



Brooks Resources Prineville Project

PUD Outline Development Plan Submittal

Brooks Resources Corporation
June 1, 2005

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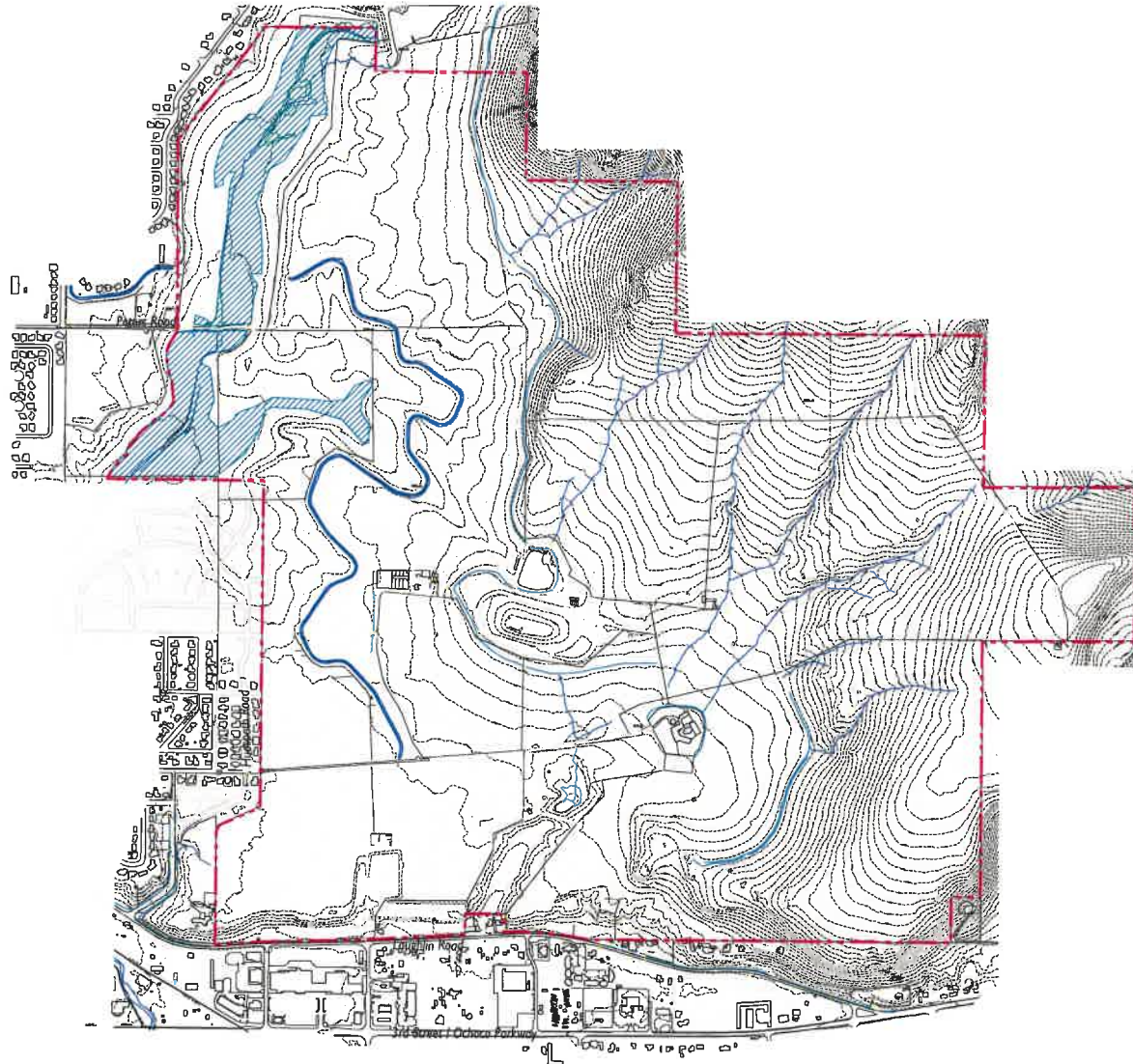
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Kittelson, Inc.
Ball Janik

Topographic Survey





1

Legal Description

Parcel One (1) of Partition Plat No. 2004-15, Recorded June 17, 2004 in Partition MF No. 191208, Records of Crook County and Lot 14S 16E 33CC 100 (1741 NE Laughlin Rd.)



KEY

-  Potential Jurisdictional Wetland
-  Open Irrigation Canal
-  Natural Drainage
-  Outline Development Plan Boundary



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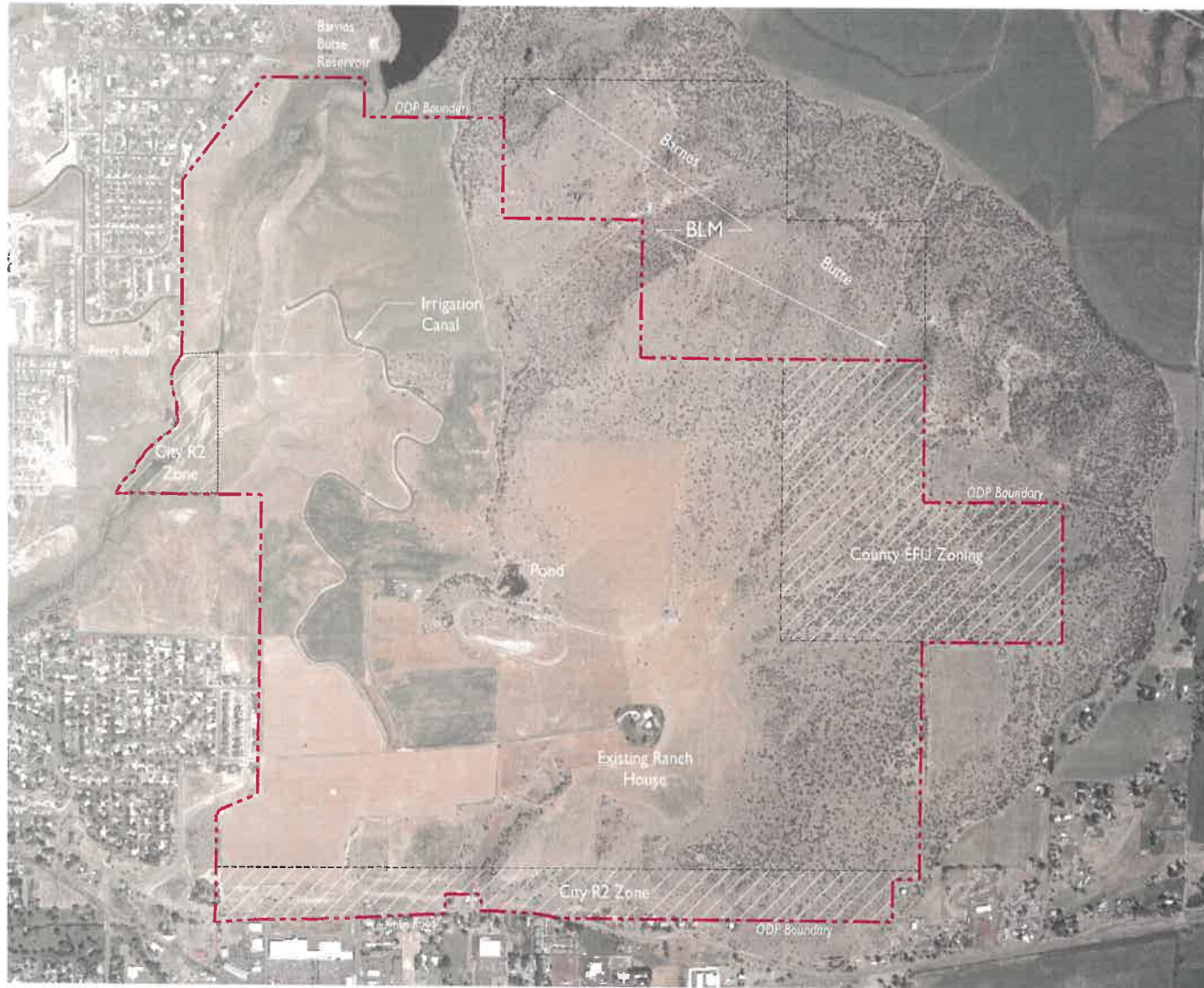


NORTH



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Aerial Photo Site Context



City Context Map

Not to scale

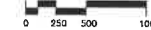


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NORTH



* This land use plan is for demonstration purposes only.
Actual land uses will vary subject to final tentative plan revision.

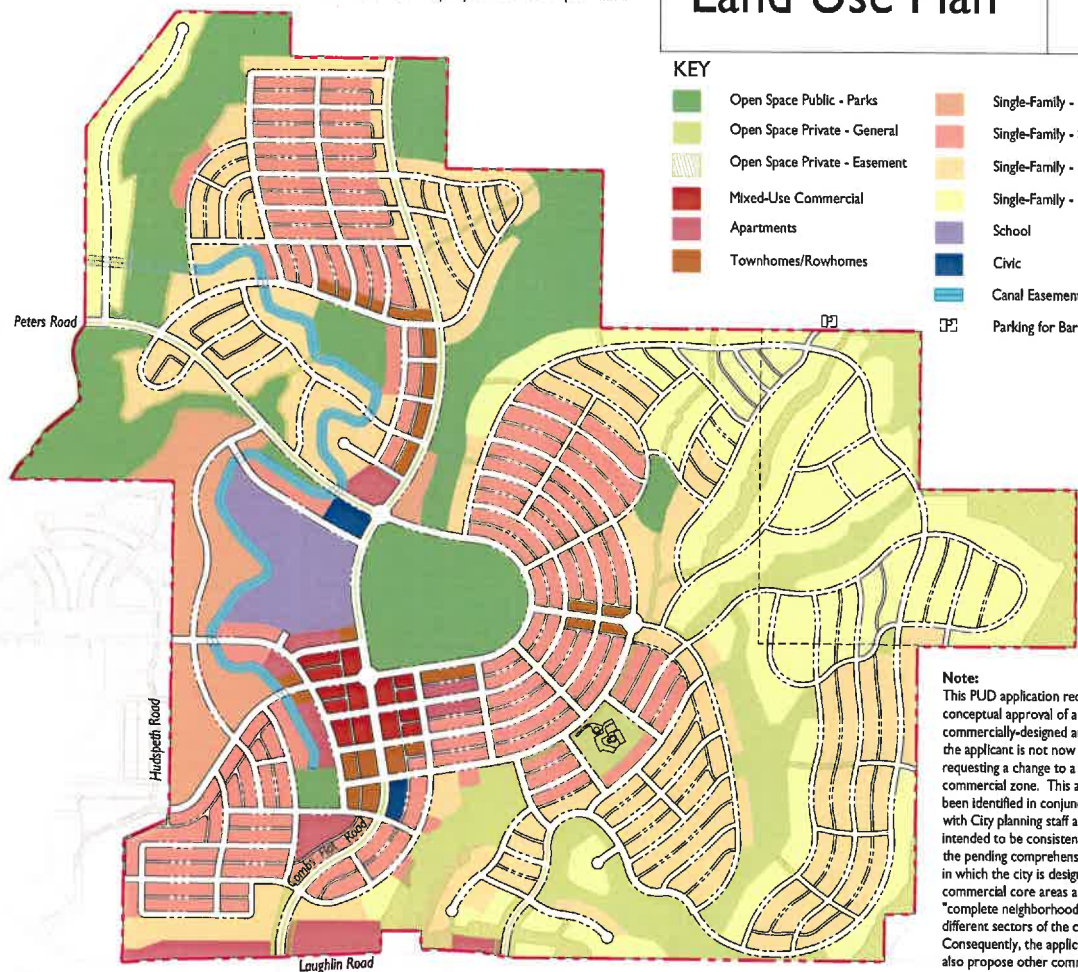
Land Use Plan

Sheet Number
3

KEY			
	Open Space Public - Parks		Single-Family - Cottage
	Open Space Private - General		Single-Family - Small
	Open Space Private - Easement		Single-Family - Medium
	Mixed-Use Commercial		Single-Family - Large
	Apartments		School
	Townhomes/Rowhomes		Civic
			Canal Easement
			Parking for Barnes Butte



Alternate Plan with Canal in Pipe



Plan with Open Canal

Note:
This PUD application requests conceptual approval of a commercially-designed area, but the applicant is not now requesting a change to a specific commercial zone. This area has been identified in conjunction with City planning staff and is intended to be consistent with the pending comprehensive plan in which the city is designating commercial core areas as part of "complete neighborhoods" in different sectors of the city. Consequently, the applicant may also propose other commercial areas elsewhere within the project.



Open Space

KEY

- Open Space Public - Parks
- Open Space Private - General
- Open Space Private - Easement
- Potential Jurisdictional Wetland
- Canal Easement

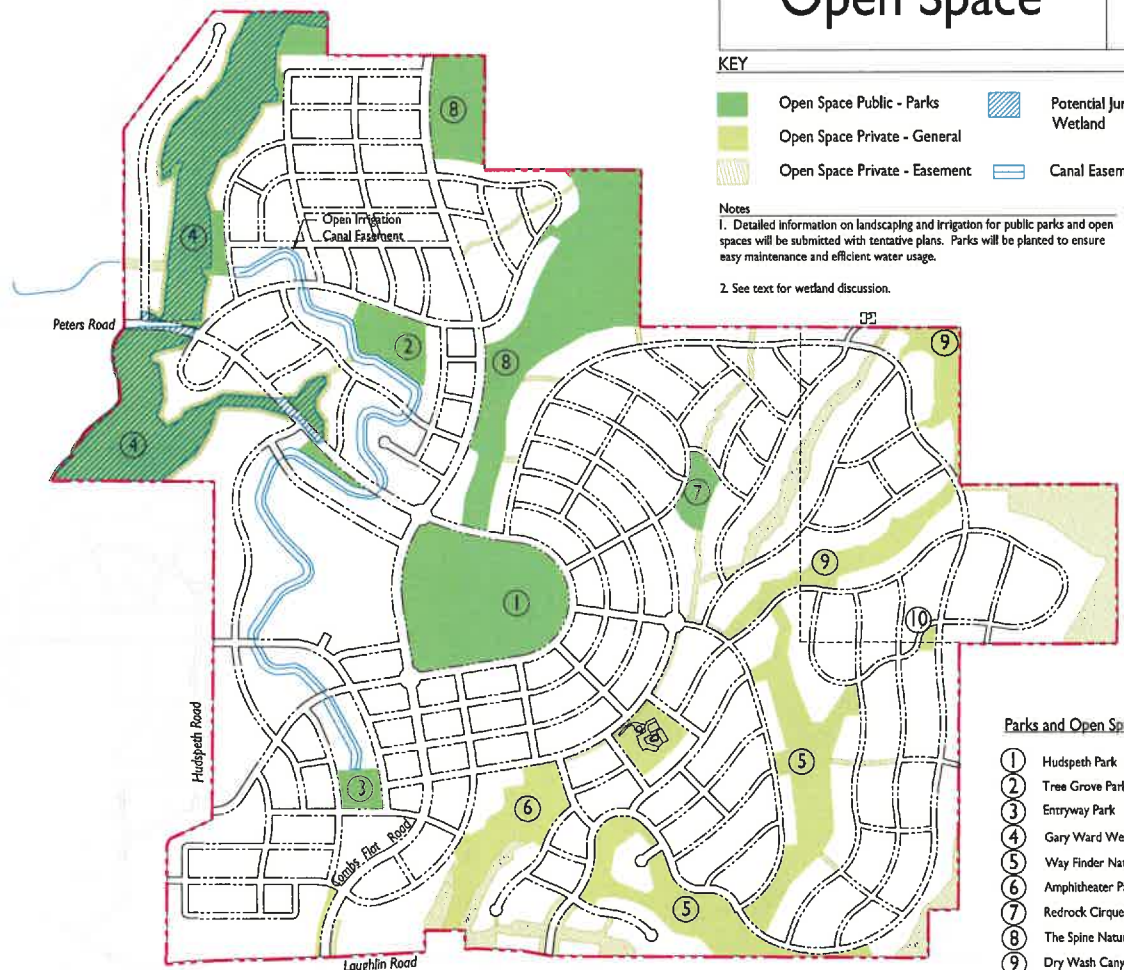
Notes

1. Detailed information on landscaping and irrigation for public parks and open spaces will be submitted with tentative plans. Parks will be planted to ensure easy maintenance and efficient water usage.

