

Attachment “A”

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

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

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

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

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

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

II. Purpose and Intent

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

III. Goal 5, Natural Resources

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

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

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

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

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

Goal 5 Resources for Which Inventories are Required

OAR-660-23 requires inventories of riparian corridors, wetlands, and wildlife habitat must be conducted by the City. However, the Rule also provides for safe harbors that may replace the required inventory and program protection for riparian corridors, wetlands, and wildlife habitat. The safe harbor provisions work well as a basis for La Pine given the limited resources of the community. Other inventories from other agencies can also be used to support the Plan. Thus, La Pine has adopted the inventories completed by Deschutes County and State and Federal agencies. For all inventoried significant Goal 5 resources, a local government must complete a program to develop and implement appropriate protection measures. La Pine will satisfy all requirements through implementation of this Plan and its supporting ordinances.

Riparian Corridors and Wetlands

The City of La Pine relies upon the Deschutes County inventory of riparian corridors and Wetlands. The County's inventory is older, does not meet the newer rules, and does not cover all of the corridor and wetland areas. Thus, the City will need to apply a safe harbor provision or greater regulations to protect the resources until funds permit the City to do its own inventory.

The safe harbor provision allows the City to protect approximately 1200 feet of the Little Deschutes near Glenwood Drive, and Huntington Roads. While the Safe Harbor would provide a 75-foot setback, the City would prefer to adopt the County's provisions at 100 feet of setback protection. Within the setback area resources will be protected from activities that may harm or interfere with riparian values. The City will further impose protection standards through its Zoning Ordinance, which will include conditional use permits for any fill, removal, or disturbance of vegetation within 100 feet of the ordinary high water mark/ top of bank of the river. Wetland protection standards will also be added to the Zoning Ordinance. While additional LWI studies will verify if the 100 feet

is adequate to protect the riparian area resources, additional studies will be needed to verify wetlands. If these are not adequate then new regulations will be required. Nonetheless, the Zoning ordinance provisions and in some cases, the Floodplain regulations will protect the resources.

Wildlife Habitat

The citizens of La Pine have identified wildlife protection, including migration corridors as a primary component of the community. The city relies on the Deschutes County Comprehensive Plan for wildlife information.

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

The City has chosen to apply the Safe Harbor provision to its wildlife resources. Under this provision, the City may determine that wildlife does not include fish, and that significant wildlife habitat is only those sites where:

- The habitat has been documented to perform a life support function for a wildlife species listed by the Federal government as a threatened or endangered species or by the State of Oregon as a threatened, endangered, or sensitive species;
- The habitat has documented occurrences of more than incidental use by a wildlife species listed by the Federal government as a threatened or endangered species or by the State of Oregon as a threatened, endangered, or sensitive species;
- The habitat has been documented as a sensitive bird nesting, roosting, or watering resource site for osprey or great blue herons;
- The habitat has been documented to be essential to achieving policies or population objectives specified in a wildlife species management plan adopted by the Oregon Fish and Wildlife Commission pursuant to ORS Chapter 496; or
- The area is identified and mapped by ODFW as habitat for a wildlife species of concern (e.g., big game winter range and migration corridors, golden eagle and prairie falcon nest sites, or pigeon springs).

Mineral and Aggregate Resources

According to Deschutes County, there are no significant aggregate or other resources identified within the urban area.

Energy

The La Pine area has the potential for the development of alternate energy sources. Solar and biomass have both been seriously explored. The City is encouraging the development of these resources on its industrial lands.

Federal Wild and Scenic Rivers

According to the US Forest Service, there are no Federal Wild and Scenic Rivers within the La Pine Urban Area.

State Scenic Waterways

According to the Oregon Park and Recreation Department, there are no State Scenic Waterways within the La Pine urban area.

Groundwater Resources

Groundwater resources are discussed under Goal 6, below.

Approved Oregon Recreational Trails

According to the Oregon Park and Recreation Department, there are no designated trails within the La Pine urban area.

Wilderness Areas

According to the US Forest Service, there are no Wilderness Areas within the La Pine urban area.

Historic and Cultural Resources

The City has completed an inventory of potential and listed historic and cultural resources and these are included in the appendix and for protection in the zoning ordinances. The City has also completed new policies and regulations for the protection and enhancement of historic resources

Native Peoples, including the Northern Molala (La'ti aufq), Tenino (Wayampam), Klamath (Maklaks) and the Northern Paiute tribes, seasonally used the La Pine area for at least the last 13,500 years. Having no clear boundaries of their territories resulted in longstanding conflicts that kept all of the tribes in a constant advance-retreat mode. The Klamath Indian children today sing a song about the dangers of their ancestors being ambushed by the Northern Paiutes in the La Pine/Lava Butte area as they traveled back and forth along the key trade route to the Columbia River. Some of the Native People intermarried and forged alliances, but others did not. Each tribe had a unique language, customs and styles of dwellings.

After leaving winter camps in the spring, nuclear family groups of native peoples moved toward base camps in the various drainage basins, savannas and meadows in the higher Central Oregon country. Groups followed the seasonal appearance of roots, grass seeds, berries, and game such as deer, elk, antelope and bear. In addition to abounding with large game and waterfowl, the local area had plenty of aquatic resources such as chub, steelhead and trout. Women smoked and dried the fish and meat that the men caught.

Thousands of tiny arrowheads found along Long Praire in and around La Pine and Big Meadow (around Crosswater and Sunriver) are evidence of the importance of waterfowl in

the diet. Women and children also gathered duck and geese eggs. In addition to spears and bows and arrows, people used hunting dogs, snares and traps. During mid-summer, many of them returned to the villages for summer festivals. In late fall, the people headed back to the winter villages in the Klamath River Valley, Harney Valley, Columbia River or the Willamette Valley.

Small mobile groups made seasonal use of the area before and after the Mt. Mazama eruption. There is evidence that the semi-nomadic Teninos and Northern Paiutes had horses in the 1700s and readily moved around Central and Eastern Oregon. Other groups were pedestrians. During the early to mid 1800s, epidemics of influenza, measles, smallpox, malaria and other pathogens brought by the explorers killed up to 90% of people in Central Oregon. This radical depopulation changed the survivors forever.

Mt. Mazama is located 86 miles southwest of La Pine. The mountain was destroyed by a volcanic eruption that occurred around 5,677 (\pm 150) BC. The eruption reduced Mt. Mazama's approximate 12,000-foot height by 5,000 feet and resulted in the creation of Crater Lake. Mt. Mazama's eruption blew ash and rock to the northeast. The ash plume was so high that ash blew into Canada. Ash and rock covered the La Pine area several feet deep. After the eruption, it took time for the vegetation to re-grow and for the animals and people to repopulate and reuse the area.

Between the time of the recovery from the eruption and the mid 1800s, Native Americans from Southern Washington, Idaho, Oregon, and Northern California met each summer at Paulina Lake and East Lake to gather obsidian, make stone tools and to participate in social activities, trading and games of competition. Evidence of campfires and tool making is plentiful along Paulina Creek and around the lakes.

Important prehistoric north-south trails and trade routes ran along the Deschutes River between the Columbia River Basin and the Klamath Basin. The east-west trails from Nevada and the Harney Valley to the Deschutes River passed through Horse Ridge, East Lake and the La Pine area.

The nearby water bodies such as the Fall River, Deschutes River, Little Deschutes River, Davis Creek, Paulina Creek, East Lake and Paulina Lake and the prairies such as Big Meadow, Long Prairie and Paulina Prairie provided excellent habitat for fish, waterfowl and game animals. They also attracted Native Americans to hunt and fish here. Evidence of prehistoric camps, obsidian tool making, and hunting by tribes from the Columbia River, Harney Valley, Nevada, Eastern Oregon and Northern California is prevalent in the La Pine area.

Much has been written about early explorers who traveled through the La Pine area and named many of the geographic features. They include Finian McDonald in 1825, the Hudson Bay Company's trapping expedition through the Deschutes and John Day Valleys led by Peter Skene Ogden in 1826, Nathaniel J. Wyeth's journey along the Deschutes River in 1834-35, John C. Fremont's journey along the Deschutes River while in route to California in 1843 and the Lieutenant Henry L. and the Abbot and Williamson Army Corps of Engineers railroad survey party from Klamath Country down the Deschutes River in 1885.

The Oregon Central Military Wagon Road ,under the leadership of Oregon Surveyor General Bynon John Pengra, was constructed between 1865 and 1870. The road would connect into the Huntington Wagon Road just southeast of Crescent Lake. It provided a connection between Eugene and the Deschutes River and became a major travel route for emigrants, livestock, packers and drovers passing between the Willamette Valley and Central and Southeastern Oregon. It played an important role in Deschutes County's development.

The Huntington Wagon Road was built in 1876 by crews under the direction of the Oregon Superintendent of Indian Affairs, J. W. Perit Huntington. The purpose of the road was to provide an easier and smoother route for horse and mule teams to pull wagonloads of supplies from the Dalles on the Columbia River to Fort Klamath. A portion of the historic road goes through La Pine. It loosely follows Native American trails.

The timber, grassy meadows, available fish and game and the ease of digging domestic water wells in the high water table attracted ranchers and lumber companies in the late nineteenth century. Two thousand pioneer farmers tried to dry farm the high desert and some of them who grew grains and hay were successful. In spite of all of the sun and flat land, others found farming was not practical due to the elevation, long stretches of dry days during the growing season, low night temperatures with the threat of freezing temperatures any day of the year and the isolation the snow brought in the winters. However, some ranchers on Paulina Prairie and Long Prairie harvested natural grasses and hay to feed dairy cows, sheep and cattle year-around. It was common to see youngsters herding flocks of sheep up the meadowlands along the rivers between Gilcrest and Madras during the summers. Cattle drives and capturing and driving wild horses to sell to the military during World War I were also common.

Recreation, hunting and fishing were always important activities in the area and provided food for settlers. Trappers settled in La Pine and set and managed trap routes that were often over a hundred miles long. Winters saw trappers on snow shoes checking lines for miles around.

The extensive ponderosa and Lodgepole pine forests provided timber to build houses, barns, fences and cabins. They provided the resources for the lumber mills. The Masten Mill opened in 1908 and produced lumber, laths, pickets, shingles, and moldings. 1910 and 1911 were busy years at the mill because many buildings were built in La Pine. The lumber mill at Pringle Falls was soon running and others followed. Shevlin-Hixon Lumber Company, the Brooks-Scanlon Lumber Company and other smaller companies were buying up timber land during the late 19th Century and early 20th Century. The big mills opened in Bend in 1916. The lumber companies constructed hundreds of miles of railroad tracks and trestles to transport logs to the mills. When the lumber camps around La Pine closed, many of the portable camp buildings were purchased and moved to La Pine and re-used as residences and shops. La Pine is dotted with old lumber camp buildings today.

It is not known who named the area "La Pine", but the name "La Pine" is on a 1907 railroad survey map and is shown on the early 20th century survey maps. Various spellings show up on early records. The 1934 US Geological Survey Maiden Peak Quadrangle Map and the 1935 Metsker's Atlas of Deschutes County Oregon both labeled the community "Lapine". The 1910 plat of the townsite reads, "La Pine".

Oregon Geographic Names Sixth Edition by Lewis A. McArthur states, “La Pine was named by Alfred A. Aya. The name was suggested by the abundance of pine trees in the neighborhood.” The book goes on to say that the “Lapine” Post Office was established in September of 1910 and the Post Office changed its name to La Pine on April 1, 1951.

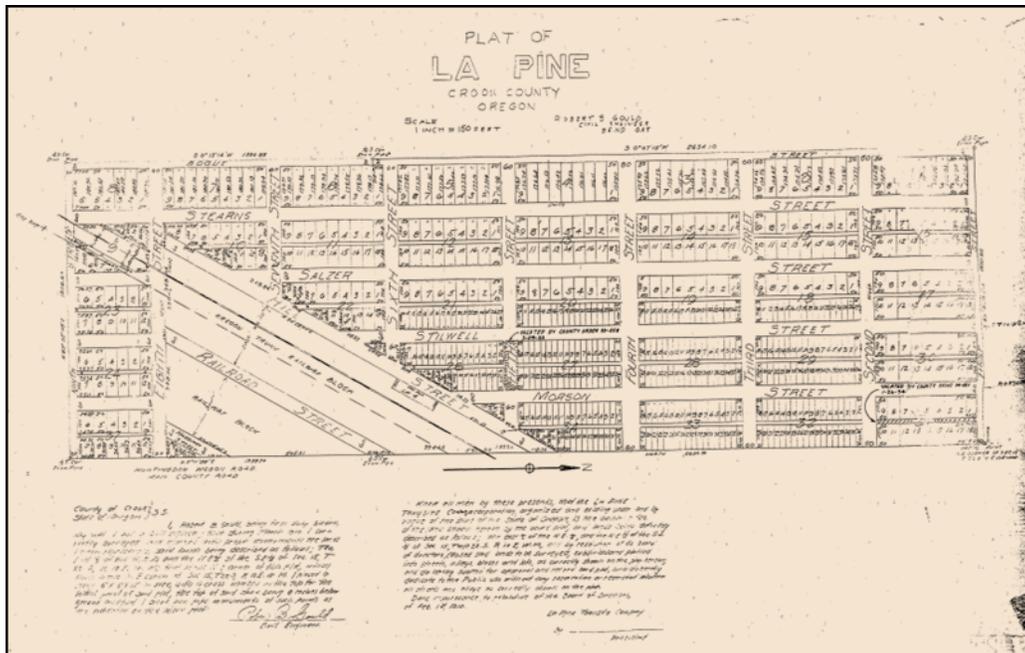


Figure 1: 1910 Plat of the Townsite of La Pine

In early 1910, 30-year old Portland attorney, Alfred Aya, hired civil engineer Robert Gould to plat the Townsite of La Pine. Deschutes County was not formed yet, and the plat was signed in Prineville by the Crook County Court on May 4, 1910. The rectangular plat consisted of 37 blocks bounded by Bogue Street on the west, First Street on the north, Huntington Wagon Road on the east and Ninth Street on the south. Aya was criticized for platting and trying to sell city lots in the marshy meadow.

Aya named a north-south street after James Scott (Jobe) Bogue and his wife Caroline Hollingshead Bogue who settled west of the Little Deschutes River north of La Pine around 1885. Bogue was born in Illinois and came to Oregon on a wagon train led by his father, Amos Bogue. The Bogues raised 1,000 head of sheep in the tall natural grass meadow. Later they raised cattle and opened a mercantile store in Rosland in 1900. In 1903 they built a larger store, and that store building was moved to downtown La Pine at Aya’s urging in 1910.

Cattle rancher Sidney Stearns came to the La Pine area in 1884 with his cousin Billie Pengra when they were each around 28 years old. In 1887 Sidney Stearns married Francis Elizabeth Day. Both Sidney and Francis Stearns were born in Oregon. Stearns Street was named for them.

Aya named a street for his business partner, John E. Morson. Having been born in Canada, Morson was Aya’s partner in the Des Chutes Land Company and the developer of the Walker Basin Irrigation Project that was approved by the Oregon State Legislature.

Morson was backed by businessmen in Minneapolis, Minnesota. At age 44, in 1910, he and his wife Jean were living in Portland.

Hill Street was named for James J. Hill of Minnesota who owned the Northern Pacific Railway, the Great Northern Railway and the Oregon Trunk Railway. He planned to extend the railroad from Bend to Chemult through La Pine and to construct a passenger and freight station in the new town. It is unknown who was honored with the street names Salzar and Stilwell.

In 1910 James Gleason, W. R. Riley and Alfred Aya came from Portland and promoted La Pine. Aya graduated in 1903 from the University of Oregon Law School and was valedictorian of his class. He became president of the La Pine Townsite Company, the La Pine Commercial Club and the La Pine State Bank. Gleason and Riley were his partners in the townsite company. Aya was a tireless promoter, even traveling to the Midwest to advertise his townsite and the land they thought would be served by the proposed irrigation system.

Aya lobbied the legislature hard in 1909 and 1910 and the Walker Basin Irrigation Project bill was passed by the Oregon State Legislature in March 1911. The bill, and other related irrigation bills preceding it since 1901, allowed the commercial investment enterprises owned by Morson and Aya the rights to water in Crescent Lake and Crescent Creek and the right to store water in the lake. The bill allowed them to sell over 67,637 acres of land in the La Pine and Crescent areas. However, in return, they had to dig and construct a canal system. They got financial backing from financiers in Minnesota and later from Arizona to tackle the ambitious project.

