



Oregon

Theodore R. Kubongski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

9/3/2010

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: Deschutes County Plan Amendment
DLCD File Number 002-10

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Friday, September 17, 2010

This amendment was submitted to DLCD for review prior to adoption pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

*NOTE: The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

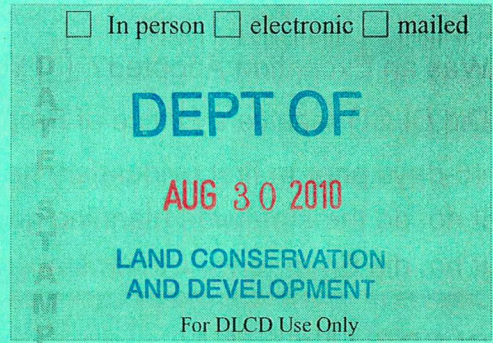
Cc: Peter Gutowsky, Deschutes County
Jon Jinings, DLCD Community Services Specialist
Jon Jinings, DLCD Regional Representative

<paa> YA

FROM **2**

DLCD

Notice of Adoption



THIS FORM **MUST BE MAILED TO DLCD**
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
 PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18

Jurisdiction: **Deschutes County**

Local file number: **PA 10-2 / Ord. 2010-012**

Date of Adoption: **August 25, 2010**

Electronic / Date Mailed: **August 26 / 27 2010**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Date: **February 22, 2010**

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached."

Initiated by County staff, PA-10-2 (Ordinance 2010-012) amends the Deschutes County Comprehensive Plan, DCC Chapter 23.40.30, Terrebonne Rural Community to establish a Community Plan for Terrebonne. The updated goals and policies provide a planning guide to decision making in regard to land use, capital improvements and physical development in Terrebonne during the next 20 years (2010 – 2030). It is anticipated that Deschutes County, Oregon Department of Transportation (ODOT), special districts, residents and community leaders will consult the Community Plan when preparing land use projects in Terrebonne.

The Community Plan's goals and policies maintain Terrebonne's existing boundary, comprehensive plan designations and zoning districts.

Does the Adoption differ from proposal?

Yes.

A Commercial expansion policy was added:

Commercial Expansion Area Policies

19. Support applicant-initiated commercial plan designation and rezoning applications for properties fronting U.S. 97 between B and Central Avenues to expand commercial uses on the west side of U.S. 97 if all of the following characteristics are met.

- a. A home occupation or commercial use existed prior to the adoption date of this plan;
- b. Frontage existed on U.S. 97 prior to the adoption date of this plan; and
- c. ODOT grants access or there is alternative access to a public maintained road.

Plan Map Changed from: _____ to: _____

Zone Map Changed from: _____ to: _____

Location: _____ Acres Involved: _____

Specify Density: Previous: _____ New: _____

Applicable statewide planning goals:

1 **2** **3** **4** **5** **6** **7** **8** **9** 10 11 12 13 14 15 16 17 18 19
 X X

DLCD File No. 002-10 (18138) [16307]

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD file No. _____

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Deschutes County, Oregon Department of Land Conservation and Development

Local Contact: **Peter Gutowsky**

Phone: **(541) 385-1709** Extension:

Address: **117 NW Lafayette**

Fax Number: **541-385-1764**

City: **Bend**

Zip: **97701**

E-mail Address: **peterg@co.deschutes.or.us**

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**

per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and **TWO Complete Copies** (documents and maps) of the Adopted Amendment to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, or by emailing **larry.french@state.or.us**.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **twenty-one (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can now access these forms online at **<http://www.lcd.state.or.us/>**. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to **larry.french@state.or.us** - **Attention: Plan Amendment Specialist.**

REVIEWED
[Signature]
LEGAL COUNSEL

For Recording Stamp Only

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON

An Ordinance Amending Deschutes County Code *
23.40.030 Adopting a Terrebonne Community Plan. * ORDINANCE NO. 2010-012

WHEREAS, in 2008, the Board of County Commissioners ("Board") directed Deschutes County Planning staff to initiate a Comprehensive Plan amendment to Deschutes County Code ("DCC") 23.40.030, Terrebonne Rural Community, to update the information, goals and policies in the County Comprehensive Plan for the Terrebonne community; and

WHEREAS, the Deschutes County Planning Commission held a duly noticed public hearing on April 8, 2010, on the proposed Terrebonne Community Plan; and

WHEREAS, on June 10, 2010, the Deschutes County Planning Commission forwarded a recommendation to the Board to adopt the Terrebonne Community Plan; and

WHEREAS, the Board held a duly noticed public hearing on July 19, 2010; and

WHEREAS, the Board finds it in the public interest to adopt the Terrebonne Community Plan; now, therefore,

THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON, ORDAINS as follows:

Section 1. ADOPTION. The Board hereby adopts the Terrebonne Community Plan, attached as Exhibit "B" and incorporated by reference here.

Section 2. AMENDMENT. DCC 23.40.030, Terrebonne Rural Community, is amended to read as described in Exhibit "A," attached hereto and by this reference incorporated herein, with new language underlined and language to be deleted in ~~strike through~~

///

Section 3. FINDINGS. The Board adopts as its findings Exhibit "C," attached and incorporated by reference herein.

Dated this 25th of August, 2010

BOARD OF COUNTY COMMISSIONERS
OF DESCHUTES COUNTY, OREGON

Dennis R. Luke
DENNIS R. LUKE, Chair

Alan Unger
ALAN UNGER, Vice Chair

ATTEST:

Bonnie Baker
Recording Secretary

- absent -
TAMMY BANEY, Commissioner

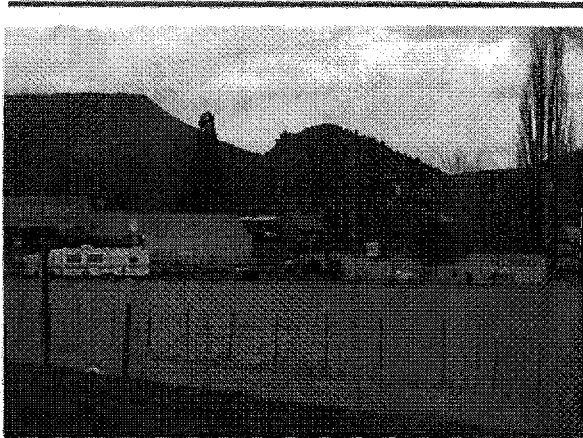
Date of 1st Reading: 16th day of Aug., 2010.