2. See text for wetland discussion.



Alternate Plan with Canal in Pipe



Plan with Open Canal

Parks and Open Space

- ① Hudspeth Park
- ② Tree Grove Park
- ③ Entryway Park
- ④ Gary Ward Wetland Park
- ⑤ Way Finder Natural Area
- ⑥ Amphitheater Park
- ⑦ Redrock Cirque Park
- ⑧ The Spine Natural Area
- ⑨ Dry Wash Canyons and NE Ridge Park
- ⑩ Pocket Park



Street Plan

Sheet Number

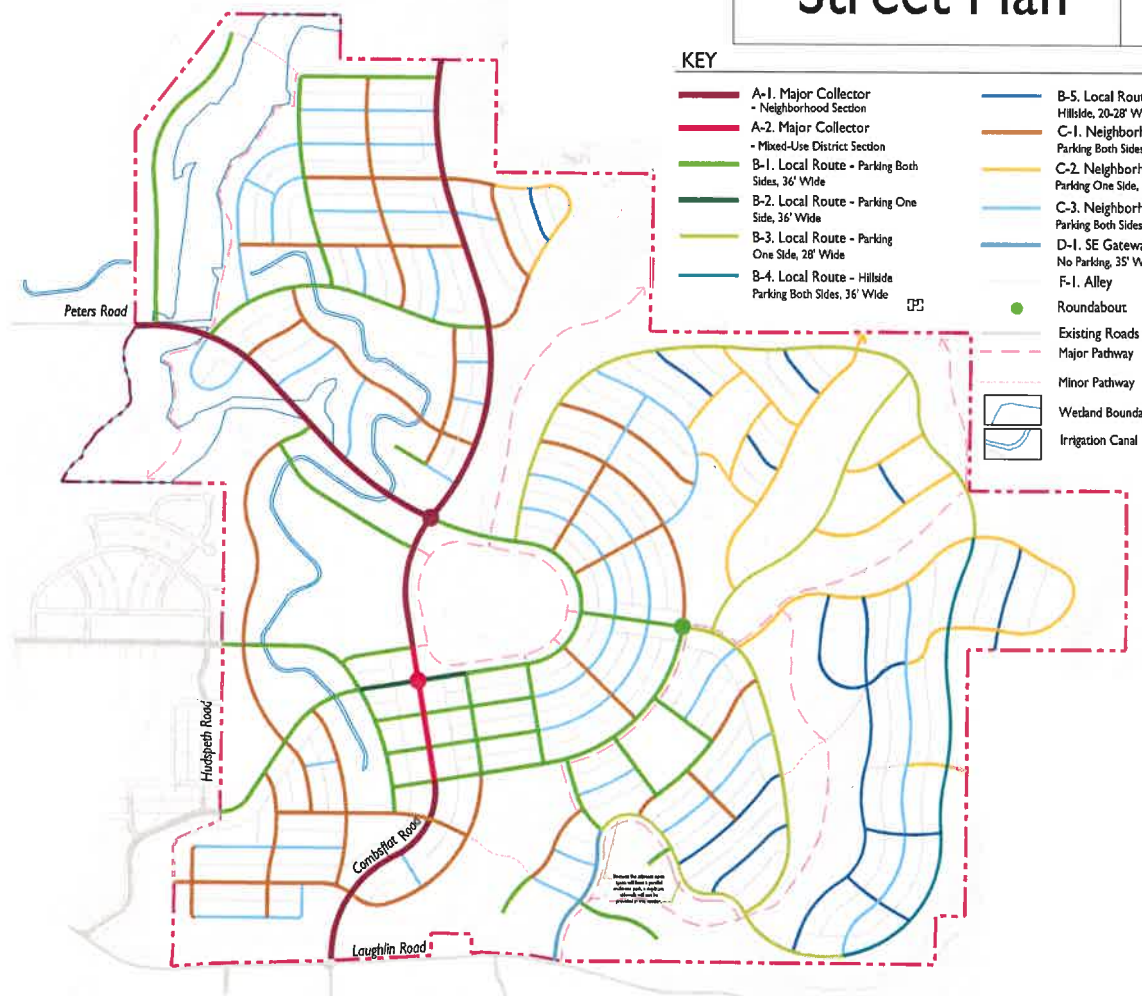
5

KEY

- A-1. Major Collector - Neighborhood Section
- A-2. Major Collector - Mixed-Use District Section
- B-1. Local Route - Parking Both Sides, 36' Wide
- B-2. Local Route - Parking One Side, 36' Wide
- B-3. Local Route - Parking One Side, 28' Wide
- B-4. Local Route - Hillside Parking Both Sides, 36' Wide
- B-5. Local Route - Hillside, 20-28' Wide
- C-1. Neighborhood Street - Parking Both Sides, 32' Wide
- C-2. Neighborhood Street - Parking One Side, 27' Wide
- C-3. Neighborhood Street - Parking Both Sides, 28' Wide
- D-1. SE Gateway Street - No Parking, 35' Wide
- F-1. Alley
- Roundabout
- Existing Roads
- Major Pathway
- Minor Pathway
- Wetland Boundary
- Irrigation Canal



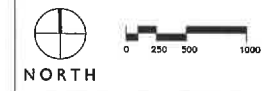
Alternate Plan with Canal in Pipe



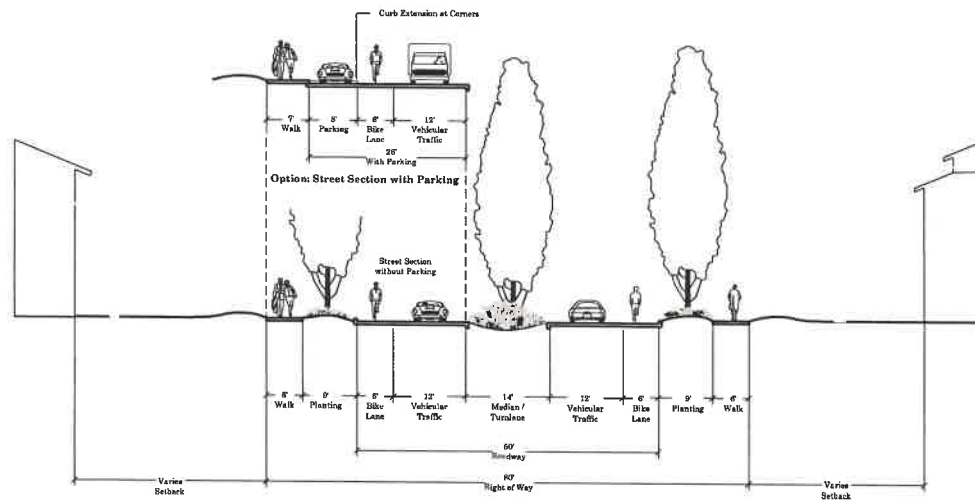
Plan with Open Canal



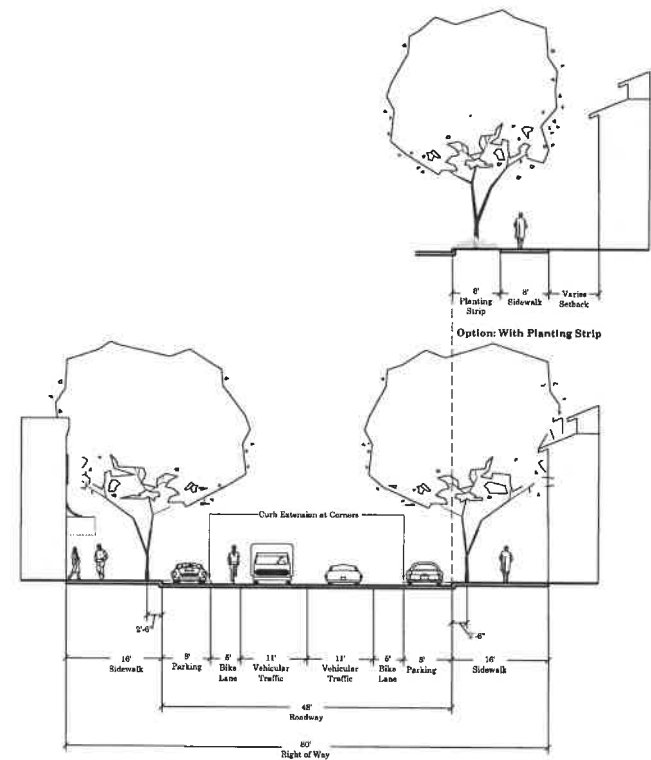
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A-1 Major Collector - Neighborhood Section - Combs Flat Road and Peters Road



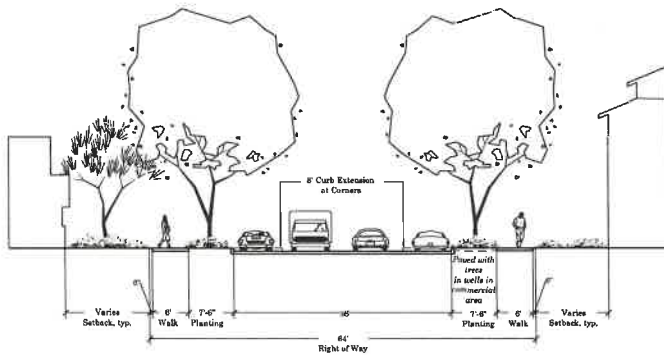
A-2 Major Collector - Mixed Use District Section - Combs Flat Road



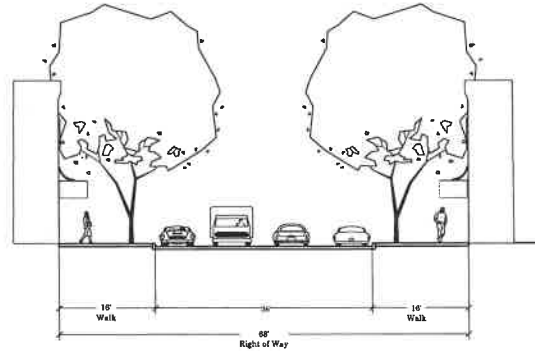
Street Sections

Sheet Number

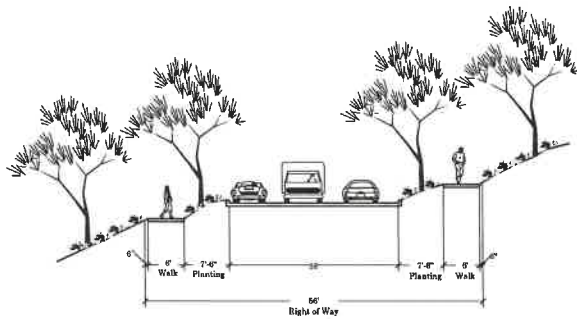
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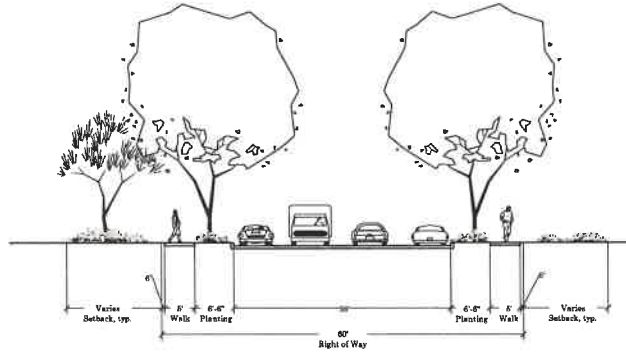
B-1 Local Route - Parking Both Sides, 36' Wide



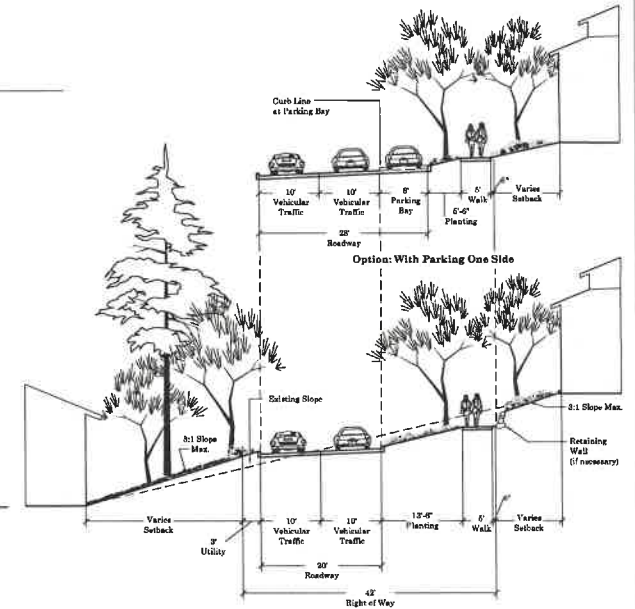
B-2 Local Route - Mixed Use District, 36' Wide



B-3 Local Route - Parking one side, 28' Wide



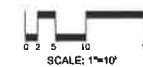
B-4 Local Route - Hillside Parking Both Sides, 36' Wide



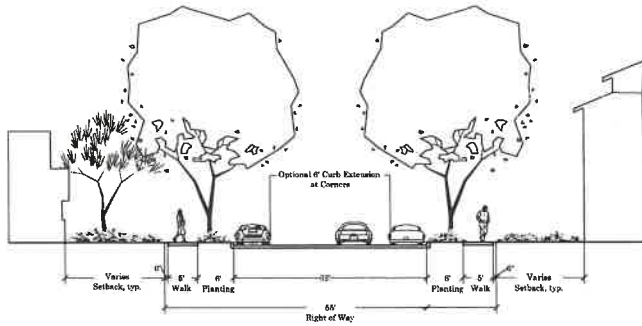
B-5. Local Route - Hillside, 20' to 28' Wide



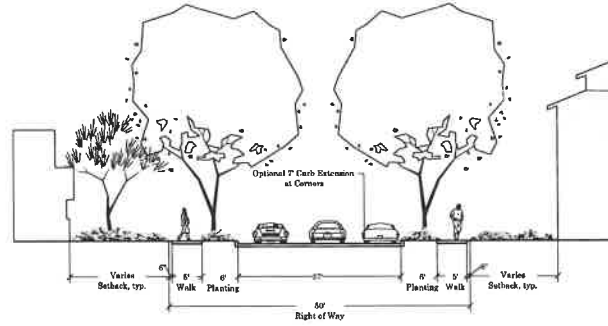
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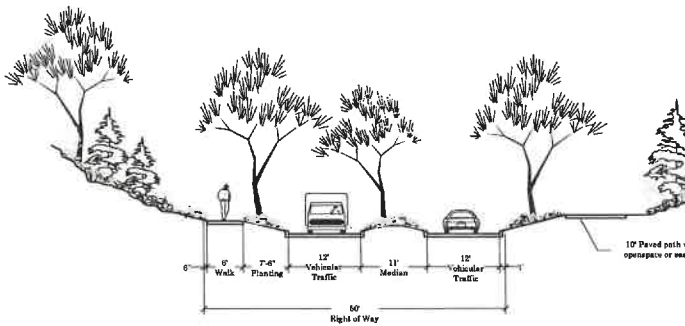
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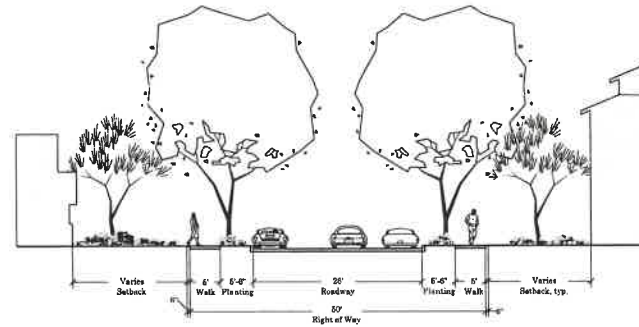
C-1 Neighborhood Street - Parking Both Sides, 32' Wide



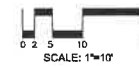
C-2 Neighborhood Street - Parking One Side, 27' Wide

