



L A P I N E
2045

COMPREHENSIVE
PLAN

COMPREHENSIVE PLAN

DRAFT - APRIL 2025



Letter from the Mayor



Dear La Pine Community Members,

It is our honor to present the updated Comprehensive Plan, “La Pine 2045”, a guiding document that reflects our shared vision for the future. As La Pine continues to grow and evolve into the year 2045, this plan ensures that we remain true to the values as expressed by our community that make our city a unique and welcoming place to live, work, and visit.

La Pine has long been shaped by a deep connection to the natural beauty of Central Oregon, a strong sense of community, and a pioneering spirit. With our forests, rivers, and open spaces, along with a thriving small-town atmosphere, we are committed to preserving what makes La Pine special while preparing for a sustainable and prosperous future.

This Comprehensive Plan is the result of an extensive public engagement process, incorporating the voices of residents, business owners, community organizations, and local leaders. We are grateful to everyone who participated in this effort, from those who attended workshops and public meetings to the dedicated members of our advisory committees and city staff who worked tirelessly to bring this vision to life.

As we move forward, we invite all members of our community to stay involved. Implementing this plan will take collaboration, innovation, and continued dialogue to ensure that La Pine remains a place where future generations can thrive.

On behalf of the City of La Pine, thank you for being part of this journey. Together, we will shape a future that reflects the heart and spirit of our great community.

Sincerely,

Jeannine Earls
Mayor, City of La Pine

Acknowledgements

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La Pine 2045

INTRODUCTION

What is a Comprehensive Plan?

The La Pine 2045 Comprehensive Plan (the “Plan”) serves as the city’s primary land use guide, shaping growth and development over a 20-year period. Rooted in the community’s values, the Plan establishes goals and policies that inform decision-making on key issues impacting La Pine’s future.

The Comprehensive Plan establishes a policy framework rooted in a factual basis that helps inform other critical planning documents and implementing tools that together serve as a coordinated, overarching strategy for the City. This approach establishes the structure for how

the City works and provides services, and the types of services that it provides. Ultimately, the Comprehensive Plan outlines the direction that the City will take when planning for land use and informs all of its land use decisions and actions, including how land is developed and services are provided. It is designed to be an inclusive, accessible resource for everyone engaged in La Pine’s planning process—including government agencies, elected officials, the Planning Commission, developers, neighborhood groups, and community members representing diverse interests.



Summary of Oregon's Statewide Planning Goals:

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

The following is a summary of the Oregon Statewide Planning Goals that are applicable to La Pine:

GOAL 1 - CITIZEN INVOLVEMENT: Goal 1 calls for "the opportunity for citizens to be involved in all phases of the planning process." It requires each city and county to have a citizen involvement program containing six components specified in the goal. It also requires local governments to have a committee for citizen involvement (CCI) to monitor and encourage public participation in planning.

GOAL 2 - LAND USE PLANNING: Goal 2 outlines the basic procedures of Oregon's statewide planning program. It says that land use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation ordinances" to put the plan's policies into effect must be adopted. It requires that plans be based on "factual information"; that local plans and ordinances be coordinated with those of other jurisdictions and agencies; and that plans be reviewed periodically and amended as needed.

GOAL 5 - OPEN SPACES, SCENIC AND HISTORIC AREAS AND NATURAL RESOURCES: Goal 5 covers more than a dozen natural and cultural resources such as wildlife habitats and wetlands, and establishes a process for each resource to be inventoried and evaluated.

GOAL 6 - AIR, WATER AND LAND RESOURCES QUALITY: This goal requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.

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

GOAL 8 - RECREATION NEEDS: This goal calls for each community to evaluate its areas and facilities for recreation and develop plans to deal with the projected demand for them.

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

GOAL 10 - HOUSING: This goal specifies that each city must plan for and accommodate needed housing types, such as multifamily and manufactured housing. It requires each city to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

GOAL 11 - PUBLIC FACILITIES AND SERVICES: Goal 11 calls for efficient planning of public services such as sewers, water, law

enforcement, and fire protection. The goal's central concept is that public services should be planned in accordance with a community's needs and capacities rather than be forced to respond to development as it occurs.

GOAL 12 - TRANSPORTATION: The goal aims to provide "a safe, convenient, and economic transportation system." It requires communities to address the needs of the "transportation disadvantaged."

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

GOAL 14 - URBANIZATION: This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. It calls for each city to establish an "urban growth boundary" (UGB) to "identify and separate urbanizable land from rural land."



Using the Comprehensive Plan

Zoning and development code serve as the major implementation mechanism of the Comprehensive Plan. A key element of the Comprehensive Plan is the Comprehensive Plan Map, which spatially designates future land uses in a way that best implements the goals and policies included in the Comprehensive Plan. The Comprehensive Plan Map serves as guidance for any updates that are made to the City’s Zoning Map. The Zoning map identifies the types, locations, and densities of future development or redevelopment and may be updated to align with the policy framework established in the Comprehensive Plan.

Implementation also occurs through area-specific and topic-specific plans that guide public investments. Area-specific plans focus on smaller sections of the city, such as districts or neighborhoods. Topic-specific or infrastructure plans, such as Transportation, Sanitary Sewer, and Water Master Plans, address broader systems and services. These plans typically include background information, assessments of existing conditions, identified system deficiencies, overarching goals, potential capital improvement projects, and recommendations for policy or code amendments.

All plans must align with the goals of the Comprehensive Plan and should not contradict its guiding principles. Components of these plans can be adopted by ordinance or resolution and may lead to updates or amendments to the Comprehensive Plan or its implementation tools to ensure they remain current over time.

Area and topic-specific plans also shape the work of city departments—like Planning and Public Works—by informing action plans and guiding departmental budgeting decisions.

User Guide

The following goals and policies will guide land use decisions in La Pine. Each Statewide Planning Goal chapter opens with a short summary of the topic, then lists a series of goal statements. Each goal includes a suite of policies.

La Pine 2045 CHAPTER STRUCTURE

STATEWIDE
PLANNING GOAL

GOAL

POLICIES



Goals and Policies

The heart of the Comprehensive Plan is the community's vision for the future. The goals and policies are a direct expression of the desires of the community, as captured through the City's community-wide visioning process, La Pine 2045.

Utilizing the framework of the La Pine 2045 Vision Statement and information from the factual base, the goals and policies of the Comprehensive Plan describe the long-term outcomes and direction on how the City will achieve the intended work of the Plan.

Goals are long-term outcomes the City hopes to achieve by implementing the Comprehensive Plan. They are aspirational, expressing community members' collective desires and values.

Policies set preferred direction and describe what must be done to achieve these broad goals. They are specific enough to help determine whether a proposed project or program would advance the values expressed in the goals.

The Plan's goals and policies inform critical planning and regulatory documents used by the City that guide growth and development in La Pine, specifically the La Pine Development Code. Standards in those documents provide the criteria that are used to make land use decisions by the City and go a long way toward shaping the character of development. The plan also provides key guidance on partnership with neighboring agencies including Deschutes County, the La Pine Rural Fire Protection District, and the La Pine School District, to provide key services.

Disclaimer: The Comprehensive Plan is a long-term planning document and its policies should not be construed as approval criteria for any site-specific land use application, unless the La Pine Development Code specifically requires compliance with the Comprehensive Plan as a required review criterion.



ABOUT LA PINE





History

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

In the early 1900's the area became more heavily populated due to the logging industry and the national demand for timber. The resulting development led to a variety of everyday services – banks, school, hardware store, livery, newspaper, etc., to support the burgeoning population.

The logging industry and services related thereto were aided by the recognition of the surrounding natural resources, which made the area ripe for tourism even in the early part of the 20th century.



Ishmael Logging

Credit: Deschutes Historical Museum



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



Over the past 10-15 years, progressive changes have come to La Pine. The City was incorporated by vote in 2006. At incorporation, separate Parks and Recreation and Water and Sewer Districts were created, of which water and sewer services were later transferred to the City. These have brought an increased sense of awareness to La Pine as a community that has appropriate public facilities and services and is ripe for jobs and housing.

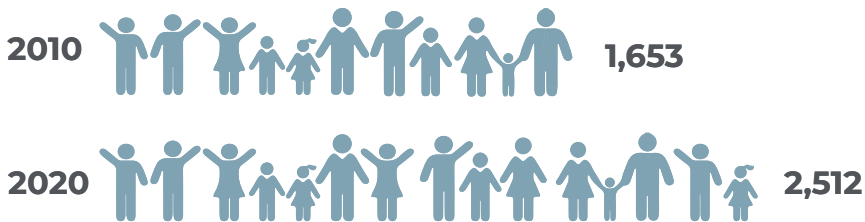
Future challenges will include increasing economic development in the community, job creation and providing additional services to meet everyday needs. Some of these will come naturally and will develop according to market demand. Others will take cooperation among agency and community groups. Increased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



Where We Are Today

The La Pine 2045 Comprehensive Plan update will create strategies that will respond to rapid regional growth while preserving and improving assets like La Pine's thriving tourism industry, distinct downtown identity, industrial opportunities, affordable housing, and important civic amenities. To envision the future of La Pine, this community profile provides a shared understanding of La Pine as it exists today.

WHO WE ARE

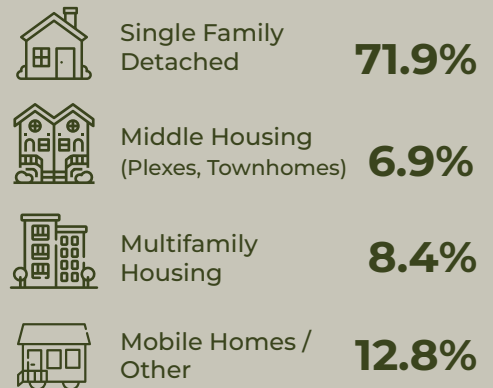


Population Growth in La Pine

La Pine is steadily growing! Population forecasts indicate that nearly 2,400 residents will be added to La Pine over the next 25 years. The Hispanic/Latino population makes up about 16 percent of the total city population.

Many reside outside of La Pine's City Limits, with about 4,250 people living within a two-mile buffer surrounding the city.

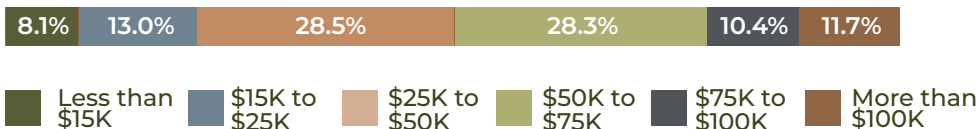
WHERE WE LIVE



57 Percent of La Pine residents own their home and 43 percent rent. Nearly 56 percent of renter households in La Pine are severely rent burdened with over 30% of their income going towards monthly housing costs.

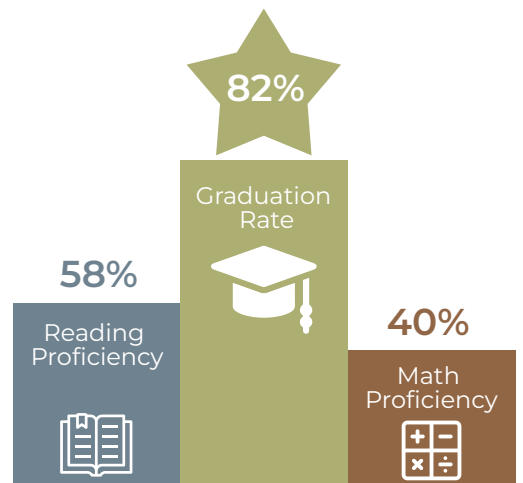
WHAT WE EARN

The median household income in La Pine is \$50,625. This is low compared to the neighboring Bend area (\$88,516), as well as Deschutes County (\$82,052).



OUR SCHOOLS

The Bend-La Pine School District ranks 16 out of 158 Oregon School Districts for test proficiency. Math test scores are higher than State averages (32%) as well as reading test scores (47%).



WHERE WE WORK



COMMUTING FLOWS



WHERE WE PLAY

The La Pine Park and Recreation District (LPRD) was established in 1990. The Service District manages parks both in and outside of City limits.

There are approximately 55 acres of LPRD run parks inside of La Pine City limits and about 63 acres of managed parkland outside of city limits.



La Pine hosts a 330 acre industrial and business park that is just East of Highway 97. Target industries for this park include advanced manufacturing, high technology, specialty food and beverage, or data and call center operations.

The average commute time for those who live in La Pine and work elsewhere is 28 minutes.

WILDFIRE

There has been seven major wildfires that have affected the greater La Pine region between 2000 and 2020. All of these large wildfires have threatened residents and prompted evacuations within multiple neighborhoods and La Pine State Park. The Greater La Pine Community Wildfire Protection Plan was created in 2005 and recently updated in 2020, it establishes methods to decrease the risks of high-intensity wildfire.

NATURAL HAZARDS

The 2021 Natural Hazard Mitigation Plan for Deschutes County noted that La Pine ranked in high probability for wildfires, windstorms, and winter storms when assessed in 2021.

SOURCES

U.S. Census Bureau, American Community Survey 2018-2022 5-Year Estimates
 U.S. Census Bureau. (2021). LEHD Origin-Destination Employment Statistics <https://onthemap.ces.census.gov>.
 PSU Coordinated Population Forecast 2022-2047, Deschutes County
 Bend-La Pine School District Overview www.publicschoolreview.com
 Greater La Pine Community Wildfire Protection Plan, 2020
 Sunriver-La Pine Economic Profile, 2023



Current Development Patterns in the City of La Pine

The City of La Pine has experienced consistent growth since its incorporation in 2006 and was identified as the second fastest growing city in the state from 2023-2024, according to the Portland State University Population Research Center. Regional growth and rising real estate prices have brought increased attention to La Pine. However, as Oregon's youngest incorporated city, La Pine faces unique challenges rooted in historical land use practices, infrastructure limitations, and emerging development pressures. The city must creatively navigate a path forward that balances growth with preservation.

