sign, provided that:

1. No fence, wall, or sign shall be located on any right-of-way of a public road.
2. Farms, as defined by this ordinance, shall be exempt from all fencing regulations.

800.9: Visibility at intersections – On a corner lot in any zone, no structure, sign, solid fence or wall, hedge or other planting shall be erected, placed or maintained at a height of more than thirty (30) inches above the grade at the cartway edge within the triangle formed by the road cartway edges and a straight line joining said cartway edges at points which are thirty (30) feet distant from their point of intersection.

Section 801: Supplementary height regulations

801.1: Height regulations not apply – The maximum height limitations for this section shall not apply to:

1. The following principal structures: Church, college, farm structure (other than a farm dwelling), hospital, radio or television tower, exhaust stack, emergency services structure, or public utility structure which is a permitted use and is located in any zoning zone, provided it shall conform to the setback and yard requirements of the zoning zone where it is located plus 1 additional foot horizontally for each foot over 40 feet in height.
2. The following appurtenances attached to or part of a principal or accessory structure: Church spire, belfry, cupola, dome, monument, smoke-stack, derrick, conveyor, flag pole, mast, antenna, aerial, roof tank; ventilating air conditioning and similar building service equipment; roof structure, chimney and/or parapet wall, provided it shall be set back in conformance with the setback and yard requirements plus 1 foot horizontally for each foot in which it exceeds 40 feet in height above ground level. The principal or accessory structure to which it is attached may conform to setback and yard requirements with no additional setback provided the principal or accessory structure conforms to the height limitations of the zone.
3. Existing designed structures: the vertical extension of a structure existing at the effective date of the zoning ordinance may be erected to such height as the original drawings of said building indicated, provided the building was actually designed and constructed to carry the additional stories necessary for such height.

Section 802: Off-street loading and parking

802.1: Applicability – Off-street loading and parking spaces shall be provided in accordance with the specifications of this section in all zoning zones whenever any new use is established, an existing use is enlarged, or an existing use of land or structure is changed

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to a new use. Such new, enlarged, or changed use shall fully comply with the specifications of this section prior to being given a certificate of use and occupancy.

802.2: Off-street loading – Every commercial and industrial use which requires the receipt or distribution by vehicles of material or merchandise shall provide off-street loading spaces in sufficient number to adequately serve the number and frequency of vehicle shipping and receiving projected for the use. The permit applicant shall provide supporting evidence of the projected shipping and receiving and how the number of spaces to be provided will be adequate. Each off-street loading space shall not be less than 12 feet wide by 55 feet long. Off-street loading space(s) shall also have adequate adjacent area for vehicle maneuvering so that vehicles using the space(s) are not required to back-up onto or back-up from a public street or alley to use the space.

802.3: Off-street parking – Every use shall provide off-street parking as specified in this section. Each off-street parking space shall not be less than 9 feet wide by 18 feet long exclusive of access drives and aisles (except that single-family dwellings may use driveways for off-street parking spaces) and shall be in usable shape and condition. The minimum number of off-street parking spaces for each use is specified below:

Use	Required parking spaces
Single & multiple family dwellings	2 for each dwelling unit
Mobile home parks	2 for each mobile home lot
Housing for senior citizens	1 for each dwelling unit
Hotels & motels	1 for each guest room
Funeral homes & mortuaries	25 for the first parlor plus 10 for each additional parlor
Hospitals	1 for each bed
Nursing homes	1 for each 3 beds
Churches	1 for each 4 seats
Schools	1 for each teacher and staff plus 1 for each 4 classrooms plus 1 for each 4 high school students
Use	Required parking spaces
Auto sales & service	1 for each 200 sq. ft. gross floor area

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Roller rinks	1 for each 200 sq. ft. gross floor area
Sports arenas, stadiums, theaters, auditoriums, assembly halls	1 for each 3 seats
Community buildings, social halls, dance halls, clubs & lodges	1 for each 60 sq. ft. of public floor area
Bowling alleys	5 for each alley
Banks & offices	1 for each 350 sq. ft. gross floor area
Medical offices & clinics	8 for each doctor
Dental offices	5 for each doctor
Retail stores	1 for each 200 sq. ft. gross retail area
Fast food & drive-in restaurants	1 for each 2 patron seats
Furniture stores	1 for each 1000 sq. ft. gross floor area
Food supermarkets	1 for each 300 sq. ft. gross floor area
Trailer & monument sales	1 for each 2,500 sq. ft. lot area
Restaurants, taverns & night clubs	1 for each 2.5 patron seats
Industrial & manufacturing establishments, warehouses, wholesale & truck terminals	1 for each employee on the largest shift plus 1 for each 10,000 sq. ft. for visitors up to 10 additional spaces
Miniature golf	1 for each 325 sq. ft. of developed lot area
Commercial recreation (not otherwise covered)	1 for each 3 persons maximum occupancy
For uses not specified herein	1 for each 2 patrons or occupants of the use at peak use times