Date of 2nd Reading: 25th day of Aug., 2010.

Record of Adoption Vote:

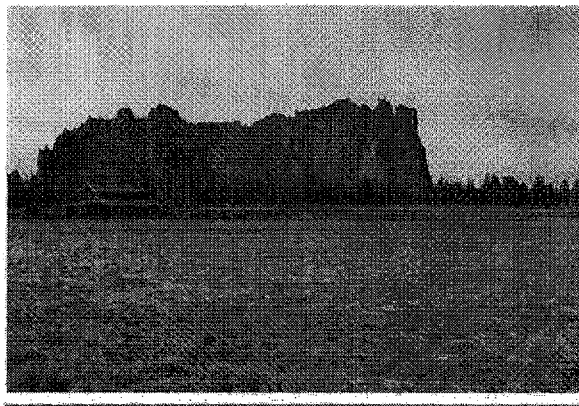
| Commissioner | Yes | No | Abstained | Excused |
|----------------|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| Dennis R. Luke | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Alan Unger | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Tammy Baney | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Effective date: 25th day of Nov., 2010.



Terrebonne

Community



Plan

2010-2030





Terrebonne
Community Plan
2010-2030

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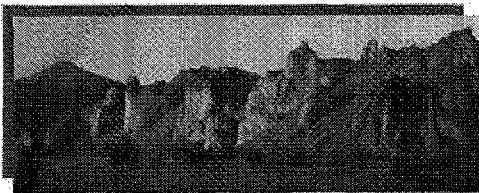
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Introduction

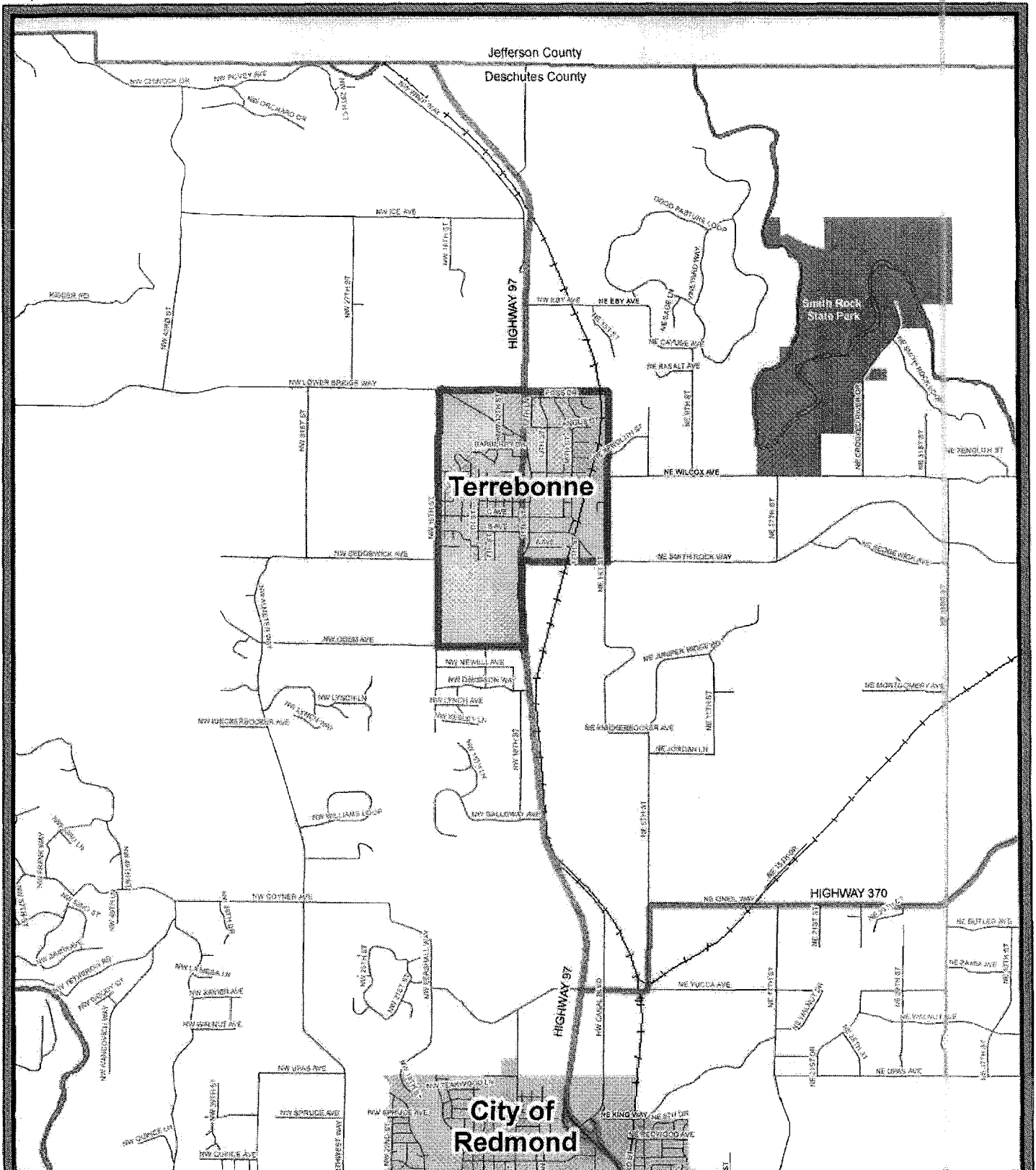
The Terrebonne Community Plan (Community Plan) is an integral part of the Deschutes County Comprehensive Plan and upon adoption by the Board of County Commissioners, constitutes an official chapter. It can only be changed if the Community Plan goes through an official legislative plan amendment process. The Community Plan's goals and policies provide a guide to decision making for land use planning, capital improvements, and physical development during the next 20 years (2010 – 2030). It is anticipated that Deschutes County, Oregon Department of Transportation (ODOT), special districts, residents, and community leaders will consult the Community Plan when preparing land use or transportation projects in Terrebonne.