Existing Land Use and Development Trends

Past land use restrictions, and environmental constraints resulted in lower residential density within certain areas of the city. Namely within the residential areas along Cagle Rd, and areas within the southeast part of the city that were developed prior to incorporation. Groundwater protections effectively limited land divisions that could occur within the area. However, now that much of the city is connected to municipal sewer and water services, those restrictions are no longer in place. Residential areas along Cagle Road are of primary concern, as ongoing land divisions and development are occurring without adequate transportation infrastructure in place. This has created a patchwork of development patterns that challenge cohesive infrastructure and service delivery.

As the Newberry Neighborhood has developed out after being master planned by the county in 2003, though the overlay standards allow for multifamily development, the neighborhood has primarily developed as single-family housing on individual lots. The city and county have recently been coordinating on how to update the Newberry Neighborhood Master Plan, and a future update will occur to ensure development practices balance all development types into the future, which could include mixed use developments.

Commercial development within the city has historically been located along the US 97 corridor, creating a linear, auto-oriented commercial strip that serves local and regional traffic. Development has started to extend further into the downtown overlay along Huntington Rd, adding to the businesses within the downtown center. While many smaller commercial properties along Morson Street remain undeveloped, these sites offer opportunities for infill and local-serving business growth that supports a more walkable downtown core. There are few areas in La Pine that support a mix of residential and commercial uses, which in turn limits opportunities for walkability and village-style development.

Industrial uses are generally concentrated in the southern and eastern portions of the city, where access to transportation corridors is available and compatibility with residential uses is less of a concern.

Despite the level of growth that is occurring within the community, La Pine has a significant amount of underutilized and vacant land. The Newberry Neighborhood contains roughly 355 acres of un-platted residential land. The industrial park also contains large tracts of land available for development, including smaller industrially zoned lots within the Newberry Business Park.

Infrastructure and Constraints

Although the city continues to expand its municipal water and sewer services, some properties remain on private systems, which can limit the density and type of development that can occur. Existing city systems have also proven to be outdated in some areas, with extensive updates required to the multiple wastewater lift stations throughout the city. Development within the city is heavily car-dependent, with limited pedestrian and bicycle infrastructure outside of the core area. The city's grid network is somewhat fragmented, which affects connectivity. Wetlands, floodplains, and other natural features constrain development in some areas, requiring careful planning to protect environmental resources and manage natural hazards. Areas of residential land within the southwest portion of town are cutoff from city services due to development constraints within identified wetland and floodplain areas.



Transportation is among the highest concerns identified by La Pine residents. Multiple intersections along US 97 present daily hazards and challenges for drivers within the city, and staff aims to fully update the 2013 Transportation System Plan to identify solutions to problem areas within the city. Currently road ownership within the city is split between city, county, and state jurisdiction. US 97 is and will continue to remain under the jurisdiction of ODOT. Many of the main higher traffic roads within the city are under the jurisdiction of the Deschutes County Road Department. The remaining lower traffic roads and local roads are under city jurisdiction. Currently, the city does not operate a dedicated road department. As the community grows, La Pine anticipates assuming greater responsibility for road maintenance from Deschutes County. Infrastructure expansion and coordination with partner agencies will be critical to supporting continued growth.

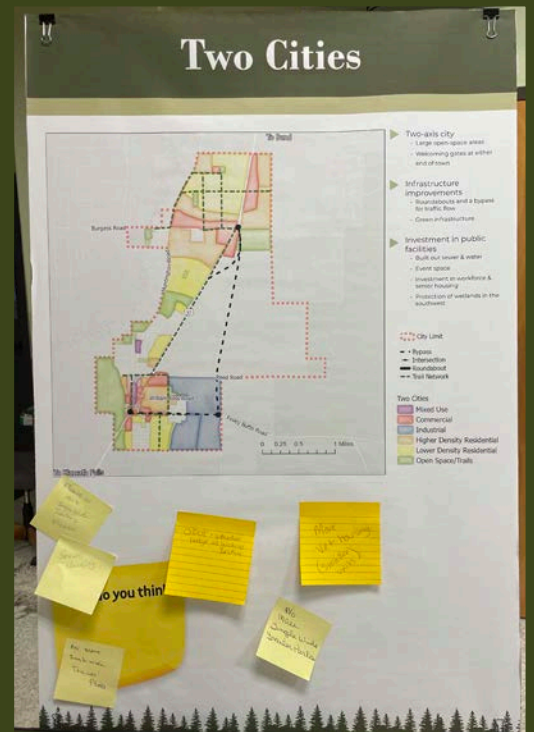
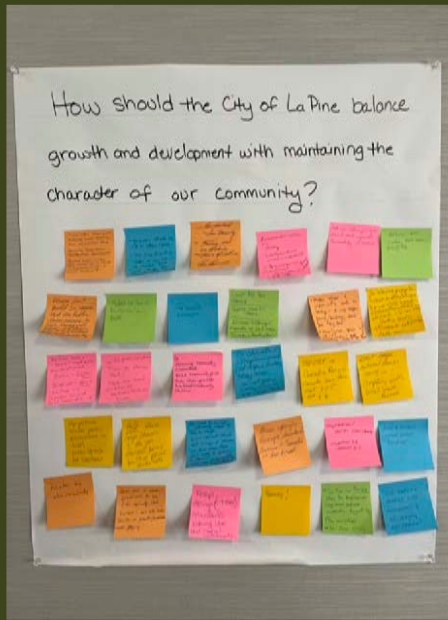
Emerging Patterns and Pressures

As housing affordability becomes a concern, there is growing demand for townhomes, duplexes, and multifamily housing within or near the city core. Data trends show that nearly 56% of renters within the community are severely rent burdened, with over 30% of their income going towards monthly housing costs. While many residents express a desire for additional single-family housing, housing data shows a growing need for diverse housing types to address affordability. Balancing community desires with market realities will be a central challenge in shaping La Pine's future land use strategy.

Community feedback and demographic shifts also indicate a desire for more walkable, mixed-use areas that support a higher quality of life and reduce reliance on cars. Most development has been primarily split between traditional commercial and residential, with little incorporation of the two. Mixed use developments along the edge of the downtown overlay, and along corridors leading from the downtown will provide multimodal connections to amenities and services.

La Pine's relatively affordable land and proximity to Bend and Sunriver are contributing to regional development pressure, making long-range planning increasingly important. As La Pine continues to face these development pressures, periodic updates to long range plans, transportation plans, and neighborhood master plans will be essential.

Plan Update Process





La Pine 2045 Visioning Process

In late 2023, the City of La Pine undertook a community-wide visioning process as a precursor to the Comprehensive Plan Update process. La Pine 2045 was designed to reach all corners of the community and uncover what the community values about La Pine today, and what it wishes for the future. The outcome was a community-vetted Vision Statement to guide the new policy framework of the City's Comprehensive Plan update.

Residents, business, and property owners participated in community workshops, stakeholder meetings, and online surveys. Activities were promoted through utility bill mailers, e-blast promotion, and flyers in key locations around town.

In addition to an online survey that gathered nearly 500 responses, City staff engaged with La Pine community members at a variety of events over the course of Fall 2023.

Community members expressed a variety of priorities and desires for the future of La Pine. They cherish its close-knit community and natural surroundings, yet debate the consequences of growth, fearing traffic, loss of character, and local businesses. They seek thoughtful development, prioritizing improved infrastructure, amenities, and support for local businesses. Challenges include strained infrastructure, high living costs, and differing views on growth strategies. Balancing development with preserving La Pine's identity remains crucial amidst tensions between growth advocates and preservationists.

These events included:

- Music in The Pines
- Harvest Fair
- Trunk or Treat
- Chamber Breakfast
- Rotary Club
- La Pine High School



Consensus and Contentions:

What do you value about La Pine?

The residents of La Pine highly value its close-knit, supportive small-town community and the area's natural beauty, with ample access to outdoor activities. However, concerns arise regarding growth and development. While many appreciate the town's charm and want to support local businesses, there is a divide on how expansion should be managed. Some fear that growth could lead to increased traffic and the erosion of La Pine's unique character. The community grapples with balancing development while preserving its intimate, small-town feel, highlighting the challenges of maintaining identity amid change.

What are La Pine's Disadvantages?

Residents are concerned about the town's rapid growth, fearing its impact on infrastructure, small-town charm, and housing affordability. Economic challenges, including high living costs, expensive groceries, and limited job opportunities, are also significant issues. Many seek better healthcare, emergency services, and more affordable shopping options. A key point of contention is how growth is managed. Some feel expansion is poorly planned, leading to increased traffic, inadequate infrastructure, and a loss of the town's unique character. There is an ongoing debate between those who support growth and those who want to preserve La Pine's small-town feel, highlighting the challenge of balancing development with maintaining community identity.

What would improve La Pine?

Residents support thoughtful, balanced growth with infrastructure improvements, including better traffic management, road conditions, and safety measures. There is a strong desire for enhanced community amenities such as a swimming pool, more parks, improved grocery stores, and recreational opportunities. The community values its small-town charm and favors development that supports local businesses over large chains. Sustainable growth that preserves La Pine's identity while meeting residents' needs is a key priority. However, the rapid pace of development is a concern, with issues such as overcrowding, strained infrastructure, and environmental impacts. There is debate over whether to attract larger chain businesses or prioritize local establishments. Differing opinions exist on how to balance growth while maintaining La Pine's small-town character, making this a central challenge for the community.



Plan Update Process

Upon adoption of the La Pine 2045 Vision Statement, the Comprehensive Plan Update process engaged the community in scenario planning to explore the different ways La Pine might grow over the next 20 years. A series of two community workshops in Spring and Fall 2024 allowed participants to review and discuss different scenarios for future growth and discuss how planning choices impact important community issues like wildfire, groundwater quality, park and trail connectivity, housing choice, and economic development.


In the first workshop, participants gathered in small groups to create maps that responded to community priorities established through the visioning process.

Community members experimented with a variety of issues including the types of housing built in new neighborhoods, where to locate new businesses, where to focus redevelopment, and where to preserve open space. At the second workshop, participants reviewed three alternatives developed from the feedback gathered in the first workshop. Each alternative was evaluated using a set of metrics including housing, natural resources, transportation, and economic development. The most successful elements of each alternative were used to update the future land use map and to inform implementation through goal and policy concepts in the Comprehensive Plan.



Advisory Committees

To guide the Comprehensive Plan Update process, the City convened a Steering Committee, composed of key stakeholders representing diverse community interests and interagency partners. The committee played a central role in the process and worked closely with a Technical Advisory Committee, which provided subject matter expertise. These committees collaborated to review materials, serve as liaisons to various groups, and organize outreach events and activities. The committees played a vital role in advancing community priorities while incorporating input from City departments, interagency partners, and local representatives to shape policy concepts and support future desired land uses.



La Pine 2045
**VISION
STATEMENT**

Vision Statement



INFRASTRUCTURE AND TRAFFIC MANAGEMENT: Invest in infrastructure improvements to address concerns about increased traffic, ensuring that the town’s roads and services can accommodate growth without sacrificing the quality of life for residents. Focus on developing efficient transportation solutions, including potential road expansions, traffic controls, and pedestrian-friendly pathways.



PRESERVATION OF SMALL-TOWN FEEL: Balance growth with the preservation of La Pine’s small-town charm, history, and natural beauty. Develop and implement strategies to preserve the small-town charm of La Pine while accommodating necessary growth. This may involve architectural guidelines, maintaining green spaces, and supporting local businesses that contribute to the town’s unique character.



ECONOMIC DEVELOPMENT: Attract a diverse range of businesses, with a focus on affordable grocery stores and restaurants, both local enterprises, and larger chains, to meet the community’s needs. Develop incentives to attract industrial and commercial uses.



BALANCED GROWTH STRATEGIES: Develop and implement growth strategies that prioritize economic development while preserving La Pine’s small-town feel and community values, striking a balance between progress and maintaining the unique character of the town. Strive for managed and balanced growth that considers the needs of the community, ensuring that new developments enhance the town without overwhelming existing infrastructure.



ENHANCED COMMUNITY SERVICES: Enhance community services, including affordable childcare options, improved healthcare facilities, and recreational opportunities for residents of all ages. Prioritize the development of communal spaces, parks, and facilities that foster a sense of community.

La Pine 2045

GOALS & POLICIES



STATEWIDE PLANNING GOAL 1

Citizen Involvement



Overview

Statewide Planning Goal 1: Citizen Involvement requires municipalities to ensure the opportunity for the public to have meaningful involvement throughout the land use planning process. Goal 1 requires municipalities to incorporate six key components in their public involvement program:

1. **CITIZEN INVOLVEMENT:** An officially recognized committee for public involvement broadly representative of geographic areas and interests related to land use and land use decisions to provide for widespread public involvement.
2. **Communication:** Mechanisms for effective two-way communication between the public and elected/appointed officials.
3. **Influence:** Opportunities for the public to be involved in all phases of the planning and decision-making process.
4. **Technical Information:** Access to technical information used in the decision-making process, provided in an accessible and understandable format.
5. **Feedback Mechanisms:** Programs to ensure that members of the public receive responses from policymakers and that a written record for land-use decisions is created and made accessible; and,
6. **Financial Support:** Adequate resources allocated for the public involvement program as an integral component of the planning budget.

The Planning Commission serves as La Pine’s primary Citizen Involvement Committee (CIC). The CIC acts as a liaison between the City Council and the various Advisory Committees and La Pine community members. In addition, the following committees that are currently active include:

- Planning Commission
- Budget Committee
- Urban Renewal Agency Board
- Urban Renewal District Budget Committee
- Public Utility/Infrastructure Committee

Goal 1: Citizen Involvement

Goal 1: Maintain a comprehensive public information and involvement program to promote engagement in land use and transportation-related projects, decisions, and initiatives.