802.4: Location of off-street loading and parking spaces – Required off-street loading and parking spaces shall be located on the same lot with the principal use they are intended to serve. In no case shall a required loading space be part of the area used to

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satisfy the parking requirements and vice versa. Also, in no case shall the required loading or parking space(s) of one use be used to satisfy the loading or parking space requirements of another use.

802.5: Encroachment or reduction – A required loading or parking space shall not be encroached upon by a structure, storage, or other use, nor shall the number of spaces be reduced without replacement of a commensurate number of spaces in accordance with this section.

ARTICLE IX: NON-CONFORMITIES

Section 900: Intent and standards

Within the zones established by this ordinance or amendments that may later be adopted there exist lots, structures, and uses of land and structures which were lawful before this ordinance was passed or amended, but which would be prohibited under the terms of this ordinance or future amendment.

900.1: Intent – It is the intent of this ordinance to permit these non-conformities to continue until they are removed. Such uses are declared by this ordinance to be incompatible with permitted uses in the zones involved.

900.2: Standard – A non-conforming use of a structure, a non-conforming use of land, or non-conforming use of a structure and land shall not be extended or enlarged after passage of this ordinance by attachment of additional signs to a building, or the placement of additional signs or display devices on the land outside the building, nor shall there be a change to or addition of a use prohibited in the particular zone. Non-conformities may be enlarged, expanded, changed, or added to only by variance granted by the City. Any such enlargement, expansion, changed use or added use shall meet any and all conditions and provisions specified for that type of use in this zone.

900.3: Construction in progress – Nothing in this ordinance shall be deemed to require a change in the plans, construction, or designated use of any building on which actual construction was lawfully begun prior to the effective date of adoption or amendment of this ordinance and upon which actual building construction has been diligently carried on. Actual construction is defined to include the placing of construction materials in permanent position and fastened in a permanent manner, and demolition, elimination, and removal of an existing structure in connection with such construction, provided that actual construction work shall be diligently carried on until the completion of the building involved.

Section 901: Non-conforming lots of record

In any zone in which single-family dwellings are permitted, notwithstanding limitations imposed by other provisions of this ordinance, a single-family dwelling and customary accessory buildings may be erected on any single lot of record at the effective date of adoption or

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for Discussion with the City of La Pine Staff, Council, TAC, PC and Public

amendment of this ordinance. Such lot must be in separate ownership and not of continuous frontage with other lots in the same ownership. This provision shall apply even though such lot fails to meet the requirements for area or width, or both, that are applicable in the zone, provided that yard dimensions and other requirements not involving area or width, or both, of lot shall conform to the regulations for the zone in which such lot is located. Variance of yard requirements and other requirements not involving area or width, or both, of lot shall be obtained only through action of the City.

If two or more lots or combinations of lots and portions of lots with continuous frontage in single ownership are of record at the time of passage or amendment of this ordinance, and if all or part of the lots do not meet the requirements for lot width and area in the respective zone, the lands involved shall be considered to be an undivided parcel for the purpose of this ordinance, and no portion of said parcel shall be used or sold which does not meet lot width and area requirements established by this ordinance, nor shall any division of the parcel be made which leaves remaining any lot with width or area below the requirements stated in this ordinance.

Section 902: Non-conforming uses of land

Where, at the effective date of adoption or amendment of this ordinance, lawful use of land exists that is made no longer permissible under the terms of this ordinance as enacted or amended, such use may be continued, so long as it remains otherwise lawful, subject to the following provisions:

902.1 – No such non-conforming use shall be enlarged or increased, nor extended to occupy a greater area of land than was occupied at the effective date of adoption or amendment of this ordinance, except as specified by Section 900 of this ordinance.

902.2 – No such non-conforming use shall be moved in whole or in part to any other portion of the lot or parcel occupied by such use at the effective date of adoption or amendment of this ordinance.

902.3 – If any such non-conforming use of land is abandoned by discontinuance for any reason for a period of more than twelve (12) consecutive months, any subsequent use of such land shall conform to the regulations specified by this ordinance for the zone in which such land is located.