Governor West was highly critical of the project's slow progress. Due to the bad publicity, financiers demanded their money back and the state reduced the land in the operation to 28,000 acres and later reduced it again to 10,000 acres. The project ended in bankruptcy. The project included Aya's Des Chutes Land Company, which was associated with the La Pine Townsite Company, and Morson's Walker Basin Land and Irrigation Company, which was formed in 1901.

It was thought that with the irrigation project attracting farmers and the expected railroad being extended from Bend to California through La Pine to allow goods and lumber to be transported, the area would thrive. The Oregon Trunk Railroad running south from the Columbia River was under construction and excitement for the future of Central Oregon was high. James Hill completed the railroad line to Bend in 1911.

Aya, Gleason and Riley promoted the new townsite. They convinced many people from Rosland to move to La Pine to locate on the future railroad line and station that he had platted. James Scott (Job) Bogue moved his store. Joseph Beesley moved his hotel which was renamed the La Pine Hotel. George Raper moved his saloon. Houses were also moved to La Pine and some are still in use today.

The "Lapine Post Office" was established on September 21, 1910 and the Rosland Post office was closed. By 1912, many new commercial and residential buildings were under construction, including the Riley Hotel, La Pine State Bank, the Haner building, the Catholic Church, the Commercial Club and the Aya, David Hill, J. J. Stephenson, Albert Ridgley and Clow houses.

By 1911, 600 people lived in La Pine and over 100 children attended school. Logging, lumber mills, ranching, dairies, recreation and farming were primary industries.



Figure 2: US Forest Service photo of crews laying track south of Bend

In 1912 the federal government changed the residency requirements for homesteaders. The homesteaders could file for their patents after three years of living on their land, instead of the previously required five years and the homesteaders were no longer required to reside on the land year round. They were required to inform the General Land Offices of their absences, but they could be at their jobs elsewhere half of each year. Those changes attracted non-traditional homesteaders from the western Oregon and Portland to homestead in La Pine to acquire the lands for recreational uses.

Aya had moved back to Portland before rail service was established in La Pine, and no railroad was ever laid between Hill Street and Railroad Street, as he planned. Martin Morisette wrote the following about the logging roads and railroad grades.

“By late 1926 the end of (the Shevlin-Hixon Logging) track was in the La Pine area, and a spider web of grades had been built in the country between the town and Paulina Lake. At this point the mighty Great Northern entered the picture, as it finally received permission to build its long-sought line south from Bend to Klamath Falls. The S-H (Shevlin-Hixon Company) logging railroad lay directly in the path of the contemplated construction, and the GN (Great Northern Railway Company) saw it as a means to reduce the amount of initial construction required to build their new line. The result was that the GN purchased a 75 percent stake in the S-H “mainline” between Bend and

La Pine, with S-H retaining the other 25 percent. S-H retained the right to operate log trains over the GN mainline to Bend, with the stipulation that all movements were controlled by the GN and that S-H trains and crews must operate under GN rules. The first GN train ran from Bend to La Pine on 8 September 1927, and construction of the GN line south from La Pine to a connection with the Southern Pacific line at Chemult started shortly thereafter. The line was completed on 8 March 1928, and GN commenced offering through service to Klamath Falls the following May.”

After World War II, vacationers and retirees discovered the recreational opportunities in La Pine. Ranches were divided into smaller tracts for retirement and vacation homes. Tourism, hunting and fishing and year-round recreation continue to be important activities in La Pine.

Table 1: La Pine’s List of Designated Historic and Cultural Resources

	Date of Significance	Name of Property	Address	County Tax Map & Lot Numbers
1.	1912	Pioneer Hall/La Pine Commercial Club/Little Deschutes Grange 939*	51518 Morson Street	221015AA 06000
2.	1905	Improved Order of Red Men Cemetery; Also known as La Pine Cemetery.*	17200 Reed Road	22-11-00 00200 (SW ¼ of SE ¼ of Section 7)

*The two properties listed above were designated as Significant Historic Resources by the Board of County Commissioners on March 18, 1991.



Figure 3: 2009, Little Deschutes Grange 939 Hall

1. The one-story wood frame Commercial Club Building was constructed by the community in 1912 to provide a place to hold town meetings, socials, dances, church services, weddings and funerals. Alfred Aya donated the land and many residents donated the lumber, nails and money to buy a piano. Volunteers milled the lumber and others built the 20-foot by 75-foot rectangular building. The Commercial Club has 82 members in 1912 and was similar to a Chamber of Commerce today.



Figure 4: Improved Order of Red Men Cemetery, also known as La Pine Cemetery

2. The United State government recorded a sale of 40 acres in the southwest one-quarter of the southeast one-quarter of Section 7, Township 22 South, Range 11 East of the Willamette Meridian on May 6, 1926 to the Great Council of the United States Improved Order of Red Men. It is thought that the Order of Red Men bought the property around 1905. On March 14, 1980, the Order of Red Men granted the cemetery to Deschutes County. Deschutes County granted the property to the City of La Pine on August 8, 2007. Early residents of La Pine were buried either on their own property, south of town in Masten Cemetery, north of town in the Paulina Prairie Cemetery also known as the Reese Cemetery, or in the Improved Order of Red Men/La Pine Cemetery. Many of the early graves are unmarked.

Open Space, Scenic Views and Sites

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

A historic and primary natural resource of the region has been timber. The forested lands of Lodgepole Pine within and around La Pine have been a direct source of the regions economy through timber production, as well as a draw for tourism. The U.S. Forest

Service and the Bureau of Land Management have responsibility for regulating use of federally-owned forest lands pursuant to their own respective management plans. The BLM currently owns large tracts of forested land on the City's east side – the BLM has recently been in discussions with the City of La Pine and Deschutes County regarding transfer of some of these lands for future expansion of the La Pine Sewer District's sewage treatment facility. The US Forest Service maintains jurisdiction over much of the forested lands surrounding the City (Deschutes National Forest). Continued coordination with these agencies regarding decisions and actions they take regarding forested lands will continue to have, major effects on the economic, social and natural environment of the City of La Pine. Specific goals and policies related to management of urban forested lands are contained in Chapter 4.

IV. Goal 6: Air, Water, and Land Resources

Air Quality

Air quality within the area is generally very good except for variable woodstove smoke. La Pine is not within an air quality maintenance area as designated by the EPA – such areas exceed established State and Federal air quality standards. Notwithstanding the above factor, air quality can become a concern on rare occasions of atmospheric inversion during winter months where smoke from domestic wood burning fireplaces and stoves can trap smoke at the surface in a stagnant situation. The City intends to improve this situation by exploring incentives and change-out options. The City will also implement various techniques to reduce vehicle miles traveled as a method to improve air quality. These methods include zoning, urban form, new trail, bicycle, and sidewalk connections. Improved conditions for walking and bicycling are companion goals.

Ground Water Resources

According to the Oregon Water Resources Department there are no critical groundwater areas or restrictively classified areas within the La Pine urban area.

Water Quality

Although La Pine has a domestic water system, many residences still utilize wells constructed prior to the establishment of the water system. Some wells are very shallow and draw water from an aquifer that is associated with evidence of contamination in the recent past. Over the past 10 years, through their Regional Problem Solving effort, Deschutes County has found that groundwater in and around the La Pine area is at risk for groundwater contamination due to the amount of nitrates found in samples taken from around the region – the cause it thought to be from the large number of on-site septic systems that discharge to the ground, in combination with the high water table. Typically, wells from shallow sources have shown such evidence of contamination while deeper wells have not. As a result of the concern Deschutes County has worked jointly with the US Environmental Protection Agency, the Oregon Department of Environmental Quality and the US Geological Survey to study, map and find solutions to this problem – this effort is called the La Pine Demonstration Project. Overall, the primary solution to such contamination and the provision of clean water within the urban area will be the

expansion of the La Pine Water and Sewer Systems (the water and Sewer Systems are discussed in the Public Facilities and Services Chapter).

The local riparian, wetland and flood plain areas within the community are resources that will be enhanced and protected. The interrelationship with other water resources and community health is significant. Thus, the balance between protection and management of growth will be an ongoing effort.

Stormwater management is a goal of the City and inventories of street condition and runoff are underway with completion in 2013.

Land Resources

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

Energy Sources

According to wind maps available through the Oregon Department of Energy, La Pine is located within a region with "poor" wind energy potential. There are no known geothermal sources within the City. The City has designated large areas of land for potential solar energy production and bio mass energy production. In fact, a biomass plant is has received approval from the City. La Pine recognizes that the potential for solar production of energy is likely to occur on lands that lie east of the Highway, which will be available following the transfer of land from the BLM. This is viable since development of these lands for other urban uses is constrained by the railroad, sewer expansion areas, and large lot industrial development.

V. Goal 7: Natural Hazards

The purpose of Goal 7 is to protect people and property from natural hazards. The two potential natural hazard threats in La Pine are wildfire and flooding – a floodplain of the Little Deschutes River runs partially within the western boundary of the City and thickly forested lands are on many sides of the City UGB. Thus, the City is required to adopt inventories, policies, plans, and measures to reduce risk to people and property from natural hazards.

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

The City will adopt the Community Wildfire Plan and coordinate with the wildfire experts at Deschutes County.

Flooding along the Little Deschutes River has caused damage in the past where development has been allowed to occur within the established 100-year floodplain. However, past controls by Deschutes County over development within the floodplain have limited such occurrences. The City will adopt zoning regulations to control and use activities in the floodplain and other flood prone areas.

VI. Goals and Policies

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

- Until such time that the City receives title or other controls over the Forest and BLM lands east of the Highway, the City shall coordinate with the BLM and Forest Service for the preservation of the natural forest environment on lands under their respective jurisdictions that are within and adjacent to the City, including transitions from rural to Public Facility uses: sewer treatment facility expansion, energy production and renewable resource activities, open space and recreation, rail and transit options, and, large lot industrial development needs. These lands shall not be used for residential subdivisions, or destination shopping centers.
- The City will protect the natural environment and natural resources consistent with State law and local goals.
- Protection of groundwater, a natural resource, is of prime concern to the community. The City shall ensure appropriate provisions for connections to the La Pine sewer system for new and existing development in order to maintain safe groundwater.
- The City shall continue its inventory of storm runoff, effects of runoff on the environment, and develop any needed management programs.
- Riparian, floodplain and wetland areas along the Little Deschutes River support important wildlife and ecological habitat and shall be protected to the greatest extent possible and regulated by the zoning ordinance and other studies.
- Wildlife habitat associated with the Little Deschutes River and its related riparian areas shall be protected by maintaining habitat within significant riparian corridors and wetlands.
- The City shall delineate open space and trail areas to serve as wildlife migration corridors. This will allow migrating deer and elk to cross US Highway 97. The Plan map shows where the primary corridor is to be located via a 500 foot green-colored strip running east-west through the Newberry Neighborhood. This location was jointly agreed upon with Deschutes County - the property owner in this case.

- The City shall coordinate with Deschutes County for the identification and protection of Cultural and Historic Resources. The City shall investigate options that will identify and potential protect significant scenic resources.
- The City shall adopt floodplain protection regulations to incorporate a “no net loss of flood storage capacity” standard, which is consistent with DLCDC’s natural Hazards Division
- Riparian corridors and wetlands within the 100-year floodplain shall have a high level of protection.
- The City shall protect inventoried groundwater resources and wellheads.
- The City recognizes that open spaces and natural areas within the community function together in a synergistic fashion. Thus, they need to be inventoried and networks of open space within the community shall be maintained and enhanced, including wildlife habitat corridors, storm water management areas, trails and other sensitive areas.
- La Pine shall maintain updated inventories of Goals 5, 6, 7, and 8 natural resources, recreation, and hazard areas.
- Because the local urban forest helps to create shade, improve respite areas, enhance drainage ways, and beautiful the community, the City shall develop regulations that promote the retention of trees and natural landscapes with all new development, as appropriate.
- The City recognizes that children and other citizens benefit from learning about and understanding the special characteristics of urban wildlife and natural habitats and therefore shall support educational opportunities.
- The City shall develop a Historic Resources program, including creation of the Historic Landmarks Commission, additional historic resource designation and protection for qualifying sites within the City.
- La Pine shall integrate its preservation program into community development and economic development programs.
- Historic preservation shall be employed to create and preserve affordable housing, generate jobs, retain existing businesses, attract new ones, and increase civic participation.
- La Pine’s historic preservation program shall be used to attract cultural heritage tourism..
- Historic preservation shall be an integral component of sustainable development; by re-using historic and older buildings to meet current needs that require minimal alterations, greening the existing building stock, and reinvestment in older and historic neighborhoods.
- La Pine’s historic buildings inventory shall be updated every ten years.

- The City shall encourage the owners of significant properties to apply to the City Council to designate their properties as historic resources. .
- Districts, buildings, structures, cemeteries and sites in La Pine which have significant prehistoric, historic, and cultural association shall be preserved as part of the heritage of the citizens of the La Pine.
- The City shall protect all properties listed on the National Register of Historic Places and all properties that are included in the City’s list of designated historic and cultural resources in this Comprehensive Plan through implementation of the Historic and Cultural Preservation..
- The City’s preservation program shall be carried out by the La Pine Landmarks Commission or the La Pine Planning Commission, when the Landmarks Commission does not have at least three members.
- Financial incentives shall be developed to encourage regular maintenance, rehabilitation, and restoration of the historic and cultural resources.

Goal #2: To reduce wildfire hazard on forested lands within the City and coordinate wildfire hazard reduction with adjacent federal forested lands.

Policies

- The City of La Pine shall adopt and implement the Greater La Pine Community Wildfire Protection Plan within the City of La Pine through local development codes and regulations – work with all appropriate local, state, and federal agencies to coordinate efforts in wildfire hazard reduction through local regulations.
- The City shall coordinate wildfire protection plans with the County and La Pine Rural Fire protection District and shall implement the wildfire protection Community Plan regulations for new development.

VII. Programs

The City shall:

- Conduct a local wetland inventory for areas within the City, along the Little Deschutes River, and update the existing La Pine Local Wetland Inventory – LWI - before 2015.
- Create an inventory of resources and natural areas that require special protection. Develop new regulations and zoning regulations to protect such resources consistent with Statewide planning goals.
- Coordinate with the La Pine Park and Recreation District to develop:
 - an inventory of open spaces that can complement the system of parks and other recreational spaces.

- develop a system of linking open spaces, cultural/historic areas, natural areas, recreational areas, and public parks in coordination with the La Pine Park and Recreation District and other affected agencies.
- create an educational program that better informs the community about the importance of natural systems, cultural/historic areas, and open spaces. This may include collaborative efforts educational providers and parks district.
- keep the community Parks and Recreation Plan Comprehensive Plan updated, regarding current and future requirements for open space and related Goal 5 resources within the City limits.
- leverage funding for habitat improvements by applying for grants to
 - Develop and protect natural areas, build trails, and sustain wildlife as appropriate.
 - Work with surrounding jurisdictions, including Deschutes County, the BLM and Forest Service, to develop and implement a regional system of Goal 5 and open space corridors.
 - Continue to refine and develop new regulations (as part of the Zoning/Development Code) regarding riparian setbacks, flood plain protection, enhancement, and development mitigation.
 - Encourage corridor development for riparian protection, pedestrian use, and wildlife routes.
 - Re-evaluate street design guidelines to include provisions for street trees, paths as alternatives to sidewalks, and plantings that provide shade and a variety of drainage controls to enhance and support a variety of habitats as well as control storm water and snow melt.
 - Develop focused donation programs to help manage identified sensitive areas, naming of open spaces, riparian corridors, respite areas, waysides, trail segments, and other programs that can count toward grant match programs.
 - Encourage provision of open space with new development by providing developer incentives in addition to minimum standards in regulations.
 - Create design guidelines to include provisions for critical areas and natural resource lands that minimize fragmentation of species and habitat due to development.
 - Adopt and implement the applicable portions of the Deschutes County Community Fire Protection Plan
 - Continually participate with local, State and Federal Agencies on developing and implementing management plans (i.e. use, fire protection, etc.) for forest lands inside City limits, as well as the areas along the City boundary.
 - Coordinate with emergency services agencies and plan for the development and recognition of any needed fire zone interface areas and supportive land management techniques.