- Policy 1.1** Support the Planning Commission as the lead body responsible for facilitating community involvement in the land use planning process.
- Policy 1.2** Provide information and public notice to the residents of La Pine regarding land use projects and processes in transparent, easy-to-understand formats, including multiple languages where appropriate.
- Policy 1.3** Monitor and improve the City's website to provide consistent public access to information, services, news, and databases.
- Policy 1.4** Maintain adequate personnel and budget to support the City's land use-related public involvement program and ensure compliance with all state requirements for open meetings and open records.
- Policy 1.5** Establish clear rights and responsibilities of applicants, decision-makers, staff, and committees engaged in planning projects, initiatives, and decision-making processes.
- Policy 1.6** Establish interbody workshops between the Planning Commission and City Council to advise on individual topic areas regarding land use matters.

Goal 2: Ensure inclusive, meaningful, and innovative community participation.

- Policy 2.1** Design public involvement activities in a manner that identifies and addresses participatory barriers such as language, time, location, and level of involvement.
- Policy 2.2** Engage existing community groups and organizations to extend participation and engagement.
- Policy 2.3** Utilize emerging technologies, methods, and techniques to enhance and extend public involvement.
- Policy 2.4** Develop and utilize a consistent set of procedures for the City's use of social media and other communication channels to share information.
- Policy 2.5** Create opportunities for youth to be engaged in planning projects and decision-making processes, including youth-focused initiatives and youth representation on City committees.
- Policy 2.6** Ensure that citizen engagement methods reflect community values by incorporating input on maintaining La Pine's small-town feel.

STATEWIDE PLANNING GOAL 2

Land Use



Overview

Statewide Planning Goal 2, Land Use Planning, instructs local governments to have and follow a comprehensive land use plan and implement the regulations. Comprehensive plans are required to comply with the requirements of each of the statewide planning goals. The comprehensive plan and zoning ordinances are the guiding documents for all local land use decisions.

Comprehensive planning in Oregon was mandated by the 1973 Legislature with the adoption of Senate Bill 100 (ORS Chapter 197). Under this Act, the Land Conservation and Development Commission (LCDDC) was created and directed to adopt Statewide Planning Goals and Guidelines. These Goals and Guidelines were adopted by LCDDC in December 1974 and became effective January 1, 1975.

To date, Oregon has adopted nineteen Statewide Planning Goals, and all Oregon cities and counties are required to have a Comprehensive Plan that is consistent with these Goals. Each Statewide Planning Goal includes a set of guidelines that, in conjunction with community priorities, help direct the content within comprehensive plans. Once adopted, all of a City or County's community and area plans, zoning codes, permits, and public improvements are required to be consistent with the Comprehensive Plan. This structure ensures that cities implement the State's policy goals first through the comprehensive plan, and then by more detailed supporting and implementing documents.

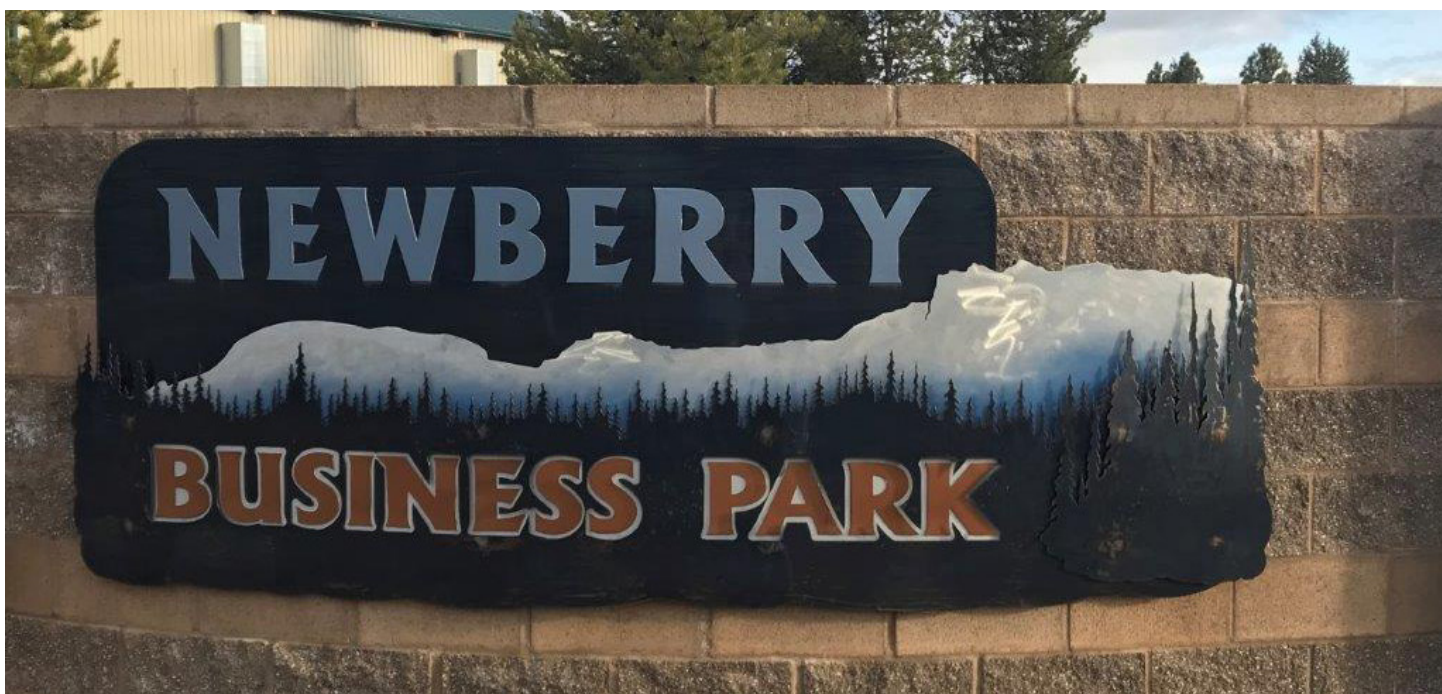
Comprehensive Plan

The La Pine Comprehensive Plan is the official policy statement of the La Pine City Council. The City will interpret the standards and requirements of the text and maps of the Comprehensive Plan pursuant to the adopted process. The City will review and update the Development Code to ensure it is aligned with the Comprehensive Plan. The City expects to review the Comprehensive Plan periodically to ensure the Plan remains a workable framework for development.

Zoning and Development

La Pine's Comprehensive Plan includes a Comprehensive Plan Map, which applies broad, conceptual land use designations that are further expressed in the City's zoning map and codified in the Development Code. The Zoning Map details zoning districts (also known as "zones"). Zoning regulations describe how land will be used for residential, commercial, industrial, or parks/open space needs and how the land can be used (also known as "uses") in a given zone. All these zoning regulations are specified in the City's Development Code, which determines if a use is permitted, conditional, or not permitted. La Pine's land uses are listed below:

- Traditional Commercial
- Mixed Use Commercial
- Neighborhood Commercial
- Commercial/ Residential Mixed Use
- Public Facility
- Industrial
- Mater Plan Residential
- Residential Single- Family
- Residential Multi- Family
- Riparian Area- Little Deschutes River
- Open Spaces & Park



Goal 2: Land Use

Goal 1: Ensure adequate factual basis for all land use decisions and related actions by maintaining a clear process and policy framework for land use planning in La Pine.

- Policy 1.1** Update La Pine’s Comprehensive Plan goals and policies to reflect changes in the physical landscape, applicable law and policy, community demographics and priorities, and economic conditions to ensure accurate and effective guidance for future growth.
- Policy 1.2** Refine Comprehensive Plan policies in future updates based on well-documented existing conditions related to La Pine’s economic development, housing, and natural resources.
- Policy 1.3** Effectively engage La Pine community members, businesses, and agency partners when revising the City’s goals and policies.
- Policy 1.4** Update as necessary the Zoning Map to ensure continued alignment with the Comprehensive Plan goals and policies considering changing future conditions.
- Policy 1.5** Implement best practices in construction and in furtherance of La Pine’s adopted goals and policies by regularly reviewing the Development Code and revising as necessary.
- Policy 1.6** Ensure that land use and plan administration procedures consider relevant agreements with other local jurisdictions and plans by other local jurisdictions, and comply with regional, state, and federal plans and regulations.
- Policy 1.7** Include consideration of Comprehensive Plan goals and policies during City Council budgeting and policy-making processes.
- Policy 1.8** Ensure new construction reflects architectural styles that maintain La Pine’s character and are resilient to natural hazards.
- Policy 1.9** Periodically review and evaluate the effectiveness of the Downtown Overlay.

STATEWIDE PLANNING GOAL 5

Natural Resources, Scenic and Historic Areas, and Open Space



Overview

Statewide Planning Goal 5: Natural Resources, Scenic and Historic Areas, and Open Space is a broad statewide planning goal that covers more than a dozen resources, ranging from wildlife habitat to historic places. To protect and plan for them, local governments are asked to maintain inventories of identified resources in the community. Inventories in a local plan may address only a part of the resources included in Goal 5.

The “Goal 5 Process” starts with an inventory of Goal 5 resources. Resource sites are assessed, and significant sites are protected. Rules for some Goal 5 resource categories rely on inventories and assessments that have been conducted by state or federal entities. There are six Goal 5 resource categories that rely on state or federal inventories: wild and scenic rivers, state scenic water ways, ground water resources, Oregon recreation trails, Sage Grouse habitat, and wilderness areas.

Three categories require local inventories. Initiating an inventory and completing the Goal 5 process for and the remaining resource categories is optional. There are separate state rules for each Goal 5 resource category. Many of the rules have not been revised since 1996 and rely on periodic review as a trigger for compliance. Since many jurisdictions no longer need to enter periodic review, many local plans and codes are not consistent with the current Goal 5 standards.

All Goal 5 resources were previously inventoried by Deschutes County and State and Federal agencies.

Riparian Corridors, Wetlands, and Wildlife Habitat

The City protects riparian corridors and wetlands through zoning ordinance. Protection of these areas is also coordinated with state and federal agencies. Most primary wildlife habitat is located within the floodplain/riparian corridor along the Little Deschutes River to the west of the city, and in large tracts of forested land to the east. These areas provide year-round habitat for big game, such as deer and elk, as well as for smaller animals and birds. Various wildlife corridors have been identified through La Pine as deer and elk migrate between summer grounds to the west and winter grounds to the east. La Pine relies on Deschutes County's inventory of wildlife native to the region, as well as habitat and special protection areas.

Natural Resources

Historically, the region's primary natural resource is timber. The forested lands of Lodgepole Pine within and around La Pine have provided a timber and tourism economy. The U.S. Forest Service and the Bureau of Land Management are responsible for regulating the use of federally owned forest lands. The US Forest Service maintains jurisdiction over much of the forested lands surrounding the city, such as the Deschutes National Forest. La Pine State Park is also located to the west of the city.

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

Historic and Cultural Resources

The City's inventory of historic and cultural resources consists of two properties that have been designated as Significant Historic Resources by the Board of County Commissioners (1991). The first property is the Pioneer Hall/La Pine Commercial Club/Little Deschutes Grange. This property is located at 51518 Morson Street and was established in 1912. The second property is the Improved Order of Red Men Cemetery/La Pine Cemetery, located at 17200 Reed Road and established in 1905.

Article 10 of La Pine's development code establishes a Historic and Cultural Preservation Program. The article lists the applicability for a property to be preserved under the program as well as the criteria. It also lists procedures for local establishment, as well as standards for preservation. Lastly, it establishes a La Pine Landmarks Commission to review applications and make decisions. If there is no Landmarks Commission established, the Planning Commission will take its place.

Goal 5: Natural Resources, Scenic and Historic Areas, and Open Space

Goal 1: Protect and enhance the function, health and diversity of the City's natural systems.

- Policy 1.1** Coordinate with the agency partners such as the Bureau of Land Management (BLM), United States Forest Service (USFS), Oregon Department of Fish and Wildlife (ODFW) and Department of State Lands (DSL) to preserve the natural environment on lands that are within the City.
- Policy 1.2** Protect and maintain the groundwater supply and quality essential to clean water and natural vegetation.
- Policy 1.3** Inventory city-wide storm runoff and implement stormwater management principles provided in the Central Oregon Stormwater manual.
- Policy 1.4** Support water conservation efforts within the Deschutes Basin to meet current and future water needs for La Pine.
- Policy 1.5** Monitor and adopt guidance from FEMA and DLCD to manage development within the flood plain and floodways and ensure compliance with FEMA.
- Policy 1.6** Maintain a riparian overlay zone along the Little Deschutes River to protect riparian, floodplain and wetland areas as well as important wildlife and ecological habitat.
- Policy 1.7** Notify applicable state and federal natural resource protection agencies, including the Department of State Lands (DSL), of development proposals potentially impacting important natural features and occurring in an area with wetlands or other waters of the state.
- Policy 1.8** Preserve mature and natural tree coverage through development regulations, tree inventories and working with partners to plant more drought-tolerant trees and mitigate for wildfire preparedness.

Goal 2: Acknowledge, protect, enhance, and commemorate La Pine's historic and cultural resources.

- Policy 2.1** Inventory, preserve, and enhance distinctive historical and cultural features to create a sense of place and reflect La Pine's history and heritage through the public realm.
- Policy 2.2** Promote La Pine's historic and cultural resources through tourism and other economic development efforts.
- Policy 2.3** Provide staffing support for the Planning Commission to implement the City's historic preservation program and establish opportunities to encourage regular maintenance, rehabilitation, and restoration of the historic and cultural resources.

Policy 2.4 Coordinate with the State Historic Preservation Office to establish a review procedure that meets state requirements if archeological sites are identified in the City.

Policy 2.5 Apply baseline protections from demolition or relocation of National Register sites and resources, per state requirement.

Goal 3: Conserve open space and protect natural and scenic resources.

Policy 3.1 Promote the preservation of open space through recreational access that is sensitive to the environment.

Policy 3.2 Connect trail networks beyond City boundaries to link recreational and natural areas surrounding La Pine.

Policy 3.3 Require subdivision development occurring along major natural and scenic resources to provide public access as deemed appropriate.

Policy 3.4 Incentivize the placement of structures in a way that is sensitive of view corridors to maintain the visual character of the area.