Section 903: Non-conforming structures

Where a lawful structure exists at the effective date of adoption or amendment of this ordinance that could not be built under the terms of this ordinance by reason of restrictions on areas, lot coverage, height, yards, or other characteristics of the structure or its location on the lot, such structure may be continued so long as it remains otherwise lawful, subject to the following provisions:

903.1 – A structure may be enlarged or altered in a reasonable amount only as approved by the City.

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for Discussion with the City of La Pine Staff, Council, TAC, PC and Public

903.2 – Should such structure be destroyed by any means to an extent of more than 50% of its replacement cost at time of destruction, it shall not be reconstructed except in conformity with the provisions of this ordinance unless a variance is granted by the City.

903.3 – Should such structure be moved for any reason for any distance whatever, it shall thereafter conform to the regulations for the zone in which it is located after moved.

Section 904: Non-conforming uses of structures

If a lawful use of a structure, or of a structure and premises in combination, exists at the effective date of adoption or amendment of this ordinance, that would be allowed in the zone under the terms of this ordinance, the lawful use may be continued so long as it remains otherwise lawful, subject to the following provisions:

904.1 – An existing structure devoted to a use not permitted by this ordinance in the zone in which it is located may be enlarged, extended, constructed, reconstructed, or structurally altered to any reasonable amount upon granting of a variance by the City.

904.2 – Any non-conforming use may be extended throughout any parts of a building which were manifestly arranged or designed for such use at the time of adoption or amendment of this ordinance, but no such use shall be extended to occupy any land outside such building.

904.3 – If no structural alterations are made, any non-conforming use of a structure, or structure and premises, may be changed to another non-conforming use provided that the City, either by general rule or by making findings in the specific case, shall find that the proposed use is equally appropriate or more appropriate to the zone than the existing non-conforming use. In permitting such change, the City may require appropriate conditions and safeguards in accord with the provisions of this ordinance.

904.4 – Any structure, or structure and land in combination, in or on which a non-conforming use is superseded by a permitted use, shall thereafter conform to the regulations for the zone in which such structure is located, and the non-conforming use may not thereafter be resumed.

904.5 – When a non-conforming use of a structure, or structure and premises in combination, is abandoned by discontinuance for twelve (12) consecutive months, the structure and premises in combination shall not thereafter be used except in conformance with the regulations of the zone in which it is located.

904.6 – Where non-conforming use status applies to a structure and premises in combination, removal or destruction of the structure shall eliminate the non-conforming status of the land.

904.7 – Where a structure containing a non-conforming use is destroyed in whole or in part by fire, flood, explosion, or other casualty beyond the control of the property owner, it may be reconstructed and used as before provided such reconstruction is begun within twelve

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(12) months of such casualty and provided the restored structure shall not exceed the height and bounds of the original structure.

Section 905: Repairs and maintenance

On any building, devoted in whole or in part to any non-conforming use, work may be done on ordinary repairs or on repair or replacement of non-bearing walls, fixtures, wiring, or plumbing without the requirement of a variance.

Nothing in this ordinance shall be deemed to prevent the strengthening or restoring to a safe condition of any building or part thereof without a variance.

Section 906: Uses granted under special exception provisions not non-conforming uses

Any use for which a special exception is permitted as provided in this ordinance shall not be deemed a non-conforming use, but shall without further action be deemed a conforming use in such zone.

Section 907: Non-conforming single-family residence use

Where residential uses exist as non-conforming uses according to this ordinance, the following shall apply.

907.1—Notwithstanding any other provisions pertaining to non-conforming uses in this ordinance, an existing non-conforming single family residential dwelling destroyed in whole or in part by fire, flood, explosion, or any other casualty beyond the control of the property owner, may be reconstructed and used as before said casualty, provided: 1.) the reconstructed principal residential structure and accessory structures (not including any agricultural structures) in combination shall not have a floor area of greater than 125% of that of the original principal residential structure and accessory structures (not including any agricultural structures) in combination, and 2.) the reconstructed principal and accessory structures shall meet applicable lot, yard, and height requirements of the zone.

907.2—Notwithstanding any other provisions pertaining to non-conforming uses in this ordinance, an existing non-conforming single-family residential dwelling or any of its customarily accessory structure may be expanded in floor area up to an additional 25% each of the existing floor area, provided: 1.) the landowner is residing in the principal structure when expansion is requested and completed, 2.) the expansion does not include the addition of a residential dwelling unit or business unless such are otherwise permitted in the zone, and 3.) only one such expansion per principal or accessory structure shall be permitted.