Attachment “D”

City of La Pine – Comprehensive Plan, Chapter 8 Transportation

I. State Planning Goal 12, Transportation

Oregon State Planning Goal 12 requires local governments “to provide and encourage a safe, convenient, and economic transportation system.” When referring to “transportation system” the goal requires that all modes of transportation be considered – including mass transit, air, water, pipeline, rail, highway, bicycle, and pedestrian. Further, the goal requires that the local, regional, and state transportation needs be considered and that they be done so through appropriate combinations of the modes listed above rather than reliance on any one particular method of transportation. Transportation systems must be coordinated with local Comprehensive Plans – including the development of a specific Transportation System Plan (TSP) that is in conformance with the State Transportation Planning Rule (TPR) – Oregon Administrative Rule 660-012. In 2012-2013, a TSP will be developed for the City of La Pine. The TSP will address the requirements of capital facilities planning for transportation amenities and funding. Until the TSP is complete, the following discussion is limited to the area with the historic Unincorporated Urban Area (UUA). These areas have been previously planned for urban transportation services as part of the Deschutes County Comprehensive Plan.

The areas outside of the UUA were not part of previous urban-level transportation planning, and so will retain existing County land use designations until the La Pine TSP is adopted and incorporated into this Comprehensive Plan. Once the TSP is adopted and incorporated into the Comprehensive Plan, the areas outside of the historic UUA will be designated with urban levels of use and will be governed by the City’s Plans.

II. Purpose and Intent

This chapter generally addresses the existing conditions of La Pine’s short and long-term transportation needs. The TSP will provide further detail on the community’s transportation needs for the next 20 years. Overall, the road system is the backbone of the overall transportation system in La Pine and will be the basis for much of the transportation planning discussed herein. The emerging transportation needs of La Pine will be coordinated with the Oregon Department of Transportation and Deschutes County to ensure an efficient and smooth transition of transportation facilities between the rural to urbanizing areas, as well as accommodating ODOT’s jurisdiction over US Highway 97 within the urban area. In addition to local needs, the TSP will also consider regional and state needs to achieve a balanced transportation system that includes automobile, bicycle, rail, transit, air, pedestrian and pipeline facilities.

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

must consider the impact of the development upon these systems and provide incremental mitigation for impacts as deemed warranted through the review process. The arrangement of land uses and desired development patterns should focus on supporting and increasing alternate modes of transportation, especially as complete neighborhoods are developed (neighborhoods containing a mix of residential and employment lands, with public services such as schools and parks) and more services become available in the community. The goal is to move the city toward alternate mode use as an alternative for those who do not wish to drive a car and as an alternative to excessive vehicle miles traveled as a way to deter sprawl.

III. Issues

As described above, the issues explored in this chapter are not intended to serve as a TSP as required by the Transportation Planning Rule (TPR) – OAR 660-012. Rather, the issues addressed in the Comprehensive Plan provide a snapshot of existing conditions and generally identify future needs, with goals and policies aimed at directing transportation planning activities to bring the 20-year needs to fruition. Until the TSP is complete, the following discussion is limited to the area with the historic Unincorporated Urban Area (UUA). These areas have been previously planned for urban transportation services as part of the Deschutes County Comprehensive Plan.

The areas outside of the UUA were not part of previous urban-level transportation planning, and so will retain existing County land use designations until the La Pine TSP is adopted and incorporated into this Comprehensive Plan. Once the TSP is adopted and incorporated into the Comprehensive Plan, the areas outside of the historic UUA will be designated with urban levels of use and will be governed by the City's Plans.

Existing Road System:

Until the recent incorporation of La Pine, Deschutes County was responsible for road maintenance, construction and design within what is now the urban area. Many of the primary roads within the community extend beyond the City limits and become rural county roads still under the jurisdiction of Deschutes County. Thus, the County Comprehensive Plan and Transportation System Plan all address the road network in La Pine and have designated streets by general classification to include: Highway/Principal Arterial, Arterial, Collector, and Local Street. The street classifications are described in the following chart (as listed in the Deschutes County Comprehensive Plan).

Urban Street Types	
Principal Arterial:	Serves the major activity centers in a metropolitan area, and also serves the highest traffic corridors and satisfies the longest trip desires; and
	Carries the major portion of trips entering and leaving the urban area, as well as the majority of the through traffic desiring to bypass the city
Arterial:	Provides service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials; and
	Distributes travel to geographic areas smaller than those served by principal arterials, while not penetrating specific neighborhoods; and
	Spacing varies from 1/2 to 1 mile in downtown areas, to 2 to 3 miles in areas outside downtown.
Collector:	Provides both land access and traffic circulation within residential neighborhoods, commercial, and industrial areas; and
	Distributes trips from arterials through these areas to their final destination, and conversely, collects traffic from local streets and channels it onto arterials
Local:	Provides access to adjacent land and access to higher classified roads; and
	Provides lowest level of travel mobility including no bus routes; and
	Normally carries less than 1,700 vehicles per day.

The foundation of the La Pine transportation system is a product of the existing roads and highways that cross the community. The basic grid is framed by the following primary roadways (with the street designation listed) which provide access among various parts of the community:

East-West Alignments

- Cagle Road - Local
- Burgess Road - Arterial
- Rosland Road - Local
- 1st Street/Reed Road - Collector
- 3rd Street - Local
- 4th Street/William Foss Road – Local
- Finley Butte Road - Collector
- 6th Street - Local

North-South Alignments

- US Highway 97 (The Dalles-California Highway) – Highway/Principal Arterial
- Huntington Road - Collector
- Mitts Way - Local

Although not all the streets listed above are Arterial or Collector streets, all of these streets provide the basic alignments and connectivity throughout the community. Other local roads aid in forming the internal grid serving the existing neighborhoods and outer areas. Overall, the historic development pattern for neighborhoods in La Pine is comprised of gridded streets. The relatively level topography presents the opportunity for a

continuation of this pattern, building from the primary streets listed above. However, as is evident from the list of primary streets included above, additional north/south running streets, including arterials and collectors will be needed in the future. Currently, only Highway 97 and Huntington Road provide the sole north/south access from one end of town to the other.

The primary streets listed above are paved, some with sidewalks (in the area around Huntington Road and 1st Street), but few with curbs and drainage facilities. There are no delineated bike lanes. In most areas, pedestrians and bicyclists share the roadway or shoulder with automobiles.

U.S. Highway 97 bisects the City from north to south and, while serving as a direct transportation link between northern and southern portions of the City, it also creates an obstacle to east-west travel by any mode. Currently, intersections of Highway 97 at Burgess Road (Wickiup Junction); 1st Street/Reed Road; 4th Street/William Foss Road; and Finley Butte Road are all heavily congested and experience failure during certain segments of the day. Improvements to these intersections to increase capacity, improve safety, and allow east-west crossing are necessary in the near future. Because Highway 97 is under the jurisdiction of ODOT, all improvements must be coordinated with that agency. Potential improvements and solutions to existing problems are discussed in the “Road Improvements” section below.

Many of the existing streets in the residential neighborhoods (Local Streets) in the northern part of La Pine have unimproved (not paved) streets. Such streets are graded gravel and/or compacted dirt – there are no curbs, sidewalks, or drainage facilities. Maintenance of these streets, such as filling potholes and dust control measures, have been lacking in the past as Deschutes County does not typically maintain streets built to these standards and the City of La Pine has had limited funds for such maintenance. Such streets are not conducive to effective pedestrian and bicycle travel.

Road Improvements:

Public health and safety, as well as efficiency, are the primary design goals of all transportation elements. As street design standards are developed in the TSP, requirements for bicycle lanes, drainage facilities and pedestrian facilities must be included, especially along Arterial and Collector Streets. Such designs will improve street capacity and encourage use of alternate modes by all citizens.

As discussed above, the primary vehicular transportation problems in La Pine are associated with Highway 97. Over the past few years, ODOT has been working with the community on developing plans for an improved interchange at the Highway 97/Burgess Road intersection (Wickiup Junction). Such improvements will alleviate safety and access issues in that immediate area. In addition, the City has worked with ODOT to conduct a “Highway 97 Corridor Study” for the southern central business district of La Pine. This study would examine all of the primary intersections with Highway 97 and suggest necessary improvements, including the timing for such improvements. All of this is in an effort to correct problems of failure at intersections such as 1st Street/Reed Road, and allow better east/west travel and connectivity between residential and employment areas.

Maintenance:

A primary concern for many of La Pines residents is street maintenance – particularly maintenance of unimproved/unpaved streets. During the wet winter months these streets can become pot-holed and muddy – which leads to hazardous travel conditions. During the dry summer months, dust generated from vehicular travel can impact the livability of neighboring properties. The City plans to institute a regular street maintenance program that will eventually result in more permanent surfaces (such as a chip sealed or oil mat surface, with asphalt paving as a long term goal).

Alternative Modes of Transportation:*Bicycles:*

A lack of developed routes combined with long block lengths inhibit safe and efficient bicycle travel in La Pine. There are currently no designated bicycle lanes along the Arterial or Collector streets in La Pine. Bicyclists must share the vehicular travel lands with automobiles. New development standards which require bicycle lanes along the curb of Arterial Streets and certain collector streets that provide access to public services and facilities will be developed as part of the TSP.

Pedestrians:

Sidewalks have been developed in and around the intersection of 1st Street and Huntington Road. These facilities provide a separate pedestrian refuge and allow safe access to the businesses, schools, and public facilities in that immediate area. However, due to the lack of extension of sidewalks or trails in other parts of the community, safe and efficient access between residential areas and other employment areas is difficult. The lack of pedestrian crossings along major streets, particularly near schools, and activity centers, presents hazards to citizens. New development standards which require sidewalks along streets and trails where appropriate will be developed as part of the TSP.

Transit:

A public transit (bus) system provides service in and around the urban area. Residents can be picked up at designated locations and transported within the urban area. This same service is also a regional bus service operated by the Central Oregon Intergovernmental Council. Transit provides an alternative to driving for residents of LaPine that travel north for work and shopping in Bend and beyond. Additionally, there is a park and ride lot at Wickiup Junction from which the transit service is available.

Long Range Transportation Planning:

A requirement of the State Planning System is the development of a Transportation System Plan (TSP). The TSP will be based upon the needs of the community and the requirements to meet the State of Oregon Transportation Planning Rule. Elements of the TSP include: developing functional classifications of roads; road and street design standards; establishing levels of service; developing alternative modes; transportation demand management, capital facilities planning; and, funding for improvements.

Air and Rail:

There are currently no air travel facilities in La Pine. The closest private airstrip is located in the community of Sunriver, approximately 15 miles to the north. The closest commercial airport is Roberts Field in Redmond, approximately 50 miles to the north. The idea of a local airport providing service to small, privately owned aircraft has been discussed by community members, but formal plans have not been developed. It has been acknowledged that an airstrip in La Pine would increase accessibility to the area and could make the community more attractive for businesses and recreationists. However, locating such a facility within the City limits would interfere with other public facility needs.

A Burlington Northern Santa Fe rail line runs on the east side of and parallel to Highway 97 through most of the community. However, there are no stops or passenger service provided directly to/from La Pine. The closest passenger rail stop is in the community of Chemult, approximately 30 miles to the south.

Pipelines:

A primary natural gas pipeline that runs from Washington to California, which provides gas service to many areas all along the west coast, runs north/south through La Pine, east of and parallel to Highway 97. The pipeline lies within an easement that is generally 100 to 200 feet wide so as to prevent damage a major disruption. There are no plans for removal or alteration of this pipeline.

Transportation Facility Funding:

Local community leaders and citizens expect that new growth will pay its way, without the need for existing residents to subsidize new development projects. The Transportation Planning Rule requires that cities plan for the impacts of new development on the transportation system. The goal is to make sure that needed transportation facilities are either in place, funded, or other acceptable mitigation provided before development is authorized to proceed.

The adoption and imposition of System Development Charges (SDC's) is one option that will be explored in the TSP to help pay for needed transportation infrastructure to add capacity to the system. The increasing operational and material costs for facility improvements, limited construction time periods, and the conflicting demands of regional versus local traffic (on Highway 97) will make La Pine more heavily reliant on developers to solve problems that are directly tied to new growth.

The City's budget is not adequate to resolve existing transportation project needs. Other sources of money will be required in order to build the system as necessary to support existing development as well as future growth. Existing problems create complex funding issues since the State of Oregon mandates certain limitations on the expenditure of. Thus, the community will have to rely on special levies, limited general fund revenues, the State's funding for highway maintenance and other revenue sources for improvements to address existing transportation needs.

Wickiup Junction Improvement Area

The area identified on the Comprehensive Plan map as the Wickiup Junction Improvement Area is in a state of transition as major improvements to this existing Highway/Arterial intersection are planned. The potential improvements include a complete grade separated interchange aimed at improving the overall long-term function and safety of the junction. The surrounding land uses include a variety of primarily service commercial uses, with residential uses close by. Because of the incomplete designs for the eventual improvements, and the unknown effects on surrounding properties (meaning just which properties will be physically affected by the road alignment, as well as by the changes to the traffic pattern), the area is identified as an area in which future land use designation may change. Once the final alignment is known, the City will conduct a re-examination of the highest and best land uses within the designated area, including possible master planning.

IV. General Transportation Goals and Policies

Goal # 1: Create a safe, convenient, balanced, functional and economical transportation system to maximize and extend the life of transportation facilities and improve livability throughout the La Pine community.

General Street Transportation Network Policies

- Develop a TSP that meets State requirements.
- The City recognizes that motor vehicle use is currently the primary form of transportation for the majority of La Pines citizens, but also supports increased alternate mode use as essential to the livability of the community.
- The City's top transportation priority is the safe and efficient provision of emergency services.
- The City recognizes that a functional Highway 97 is essential to the regional as well as the local economy, and shall balance the needs of the local community with regional transportation needs in cooperation with residents, local business interests, state agencies, Deschutes County, and special interest groups.
- The City shall continue coordination with Deschutes County for transportation planning services until the TSP is developed and planning services are provided by the City.
- The City shall balance the needs of the local community, including the state, county, local business interests, special interest groups, and tourism professionals, with regional transportation needs in its decisions.
- The City will continue to participate in discussions with regional partners (Cities and Counties) through organizations such as COACT and COCO to find solutions to regional transportation issues.
- The City shall continue efforts to complete the Highway 97 Corridor Study through La Pine to determine future improvements at key intersections to facilitate acceptable

intersection function, safe and efficient highway crossings, and increased access to the industrial area on the east side.

- The City will implement traffic calming measures in core commercial areas and residential neighborhoods as necessary to reduce vehicular speeds on roadways and create a safer travel environment.
- The City will continuously monitor transportation problems through comprehensive planning and regular analysis
- The City recognizes that the community benefits from transportation systems that provide sidewalks, trails, bike lanes and transit amenities to encourage alternate mode use and promote a high level of livability.
- Recognizing that the City has limited funds to use for the maintenance of public streets, the City will continue to pursue innovative methods for financing increased street maintenance, including resurfacing as necessary of unpaved streets.
- The City recognizes that the ability development of private streets systems, where appropriate and where they are guaranteed to be maintained by parties other than the City, will reduce the overall funding need for street maintenance and the need to seek additional tax revenues from citizens. The City recognizes private streets as legitimate components of the transportation system when designed properly and maintained to at least City standards.
- The City will utilize transportation demand management (TDM) and transportation system management (TSM) techniques as a method of reducing the impacts of new projects on the transportation system.
- The City will include street trees, pedestrian amenities, separated sidewalks; curb extensions, traffic calming, and other related design elements where appropriate.
- When the final designs and plans for the Wickiup Junction interchange (Highway 97 and Burgess Road intersection) have been completed, designations for lands within the area labeled Wickiup Junction Improvement Area on the Plan map may be revised by the City.

Transit Policies

- The City shall encourage private efforts to supply forms of inter-city and intracity transit to the commuter.
- The City shall cooperate with Central Oregon Intergovernmental Council and Commute Options for Central Oregon to increase opportunities for access to transit, park and ride lots and ride share.
- In cooperation with COIC, the City will provide adequate facilities to allow for safe operation of mass transportation vehicles.

Bicycle and Pedestrian Policies

- The City shall require bike lanes and sidewalks as a part of all new collectors and arterials.
- The City shall require that all proposed subdivisions include bicycle and pedestrian facilities, integrated with other bicycle and pedestrian path systems.
- The City shall require bicycle and pedestrian paths to be well lit and designed for the security of the user.
- The City shall require all proposed activity centers to provide safe and convenient off-street bicycle parking space and routes in their design.
- The City shall require that neighborhoods and activity centers, including public loading and pickup areas, are served by pedestrian and bicycle routes.
- The City shall require paving of pedestrian and bicycle ways where appropriate.
- The City shall require MUTCD signs, markings, and safety features on bicycle and pedestrian paths.

Airport Policies

The City recognizes that an airport (privately owned or public) would be a strong economic driver for the La Pine area. Efforts to explore the creation of an airport shall be supported by the City, but shall not be the obligation of the City.