Terrebonne is a small rural community at the northern edge of Deschutes County. Founded as a railroad town in 1909, Terrebonne contains residential neighborhoods, a community school, a commercial expansion area and two commercial business districts, one fronting U.S. Highway 97 (U.S. 97) and the other abutting 11th Street. Existing land use and transportation patterns justify the need for a Community Plan. State statute by definition recognizes Terrebonne as a "Rural Community" because it is a longstanding rural service center. Although this Community Plan only addresses the area within the boundaries of Terrebonne, nearby residents and visitors utilize its services given the proximity to U.S. 97, local businesses, Terrebonne Community School, and Smith Rock State Park.

Terrebonne Community School, which is within the Redmond School District, draws 400 students spanning kindergarten through 8th grade. The school's geographic area in addition to Terrebonne covers Crooked River Ranch in Jefferson County, the east side of Smith Rock State Park, and the north side of Cinder Butte, just north of Redmond.



Smith Rock State Park lies three miles east of Terrebonne, encompassing 651 acres on the Oregon high desert plateau. The park which hovers around 3000 feet in elevation, provides a sanctuary of majestic rock spires overlooking the scenic Crooked River Canyon. Containing hundreds of climbing routes, it is an international destination for rock climbers. In addition, the park offers year-round camping, picnicking, fishing, hiking, and wildlife watching.








Terrebonne Vicinity Map

For More Information Contact:
 Deschutes County Community Development Department
 117 NW Lafayette Bend, OR 97701
 541-388-6575 www.co.deschutes.or.us/cdd

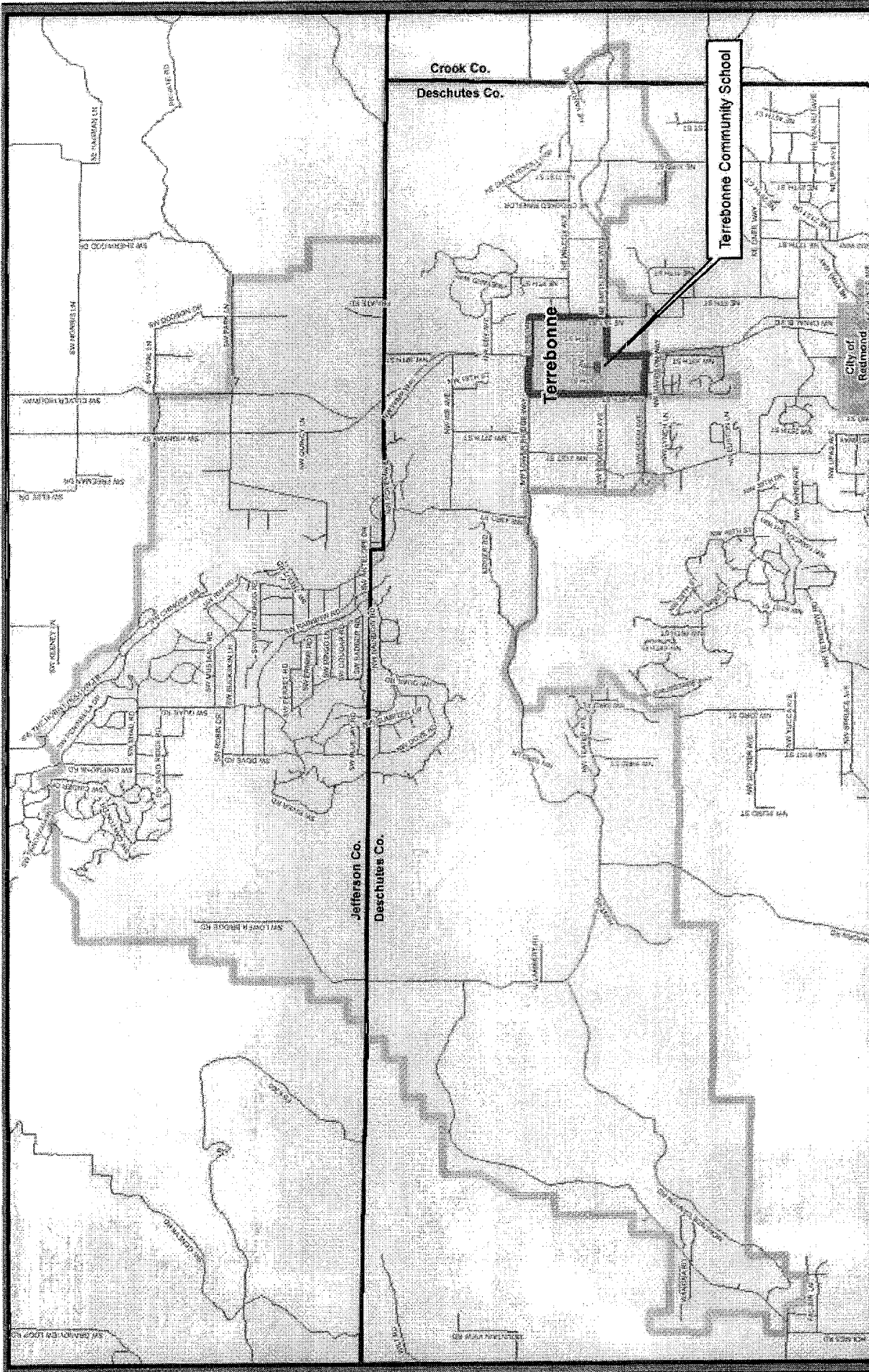


TERREBONNE
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-  Railroad
-  State Highway
-  Terrebonne Unincorporated Community
-  Smith Rock State Park
-  City of Redmond