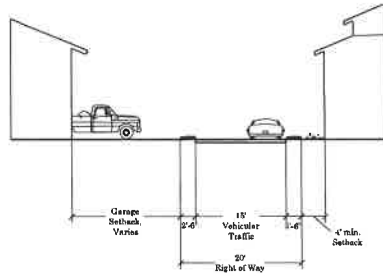


D-1 SE Gateway Road - Median with no Parking, 35' Wide

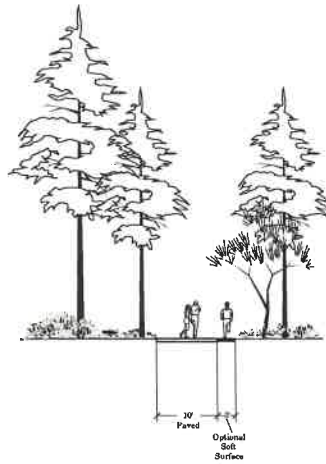


C-3 Queuing Street - Parking on Both Sides, 28' Wide

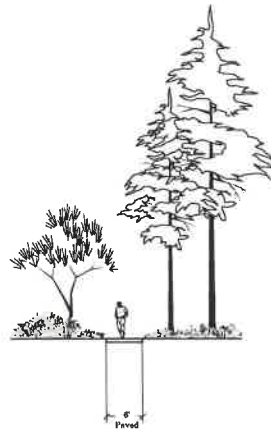




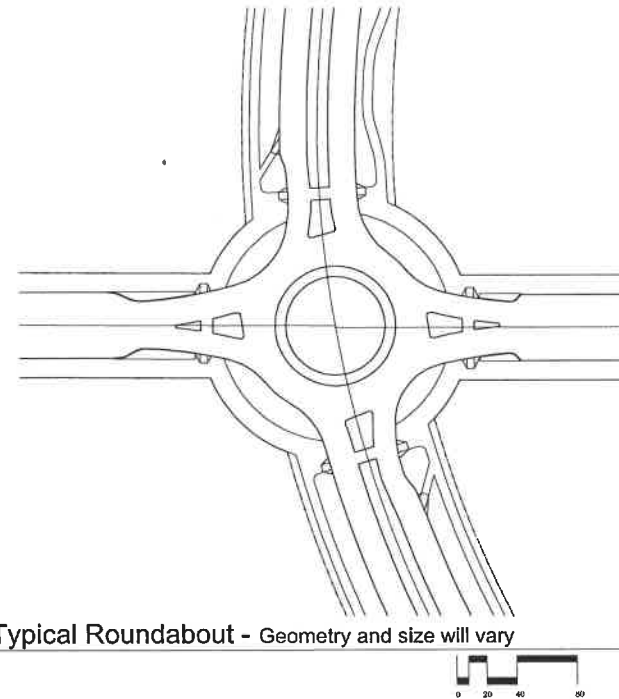
G-1 Alley



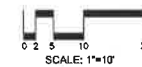
H-1 Major Pathway

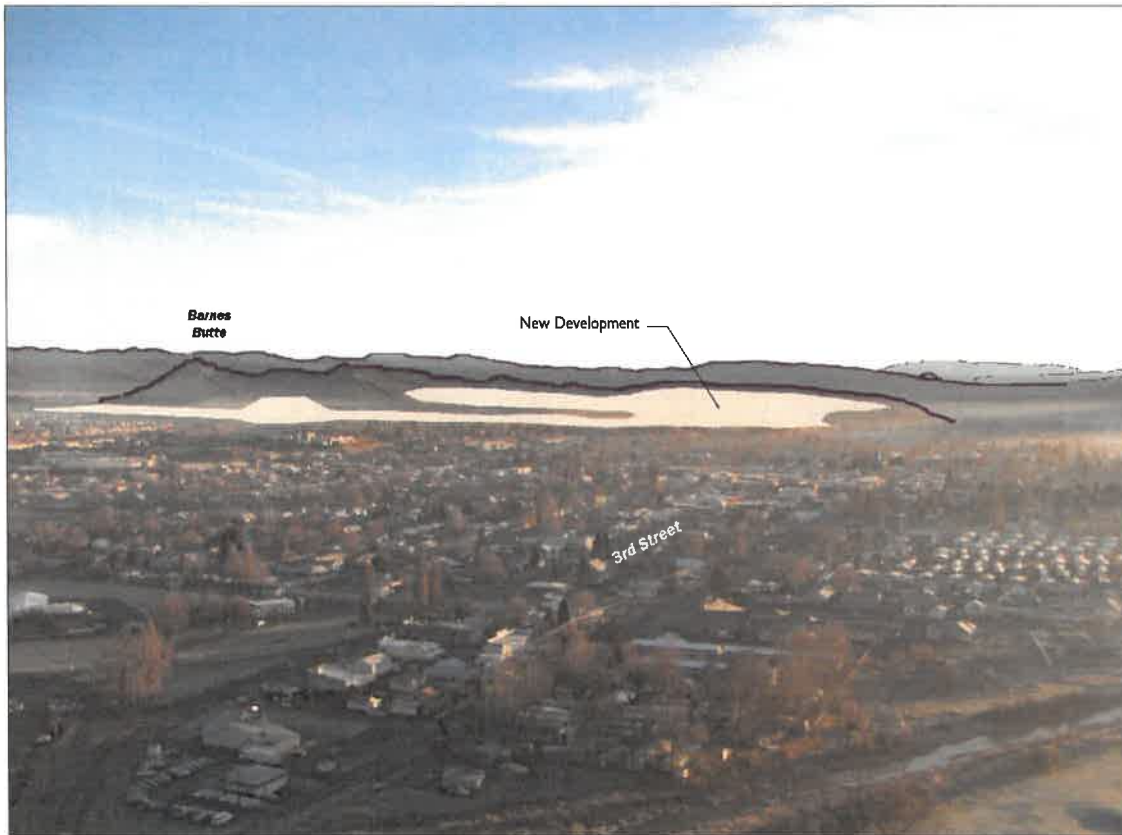


H-2 Minor Pathway



Typical Roundabout - Geometry and size will vary





View from Ochoco Wayside State Park Overlook



View from 3rd Street. City Hall site in foreground



View from 3rd Street and Main





City of Prineville
DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT
FINAL DECISION

CONSENT DATE: December 17th, 2013

HEARING DATE: December 3rd, 2013

PROJECT NUMBER: MOD-2013-101

APPLICANT/OWNER: Brooks Resource Corp.
Dbas Ironhorse Development LLC.
409 NW Franklin Ave.
Bend OR 97701

SURVEYOR/ENGINEER: WHPacific
Attn: Steve Hannas
123 SW Columbia Street
Bend, Oregon 97702

LAND USE CONSULTANT: Walker Macy
111 SW Oak, Suite 200
Portland OR 97204

STAFF: Joshua Smith
Senior Planner

APPLICABLE CRITERIA: City of Prineville Code of Ordinances, Title XV, section 153.259.030 (Modification of approval), 153.158 (PUD).

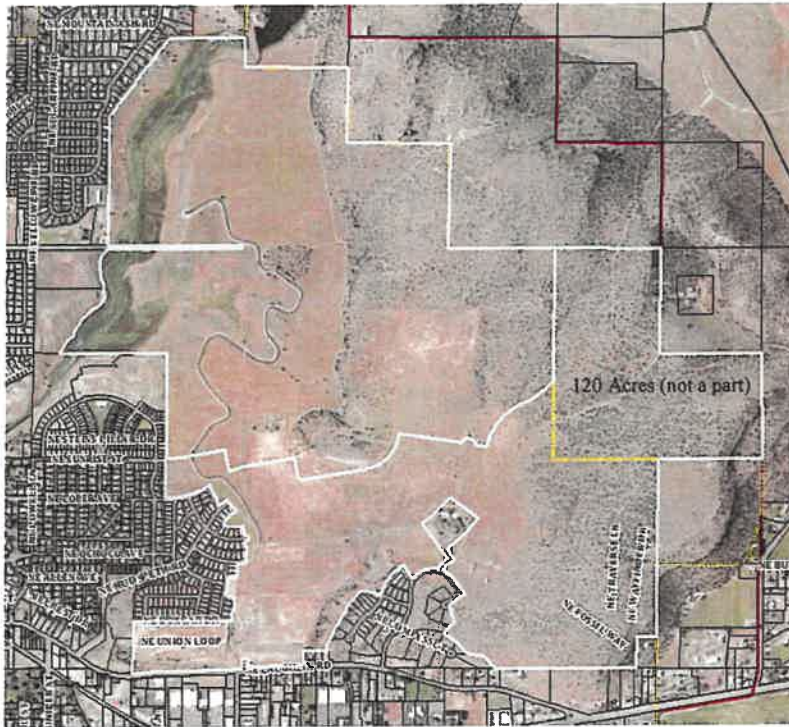
FINDINGS OF FACT:

1. **LOCATION:** The IronHorse master planned development, consisting of 1020 acres located within the northeast corner of the City of Prineville's UGB (all but 120 acres are within city limits). Further identified as tax lots 1600, 1602, and 1603, Assessor's map 14-16-00. The subject property is further identified as Parcels 1, 2 and 3 of Partition Plat 2010-06.
2. **PROPOSAL:** The applicant is requesting a modification to the IronHorse Outline Development Plan (ODP) to accommodate a revised location for the previously contemplated elementary school, a revised alignment for Combs Flat Road, a new local street connection to Laughlin Road, a reconfiguration of planned commercial and multi-family uses, expanded park and open space, revised street cross sections, and less specific lot sizes and housing types.
3. **ZONING:** The subject property is zoned Residential (R-2) for the 900 acres within the City Limits, and EFU for the 120 acres outside the city limits but within the Urban Growth Boundary.

MOD-2013-101
Modification of IronHorse ODP

4. **RELATED APPLICATIONS:** SUB-05-707, LP-2013-102

5. **SITE DESCRIPTION:** The IronHorse ODP encompasses 900 acres within the City Limits of Prineville, and an additional 120 acres outside of city limits that are conceptually planned but not a part of the approved ODP. The property is located on the southwest facing slope and base of Barnes Butte.



6. **LOT OF RECORD:** The site is confirmed as a legal lot of record through Partition Plat 2010-06.

Criteria: 153.259.030 Modification of approval

(A) An applicant may apply to modify an approval at any time after a period of six months has elapsed from the time a land use action approval has become final.

(B) Unless otherwise specified in a particular zoning ordinance provision, the grounds for filing a modification shall be that a change of circumstances since the issuance of the approval makes it desirable to make changes to the proposal, as approved. A modification shall not be filed as a substitute for an appeal or to apply for a substantially new proposal or one that would have significant additional impacts on surrounding properties.

(C) An application to modify an approval shall be directed to one or more discrete aspects of the approval, the modification of which would not amount to approval of a substantially new proposal or one that would have significant additional impacts on surrounding properties. Any proposed modification, as defined in this section, shall be reviewed only under the criteria applicable to that particular aspect of the proposal. Proposals that would modify an approval in a scope greater than allowable as a modification shall be treated as an application for a new proposal.

(D) An application for a modification shall be handled as a land use action.

Finding 1: The applicant's submitted burden of proof and site maps that outline the proposed changes to the ODP.

A) It has been almost 8 years since the original approval. This criterion is met.

B) The proposed modification has been prompted by several changes in circumstance. A new school location has been proposed, the economy has drastically changed and City land use codes have been updated.

- The proposed modification is primarily due to the passage of the Crook County School bond which will provide a new elementary school within the IronHorse development. Ironhorse has always contemplated a school but the current location is not readily accessible.
- Due to the relocation of the school over an area designated for multiple uses and a major shift in the economy; IronHorse would rather not directly displace these uses to other areas. Instead they are proposing a development plan with less specificity of uses that will then be reviewed through the land use process with each new subdivision proposal.
- Since the approval of the IronHorse ODP, the City has adopted a Natural Features Overlay District (NFOD). The NFOD is meant to comply with statewide planning goals 5, 6 & 7 that aim to preserve scenic, historic and natural resources as well as resource quality and areas subject to natural disasters or hazards. Through this modification Ironhorse is proposing to comply with this ordinance including areas already approved for a subdivision, primarily affecting their development plans on Barnes Butte.

Staff does not believe the proposed modifications will have a significant additional impact on surrounding properties. Nor do they constitute a substantially new proposal to warrant a new application. Future subdivisions or developments other than a single family home or duplex will require land use approval and public notice. This allows neighboring properties an additional public forum to express issues and concerns.

C) As stated above staff does not believe these modifications constitute a substantially new proposal to warrant a new application. The core requirements for a Planned Unit Development (PUD) will not change. The modifications being proposed will bring the ODP into greater compliance with the City's land use code or are subjective in nature. The following is a summary of the proposed changes outlined in the applicant's burden of proof and shown on the updated maps.

1. Change in size and location of the school site and a reconfiguration of the street network to accommodate the school. This includes a new connection to Laughlin Rd. with IronHorse Dr. and the replacement of street cross section C3 that caused intersection issues with the first phase of development.

MOD-2013-101
 Modification of IronHorse ODP

2. The height of the school will be 45ft. as an exception allowed in the R2 zone.
3. Table 1 below and the applicant's burden of proof, outlines the change in acreage of each type of land use. As shown, overall density will remain the same while open space will increase. Commercial, civic uses, multifamily and the school site will decrease. Civic uses and residential densities will be determined through future subdivision review.

Table 1
Land Use Comparison

Use Category	Original 2006 ODP 1020 total acres	2013 ODP Update 1020 total acres
Approved Residential Units	Up to 2,771	Up to 2,771
Parks/Open Space	311 ac.	317.3 ac.
Commercial	4.8 ac.	3.7 ac.
Civic	2.8 ac.	None designated (tbd with future dev)
Multi-family/Townhome residential	33.7 ac.	8.6 ac. (additional tbd with future development)
School	20 ac.	15 ac.

4. Civic uses may also be applied for separately utilizing the typical process for land use approval in the R2 zone.
5. Comply with condition 32 of the original Planning Commission approval to increase open space along the Hudspeth drainage near Northridge. This condition was modified on appeal to City Council.
6. The entire Outline Development Plan and areas of IronHorse that are approved but not platted will comply with the City's adopted Natural Features Overlay District (NFOD). This would include restrictions on Barnes Butte, as well as identified wetlands and drainage areas.

D) This application is following the standard public process for conditional uses. Notice for this application was sent on November 12th to all neighboring properties within 100ft. of the IronHorse property, as well as all lots already platted within the IronHorse development. A newspaper notice was published on November 15th.

HEARING SUMMARY: Staff presented a detailed presentation of the modifications being proposed as well as changes to the recommended conditions in the staff report regarding open space and the proposed senior housing project. The Planning Commission asked several questions about the proposal and the modified conditions of approval.

The applicant provided an overview of the proposed changes and fielded many questions from the Commission. The questions were primarily directed at traffic concerns and the proposed 4.5 acres of new multifamily designated for the senior housing project.

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Modification of IronHorse ODP

Commission deliberations primarily focused on the senior housing project with some discussion of street cross sections, civic uses and a few conditions that had been deleted from the original approval. The Commission understood the concerns with the new multifamily designation on the development map and decided to limit that property to the senior housing project presented by Pacific Crest Affordable Housing or revert back to a residential designation.

The following changes were made to the conditions of approval:

- In Condition 2 & 10 the open space requirement needed to be changed to 295.8 to reflect the actual open space required by the previous approval.
- In Condition 2 the 2.8 acres for civic uses was re-established but on an as needed basis and would expire if no uses are requested prior to full build out.
- Condition 33 from the previous approval was re-established to allow for the height limit exceptions of 45ft. for apartments and 40ft. for townhomes approved with the previous decision.
- A condition was added to remove the 4.5 acres of new multifamily from the map and designate it as residential. This area would then be reserved to specifically allow the Pacific Crest senior housing project for up to 3 years. If no progress has occurred by evidence of an active building permit within 3 years from the date of approval the reservation is void.

CONDITIONS OF APPROVAL:

Based on the Findings stated above, those conditions contained within, and the following conditions of approval, Application MOD-2013-101, a modification to SUB-05-707 for the IronHorse Outline Development Plan is recommended for approval. This approval is subject to the conditions outlined in the findings section of this report, and the conditions of approval set forth below:

1. Approval is based on the submitted plan, and the improvements and physical conditions depicted thereon. Any substantial alteration to those plans, other than those that may be required by this decision, will require a new application. Any public Improvements proposed by the Applicant on the submitted plan or other submitted documents have been relied upon by the City in approving this PUD Outline Development Plan approval.
2. Approval is limited to the PUD Outline Development Plan identified as IronHorse, consisting of a maximum 2,771 residential development units for the approximately 900-acre development subject to review here. Approval includes a mixed-use commercial district of approximately 4 to 5 acres (depending on which alternative plan can be implemented, i.e., either the canal in pipe or open canal plan); approximately 295.8 acres of parks and open space; a 15 acre school site; and 2.8 acres of civic uses to be determined on an as needed basis until full build out of the development. Approval of this PUD Outline Development Plan does not constitute Tentative Plat Map approval. This approval is applicable to both the proposed piped or non-piped canal plan, provided that all conditions in this report are met.

