



I R O N H O R S E
Design Guidelines

IronHorse Development LLC
April 2010

Owner

IronHorse Development LLC

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Project Background

IronHorse Development LLC was formed to master plan a 1,020 acre undeveloped tract on the northeast side of Prineville. IronHorse is within the Prineville city limits and is zoned for residential use. IronHorse Development LLC spent considerable time working with a team of planners, designers, engineers and economists to create the master plan for IronHorse. The team worked to ensure that all the elements of a truly pedestrian and environmentally sensitive, mixed-use community are included in IronHorse.

In January of 2006 the City of Prineville approved the IronHorse Outline Development Plan and Planned Unit Development, thereby creating the basis to implement the Master Plan. The purpose of this document is to establish building design guidelines to shape and steer the development under the Master Plan and zoning for IronHorse. The information in these Design Guidelines is intended to help you, your design professional, builder/contractor and/or landscape professional to understand the guidelines regarding the allowable uses and site restrictions in IronHorse.

The Prototype section describes the different lot restrictions associated with specific areas of the project. The Construction Approval section describes the application and approval process. The Architectural Standards section describes allowable standards to be used in the design and construction process. The IronHorse Architectural Review Committee (ARC) wants to ensure that the design review and approval process is administered fairly and effectively for the benefit of individual property owners, builders, and for all IronHorse residents. Exceptions to these Design Guidelines will be considered on an individual basis based on architectural merit as determined by the ARC. IronHorse Development LLC reserves the right to change the information contained within this document as it deems necessary.

We urge you to contact the ARC prior to filing any application with us or the City to be sure you have the most current application form and a current copy of the Design Guidelines (a current version is available online at www.ironhorseprineville.com). Please stop by our office, call, write, or e-mail with your comments or questions:

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Vision of the Development and Design Quality

IronHorse is the first large-scale mixed-use community in Prineville, Oregon. Its comprehensive master plan is designed to provide residents an opportunity for a wholesome and enriched quality of life.

IronHorse is located a short distance from the heart of downtown Prineville in an environment of juniper forest, open and green spaces, with natural rock outcroppings and ridgelines.

IronHorse has been carefully designed to encourage pedestrian and bicycle travel, with the intent to reduce dependence on the automobile. Trails and pathways will connect throughout the development and will also be accessible to the residents of the City of Prineville to ensure that IronHorse becomes an integral part of the larger community. The parks and open spaces encourage interaction with nature on many levels. The natural slopes and contours of the land will be preserved wherever possible in every stage of development, resulting in a community that is sensitive to, and cooperates with, the natural landscape.

IronHorse has been designed to become a dynamic and diverse community with educational, cultural and recreational amenities as well as a connection to the natural landscape with views of the surrounding forest, rim rocks and mountains. IronHorse captures the essence of Prineville, invoking pleasant memories of delightful existing neighborhoods, yet will include contemporary conveniences reminiscent of older business communities to provide a balanced and sustainable community. Architecture will vary, patterned primarily after northwest classic designs. Neighborhoods are intentionally designed to be comfortable, connected, safe and friendly. There are numerous options for a broad range of buyers, from single-family homes to multi-family and live/work units. Retail opportunities are included to satisfy many of the daily needs of the community's residents.

To ensure that IronHorse is developed and maintained to the highest practical aesthetic standards, IronHorse Development LLC and the IronHorse ARC have established these architectural Design Guidelines. All construction is also subject to all codes and ordinances as adopted by the State of Oregon, Crook County, and the City of Prineville, and all other pertinent regulations. The most stringent regulations shall apply in the event of a conflict.

IronHorse does not have a particular architectural theme. However, all of the buildings and landscapes within IronHorse are expected to employ high standards for design and

construction, ensuring that the architecture and landscapes are considerate to the site and to surrounding buildings. These Design Guidelines specifically address those design and architectural objectives.