- A City representative shall participate with the Transportation Advisory Group for the specific purpose of analyzing the need for an airport in the La Pine Area. The representative shall be appointed by the City Council and must have specific knowledge of airport needs and operations.

Wickiup Junction Improvement Area Policies

- Upon final design and adoption of the Highway 97/Burgess Road interchange design within the area labeled Wickiup Junction Improvement Area on the Comprehensive Plan Map, the City will review and revise the existing Plan designations and zoning in the area to reflect the highest and best land uses (designations) on the properties within the boundary.
- Planning efforts within the Wickiup Junction Improvement Area shall coordinate access to surrounding properties with local, state, and county transportation facilities as appropriate, and may include a master planning process.

Goal # 2: Develop a supportable and sustainable financing method for funding necessary transportation system master plan improvements over the life of the Plan

Funding Policies

- The City will develop a prudent and realistic financing plan, including a funding analysis of the recommended transportation projects and their funding needs, funding resources, and a multiple-year financing plan that can support the development of needed TSP facilities for the life of the plan.

The City will continue to seek alternate funding sources to enable the community to receive grants, implement a CIP, and maintain existing infrastructure. Alternative funding sources may include levies, increased taxes, local improvement districts, grants, franchise fees, tax increment financing, bonds, and other typical and atypical sources necessary for the full implementation of the TSP and maintenance functions.

V. Programs

The City shall:

1. Develop and adopt a Transportation System Plan (TSP), which inventories and analyzes the existing transportation system, and recommends capital improvements to the entire transportation system as required by Oregon Administrative Rules. The City shall recognize that uses on lands that were not part of the former UUC before incorporation cannot be intensified until the City adopts a TSP. These lands must retain their current County zoning until the TSP is adopted. Once the TSP is acknowledged, the City may rezone lands that have County zoning designations to urban designations.
2. Develop Transportation System Development Charges (SDC's) to provide funding for capital improvements projects to add capacity to the transportation system.
3. Inventory and prioritize needed alternate mode improvements and project timing of implementation.
4. Inventory and prioritize funding alternatives (other than SDC's) necessary to implement the needed capital improvements.
5. Work with Deschutes County and ODOT to monitor the transportation system for effectiveness and describe any needed improvements for the upcoming fiscal year to the City Council every 12 months, prior to the budgeting process.
6. Coordinate discussions with local and state agencies, Deschutes County, local business interests, special interest groups, and tourism professionals about the performance of the transportation system and collect feedback for use in TSP development, capital improvement prioritization, and budgeting programs.
7. Coordinate all transportation projects with emergency service and special district providers, such as, Fire, Sheriff, Water, and Sewer Districts.
8. Establish a SDC methodology that generates fees and refund programs for individuals and entities that construct a TSP master planned transportation improvement

9. Add a financing element to the TSP and develop a listing of priorities for the anticipated transportation improvement projects for the transportation systems. The financing element shall highlight these improvement projects by giving project descriptions, anticipated year of project initiation, and associated costs and funding sources.
10. Develop mitigation strategies aimed at resolving the impact of new development impacts upon the transportation system. This should include the application of SDC's and/or other techniques to make sure development "pays its own way." Incremental mitigation strategies that include a pro rata share of needed improvements are a preferred method to ensure fairness.

Attachment “C”

City of La Pine – Comprehensive Plan, Chapter 10 Housing

I. State Planning Goal 10, Housing

Oregon State Planning Goal 10 is very straightforward in its statement that each local jurisdiction must provide for the housing needs of its existing citizens and the anticipated population growth. Essential in this planning effort is the creation of a buildable lands inventory (BLI) and Residential Needs Assessment (RNA). The BLI assesses vacant lands, developed lands and redevelopable lands and makes an overall determination of the amount of land available in the community to accommodate the future population. The RNA makes a determination of existing and needed housing types. These analyses are contained in one document because they are inter-related and easier for citizens to use. This document enables a community to assess whether or not lands within the Urban Growth Boundary (UGB) are adequate for the projected growth or if the UGB needs to be expanded. Notwithstanding the need for the raw land area data is the need to provide a variety of housing types (i.e. single family homes versus multi-family dwellings) and price ranges (i.e. owner occupied versus rentals). These factors must be weighed against the desired density and affordability of housing. Overall, the intent is to provide opportunities for housing to serve all socio-economic strata within the community.

II. Purpose and Intent

The purpose of this chapter is to ensure the provision of appropriate types and amounts of land within the La Pine urban growth boundary - UGB (city limits in this case) to support a range of housing types necessary to meet current and future needs. These lands should support suitable housing for all income levels for maximum sustainability. Likewise, the plan must also ensure the appropriate type, location and phasing of public facilities and services are sufficient to support housing development in areas presently developed or undergoing development or redevelopment.

In addition to inventories of buildable lands, this chapter of the plan includes: (1) a comparison of the distribution of the existing population by income with the distribution of available housing units by cost; (2) a determination of vacancy rates, both overall and at varying rent ranges and cost levels; (3) a determination of expected housing demand at varying rent ranges and cost levels; (4) allowance for a variety of densities and types of residences; and (5) an inventory of sound housing in urban areas including units capable of being rehabilitated.

The La Pine community contains a variety of housing choices and vacant and redevelopable lands. Single-family homes are the dominant housing type at 84% of the inventory. This chapter examines housing supply, condition, occupancy, affordability, and available land supply to meet community needs over the 20-year planning horizon. Implementation programs for meeting future housing demand are also included in this chapter.

III. Issues

Affordability

The affordability of housing is a significant determinant to the livability and sustainability of the La Pine community. Housing affordability affects all segments of the local population including business viability and commerce. According to federal housing guidelines, no more than 30% of a family's gross monthly income should be spent on housing, including heating and other bills.

Available, affordable, safe housing are also critical ingredients to the success of how a community accommodates population growth. The attractiveness of La Pine to new residents relies upon the availability of housing choices to accommodate varied citizen demands and pricing thresholds. Historically, La Pine offers single-family housing and only a small percentage of attached housing options. A vibrant community must offer more choices to be competitive and sustainable. La Pine has actively pursued new plan policies and flexible implementation codes that will promote a wider range of housing choices over time.

To understand the future of housing needs in La Pine, it is important to assess and analyze the existing characteristics of the community's housing stock. Various factors must be taken into consideration to obtain a clear picture of the situation. The following elements should be examined:

- Trends in housing types;
- Age of structures;
- Condition and value of structures;
- Household demographics;
- Income levels of households;
- Percentage of income spent for housing;
- Occupancy patterns;
- Vacancy rates;
- Ownership and rental trends

The tables in this section include data from the recent census and local economic development agencies, and other experts. Information was also obtained from other resources including the Oregon Department of Land Conservation and Development(DLCD), Deschutes County, Economic Development for Central Oregon (EDCO) and personal interviews with Central Oregon Regional Housing Authority CORHA (now HousingWorks) staff, local bank representatives, housing service providers, and others as noted. The data helps local decision makers understand the various aspects of housing and population change. This chapter also takes into account the effects of utilizing financial incentives and resources to (a) stimulate the rehabilitation of sub-standard housing without regard to the financial capacity of the owner so long as benefits accrue to the occupants; and (b) bring into compliance with codes adopted to assure safe and sanitary housing the dwellings of individuals who cannot on their own afford to meet such codes.

Housing History

La Pine has been a community for over 100 years and the current housing choices reflect the historical growth and nature of the City. La Pine's history as a small town with recreation, retirement, timber and agricultural community attributes has shaped the stock of existing housing. Over the years, and as the community economic situation diversified, so has the variety of detached housing stock. A quick visual tour of La Pine shows a range of housing from older mill worker residences, Victorian-era homes, and more modern homes developed after World War II. A recent influx of bedroom-community homes and recreational/retirement housing is evident throughout the community. A striking lack of multi-family housing is evident but not uncommon for a community with less than 1,700 people. However, this is beginning to change as a few, well-designed housing projects have developed within the incorporated city area.

Effects of Growth – Past and Present

The incorporated area of La Pine includes a large number of developed and undeveloped residential lots. However, the region surrounding the incorporated area has a greater number of lots and a population higher than the current population of the incorporated area. This situation creates a significant impact upon the interrelationship of land uses and service needs of the entire community.

Households

Deschutes County and 2000 Census¹ data show that there were 5,799 people, 2,331 households, and 1,699 families residing in the La Pine Census Designated Place (CDP)². The population density was 197.7 people per square mile (76.3/km²). There were 2,975 housing units at an average density of 101.4/sq mi (39.2/km²). The racial makeup of the CDP was 95.84% White, 0.09% African American, 1.28% Native American, 0.24% Asian, 0.10% Pacific Islander, 0.55% from other races, and 1.90% from two or more races. Hispanic or Latino of any race was 2.22% of the population. Data shows that there were 2,331 households, of which 26.6% had children under the age of 18 living in the household, 61.3% were married couples living together, 7.3% had a female householder with no husband present, and 27.1% were non-families. 20.8% of all households were made up of individuals and 10.3% had an individual living alone who was 65 years of age or older.

Population Ranges and Projections

In the CDP the age ranges of the population were 23.0% under the age of 18, 4.9% from 18 to 24, 22.5% from 25 to 44, 28.8% from 45 to 64, and 20.7% 65 years of age or older. The median age was 45 years. For every 100 females, there were 99.8 males. For every 100 females age 18 and older, there were 98.7 males age 18 and older.

¹ The 2000 Census data has been updated, by projection, via the Claritas research data found in the Appendix.

² Before the 2006 incorporation the Census recognized the broader community of La Pine as a CDP or Census Designated Place.

Table 1 - Portland Statue University (PSU) July 1st Population Estimates										
Geographic Area	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001
Deschutes County	172,050	170,705	167,015	160,810	152,615	143,490	135,450	130,500	126,500	122,050
Bend	83,125	82,280	80,995	77,780	75,290	70,330	65,210	62,900	57,750	55,080
Redmond	25,945	25,800	25,445	24,805	23,500	20,010	18,100	17,450	16,110	14,960
Sisters	1,935	1,925	1,875	1,825	1,745	1,660	1,490	1,430	1,080	960
La Pine	1,635	1,625	1,610	1,590	N/A	N/A	N/A	N/A	N/A	N/A
Unincorporated	59,410	59,075	57,090	54,810	52,080	51,490	50,650	48,720	51,560	51,050

Table 2 - Annual Population Change and Percentage Change based on PSU Population Estimates										
Geographic Area	2009-10	2008-09	2007-08	2006-07	2005-06	2004-05	2003-04	2002-03	2001-02	2000-01
Deschutes County	1,345 0.8%	3,690 2.2%	6,205 3.9%	8,195 5.4%	9,125 6.4%	8,040 5.9%	4,950 3.8%	4,000 3.2%	4,450 3.6%	5,450 4.7%
Bend	845 1.0%	1,285 1.6%	3,215 4.1%	2,490 3.3%	4,960 7.1%	5,120 7.9%	2,310 3.7%	5,150 8.9%	2,670 4.8%	2,280 4.3%
Redmond	145 0.6%	355 1.4%	640 2.6%	1,305 5.6%	3,490 17.4%	1,910 10.6%	650 3.7%	1,340 8.3%	1,150 7.7%	1,190 8.6%
Sisters	10 0.5%	50 2.7%	50 2.7%	80 4.6%	85 5.1%	170 11.4%	60 4.2%	350 32.4%	120 12.5%	-15 -1.5%
La Pine	10 0.6%	15 0.9%	20 1.3%	N/A						
Unincorporated	335 0.6%	1,985 3.5%	2,280 4.2%	2,730 5.2%	590 1.1%	840 1.7%	1,930 4.0%	-2,840 -5.5%	510 1.0%	1,995 4.1%

Table 3 - Average Annual Growth Rate based on PSU Estimates	
Geographic Area	2000 to 2010
Deschutes County	3.97
Bend	4.64
Redmond	6.54
Sisters	7.09
La Pine	N/A
Unincorporated	1.93

The city and Deschutes County work together to develop a coordinated population forecast. This work is adopted at the local level and was approved by DLCD in 2010. The section of the county data is as follows:

23.16.020. Population. The population of the County has increased significantly since the adoption of the comprehensive plan in 1979.

Population Growth in Deschutes County: 1980 to 2000			
Sources	1980	1990	2000
Population Research Center - July 1 estimates	62,500	75,600	116,600
Census Bureau - April 1 census counts	62,142	74,958	115,367

ORS 195.025(1) requires the counties to coordinate local plans and population forecasts. In 1996, Bend, Redmond, Sisters and Deschutes County reviewed the most recent population forecasts from the Portland State University Center for Population Research and Census, the Oregon Department of Transportation, Woods and Poole, the Bonneville Power Administration and the Oregon Department of Administrative

Services Office of Economic Analysis. After review of these projections, the cities and Deschutes County agreed on the coordinated population forecast adopted by the county in 1998 by Ordinance 98-084

The results of the 2000 decennial census and subsequent population estimates prepared by the Population Research Center (PRC) at Portland State University revealed the respective populations of the County and the incorporated cities were growing faster than contemplated under the 1998 coordinated forecast. The cities and the county engaged in a coordination process between 2002 and 2004 that culminated with the county adopting a revised population forecast that projected population for the cities and the county to the year 2025. The following table displays the 2004 coordinated population forecast for Deschutes County and the urban growth boundaries of the cities of Bend, Redmond, and Sisters from 2000 to 2025:

The process through which the County and the cities coordinated to develop the 2000-2025 coordinated forecast is outlined in the report titled "*Deschutes County Coordinated Population Forecast 2000-2025: Findings in Support of Forecast*" dated July 2004. This report provides the findings in support of the adopted forecast. The Deschutes County Year 2000 Comprehensive Plan (1979) included a population forecast from 1980 to 2000 that was incorporated in several chapters.

In 1998, the County adopted a coordinated population forecast under ORS 195.036. The following table displays all three forecasts for comparison:

Deschutes County Population Forecasts from 1979, 1998, and 2004			
Year	1979 forecast	1998 forecast	2004 forecast
1980	53,400	-	-
1985	66,600	-	-
1990	82,900	74,958	-
1995	103,400	94,100	-
2000	128,200	113,231	116,600
2005	-	132,239	143,053
2010	-	151,431	166,572
2015	-	167,911	189,443
2020	-	182,353	214,145
2025	-	-	240,811

The fourth city in Deschutes County is La Pine. Incorporated on November 7, 2006, the City of La Pine's 2006 population estimate of 1,590 was certified by Portland State University, Population and Research Center on December 15, 2007. As of January 1, 2009, La Pine is coordinating with the Oregon Department of Land Conservation and Development to develop its first comprehensive plan. As a result of La Pine incorporation, Deschutes County updated its Coordinated Population Forecast with Ordinance 2009-006. The purpose of this modification was to adopt a conservative twenty-year population forecast for the City of La Pine that can be used by city officials and the Oregon Department of Land Conservation and Development to estimate future land need and an Urban Growth Boundary. The following table displays the coordinated population forecast for Deschutes County, the urban growth boundaries of the cities of Bend, Redmond, and Sisters, and the city of La Pine from 2000 to 2025:

2000-2025 Coordinated Population Forecast						
Year	Bend UGB	Redmond UGB	Sisters UGB	La Pine UGB	Unincorporated County	Total County
2000	52,800	15,505	975	-	47,320	116,600
2005	69,004	19,249	1,768	-	53,032	143,053
2010	81,242	23,897	2,306	1,697	57,430	166,572
2015	91,158	29,667	2,694	1,892	64,032	189,443
2020	100,646	36,831	3,166	2,110	71,392	214,145
2025	109,389	45,724	3,747	2,352	79,599	240,811

In the fall of 1998, the Oregon Water Resources Department acknowledged that virtually all groundwater in the Deschutes River basin discharges to the rivers of the basin. The Water Resources Department may place restrictions on the consumptive use of groundwater to protect the free flowing nature of the Deschutes River, instream water rights and existing water rights. These restrictions may affect the use of groundwater resources for future development and consequently affect the future growth and allocation of population in the county and the three four urban jurisdictions.

Population with DLCD Approved Growth Rate

DLCD Approved Coordinated Deschutes County Population Forecast, which shows 1,585 people	Year Incorporation November 7, 2006	Population	Average Annual Growth Rate
	2007	1585	2.20
	2010	1697	2.20
	2015	1892	2.20
	2020	2110	2.20
	2025	2352	2.20
	2029	2566	2.20

at the date of incorporation and using the 2.2% growth rate, provides 2,566 people in 2029.