3. The Applicant shall apply for each phase of development with the City of Prineville Planning Department through the Tentative Plan Map review process. This review process will allow the City to adequately review water, sewer, and transportation infrastructure requirements needed to serve each phase of development. The Applicant shall provide evidence that there is adequate capacity within the Sewer, Water and Transportation systems to serve each tentative plat; such evidence shall be submitted for review prior to approval of each tentative plat. All lots shall be connected to both city water and sewer at time of development. Specific setbacks that might be deemed necessary for natural resource and/or natural hazard areas (other than those set forth directly in this Final Decision) will be reviewed at that point in time to assure compliance with the Comprehensive Plan and the City of Prineville Code of Ordinances. In order to be in compliance with Crook County Comprehensive Plan goals and policies, the specific design of each phase of development shall take into account the natural features outlined in the Comprehensive Plan. All applicable goals and policies shall be adhered to including natural hazard policies. Construction of homes and roads in natural hazard prone areas shall be such as to minimize the effect of the potential natural hazard.
4. Potential wetland areas within the subject property shall be further identified/delineated during each Tentative Plan Map review process for each phase of development. No development shall occur within these delineated boundaries without proper authority from the Oregon Division of State Land and/or the Army Corps of Engineers or the City of Prineville. Any potential wetland/drainage way setbacks shall be addressed at that point in time, as individual parcel lines have not been determined at this time.
5. The Applicant shall coordinate with Ochoco Irrigation District (OID) and Bureau of Reclamation (BOR) to resolve safety, access and maintenance concerns to OID and Bureau of Reclamation's satisfaction prior to signature of each final plat that requires OID signature. Such coordination will be evidenced by a written agreement between the Applicant, OID and the BOR resolving piping, and open-canal safety, access and maintenance concerns between OID/BOR and the proposed development. The Applicant shall comply with all easement requirements necessary for the access, operation and maintenance of the canal as required by OID/BOR.
6. Grading of the site shall be in conformance with applicable City Regulations.
7. The Applicant shall assure compliance with the City's Natural Features Overlay District (NFOD) Chapter 155. This includes protections for Barnes Butte, wetlands, drainages, steep slopes and wildlife. Approval of development in the (2004) expanded UGB area 2A (120 acres) is subject to future review for compliance with all applicable Comprehensive Plan (and supporting Master Plans) Goals and Policies.

MOD-2013-101

Modification of IronHorse ODP

8. Comply with all the Fire Department requirements for fire flows, sprinkler systems, fire hydrants, address signs and Knox Box locks and all other pertinent IFC requirements as specified during each Tentative Plan Map review and approval.
9. The proposed street standards shall adhere to the minimum dimensions set forth in the street schematics as submitted by the Applicant. If off-street parking is not adequately provided on each individual street, the applicant shall assure that additional off-street guest parking is available as deemed necessary in future Tentative Plat Map reviews by the City of Prineville Planning Department. The specific naming of the newly proposed streets will be reviewed during each future Tentative Plat Map review by the City of Prineville.
10. The Applicant shall provide a minimum 295.8 acres, or 33 percent, of open space within the 900-acre PUD, with the remaining 21.5 acres to be approved with application to develop the 120 acres currently outside of City limits known as area 2a. Sheet 4, the submitted Open Space Plan demonstrates how this open space is distributed. The Applicant shall coordinate maintenance of designated public open space areas with the Crook County Parks and Recreation Department. The Applicant shall assure all designated private open space areas are maintained by an appointed homeowners' association or designee thereof. The Applicant shall submit open space management plans that are applicable to each phase of development during each Tentative Plan Map review process for review. The City reserves the right to perform maintenance on privately owned open space parcels and assess the homeowners' association should the area not be maintained per approved open space management plans.
11. All storm water drainage shall be handled on-site. Specific engineering and storm water management concepts will be reviewed during the Tentative Plan Map approval process to assure compliance with City and State regulations.
12. In the event that a police/fire substation becomes a specifically proposed civic use, the Applicant shall coordinate the location of the facility proposed civic center (to include a police/fire substation) with the City of Prineville Police Chief and the Crook County Fire and Rescue Department Chief to assure the most appropriate location to best serve the community.
13. The applicant is allowed a twenty year build out approval from this modification approval, provided the applicant meets all the conditions of approval in this report and that they show substantial continual progress towards developing the site as shown on the PUD Outline Development Plan. Tentative plans/plats, along with their more detailed planning and engineering, that are consistent with the approved PUD and Outline Development Plan, will be deemed approved on the basis of that same consistency. The determination of "substantial continual progress" shall include consideration of project elements such as, but not limited to, the acquisition of tentative plan approvals, final plat approvals, site plan approvals park and open space development activity, wetland restoration and/or enhancement activities,

off-site transportation mitigation payments and projects, infrastructure financing and construction, acquisition of public improvement bonds, etcetera.

14. The City reserves the right to require such technical services as deemed necessary in the review of final requests regarding the actual construction of sewer, water, storm drainage, street improvements, and to any other situations and/or conditions that may arise as the development progresses as provided for in PCO Section 153.200.
15. In order to provide adequate utility service, the Applicant shall provide public utility easements that are significant enough to provide adequate access and maintenance. The Applicant shall coordinate public utility access and maintenance with the City of Prineville Public Works Department. Specific public utility easements will be reviewed for compliance during each Tentative Plat Map review process.
16. The Applicant shall comply with all relevant portions of the City of Prineville Code of Ordinance and obtain all necessary local, state, and federal permits required to comply with all applicable laws and regulations.
17. The Applicant shall apply for Tentative Plat Map Review and/or Site Plan Review prior to any development. Housing types as well as densities and dimensional standards shall be reviewed and approved with each tentative plat. Designated uses within the ODP such as the school site, commercial areas and multifamily designations shall be reviewed administratively. Civic uses identified outside of a tentative plat approval shall follow the typical process of the R2 zone.
18. All new utility services shall be placed underground. Overhead electrical lines or electrical drops are prohibited.
19. The proposed street and access standards, as modified herein, are hereby approved, provided the street standards maintain the planned functionality for their intended use. Planning, Public Works and Crook County Fire and Rescue Department reserve the right to further review the street standards of each tentative plan map if they have clear, objective and measurable evidence that the functionality of the streets are not adequately accommodating the planned flow of traffic and parking. Such right to review may only be enabled where proposed alignments: encounter topography and grades in excess of adopted standards; encounter rock outcrops or other such natural features that may impair reasonable vision clearance standards; do not meet the requirements of the State Transportation Planning Rule; compromise the functionality of the streets to the extent that it can be demonstrated they are not adequately accommodating the planned flow of traffic and parking; or where street standards and/or alignments duplicate or otherwise impair alternative pedestrian routes incorporated to the approved Outline Development Plan.

MOD-2013-101

Modification of IronHorse ODP

20. Applicant shall assure that all initial open space development will be suitably improved for its intended use. Prior to recordation of the final plat for each phase, applicant shall provide evidence to the City that that initial open space in that phase will be suitably improved.
21. The original findings and approval of the Outline Development Plan (SUB-05-707) and the appealed decision approved by City Council on January 24th, 2006 shall still apply. However any changes made to the conditions of approval by this modification shall take precedent.
22. The exception to the 35-foot height limitation, as proposed by the Applicant for apartments and townhomes, shall be limited to the locations proposed by the applicant in the Outline Development Plan.
23. The applicant shall provide a new land use map that designates the newly proposed 4.5 acres of multifamily as residential and highlights this area with a reference to this condition. This area at the discretion of the IronHorse development may be reserved for a senior housing development by Pacific Crest Affordable Housing for up to 3 years. If no progress has occurred by evidence of an active building permit within 3 years from the date of approval the reservation is void.

Marty Bailey

W M Bailey
Planning Commission Chair

Date:

12-17-13



City of Prineville
DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT
FINAL DECISION

HEARING DATE: September 19th, 2017

PROJECT NUMBER: MOD-2017-100

APPLICANT/OWNER: Brooks Resource Corp.
Dbas Ironhorse Development LLC.
409 NW Franklin Ave.
Bend OR 97701

SURVEYOR/ENGINEER: DevTech Engineering Attn: Chris Chambers, PE
Bend, Oregon 97702

LAND USE CONSULTANT: Walker Macy Attn: Ken Pirie
111 SW Oak, Suite 200
Portland OR 97204

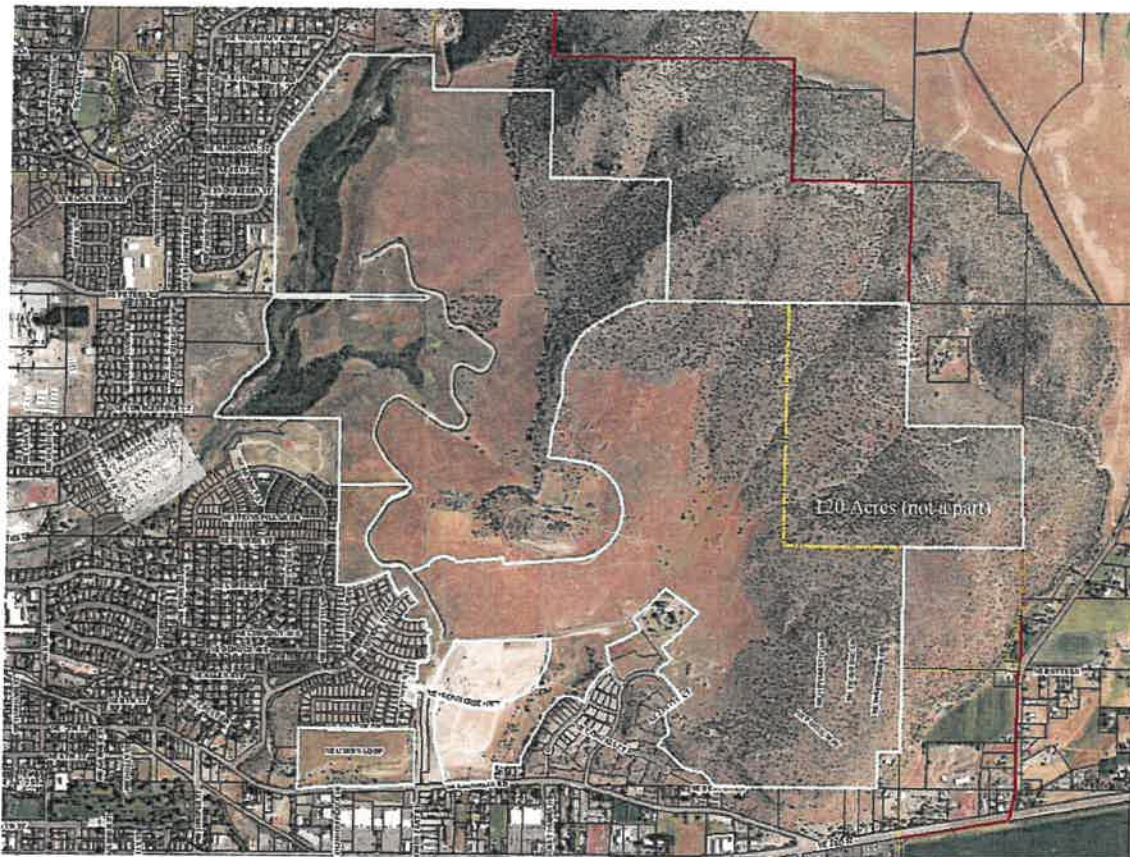
STAFF: Joshua Smith
Senior Planner

APPLICABLE CRITERIA: City of Prineville Code of Ordinances, Title XV, section 153.259.030
(Modification of approval), 153.158 (PUD).

FINDINGS OF FACT:

1. **LOCATION:** The IronHorse Outline development Plan, consisting of 1020 acres located within the northeast corner of the City of Prineville's UGB (all but 120 acres are within city limits). Further identified as the IronHorse subdivision and tax lots 1600 – 1606 of Assessor's map 14-16-00.
2. **PROPOSAL:** The applicant is requesting a modification to the IronHorse Outline Development Plan to broaden the range of potential future uses of the Hudspeth Ranch House, eliminate the IronHorse Drive connection to Laughlin as shown on the 2013 ODP map and remove language pertaining to expiration of the approval for a senior housing project by Pacific Crest Affordable Housing project.
3. **ZONING:** The subject property is zoned Residential (R-2) for the 900 acres within the City Limits, and Exclusive Farm Use 2 (EFU2) for the 120 acres outside the city limits but within the Urban Growth Boundary.
4. **RELATED DOCUMENTS:** SUB-05-707 (Original ODP), SUB-05-06-710 (Subdivision), LP-2010-101 (PP. 2010-06 for Hudspeth house), LP-2013-102 (PP. 2014-08 for school), MOD-2013-101 (ODP modification), LP-2015-100 (PP. 2015-08 for Pacific Crest), BA-2016-100 (for Combs Flat landscaping), BA-2016-103 (for City property), LP-2017-101 (separate east side).

5. **SITE DESCRIPTION:** The IronHorse ODP encompasses 900 acres within the City Limits of Prineville, and an additional 120 acres outside of city limits that are conceptually planned but not a part of the approved ODP. The property is located on the southwest facing slope and base of Barnes Butte. The northern most parcel has recently been purchased by the City of Prineville.



6. **LOT OF RECORD:** The site is confirmed as a legal lot of record through multiple partition plats outlined in "Related Documents" above.

7. **HEARING SUMMARY:**

Staff: Staff gave a presentation of the proposed modifications showing specific comparisons from the 2013 map update and the proposed 2017 map update. Staff also explained the text changes to the map as well as the expanded use list specific to the Hudspeth House.

Applicant: The applicant explained the reason for the changes in greater depth, specifically focusing on the issues with the Hudspeth House and their intent to find a private owner. The applicant also stated that their intent with phase two of the senior housing project would be single family homes if the project does not go forward.

Commission: There was no public comment. The Commission asked several questions of the applicant and staff. One commissioner asked whether Ironhorse drive was still needed and staff answered that it was not needed nor wanted by the City. Another Commissioner questioned whether the City should allow the senior housing project to go forward with

Modification of IronHorse ODP

another company if Pacific Crest doesn't develop. Staff acknowledged that the condition could be changed to allow that.

Decision: Bob Orlando made a motion to approve the application amending condition #2 as stated by staff to allow someone other than Pacific Crest to develop the designated senior housing. Priscilla Smith seconded the motion and the motion passed with 5 in favor and none opposed.

Criteria: 153.259.030 *Modification of approval*

(A) An applicant may apply to modify an approval at any time after a period of six months has elapsed from the time a land use action approval has become final.

(B) Unless otherwise specified in a particular zoning ordinance provision, the grounds for filing a modification shall be that a change of circumstances since the issuance of the approval makes it desirable to make changes to the proposal, as approved. A modification shall not be filed as a substitute for an appeal or to apply for a substantially new proposal or one that would have significant additional impacts on surrounding properties.

(C) An application to modify an approval shall be directed to one or more discrete aspects of the approval, the modification of which would not amount to approval of a substantially new proposal or one that would have significant additional impacts on surrounding properties. Any proposed modification, as defined in this section, shall be reviewed only under the criteria applicable to that particular aspect of the proposal. Proposals that would modify an approval in a scope greater than allowable as a modification shall be treated as an application for a new proposal.

(D) An application for a modification shall be handled as a land use action.

Finding 1: The applicant submitted a burden of proof and site maps that outline the proposed changes to the ODP.

A) It has been 12 years since the original approval and 4 years since the last modification in 2013. This criterion is met.

B, C) The proposed modification has been prompted by several changes in circumstance. The Hudspeth House as an amenity of the HOA is financially unviable, the proposed IronHorse Drive is no longer necessary and the Pacific Crest Affordable housing project has been initiated. The modification is directed at these three specific areas.