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for Discussion with the City of La Pine Staff, Council, TAC, PC and Public

Section 1002: Application for zoning permit and certificate of use and occupancy

1002.1: When zoning permit is required – A zoning permit shall be required for any of the following (except where otherwise indicated in this ordinance):

1. Commencing a use, changing a use or intensity of use, or extending or displacing the use of any building, structure, and/or land in the City.
2. Construction, erection, enlargement, reconstruction, or structural alteration of any building and/or structure including placement of a mobile home on a property.

A fine in an amount prescribed by resolution of the City shall be added to the cost of the zoning permit for failure to obtain a zoning permit before commencing/changing a use or construction, etc.

1002.2: When a certificate of use and occupancy is required – It shall be unlawful to use and/or occupy any building, other structure and/or land for which a zoning permit is required until a certificate of use and occupancy for such building, other structure and/or land has been issued by the City. The purpose of the certificate is to confirm that the work or development described in the zoning permit application has been completed in compliance with this ordinance. The application for issuance of a certificate of use and occupancy shall be made at the same time an application for a permit is filed with the City.

1002.3: Forms of application – The Application for a zoning permit and a certificate of use and occupancy shall be submitted in such form as the City may prescribe and shall be accompanied by the required fee as prescribed in Section 1004.

1002.4: Plot diagram – Applications shall be accompanied by a plot plan diagram as required by the City. The plot plan shall be drawn to a suitable scale and shall clearly and accurately show dimensions of buildings and lots, both existing and proposed, abutting streets, proposed uses of buildings and lots, north arrow and scale, and other information which the City may require to make a decision on the zoning permit. One copy shall be returned to the applicant indicating approval or disapproval; one copy shall be retained by the City.

1002.5: Additional application requirements for uses specified in Article VII – An application for a use specified in Article VII shall be accompanied by additional information and drawings as appropriate to demonstrate how the proposed use and the design of that use will comply with the conditions, criteria, and standards specified for that use in Article VII. If such use is a conditional use, further information and drawings may be required by the City to address compliance with any other conditions imposed by the City.

1002.6: Amendments to a permit – Amendments to a zoning permit or other records accompanying it may be filed at anytime before completion of the work. The City shall approve all such amendments. Amendments shall be deemed part of the original application.

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for Discussion with the City of La Pine Staff, Council, TAC, PC and Public

1002.7: Expiration of permits – If work described in any zoning permit has not begun within 90 days from the date of issuance, the permit shall expire. A written notice shall be given by the City to the persons affected. If permitted work has not been substantially completed within one year of the date of issuance, the permit shall expire. A written notice shall be given by the City to the persons affected. Upon expiration of a zoning permit, work may not continue until either a permit extension or a new permit has been obtained. The City may issue a zoning permit extension when the proposed activities, information, and conditions contained in the original permit application will be continued without change. The zoning permit extension shall include limitations on time not to exceed one year allowed for substantial completion of the work. The City may require the provision of a reasonable performance bond to ensure completion with the time limit specified in the permit extension.

1003.2: Posting of zoning permit – The zoning permit application issued by the City shall be posted at the work site and be visible from the street until the completion of the permitted work.

1003.3: Revoking a zoning permit – The City may revoke an issued zoning permit in case of any false statement in the application for the permit.

1003.4: Action upon completion – Upon completion of the permitted work and prior to use and occupancy, the holder of the permit shall notify the City of such completion. After receiving notice of completion, the City shall conduct a final inspection of all permitted structures and/or land. All violations of the approved permit and plans shall be recorded and presented in writing to the holder of the permit.

If the City is satisfied that the completed work conforms with the issued zoning permit and complies with the Zoning Ordinance, he/she shall issue a certificate of use and occupancy for the use indicated in the zoning permit.

The City shall conduct the final inspection and issue either a written record of violations or an approved certificate of use and occupancy within 10 days after receiving notice.

Section 1004: Fees

1004.1: Payment of fees – No zoning permit or certificate of use and occupancy shall be issued until the fees prescribed by resolution/ordinance have been paid.

1004.2: Exemptions – Any accessory structure used solely for agricultural purposes or any building less than 100 square feet in floor area shall be exempt from payment of fees.

Section 1005: Enforcement notice

Where the City finds that any provisions of this Ordinance are being violated, he/she shall initiate enforcement proceedings by sending an enforcement notice to appropriate parties. The enforcement notice shall state the nature of the violation, the actions and deadline dates for achieving compliance, possible enforcement proceedings, and other information.