H:\CompPlan\GIS\CommunityPlan\TerrebonneVicinityMap.mxd
 February 17, 2018



Terrebonne Community School Attendance Area

-  Terrebonne Elementary School
-  Terrebonne Unincorporated Community
-  Terrebonne School Attendance Area
-  County Boundary

For More Information Contact:
 Deschutes Public Schools, 137500, 137500, 137500
 SALT LAKE 80233 www.mtsdpublicschools.org



Map of the City of Redmond, Oregon, showing the Terrebonne Community School Attendance Area. The map is a black and white line drawing showing streets, boundaries, and geographical features. A callout box points to the Terrebonne Community School location. The map is oriented with North at the top.



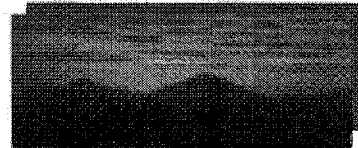
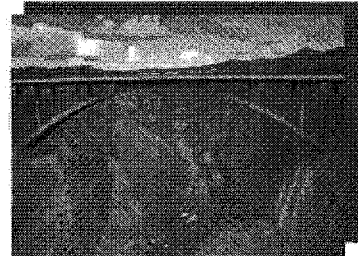
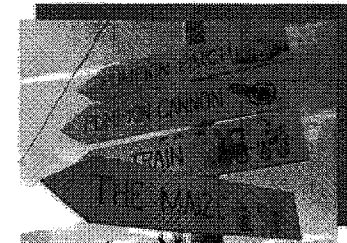
March 21, 2018

Community Vision Statement

Terrebonne residents set forth this vision with the intent that the Community Plan, developed in cooperation with Deschutes County, shall serve as a framework to realize it.

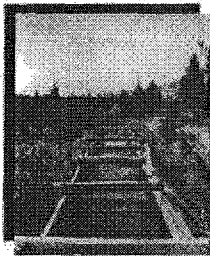
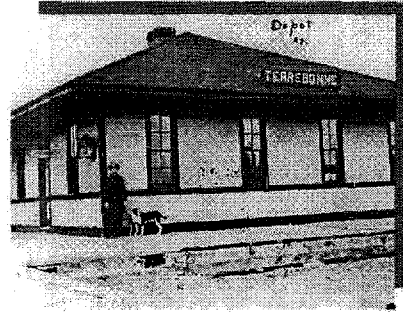
Maintain the livability of Terrebonne as a small town with its rural and scenic character, by encouraging efficient services and safe traveling throughout the community.

This vision statement is created to ensure that with vigilance and foresight, the unique rural character of Terrebonne can be maintained and enjoyed by present and future generations over the next twenty years.



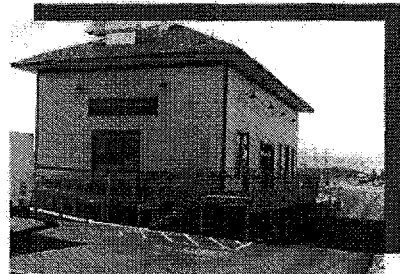
History

Located on the Oregon Trunk Railroad, Terrebonne was originally called Hillman for railroad magnates James Hill and E. H. Harriman, who famously competed to finish a rail line from the mouth of the Deschutes River to Bend in the early 1900s. As news of the Hillman Plat spread across the United States, people speculated and blindly purchased property. A few individuals never actually claimed their lots, while others came to discover that the promises of fertile agricultural land were embellished.



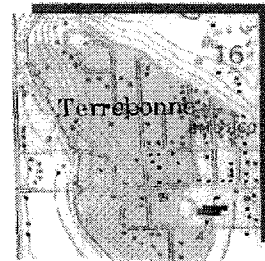
One persistent story regarding the original town site concerns a developer who reportedly sold the same lots, including some that were unbuildable, to several different buyers. When disgruntled buyers caught up with the developer, he was run out of town. As news of this land fraud spread across the country, the residents of Hillman decided to change the name of their town site to improve its reputation. They held a meeting and selected the name "Terrebonne," which means "good earth" in French.

As Terrebonne grew and prospered earlier last century, it boasted a hotel, newspaper, livery stable, bank, blacksmith shop, meat market, realty company, grange hall, school, general stores, barber shops, various feed stores, and churches. Today, legacy buildings from the community of Hillman include the original Hillman town site platted in 1909 and three historical buildings: Ladies Pioneer Club (1911), Oregon Trunk Railroad Depot (1911) and Grange Hall (1925).



Land Use

The 1979 Deschutes County Comprehensive Plan designated Terrebonne a Rural Service Center (RSC). Comprising 667 acres and 577 tax lots, the 1979 Terrebonne RSC boundary included the Hillman Plat, excluding the portion east of the Oregon Trunk Railroad tracks. The boundary encompassed the area south of the Hillman Plat known as the Circle "C" Acres Subdivision, which occupies land located south of Odem Avenue. The 1979 Terrebonne RSC boundary also included land in the north one-quarter of Section 16, Township 14S, Range 13E, north of the Hillman Plat.



In 1994, the Oregon Land Conservation and Development Commission adopted Oregon Administrative Rule for unincorporated communities, instituting new land use requirements for Terrebonne (OAR 660, Division 22). As part of periodic review, in 1997 Deschutes County updated its Comprehensive Plan and implemented zoning regulations to comply with the state requirements. Terrebonne's boundary was expanded to include the portion of the old Hillman Plat east of the railroad tracks. Additionally, at the request of Circle "C" Acres Subdivision residents, the boundary excluded their entire subdivision.