Household Incomes

The median income for a household in the CDP was \$29,859, and the median income for a family was \$33,938. Males had a median income of \$30,457 versus \$20,186 for females. The per capita income for the CDP was \$15,543. About 9.5% of families and 13.2% of the population were below the poverty line, including 13.4% of those under age 18 and 11.5% of those age 65 or over. Newer Census data shows the median income for a family at around \$27,388. La Pine is classified as a Severely Distressed Community and the recent 2008 economic crisis is strongly felt in La Pine.

Snapshot of the Housing Market

The housing market in Central Oregon is changing. Even with the current downward economy, a greater share of families/households are fundamentally “priced out” of Bend and Redmond thus,

buyers are considering alternative options in La Pine. Over the past 10 years, Deschutes County has experienced robust population growth, which was more than doubled the State’s five-year forecast. Much of this growth occurred in the areas outlying the City of La Pine. However, the incentives provided by the County’s Sewer TDC – Transfer Development Credit - program are having a positive effect on encouraging more people to live within the incorporated area where community services are available.

Current Housing Mix All Units Plus New Permits Through 2011

Totals 2008 through 2011	Percent of total for each housing type:	
791 detached SFD's		84.00%
21 duplexes – 42 units		4.46%
3 fourplexes – 12 units		1.27%
26 unit attached-over 55 -LDLodge		2.76%
62 unit Health Home/Group Quarters – Prairie House		6.58%
9 other –7 over garage apts, 2 caretakers residences		0.95%
942 household units – total	244 vacant	100.00%

Through 2025, State forecasts estimate an additional 91,382 individuals are expected to permanently reside within Region 10. 2566 persons are estimated to reside within La Pine.

The total demand profile by age indicates sizable demand from existing households among middle age and pre-retirees. Approximately 34% of all ownership demand is expected to be derived from households of 35-54 years. In other words, turnover demand from existing younger household will likely combine with demand from elderly households to provide a diverse range of qualified buyers within the primary market area over the next five to ten years.

Building Permit Data

Residential construction, as measured by building permits, has been brisk in the central Oregon region until the 2008 economic crisis. Driven largely by growth in the Bend/Redmond Market, the three-city region has averaged over 2,416 permits annually since 2000 and in 2005 displayed a 12.8% increase over the previous year. However, 2006 year to date figures for La Pine, Bend, and Redmond indicate that residential permits have slowed significantly from the record levels of 2005. Nearly all of the residential growth in La Pine has been detached, single-family residential. The exception is the Little Deschutes Lodge, an Over 55 Senior Facility and Prairie House an assisted living facility .

A considerable proportion of growth, roughly 37%, will be derived from households earning less than \$25,000 annually, indicating a significant number of smaller less-advantaged families, senior and retired buyers with non-income wealth.

Profile of General Demographic Characteristics: 2009 Chart

Source: U.S. Census Bureau, Census 2000.

QT-H1. General Housing Characteristics: 2000

Data Set: [Census 2000 Summary File 1 \(SF 1\) 100-Percent Data](#)

Geographic Area: **La Pine CDP, Oregon**

Subject	Number	Percent
OCCUPANCY STATUS		
Total housing units	2,975	100.0
Occupied housing units	2,331	78.4
Vacant housing units	644	21.6

TENURE		
Occupied housing units	2,331	100.0
Owner-occupied housing units	1,883	80.8
Renter-occupied housing units	448	19.2
VACANCY STATUS		
Vacant housing units	644	100.0
For rent	49	7.6
For sale only	61	9.5
Rented or sold, not occupied	17	2.6
For seasonal, recreational, or occasional use	448	69.6
For migratory workers	0	0.0
Other vacant	69	10.7
RACE OF HOUSEHOLDER		
Occupied housing units	2,331	100.0
One race	2,284	98.0
White	2,252	96.6
Black or African American	0	0.0
American Indian and Alaska Native	24	1.0
Asian	4	0.2
Native Hawaiian and Other Pacific Islander	1	0.0
Some other race	3	0.1
Two or more races	47	2.0
HISPANIC OR LATINO HOUSEHOLDER AND RACE OF HOUSEHOLDER		
Occupied housing units	2,331	100.0
Hispanic or Latino (of any race)	26	1.1
Not Hispanic or Latino	2,305	98.9
White alone	2,234	95.8
AGE OF HOUSEHOLDER		
Occupied housing units	2,331	100.0
15 to 24 years	57	2.4
25 to 34 years	239	10.3
35 to 44 years	404	17.3
45 to 54 years	487	20.9
55 to 64 years	400	17.2
65 years and over	744	31.9
65 to 74 years	426	18.3
75 to 84 years	257	11.0
85 years and over	61	2.6

Population Snapshot

Between 1990 and 2000, the Central Oregon population grew by an incredible 49% as compared to the State as a whole at 5.9%. Most of this growth is due to in-migration. Other areas of the nation, especially in the Southwestern states, also have high in-migration rates, but the demographics of those new residents vary greatly from Central Oregon.

US Census Bureau

Counties & Cities	Actual					
	2003	2002	2001	2000*	1995	1990*
Deschutes County	20,300	20,200	19,850	19,182	15,700	14,111

La Pine CDP	8,500	8,150	7,750	7,356	7,205	5,355
Unincorporated	11,800	12,050	12,100	11,826	9,947	8,756
Deschutes County	130,500	126,500	122,050	115,367	89,500	74,958
Bend	62,900	57,750	55,080	52,029	29,425	20,469
Redmond	17,450	16,110	14,960	13,481	9,650	7,163
Sisters	1,430	1,080	960	959	765	679
Unincorporated	48,720	51,560	51,050	48,898	49,660	46,647
Jefferson County	19,900	19,850	19,400	19,009	15,400	13,676
Culver	840	840	800	802	600	570
Madras	5,370	5,290	5,200	5,078	4,290	3,443
Metolius	780	770	660	635	540	450
Warm Springs	NA	NA	NA	5,727	NA	NA
Unincorporated	12,910	12,950	12,740	6,767	9,905	9,213
Total Area Population	170,700	166,550	161,300	153,558	120,600	102,745

County Population Projections As Noted By Oregon Bureau of Economic Analysis

County	2000	2003	2005	2010	2015	2020	2025	2030	2035	2040
Crook	19,300	20,300	21,035	23,051	25,249	27,590	30,125	32,796	35,569	38,553
Deschutes	116,600	130,500	139,994	158,792	178,418	197,150	214,479	229,933	244,069	257,088
Jefferson	19,150	19,900	20,491	22,168	24,079	26,065	28,298	30,831	33,390	36,094
Tri-County Total	155,050	170,700	181,520	204,011	227,746	250,805	272,902	293,560	313,028	331,735

Deschutes County and La Pine Coordinated Population Forecast Data

The City and County have agreed to accept that in 2009 there was a population of 1,661 persons within the city limits³. In 2029, the population within the City limits of La Pine is expected to be 2,566 persons. The appendix contains the entire text of the coordinated population study; also acknowledged by DLCD.

Residential Types and Values

While the community appears to have adequate affordable housing supplies, the inventory of a full range of housing is virtually non-existent. The current housing mix is 97% single family detached and 3% attached.

³ PSU recently updated their current population for La Pine slightly less – 1653 persons versus 1661.

Current Housing Mix

The total number of housing units in La Pine is approximately 909 housing units. Of this, the predominant housing type in La Pine is single family detached, 876 units. These also include manufactured homes on individual lots. There are 21 existing duplexes, 3 existing fourplexes, and one new 26 unit, over 55 only, multi-family complex as of 2012.. It is assumed that the demand for traditional single-family housing will remain relatively strong over the planning period given the rural nature of La Pine and the current base of existing single-family homes. However, La Pine will need to plan for a mix of housing choices over the 20-year planning period.

La Pine does not currently have a enough housing choices for people to choose from. The Plan must provide more housing opportunities to help correct this situation.

Many of the older homes are located in areas without access to community water and sewer services. The result is potential for demonstrated water contamination and extra cost to homeowners who have to take special and costly measures to ensure properly working private well and septic systems. Public health and safety issues are a concern as populations increase. This situation presents a significant problem with regard to community health and redevelopment potential. A number of homes may appear to satisfy affordable housing cost targets but they may have infrastructure problems that are not easy to catalog and identify. Thus, the number of true affordable housing units that do not have serious basic service issues is difficult to assess. Other measures to extend public services to all areas of the community are underway and the City is absorbing the sewer and water district.

The largest percentage of householders are age 65 and older – 32%. Those less than 34 years of age make up less than 13% of householders. However, this trend will change as La Pine improves its economic base and implements the complete community concepts which tend to attract younger families.

DP-4. Profile of Selected Housing Characteristics: 2000

Data Set: [Census 2000 Summary File 3 \(SF 3\) - Sample Data](#)

Geographic Area: **La Pine CDP, Oregon**

Subject	Number	Percent
Total housing units	3,008	100.0
UNITS IN STRUCTURE		
1-unit, detached	1,704	56.6
1-unit, attached	14	0.5
2 units	0	0.0
3 or 4 units	16	0.5
5 to 9 units	0	0.0
10 to 19 units	0	0.0
20 or more units	7	0.2
Mobile home	1,116	37.1
Boat, RV, van, etc.	151	5.0
YEAR STRUCTURE BUILT		
1999 to March 2000	134	4.5
1995 to 1998	406	13.5
1990 to 1994	364	12.1
1980 to 1989	553	18.4
1970 to 1979	1,003	33.3
1960 to 1969	245	8.1

1940 to 1959	271	9.0
1939 or earlier	32	1.1
ROOMS		
1 room	128	4.3
2 rooms	106	3.5
3 rooms	272	9.0
4 rooms	535	17.8
5 rooms	964	32.0
6 rooms	459	15.3
7 rooms	321	10.7
8 rooms	121	4.0
9 or more rooms	102	3.4
Median (rooms)	5.0	(X)
Occupied Housing Units		
	2,342	100.0
YEAR HOUSEHOLDER MOVED INTO UNIT		
1999 to March 2000	518	22.1
1995 to 1998	634	27.1
1990 to 1994	583	24.9
1980 to 1989	387	16.5
1970 to 1979	217	9.3
1969 or earlier	3	0.1
VEHICLES AVAILABLE		
None	49	2.1
1	493	21.1
2	1,092	46.6
3 or more	708	30.2
HOUSE HEATING FUEL		
Utility gas	42	1.8
Bottled, tank, or LP gas	106	4.5
Electricity	993	42.4
Fuel oil, kerosene, etc.	92	3.9
Coal or coke	0	0.0
Wood	1,062	45.3
Solar energy	0	0.0
Other fuel	47	2.0
No fuel used	0	0.0
SELECTED CHARACTERISTICS		
Lacking complete plumbing facilities	18	0.8
Lacking complete kitchen facilities	25	1.1
No telephone service	22	0.9
OCCUPANTS PER ROOM		
Occupied housing units		
	2,342	100.0
1.00 or less	2,229	95.2
1.01 to 1.50	101	4.3
1.51 or more	12	0.5
Specified owner-occupied units		
	1,025	100.0
VALUE		

Less than \$50,000	52	5.1
\$50,000 to \$99,999	444	43.3
\$100,000 to \$149,999	319	31.1
\$150,000 to \$199,999	107	10.4
\$200,000 to \$299,999	74	7.2
\$300,000 to \$499,999	20	2.0
\$500,000 to \$999,999	9	0.9
\$1,000,000 or more	0	0.0
Median (dollars)	101,900	(X)
MORTGAGE STATUS AND SELECTED MONTHLY OWNER COSTS		
With a mortgage	682	66.5
Less than \$300	7	0.7
\$300 to \$499	59	5.8
\$500 to \$699	192	18.7
\$700 to \$999	216	21.1
\$1,000 to \$1,499	161	15.7
\$1,500 to \$1,999	30	2.9
\$2,000 or more	17	1.7
Median (dollars)	787	(X)
Not mortgaged	343	33.5
Median (dollars)	198	(X)
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999		
Less than 15 percent	384	37.5
15 to 19 percent	129	12.6
20 to 24 percent	156	15.2
25 to 29 percent	107	10.4
30 to 34 percent	92	9.0
35 percent or more	144	14.0
Not computed	13	1.3
Specified renter-occupied units	440	100.0
GROSS RENT		
Less than \$200	0	0.0
\$200 to \$299	14	3.2
\$300 to \$499	109	24.8
\$500 to \$749	223	50.7
\$750 to \$999	51	11.6
\$1,000 to \$1,499	7	1.6
\$1,500 or more	0	0.0
No cash rent	36	8.2
Median (dollars)	558	(X)
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999		
Less than 15 percent	62	14.1
15 to 19 percent	24	5.5
20 to 24 percent	98	22.3
25 to 29 percent	33	7.5
30 to 34 percent	30	6.8
35 percent or more	157	35.7
Not computed	36	8.2

Housing Affordability

Federal housing affordability standards recommend that no more than 30% of household income be dedicated to mortgage payments. However, Census data shows that more than 22% of La Pine homeowners pay more than 30% of their income for mortgage payments. Approximately half of all renters pay more than 30% of household income on gross rent. Thus, many La Pine households are spending more for shelter than they should. The city can alleviate this situation by providing more housing choices such as the development of more affordable housing types, including townhouses, zero-lot line homes, multi-family structures, manufactured housing, or condominiums.

	Median Home Price				Average Home Price			
	2003	2004	2005	2006	2003	2004	2005	2006
Bend	\$184,984	\$209,750	\$250,880	\$327,500	\$226,725	\$245,006	\$296,817	\$388,607
La Pine	\$90,000	\$116,850	\$129,600	\$154,000	\$90,097	\$118,375	\$136,626	165,170
Madras/Jefferson County	\$89,500	\$93,750	\$114,000	\$154,900	\$91,605	\$65,421	\$111,639	\$150,138
La Pine/Deschutes County	\$96,900	\$108,500	129,240	172,900	\$103,894	\$105,224	\$134,724	\$176,187
Redmond	\$138,500	\$151,897	\$171,685	\$238,000	\$148,926	\$164,031	\$195,021	\$266,057
Sisters	\$292,500	\$265,000	\$329,500	\$421,500	\$311,048	\$293,474	\$398,724	\$432,508
Sunriver	\$270,000	\$405,000	\$444,500	\$524,950	\$378,510	\$455,002	\$453,204	\$599,801

Source: Central Oregon Association of Realtors

Aesthetic and Design Characteristics of Housing

La Pine’s citizens have made it clear to local decision-makers that the small town feel of the community should also be a template for future neighborhood development and infill. The “complete neighborhoods” concept mentioned in Chapter 1 is essential for meeting the expectations of the community with regard to residential development. New and redeveloping areas will take into consideration the template characteristics needed for constructing housing in “Complete Neighborhoods.” Thus, adequate land for “Complete Neighborhood” components is essential as well as a mix of housing choices and open spaces. Mixed-uses and preservation of natural resources will also be part of the neighborhood design and may increase the need for additional residential land inventories.

Residential Land Need

The current city limits of La Pine contain 4,474 acres of land. As noted above, the city has a 20-year population forecast that has been coordinated with Deschutes County and acknowledged by the State of Oregon. The city’s population forecast predicts that La Pine will grow from 1,697 in 2009 to 2,566 in 2029, an increase of 869 citizens. Based on an assumed 1.98 persons per home across all housing types 439 additional housing units will be needed to accommodate the forecasted population growth. Some of the needed housing will be accommodated through occupancy of units that are currently vacant while the majority will need to be constructed. If an expected 15% residential vacancy rate is applied, the total number of new housing units needed is increased to 548.

The city’s residential lands need is calculated by dividing the number of additional housing units needed by the expected average units per acre. The residential lands needs are then further refined by applying a factor to project the portion of each acre that will be not available for resi-

dential development due to the presence of infrastructure and other community services such as new or widened roads. The resulting figure is known as “net” acres.

The City’s historic settlement pattern combined with more recent development activity, the presence of city services and an assumed increase in attached housing indicate that a reasonable expected development pattern is 3 units per gross acre or 4.3 units per net acre. This figure reflects new construction and redevelopment on larger, pre-existing lots and parcels generally of 1-2.5 acres in size for an average density of one dwelling per acre, future subdivision activity developed at 5 units per net acre and the projection of 25% of the city’s housing stock being multifamily at an estimated 12 units per acre. If 548 new housing units are needed a total of 182 gross acres or 126 net acres will be needed to accommodate the units. Since the mixed use commercial designation is expected to absorb about 23 net acres (about 32 gross acres) of housing opportunity the city’s total residential lands need is approximately 150 gross acres (about 105 net acres) of undeveloped or re-developable land.