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for Discussion with the City of La Pine Staff, Council, TAC, PC and Public

Section 1006: Prosecution of violation

If the enforcement notice is not complied with, the City shall authorize the City Attorney or designee to institute appropriate proceedings to prosecute such violations.

Section 1106: Special exceptions

Upon application in accordance with the provisions of the Zoning Ordinance and the rules of the City, the Planning Commission shall determine the reasonableness and propriety in particular cases of any below-listed special exceptions to the Zoning regulations of the Zoning Ordinance. The proposed use shall also conform with all the provisions for the use in the particular Zone in which it is to be located, and all other pertinent provisions of the Zoning Ordinance, except as wherein prescribed in this Article. The Commission shall consider, explain and record its finding and determination in conformity with the spirit of the Zoning Ordinance and may authorize the issuance of a Permit for the following:

1106.1: Other principal uses not explicitly permitted within a zoning zone – A use which is not explicitly listed as a permitted principal use within the regulations of a zoning zone may be permitted provided that the use is similar to and not more objectionable to the general welfare than the permitted uses listed in that zoning zone. Such uses shall be permitted as a special exception only upon the judgment and approval of the City which may also require compliance with such conditions as may be necessary to protect and promote the general welfare of the City.

ARTICLE XII: AMENDMENT, SUPPLEMENT OR CHANGE

Section 1200: Procedure for amendments

The Zoning Ordinance or parts thereof may be amended or repealed by the City of La Pine.

1200.1: Initiation – Any amendment, or repeal may be initiated by:

1. The City.
2. A notarized petition to the City by the owner of the property involved or by a party having interest therein.
3. The Planning Commission.

1200.2: Public hearing – Before voting on the enactment of an amendment, the City shall hold a public hearing thereon in accordance with the requirements of the Procedures Ordinance. As required by the ordinance, the public shall be notified of the amendment and hearing, such notice shall be posted on any affected tract of land, and the amendment shall be referred to the City for review.

Draft

for Discussion with the City of La Pine Staff, Council, TAC, PC and Public

1200.3: Application form – An application for amendment shall be submitted in a form prescribed by the City containing the following minimum information:

1. Name, address, and phone number of the applicant or agent.
2. The applicant's legal interest in the affected property(ies).
3. A map showing the location of the affected property(ies), the present and proposed zoning classification and boundaries, and a perimeter sketch of the affected property(ies) showing dimensions and size.

1200.4: Fee – Any application for amendment to the Zoning Ordinance shall be accompanied by a reasonable fee in such amount as set by resolution/ordinance of the City.

ARTICLE XIII: APPEALS

Section 1300: Zoning Appeals

The review or appeal of any provision of this Ordinance or decision, determination, order or finding of the City or its agencies or officers shall follow the procedures set forth in City of La Pine Procedures Ordinance.

ARTICLE XIV: EFFECTIVE DATE & ADOPTION

Section 1400: Effective Date

The Zoning Ordinance shall take effect thirty (30) days after the date of adoption by the City of La Pine.

Section 1401: Adoption

We hereby certify that the City of La Pine Zoning Ordinance was adopted by the City Council, Deschutes County, Oregon this _____ day of _____, 2010.



FORM **2**

DLCD

Notice of Adoption

This Form 2 must be mailed to DLCD
and all other requirements of ORS 197.615 and OAR 660-018-000

DATE STAMP	<input type="checkbox"/> In person	<input type="checkbox"/> electronic	<input type="checkbox"/> mailed
	For Office Use Only		

Jurisdiction: **La Pine**

Local file number: 2010-02

Date of Adoption: **March 10, 2010**

Date Mailed: **Per Grant – August 14, 2010**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Yes No Date: January 2010

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other: First Comprehensive Plan

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".
No Amendment. New La Pine Comprehensive Plan.

The City of La Pine was incorporated in 2006 and in 2009 began to develop its first Comprehensive Plan, which has been completed and now adopted. The subsequent grant work under City of La Pine Grant Agreement TA-R-11-154; Compliance with Special Awards Condition Table, Items 2-4 requires submittal of the Plan text and map pursuant to the acknowledgment review process set forth in ORS 197.251 and OAR 660, Division 3. Deschutes County has previously submitted their forms for the adoption of the La Pine Urban Growth Boundary and changes to their County Plan to recognize La Pine's newly adopted Plan.