Population

Single-family residences are the predominant land use in Terrebonne. Tables 1, 2 and 3 cite Deschutes County Assessor data and an adopted twenty year population forecast to estimate Terrebonne's 2009, 2030, and future build out population.

Table 1 - 2009 Terrebonne Population Estimate

| Developed Residential Tax Lots * | 2000 Census for Unincorporated County (Persons per Household) | 2009 Population Estimate |
|----------------------------------|---|--------------------------|
| 499 | 1.9 | 948 |

* Assessor Data 2009

Table 2 - Terrebonne Projected Build Out

| 2009 Population Estimate | Potential Dwelling Units * | 2000 Census for Unincorporated County (Persons per Household) | Future Population Based on Undeveloped Lots | Build Out Population |
|--------------------------|----------------------------|---|---|----------------------|
| 948 | 322 | 1.9 | 612 | 1,560 |

* Assessor Data 2009 / Based on land divisions and the number units per acre allowed in each zone

| Table 3 - Terrebonne Population Forecast | | |
|--|---------------|------------------------------|
| Year | 2.2% Forecast | Average Annual Growth Rate * |
| 2010 | 969 | 2.2% |
| 2011 | 990 | 2.2% |
| 2012 | 1,012 | 2.2% |
| 2013 | 1,034 | 2.2% |
| 2014 | 1,057 | 2.2% |
| 2015 | 1,080 | 2.2% |
| 2016 | 1,104 | 2.2% |
| 2017 | 1,128 | 2.2% |
| 2018 | 1,153 | 2.2% |
| 2019 | 1,178 | 2.2% |
| 2020 | 1,204 | 2.2% |
| 2021 | 1,231 | 2.2% |
| 2022 | 1,258 | 2.2% |
| 2023 | 1,286 | 2.2% |
| 2024 | 1,314 | 2.2% |
| 2025 | 1,343 | 2.2% |
| 2026 | 1,372 | 2.2% |
| 2027 | 1,403 | 2.2% |
| 2028 | 1,433 | 2.2% |
| 2029 | 1,465 | 2.2% |
| 2030 | 1,497 | 2.2% |
| 2031 | 1,530 | 2.2% |
| 2032 | 1,564 | 2.2% |
| 2033 | 1,598 | 2.2% |

County Population Forecast (Ordinance 2004-012)

Terrebonne's population projection for 2030 is 1,497. As Table 2 illustrates, a vacant lands inventory performed in 2009 identified 322 undeveloped residential lots. If all 322 undeveloped lots develop and average household size remains at 1.9 persons per household, Terrebonne's population would increase by 612 people, bringing its total to 1,590. Under this scenario, Table 3 shows that full build out would occur in 2032.

Land Use Designations and Inventory

Deschutes County Comprehensive Plan designations illustrate general land uses for Terrebonne and provide the legal framework for establishing zoning districts. Zoning regulates land uses that are allowed in each respective district. Table 4 lists Terrebonne comprehensive plan designations and corresponding zoning districts, while Table 5 summarizes the existing land use inventory by district.

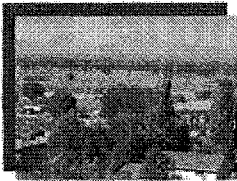
| Comprehensive Plan Designations | Zoning Districts |
|--------------------------------------|---|
| Residential (TER) | Residential District (TER) |
| Residential 5 Acre Minimum (TER5) | Residential Five Acre Minimum District (TER5) |
| Commercial Business District (TECBD) | Commercial District (TEC) |
| Commercial Expansion Area (TECEA) | Residential District (TER) |
| Rural Commercial (TERC) | Commercial Rural District (TECR) |

| Zone | Residential Units | Commercial / Industrial Developments | Undeveloped Parcels | Total Number of Parcels |
|--------------|-------------------|--------------------------------------|---------------------|-------------------------|
| TEC | 13 | 21 | 12 | 46 |
| TECR | 2 | 8 | 9 | 19 |
| TER | 502 | 9 | 199 | 694 |
| TER5 | 38 | 1 | 1 | 39 |
| Total | 555 | 39 | 221 | 798 |

* Assessor Data 2009

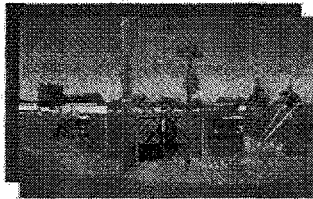
Described below in greater detail are Terrebonne's Comprehensive Plan designations.

Residential: A "Residential" designation pertains to properties served by community water systems and encompass lots ranging from .5 to 5 acre. The designation corresponds with the boundary of the old Hillman Plat.



Residential 5 Acre Minimum: A "Residential 5 Acre Minimum" designation pertains to properties five acres or greater. These designations are located to the north and south of the Hillman Plat. They maintain the rural character of Terrebonne by retaining large lots in areas where community water is unavailable.

Commercial Business District: A “Commercial Business District” designation represent existing and non-conforming commercial uses located on the east side of U.S. 97, south of B Avenue near the U.S. 97 intersection, and both sides of 11th Street. The designation promotes pedestrian-friendly commercial centers, while discouraging highway strip-commercial development.



Commercial Expansion Area: A “Commercial Expansion Area” designation as name suggests, represents an area for future commercial center expansion. Located east of 11th Street, bound by C and A Avenues, it encourages a connected road network with pedestrian access, away from U.S. 97 to discourage strip-commercial development.