Summary of Gross Acreages Within City Limits Including General Non-Buildable

Residential	= 1414.0
Commercial/Mixed Use	= 168.40
Traditional Commercial	= 260.30
Industrial	= 508.50
Public Facilities	= 1772.83
General Non-Buildable	= 349.97
Total = 4474.00 acres per Deschutes County GIS Data	

Summary of Net Vacant/Redevelopable Acreages

Residential	= 1135.00
Commercial/Mixed Use	= 67.95
Traditional Commercial	= 103.44
Industrial	= 234.00
Total = 1540.39 acres	

Residential 1414.0 Gross Acres

Residential - Improved. = 129.6 Acres

Residential – Vacant and/or Redevelopable = 1284.4 Acres

Total Residential Vacant/Redevelopable= 1284.4 acres less dedication factor⁴ of 30% = 899.08 acres plus the 22.65 Residential net acres in Commercial Mixed-Use = 921.73 Net Acres available for development over the life of the Plan to 2029

As shown above, there is a surplus of residential lands now within the current City limits. Because there is a surplus that exceeds the land needed to support the projected population, a Goal 14 exception process has been approved by the City, County, and proposed to the State. For these and other reasons the current City limits will also serve as the urban growth boundary (UGB) for the community.

⁴ *Dedication Factor* means the amount of land projected as part of future developments that may be used for future public ROW, landscaping, parks, sewer, water, storm drainage, art, easements, street improvements, and other public purposes, etc.

Residential Districts

The Comprehensive Plan map indicates three distinct Residential Districts – these are: Residential – Single Family; Residential – Multi-Family; and Master Plan Residential. The Single Family and Master Plan Residential Districts primarily identify an existing development pattern (single family consisting of larger lot, site built homes) and previously planned but not built out areas owned by Deschutes County. The multi-family areas are primarily large, vacant undeveloped parcels along major transportation corridors and are close to commercial service/employment areas. Overall, there is a desire through the land use designations to increase the overall density within the La Pine UGB and transition the development pattern from one where single family residential is dominant to one that includes more medium to high density housing options. An overall ratio of 60% single family residential to 40% multi-family residential is desirable, but the city of La Pine is projected to meet a ratio of 75% single family to 25% multi-family by 2029. The Plan provides various strategies to meet this goal.

Development Type	Estimated Percentage of New Housing Stock	Estimated Residential Density
New Homes on & Re-Development of Existing Large Lots	10%	1 units/acre
Future Subdivision Activity	65%	5 units/acre
Future Multi-Family Development	25%	12 units/acre

The City’s Buildable Lands Inventory and the Goal 10 element of the comprehensive plan show that the existing city limits and proposed urban growth boundary contain about 1284.4 acres of vacant or re-developable land to respond to a calculation of about 182 acres of need.

After a 30% dedication factor is applied to account for public infrastructure and other services the result is about 127 net acres of need.

The figures above indicate that the City’s existing supply of residentially designated land results in surplus of about 1,135 gross acres, once the Commercial Mixed Use lands have been deducted from the needs category.

Types of Housing

Single Family Residential: Due to a desire to preserve the existing character of single-family neighborhoods, no changes to the designations of these areas are proposed. However, upon implementation of zoning regulations, it is desirable to allow accessory housing in some areas where large lots occur and land is underutilized. Such accessory housing units may include studio apartments, above garage units or “granny flats.” In some instances, duplex or triplex development may be appropriate. Any additional increase in densities within the Single family areas must be predicated on the effects to the existing character of the neighborhood as well as the ability for the area to be adequately served with public facilities and services. An overall density range of 1.0 to 7.0 units per acre is desired for the Single Family Residential District.

Multi-Family Residential: Currently only 3% of the residential development in La Pine is multi-family (i.e. duplex, four-plex, and apartment), a total of 33 individual units. This shortage of multi-family residential development is a result of past development patterns based on inexpen-

sive land costs combined with the lack of a municipal sewer system thereby necessitating larger lots to accommodate on-site septic systems. Now that a city-wide sewer system is available to serve all areas, it is desirable to develop multi-family residential options for La Pines anticipated growth. Such areas should be located along primary transportation corridors and in areas where service commercial and employment opportunities will be convenient to residents. Such areas should be compatible with surrounding single family residential neighborhoods and be located to serve as an appropriate buffer between lower density single family neighborhoods and commercial/industrial uses. It is anticipated that the Multi-Family areas will allow a variety of typical multi-family housing options, with some small scale service commercial uses to serve the higher density populations. An overall density range of 5.0 to 40 units per acre is desired for the Multi Family Residential District.

Master Plan Residential: The Master Plan Residential District includes a large area within the center of the urban area, lying between Highway 97 on the east and Huntington Road on the north. The area is also bounded by the traditional Wickiup Junction community on the north (Burgess Road) and the historically developed portions of La Pine on the south. This large expanse of land is owned by Deschutes County and remains largely undeveloped except for a single family area that was subdivided and developed with homes in the mid 2000's. The County has developed a conceptual master plan for the area and has included internal areas for neighborhood commercial, public facilities/school site, and open space/recreation areas. The overall concept is to allow a development pattern that incorporates a balanced mix of traditional single family residential development with a variety of multi-family residential options. The overall densities are aimed at being a blend of traditional single family and multi family residential development patterns spread out throughout the area. The densities within specific areas of the district are intended to be more dependent on complimentary design elements and arrangements of facilities (i.e. proximity to commercial services, proximity to schools, design of pedestrian amenities, etc.) rather than prescriptive zoning boundaries. An overall density range of 3.0 to 21.0 units per acre is desired for the Master Plan Residential District.

Mixed Use Commercial Residential District

The Comprehensive Plan map includes a Mixed Use Commercial Residential area in the southern part of the city, along a traditional boundary between standard Commercial and single-family Residential. Most of the land along on either side of this boundary is either undeveloped or under-developed. The Mixed Use Commercial Residential District is intended primarily as a smaller scale, service and office commercial district, with associated residential that may consist of upper level apartments. A live-work design concept within the mixed use district would serve as an appropriate buffer between the commercial and residential districts. Stand-alone commercial and residential uses that are designed to be compatible with abutting uses would also be appropriate. It is desirable for the development within the mixed use district to be master planned, but that may not be possible due to the small to medium size of the parcels. Some assemblage of properties will be necessary for proper master planning.

Transition Areas

The two transition areas within the City (as shown on the Comprehensive Plan map) are located along the Burgess Road, Huntington Road and Highway 97 corridors (in the northern part of the City) and on some undeveloped properties in the southern part of the City where single family residential land abuts industrial land. The transition areas, which total 212 acres, were so designated because these areas were primarily undeveloped larger lots and are located in areas where adjoining land uses and transportation facilities could cause conflicts between uses. Additionally, these properties are located in areas where increased residential density and/or a mix of residential and commercial uses may be appropriate due to their proximity to major transportation corridors and existing facilities and services.

North Transition Area: The transition area in the north is approximately 162 acres and includes a large undeveloped area on the north side of Burgess Road, east of Huntington Road and an undeveloped parcel along Highway 97 south of the Burgess/Highway 97 intersection, as well as the majority of the length of the south side of Burgess Road. Although the underlying designations on the Comprehensive Plan map for these areas are shown as Master Planned Residential, Multi-Family Residential and Forest, it is assumed that there may be necessary changes to the land use development pattern in the future as a result of recent and planned transportation system improvements. A traffic signal was recently installed at the intersection of Burgess Road and Huntington Road (two arterial roadways) due to the surrounding development pattern, the presence of a new school, the existing volume of traffic, and the expected increase in volume of traffic in the immediate area. In addition, the Oregon Department Transportation has planned a new interchange at the Burgess Road and Highway 97 intersection (Wickiup Junction) – this busy intersection has been a safety hazard in the area for many years as it is a primary access point between the western portions of La Pine and outlying areas, and the north/south Highway 97 corridor.

Because an increase in traffic volume can be expected on the roadways serving these areas, it is assumed that this will have a long term influence on the livability and desired development pattern. Also, because these areas lie adjacent to and between the transportation facilities and areas with existing development (a large area developed with single family residential on large lots north of Burgess Road), it is appropriate that any development within these areas serve as a transitional buffer between the road corridor and the existing and anticipated development. Further, because the transition area is in close proximity to existing and planned commercial services, a school and a potential transit corridor, an increase in residential density, especially along the south side of Burgess Road corridor, would be appropriate as more residents can be served efficiently and effectively from these locations.

As the development and improvements to the transportation facilities occur in the future, a development pattern that includes a mixture of service commercial uses and medium density residential development is desired. Such development should occur in a master planned fashion and should treat all sides of the development in a similar fashion – the development must not be linear in nature and should tie together all sides of the surrounding development.

South Transition Area: The transition area in the south is approximately 50 acres in area and includes large, undeveloped parcels that lie along the southeastern edge of the City's industrial district. This area overlaps land that is currently designated for single family residential uses, but if developed as such, could pose compatibility problems with the anticipated surrounding indus-

trial development. Because of the transition area's location between the main commercial center to the west and the industrial district to the east, it is a prime area for multi-family dwelling development constructed in a fashion where higher densities occur along the industrial edge and lower densities along the single family residential edge.

As development of the industrial and single family residential areas occurs over time, the development of the transition area as a graduated multi-family residential buffer between the uses is desired. It is anticipated that the average density within the transition area will be medium density, but portions along the edges will vary in their densities in a manner that corresponds with the desired development pattern in the adjoining district. Such development should occur in a master planned fashion and should treat all sides of the development in a similar fashion – the development should be done in a manner where it is integrated into the surrounding development pattern and respect all the surrounding uses.

IV. Transition Area Goals and Policies

Goal # 1: Future infrastructure development, specifically transportation improvements, will cause a change to the existing and anticipated land use patterns over time.

Goal # 2: Buffer and transitional development between potentially incompatible land uses shall be implemented.

Policies

- Transition Area Overlay Zones shall be created and located in portions of the City where anticipated infrastructure development and adjoining land uses may cause a change in the desired underlying land use patterns, and where buffers between different land uses are desirable.
- Development within transition areas shall be master planned to provide an inter-relationship between the proposed development, and infrastructure and adjoining land uses.
- Transition area development shall allow increased residential densities along primary transportation corridors.
- A mix of uses, including service commercial uses, shall be allowed as appropriate as part of a master planned development within the transition areas.
- Transition area development shall not be linear in nature and shall be comprised of a pattern that is integrated into and respectful of the surrounding development pattern to the greatest extent practicable given parcel size and configuration.
- Densities may be averaged over the entirety of the parcel, but shall transition from higher densities adjacent to adjoining uses with higher intensities to lower densities adjacent to adjoining uses with lower intensities.
- Guidelines for transition area development shall be developed to promote good design and allow adaptability over time.

Programs

- Draft zoning regulations that specify land use guidelines for the Transition Area Overlay Zones. Such regulations shall include provisions for master plan development.
- Coordinate transportation infrastructure improvements with state and county agencies to ensure compatibility with adjoining land uses within transition areas.

V. General Housing Goals and Policies

Goal # 1: Encourage a wide range housing types satisfying the urban development needs of the La Pine community.
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Policies

- The City shall develop strategies that increase the variety of housing choices in the community. These strategies must include an inventory and analysis of needed housing types, existing housing supplies, and strategies for meeting the changing community demographic.
- The City shall provide adequate buildable residential land for the 20-year planning horizon. The La Pine community needs a full range of housing types to sustain a healthy community.
- The City shall accommodate growth and provide mechanisms to ensure that a variety of housing options for all income levels are available in both existing neighborhoods and new residential areas.
- The City shall encourage development and redevelopment of residential areas to make them safe, convenient, and attractive places to live and located close to schools, services, parks, shopping and employment centers.
- Residential developments shall be located in close proximity to employment and shopping opportunities.
- Through the implementation of mixed-use and “complete neighborhood” design techniques, the City shall maintain the feel of a small community.
- The City shall conduct a regular housing analysis as the basis for understanding and projecting housing needs. City staff shall to manage the data in order to accommodate local cultural characteristics and anomalies. This shall include analysis of financial capability and policies/programs as needed to improve financial capability.

Goal # 2: Determine opportunities for housing rehabilitation, redevelopment, and connection to urban infrastructure and services.

Policies

- The City shall inventory existing residences in need of rehabilitation and develop strategies to improve housing stock.
- The City shall identify and remedy situations where residences are not connected to city sewer and water.

Goal # 3: Identify and permit alternatives to traditional stick-built homes, such as manufactured, mobile homes, and accessory dwellings necessary for providing a range of housing choices within the city and the urban growth boundary.

Policies

- The City shall allow manufactured, mobile homes, and accessory dwellings in certain residential areas, subject to the same siting requirements and compatibility standards as traditional stick-built homes.
- In order to protect the public health and safety of all residents, the City, in conjunction with the Deschutes County Building Department, shall impose safety and inspection requirements for manufactured homes which were not constructed in conformance with the National Manufactured Home Construction and Safety Standards Act of 1974.
- In order to enhance industry and commerce, a mobile home or manufactured dwelling park shall not be established on land zoned for commercial or industrial use unless needed to address workforce-housing needs.
- Recognizing the importance of providing a range of housing types, the City shall allow accessory dwellings to homes in new subdivisions and existing neighborhoods subject to appropriate compatibility standards and siting requirements.
- The City shall allow temporary housing for medical hardships and the disadvantaged as necessary in residential areas, subject to special development conditions.

Goal # 4: Promote and protect neighborhood qualities that reflect the small town appeal of La Pine and improve compatibility between various uses.

Policies:

- The City shall utilize compatibility standards as tools for ensuring that neighborhood uses are consistent with community goals and design standards.
- Site plans for multi-family developments or attached single-family housing shall provide adequate yard space for residents and play space for children which have distinct area and definite shape, appropriate for the proposed use, and are not just the residue left after buildings are designed and placed on the land.

- Developments that border underdeveloped urban lands or rural lands at the edges of the urban growth boundary (UGB) shall include design techniques to reduce the impact of new, denser urban development on abutting lower density lands. Examples of such techniques include the use of buffer areas, project design that works with the natural features of the site, shadow plats, redevelopment plans that extend 300 feet off-site, density transition zones, increased landscaping, and master planning areas larger than the project site.
- New residential developments in areas without an established character or quality shall be permitted maximum flexibility in design and housing type consistent with densities and goals and objectives of this plan.
- New developments in existing residential areas with an established character deemed desirable by community standards shall use a variety of compatibility techniques to blend in with surrounding developments, including landscaping, traffic patterns, mass, height, screened parking areas, public facilities, visual impact, architectural styles and lighting.
- The City shall utilize a “complete neighborhoods” standard that includes private and public nonresidential uses for the convenience and safety of the neighborhood residents. These uses should be permitted within residential areas. Such facilities shall be compatible with surrounding developments, and their appearance should enhance the area.
- Multi-modal access shall be provided internally and to adjacent new and existing neighborhood developments.
- Where alleys are available, garages or parking areas in neighborhoods shall be accessed from alleys instead of driveways connecting to public streets.
- Residential units shall be permitted above or as an incidental use in conjunction with certain commercial and industrial uses as a way to improve compatibility between uses and zones.
- A range of housing types, including housing for the elderly, disabled, developmentally challenged and low-income citizens of the community shall be dispersed throughout those residential neighborhoods, which are close to schools, services, parks, shopping and employment centers rather than concentrating these dwellings in just a few areas.
- A range of lot sizes should be dispersed throughout the community to provide space for a full spectrum of housing types.
- Higher density developments shall be in close proximity to schools, services, parks, shopping, employment centers, and public transit.
- Where appropriate, the City shall encourage smaller lot sizes through planned unit development (PUD) ordinances allowing a mix of lot sizes.
- Areas developed or designated for multi-family development shall be compatible with adjoining land uses and not detract from the character of existing residential areas.
- Standards for review of residential development for needed housing shall be clear and objective, unless an applicant chooses to apply more discretionary standards as allowed by the city’s codes.

Goal # 5: Promote quality affordable housing and recognize that lack of affordable housing is an economic issue negatively affecting the vitality and sustainability of La Pine

Policies

- Recognizing that the profit margin on affordable housing projects is very thin, the City shall work to remove barriers to affordable housing, as appropriate, from local regulations and land use processes.
- Demographic factors, such as an aging population, smaller households, and increasing desire for walkable communities will result in the need for La Pine to provide a greater variety of housing types. The City shall encourage more compact housing forms and innovations in how structures are designed and arranged to suit a variety of needs.
- The City and County shall encourage subsidized housing to be located at a variety of locations in close proximity to support services and near transit.

Goal # 6: Recognize that addressing the housing needs of the community is essential to the successful future of La Pine as desirable place to live, work, shop, and play.