Components of IronHorse Master Plan

Residential Neighborhoods

IronHorse is designed to be a group of residential neighborhoods with a full spectrum of housing types. Most of the housing will be single-family homes on lots ranging in size from 3,200 square feet to over one acre. There will also be a mix of duplexes, townhomes, and small apartment buildings carefully located within the neighborhoods. Higher density housing, particularly apartments and townhomes, will be located near the commercial center or be adjacent to parks or arterial streets. Higher density housing near the commercial center, school site, and public parks will help support commercial and community activity. Access to public parks and several miles of pedestrian and bicycle trails will provide many opportunities for recreational activities that are just a short distance away from all residences.

Commercial Center

The mixed-use commercial center is located and sized to serve as IronHorse's neighborhood center. A mix of retail and office, and possibly some residential, will provide convenient access to a variety of services. It will provide an identity to the project because of its central location, proximity to parks and schools, its main street design, and mix of uses. Fronting the buildings directly onto wide sidewalks will reinforce the pedestrian scale of the commercial center. Parking will typically be located on the street and in common lots behind the buildings.

Parks, Open Spaces and Schools

IronHorse has been carefully designed to enhance the connectivity between residents and neighborhoods. Parks, open spaces and schools will be an integral part of the community. Interconnection of these elements to the surrounding natural resources will provide many opportunities to explore IronHorse and vicinity. Four improved parks and a variety of other open spaces totaling approximately 318 acres will provide recreational opportunities, maintain some of the forested areas, rock outcroppings, and view corridors, and provide open space within IronHorse. A K-8 school is planned to be located within IronHorse. The school will be in

a residential area adjacent to a large central park, and is near the neighborhood commercial center.

Streets and Trails

The sidewalks, trails and streets in IronHorse are designed to be safe for pedestrians, bicyclists and motorists. They are interconnected to provide multiple routes to a variety of destinations. The commercial center, public school and public parks and open spaces are connected with a network of pedestrian and bicycle facilities including multi-use trails, extra wide sidewalks and on-street bicycle lanes.

The street network is designed to calm traffic and to provide on-street parking. Streets vary in width corresponding to the level of traffic and the uses served. The narrowest streets access single-family residences in the quietest residential neighborhoods and on visually sensitive slopes. Vehicle access to homes will typically be via alleys to create a pleasant streetscape and safer place for pedestrians and bicyclists. The streetscape visual experience will be enhanced as garage doors, garbage service and utilities will be primarily at the rear of residences along alleys. A multi-use, off-street trail system will provide recreation and connections within IronHorse and to the city.

An essential feature of IronHorse's pedestrian-scaled streets is on-street parking to create a buffer between traffic and sidewalks, to calm traffic in commercial and residential areas and to provide direct access to the front doors of businesses and residences. In IronHorse, many buildings will be oriented to collector streets. Some homes will front on the collector streets with alley access to garages. Business and office uses will front the collector streets and use on-street parking in addition to parking in the rear or at the side of the buildings.

Summary

IronHorse is planned to provide opportunities to live and work with convenient, close and comfortable access to the trails, parks and town center. IronHorse will be the place where the essence of Prineville is captured, providing a desired, valued and environmentally sensitive community.

Prototypes

Prototypes

Prototype Descriptions

IronHorse consists of two divisions of prototypes. The prototypes represent the intended building character for the various uses of the land. The Town prototype represents buildings located close to the core/town center of the project with an urban character and feel. The Neighborhood prototype represents a residential character and feel.

Town Prototypes

The Town prototypes are urban in character with more massive and tall structures creating an active, vibrant town center streetscape. Commercial buildings will be mostly two stories fronting the street with a storefront character and will create a pedestrian-friendly main street environment. Commercial buildings will generally be built right up to the front lot line. Street-facing façades are tall, to frame the street, typically with a gable end, a flat roof behind a parapet, or “false front.” All building façades are required to be at least 20’ high facing the street. Parking is typically located at the rear of the lot, off of an alley, except in certain instances as noted, where parking is allowed at the sides of buildings. All buildings in this prototype are typically attached. However, continuous attached building front façades should not exceed 230 feet without a pedestrian passageway for access to the rear alley and parking.