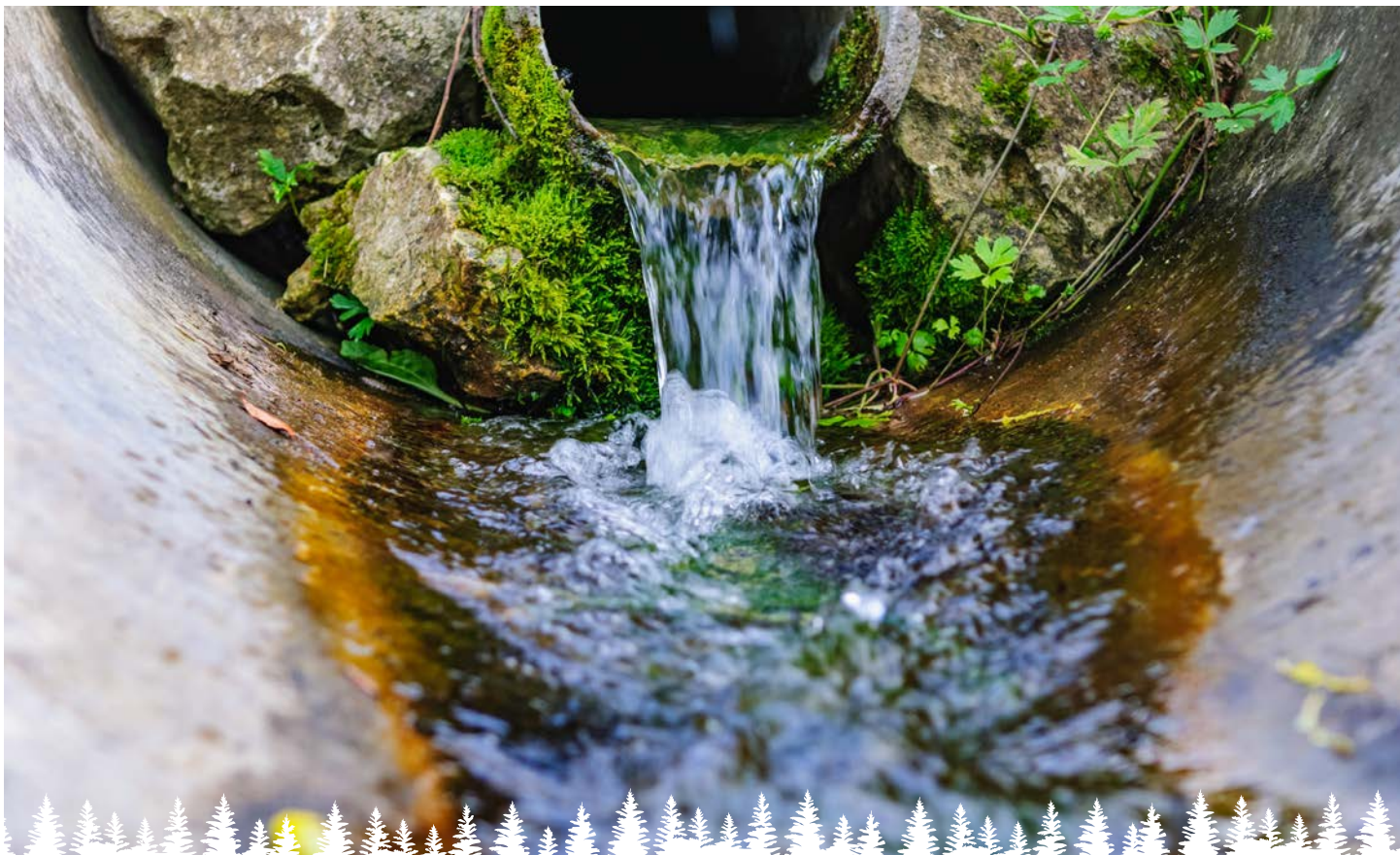
Goal 4: Maintain and enhance a diversity of wildlife and habitats.

Policy 4.1 Coordinate with agency partners such as ODOT and ODFW to delineate open space and trail areas to serve as wildlife migration corridors and crossings.

Policy 4.2 Balance and integrate the development of parks and trails with the protection of habitat and designation of wildlife corridors throughout the City.

Policy 4.3 Encourage habitat-friendly development practices for developments with Regionally Significant Fish and Wildlife Habitats.

Policy 4.4 Coordinate with Deschutes County and the State of Oregon to ensure Goal 5 wildlife inventories and habitat protection programs are up to date through public processes, expert sources, and current or recently adopted plans and studies.



STATEWIDE PLANNING GOAL 6

Air, Water, and Land Resources Quality

Overview

Statewide Planning Goal 6 Air, Water, and Land Resources Quality instructs local governments to consider protection of air, water and land resources from pollution and pollutants when developing comprehensive plans. The pollutants addressed in Goal 6 include solid waste, water waste, noise and thermal pollution, air pollution, and industry-related contaminants. The goal asks cities and counties to choose areas suitable for use in controlling pollution. It calls on them to use a variety of market, zoning, and management tools in creating these outcomes.

At a federal level, the elements within Goal 6 correspond broadly to the Clean Air Act and Clean Water Act. At a state level, Goal 6 covers many areas regulated by the Oregon Department of Environmental Quality (DEQ) through its permitting actions. DEQ ensures its permitting decisions follow the plan and zoning regulations of the affected local government and coordinates with DLCDC and other agencies to be sure that city and county plans follow state and federal laws.

Air Quality

Air quality within the La Pine 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, as such areas exceed established State and Federal air quality standards. Air quality in La Pine 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.

Wildfires can also impact air quality in La Pine during summer months. Due to the frequency of wildfires, air quality can reach unhealthy and very unhealthy levels, especially during the months of August and September.

Water and Land Resource Quality

Although La Pine has a domestic water system, many residences still utilize wells constructed prior to the development of the city's water infrastructure system. Some wells are very shallow and draw water from an aquifer that is associated with evidence of contamination in the recent past. Recently, Deschutes County has declared groundwater in and around the La Pine area at risk for groundwater contamination due to the number of nitrates found in samples taken from around the region. The cause of this is thought to be 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. Deschutes County worked with the US Environmental Protection Agency (EPA), the Oregon Department of Environmental Quality (DEQ) and the US Geological Survey (USGS) to study, map and identify solutions, culminating in the La Pine Demonstration Project Report (1999). The La Pine Demonstration Project consisted of recommendations to protect the La Pine sub-basin's water quality. The plan for this project began in 2014 and was updated in 2018.



Goal 6. Air, Water, and Land Resources Quality

Goal 1: Maintain and improve the quality of air and land in La Pine.

- Policy 1.1** Coordinate with the Oregon Department of Environmental Quality (DEQ) and Deschutes County to reduce pollutant emissions and improve regional air quality.
- Policy 1.2** Ensure compatibility between land uses by separating and buffering pollutant-emitting land uses and sensitive populations through zoning and site design requirements like setbacks and landscaping.
- Policy 1.3** Encourage land use and transportation development patterns that reduce vehicle miles traveled to improve air quality and reduce greenhouse gas emissions.
- Policy 1.4** Promote innovative site and building designs through development code to reduce the adverse impacts of development on environmental quality
- Policy 1.5** Explore local, regional and statewide incentives and educational resources for residents regarding controlled burning projects and air quality concerns related to residential wood burning fireplaces and stoves.
- Policy 1.6** Encourage lighting design and practices that reduce the negative impacts of light pollution through the development of a dark sky ordinance.
- Policy 1.7** Share educational resources with the public to control noxious weeds and invasive species.

Goal 2: Protect and enhance La Pine's groundwater resources.

- Policy 2.1** Complete sewer and water expansions for new and existing development where feasible.
- Policy 2.2** Balance stormwater infrastructure projects with the protection of groundwater resources.
- Policy 2.3** Collaborate with regional, state and federal agencies to implement the La Pine National Demonstration Project in order to protect the La Pine sub-basin's water quality while allowing planned development to occur.
- Policy 2.4** Implement mitigation measures from the City of La Pine's Addendum to the Deschutes County Natural Hazard Mitigation Plan (NHMP) related to the protection of groundwater quality.
- Policy 2.5** Expand well monitoring and deepen community wells where needed to ensure long-term water security.

STATEWIDE PLANNING GOAL 7

Natural Hazards



Overview

Statewide Planning Goal 7 Areas Subject to Natural Hazards requires comprehensive plans to address Oregon's natural hazards. This includes river and coastal floods, landslides, wildfires, and coastal erosion. Additionally, planning for the likelihood of a major earthquake and tsunami from the Cascadia Subduction Zone has gained necessary traction recently. Ideally, this form of planning looks to avoid the location of essential services like schools, hospitals, fire and police stations away from the zones of potential heavy impact. This is addressed through comprehensive planning and development code and informed by a natural hazard inventory tailored to the surrounding area.

The 2021 Natural Hazard Mitigation Plan (NHMP) for Deschutes County noted that La Pine ranked in high probability for wildfires, windstorms, and winter storms. Winter storms, wildfires, and windstorms are the highest threats for the area. While other surrounding regions showed a high probability of drought, La Pine contained a moderate probability. This can also be seen for probability for flood, as La Pine rated this as a low probability, while other surrounding areas such as Bend and Sisters ranked this as a higher probability. In the past, flooding along the Little Deschutes River has caused damage 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 has adopted zoning regulations to control and use activities in the floodplain and other flood prone areas through the creation of a floodplain overlay zone.

Each year, forest fires threaten much of Deschutes County. Some are nature-caused (lightning) but many are human-caused. The subdivisions scattered throughout timbered areas, particularly in the Lodgepole Pine area of southern Deschutes County, pose a significant wildfire threat to the City of La Pine.

In 2006, La Pine adopted the greater La Pine Community Wildfire Protection Plan (amended in 2020). This plan works to reduce hazardous fuels on both public and private lands, reduce structural vulnerability, increase education and awareness of wildfire threat, and to improve critical transportation routes.

In conjunction with this 2025 Comprehensive Plan Update, the City is completing an audit of the status for wildfire threat in the community in coordination with the Community Planning Against Wildfire (CPAW) program. CPAW will be providing a report detailing recommendations to better protect the community from wildfire.



Goal 7. Natural Hazards

Goal 1: Minimize the risk of natural hazards to people and property.

- Policy 1.1** Coordinate with Deschutes County on regularly updating and maintaining the Natural Hazard Mitigation Plan (NHMP).
- Policy 1.2** Coordinate with federal, state, and local partners regarding mapping of high wildfire hazard areas, floodplains, and other natural hazard areas within the City and lands adjacent to City limits.
- Policy 1.3** Use the development code to provide incentives and regulations to manage development in areas prone to natural hazards.
- Policy 1.4** Improve existing sewer effluent leach field to mitigate high groundwater concerns.
- Policy 1.5** Improve water supply and delivery systems to reduce vulnerability to drought events by acquiring additional water rights and providing a second water line from the city's reservoir, wells, and pumps.
- Policy 1.6** Investigate and, where feasible, require developers or property owners to utilize tools such as conservation easements or dedications to preserve the natural state and health of the Little Deschutes River floodplain.
- Policy 1.7** Coordinate with electric utility providers to convert existing overhead lines to underground lines to reduce risk from windstorms, winter storms, wildfire, and other natural hazards.
- Policy 1.8** Establish safe harbor requirements, such as defensible space, for development in the City's residential zones to reduce wildfire risk.
- Policy 1.9** Implement development ordinance regulations related to wildfire to include waterwise and firewire (crossover) landscaping and structure hardening measures.
- Policy 1.10** Enhance winter hazard mitigation by improving road de-icing and drainage solutions during extreme weather events.
- Policy 1.11** Adopt and implement the applicable portions of the Deschutes County Community Wildfire Protection Plan, and process updates in coordination with any County updates to the plan.
- Policy 1.12** Adopt standards towards and aspire to become a Firewise Community.

Goal 2: Support community-wide hazard preparation for people of all ages, abilities, cultures, and incomes.

- Policy 2.1** Collaborate with appropriate agencies, including the Deschutes County Emergency Management and La Pine Rural Fire Protection District to update and implement emergency management plans.
- Policy 2.2** Develop an outreach strategy to increase public awareness of the ShakeAlert Early Warning System in Deschutes County.
- Policy 2.4** Expand public information and education for hazard awareness and natural disaster preparedness, especially for low-income, elderly, non-English speaking, and other vulnerable populations.

Goal 3: Improve coordination with public and private partners in response to natural disasters and associated emergencies.

- Policy 3.1** Support plans and programs that increase the quality and redundancy of utility and transportation infrastructure to expedite the restoration of critical services following a natural hazard event.
- Policy 3.2** Coordinate with emergency service providers when new development is proposed to ensure that response capacity can meet the needs of the new development.
- Policy 3.3** Develop a coordinated wildfire mitigation strategy in partnership with Deschutes County, La Pine Rural Fire Protection District, the US Forest Service, Oregon Department of Forestry, and other relevant agencies.
- Policy 3.4** Expedite the land use review processes for development in areas affected by natural disaster, while balancing code requirements related to floodplains and the wildland urban interface.

STATEWIDE PLANNING GOAL 8

Parks and Recreation



Overview

Statewide Planning Goal 8: Recreational Needs requires local governments to plan for the recreation needs of their residents and visitors. The goal places priority on non-motorized forms of recreation, and recreation areas that serve high-density populations with limited transportation options and limited financial resources. It also places priority on recreation areas that are free or available at a low cost to the public. Local, state, and federal agencies and the private sector must coordinate their plans for recreation facilities and activities to protect recreation resources and to help nearby communities prepare to meet the demand these recreation destinations place on public services and facilities such as roads.

La Pine Park and Recreation District (LPRD)

The City of La Pines does not have a formal parks and recreation department, although they do have a service district that includes recreational lands both inside and outside of city limits. The La Pine Park and Recreation District (LPRD) owns approximately 237.40 acres of park and undesignated lands. Total parks and undesignated lands owned by LPRD include:

- Kelly Young Memorial Park
- La Pine Community Park
- Frontier Heritage Park
- John. Johnson Building
- La Pine Community Center
- La Pine Event Grounds
- Rosland Campgrounds
- Skate Park

LPRD also operates a variety of programs at their facilities for both youth and adults within La Pine. Some of these programs include the La Pine After School Program (The HUB) at the Community Center, the Sunriver After School Program at Three Rivers School, and youth sports such as Karate, Football, and Soccer. Adult activities are hosted at LPRD facilities and include golf clinics, 'Move for the Health of It', pickleball, the winter walking program, Chair Tai Chi, Aquacise, and sightseeing tours in nearby state parks such as the La Pine State Park.