- Hudspeth House: The applicant's burden of proof explains the desire to broaden the potential uses of the Hudspeth House property to meet the majority of the City's existing R2 zone. The applicant states that the "intended use of the Hudspeth House as an HOA amenity is no longer viable due to the significant financial burden of converting and maintaining the very large 60-year old home to HOA community center use. The applicant would continue to use the site as private open space rather than public and provide deed restrictions to prevent land division and limit uses to the approved list.
- IronHorse Drive: The original intent of IronHorse drive was as an alternative route to access Barnes Butte Elementary School until Combs Flat road could be extended north into the IronHorse site. Subsequent to the ODP modification approval in 2013, Combs Flat road was extended north rendering IronHorse Drive unnecessary. It should be noted that the City did not want the IronHorse

Drive connection but was willing to accept it to get the school built.

- **Pacific Crest Affordable Housing:** A condition (23) was placed on the previous ODP modification in 2013 (MOD-2013-101) that reserved a 4.5 acre area for senior affordable housing to be developed by Pacific Crest Affordable Housing within 3 years. Since the project has been initiated on half of the property the 3 year time limit is no longer necessary. The property shall remain as designated in the previous modification without the time limit with the right to revert to the standard residential designation. This designation is consistent with the rest of the ODP and allows varying housing types to be determined at tentative plan approval for a subdivision.

Staff does not believe the proposed modifications will have a significant impact on surrounding properties. Nor do they constitute a substantially new proposal to warrant a new application. Future subdivisions or developments other than a single family home or duplex will require land use approval and public notice. This allows neighboring properties an additional public forum to express issues and concerns.

- D)** This application is following the standard public process for conditional uses. Notice for this application was sent on August 15th to all neighboring properties within 100ft. of the IronHorse property, as well as all lots already platted within the IronHorse development. A newspaper notice was published on September 8th.

DECISION: Application **MOD-2017-100** for a modification to MOD-2013-101 and SUB-05-707 for the IronHorse Outline Development Plan is hereby **APPROVED**. This approval is subject to the conditions outlined in the findings section of this report, and the conditions of approval set forth below:

CONDITIONS OF APPROVAL:

1. Approval is based on the submitted plan, and the improvements and physical conditions depicted thereon. Any substantial alteration to those plans, other than those that may be required by this decision, will require a new application. Any public Improvements proposed by the Applicant on the submitted plan or other submitted documents have been relied upon by the City in approving this PUD Outline Development Plan approval.
2. This modification of the Ironhorse ODP is limited to three items outlined in the applicant's burden of proof and this staff report. Those items include the following:

Hudspeth House – The open space designation will be converted from “open space general” to “open space private”. The uses of the property will be expanded to the list provided in the Applicant's burden of proof (Exhibit A) and the property will be subject to deed restrictions that prohibit land division.

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Modification of IronHorse ODP

Ironhorse Drive – This Street shown on the 2013 ODP update will be removed and replaced with some developable land and open space designations as depicted in the 2017 update maps.

Pacific Crest Affordable Housing – The 3 year time limit shall be removed from condition 23 of the 2013 ODP update. The property shall remain designated for a senior housing developed by Pacific Crest Affordable Housing or other similar senior housing project approved by the Planning Commission. The area may also revert to the standard residential designation, as is the majority of the Ironhorse development.

3. The findings and conditions of approval; of the Outline Development Plan (SUB-05-707), the appealed decision approved by City Council on January 24th, 2006 and the 2013 update (MOD-2013-101) shall still apply. However any changes made to the conditions of approval by this modification shall take precedent.

THIS DECISION BECOMES FINAL ON October 15th, 2017, TWELVE (12) DAYS FOLLOWING THE SIGNING OF THIS DECISION UNLESS APPEALED TO CITY COUNCIL BY A PARTY OF INTEREST.

Marty Bailey: W M Bailey Date: 10-3-17
Planning Commission Chair

Exhibit A

153.036 RESIDENTIAL USE TABLE (R-2 ZONE).

Use Classifications	R-1	R-2	R-3	R-4	R-5	Comments:
EXISTING USES						
Expansion of existing public use	O	O	O	O	O	
Replacement of an existing dwelling	O	O	O	O	O	
Expansion of an existing conditional use	T1	T1	T1	T1	T1	
RESIDENTIAL/ACCESSORY USES						
Child care home	O	O	O	O	O	
Single-family dwelling, excluding manufactured dwellings	O	O	O	O	O	
Accessory structure	O	O	O	O	O	See definition
Guest house	T1	T1	T1	T1	O	
Accessory dwelling	T1	T1	T1	T1	O	<u>153.080</u>
Home occupation - Only employees of the immediate resident family, limited retail sales	T1	T1	T1	T1	T1	<u>153.083(E)</u>
PUBLIC/SEMI-PUBLIC/NONPROFIT USES						
Houses of worship, including buildings and accessory uses essential to the operation thereof	T2	T2	T2	T2		<u>153.083(O)</u>
Public or private school, including buildings and other uses essential to the operation thereof		T2	T2	T2		
Publicly or privately owned kindergarten or preschool, provided the residential character of the area is maintained	T2	T1		T1	T1	
Park, public or private for less intensive uses including picnic area, playground, and grass covered play areas, not including a recreation facility	T1	T1	T1	T1	T1	
Recreation facility (nonprofit or publicly owned)	T2	T2	T2	T2	T2	
Other government structure or land use not limited to a public park, playground, recreation building, fire station, library or museum	T2	T2	T2	T2	T2	

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Use Classifications	R-1	R-2	R-3	R-4	R-5	Comments:
Community building or use owned and operated by a public or nonprofit agency or organization	T2	T2	T2	T2	T2	
Bikeways, footpaths and recreation trails	O	O	O	O	O	
COMMERCIAL USES						
Child care center	T2	T1		T1	T1	
Residential home/adult foster home (care for 5 or fewer individuals)	O	O	O	O	O	153.083(A)
Residential facility (6 - 15 individuals)	T2	T2	T1	T1	O	153.083(A)
Bed and breakfast facility in an existing residence		T1		T1	T1	153.083(C)
Nursing home, convalescent home, retirement home or elderly assisted living complex	T2	T2	T2	T1	T1	153.083(O)
Hospital and other medical service facilities	T2	T2	T2	T2	T2	
Golf course and other open land recreational use, but excluding intensive commercial amusement uses such as automobile or motorcycle race tracks or amusement parks			T2			
Professional commercial uses, such as offices for accountants, bookkeepers, attorneys, engineers, architects, doctors, dentists, real estate and insurance and medical or dental clinics		T2	T2	T2	T2	153.083(S)
Crop cultivation or farm and truck gardens, including plant nurseries and on-premises sales of farm products grown on site						

APPLICANT'S BURDEN OF PROOF STATEMENT
IronHorse ODP Amendment

DATE SUBMITTED: August 2, 2017

PROJECT NUMBER: TBD

**APPLICANT/
OWNER:** Brooks Resources Corporation
dba; IronHorse Development, LLC
Attn: Dale Van Valkenburg
409 NW Franklin Avenue
Bend, OR 97703

ENGINEER: DevTech Engineering
Attn: Chris Chambers, PE
Bend, Oregon 97703

PLANNER: Walker Macy
Attn: Ken Pirie
111 SW Oak St #200
Portland, OR 97204

REQUEST: The applicant is requesting a modification to the IronHorse Outline Development Plan to broaden the range of potential future uses of the Hudspeth Ranch House and to eliminate the IronHorse Drive connection to Laughlin as shown on the 2013 ODP map.

LOCATION: The IronHorse master planned development, consisting of 1020 acres located within the northeast corner of the City of Prineville's UGB (all but 120 acres are within city limits).

PROJECT REVIEWER: Josh Smith, Senior Planner
City of Prineville Community Development Dept.

APPLICABLE CRITERIA:

- (1) City of Prineville Code of Ordinances, Title XV – Chapters 150-153, inclusive.
 - a. Section 153.046, General Residential R-2 Zone
 - b. Section 153.158, Planned Unit Development
- (2) Chapter 155, Natural Features Overlay District –
 - a. Section 155.090, Barnes Butte Scenic Area

FINDINGS OF FACT:

1. **LOCATION:** The IronHorse Outline Development Plan encompasses 1,020 acres in the northeast quadrant of Prineville. The specific amendments proposed herein impact Tax Lots 1600, and 1603, Assessor's Map 14-16-00. The subject property is further identified as Parcel 1 of Partition Plan 2014-08 and Parcel 3 of Partition Plat 2010-06. The first developed phases of IronHorse are platted as IronHorse 1, Phase 1 located in the extreme southwest corner of the IronHorse ODP, and IronHorse 2, Phase 1, located in the south central portion of the overall site. The applicant (IronHorse Development LLC) owns approximately 520 undeveloped acres of the ODP, while the City of Prineville recently purchased approximately 396 undeveloped acres in the northwest corner of the ODP. Multiple owners exist within IronHorse 1 and 2.
2. **ZONING:** The subject property is zoned Residential (R-2) for the 900 acres within the City Limits, and EFU for the 120 acres outside the city limits but within the Urban Growth Boundary. Crook County has jurisdiction over that portion of the property outside city limits, but has previously agreed that the City of Prineville would be the lead agency. The approved IronHorse ODP does not extend beyond city limits, although the conceptual master plan does. In either event, no changes are proposed outside of city limits.
3. **SITE DESCRIPTION:** The IronHorse ODP encompasses 900 acres within the City Limits of Prineville, and an additional 120 acres outside of city limits that are conceptually planned but not a part of the approved ODP. The property is located on the southwest facing slope and base of Barnes Butte, with its low point along Laughlin Boulevard in the southwest property corner and the high point at the top of the ridge on Barnes Butte in the northeasternmost corner. The property is bordered by Laughlin Road and scattered homes to the south. The Ochoco Pointe subdivision is located to the west. To the north is public land administered by the Bureau of Land Management, and vacant or very low density developed private land to the east.
4. **PROPOSAL:** The applicant is requesting a modification to the IronHorse Planned Unit Development (PUD) Outline Development Plan (ODP) to allow three specific amendments:
 - i. Allow a broader range of uses for the Hudspeth Ranch House located on the 6-acre Parcel 3 of PP-2010-06. The original ODP Burden of Proof statement stated the following regarding the Hudspeth House:

The existing ranch house, and its surrounding grounds, are intended to become a private common open space for a homeowner's association, to be used as a community center for an active adult residential development of approximately 425 dwelling units. This community center will include improved space for programmed events, recreation, fitness, and education. Remodeling and/or additional accessory buildings may be required to satisfy the intent.

The applicant is seeking to broaden the range of potential uses to include most of the potential uses listed in the Land Use Table for the R2 zone. In addition, the property surrounding the Hudspeth Ranch House would be subject to deed restrictions prohibiting land division and limiting uses to the approved list (or similar) of uses.

- ii. The second amendment that is sought is to eliminate the "IronHorse Drive" connection to Laughlin Road that was added in the 2013 ODP update. That 2013 update was driven primarily by the siting of the Barnes Butte Elementary School in a location that was not previously contemplated in the original approval. While Combs Flat Road was intended to be the primary access to the new school, it was believed at that time that a major Ochoco Irrigation District pipeline would need to be relocated at significant cost in order to build that road. IronHorse Drive was proposed as an alternative connection to provide access to the school until Combs Flat could be completed at some future date. However, subsequent to the ODP approval but prior to construction, it was determined that Combs Flat could be realigned further to the east south of Laughlin Road in order to avoid the conflict with the OID pipe entirely. Combs Flat Road was constructed instead of the IronHorse Drive connection to Laughlin, and providing that connection would now serve no practicable purpose. This ODP update proposes to remove that connection as shown on the accompanying ODP maps.
- iii. The Applicant also proposes to remove the language pertaining to expiration of the approval for multi-family for Pacific Crest Affordable Housing if the project was not initiated within 3 years pursuant to condition of approval #23 of MOD-2013-101. IronHorse Lodge has been completed and is in operation on the site, thus obviating the need for this condition of approval and notation on the ODP.

The proposed amendments will result in no net change to the type or intensity of proposed uses in IronHorse, as the Hudspeth Ranch House was previously contemplated to serve as a community center and areas of similar office and commercial uses were planned throughout the project. Infrastructure impacts

were contemplated, studied, addressed and approved in the original ODP plan approved in file SUB-05-707 in 2006.

5. **SCOPE OF CHANGES:** The submitted application includes the following supporting drawings as a part of the IronHorse ODP 2017 Update drawing set prepared by Walker Macy:

Sheet 1 - Topographic Survey – NO CHANGE
Sheet 2 - Aerial Photo/Site Context – NO CHANGE
Sheet 3 - Land Use Plan update – Amended as Noted
Sheet 4 - Open Space Plan update – Amended as Noted
Sheet 5 - Street Plan update – Amended as Noted
Sheet 6a - Street Sections - NO CHANGE
Sheet 6b – Street Sections – NO CHANGE
Sheet 6c - Street Sections – NO CHANGE
Sheet 6d – Street Sections – NO CHANGE

The exhibits highlight the changes to the ODP proposed herein. The scopes of those changes have been addressed above, but will not result in an increase in density or intensity of uses, including the overall amount of open space.

6. **LOT OF RECORD:** The site is confirmed as a legal lot of record through Partition Plats 2010-06 and 2014-08.

APPLICABLE CRITERIA:

153.046 GENERAL RESIDENTIAL R-2 ZONE.

In an R-2 Zone, the following regulations shall apply.

- (A) **Purpose.** It is the purpose of the R-2 Zone to provide for residential areas which permit a mixture of a variety of housing types at various densities in a more planned type of development design, including a minimum of nonresidential commercial convenience and service type uses in more accessible proximities for the purposes of providing for conveniences and services to the dominant intended residential users of the area.
- (B) **Specific Conditions.** Section 153.083 contains a list of uses with specific conditions that may apply to specific types of uses.
- (C) **Design Review.** Provisions set forth in 153.020. Except single family and two-family/duplex dwellings and their accessory structures.
- (D) **Off-street parking and loading.** Provisions set forth in 153.085 and 153.086.

- (E) **Minimum landscaping requirements.** When design review is required a minimum level of landscaping in accordance with 153.087 shall be required.
- (F) **Streets & Public Facilities.** When design review is required streets and public facilities shall be required in accordance with section 153.194 and the City's Standards and Specifications. These improvements include but are not limited to right-of-way dedication, streets, stormwater management, sidewalks, waterlines, sewer lines, access management and the like.
- (G) **Chapter 155 Natural Features Overlay District.** This chapter contains provisions for the protection of riparian areas, wetlands, rimrock, Barnes Butte and construction on steep slopes.
- (H) **Minimum sidewalk requirements.** Whether replacing or required by design review; sidewalks shall be constructed to City Standards and Specifications. The minimum sidewalk width in an R-2 Zone is 5ft., unless otherwise approved under section 153.194 (V)(1).
- (I) **Signs.** In an R-2 Zone, signs are permitted in accordance with the provisions set forth in Chapter 152 as amended.
- (J) **Limitations on Use.** No structure or land shall be occupied or used for any purpose which creates or causes to be created any public nuisance, including but not limited to excessive odor, dust, noise, vibration, flashing light or any hazard to the general health, safety and welfare of the area. Domestic livestock are permitted, but only in compliance those provisions set forth in 153.096 of this chapter. No animal is permitted to run at large, animals shall be confined to an individual owner's property. Any animals permitted to run at large are hereby declared a nuisance and may be abated as such.

PROPOSED FINDING: The applicant is proposing to broaden the potential uses that could occupy the existing Hudspeth Ranch House located on Parcel 3 of PP 2010-06. The original ODP Burden of Proof statement stated the following regarding the Hudspeth House:

The existing ranch house, and its surrounding grounds, are intended to become a private common open space for a homeowner's association, to be used as a community center for an active adult residential development of approximately 425 dwelling units. This community center will include improved space for programmed events, recreation, fitness, and education. Remodeling and/or additional accessory buildings may be required to satisfy the intent.

The 2013 ODP update was a bit less specific when generally discussing required open space within IronHorse:

“and the existing Hudspeth Ranch House planned as a recreation/clubhouse occupies approximately a 5-acre site”

Our development experience has led us to conclude that the original intended use of the Hudspeth House as an HOA amenity is no longer viable due to the significant financial burden of converting and maintaining the very large 60-year old home to HOA community center use. Our intent is to broaden the range of potential uses to allow for a variety of potentially viable economic uses to utilize the unique building while preserving its character and surrounding grounds for their scenic, historic and cultural value. The site would continue to serve as visual open space within the IronHorse development, albeit privately owned and not necessarily open to public use. The proposed amendments would not preclude the future use of the structure as an HOA amenity should conditions change.