Does the Adoption differ from proposal? Please select one
N/A

Plan Map Changed from: _____ to: _____

Zone Map Changed from: _____ to: _____

Location: _____ Acres Involved: _____

Specify Density: Previous: _____ New: _____

Applicable statewide planning goals: 1-14

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD file No. City of La Pine Grant Agreement TA-R-11-154

Please list all affected State or Federal Agencies, Local Governments or Special Districts: Deschutes

County, State of Oregon, La Pine Sewer and Water District

Local Contact: **Deborah McMahon**

Phone: (541) 318-8330 Extension:

Address: **60352 Arnold Market Road**

Fax Number: **541-318-8330**

City: **Bend**

Zip: 97702

E-mail Address: **dlts55@yahoo.com**

ADOPTION SUBMITTAL REQUIREMENTS

This Form 2 must be received by DLCD no later than 5 days after the ordinance has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s)
per ORS 197.615 and OAR Chapter 660, Division 18

1. This Form 2 must be submitted by local jurisdictions only (not by applicant).
2. When submitting, please print this **Form 2** on light green paper if available.
3. Send this Form 2 and One (1) Complete Paper Copy and One (1) Electronic Digital CD (documents and maps) of the Adopted Amendment to the address in number 6:
4. **Electronic Submittals: Form 2 – Notice of Adoption will not be accepted via email or any electronic or digital format at this time.**
5. The Adopted Materials must include the final decision signed by the official designated by the jurisdiction. The Final Decision must include approved signed ordinance(s), finding(s), exhibit(s), and any map(s).
6. **DLCD Notice of Adoption must be submitted in One (1) Complete Paper Copy and One (1) Electronic Digital CD via United States Postal Service, Common Carrier or Hand Carried to the DLCD Salem Office and stamped with the incoming date stamp.** (for submittal instructions, also see # 5)] **MAIL the PAPER COPY and CD of the Adopted Amendment to:**

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

7. Submittal of this Notice of Adoption must include the signed ordinance(s), finding(s), exhibit(s) and any other supplementary information (see ORS 197.615).
8. Deadline to appeals to LUBA is calculated **twenty-one (21) days** from the receipt (postmark date) of adoption (see ORS 197.830 to 197.845).

9. In addition to sending the Form 2 - Notice of Adoption to DLCD, please notify persons who participated in the local hearing and requested notice of the final decision at the same time the adoption packet is mailed to DLCD (see ORS 197.615).
10. **Need More Copies?** You can now access these forms online at <http://www.lcd.state.or.us/>. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518.

Updated December 22, 2009

DMC Consulting Services LLC/Foreterra LLC

August 12, 2010

Oregon Department of Land Conservation and Development
Richard Whitman, Director
635 Capitol Street N.E., Suite 150
Salem, OR 97301

RE: City of La Pine Grant Agreement TA-R-11-154; Compliance with Special Awards Condition Table, Items 2-4

Dear Mr. Whitman:

As consultants for the City of La Pine and as required by the provisions of Grant Agreement TA-R-11-154, we are submitting the documents and products as listed in and required by Special Awards Condition Table, items 2-4. These include:

Item #2:

- Report on Document Search
- Report on Formation of TAC, including names and affiliation
- Draft Land Use Ordinances as Specified in Grant Application Narrative

Item #3:

- Letter to DLCD Requesting DLCD Acknowledgement of City of La Pine Adopted Comprehensive Plan
- Adopted Comprehensive Plan Text and Map
- Timeline for Completing the Adoption of the Land Use Ordinances/Compliance Schedule

The above listed documents are included herein, with specific request from DLCD for the following:

- Approval of a "Compliance Schedule" for adopting and submitting to DLCD the Land Use Ordinances (final grant products) by May 31, 2011 and submitting the Notice of Adoption to DLCD under PAPA procedures.

Item #4:

- Attachment C – Interim Reimbursement Form. The Form, with the accompanying documents will also be submitted the assigned grant administrative specialist. This will be sent under separate cover with City signature.

We appreciate the opportunity to work with DLCD and the City of La Pine in completion of these products. By approving the compliance schedule in accordance with the initial timelines and latitude established in Attachment A to the grant agreement (to finish all work products by May 31, 2011 (grant timeline of June 30, 2011), the City of La Pine will be in compliance with the requirements for newly incorporated cities. Additionally, the compliance schedule conforms with the contract provisions between the City of La Pine and our responsibilities to them as the consultants under this agreement.