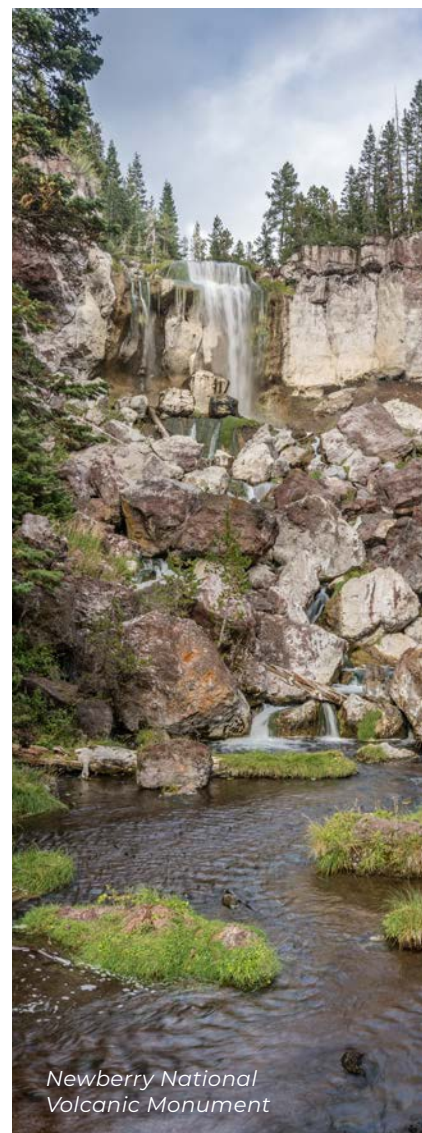
State Amenities

Although not included within the City limits, the La Pine State Park is a large campground and recreation area approximately 5 miles north of La Pine, adjacent to the Deschutes River. The Park provides camping (both tent and RV) opportunities as well as access to the River for boating and fishing opportunities. Although not within the City of La Pine (access/entrance road is approximately 5 miles north of La Pine on US Highway 97), the monument is a large attraction for visitors to the region. Thus, it has a great affect of the local tourism economy of La Pine.

Federal Amenities

La Pine is uniquely positioned among vast public lands managed by the Bureau of Land Management (BLM) and the Deschutes National Forest, making outdoor recreation a central part of the community's identity and appeal. These lands offer residents and visitors convenient access to activities such as hiking, camping, fishing, hunting, snowmobiling, and ATV use. Public input during the comprehensive planning process emphasized the value of these opportunities—particularly hunting on BLM lands within the city's eastern boundary. However, urban growth presents new considerations, as hunting and firearm discharge within city limits are typically incompatible with urban development and restricted by state law.

As La Pine continues to evolve, the potential transfer of BLM land to the City presents significant opportunities for cohesive urban planning. These lands, particularly those adjacent to the city's wastewater treatment facility, could support long-term infrastructure needs, including treatment capacity, alternative energy production, and industrial infill. While some of these lands may serve transitional uses in the near term, they also help preserve the rural-urban edge by serving as buffers for wildfire and wildlife control. In addition, La Pine benefits economically from its proximity to major natural attractions such as the Newberry National Volcanic Monument and the Cascade Mountains. These regional destinations enhance the city's role as a gateway for outdoor recreation, drawing tourists and reinforcing the community's connection to its natural surroundings.



*Newberry National
Volcanic Monument*

Goal 8. Parks and Recreation

Goal 1. Coordinate with the La Pine Park and Recreation District (LPRD) to provide a comprehensive system of parks, trails, and recreation amenities that serves current and future needs.

- Policy 1.1** Collaborate with the District on regular updates to the District's Comprehensive Plan.
- Policy 1.2** Establish a comprehensive public relations and information plan about park and recreation facilities, opportunities, oversight and management.
- Policy 1.3** Assist the District in hosting and promoting community events and activities.
- Policy 1.4** Develop partnerships with community and private entities (e.g., community alliances, organizations, groups, businesses, and employers) that have an interest in providing recreation opportunities to enhance and complement the District's services, with a specific emphasis on youth activities and programming.
- Policy 1.5** Study the expansion of recreational uses on currently held public facility properties.
- Policy 1.6** Coordinate with private property owners, local, state, and federal agencies to develop recreational opportunities in open space and floodplain areas while minimizing impacts to environmentally sensitive natural areas and habitats.
- Policy 1.7** Ensure the Development Code contains provisions that require publicly accessible open space and park facilities as a component of residential development and Master Plan developments.
- Policy 1.8** Coordinate with the District on maintenance and ownership responsibility of new and existing parks in subdivisions.
- Policy 1.9** Maintain a Comprehensive Plan Land Use Map to identify locations for potential future parks, and assist the District in the acquisition of new land for parks.
- Policy 1.10** Coordinate with the District to integrate planning for parks and trails with planning for connected wildlife corridors and natural areas through the city.
- Policy 1.11** Establish and maintain a network of multiuse paths to promote connectivity between parks, neighborhoods and other local destinations.
- Policy 1.12** Coordinate the design and utilization of new and existing trails and parks to mitigate the risk of wildfire and provide alternative evacuation routes in case of an emergency.
- Policy 1.13** Identify and pursue funding mechanisms for acquisition, development, maintenance, and operations of facilities in coordination with, and at the initiative of, the District.
- Policy 1.14** Develop a feasibility study for constructing an indoor recreation facility and/or community swimming pool.

STATEWIDE PLANNING GOAL 9

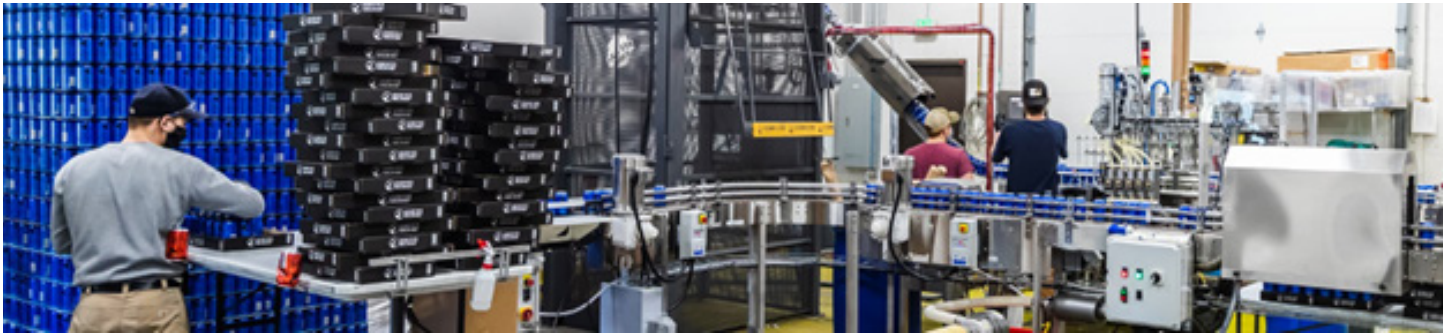
Economic Development



Overview

La Pine's economic development planning aligns with Oregon's Statewide Planning Goal 9, ensuring land availability for business and job growth over a 20-year horizon. The City's policies are shaped by regional partners, including Sunriver La Pine Economic Development (SLED), and the 2024–2028 Central Oregon Comprehensive Economic Development Strategy (CEDs).

La Pine has approximately 637 acres of vacant commercial, mixed-use, and industrial land, most of which is concentrated in the 330-acre industrial and business park east of Highway 97. This park benefits from direct access to the BNSF railway and hosts existing industries like wood products and construction-related manufacturing. The site is well-equipped with infrastructure such as high-speed internet, water, sewer, natural gas, and power.



Community Assets and Current Conditions

La Pine has about 637 acres of vacant commercial, mixed-use, and industrial land. The majority of this land is industrial (410 acres), with an additional 164 acres in mixed-use zoning. La Pine has a 330-acre industrial and business park located east of Highway 97. This industrial and business park offers direct access to the BNSF railway. This park can host a variety of industries in advanced manufacturing, high technology, specialty food and beverage, and data and call center operations¹. La Pine's industrial and business park has attracted nearly \$11.8 million dollars in capital investments over the last eight years.

La Pine has about 1,253 jobs located within the city, the nearly half of which are in retail, food services, and health care services. Nearly 8% of people employed in La Pine also live in La Pine, with about 22% of workers commuting from Bend, 3% from Redmond, and the majority of other workers living in other parts of Deschutes County.²

The largest employers of the La Pine and Sunriver region include the Sunriver Resort, Bend-La Pine School District, Sunriver Homeowners Association, and Sunriver Brewing Company. Leisure and hospitality are the major economic drivers of this region. Other larger drivers consist of opportunities in the trade, transportation, and utilities sectors. According to the ACS 2022 5-year estimate data, the unemployment rate in La Pine for the civilian labor force is 5.4 percent, similar to Deschutes County average of 5.2% unemployment. The median household income is \$50,625, compared to Deschutes County median of \$80,042.

La Pine's relatively large supply of industrial land, especially land in the La Pine Industrial Park, provides the City with opportunities for industrial growth. The Industrial Park is largely owned by the County and managed by the County and City. Existing industrial businesses in La Pine include wood products manufacturing, concrete and construction-related businesses, and other manufacturing businesses. In addition, La Pine has a number of self-storage businesses.

The La Pine Industrial park is located within about ½ mile of Highway 97, with BNSF Rail line running on the eastern boundary of the Industrial Park. Infrastructure within the Industrial Park includes high speed internet, roads, water and sanitary sewer services, natural gas, and electricity.

1 EDCO Economic Profile- La Pine and Sunriver. 2023

2 U.S. Census OnTheMap, 2021.

The City is actively working to expand economic opportunities, including the development of two business incubators. One public incubator, led by SLED and COIC, will support up to five startups, focusing on advanced manufacturing and traded-sector businesses. A private developer is also planning a second incubator space and a 7,500-square-foot multi-tenant facility.

Opportunities and Challenges

SLED conducted an analysis of the strengths, weaknesses, opportunities, and threats in the Sunriver and La Pine region in 2019. The following summarizes key findings from that analysis, as well as other sources of information.

Strengths include: larger supply of buildable land with services; Enterprise Zone incentives; easy access to Highway 97; close proximity to the BNSF rail line; access to local and regional workforce; access to health services; engaged economic development stakeholders; and improvements within the city.

Weaknesses include: relatively small inventory of commercial and industrial buildings; lack of affordable rental housing; relatively low wages; few local attractions or draws for visitors within the city; lack of access to capital; need for more economic development assets and marketing; need for more child care options and lack of coordinated workforce training.

Opportunities include: growth of business incubators and new buildings for smaller businesses; potential for population growth and access to labor pool from within the region; nearby outdoor recreational opportunities; housing prices that are lower than regional averages; access to water; and lower cost power and utilities.

Threats include: wildfire danger and other natural hazards; regional competition for workforce; little economic diversification; lack of public transportation; and other factors.

The City actively seeks to support and expand its economic base going forward. Implementation measures to realize the City's economic development objectives involve maximizing the available inventory and capacity to accommodate current future employment and sustaining a business environment that is supportive of the needs of current and future employers.

Goal 9: Economic Development

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

- Policy 1.1** Monitor development of commercial, mixed-use, and industrial land to understand when the city may need to consider an urban growth boundary expansion.
- Policy 1.2** On a regular basis, update analysis of needed industrial and commercial land types, existing land supply, and the City’s economic development strategy to ensure that the City is providing opportunities for economic growth, business expansion, and growth of employment.
- Policy 1.3** Update the commercial, mixed-use, and industrial land inventories in response to redevelopment, proposed zone changes, mixed-use development techniques and planned unit developments that enable “Complete Neighborhood” concepts¹ and economic development opportunities.
- Policy 1.4** The City’s economic development planning should incorporate information from local and regional economic development partners, such as SLED, EDCO, COIC, and Business Oregon. Economic development planning should also consider local, regional, state, and nationwide trends.
- Policy 1.5** Coordinate capital improvement planning with economic development planning to ensure infrastructure availability to serve industrial sites and mixed-use and commercial areas.
- Policy 1.6** Identify “prime industrial land” for preservation for use by larger traded-sector businesses. “Prime industrial land” is land with site characteristics that are difficult or impossible to replicate in the city or region, such as relatively flat sites larger than 10 or 20 acres, with easy access to transportation and infrastructure.
- Policy 1.7** Encourage infill and redevelopment in the city, where appropriate.
- Policy 1.8** Support development of workforce housing that is affordable to allow people to live and work in the city, as a way to attract residents and businesses.
- Policy 1.9** Adopt urban reserve to project growth beyond the 20-year period and allow for long-range economic development planning.
- Policy 1.10** Amend the Comprehensive Plan as needed to support large scale recreational and industrial uses, especially uses with special site or locational requirements.
- Policy 1.11** Incorporate wildfire preparedness practices to limit disruptions to the economy.

¹ A “Complete Neighborhood” is a neighborhood where people can live and meet their daily needs within walking distances. Complete neighborhoods include a variety of housing options, services (such as schools, grocery stores, entertainment, and health care), offices, and a range of transportation options (such as car, pedestrian, bicycle, and transit).

Goal 2: Develop an “Economic Development Strategic Plan” and other mechanisms necessary for supporting and enhancing the local economy.