We propose the following highlighted uses from the residential use table be permitted uses on Parcel 3 of PP 2010-06, the Hudspeth Ranch House:

153.036 RESIDENTIAL USE TABLE (R-2 ZONE).

Use Classifications	R-1	R-2	R-3	R-4	R-5	Comments:
EXISTING USES						
Expansion of existing public use	O	O	O	O	O	
Replacement of an existing dwelling	O	O	O	O	O	
Expansion of an existing conditional use	T1	T1	T1	T1	T1	
RESIDENTIAL/ACCESSORY USES						
Child care home	O	O	O	O	O	
Single-family dwelling, excluding manufactured dwellings	O	O	O	O	O	
Accessory structure	O	O	O	O	O	See definition
Guest house	T1	T1	T1	T1	O	
Accessory dwelling	T1	T1	T1	T1	O	153.080
Home occupation - Only employees of the immediate resident family, limited retail sales	T1	T1	T1	T1	T1	153.083(E)

Use Classifications	R-1	R-2	R-3	R-4	R-5	Comments:
PUBLIC/SEMI-PUBLIC/NONPROFIT USES						
Houses of worship, including buildings and accessory uses essential to the operation thereof	T2	T2	T2	T2		153.083(O)
Public or private school, including buildings and other uses essential to the operation thereof		T2	T2	T2		
Publicly or privately owned kindergarten or preschool, provided the residential character of the area is maintained	T2	T1		T1	T1	
Park, public or private for less intensive uses including picnic area, playground, and grass covered play areas, not including a recreation facility	T1	T1	T1	T1	T1	
Recreation facility (nonprofit or publicly owned)	T2	T2	T2	T2	T2	
Other government structure or land use not limited to a public park, playground, recreation building, fire station, library or museum	T2	T2	T2	T2	T2	
Community building or use owned and operated by a public or nonprofit agency or organization	T2	T2	T2	T2	T2	
Bikeways, footpaths and recreation trails	O	O	O	O	O	
COMMERCIAL USES						
Child care center	T2	T1		T1	T1	
Residential home/adult foster home (care for 5 or fewer individuals)	O	O	O	O	O	153.083(A)
Residential facility (6 - 15 individuals)	T2	T2	T1	T1	O	153.083(A)
Bed and breakfast facility in an existing residence		T1		T1	T1	153.083(C)
Nursing home, convalescent home, retirement home or elderly assisted living complex	T2	T2	T2	T1	T1	153.083(O)
Hospital and other medical service facilities	T2	T2	T2	T2	T2	
Golf course and other open land recreational use, but excluding intensive commercial amusement uses such as automobile or motorcycle race tracks or amusement parks			T2			
Professional commercial uses, such as offices for accountants, bookkeepers, attorneys, engineers, architects, doctors, dentists, real estate and insurance and medical or dental clinics		T2	T2	T2	T2	153.083(S)
Crop cultivation or farm and truck gardens, including						

Use Classifications	R-1	R-2	R-3	R-4	R-5	Comments:
plant nurseries and on-premises sales of farm products grown on site						

The applicant proposes that such uses be permitted subject to the standard land use permitting requirements outlined for the R2 zone.

153.158 PLANNED UNIT DEVELOPMENT (PUD)

(A) Authorization. When a planned unit development is authorized pursuant to the provisions of the applicable zoning or by other provisions of this chapter, the development may be approved by the city in accordance with the provisions of this section and this chapter. A PLANNED UNIT DEVELOPMENT (PUD) is a development technique where the development of an area of land is developed as a single entity for a number and/or mixture of housing types, or a mixture of other types of uses, or a combination thereof, according to a specific development plan which does not necessarily correspond relative to lot sizes, bulk or types of dwelling units, density, lot coverage's or required open space as required by the standard provisions set forth by this chapter and the specific applicable zoning designation.

PROPOSED FINDING: The IronHorse Planned Unit Development was approved by the Prineville City Council on January 24, 2006 in file SUB-05-707, incorporated herein by reference. The provisions of SUB-05-707 will remain applicable to the IronHorse PUD, except as specifically modified by MOD-2013-101 and as further modified in this proposed ODP amendment.

(B) Applicability of regulations. The requirements for a planned unit development set forth in this section are in addition to the requirements set forth for a standard subdivision by 153.157 of this chapter, and in addition to those requirements set forth in 153.094.

PROPOSED FINDING: While SUB-05-707 included a subdivision tentative plan, no land division is proposed in conjunction with this ODP modification.

(C) Purpose. The purpose of the planned unit development provisions is to permit the application of innovative designs and to allow greater freedom in land development that is not possible under the strict application of the applicable zoning provisions and this chapter. In permitting such design and development freedom, the intent is to encourage more efficient uses of land and public facilities and services, to maximize community needs for a variety of housing, commercial and recreational needs and to maintain as high of a quality living environment.

PROPOSED FINDING: The proposed amendments to the approved IronHorse PUD ODP are relatively minor in scope. As discussed at greater length above, the allowed uses for the Hudspeth Ranch House are sought to be broadened to allow potential uses that could be more economically viable.

The new school location approved in MOD-2013-101 precipitated several changes to road alignments and access points, including the addition of an additional connection to Laughlin Road via IronHorse Drive that was reflected in the IronHorse ODP 2013 Update. That connection was intended to work as a replacement for the northward extension of Combs Flat Road that was complicated by the location of an Ochoco Irrigation District pipeline. Subsequent to the MOD-2013-101 approval, a solution to the pipeline conflict at Combs Flat Road was worked out and that road was constructed to serve the school. As such, the IronHorse Drive connection to Laughlin is neither necessary nor desired, and this ODP amendment seeks to eliminate that connection.

The elimination of the statement on the ODP map pertaining to the timing of construction of the IronHorse Lodge (condition of approval #23 of MOD-2013-101) is no longer needed as the first phase of the lodge has been completed, thus vesting that use.

(D) Principal and accessory uses.

(1) The principal uses permitted within a planned unit development may include any use permitted, outright or conditional in the zone in which the subject proposed development is located.

PROPOSED FINDING: The principal use of the IronHorse ODP will remain residential, with the broadened range of potential uses for the Hudspeth Ranch House providing a compliment to the residences that will ultimately adjoin it.

(2) Except for open land uses such as golf courses, parks, natural areas or natural resources and the like, accessory uses shall not occupy more than 25% of the total area of the development, must be approved as a part of the initial development approval and may include the following uses.

(a) Commercial uses such as a grocery store, convenience store, café, bakery, book store, salon, and professional offices.

(b) Tourist accommodations including convention or destination resort facilities.

(c) Recreation areas, buildings, clubhouse or other facilities of a similar use or type.

(d) Other uses which the city finds are designed to serve primarily the residents of the proposed development or are open to and of benefit to the general public, and are compatible to the overall design of the proposed development and with the city's Comprehensive Plan.

PROPOSED FINDING: Accessory uses will not occupy more than 25% of the total ODP area, which exceeds 1,020 acres overall. While parks and natural open space areas are planned to occupy approximately 313 acres (in excess of 30% of the site), commercial areas are designated to occupy only 3.7 acres, and the existing Hudspeth

Ranch House planned occupies approximately a 5-acre site (both total less than 1% of the overall site). Sites and sizes for future civic uses (i.e.; churches, public buildings) have not been identified, but will most certainly result in a total of less than 25% of the total area to be verified through future land use applications.

(E) Dimensional standards.

(1) The minimum lot area, width, depth, frontage and yard (setback) requirements otherwise applying to individual lots in the applicable zone may be altered for a planned unit development provided that the overall density factor calculated for the applicable zone is not exceeded by more than 25%.

PROPOSED FINDING: No changes are proposed to the lot dimension and setback standards previously established for IronHorse. The IronHorse ODP was approved for a maximum of 2,771 residential units, well below the maximum allowed density of the R-2 zone.

(2) Building heights exceeding those prescribed for by the applicable zone may only be approved if surrounding open space and building setbacks and other design features are used to avoid any adverse impacts due to the greater height. As a guideline, setback requirements should be required to be at least two-thirds of the height of a building.

PROPOSED FINDING: SUB-05-707 approved 45 foot building heights for apartments and 40 feet for townhomes, in excess of the standard 35-foot height limit in the R-2 zone. A 45-foot height limit was also granted for the Barnes Butte elementary school in MOD-2013-101. No additional building height exceptions are proposed with this modification.

(3) The building coverage for any PUD shall not exceed 40% of the total land area of the proposed development.

PROPOSED FINDING: As noted in the prior approval, building coverage will not exceed 40% for the entire development.

(4) Common open space and other community amenities such as community buildings, recreation buildings and school playgrounds, exclusive of streets, shall constitute at least 30% of the total land area of the development. Landscaped planter strips and medians within the street right-of-way may be approved by the Planning Commission as part of the open space requirement provided they are maintained by a Home Owners Association.

(a) At least half of the required open space shall be open to the general public.

PROPOSED FINDING: As found in SUB-05-707, 295.8 acres (32.8%) of the 900-acre site was designated as either parks or open space in the original approval. With the size increase in Hudspeth Park approved in MOD-2013-101 and the addition of a City of Prineville landscaped drainage swale on Lot 55 in IronHorse 2 Phase 1 (previously intended for multi-family apartment uses), the percentage of open space has increased

to 313 acres. This constitutes in excess of 34.7% of the 900 acres within the city limits, and 30.6% of the overall 1,020-acre site.

As required by subsection (a), the majority of the open space will be open to the general public.

(5) No PUD in a residential zone may be approved on a site with a total land area less than 5 acres, and in a commercial zone on a site less than 2 acres.

PROPOSED FINDING: IronHorse greatly exceeds 2 acres in size, containing nearly 1,020 acres altogether (120 acres is outside of City Limits and not officially included as a part of the OPD at this time).

(F) Project density approval. If the Planning Commission finds that any of the following conditions would be created by an increase in density permitted by this section for a PUD, it may either prohibit any increase or may limit the increase as deemed necessary to avoid the creation of any of the following conditions.

(1) Inconvenient or unsafe access to the proposed development or adjoining developments or properties.

(2) Generation of traffic loads in excess of the capacity of streets which adjoin or will serve the proposed development and in the overall street system in the area of the development.

(3) Creation of an excessive burden on sewage, water supply, parks, recreational facilities, areas or programs, schools and other public facilities which serve or are proposed to serve the proposed development.

PROPOSED FINDING: The applicant did not seek an increase in density over that allowed in the R-2 zone with the original approval (up to 5,268 units could have been sought; the applicant requested and was granted approval for 2,771). No increase in density is sought with this proposed ODP amendment. It is likely with implementation of the provisions of the Barnes Butte Scenic Area that the overall density of IronHorse will actually decrease significantly, with density limits in the primary and secondary protection areas of only 1 unit and 2 units per acres respectively.

(G) Common open space. No open area may be accepted as common open space within a PUD unless it meets the following requirements.

(1) The common open space is for an identified and designated amenity or recreational purpose(s), and the uses proposed or authorized therefore are appropriate to the scale and character of the proposed development.

(2) The common open space will be suitably improved for its intended use, except that the open space containing significant natural features worthy of preservation in the natural state may be left unimproved, but there shall be approved plans and/or provisions for the continued preservation thereof.

(3) The buildings, structures and improvements to be permitted in the open space are determined to be appropriate and accessory to the uses which are authorized for the open space.

(4) No common open space may be put to a use not authorized and approved in the final development plan of the subject development unless an amendment thereto is duly approved by the city.

PROPOSED FINDING: No changes to the approved open space plan are proposed in conjunction with this ODP amendment; although indicated as open space on the ODP, the Hudspeth Ranch House parcel was not included in the original or amended open space calculations.

(H) Application and procedures. The application for a PUD, and the procedures for the processing of the applications, shall be the same as set forth for a standard subdivision in 153.157 and for a conditional use as set forth in 153.135 et seq.

PROPOSED FINDING: The procedural requirements are satisfied through the Planning Commissions review of the above identified approval criteria.

**Chapter 155, Natural Features Overlay District.
Section 155.090, Barnes Butte Scenic Area.**

(B) Boundaries defined. Elevation lines depicted on the Barnes Butte resource map are five-foot intervals provided by Crook County GIS. The primary boundary shall be defined by the 3,225-foot elevation line as shown on the resource map. The secondary boundary shall be defined by the 3,100-foot elevation line for the northwest, north, east and south facing boundaries. The west facing secondary boundary along the impact area shall be defined by the 3,200-foot elevation line as shown on the resource map.

(1) The points of transition from 3,100 to 3,200 elevation lines shall be defined as follows:

(a) Northern transition. At the termination point of the 3,100 elevation line (T14 R16 ~1,872 feet east from the NW corner of Section 33) move east to the termination point of the 3,200 elevation line (T14 R16 ~2,260 feet east from the NW corner of Section 33).

(b) Southern transition. At the termination point of the 3,100 elevation line (T14 R16 ~4,535 feet south and ~3,604 feet east from the NW corner of Section 33) move east to the termination point of the 3,200 elevation line (T14 R16 ~4,400 feet south and ~4,255 feet east from the NW corner of Section 33).

PROPOSED FINDING: The upper extent of the IronHorse ODP was designated as Barnes Butte Scenic Area in 2009, subsequent to approval of the original ODP in 2006. The applicant acknowledges that future development within the IronHorse ODP, especially in the 120-acre portion of the property that is outside the city limits with no prior official ODP approval, will be subject to the development and design standards of Section 155.090.

(E) Barnes Butte scenic area development and design standards. The following standards apply to site development and building construction in the Barnes Butte primary and secondary scenic areas, as mapped on the Natural Features

Inventory. The standards in subsection (E)(4) of this section may be modified by the Planning Commission, based on required studies and a joint finding by the City Engineer and Director, that the change will reduce adverse scenic impacts without increasing risks from slide or erosion hazards.

(1) Development intensity and spacing.

(a) Unless otherwise permitted by an outline development plan approved prior to August 1, 2008, residential development shall not exceed a density of two units per gross acre in the secondary scenic area; or one unit per gross acre in the primary scenic area.

PROPOSED FINDING: The majority of the site affected by this section is currently zoned EFU and outside of city limits, and while it has been conceptually acknowledged as part of the 2006 ODP, this area has no protection under the original ODP approval. The applicant fully intends to comply with the density limitations of the primary and secondary scenic areas.

There are some areas of the property along the north and east property boundaries that are within the approved ODP that were approved for lots as small as 5,000 square feet in the 2006 ODP approval. These specific areas are now designated as either primary or secondary scenic areas with density limits of 1 per acre and 2 per acre respectively. These areas would qualify for the exception in 1(a) above; however, the applicant has previously agreed in MOD-2013-101 to comply with the density limitations of Section 155.090.E.1(a) for all areas of the property that are within the primary and secondary areas when they are developed in the future, even if they previously had approval for a density greater than what could now be permitted.

CONCLUSION:

Based on the foregoing proposed Findings and Conclusions, Applicant respectfully requests approval of the proposed amendments to the IronHorse PUD Outline Development Plan.

Submitted this 31st Day of July, 2017

Dale Van Valkenburg
Director of Planning and Land Use
Brooks Resources Corporation

Welcome to Prineville

Community Profile



View of Meadow Lakes Golf Course from the trail above the grade

The City of Prineville is a unique small town with a current population of 11,513 (July 1, 2022), an increase of nearly 1,503 people over the certified population estimate from July 1, 2018. Prineville is located within Central Oregon and nestled in an ancient volcanic basin that is over 3 million years old. The rim rock plateaus lend their scenic beauty to an extraordinary backdrop. Saturated in a rich historical atmosphere, Prineville is a recreational playground managing to keep its friendly, small town character and appeal. It is truly a beautiful place to live and work.

Not only is Prineville one of Oregon's first incorporated cities under its establishment in 1868, but it's also the oldest community in Central Oregon. Crook County, named after General George Crook, claims Prineville as its only city. Originally part of Wasco County, Crook County separated in 1882. Barney Prine founded the city when he settled on the banks of the Crooked River, where he established a blacksmith shop and a store/saloon. Prineville sat as the primary place of trade in Central Oregon until 1911.