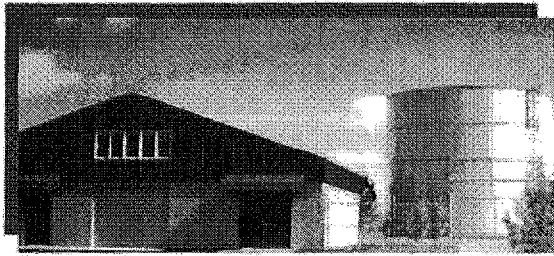
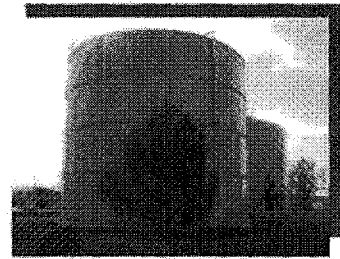
Rural Commercial: A “Rural Commercial” designation represents legal non-conforming, small-scale truck and heavy equipment uses, not generally compatible with a pedestrian-friendly commercial center. When this designation and corresponding zoning districts were applied during the 1997 Comprehensive Plan update, they provided existing businesses with an opportunity that did not exist before: opportunities to initiate site plan and conditional use permits for subsequent expansions or changes of use.

Public Facilities and Services

Terrebonne is served by four special districts: 1) Terrebonne Domestic Water District; 2) Deschutes County Rural Fire Protection District #1; 3) Redmond School District; and, 4) Central Oregon Irrigation District. Terrebonne public facilities and services are described below in greater detail.

Domestic Water

The Terrebonne Domestic Water District (Water District) is a municipal corporation that currently serves approximately 525 residences and 25 businesses located in the densely populated areas of Terrebonne, including the old Hillman Plat and Angus Acres Subdivision. The Water District currently utilizes three wells. Groundwater beneath Terrebonne does not currently exceed U.S. Environmental Protection Agency maximum contaminant limits. The Oregon Public Health Division and Deschutes County therefore do not require the Water District to treat its water supply. The Water District is however, required to purchase groundwater mitigation credits for its water supply because the Oregon Water Resources Department identifies Terrebonne as a groundwater critical area.



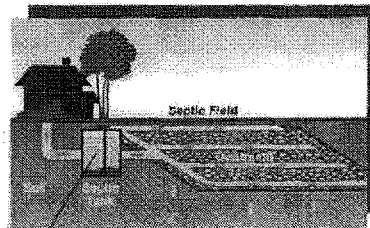
Deschutes County and the Water District have a strong track record for coordinating land use. Last decade, the Water District's board of directors recognized the importance of improving their antiquated water system both for fire protection and domestic use. State law requires that Deschutes County enter into an agreement with the Water

District for coordinated review and administration of land use in the their service area (OAR Chapter 660-22, Unincorporated Communities). Deschutes County approved a Community Development Block Grant and state technical assistance grant with the Water District's support in 1993 to develop an updated water system master plan for a 25-year planning horizon. The Water District, with assistance from Deschutes County also received an Oregon Economic Development grant in 1997 to construct priority one improvements to their water system. Two years later the Water District received a loan package to construct further improvements.

Terrebonne residents living outside the Water District rely on private domestic wells for drinking water. State law, ORS 537.54 exempts private wells as long as domestic consumption is less than 15,000 gallons per day and irrigation of a lawn or noncommercial garden is less than one-half acre.

Wastewater

With the exception of Angus Acres and Terrebonne Estates Subdivisions, which are served by community wastewater treatment facilities, Terrebonne residents and businesses rely on onsite wastewater treatment systems. However, certain areas near the Hillman Plat rest on a rocky plateau, making onsite systems inoperable. The soils are shallow – most no deeper than 18 inches – such that a standard septic system becomes infeasible. Alternative systems and advanced onsite treatment systems in these circumstances are necessary for building additions or new development. A few properties in Terrebonne also do not meet the requirements for an onsite system because they are too small, under a 0.5 acre or contain rapidly draining soils. As a result these tax lots cannot be developed or redeveloped. Deschutes County's Comprehensive Plan and zoning regulations restrict the type and intensity of allowed uses to those that can be served by an approved onsite wastewater treatment system. State and County zoning regulations set minimum lot sizes to ensure that onsite systems do not exceed the capacity of the land.



The Water District did receive a grant from the Central Oregon Rural Investment Fund to complete a sewer feasibility study in 1999. The Water District however, never implemented the study due to lack of funding. To date, Terrebonne residents have not reached consensus about the need for a sewer system. While some citizens recognize its importance, both to protect public health and water quality, and to allow development at desired densities, others express an unwillingness to pay for the added cost of operating and maintaining a centralized wastewater treatment system.

Emergency Services

The Deschutes County Rural Fire Protection District #1 (Fire District) contracts with the City of Redmond for fire suppression and emergency medical services. This is a healthy partnership, which allows both entities to provide services beyond what would be accomplished independently. Station 402 is located on C Avenue in Terrebonne. All Fire District career staff maintain a paramedic level certification. Each fire or ambulance response is staffed by paramedics, who provide advanced life support care and transport.



Irrigation Water



Established in 1918, the Central Oregon Irrigation District (COID) is a municipal corporation of the State of Oregon. The Pilot Butte Canal, one of COID's two, runs north, through Bend, Redmond and Terrebonne. Approximately 83 patrons, residents in Terrebonne owning and receiving irrigated water from COID, irrigate a total of 154.64 acres spanning 83 tax lots.

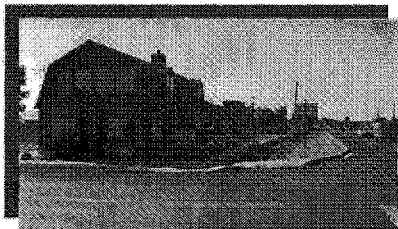
Transportation

Terrebonne depends on the ability of the local and state transportation system to provide safe access to residential and commercial areas and the Terrebonne Community School, while maintaining an efficient regional route carrying travelers and freight through the Central Oregon region. U.S. 97 in Terrebonne contains two travel lanes and a center turn lane with adjoining sidewalks. The other major east-west roads are Smith Rock Way, a County arterial which runs east from U.S. 97



at the south end of town, and Lower Bridge Way, a County arterial which extends to the west of U.S. 97 at the north end of town. For north-south travel there is 19th Street, a County collector on the western edge of Terrebonne, and 11th Street, which parallels U.S. 97 a block to the east of the highway. Within the community, there are a mix of paved and unpaved streets. In 2008, average daily traffic (ADT) counts measured the following vehicles:

- A Avenue and U.S. 97 recorded 16,600 ADT;
- U.S. 97 at the Jefferson and Deschutes County line recorded 12,500 ADT;
- North of O'Neil Highway recorded 8,500 ADT;
- Lower Bridge Way, just west of U.S. 97 recorded 5,288 ADT; and,
- Smith Rock Way jus west of the railroad tracks, recorded 2,373 ADT.