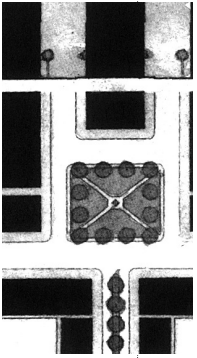
Neighborhood Prototypes

The Neighborhood prototypes will be residential in character, and are the most prevalent building type found in IronHorse. Buildings are typically detached, on lots ranging from cottage (approximately 5,000 square feet on average) to small (approximately 7,026 square feet on average) to medium (approximately 10,890 square feet on average) to large (approximately 21,780 square feet on average). Off-street parking is typically located at the rear of the lot, off of the alley, in detached or attached garages. Accessory dwelling units are allowed. Varying front setbacks, from lot to lot or within a block frontage, is required in most areas.

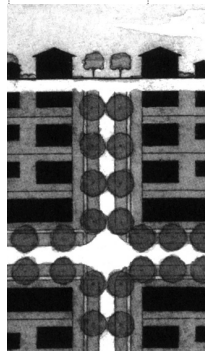
Prototype Key Table

- Town Prototype 1**
Town Commercial (T.1)
- Town Prototype 2**
Town Apartment (T.2)
- Town Prototype 3**
Town Townhome (T.3)
- Neighborhood Prototype 1**
Neighborhood Cottage (N.1)
- Neighborhood Prototype 2**
Neighborhood Small Lot (N.2)
- Neighborhood Prototype 3**
Neighborhood Medium Lot (N.3)
- Neighborhood Prototype 4**
Neighborhood Large Lot (N.4)
- Neighborhood Prototype 5**
Neighborhood Apartment (N.5)
- Neighborhood Prototype 6**
Neighborhood Townhome (N.6)