Policies

- Strategies to improve the type and range of housing choices in the community shall be based upon careful examination of demographic data, trends, and local demands.
- The City shall implement development regulations and techniques that can be demonstrated to positively influence the market-driven nature of housing development to result in more affordable housing.
- The City recognizes a need for temporary shelters or transitional housing opportunities for people with special needs, including but not limited to, households experiencing domestic violence issues, or youth homelessness.

VI. Programs

The City shall:

1. Regularly monitor and analyze residential land inventories each year.
2. Determine housing type demand and encourage mechanisms to permit development of needed housing types and minimum density levels in master planned areas and mixed-use areas.
3. Allocate where the identified needed housing should be developed by using overlay mapping techniques and framework planning.
4. Require the development of “complete neighborhoods.” The City may need to update development regulations in order to remove any barriers that restrict quality residential design and/or hinder “complete neighborhood” development.
5. Update the development codes with regard to housing development and natural feature protection.

6. Inventory and determine which types of residential units and neighborhoods would benefit from rehabilitation and connection to urban services.
7. Encourage rehabilitation and maintenance of housing in existing neighborhoods to preserve the housing stock and increase the availability of safe and sanitary living units.
8. Explore funding options such as CDBG, HOME, and other local, State or Federal programs designed to help promote affordable housing and to help disadvantaged property owners rehabilitate their homes.
9. Study and develop a range of incentives and other programs aimed at helping the community understand the value of participating in the rehabilitation of housing units.
10. Revise and update the development codes to ensure that wide ranges of housing types are required and permitted throughout the community.
11. Inventory all manufactured, mobile and accessory dwellings.
12. Provide for mobile home or manufactured dwelling parks within the urban growth boundaries to allow persons and families a choice of residential settings.
13. Update regulations to allow development of new mobile home parks and siting of individual mobile homes consistent with State law.
14. Develop special standards for the siting and development of accessory dwellings.
15. Institute fee mechanisms and programs that help to encourage the development of affordable housing.
16. Develop land use regulations to improve compatibility standards between uses in the development of “complete neighborhoods” and redevelopment in existing neighborhoods.
17. Develop the land use regulations to require multi-modal access in new and redeveloping neighborhoods as appropriate.
18. Develop the land use regulations to permit a range of housing types and flexible planned unit development standards that encourage more efficient use of land.
19. The city shall develop transition zoning overlay regulations and implementing ordinances between urban and rural areas to assist in reducing the potential negative impacts associated with urban development and lower density areas.
20. Participate with Housing Works(formerly Central Oregon Regional Housing Authority), COCAAN and/or other public or private non-profit organizations in the development of a regional housing plan to address issues and to establish programs which address housing affordability, density, home ownership, neighborhoods and location. Such plans should provide for a detailed management program to assign respective implementation roles and responsibilities to those governmental bodies operating in the planning area and having interests in carrying out the goal.
21. Provide funding for affordable housing when feasible and with community consensus.
22. Modify the development review process to expedite affordable housing proposals and reduce development and operating costs when such proposals are in accordance with zoning ordinances and with provisions of comprehensive plans.

23. Determine that systems development charges and other development deposits, fees and taxes for affordable housing projects will be deferred until title transfer or final occupancy of the structure. Additional methods and devices for reducing development barriers should be examined including but not limited to: (1) tax incentives and disincentives; (2) building and construction code revision; (3) zoning and land use controls; (4) subsidies and loans; (5) fee and less-than-fee acquisition techniques; (6) enforcement of local health and safety codes; and (7) coordination of the development of urban facilities and services to disperse low income housing throughout the planning area.
24. Examine any needed changes to local regulations to create incentives for increasing population densities in urban areas taking into consideration (1) key facilities, (2) the economic, environmental, social and energy consequences of the proposed housing densities and (3) the optimal use of existing urban land particularly in sections containing significant amounts of unsound substandard structures. This may include the promotion and development of institutional and financial mechanisms to provide for affordable housing and the investigation of available federal, state and local programs and private options for financing affordable and special needs housing.
25. Monitor the stability of existing affordable housing options to determine their sustainability and usefulness.
26. Encourage and support social and health service organizations, which offer support programs for those with special needs, particularly those programs that help people remain in the community.
27. Preserve existing affordable housing through adoption of land use regulations that promote affordable housing and examine alternatives for providing services, including transit.
28. Create an inventory of city-owned land that can be set aside for special housing development (TDC credits, low income, etc.) including the development of organizational capability to coordinate such efforts.
29. Develop a density bonus program in which developers may receive “credit” in additional units (beyond what zoning allows) if units available and affordable to households under 80% of median income are integrated into new projects.
30. Modify the development regulations to allow housing above retail in the town center/downtown.
31. Develop workforce housing standards and implementation programs.
32. Build understanding and support for affordable housing by instituting a public information program and community forums.
33. Examine the most recent sources of data to determine housing needs and monitor demographic trends.
34. Promote an awareness of housing issues and provide regulatory solutions. This may include changes to development regulations and increased flexibility for those who desire to build affordable housing units.
35. Provide flexible regulations as appropriate for those entities that propose to build temporary shelters and transitional housing opportunities.

36. Monitor and evaluate the population projections as they are amended from time to time. The City shall also inventory all new development and prepare a report of all new activity and housing unit creation, demolitions and expansion.
37. The City shall develop clear and objective standards for “needed housing” within the implementing codes.

Attachment “E”

City of LaPine – Comprehensive Plan - Chapter 12 Urbanization

I. State Planning Goal 14, Urbanization

The goal intends that cities provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

The Comprehensive Planning Process included an analysis of buildable land within the City limits as established with the 2006 incorporation. Along with the buildable lands determination, such lands were examined for their ability to be provided with necessary public facilities and services – this was coordinated with the master plans and comprehensive plans of the service providers and special districts. Based on this analysis, it was determined that the area within the existing City boundary contains enough land area to meet the projected housing and economic land needs for the projected population growth over the 20-year planning period. Thus, based upon this and the commensurate Goal 14 Exception, the Urban Growth Boundary is the same as the established incorporated boundary. An expansion of the Urban Growth Boundary or City boundary is not anticipated at this time.

II. Purpose and Intent

The purpose of the city in meeting this goal is to conform to the laws and statutes for establishing a sufficiency of buildable lands within urban growth boundary and making sure that there is a supportable analysis and determination of needed residential housing patterns. The appendix and other references above indicate that the inventory of buildable lands within the city limits is more than adequate to meet the demand over the 20-year planning period. This in combination with the inventory of economic and needed park, recreation, open space, and utility facility lands shows that the current city limits is more than adequate to serve the needs of the community over a 20-year period.

When comparing the amount of acres available for housing of all types within the city limits with the necessary acres and number of housing units, the data shows that there is a *surplus* of acreage available within the current city limits to accommodate the projected housing need. A Goal 14 exception is required as noted below. With approval of the exception, the city limits can serve as the proposed Urban Growth Boundary and this is commensurate with the existing incorporated boundary.

III. Issues

Transition of Resource Lands

The City of La Pine currently contains over a thousand acres of forest and Bureau of Land Management lands. These lands are located on the eastern part of the community and mostly east of the Burlington Northern Santa Fe rail line. These acres will be used for public facilities such as sewer expansion, right-of-way for the state highway overpass, energy production, and other public uses.

Mixed Use Residential Commercial Zone

The Comprehensive Plan map includes a Mixed Use Commercial Residential area in the southern part of the city, along a long-standing existing boundary between standard Commercial and single-family Residential. Most of the land along on either side of this boundary is either undeveloped or under-developed. The Mixed Use Commercial Residential District is intended primarily as a smaller scale, service and office commercial district, with associated residential that may consist of upper level apartments. A live-work design concept within the mixed-use district would serve as an appropriate buffer between the traditional commercial and residential districts, although stand alone commercial and residential uses that are designed to be compatible with abutting uses would also be appropriate. It is desirable for the development within the mixed-use district to be master planned, but that may not be possible for all properties due to the small to medium size of the parcels. Some assemblage of properties will be necessary for proper master planning.

Public Schools – Bend-La Pine School District

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

School District officials have confirmed they have no plans within the next 20 years to develop additional schools within the City limits or Urban Growth Boundary. The School Facility Plan and the confirmation are incorporated into this document and can be found in the Appendix and restated as part of the chapter discussing Goal 14.

Population Forecast

The City has adopted the Deschutes County's 2029 population projection of 2,566 for La Pine. Data provided by Deschutes County below shows that there are approximately 1,653 – 1,697 persons within the City Limits. There is no accurate data for the City limits prior to this date since La Pine was not incorporated at the time of the previous Census.

Geographic Area	US Census			2010 PSU Forecast			2010 County Coord. Forecast		
	2010	2000	10 yr % Change	2010	2000	10 yr % Change	2010	2000	10 yr % Change
Deschutes County	157,733	115,367	36.7%	157,905	116,600	35.4%	166,572	116,600	42.9%
Bend	76,639	52,029	47.3%	76,740	52,800	45.3%	81,242	52,800	53.9%
Redmond	26,215	13,481	94.5%	26,225	13,770	90.5%	23,897	15,505	54.1%
Sisters	2,038	959	112.5%	2,040	975	109.2%	2,306	975	136.5%
La Pine	1,653	N/A	N/A	1,660	N/A	N/A	1,697	N/A	N/A
Unincorporated	51,188	48,898	4.7%	51,240	49,055	4.5%	57,430	47,320	21.4%

Geographic Area	2010	2000	1990
Deschutes County	157,733	115,367	74,958
Bend	76,639	52,029	20,447
Redmond	26,215	13,481	7,165
Sisters	2,038	959	708
La Pine	1,653	N/A	N/A
Unincorporated	51,188	48,898	46,638

Geographic Area	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000
Deschutes County	157,905	170,705	167,015	160,810	152,615	143,490	135,450	130,500	126,500	122,050	116,600
Bend	76,740	82,280	80,995	77,780	75,290	70,330	65,210	62,900	57,750	55,080	52,800
Redmond	26,225	25,800	25,445	24,805	23,500	20,010	18,100	17,450	16,110	14,960	13,770
Sisters	2,040	1,925	1,875	1,825	1,745	1,660	1,490	1,430	1,080	960	975
La Pine	1,660	1,625	1,610	1,590	N/A						
Unincorporated	51,240	59,075	57,090	54,810	52,080	51,490	50,650	48,720	51,560	51,050	49,055

Geographic Area	2009-10	2008-09	2007-08	2006-07	2005-06	2004-05	2003-04	2002-03	2001-02	2000-01
Deschutes County	-12,800 -7.5%	3,690 2.2%	6,205 3.9%	8,195 5.4%	9,125 6.4%	8,040 5.9%	4,950 3.8%	4,000 3.2%	4,450 3.6%	5,450 4.7%
Bend	-5,540 -6.7%	1,285 1.6%	3,215 4.1%	2,490 3.3%	4,960 7.1%	5,120 7.9%	2,310 3.7%	5,150 8.9%	2,670 4.8%	2,280 4.3%
Redmond	425 1.6%	355 1.4%	640 2.6%	1,305 5.6%	3,490 17.4%	1,910 10.6%	650 3.7%	1,340 8.3%	1,150 7.7%	1,190 8.6%
Sisters	115 6.0%	50 2.7%	50 2.7%	80 4.6%	85 5.1%	170 11.4%	60 4.2%	350 32.4%	120 12.5%	-15 -1.5%
La Pine	35 2.2%	15 0.9%	20 1.3%	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Unincorporated	-7,835 -13.3%	1,985 3.5%	2,280 4.2%	2,730 5.2%	590 1.1%	840 1.7%	1,930 4.0%	-2,840 -5.5%	510 1.0%	1,995 4.1%

Geographic Area	2000 to 2010
Deschutes County	3.08
Bend	3.81
Redmond	6.65
Sisters	7.66

The population of the County has increased significantly since the adoption of the comprehensive plan in 1979.

Population Growth in Deschutes County: 1980 to 2000			
Sources	1980	1990	2000
Population Research Center - July 1 estimates	62,500	75,600	116,600
Census Bureau - April 1 census counts	62,142	74,958	115,367

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

The results of the 2000 decennial census and subsequent population estimates prepared by the Population Research Center at Portland State University revealed the respective populations of the County and the incorporated cities were growing faster than contemplated under the 1998 coordinated forecast. The cities and the County engaged in a coordination process between 2002 and 2004 that culminated with the County adopting a revised population forecast that projected population for the cities and the County to the year 2025. The following table displays the 2004 coordinated population forecast for Deschutes County and the urban growth boundaries of the cities of Bend, Redmond, and Sisters from 2000 to 2025:

2000-2025 Coordinated Population Forecast					
Year	Bend UGB	Redmond UGB	Sisters UGB	Unincorporated County	Total County
2000	52,800	15,505	975	47,320	116,600
2005	69,004	19,249	1,768	53,032	143,053
2010	81,242	23,897	2,306	59,127	166,572
2015	91,158	29,667	2,694	65,924	189,443
2020	100,646	36,831	3,166	73,502	214,145
2025	109,389	45,724	3,747	81,951	240,811

The process through which the County and the cities coordinated to develop the 2000-2025 coordinated forecast is outlined in the report titled "*Deschutes County Coordinated Population Forecast 2000-2025: Findings in Support of Forecast*" dated July 2004. This report provides the findings in support of the adopted forecast. The Deschutes County Year 2000 Comprehensive Plan (1979) included a population forecast from 1980 to 2000 that was incorporated in several chapters. In 1998, the County adopted a coordinated population forecast under ORS 195.036. The following table displays all three forecasts for comparison:

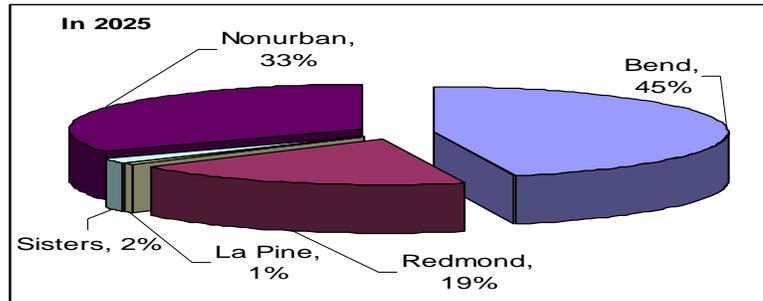
Deschutes County Population Forecasts from 1979, 1998, and 2004			
Year	1979 forecast	1998 forecast	2004 forecast
1980	53,400	-	-
1985	66,600	-	-
1990	82,900	74,958	-
1995	103,400	94,100	-
2000	128,200	113,231	116,600
2005	-	132,239	143,053
2010	-	151,431	166,572
2015	-	167,911	189,443
2020	-	182,353	214,145
2025	-	-	240,811

The fourth city in Deschutes County is La Pine. Incorporated on November 7, 2006, the City of La Pine’s 2006 population estimate of 1,590 was certified by Portland State University, Population and Research Center on December 15, 2007. As of January 1, 2009, La Pine is coordinating with the Oregon Department of Land Conservation and Development to develop its first comprehensive plan. As a result of La Pine incorporation, Deschutes County updated its Coordinated Population Forecast with Ordinance 2009-006. The purpose of this modification was to adopt a conservative twenty-year population forecast for the City of La Pine that can be used by city officials and the Oregon Department of Land Conservation and Development to estimate future land need and an Urban Growth Boundary. The following table displays the coordinated population forecast for Deschutes County, the urban growth boundaries of the cities of Bend, Redmond, and Sisters, and the city of La Pine from 2000 to 2025:

2000-2025 Coordinated Population Forecast						
Year	Bend UGB	Redmond UGB	Sisters UGB	La Pine UGB	Unincorporated County	Total County
2000	52,800	15,505	975	-	47,320	116,600
2005	69,004	19,249	1,768	-	53,032	143,053
2010	81,242	23,897	2,306	1,697	57,430	166,572
2015	91,158	29,667	2,694	1,892	64,032	189,443
2020	100,646	36,831	3,166	2,110	71,392	214,145
2025	109,389	45,724	3,747	2,352	79,599	240,811

. Deschutes County’s 2004 Coordinated Population Forecast applied a conservative 2.2% annual average growth rate to estimate the county’s unincorporated population from 2000 to 2025. This method applied the growth rate as a compounding rate throughout the entire forecast. Recognizing that La Pine incorporation occurred on November 7, 2006, it is reasonable to apply a 2.2% annual average growth rate to La Pine’s estimated population, starting in July 1, 2007, the first time Portland State University’s Population Research Center officially certified the City of La Pine in an Annual Population Report. By extending the growth rate to the Year 2025, La Pine’s population will be 2,352. The non-urban unincorporated population decreases by 2,352 from its original

projection of 81,951 to 79,599. Extending the growth rate to the Year 2029 results in a twenty year population estimate of 2,566 for La Pine.