- Policy 2.1** Collaborate with local and regional economic development partners, such as SLED, EDCO, COIC, and Business Oregon, to develop an economic development strategic plan that best meets the requirements of a growing community.
- Policy 2.2** Support the growth, development, and retention of a diverse mix of industries that complement existing strengths and assets in the community, reducing reliance on any single sector and diversifying the local economy.
- Policy 2.3** Focus the Economic Development Strategic Plan on actions that support entrepreneurship, growth of businesses in the city, and attract businesses to the city. The Economic Development Strategic Plan may include actions such as: identifying incentives and other approaches to attract and retain businesses; working directly with entrepreneurs and business managers to solve problems; developing business incubation space; working with landowners and developers to build new buildings; and ensuring that the City’s development process is as clear as possible.
- Policy 2.4** Partner with local businesses to identify and solve problems by identifying and lowering barriers to business growth related to City operations and by connecting businesses to partners who can help solve other barriers to business growth.
- Policy 2.5** Ensure a high quality of life and maintain the small-town atmosphere by acknowledging and addressing citizen concerns about growth and economic development.
- Policy 2.6** Monitor and develop SDC fees carefully to ensure that development pays its own way while not creating obstacles to desired development or educational needs.
- Policy 2.7** Establish good working relationships with the State of Oregon transportation system (ODOT) to ensure coordination about transportation challenges and adequate capacity on State roadways.
- Policy 2.8** Work with economic development partners to attract and grow locally serving businesses, such as affordable grocery stores with more diverse product selection and restaurants, both local enterprises, and larger chains, to meet the community’s needs.
- Policy 2.9** Explore efforts to create an airport (privately owned or public), which would be a strong economic driver for the La Pine area, without making an airport an obligation of the City.

STATEWIDE PLANNING GOAL 10

Housing



Overview

Statewide Planning Goal 10 Housing ensures communities are aiming to provide an adequate housing supply that meets the needs of a community and offers people the range of various places to live, varying degrees of density, and doesn't cause an overburden of the financial resources of those living there. Cities over a certain population size must conduct a housing needs analysis (HNA) to satisfy the requirements of Goal 10. Given that the City of La Pine does not meet DLCD's population threshold for an HNA, the City of La Pine uses data from the 2019 Central Oregon Regional Housing Needs Assessment, prepared by the Central Oregon Intergovernmental Council (COIC).

Housing Inventory

2022 Census data indicates that 71.9 percent of La Pine residents live in a single-family home (detached single unit), which is higher than the State of Oregon (63.0%). Around 7 percent of La Pine residents live in middle housing (1 to 4 attached units) and 8.4 percent occupy multi-family homes (5 or more attached units). About 10 percent live in a manufactured home, which is higher than the State (7.4%). Around 57 percent of La Pine residents are homeowners and 43 percent are renters¹. 2022 estimates indicated that La Pine contains approximately 1,000 housing units, 31 of which are vacant units (3.1%). Most housing in La Pine was built between 2000 and 2009 (27.4%) and between 1950 and 1959 (14.3%).

¹ 2022: ACS 5-Year Estimate Data Profile, DP04



Tenancy

While there is a higher rate of homeowner occupied housing in La Pine, renter occupied housing is at a higher rate when compared to Deschutes County and Oregon.

Housing Attainability and Affordability

According to 2022 census data, most housing in La Pine is valued between \$300,000 and \$499,999, with the median cost at \$313,400. The largest amount of rental units cost between \$500 to \$999 per month (36.0%) and the second highest range of rent being between 1,000 and 1,499 a month (34.1%). Median rent in La Pine is around \$1,109 per month². The Department of Housing and Urban Development considers households to be cost burdened if they pay more than 30 percent of their income on housing, and severely cost burdened if they pay more than 50 percent of their income on housing. According to the 2022 American Community Survey 5-year Estimates, 58.5 percent of renters spend 30 percent or more of their household income on gross rent.

The 2019 Regional Housing Needs Assessment (RHNA) notes the shortage of construction workers, and increased pay for skilled laborers, has contributed to an increase in construction costs, and extended construction times. In areas such as Madras, Culver, and La Pine the lack of construction workers, and specialists such as electricians and plumbers, has been a deterrent for new construction³. The RHNA consists of a section of interviews on current conditions of housing in local areas. Interviews of service workers who live in La Pine expressed how many people live outside of city limits in campers with no hookups due to housing affordability issues both within the city and across the region. The RHNA also states that 37.5 percent of homeowners are cost burdened, and 55.6 percent of renters are cost burdened, which is high for both the state and the region⁴. A household is cost burdened if monthly housing costs exceed 30 percent of monthly household income, and severely cost burdened if monthly housing costs exceed more than 50 percent of monthly household income.

The City of La Pine has approved subdivisions in recent years to create more housing. Approved subdivisions between 2019 and 2021 include Evans Way Estates (61 lots), Reserve in the Pines (191 lots), La Pine Landing (10 lots), West Pine Landing (9 lots), and Finley Butte Ranch (89 lots).

2 2022: ACS 5-Year Estimate Data Profile, DP04

3 Regional Housing Needs Assessment. 2019. pg 20

4 Regional Housing Needs Assessment. 2019. pg 104

Goal 10: Housing

Goal 1: Ensure La Pine has an adequate supply of developable land to support the housing needs based on forecasted population growth over the next 20 years.

- Policy 1.1** Maintain an adequate supply of buildable residential land for the 20-year planning horizon.
- Policy 1.2** Inventory and analyze the existing housing supply and needed housing types to develop strategies for meeting changing demographics.
- Policy 1.3** Coordinate capital improvement plans and funding sources with housing development to ensure adequate infrastructure serves all residential land, particularly sewer and water as needed to maintain public health.
- Policy 1.4** Identify opportunities for public-private development agreements to offset the cost of infrastructure development and maintenance.
- Policy 1.5** Monitor high-density housing expansion and ensure balance with single-family housing availability.
- Policy 1.6** Incorporate standards for wildfire resiliency to protect the city and limit the likelihood of urban fires initiated by wildfires.

Goal 2: Base housing strategies on careful examination of demographic data, trends, and local demands.

- Policy 2.1** Utilize Census data as a resource necessary for understanding local and regional demographics.
- Policy 2.2** In accordance with Statewide Planning Goal 1, offer opportunities for public input on proposed housing development.
- Policy 2.3** Coordinate housing strategies with measures for economic stability to increase resiliency in a fluctuating housing market.

Goal 3: Encourage a wide range of housing types satisfying the urban development needs of the La Pine community, including opportunities for mixed-use development.

- Policy 3.1** Maintain the small town feel and preserve the vitality of existing neighborhoods through careful and responsive design standards for new and redeveloping residential areas.
- Policy 3.2** Permit small-scale, compatible neighborhood-serving commercial uses within residential areas.
- Policy 3.3** Allow for a range of housing types, including housing for renters, the elderly, those living with a disability, and low-income members of the community, to be developed close to schools, services, parks, shopping, employment centers, and/or transit.

- Policy 3.4** Ensure that permitted housing types do not conflict with site conditions, including slopes, hazard risk, and natural resources.
- Policy 3.5** Allow for a mix of lot sizes, where appropriate, through flexible Planned Unit Development (PUD) ordinances.
- Policy 3.6** Maintain clear and objective development standards and criteria for a range of housing types including multi-family, townhouses, cottage/tiny home developments, accessory dwelling units, and low-income housing.
- Policy 3.7** Establish clear and objective criteria and standards for the placement and design of parks for mobile homes or manufactured dwellings.
- Policy 3.8** Promote safety and inspection requirements for homes not constructed in conformance with the National Manufactured Home Construction and Safety Standards Act of 1974, in coordination with Deschutes County.
- Policy 3.9** Support multi-modal access within and adjacent to new and existing neighborhood developments.
- Policy 3.10** Apply the same density and design standards of a Multi-Family Residential District when multi-family development is permitted in commercial districts.
- Policy 3.11** Incorporate wildfire protections into the design criteria of manufactured dwelling parks.
- Policy 3.12** Minimize the impacts of industrial uses near residential development by requiring buffering techniques, such as landscaping and setbacks, between residential and industrial areas.

Goal 4: Provide opportunities for the development of housing at prices that meet the needs of current and future residents of La Pine.

- Policy 4.1** Allow for a full range of housing types for all income levels to promote housing choice.
- Policy 4.2** Identify regulatory barriers to the development of both income-restricted housing and middle-income housing and develop actions to reduce these barriers.
- Policy 4.3** Partner with Deschutes County Housing Authority and other non-profit or for-profit developers to support development of income-restricted housing near support services and/or transit.
- Policy 4.4** Work with agencies and community partners to support temporary shelters or transitional housing for people with special needs, including but not limited to, households experiencing domestic violence issues, or youth homelessness.
- Policy 4.5** Ensure that a variety of housing options for all income levels are available in both existing neighborhoods and new residential areas, including the adoption of a Low-Income Housing Tax Credit (LIHTC) program when appropriate.
- Policy 4.6** Develop strategies to assist in the maintenance and rehabilitation of existing housing, including education and information about programs and grant opportunities for rehabilitation assistance.

Goal 5: Promote and protect neighborhood qualities that reflect the small-town appeal of La Pine and improve compatibility between various uses.

- Policy 5.1** Apply design standards to ensure neighborhood uses are compatible and consistent with community goals while responding to housing demand.
- Policy 5.2** Require thoughtful planning and design of active green space and play areas in new residential developments.
- Policy 5.3** Encourage development and redevelopment of residential areas to make them safe, convenient, and attractive places to live and maintain La Pine’s small-town feel.

STATEWIDE PLANNING GOAL 11

Public Facilities



Overview

Statewide Planning Goal 11 Public Facilities and Services ensures that the public facilities and services we rely on are planned into the systems around us. These include water and sewer, police and fire, health services, recreation facilities, energy, and communication services.

Most of La Pine's public facilities and services are provided by Deschutes County, private businesses, or Special Districts, which are government entities formed under and authorized by state statute and serve both within and beyond city limits.

Water

The La Pine Water District provides water, maintenance, disinfection, and distribution to approximately 1,300 customers. The service area includes most, but not all of the area within the city limits. The District has recently expanded to include services to the Glenwood Acres Area and Cagle Area.

Sewer and Stormwater

The City of La Pine provides sewer and water services to more than 1,400 customers. The City recently expanded the City's 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.

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

La Pine deals with significant groundwater contamination issues. The primary solution to reducing water contamination within the urban area will be the expansion of the sewage treatment facility on the city's east side. The City's Wastewater Systems Study Update (2016) identifies improvements to collection systems and holding tanks to provide more capacity in the wastewater treatment and disposal system. The City recently worked with the Bureau of Land Management to acquire land for the La Pine Water and Wastewater Expansion Project.

Health Services

The City of La Pine is served by a satellite office of the Deschutes County health Department, primarily mental health and children's and community services, as well as a private clinic. In 2024, the La Pine Community Health Center expanded its Wellness Center to provide imaging, mental health care, dental services, and specialty care.

Emergency Services

The City of La Pine contracts law enforcement with the Deschutes County Sheriff's Department. Fire protection is funded and supplied by the La Pine Fire District. Services are provided to citizens throughout the urban area.

Other Services

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

Natural gas is provided to urban area residents by Cascade Natural Gas. The City provides access to right of way and franchise availability for new extensions.

A variety of private wireless phone and internet providers primarily serve the community. Fiber optic access is expanding throughout the community and is of particular importance for public, commercial, and industrial users.

Goal 11: Public Facilities

Goal 1: Seek the most efficient and economic means for constructing, operating, and maintaining public facilities and services in La Pine as growth occurs.

- Policy 1.1** Provide fire protection service within the City of La Pine through the La Pine Rural Fire Protection District and maintain a high level of public health, safety, and community preparedness by monitoring police, fire, and emergency services in connection with a growing population.
- Policy 1.2** Ensure sufficient land for wastewater treatment through careful and efficient expansion of public sewer collection, water sources, solid waste disposal as the community grows, including expanded or new wastewater treatment plants and alternative discharges.
- Policy 1.3** Locate utility lines and facilities on or adjacent to existing public or private rights-of-way, with approval of other locations if they are part of a planned development or master plan.
- Policy 1.4** Consider expansion of the La Pine sewer collection and treatment facilities for densely populated areas.
- Policy 1.5** Periodically study and implement new technologies, services, or amenities that positively impact the community, local economy, and City.
- Policy 1.6** Explore new funding strategies as necessary to maintain desired level of public services in La Pine, while maintaining affordable rates for consumers and taxpayers.
- Policy 1.7** Consider wildfire mitigation strategies during the planning, development and maintenance of all critical infrastructure.

Goal 2: Coordinate intra-agency efforts, including with private service and Special District providers, and ensure an efficient system of public facilities for necessary services to meet the projected growth levels for the community.

- Policy 2.1** Ensure effective and long-term public facilities and services are provided to maintain a livable community, are administered through City systems when economically viable, and do not adversely affect anticipated growth.
- Policy 2.2** Consider the impact upon public services when considering all land use and urbanization decisions with attention to the time required to provide services, reliability, cost, level of services, and economic benefit to the community.
- Policy 2.3** Coordinate with Deschutes County for the provision of certain public services, such as emergency services, law enforcement, waste management, and building services, until such time as services when feasible can be converted to City jurisdiction.
- Policy 2.4** Allow the use of La Pine right of way (surface, subsurface, and air above) necessary to provide public services provided that all applicable rules and regulations are followed and the cost of all repairs due to activity or damage is not the City's responsibility.

- Policy 2.5** Coordinate with the Bend La Pine School District and Central Oregon Community College on the impact of new development on the capacity of local school capacity and the location for new school facilities, as needed, with expedited land use process for development approval associated with the construction of new schools.
- Policy 2.6** Defer System Development Charges (SDC's) for any new or expanded school facility construction.
- Policy 2.7** Coordinate with Special Districts to fund master planned capital improvements through SDC's.
- Policy 2.8** Coordinate with the Department of Environmental Quality and other agencies to protect, treat, and improve water quality.
- Policy 2.9** Evaluate limitations on public facility lands acquired from the federal government at the time of acquisition to ensure the land does not remain vacant and can be utilized by the City for temporary commercial uses, such as solar production, until the land is needed. The City shall continue to coordinate on removing federal limitations on existing public facility lands owned by the City.