TOWN PROTOTYPES



NEIGHBORHOOD PROTOTYPES



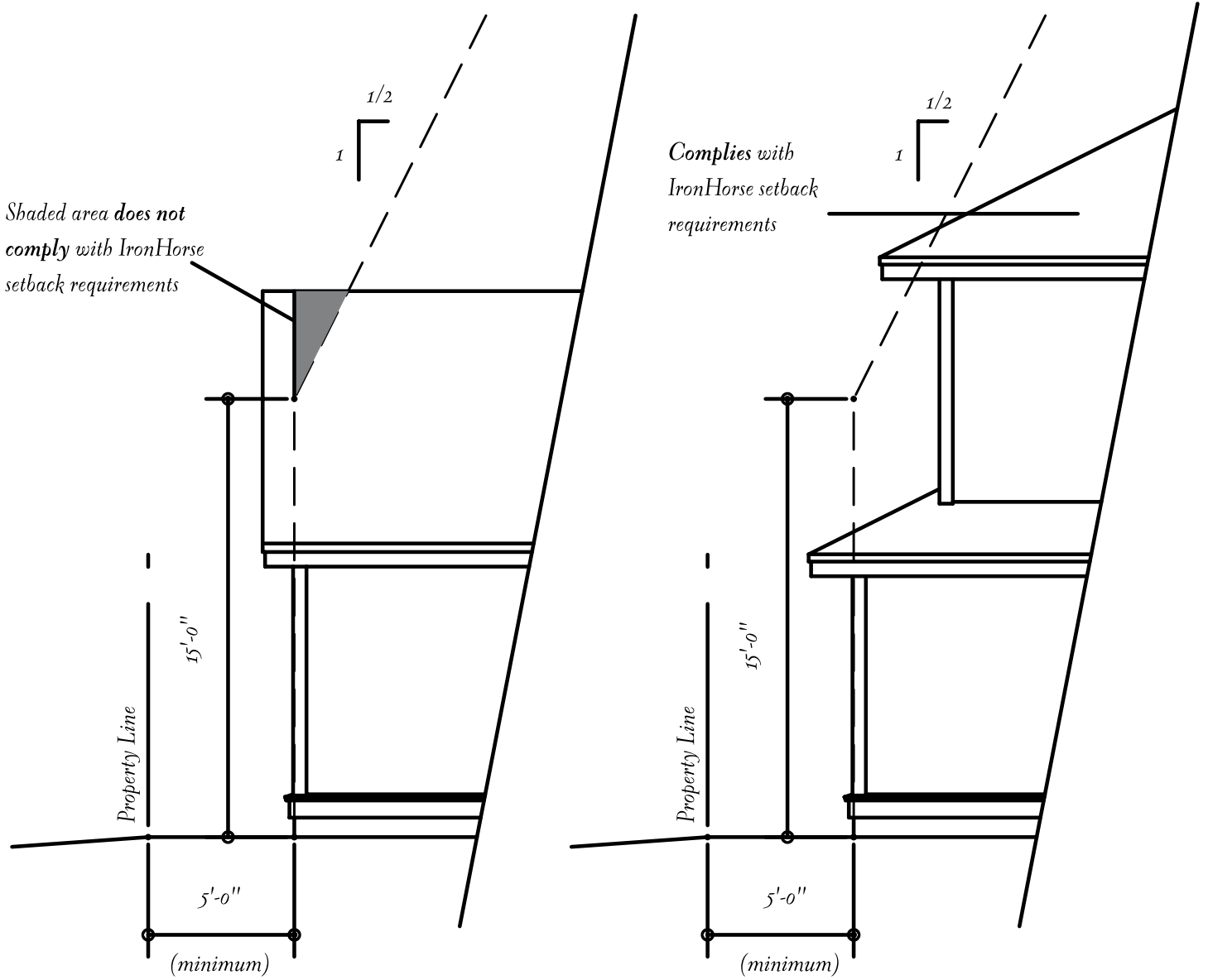
Prototype Table

PROTOTYPE	BUILDING HEIGHT		LOT REQUIREMENTS					SETBACKS (14)					
	Min	Max (1)	WIDTH minimum	DEPTH typical	SIZE minimum	BUILDING COVERAGE maximum	FLOOR AREA RATIO (8)	Front min. (9) (12) (13)	Front max.	Front preferred	Side min.	R ear (7)	Garage Front min. (4)
T.1 Town Commercial	20 feet	45 feet	NA	varies	NA	No max.	N/A	0 feet (5) (6)	10 feet (6)	0 feet (5)	5 feet	5 feet	NA
T.2 Town Apartment	20 feet	45 feet	40 feet	varies	5,000/4 units + 1,000 ca. additional	60%	N/A	5 feet (6)	15 feet (6)	10 feet	8 feet	5 feet	NA
T.3 Town Townhome	20 feet	40 feet	20 feet	varies	2,300 sf	60%	N/A	10 feet (6)	15 feet (6)	10 feet	0 feet (11)	5 feet	NA
N.1 Neighborhood Cottage	NA	35 feet	30 feet (10)	100 feet	3,200 sf	57%	50%	10 feet (3)	20 feet	No preferred	4 feet (7)	5 feet	8 feet behind front of house (15)
N.2 Neighborhood Small Lot	NA	35 feet	50 feet (10)	106 feet	5,000 sf	40%	50%	10 feet (3)	20 feet	No preferred	5 feet (7)	5 feet	8 feet behind front of house (15)
N.3 Neighborhood Medium Lot	NA	35 feet	50 feet (10)	125 feet	5,000 sf	40% (9)	50%	10 feet (3)	20 feet	No preferred	5 feet (7)	5 feet	8 feet behind front of house (15)
N.4 Neighborhood Large Lot	NA	35 feet	50 feet (10)	200 feet	5,000 sf	40% (9)	50%	10 feet (3)	No maximum	No preferred	10 feet (7)	7 feet	8 feet behind front of house (15)
N.5 Neighborhood Apartment	NA	35 feet	40 feet	varies	5,000/4 units + 1,000 ca. additional	60%	N/A	5 feet	20 feet	No preferred	8 feet (2)	5 feet	NA
N.6 Neighborhood Townhome	NA	35 feet	20 feet	105 feet	2,300 sf	60%	N/A	10 feet	20 feet	10 feet	0 feet (11)	5 feet	NA