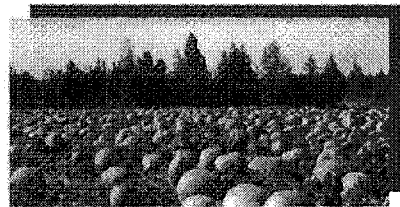
To protect the function of a highway, it is often necessary to limit access and control turning movements. Access control, which normally limits the number of driveways to a state highway, reduces the conflict points where vehicles turning or passing through can collide. By redirecting property access to side streets or alleys, the number of crashes on the highway can be lowered. Implementing additional measures such as traffic calming, improved pedestrian crossings, or reducing the travel speed on the highway can benefit an entire community.

Surrounding Land Use

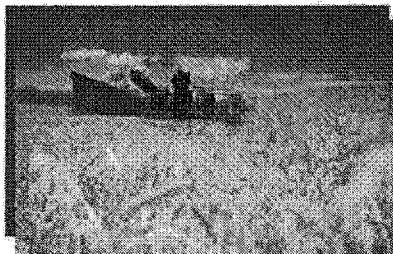
Residents outside of Terrebonne identify with the community because it is where many certain buy goods and services, send their children to Terrebonne Community School, or attend church. The following Comprehensive Plan designations and related zone districts are within a mile of Terrebonne.

Agriculture

An "Agricultural" designation and EFU zone protects farmlands lands in Deschutes County pursuant to Statewide Planning Goal 3 (Agricultural Lands). As discussed in the Agricultural Lands Section of the Comprehensive Plan, protecting agriculture is one of the primary goals of the Oregon land use system. When the County Comprehensive Plan was first adopted in 1979, there was general consensus for its agricultural goal.



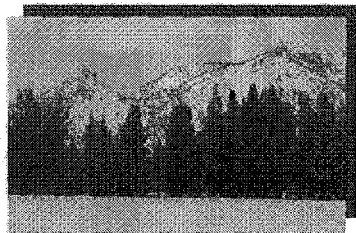
"To preserve agricultural land in Deschutes County for the production of farm and forestry products, as well as the public need for open space."



In 1992, Deschutes County completed a farm study report. The purpose of the study was to ensure that EFU zoning and standards for farm divisions and dwellings were consistent with Goal 3 and relevant administrative rules. The study found that farms in Deschutes County usually contain a mix of irrigated and non-irrigated land, as well as a soils from different classes. The study identified seven agricultural subzones with one near Terrebonne. For each subzone, standards determine minimum parcel sizes for farm divisions to protect the commercial agricultural land base. The subzone that is immediately adjacent to Terrebonne is the EFU - Terrebonne subzone (EFUTE). The minimum acreage for this subzone is 35 irrigated acres. Refer to the Agricultural Lands section of the Comprehensive Plan for more details about agricultural land in Deschutes County.

Rural Residential

A "Rural Residential Exception Area" designation and corresponding Multiple Use Agriculture (MUA-10) and Rural Residential (RR-10) zones applies to lands for which Deschutes County justified an "exception" to Statewide Planning Goal 3 (Agricultural Land). MUA-10 applies to agricultural lands that have been demonstrated to be unsuitable for commercial farming but retain enough agricultural practices that are



compatible with rural development. The minimum lot size for new subdivisions in this zoning district is ten acres. Although Terrebonne does not include this zoning district, three MUA-10 subdivisions are within a mile of the boundary. The RR-10 zone is intended to provide areas for residential use in a rural context along with other compatible uses. This zone is directly south of Terrebonne and applies to the Circle "C" Subdivision. The minimum lot size for new subdivisions in this zoning district is ten acres, but all existing lots near Terrebonne are much smaller. Therefore, no additional subdivisions are possible. A number of residents in this subdivision and within Terrebonne believe that maintaining the larger parcel sizes helps create the rural atmosphere they value.

Community Input

Community Planning Process

At the request of the Deschutes County Board of Commissioners, the Community Development Department in 2008 engaged Terrebonne residents in the Comprehensive Plan Update process. Staff began that process in the fall, with the first of four community meetings in Terrebonne. These meetings provided opportunities to meet with residents and stakeholders, answer questions, and explain Oregon land use planning and Deschutes County's existing Comprehensive Plan. In February 2009 at the second meeting, staff asked residents if they supported the creation of a Community Plan and if so, to describe their land use values and expectations for the area. They introduced the following issues:

- Piecemeal development is not furthering the community's overall rural values;
- Continue preserving agricultural lands near Terrebonne;
- Maintain Terrebonne's rural character;
- Water and sewer limitations affect the community's ability to accommodate growth;
- Allow commercial upzoning on the west side of U.S. 97;
- Create a park in Terrebonne;
- Expand Terrebonne's community boundary to include an adjacent residential area; and
- Consider several transportation alternatives to accommodate traffic volumes and promote vehicle safety for U.S. 97, including a traffic signal, a couplet for south and north bound traffic, a grade separation interchange near Lower Bridge Way or a bypass to the east.

A stakeholder group of Terrebonne residents was subsequently established in Spring 2009 to discuss with staff a Community Plan that would encompass land use opportunities over the next twenty years. This group met three times. The purpose was to strategize the format of future community meetings and discuss existing conditions, alternatives for the area and community sentiment. These meetings were beneficial to staff for ultimately presenting growth related options to Terrebonne residents and business owners.