Goal 3: Encourage conservation practices for public resources, services, and related facilities.

- Policy 3.1** Lead by example by adopting and utilizing sustainability practices.
- Policy 3.2** Coordinate with service providers to expand renewable energy and to provide redundant infrastructure and service delivery.
- Policy 3.3** Employ conservation practices and other techniques for sustaining limited resources, such as clean air and water, energy sources, timber sources, and aggregate sources, and facilities.
- Policy 3.4** Explore alternative energy sources as a complement to existing resources and industries and as a way for the City to reach an energy consumption of neutral status or better.
- Policy 3.5** Implement strategies for multiple use spaces to reduce vehicle usage at school/college campuses.
- Policy 3.6** Promote water conservation and winter wet/summer dry landscaping and vegetation in developments, right of ways, parks, and open lands to promote summer water conservation.
- Policy 3.7** To the greatest extent possible, incorporate energy resiliency into system designs to maintain adequate levels of service during disruptions.
- Policy 3.8** Identify opportunities for innovative stormwater management techniques and Low-Impact Development approaches in new growth areas.
- Policy 3.9** Coordinate stormwater system and water conservation efforts by exploring opportunities for beneficial reuse of treated stormwater for irrigation.
- Policy 3.10** Encourage property owners through education and programming to reduce or mitigate impervious pavement on all properties.

- Policy 3.11** Require energy-efficient design and energy-conserving features in new development, redevelopment, and retrofits.
- Policy 3.12** Update electric vehicle (EV) charging infrastructure, as necessary, to meet growing demand.
- Policy 3.13** Work with regional partners to improve internet connectivity and expand fiber-optic service.
- Policy 3.14** Develop a more proactive sewer maintenance and upgrade schedule.

STATEWIDE PLANNING GOAL 12

Transportation



Overview

Statewide Planning Goal 12: Transportation notes that cities and communities rely on access to the transportation services they need to commute, obtain goods and services, and maintain connections. Public transit, freight delivery, etc. the quality and availability of transportation options impacts quality of life, cost of living, and the general flow of goods and services within and beyond a local economy. This goal requires cities, counties, and the state to create a transportation system plan (TSP) that includes all modes of transportation: transit, air, water, rail, highway, bicycle, and pedestrian. The TSP should support many modes to connect the community to the jobs, goods, and services they need. The City last completed its TSP in 2009.

Vehicle Transportation

Roadways in La Pine are owned by a mixture of State (ODOT), Deschutes County, City of La Pine, Forest Service, and private owners. Highway 97 (Ashton Eaton Boulevard) is maintained by the State and is the only ODOT facility within city limits. The County has jurisdiction over the majority of the city's arterial and collector system, and the city's ownership is limited to the local roadway system. Currently U.S. Highway 97 bisects the city, running from North to South. While this highway serves as a direct link to different sections of the city, it also can act as a barrier to East and West activities.

The 2021 Wickiup Junction Refinement Plan focused on strategies to improve circulation and vehicular access to the business area east of Highway 97 and proposed additional north-south and east-west connections to reduce reliance on Highway 97 for local traffic circulation.

Multimodal Transportation

Dedicated bicycle facilities are installed along Highway 97 through downtown La Pine in the form of buffered bicycle lanes. Other roadways in La Pine contain wide shoulders that can accommodate bicyclists (such as Huntington Road), but no other dedicated bicycle facilities exist. An inventory of sidewalks from the 2009 Transportation System Plan illustrates that La Pine has few sidewalks that are complete, connected, and are located on both sides of the street. The Wickiup Junction Refinement Plan proposes creating sidewalks, bike lanes, and pathways that connect people walking and riding bikes within the areas adjacent to and crossing Highway 97. It also proposes path and trail connections to the regional trails planned by ODOT and the City of La Pine to the north and south.

Transit

La Pine is currently served by Cascades East Transit (Route 30). This route runs from the Wickiup Junction Park/Ride at the intersection of Burgess Road and Highway 97 in La Pine to Hawthorne Station in Bend. The Wickiup Junction Refinement Plan addresses local access to transit by suggesting better access for those walking to the existing Cascades East Transit (CET) park-n-ride. Bus stops consist of Burgess Road at Wickiup Junction, La Pine Amtrack, and 4th Street at Huntington Road. The route is served by three northbound and three southbound buses on weekdays, with no weekend service being provided. La Pine is the farthest south that the bus line goes.

Rail Transportation

A Burlington Northern Santa Fe (BNSF) rail line runs through La Pine, mostly on the east side of the city. Within Wickiup, the railway crosses Highway 97 just north of Burgess Road with an extreme skew angle. A proposal within the Wickiup Junction Refinement Plan includes a realignment of Burgess Road, providing more distance between the rail crossing and a future traffic signal at the Highway 97 and Burgess Road intersection.



Goal 12: Transportation

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.

- Policy 1.1** Promote traffic management to achieve the efficient use of transportation infrastructure and design standards that encourage appropriate traffic volumes, speeds, and pedestrian safety.
- Policy 1.2** Coordinate land use regulations with analysis of transportation impacts, needs, and mitigation options.
- Policy 1.3** Ensure La Pine's capacity to sufficiently accommodate future travel demand with well-connected transportation facilities.
- Policy 1.4** Identify high accident locations and coordinate with appropriate agencies to implement specific countermeasures.
- Policy 1.5** Continuously monitor transportation system issues through comprehensive planning and regular analysis, in coordination with Deschutes County and Oregon Department of Transportation (ODOT).
- Policy 1.6** Coordinate with ODOT to ensure traffic signals, crossings, and other Highway 97 infrastructure balance local and regional needs with an emphasis on safety and traffic control.
- Policy 1.7** Utilize transportation demand management (TDM) and transportation system management (TSM) techniques as a method of reducing impacts of new projects on the transportation system.
- Policy 1.8** Support effective freight transportation consistent with economic policies in La Pine, while accounting for and maintaining public safety as an equal priority.
- Policy 1.9** Facilitate acceptable intersection function, safe and efficient highway crossings, and increased connectivity across Hwy 97, including industrial areas to the east.
- Policy 1.10** Ensure that locations of arterials and collectors for future development are feasible in the City's TSP and guide local street development as the City expands.
- Policy 1.11** Coordinate the Transportation Systems Plan (TSP) with ODOT, Deschutes County and the La Pine Park and Recreation District.
- Policy 1.12** Identify gateway and beautification treatments for Hwy 97.
- Policy 1.13** Ensure the City's transportation system meets the minimum safety standards for emergency services and evacuation during a disaster event.

Goal 2: Provide a transportation system in and through La Pine that prioritizes mobility, comfort and connectivity for all users.

- Policy 2.1** Improve emergency service response time and evacuation routes through connectivity and the safety and accessibility of transit amenities.

- Policy 2.2** Emphasize local street connections and minimize access along arterials to reduce reliance on Hwy 97 for local trips.
- Policy 2.3** Promote a high level of livability by encouraging alternate mode use, such as sidewalks, trails, bike lanes and transit amenities, and including street trees, pedestrian facilities, separated sidewalks, traffic calming, and other related design elements where appropriate.
- Policy 2.4** Collaborate with ODOT to protect the functionality of Hwy 97, while being mindful of public safety elements needed within the community.
- Policy 2.5** Balance regional transportation needs with the needs of the local community through cooperation with residents, local business interests, state agencies, Deschutes County, and special interest groups, including tourism professionals.
- Policy 2.6** Coordinate with regional partners through organizations such as COACT and COCO to find solutions to regional transportation issues and to increase opportunities for access to transit, park-and-ride lots and ride share, and user-friendly connections between transit systems.
- Policy 2.7** Pursue innovative methods for financing increased street maintenance, including resurfacing unpaved streets when necessary.
- Policy 2.8** Encourage private efforts to supply forms of inter and intra city transit to the commuter.
- Policy 2.9** Cooperate with COIC and Commute Options to provide adequate facilities to allow for safe operation of mass transportation vehicles.
- Policy 2.10** Require bicycle and pedestrian facilities as a part of all new collectors and arterials and all proposed subdivisions, integrated with other bicycle and pedestrian path systems within the City.
- Policy 2.11** Protect bicycle and pedestrian safety through adequate lighting of paths designed for the security of the user, MUTCD features, appropriate paving, and by requiring all proposed activity centers to provide safe and convenient off-street bicycle parking and routes in designs.
- Policy 2.12** Ensure neighborhoods and activity centers, including public loading and pickup areas, are served by safe pedestrian and bicycle routes, specifically between residential areas, schools, and public facilities.
- Policy 2.13** Ensure the transportation system provides equitable access to underserved, disadvantaged, and vulnerable populations and is easy to use and accommodating to travelers of all ages.
- Policy 2.14** Ensure that pedestrian and bike facilities meet ADA requirements.
- Policy 2.15** Develop multi-use walking and biking routes to access employment, schools, shopping, and transit routes.
- Policy 2.16** Provide pedestrian facilities that are physically separated from auto traffic on all arterial and collector streets.
- Policy 2.17** Collaborate with regional partners to expand transit routes that improve access between La Pine, Bend, and Redmond.

Goal 3: Develop a sustainable financing method for funding necessary transportation system improvements.

- Policy 3.1** Seek alternate funding sources to enable the community to receive grants, implement a CIP, and maintain existing infrastructure, such as 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.
- Policy 3.2** Optimize the use of existing facilities while planning for future infrastructure.
- Policy 3.3** Maximize the use of state and federal funds for transportation capital, operating, and service improvements.
- Policy 3.4** Maintain a capital improvement plan that identifies construction priorities and funding for transportation facilities.

Goal 4: Minimize environmental impacts and encourage efficient transportation alternatives.

- Policy 4.1** Support the conservation of energy through transportation demand management, transportation system management, and support of a multi-modal transportation system.
- Policy 4.2** Encourage transportation and infrastructure construction methods that reduce environmental impacts.
- Policy 4.3** Ensure landscaping within a right-of-way meets the wildfire protection standards for best practices.

STATEWIDE PLANNING GOAL 13

Energy Conservation



Overview

Oregon Statewide Planning Goal 13 directs planning efforts to maximize the conservation of all forms of energy, based upon sound economic principles. The goal also encourages land conservation and development actions seek to utilize renewable energy sources whenever possible.

Land use plans should consider measures that will maximize energy efficiency, minimize the depletion of non-renewable energy sources, encourage recycling and re-use of vacant land, and plan increasing density gradients along high-capacity transportation corridors. Land use plans should use techniques that can impact energy efficiency, including lot size, dimension, and siting controls; building height bulk and surface area; density of uses; availability of light, wind, and air; compatibility of and competition between land use activities; and systems and incentives for the collection, re-use, and recycling of metallic and nonmetallic waste.

In addition to these, the City should consider the existing and potential capacity of renewable energy sources to yield useful energy output, such as water, solar, wind, geothermal heat, and municipal, forest, and farm waste.

Energy Suppliers

La Pine's industrial areas and key location within Central Oregon will attract businesses seeking to develop alternative energy sources. Utilities to serve such uses will need to be coordinated with the service providers to ensure capacity availability. Current utilities that serve La Pine consist of Mid-State Electric Co-operative and Cascade Natural Gas. Mid-State Electric Co-operative connects to the Bonneville Power Administration (BPA) and brings low-cost hydroelectric power to La Pine.

Energy Sources

The City has designated large areas of land for potential solar energy production and biomass energy production. La Pine recognizes that the potential for solar production of energy is likely to occur on lands that lie east of the Highway since development of these lands for other urban uses is constrained by the railroad, sewer expansion, and large lot industrial development.

Existing Development Patterns

The current development pattern of La Pine was primarily established in the 1950s and 1960s. The commercial pattern is orientated around Highway 97, while the residential pattern is removed from the commercial areas and consists of larger lot neighborhoods. The highway bisects the city, resulting in large segments of La Pine's residential and commercial areas lacking multimodal connections and relying on vehicular travel.

Goal 13: Energy Conservation

Goal 1: Support energy efficiency and alternative energy production.

- Policy 1.1** Support commercial solar farms and other renewable energy projects on lands zoned for Public Facilities through development code and other regulatory tools.
- Policy 1.2** Explore state and federal funding opportunities to establish citywide financial incentives for renewable energy sources, like solar and wind, in new or retrofitted developments.
- Policy 1.3** Support infill development to prioritize sustainable, compact and efficient use of existing land within the urban growth boundary (UGB).
- Policy 1.4** Support economic activity and local job growth to reduce vehicle reliance and minimize transportation system impacts on the environment.
- Policy 1.5** Support development of electric vehicle charging stations and facilities to help promote use of electric vehicles.
- Policy 1.6** Incentivize the utilization of alternative energy sources in commercial development through regulatory and administrative tools.
- Policy 1.7** Coordinate with local, regional and state partners to advocate for energy projects that may benefit the region and site commercial energy development in La Pine.
- Policy 1.8** Identify and modify barriers in the permitting process to alleviate soft costs related to solar installation.
- Policy 1.9** Provide educational materials for residents and property owners about solar and retain a list of solar providers and installers in the community and region.
- Policy 1.10** Continue to incorporate energy conservation into the building and management of all City operations and capital projects using regular energy audits to refine the results.

STATEWIDE PLANNING GOAL 14

Urbanization



Overview

Statewide Planning Goal 14: Urbanization ensures every city in Oregon has an urban growth boundary (UGB), a tool for managing growth, containing urban development and maintaining land outside of the boundary for non-urban uses. The UGB is designated in a city's comprehensive plan, and the boundary is driven by the provision of a twenty-year supply of land for housing, employment, industry, open space, and recreation.

In 2012 La Pine adopted its first Urban Growth Boundary (UGB). La Pine's UGB matches city limits given the buildable lands inventory analysis resulting in sufficient land needs for future housing, commercial, and industrial needs over a 20-year period. The City's Zoning and Comprehensive Plan map includes land use designations intended to provide an arrangement of uses to ensure adequate and efficient provision of public infrastructure for all portions of the city and UGB.