- Building height shall be determined by measuring the distance from the existing grade at the perimeter of the foundation at both the highest point and the lowest point on the lot to the highest point of the roof. The average of these measurements may not exceed the maximum.
- Setback shall be 8 feet plus one half-foot for each foot by which the building height exceeds 21 feet. Exceptions will be considered by the ARC on an individual design review basis.
- No more than three abutting lots along a street frontage may have buildings with the same front setback, resulting in a streetscape with visibly varying front setbacks.
- Garages must be accessed from the alley if an alley exists.
- Setbacks adjacent to a roundabout right of way shall be determined on a case-by-case basis. Buildings shall generally be close to the build-to line without limiting clear-vision area. Buildings may be set back to accommodate pedestrian amenities.
- Frontage requirement: 75% of the lot frontage must have a building. A minimum of 60% of the building(s) must be at the preferred front build-to line. No part of the building front may exceed the maximum front setback. A maximum of 40% of the required building frontage may meet maximum front setbacks.
- See "Figure 1: Setbacks" for limitations of the building height at the setback line (page 6).
- Total building area may not exceed the designated percentage of the total lot area. Unenclosed covered porches, decks, and patios or courtyards are excluded from the calculation. See Figure 2 on page 9.
- Buildings on corner lots are deemed to have two front setbacks.
- On curved streets and cul-de-sacs the minimum lot width allowed is 35 feet.
- If not a zero lot line, the minimum side setback is 8 feet.
- Front setbacks for lots fronting curved streets and cul-de-sacs will be reviewed on and individual basis.
- Building setback must also meet City of Prineville's clear vision requirement.
- The ARC, in its sole authority and discretion, may approve setbacks that vary from this chart (however, the City of Prineville's standards shall take precedence) for homes on lots with one or more of the following: significant slope, irregular shape, easements (as recorded on the original plat), significant trees or rock outcroppings and other site conditions or constraints.
- For lots without alley access and one or more of the following: significant slope, irregular shape, easements (as recorded on the original plat), significant tree(s) location(s) or rock outcropping location(s) and other site conditions or constraints the ARC may approve, in its sole authority and discretion, garages (with garage doors facing the street) less than 8 feet behind the front of the home. However, in no case shall the ARC approve a garage less than 4 feet behind the front of the home. Garages less than 8 feet behind the front of a home will require architectural enhancements such as "carriage house" type garage door(s), trellis and/or other architectural enhancements to mitigate for the garage door location. The ARC may also approve homes with garages with the garage doors more or less perpendicular to the right of way or more or less radial on arcing/curving sections of the right of way. This alternate garage configuration will require architectural enhancements and may require additional front yard landscaping.