City hall administrative facilities are located downtown across the street from the historic county courthouse and old city police department. The city hall plaza proudly displays a full-size bucking, famous rodeo prize winning horse known as War Paint, complete with a cowboy holding on. War Paint was created by a local artist, using materials specific to our ranching and rodeo heritage that were donated from many community members. The city and county co-hosted a dedication of the War Paint sculpture and included special guests from the Klamath Tribes and Confederated Tribes of Warm Springs who were familiar with the successful career of War Paint. Many visitors and tourists stop by to snap a picture with this intricate statue and to admire the creativity of all the different materials used. The City maintains its presence on social media and utilizes it to communicate with our citizens. Two of our main corridors are state highways which run north, south, east and west. Regardless of what direction one travels,

within minutes they are located among some of the most beautiful scenery and wildlife the northwest has to offer. Main Street, also known as State Highway 27, is recognized by Oregon State Parks and Recreation as a scenic bike way. It travels to the south and as it meanders along the Crooked River, it eventually meets with Bowman Dam. Obtaining this designation was a lengthy competitive process and we are honored to finally have it approved.

One of the unique features of this unusual town is Prineville's ownership of the oldest continuously operated municipal short-line railroad in the United States. The City established the City of Prineville Railway after Union Pacific and Oregon Trunk Railways developed an extension line running south from the Columbia River to Bend. Prineville built its own railroad in 1918 to join the Oregon Trunk and the Columbia River Railways just north of Redmond. These railways helped the lumber industry grow and remain profitable in Prineville for almost 50 years. Today, the City of Prineville Railway is a customer-oriented, short-line railroad. It connects with the Burlington Northern Santa Fe and Union Pacific Railroads at the Prineville Junction just north of Redmond.



In the last several years, the City of Prineville Railway has reached out nationwide to market the railroad to large rail users. This effort, along with positive word of mouth regarding the Railway's excellent customer service, has developed into two long-term anchor tenants at the railroad junction, one of which is already expanding and is a nationally known company. Fifteen years ago, the railroad only had a handful of jobs. Today, between the railroad and its customers, they have created over 100 jobs tied directly to it. There are currently over 32 companies utilizing either railroad or railroad-owned facilities. The result is an increase in car traffic, as well as, the variety of cargo. Businesses are taking advantage of the award winning, multi-modal freight depot and junction. The City had several activities to celebrate the 100th anniversary in 2018, all of which were very successful.

In addition to managing its own municipal railroad, Prineville also owns a municipal golf course. Meadow Lakes Golf Course is associated with wastewater management for Prineville. This makes Meadow Lakes an important asset to the community by serving the dual purpose of recreation and wastewater treatment. The golf course maintains a golf cart



Locals at the cattle drive and block party rodeo kick off in downtown Prineville in June 2022

fleet with modern features to get players from hole to hole in style. The clubhouse offers spectacular, almost panoramic outdoor views showcasing the surrounding mountains, rim rocks, beautifully manicured greens, the Crooked River and deer grazing along the river. Customers can take in this picturesque scene while enjoying a fantastic selection of some of the best cuisine in Central Oregon. Meadow Lakes is having its 30th anniversary in 2023.

The Prineville-Crook County Airport is managed by the City in collaboration with Crook County. The airport manager continues to successfully increase business and

recreational activities. The existing hangars continue to be completely occupied, and new hangars are being constructed. The automated weather observation service (AWOS), allows pilots anywhere to get all possible weather conditions in Prineville at any time. With this addition and expanded runways, it allows private commercial planes to fly in, take care of business, and fly back home.

The Airport Master Plan is completed and the review with Federal Aviation Administration (FAA) was approved and adopted by the Prineville City Council. With the Master Plan approved and in place, the airport is now able to move forward with an exciting, years-in-the-making heliport project that the U.S. Forest Service will occupy. Much like the railroad, the airport has gone from a couple of airport-related jobs to over 30 in the last couple of years.



Enhancements being made to Stryker Park in June of 2023.

As part of Central Oregon, Prineville offers many recreational activities for the outdoor enthusiast. It's geographically located near several waterways and reservoirs, as well as mountains and many other natural landscapes providing opportunities for outdoor activity year-round. The City recently added to these recreational

opportunities by purchasing 461 acres now known as the Barnes Butte Recreation Area to the east that is adjacent to land owned by the Bureau of Land Management (BLM). It features 360-degree views of the surrounding rim rocks and wildlife. This area was purchased by the City primarily for water rights and has become a favorite place to visit in the community. The City was successfully awarded two grants to master plan the Barnes Butte property and has partnered with Crook County Parks and Recreation to incorporate all parks and trails within the city into the master plans. There is also a paved 5k path which attracts many marathon groups and state-wide bicycle groups. If you make it to the top of the butte you can see for miles in any direction.

Completion of the national award-winning Crooked River Wetland Complex added to Prineville's extensive network of paths with five more miles of trails. The complex is a refreshing, well-utilized area for jogging, bike riding and dog walking. Additionally, it offers educational opportunities, dramatic views of Grizzly Mountain, abundant wildlife and ample bird watching opportunities. Citizens and visitors nationwide – and even internationally – come to enjoy the wetlands from dusk to dawn. All visitors are greeted with smiles and area facts by several dedicated community volunteers inspired to help watch over the property. Students from around the region use both the Crooked River Wetland Complex and Barnes Butte Recreation Area for learning opportunities. The wetlands benefited from amazing student and Eagle Scout projects since opening.



A sunny February afternoon at the Crooked River Wetland Complex in 2019

Prineville also borrows from its strong agricultural heritage to lend flair to community events. One popular attraction is a traditional live cattle drive, which occurs right down the main commerce area of town. This kicks off the Crooked River Roundup, a popular annual rodeo event. Additionally, there's the annual county fair and horse races, as well as several other rodeo events throughout the year.

Affordable residential housing rentals continue to be a challenge statewide. Construction of residential homes is currently underway, so this challenge is beginning to balance out. Development for multiple family dwelling units is starting to take place.

Prineville also caters to a variety of job markets. Between construction, manufacturing, retail, government, health and the tech sector, the City touches on all types of employment. The presence of Facebook and Apple with their expansions continue to be positive for the community; bringing numerous construction and other service-related jobs. These employees continue to visit local gas stations, restaurants, stores and hotels. Another strong employer and presence in the community is St. Charles Health System. In 2015, the construction of a beautiful, \$30 million facility was completed in order to better serve the community's needs and an expansion is already underway. Growth continues in all sectors, and will, for the foreseeable future. Many smaller businesses have decided to "set up shop" in Prineville adding to the variety of jobs available in the community.

Prineville once held the highest unemployment rate in the state at over 20 percent, but now sits at 5.0 percent, up 0.1 percent from this time last year.

Government

The City of Prineville uses a council/manager form of government. The council is composed of a mayor and six councilors elected from the city at-large. Three councilors are elected at each biennial election and serve a term of four years. At each biennial general election, a mayor is elected for a term of two years.

Government Services						
The table below identifies the provider of government services within the City of Prineville						
Services	City of Prineville	Crook County	Crook County Fire District	Crook County School District	Crook County Parks and Recreation	Other / Private
AG Extension Office						X
Airport Services	X	X				
Cemetery		X				
Code Compliance	X	X				
Education				X		X
Fire/Rescue Services			X			
Health/Social Services		X				
Museum		X				
Landfill		X				
Library		X				
Municipal Golf Course	X					
Parks and Recreation					X	
Police/Dispatch Services	X					
Industrial Rail Services	X					
Streets and Highways	X	X				X
Water Utilities	X					
Sewer Utilities	X					
Transportation Services						X
Vector Control						X

City of Prineville Services

The table below provides information about the City of Prineville services

Public Safety	
Sworn Officers	21
School Resource Officers	2
Dispatchers	11
Proactive Contacts	5,859
Calls for Police Assistance	22,444
Dispatch Emergency Calls	6,537
Dispatch Non-Emergency Calls	54,075

Community Development	
Residential Applications	58
Commercial Applications	9
SDC Fees Collected in FY 2023	\$ 1,318,149

Railroad	
Diesel Locomotives	3
Steam Locomotives	1
Cars	8
Main Track Miles	18.01
Yard Track Miles	2.46
Industrial Track Miles	2.45
Transload Facilities	2
Public Team Track (Acres)	1.45

Airport	
Runways	2
Terminal	1

Golf	
Club House	1
18 Hole Course	1
Rounds of Play	32,899

Sanitary Sewer	
Service Connections	4,236
Avg. Daily Sewage Treatment (MGD)	1.17
Sewer Rates	\$ 57.28
Lineal Miles of System	65
Treatment Capacity (MGD)	2.60

Streets	
Street (Centerline Miles)	58.9
Sidewalks	38.6
Traffic Signals	6
ADA Ramps (Downtown Area)	74

Water	
Service Connections	4,346
Avg. Monthly Consumption (Units)	76,200
Water Rates (Average usage)	\$ 43.92
Lineal Miles of System	80
Water Wells	12
Wells Capacity (MGD)	6
Storage Tanks	6
Treatment Capacity (MGD)	6.00
ASR Treatment Capacity (MGD)	2.88

Schools in Crook County



Barnes Butte Elementary opened for the 2015-16 school year

The Crook County School District is one of four school districts located in Central Oregon. Current enrollment is at 2,946 students, an increase of 39 since this time last year. The district consists of one high school, one middle school (grades 6 – 8), two in-town elementary schools (grades K – 5), and one rural school in Paulina (grades K – 8). The Crook County School District is served by the High Desert Educational Service District. Additionally, there is Crook County Christian School in Prineville (grades preschool – 12), Insight Charter (online) as an alternative educational opportunity, and the charter school in Powell Butte (grades K – 6).

Crook County Open Campus, a partner of Central Oregon Community College in Prineville, continues to increase enrollment numbers. The campus offers a variety of credit classes and a degree partnership program with Oregon State University. This is yet another increasingly popular addition to the community that the City supported to provide higher educational opportunities to citizens. A technical institute offering a variety of skilled training opportunities is also available.

City Demographics

City of Prineville Natural Resources	
Crook County area (in miles)	2,982
Crook County area (in acres)	1,900,000
Elevation at the courthouse	2,864 feet
Climate	Semi-arid, cool nights
Climate zone	Climate division 7
Mean temperature in January – High	41.9
Mean temperature in January – Low	21.0
Mean temperature in July – High	85.8
Mean temperature in July – Low	42.8
Annual precipitation (in inches)	10.6

Prineville Area Top Employers		
Employer	Employees 2021	Employees 2022
Les Schwab Prineville Operations	436	444
Rosendin Electric Inc.	609	415
Crook County School District	395	408
Meta Data Center	350	350
Brasada Ranch	250	280
Crook County	223	234
Ochoco National Forest	191	219
St. Charles Health Systems	223	217
Endura Products	200	206
Bureau of Land Management (BLM)	164	182
Western Heavy Haul & SMAF	155	171

Source: Economic Development of Central Oregon – Preliminary 2022 numbers as of March 27, 2023

Age, Education and Wage Data	
Oregon’s average household income	\$56,119
Prineville’s average household income	\$48,721
Median age	40
Percent aged 65 years old and over	20.3%
Percent aged 18 years old and under	22.0%
High school graduate or higher, age of at least 25 years	84.9%
Bachelor’s degree or higher, age of at least 25 years	13.7%
Persons in poverty	24.2%

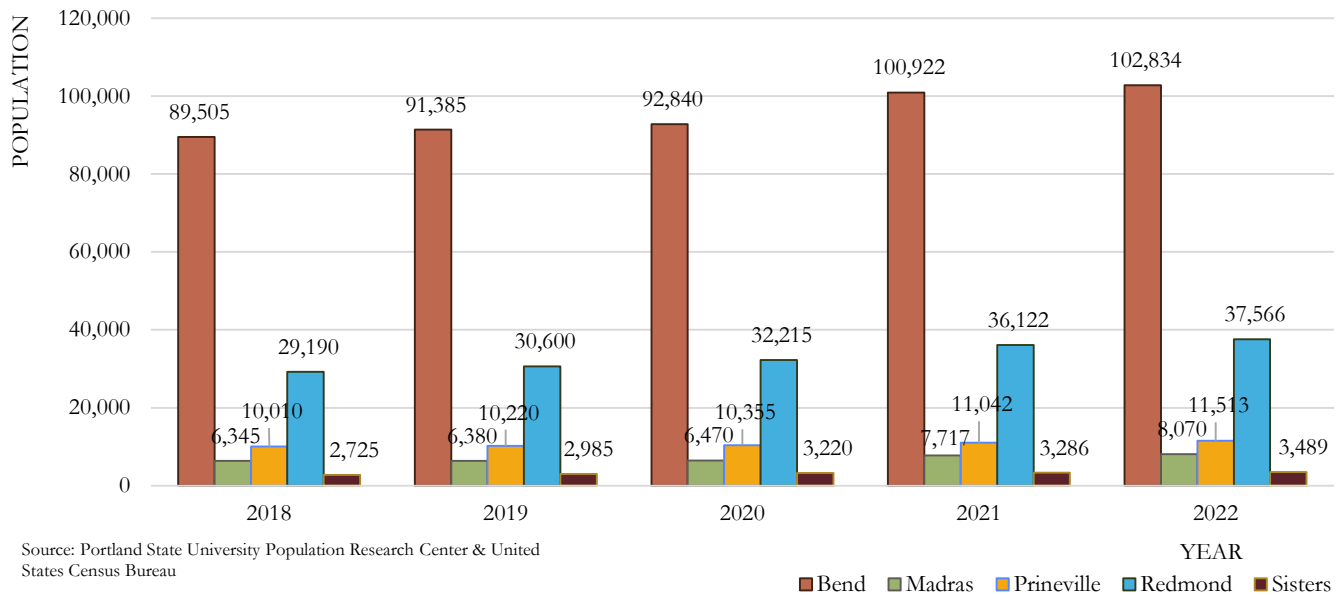
Source: Portland State University Population Research Center & United States Census Bureau

Housing Data	
Total housing units	4,399
Median value of owner-occupied housing units	\$133,000
Median home price	\$369,265
Owner-occupied housing unit rate	55.2%
Average monthly rent for a three-bedroom house	\$880

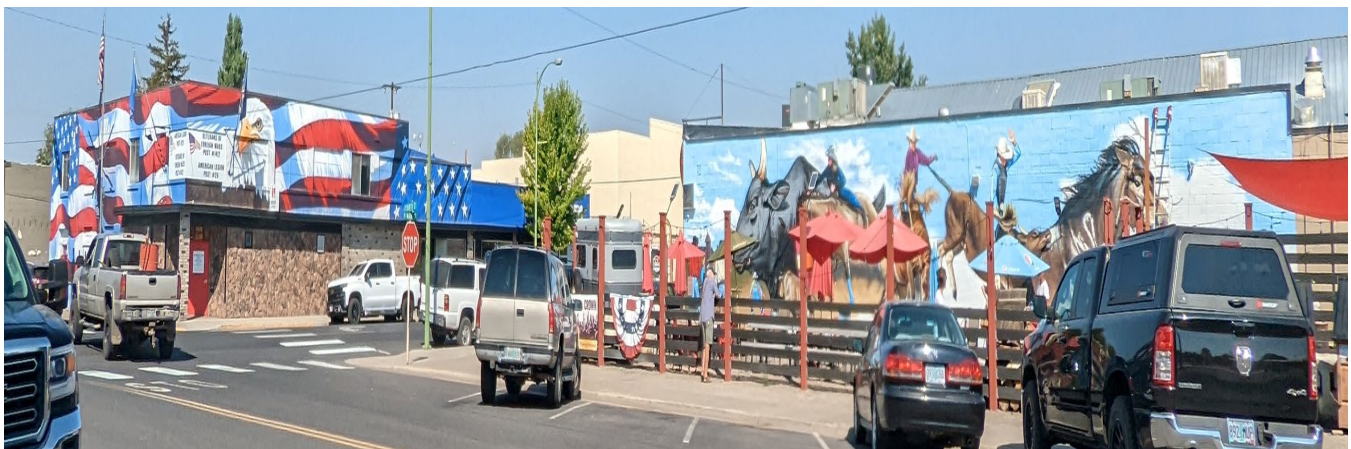
Source: United States Census Bureau and Economic Development of Central Oregon