Population and Growth

Year Incorporation November 7, 2006	Population	Average Annual Growth Rate
	2007	1585
2010	1697	2.20
2015	1892	2.20
2020	2110	2.20
2025	2352	2.20
2029	2566	2.20

DLCD Approved Coordinated Deschutes County Population Forecast, which shows 1,585 people at the date of incorporation and using the 2.2% growth rate, provides 2,566 people in 2029.

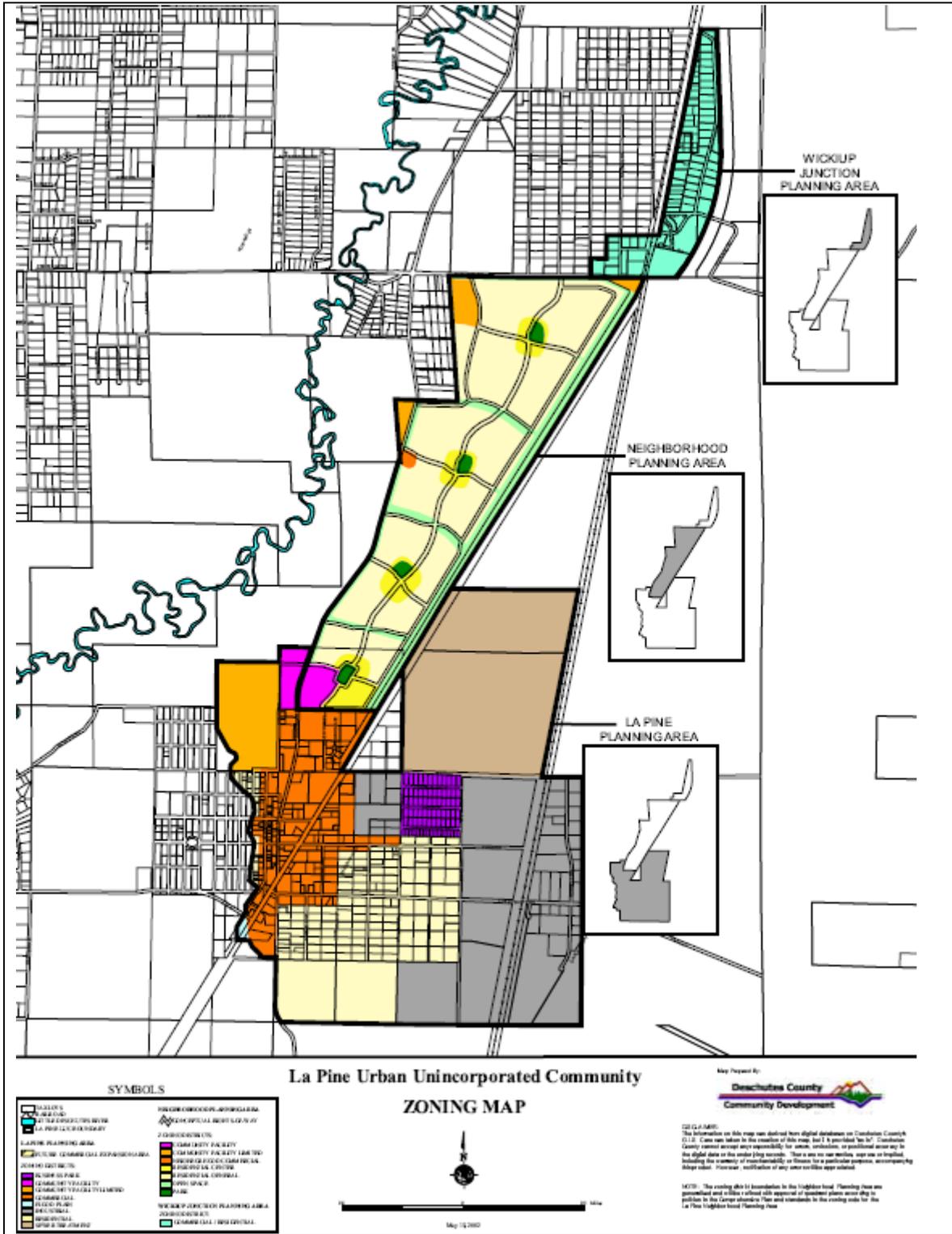
Existing Development/Settlement Pattern Shape City Limits and UGB

The existing settlement pattern in La Pine was primarily established in the 1950’s and 1960’s. The commercial pattern is oriented toward US Highway 97, which bisects the community. Before incorporation was voted in 2006, Deschutes County classified La Pine as an Urban Unincorporated Community (UUC) as the map below shows. Also shown on this map are a number of urban-like subdivisions on the western side of the UUC. Visually, as one drives through La Pine the City seems like it is cut in half, but if one reviews the city maps it is clear the large areas to the east of the City is preserved for the city’s sewer expansion and other public facilities, including the cemetery. The Burlington Northern Santa Fe rail line also runs through this area and, given the costly nature of rail crossings, the anticipates use of this area exclusively for public facilities.

At the top of the UUC map is a turquoise colored spur-shaped area of commercial services intermixed with residential uses. The residential area due west of the turquoise spur-shaped area contains consists of well-established, larger lot neighborhoods with lots

as large as 10 acres in size or more. This pattern results in difficulty for the City to plan for pedestrians and bicyclists traveling between their homes and service areas. New development patterns which require increased density along primary street corridors, with the development of bike lanes, sidewalks and bike/pedestrian trails that link residential areas to public destinations will encourage alternative travel modes (other than automobiles) and improve the concept of complete neighborhoods.

**Unincorporated Urban Community Map
(showing land use designations prior to incorporation)**



As shown above, the voters determined that the established settlement pattern of the neighborhood next to the turquoise colored spur-shaped area was necessary to include within the City limits and Urban Growth Boundary. This area is strongly linked to the employment and services available in the turquoise colored spur-shaped area. Because of this and the fact that the community wanted parks and schools to be within the city as well as the Urban Growth Boundary, citizens felt it was imperative that those uses be within one jurisdictional area. This results in cohesive planning and an increased sense of community whereby public utilities such as transportation, water, and sewer services are planned to serve the area.

Located just to the east of the turquoise-colored spur-shaped area are a major gas line and land for employment uses that rely upon the street grid provided for by streets in the turquoise-colored spur-shaped area. This area has urban features and is bound by the resource lands to the east. Therefore, these lands and the lands to the southeast of the turquoise colored spur-shaped area were considered to be essential to the growing community and serve to provide for the following public facility uses:

- Expansion for the existing sewer treatment plant consisting of treatment ponds, pasture lands upon which to distribute treated effluent, and a buffer from residential uses west of the highway;
- Opportunities to create a buffer from wildfires originating from the east;
- Needed lands for the state highway grade separated crossing/overpass project, including staging space
- Inclusion of cemetery land and expansion lands needed to support the use.
- Opportunities for energy production in the form of solar, bio-mass, etc.
- Opportunities for open space and effective buffer between the rail right-of-way and nearby residential lands

The large yellow area on the above map contains the planned Newberry Neighborhood. This area was developed by Deschutes County to assist in the transfer of development credits from the areas outside of the city limits that have failing septic systems and through the credit program can relocate housing to the new neighborhood area. Lands west of this area were included in the city limits and urban growth boundary because they contained existing platted neighborhoods and public facility lands that are intended to be served with public sewer.

Lands included into the city limits beyond the UUC at the southwest of the community include very old subdivisions that have an existing urban pattern and right of ways and lands that currently have active public facilities upon them such as the sheriff's facility and other public service agencies serving the community.

As required by OAR 660-024-0040 and related statutes, the Urban Growth Boundary must be based on the adopted 20-year population forecast for the urban area described in OAR 660-024-0030. The Urban Growth Boundary must provide for needed housing, employment and other urban uses such as public facilities, streets and roads, schools, parks and open space over the 20-year planning period consistent with the land need requirements of Goal 14 and this rule – or an exception to the rule must be approved. The 20-

year need determinations are estimates, which, although based on the best available information and methodologies, should not be held to an unreasonably high level of precision. La Pine has been fortunate in that as a small city, it is fairly easy to perform a buildable lands inventory (BLI) and a residential needs analysis (RNA), necessary to provide the factual base for the Urban Growth Boundary location decision. The RNA revealed that there was a surplus of residential lands allowing development of a broad range of housing types. The BLI shows that there are adequate lands for supporting employment lands throughout the planning period.

Goal 14 Exception

The Appendix contains the complete rationale for supporting a Goal 14 Exception approving the location of the Urban Growth Boundary, which is proposed to be the same as the current, voter-approved city limits. The following is an excerpt from the Goal 14 exception, which has been adopted by the City.

Urban growth boundaries are ordinarily designated based on a projection of land needs for a variety of categories (residential, commercial, employment, public, etc...) over a 20-year planning horizon. However, this ordinary principle of urban growth boundary designation need not apply to the city's residential lands inventory for at least three reasons. First, the city is establishing an urban growth boundary for the very first time as opposed to expanding an existing urban growth boundary. In this situation the city has an established city limits but no urban growth boundary. The city believes it would be poor public policy to have an urban growth boundary within the city limits because it would be confusing for the citizens, challenging for city administration and, for based on the materials included in this document, ultimately unnecessary. Second, most all of La Pine was planned and zoned for urban levels of residential development and urban facilities and services when it was under county jurisdiction prior to incorporation. Third, the city has a fairly small population and a fairly large land base relative to its size. Existing residential neighborhoods are disbursed throughout the city boundary instead of focused at a central location. Failure to include all of the city's residential lands into the urban growth boundary would result in a significant portion of the city's population living on "rural" lands within the city's boundaries, frustrating the city's ability to furnish public facilities and services to its citizens.

Statewide Planning Goal 14 and its implementing administrative rule direct cities to rely on a 20 year population forecast to establish residential lands needs. Instead, for reasons to be explained in greater detail within the exception show the city may rely on its corporate city limits as the natural and reasonable location for its urban growth boundary. In other words, the city proposes its city limits and urban growth boundary to be co-terminus and thus, strict adherence to the 20 year population forecast is not necessary to establish an amount of residential lands within the city's first urban growth boundary and justifies an exception to that provision of Goal 14.

Residential Lands Needs

The city has a 20-year population forecast that has been coordinated with Deschutes County and acknowledged by the State of Oregon. The city’s population forecast predicts that the population of La Pine will grow from 1697 in 2009 to 2566 in 2029, an increase of 869 persons. Based on an assumed 1.98 persons per home across all housing types, 439 additional housing units will be needed to accommodate the forecasted population growth. Some of the needed housing will be accommodated through occupancy of units that are currently vacant while the majority will need to be constructed. If an expected 15% residential vacancy rate is applied the total number of new housing units needed increases to 548.

The city’s residential lands need is calculated by dividing the number of additional housing units needed by the expected average units per acre. The residential lands needs are then further refined by applying a reduction factor to project the portion of each acre that will be not available for residential development due to the presence of infrastructure and other community services. The resulting figure is known as “net” acres.

The city’s historic settlement pattern combined with more recent development activity, the presence of city services and an assumed increase in attached housing indicate that a reasonable expected development pattern is 3 units per gross acre or 4.3 units per net acre. This figure reflects new construction and redevelopment on larger, pre-existing lots and parcels generally of 1-2.5 acres in size for an average density of one dwelling per acre, future subdivision activity developed at a density of 5- units per net acre, and the projection of 25% of the city’s housing stock developed as multifamily housing at an estimated density of 12 units per acre. Therefore, 548 new housing units will result in development of a total of 182 gross acres or 126 net acres. Since the mixed use commercial designation is expected to absorb about 23 net acres (about 32 gross acres) of housing opportunity, the city’s total residential lands need is approximately 149 gross acres (about 104 net acres) of undeveloped or re-developable land.

Development Type	Estimated Percentage of New Housing Stock	Estimated Residential Density
New Homes on & Re-Development of Existing Large Lots	10%	1 units/acre
Future Subdivision Activity	65%	5 units/acre
Future Multi-Family Development	25%	12 units/acre

Residential Lands Supply

The city’s Buildable Lands Inventory and the Goal 10 element of its comprehensive plan show that the existing city limits and proposed urban growth boundary contain about 1284.4-acres of vacant or re-developable land to respond to a calculation of about 182 – acres of need.

After a 30% dedication factor is applied to account for public infrastructure and other services that would need to be provided, a net amount of about 922-acres, including about 23-acres included in a Commercial Mixed Use designation, remains to respond to about 127 net acres of needed land.

The figures above indicate that the city’s existing supply of residentially designated land results in surplus of about 1,135 gross acres once the Commercial Mixed Use lands have been deducted from the needs category.

Commercial Lands

The existing pattern of commercial zoning established by the former UUC is not proposed to be expanded except in areas where neighborhoods do not have convenient access to service or employment uses. No new commercial nodes are proposed outside of the City limits or UGB. Within the city limits a few new commercial mixed-use areas or transitional areas are proposed to accommodate daily living needs and employment uses.

Lands for Transportation and Other Public Facilities

The 20-year land needs for transportation and public facilities for an urban area comply with applicable requirements of Goals 11 and 12, rules in OAR chapter 660, divisions 11 and 12, and public facilities requirements in ORS 197.712 and 197.768. Right of way (ROW) needs for transportation are a result of examining current improvements and planned improvements. A dedication factor of 30% was used to calculate lands needed for ROW and other public improvements. This assures that land needed for on-site development does not conflict with land needed for ROW. The surplus of available developable lands is adequate to provide for ROW and other transportation needs. The dedication factor may need to be adjusted once the City completes its Transportation System Plan.

The plan and its supporting studies show that La Pine has properly planned for expansion of its public facilities and placed them in logical locations throughout the community. The Sewer and Water District has planned to extend and serve all development within the proposed Urban Growth Boundary.

IV. Goals and Policies

Goal # 1: Forest and BLM lands within the City limits and proposed Urban Growth Boundary will be designated as Public Facility Lands and the small amount of undeveloped Agricultural lands within the City limits will be converted to urban uses.

Policies

- The City will complete and adopt a Transportation System Plan (TSP) for the community. After the TSP has been adopted, the City may rezone lands to the Comprehensive Plan designation.

Goal #2: Land within the City limits is adequate to serve as the La Pine Urban Growth Boundary unless special circumstances are identified and established as reasonable, supportable, and consistent with State law.

Policies

- Land use patterns shall enhance the development of “Complete Neighborhoods.”

- Lands needed for supplementing housing, economic development, or other land uses shall be processed based upon need and balancing the urban form for the benefit of the community in its goal to establish a “Complete Community.”
- The City shall create details on the “Complete Neighborhood” concepts and prepare guidelines for implementing the goals. This includes a listing of what elements are missing and how to establish them within the three neighborhoods.
- The land planning and site design shall encourage the positioning of buildings and use of vegetation to promote and encourage the development of the missing elements in each neighborhood.
- The need for new mixed-use areas within the City shall be explored on an as needed basis for the purpose of furthering the Complete Neighborhood planning concepts envisioned by the Plan.
- The City has adopted the Bend-La Pine School District Facility Plan and shall adopt any amendments to the school’s plan.
- At such time as a transfer of land from the Bureau of Land Management to a government agency (City of La Pine or Deschutes County) occurs along the southwest City boundary, the use of such lands for rodeo facilities and City authorized festivals shall be examined. The City desires such land to be included within the City limits, with future administration of the lands and facilities used as rodeo grounds to be determined by mutual agreement of the City and the La Pine Park and Recreation District.
- Because the final designs and plans for the Wickiup Junction interchange (Highway 97 and Burgess Road intersection) have not been completed, designations for lands within the area labeled Wickiup Junction Improvement Area on the Plan map may need to be changed after final plans for the state highway overpass project are completed. Such changes to land use designations shall be for the purpose of better coordination between the transportation facilities and adjacent land uses.
- The Urban Growth Boundary and need for new lands/annexation should be reviewed every two years.

V. Programs

The City shall:

- Hold workshops to further refine the complete neighborhood concepts.
- Hold hearings to formalize the guidelines and goals for each neighborhood.
- Develop standards that provide how and when forest and agricultural lands are to be converted to public facility uses.
- Define special exceptions for expanding the urban growth boundary for special uses such as – rodeo grounds, tourist areas, and utility needs.
- Review the inventory of land needs within the urban growth boundary every two years to determine adequacy and provisions for any needed expansion.