Respectfully submitted,

Deborah McMahon
Deborah McMahon
DMC Consulting Services LLC

James J. Lewis
James J. Lewis
Foreterra LLC

DMC Consulting Services LLC/Foreterra LLC

COMPLIANCE SCHEDULE

The following is the "Compliance Schedule" for adopting and submitting to DLCD the Land Use Ordinances (final grant products) by May 31, 2011 and submitting the Notice of Adoption to DLCD under PAPA procedures (Per Special Award Conditions Table - Grant No.TA-R-11-154, City of La Pine/DLCD).

Item #1:

Report from City of La Pine of Consultant selected to prepare the work under the grant and the work under the grant tasks that they will work on:

- Consultant chosen: **March 3, 2010**
- Contract between City of La Pine and Consultant: **May 4, 2010 (effective date of March 1, 2010 – per contract)**

Item #2:

- Submittal of Report on Document Search: **August 15, 2010**
- Submittal of Report on Formation of TAC, including names and affiliation: **August 15, 2010**
- Submittal of Draft Land Use Ordinances as Specified in Grant Application Narrative: **August 15, 2010**

Item #3:

- Submittal of Letter to DLCD Requesting DLCD Acknowledgement of City of La Pine Adopted Comprehensive Plan: **August 15, 2010**
- Submittal of Adopted Comprehensive Plan Text and Map: **August 15, 2010**
- Submittal of Timeline for Completing the Adoption of the Land Use Ordinances: **August 15, 2010**

Item #4:

- Submittal of one (1) copy of each product in hard copy and one (1) digital CD to the Grant Manager and Grant Administrative Specialist¹: **August 15, 2010**
- Attachment C – Interim Reimbursement Form. The Form, with the accompanying documents will also be submitted the grant administrative specialist (Grant Program Manager, Darren Nichols) herewith: **August 15, 2010**

Item #5:

- Notice of Proposed Plan Amendment Submittal Form (Attachment D, Form 1 - for the products described in Grant Item #2 above (at least 45 days prior to first hearing): **February 28, 2011**

Item #6:

- Conduct Public Involvement Meetings; Modify draft Land Use Ordinances Based on Public Involvement; Hold Planning Commission and City Council Hearings; make Final Modifications and Develop GIS Map as described in Attachment A – Grantee Grant and Narrative Tasks 3 and

¹ As per DLCD staff, the compilations may be sent in on CD's to avoid hardcopy printing.

DMC Consulting Services LLC/Foreterra LLC

4; and, Adopt Land Use Ordinances as described in the Grantee Grant Application Narrative, Attachment A-Task 4. Including the following products: Report on Results of Public Involvement Meetings; Report on Results of Public Hearings (including minutes); Final Modified Draft Land Use Ordinances and GIS Map based on Public Hearings; and, Adopted Land Use Ordinances as listed in Section 2. Products and Outcomes, and as described in the Grantee Grant Application Narrative, Attachment A – Task 4: May 31, 2011

Item #7:

- Prepare Attachment E – Form 2 DLCD Notice of Adoption Submittal Form – Including: Form; signed land use ordinances, findings, and participation list (one hard copy and one digital copy to the Grant Administrative Specialist): **May 31, 2011**

Item #8:

- Submit one (1) copy of each product in a hard copy and one (1) in digital CD each to the Grant Manager and to the Grant Administrative Specialist: May 31, 2011
- Send Attachment C – Final Reimbursement Form and accompanying products to the Grant Administrative Specialist: **May 31, 2011**

Cc: Darren Nichols, DLCD
Jon Jinings, DLCD

DMC Consulting Services LLC/Foreterra LLC

August 12, 2010

City of La Pine
City Hall
51340 Highway 97
La Pine, OR 97739

RE: Submittal of Draft Land Use Implementing Ordinances/Codes

Greetings:

Pursuant to our contract with the City of La Pine, and the Grant Agreement between the City of La Pine and the State of Oregon, Department of Land Conservation and Development (State Grant Agreement #TA-R-11-154, local effective date March 1, 2010), we are formally submitting the following draft Land Use Implementing Codes (attached) –for implementation of the City of La Pine Comprehensive Plan.