Regional Comparisons

Regional Population Comparison Comparison Against Largest Local Cities by Year



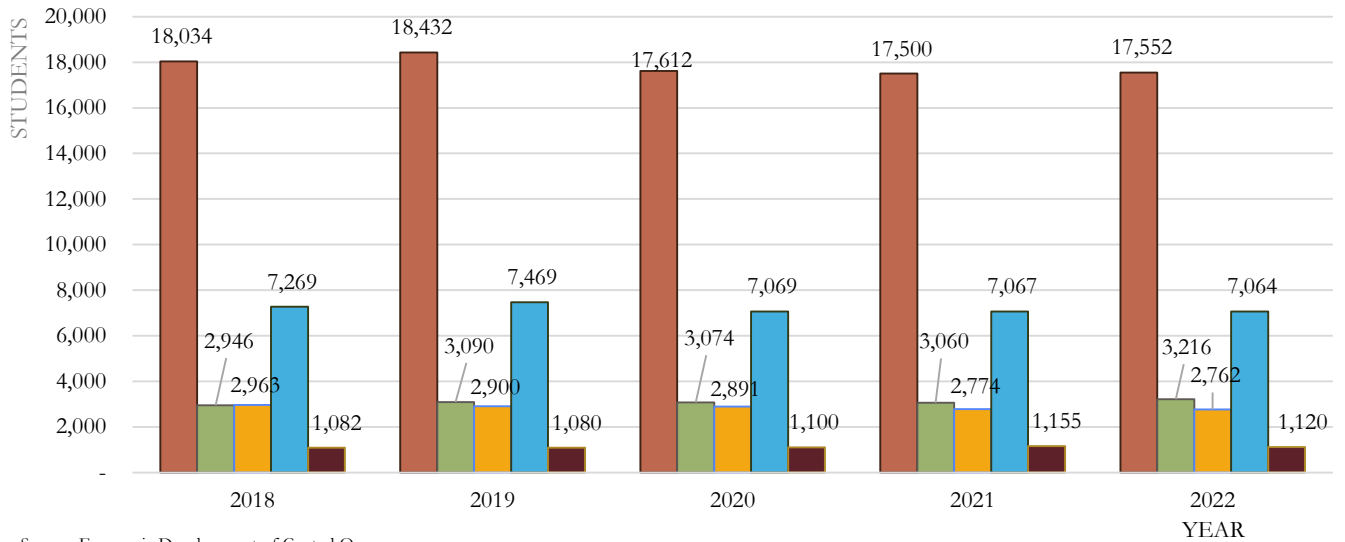
The following charts provide a snapshot of how Prineville compares to other cities in the region in terms of population, student enrollment and unemployment. Population growth continues year over year for the region. Counts increased by 9.6 percent from 2020 to 2021 and 2.7 percent over that from 2021 to 2022. Growth within Prineville city limits increased by 687 (6.6 percent) and 471 (4.2 percent) respectively. Madras and Redmond led population growth with 19.3 and 12.1 percent respectively for 2021. Sisters saw the largest increase from 2021 to 2022 with 6.2 percent, while Madras came in second with 4.6 percent.



Two new murals were completed in the downtown core during the summer of 2022

Student enrollments for the region declined from 2020 to 2021, but saw a slight increase in 2022. Central Oregon Overall decreases were less than 0.1 percent in 2021, but reversed to a 0.4 percent increase the following year. Sisters School District experienced a 5.0 percent increase in 2021, while all other districts decreased between less than 0.1 percent and 0.6 percent. Crook County School District experienced only a small 0.46 percent shrinkage in enrollments for 2021 and an increase of 5.1 percent in 2022. Crook County led all other districts in enrollments for 2022.

Student Enrollment Students Registered with Local Districts by Year



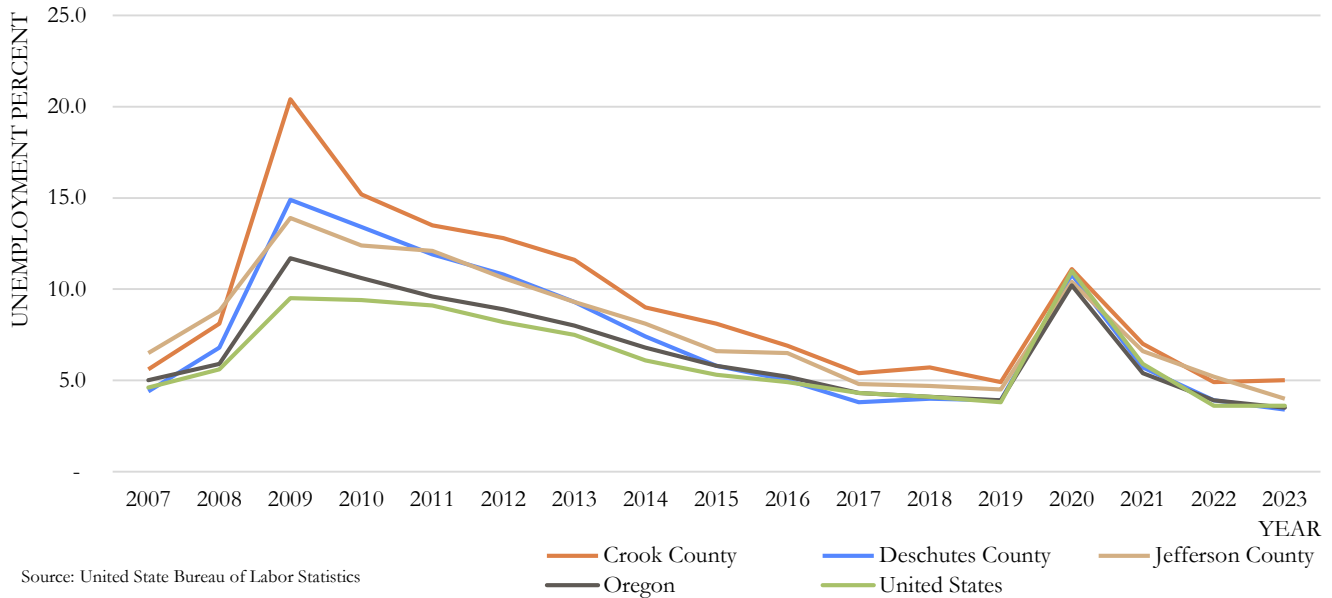
Source: Economic Development of Central Oregon & School Districts

■ Bend-La Pine SD
 ■ Crook County SD
 ■ Jefferson County SD
■ Redmond SD
 ■ Sisters SD



Community racing fans watch the annual horse races from the stands in July 2022

Unemployment Trends Regional Unemployed Workforce Comparison



Crook County held the highest unemployment rate in the region in 2020, hitting 11.1 percent. This has since decreased significantly since that time, but Crook County still has the highest the region with a current rate of 5.0 percent as of June 2023. Manufacturing jobs, primarily in the wood products industry, have significantly declined. Other jobs, such as warehousing, utilities, retail trade, professional and business services, construction (both residential and commercial), education, health services, leisure and hospitality continue to increase.



Wild Ride Brewing selected Prineville for its second location, opening in May 2022

PRINEVILLE

**2023 PRINEVILLE / CROOK
COUNTY ECONOMIC PROFILE**

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@EDCOINFO / @EDCOPVL**

PRINEVILLE / CROOK COUNTY OVERVIEW



Crook County Population:

(2022 estimates from [PSU Population Research Center](#))

26,162



Regional Labor Force:

(2022 estimate from [Oregon Prospector](#))

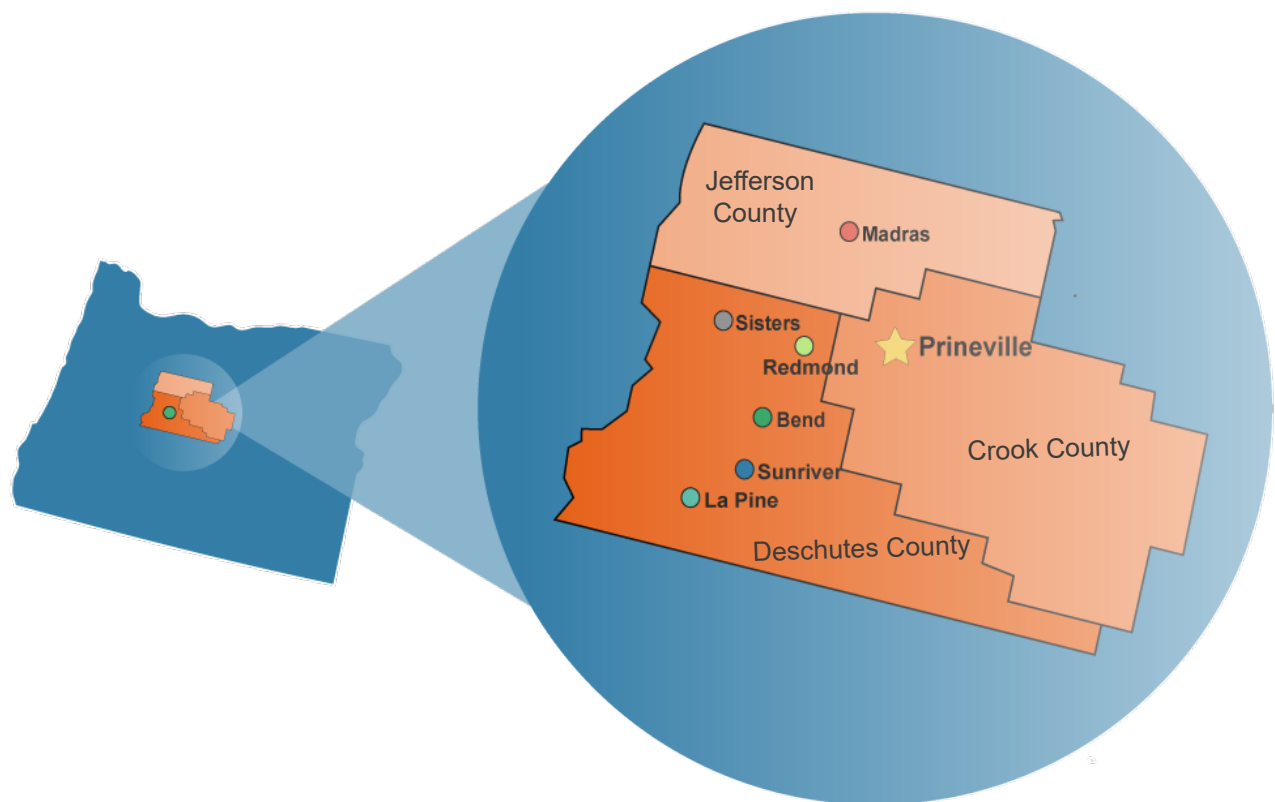
130,459



Crook County Median Household Income:

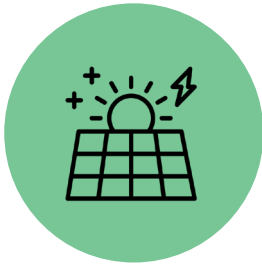
(2023 estimate from [Oregon Prospector](#))

\$69,343



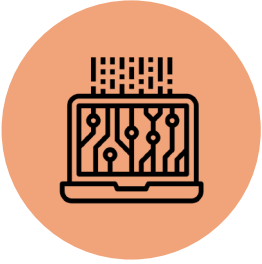
Prineville is the oldest community in the Central Oregon region but remains innovative in terms of industry diversification, nationally-acclaimed infrastructure projects and the collaborative attitude of local leaders and partners. The city ranked the 9th *Most Dynamic Micropolitan* by the Heartland institute out of 536 U.S. cities based on economic performance indicators. Crook County also ranked #4 among the Top Counties for Incoming Investment in Oregon with a strong showing in factors including business growth, GDP growth, new building permits, and federal funding. Beyond the affordability and the business-friendly, forward-looking culture, Prineville is home to countless outdoor amenities that make Central Oregon such an attractive place to live and work. Brasada Ranch, the Prineville Reservoir and the Crooked River are some of the top tourism drivers in the state.

COMMUNITY BUSINESS ASSETS



LAND & UTILITIES

Prineville is home to two Fortune 50 data centers, Meta and Apple, with Meta's campus being their flagship and largest in their fleet. These large industrial developments inspired the engineering of the award-winning Crooked River Wetlands project and Aquifer Storage and Recovery project to support sustainable water and wastewater needs locally. Prineville is one of the only cities in Oregon with 80+ acre sites available at some of the most competitive land and utility prices in the west, along with long-term incentives that help make large scale projects a reality.



EDUCATION

The Crook County School District boasted a 99% graduation rate for the Class of 2022, leading the region in Central Oregon. Crook County High School continues to expand their Career Technical Education (CTE) programs in health sciences, culinary arts, manufacturing/engineering, natural resources, and more. Central Oregon Community College and Oregon State University Extension share an open-campus in Prineville, offering both credit and non-credit courses. Baker Technical Institute's first satellite campus in Prineville is a leading provider of CTE programs focused on developing the next generation of skilled workers, technology innovators, entrepreneurs, and community leaders in rural areas.



TRANSPORTATION

Prineville has their own municipally-owned short line Railway, connecting to the BNSF Railway and Union Pacific main lines, complimented by the Prineville Freight Depot. The Railway offers a Regional Multi-Modal Transportation Hub that provides the Central Oregon region with transload, reload, storage, and managed distribution services. The Prineville Airport is conveniently located on Hwy 26, connecting to U.S. Highway 97, and offering on-site aircraft maintenance, fuel service, hangar space for sale or lease, and buildable acreage, both airside and landside, for general aviation/aerospace operations or manufacturing.

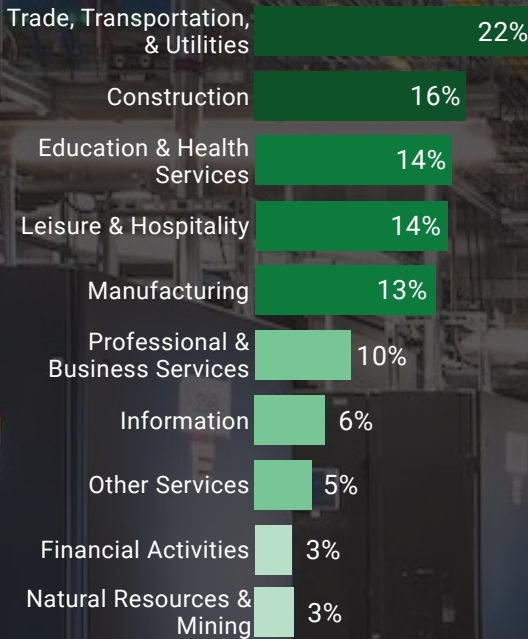
TOP EMPLOYERS

CROOK COUNTY RANKED **#1** FOR THE HIGHEST ANNUAL WAGE GROWTH IN THE STATE, WITH A **43%** INCREASE OVER THE PAST DECADE.

- OREGON EMPLOYMENT DEPARTMENT, 2022

2022 Crook County Industry Composition

Private by Employment



Source: State of Oregon Employment Department, 2022

Prineville offers a collaborative and tight-knit community. An economy that was traditionally driven by forest products, Les Schwab Tires, and agricultural operations, now boasts some of the largest employers in the region in the form of high-technology data centers and supporting sector employers.

Crook County's dynamic and diversifying industry portfolio includes Natural Products, Building Products, High-Technology, Renewable Energy, Aviation/Aerospace, and Advanced Manufacturing.

Rank		2023 Crook County Largest 20 Employers (Private & Public)	Employees	
2023	2022		2023	2022
1	3	Crook County School District	532	408
2	1	Les Schwab Prineville Operations	470	444
3	4	Meta Platforms, Inc., Facebook	350	350
4	2	Rosendin Electric Inc.	315	415
5	5	Brasada Ranch	280	280
6	9	Endura Products	245	206
7	8	St. Charles Health System	220	217
8	6	Crook County	217	234
9	7	Ochoco National Forest	175	219
10	11	Western Heavy Haul & SMAF	171	171
11	10	Bureau of Land Management (BLM)	150	182
12	12	City of Prineville	97	91
13	13	McDonald's	80	80
14	14	Fontana Wood Products	66	65
15	15	Bright Wood Corporation, Prineville	57	62
16	17	Ray's Food Place	55	45
17	16	Erickson's Thriftway	53	53
T-18	NL	Bi-Mart	40	44
T-18	NL	Grocery Outlet	40	NL
T-20	20	Mosaic Medical	38	37
T-20	24	Wagner's Market IGA	38	32
T-20	19	Buckstop Truckware	38	41

NL = Not Listed | NC = Not Collected | T = Tied

FOUNDATIONS OF PRINEVILLE'S ECONOMY