Although La Pine is not considering an expansion of the UGB and/or City boundary at this time, La Pine's population has steadily been increasing over the last twenty years. According to Portland State's Population Projections for 2023, La Pine is the second fastest growing city in Oregon¹. Per the Coordinated Population Forecast (2022-2042), the City of La Pine has an average annual growth rate of 4.2 percent, larger than other sub areas in Deschutes County. La Pine is projected to reach a population of 5,129 people in 2047.

¹ Portland State University Certified Population Estimates 2023

Urbanizable Lands within the UGB

As part of the 2045 La Pine Comprehensive Plan update, a buildable lands inventory (BLI) was conducted to determine the amount of developable land available within City limits and the Urban Growth Boundary. Note that the purpose of this BLI is to conduct scenario-planning for future land uses in La Pine, and its methodology is not consistent with that required for a Housing Needs Analysis (HNA) or Economic Opportunity Analysis (EOA).

Buildable Vacant Lands

Current buildable land that is vacant in La Pine consists of 2,190 acres. Federal land contains the largest amount of non-constrained vacant land, accounting for 34 percent of vacant buildable land. Both Deschutes County and the City of La Pine have the second highest rate of buildable lands, with each jurisdiction containing 22 percent of buildable vacant lands in La Pine. There are currently 443 acres of vacant buildable land that are privately owned.

Buildable Lands

La Pine also contains lands that have redevelopment potential. When considering both vacant land and land that can be redeveloped, La Pine contains about 2,508 acres. Approximately 318 acres (13.0%) of the 2,508 acres are lands that have the potential for redevelopment.

Services to Support Urbanization

In addition to the land needed for residential and employment uses, Goal 14 directs cities to consider the public facilities and services available to support urban growth. As discussed in previous chapters, facilities provided by the City or in close partnership with local providers include:

- Water – City of La Pine Public Works & Utilities
- Wastewater – City of La Pine Public Works & Utilities
- Stormwater – City of La Pine Public Works & Utilities
- Transportation – City, Cascades East Transit, Deschutes County, and Oregon Department of Transportation
- Electrical distribution – Midstate Electric Cooperative
- Natural Gas – Northwest Natural Gas
- Emergency Service – Deschutes County Sheriff's Department and La Pine Fire District

Goal 14: Urbanization

Goal 1: Promote efficient development within the La Pine Urban Growth Boundary (UGB) to accommodate anticipated population and employment growth, minimize the cost of providing public services and infrastructure, and protect resource land.

- Policy 1.1** Evaluate and update the City's 20-year land supply to meet short term and long-term land needs, including the need for parks, open space, and the impact on natural hazard vulnerability, every two years.
- Policy 1.2** Maintain designated Urban Reserve Area (URA) for consideration for inclusion within the UGB should land needs be identified that cannot be accommodated within the existing UGB.
- Policy 1.3** Facilitate efficient infill development of underutilized land within the UGB consistent with La Pine Comprehensive Plan land use designations.
- Policy 1.4** Direct urban growth and land annexation consistent with the City's ability to maintain and extend cost-effective and resilient public services and facilities.
- Policy 1.5** Balance infill and redevelopment with infrastructure costs when considering the potential need for land annexation or a UGB expansion.
- Policy 1.6** Require community planning with public engagement on the designation of land uses and transportation impacts prior to the annexation of areas with 20 or more acres of contiguous land.
- Policy 1.7** Promote renewable energy and the reduction of nonrenewable resources when areas are urbanized or redeveloped.

Goal 2: Coordinate with local, regional, and statewide agencies and partners on providing services related to urban growth.

- Policy 2.1** Comprehensive Plan and associated implementation tools, consistent with the Oregon Statewide Planning Goals, and applicable state and federal regulations.
- Policy 2.2** Pursue cooperative agreements with other governmental agencies to plan, finance, or administer the implementation of the Comprehensive Plan related projects.
- Policy 2.3** Work with the State of Oregon to develop strategies that encourage the production of housing while balancing the cost of infrastructure.
- Policy 2.4** Coordinate the management of unincorporated lands within the UGB and URA through an updated Urban Growth Management Agreement (UGMA).

- Policy 2.5** Work with the Bureau of Land Management (BLM) regarding the transfer of land to either City of La Pine or Deschutes County for use for rodeo facilities and City authorized festivals. 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.
- Policy 2.6** Coordinate with ODOT regarding the ODOT Overpass project and the Wickiup Junction interchange regarding land use designations for adjacent lands.
- Policy 2.7** Support a public engagement plan and master planning effort, at the initiation of the County, for the undeveloped lands within the Newberry Neighborhood Planning Area Overlay Zone.
- Policy 2.8** Work with federal land agencies to identify mitigation projects in crucial watersheds and participate in local, regional and statewide wildfire coalitions, where applicable.



La Pine 2045

APPENDIX

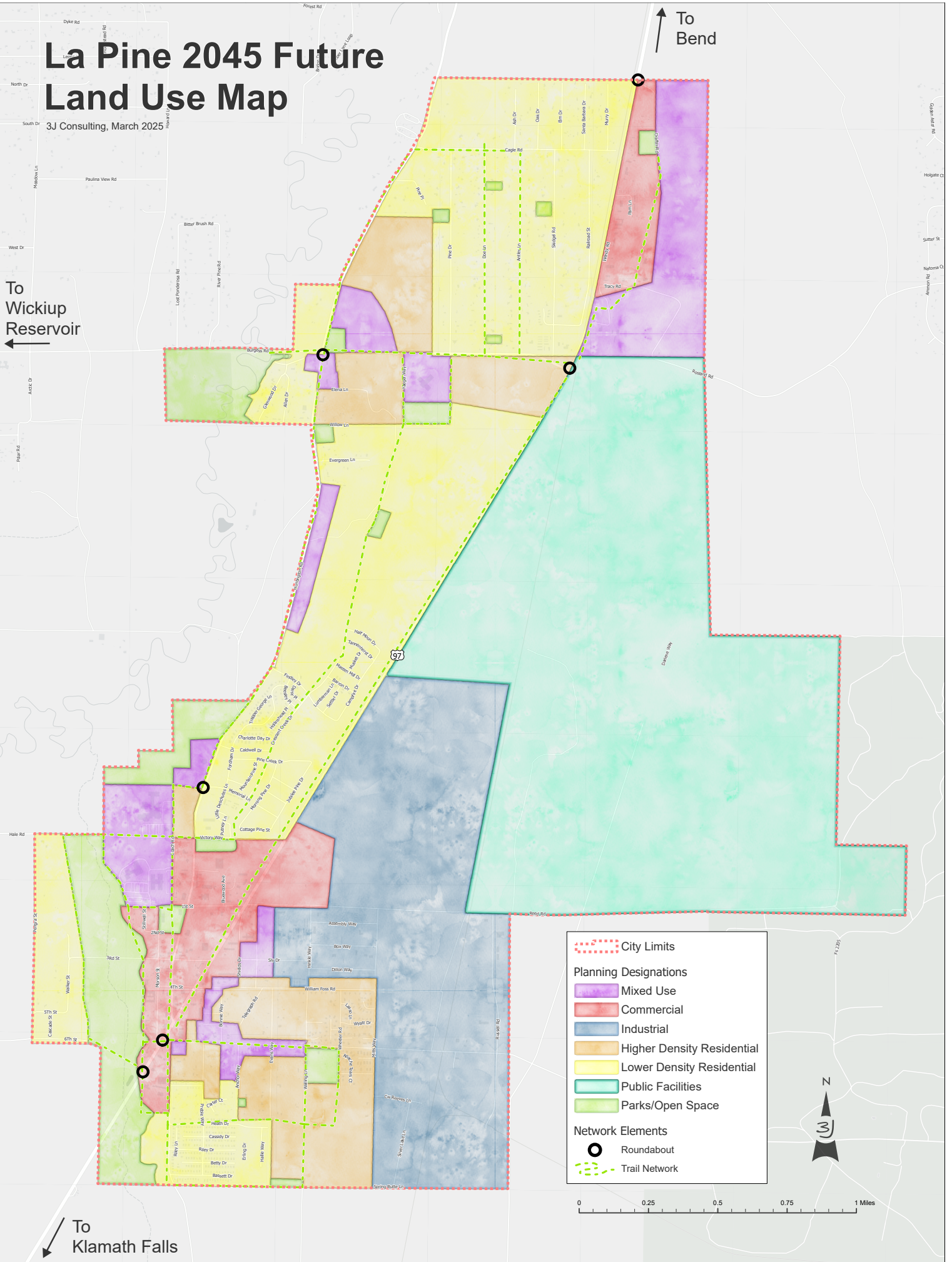
- 1. Future Land Use Map**
- 2. Zoning Map**
- 3. List of Supporting Documents**
- 4. Amendment History**

La Pine 2045 Future Land Use Map

3J Consulting, March 2025

To Wickiup Reservoir
←

↑ To Bend



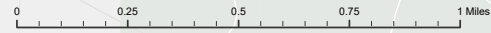
City Limits

Planning Designations

- Mixed Use
- Commercial
- Industrial
- Higher Density Residential
- Lower Density Residential
- Public Facilities
- Parks/Open Space

Network Elements

- Roundabout
- Trail Network



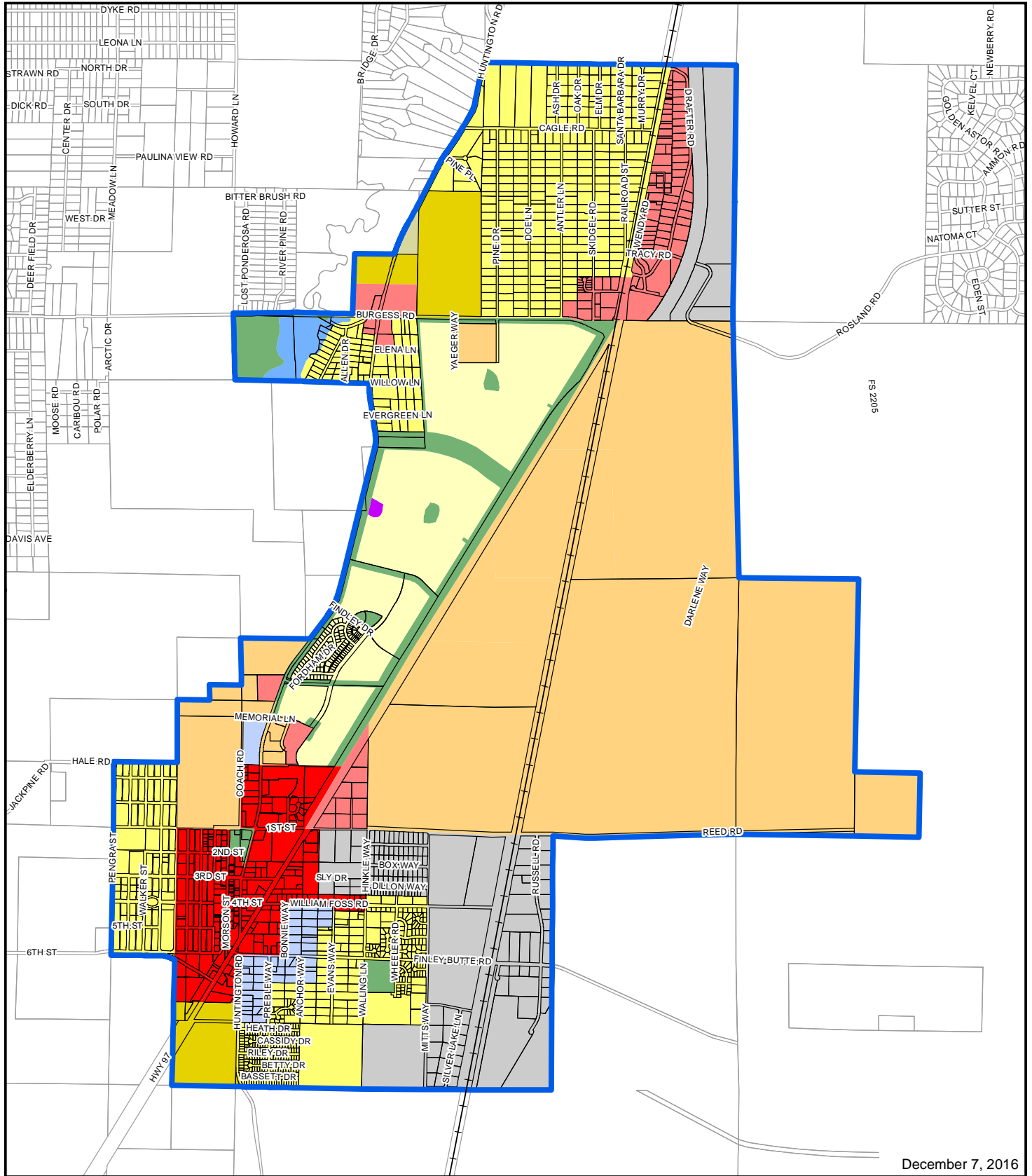
↙ To Klamath Falls















City of La Pine - Zoning



1" = 0.5 Mi.



December 7, 2016

- | | | | |
|---|--|---|--|
|  Traditional Commercial |  Commercial / Residential Mixed Use |  Master Plan Residential |  Riparian Area - Little Deschutes River |
|  Mixed Use Commercial |  Public Facility |  Residential Single-Family |  Open Space & Park |
|  Neighborhood Commercial |  Industrial |  Residential Multi-Family |  Exclusive Farm Use |

Supporting Documents

Supporting Documents

- 2024-2028 COIC Comprehensive Economic Development Strategy (CEDS)
- 2021 Deschutes County Natural Hazard Mitigation Plan (NHMP)
- 2021 Wickiup Junction Final Refinement Plan
- 2019 COIC Regional Housing Needs Assessment (RHNA)
- 2017 La Pine Recreation District Comprehensive Plan
- 2013 Transportation Systems Plan (TSP)
- 2009 Wastewater Capital Facilities Plan

Amendment Log

Amendment History

The following table is a log of amendments made to the adopted La Pine 2045 Comprehensive Plan.

ORD.NO.	DATE	DESCRIPTION
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