- Zoning Code
- Land Division Code
- Sign Code
- Lighting Code
- Sign Code
- Land Use Procedures Code
- System Development Charge Mitigation Code

The attached documents will be used in the forthcoming public review, refinement, and adoption process. In anticipation of these next steps, the draft documents are limited in their ability to account for certain elements inherent to La Pine's status as a newer and emerging City with a full complement of essential services. As a result, there are minor questions within the draft documents that will be fleshed out as La Pine implements a complete array of formal City services – which will continue to occur during this Land Use Code adoption process. These include:

- References within the draft documents to City/departmental positions that are not yet known (such as references to Public Works Department, Planning Director, etc)
- Adoption of additional City requirements that influence administration of these codes (such as a Transportation Systems Plan)
- Policy issues to be determined by the City Council (such as self limiting timelines for review/decision of Land Use applications)
- Adoption of a variety of revenue bearing fees to cover the administration of these codes
- Future legal codification of these documents into the remainder of the City code (affects appropriate references to other sections of City code as listed in these draft documents)

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- Unknown timing as to added City capabilities (such as code enforcement, street maintenance, etc.)

Notwithstanding these technical factors, the draft documents before you include the specific legal requirements for guiding and reviewing land uses and development within La Pine, and most importantly, implement the goals and policies of the Comprehensive Plan.

We are eagerly anticipating the public scrutiny, input, and refinement of these documents as imbedded in the Public Involvement requirement of the Statewide Planning Goals. This process will ensure that the vision created by the citizens of La Pine in the Comprehensive Plan comes to fruition.

Formal next steps include discussing these documents with the Technical Advisory Committee, (the TAC is set up and ready to proceed as scheduled) and presentation at public meetings. Additionally, updates to the Planning Commission and City Council will occur on a regular basis.

Once again, thank you for the opportunity to help shape the future of La Pine.

Sincerely,

Deborah

James

Deborah McMahon
DMC Consulting Services LLC

James Lewis
Foreterra LLC

Cc: DLCD Representatives

DMC Consulting Services LLC/Foreterra LLC

August 12, 2010

Oregon Department of Land Conservation and Development

Jon Jinings, Grant Manager
Darren Nichols, Grant Manager
Richard Whitman, Director
635 Capitol Street N.E., Suite 150
Salem, OR 97301

Re: Report on Document Search - City of La Pine Grant Agreement TA-R-11-154;
Compliance with Special Awards Condition Table, Items 2-4

Gentleman:

The City of La Pine, through its consultants, has studied a vast array of resources in preparation for completing tasks for the implementing ordinance grant listed above. Extensive research of pertinent literature, studies, and collected examples of land use ordinances and related data have been completed. Many of the sources are on the internet, in hardcopy written form, or in books. We have downloaded much of the data onto CD for ease of use with our Planning Commission and public website. For your convenience, here is a concise listing of the resources examined and people interviewed:

1. Review OAR and ORS updates to laws.
2. APA, American Planning Association Web Resources and Periodicals
3. ULI, Urban Land Institute Web Resources, Books, and Periodicals
4. State of Oregon, Cities, and Counties - Codes and Ordinances
5. "Great Streets" Handbook of Street Design
6. The Subdivision and Site Plan Handbook
David Listokin and Carole Walker
Published by the Center for Urban Policy Research
7. Deschutes County Comprehensive Plan and Implementing Ordinances
8. <http://www.epa.gov/smartgrowth/codeexamples.htm>
9. Census 2000
10. www.nga.org – Archives of the National Governors Association
11. www.planetizen.com - Planetizen Archives
12. www.lib.berkeley.edu/ENVI/urbandesign.html - UC Berkeley Archives
13. www.weburbandesign.com – Portal of urban design and archives containing data on urban form and space analysis, traditional design of cities, urban design guidelines, new urbanism and smart codes.
14. www.rudi.net – Resources for Urban Design
15. www.vivacity2020.eu – Resources for Urban Form and Sustainability
16. www.cyburbia.org – Resources for Urban Design
17. www.cud.ei.columbia.edu - Center for Sustainable Urban Development, The Earth Institute, Columbia University - Institute for Sustainable Cities, CUNY

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32. Kittelson and Associates - Interviews
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34. Retail and Housing Developer Interviews
35. La Pine Planning Commission Interviews
36. La Pine City Staff and Council Interviews
37. Discussion with ODOT staff
38. Discussion with Tim Weishaupt, PE
39. Discussion with Matt Steele, PE - Bio-Mass plants
40. Discussion with PV Tracker Inc./Mid-State Electric re: Solar/Wind technologies
41. Discussion with Special Assets Officer of Umpqua Bank, Cynthia Bayles
42. Discussion with Vice President of the Bank of the Cascades, Andy Gerlicher
43. Discussion with Nick LeLack, Deschutes County Planning Director and his staff.
44. Other articles and research presented by the public in various forms.

If you have any questions or requests for paper copies please let us know, and we will send it over to you.

Respectfully submitted,

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