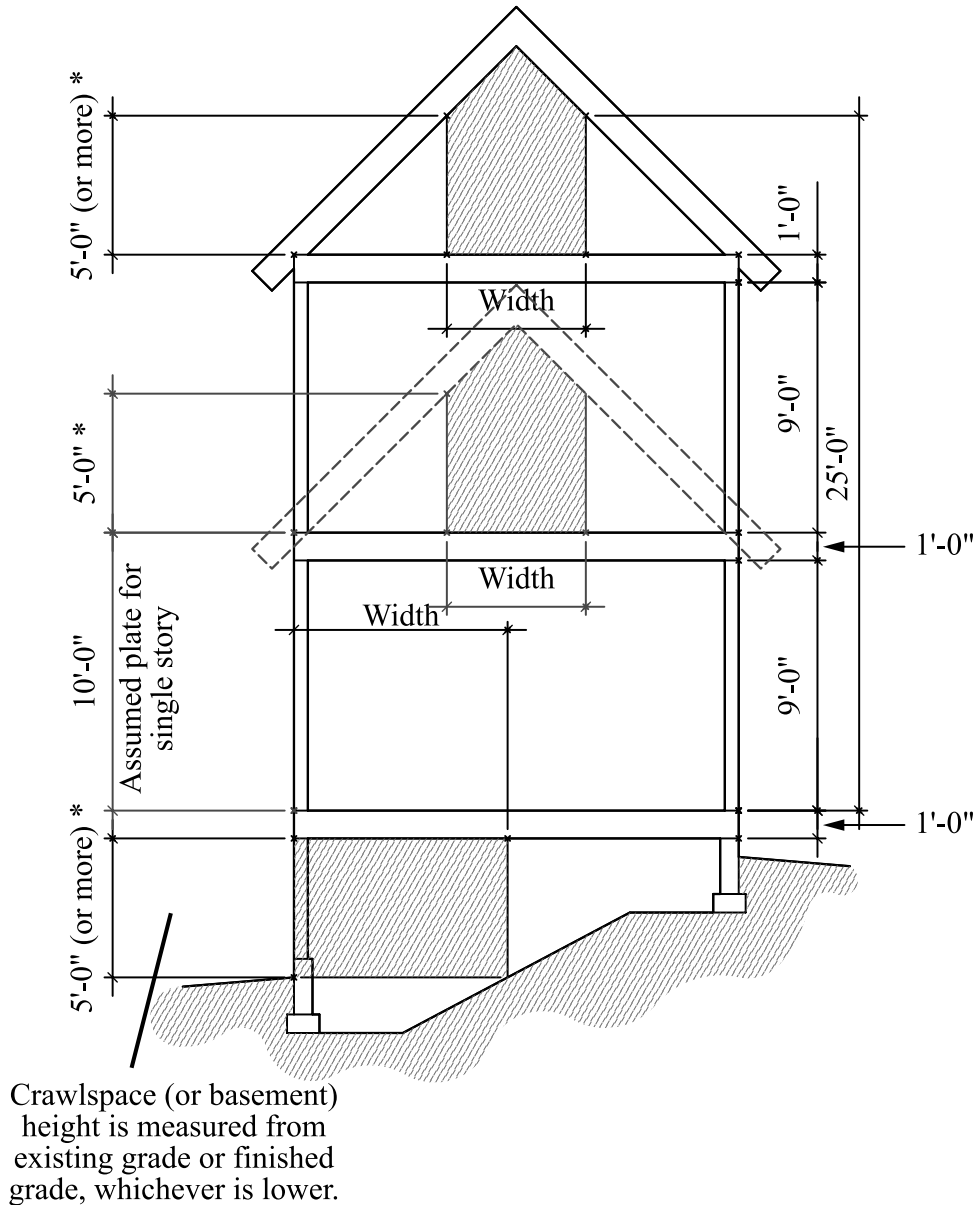


Figure 1: Setbacks



Building heights above 15 feet must step back according to the diagram above. All other Setback encroachments require both the City of Prineville and IronHorse ARC approval.

Figure 2: Floor Area Ratio



The Floor Area Ratio (FAR) limits a home's massing/volume. The maximum home size is determined by multiplying the lot size by .50 (50%). For example, a 5500 square foot lot: $5500 \times .50 = 2750$. Using the diagrams in this exhibit, the home (including the garage floor area) for this 5500 square foot lot may not exceed 2750 square feet. Porches, decks, patios, and courtyards are excluded from the FAR calculation. The IronHorse Architectural Review Committee calculates the floor area(s) from the outside face of the exterior walls. Vaulted spaces (per diagrams) and stairs are included in the floor areas.

*Attics, crawlspaces and basements of less than 5'-0" (per diagrams) will not be included in the FAR calculation.