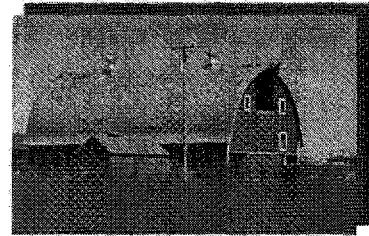


The issues highlighted above were discussed in small groups during a Fall 2009 community meeting, using several different planning stations. Each station allowed area residents and business owners to ask questions and share ideas or insights. Participants could place a dot on a board showing their preferred land use option, and fill out a questionnaire that most reflected their values for Terrebonne over next 20 years. The outcome of these public involvement techniques revealed, qualitatively, an overwhelming desire for little or no change in Terrebonne.

The basis for developing goals and policies cited in this Community Plan are now described below in greater detail. Planning for growth and preparing for its impact represents the best course of action to maintain the unique rural character of Terrebonne.

Community Character and Features

Agricultural activity and open spaces define Terrebonne. Residents clearly stated the importance of maintaining the area's agricultural land base and open spaces. The Community Plan emphasizes the importance of protecting natural features such as ridgelines, and views of the Cascade Mountains and Smith Rock State Park, while supporting opportunities for rural development.



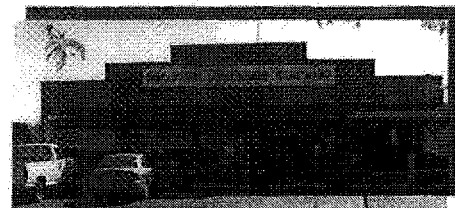
Residential Development



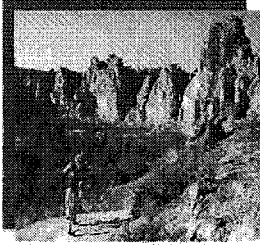
Residential development is likely to increase in Terrebonne over the next twenty years due to Central Oregon's reputation as a desirable place to live and conduct business. While residents expressed concerns that new development could change the rural character of Terrebonne, planning for housing and infrastructure will enable the community to understand its costs and respond proactively to changing circumstances. Land use planning implemented through Deschutes County policies and zoning will enable residents, stakeholders, and property owners to integrate the large number of vacant residential lots into the community.

Commercial Development

Terrebonne residents support locally owned businesses and share a common value that future commercial development be modest in scale, incorporating exterior designs used by newer businesses adjoining U.S. 97. Based on a 2009 buildable land inventory, at the present time there is not a need for additional commercial or light industrial land. Of the 84 commercially zoned properties in Terrebonne, just 49 are developed. Thirty of the 49 developed lots contain single family dwellings. Single family dwellings existing on June 4, 1997 are a permitted use in Terrebonne's two commercial zones. Lastly, while legal nonconforming commercial uses located in a residential zone straddle the west side of U.S. 97, there is support to ensure that Deschutes County's comprehensive plan designation and zoning accurately reflects the current land use.



Recreational Development



Terrebonne residents support recreational programs for all age groups including seniors and school-aged children. Creating Terrebonne's first community park including ball fields and play structures is important and would be an extraordinary asset. While some expressed a desire to rezone residential lands along the west side of U.S. 97 to commercial, others support the concept of redesignating those properties for a greenway.

Traffic and Circulation

As noted earlier, the transportation system in Terrebonne is dominated by U.S. 97, a state highway that bisects the commercial core of town. Traffic is a major issue for Terrebonne residents because the highway traffic volume creates unsafe pedestrian areas and long delays for vehicles entering U.S. 97 from the side streets, especially turning north from Lower Bridge Way or south from Smith Rock Way. Deschutes County and ODOT are currently working to address the needs of Terrebonne to maintain safe and convenient uses of the transportation system. A 2009 paving project by ODOT added sidewalks and bike lanes to U.S. 97 and sidewalks on the north side of B Avenue leading to the Terrebonne Community School.

Regarding county roads, residents expressed concerns about vehicle speeds, particularly on 19th Street and Smith Rock Way. Additionally there are challenges associated with the lack of paved streets, secondary access for Crooked River Ranch, and poor sightlines at 19th, 31st, and 43rd streets, where they intersect Lower Bridge Way. The list below further summarizes Terrebonne's transportation issues:

Local road network:

- Maintain existing roads;
- Provide sidewalks only where they are warranted for safety; and,
- Protect utility trenches located in the public right-of-way from damage by tree roots.

Appropriate local road standards:

- Provide transportation facilities that are practical and cost effective to construct, use and maintain.

U.S. 97 corridor:

- Slow traffic on U.S. 97;
- Provide safe, convenient pedestrian crossings on the highway near the school;
- Reduce misuse of the center turn lane; and,
- Redesign U.S. 97 intersections to balance the needs of truck and pedestrian traffic, particularly at the "B" Avenue, "C" Avenue and 11th Street intersections.

Goals and Policies

The following goals and policies were developed from community and stakeholder meetings, and input from ODOT and the Oregon Department of Land Conservation and Development. Staff also revisited Deschutes County's existing Comprehensive and Transportation System Plans, as well as applicable state law and administrative rules.

Land Use Goal

Preserve open space, natural features and rural character of the Terrebonne Community.

Land Use Policies

1. Conform land use regulations with the requirements of OAR Chapter 660, Division 22, Unincorporated Communities or its successor.
2. Allow the current pattern of development based on the existing zoning that maintains the rural character of the area.
3. Allow residential uses in all zoning districts in Terrebonne.
4. Encourage the preservation of Terrebonne's historical structures: Ladies Pioneer Club (1911), Oregon Trunk Railroad Depot (1911) and Grange Hall (1925).
5. Maintain the existing unincorporated community boundary for Terrebonne.
6. Review Community Plan goal and policies every five years to determine if conditions and circumstances in Terrebonne still meet the current and future needs of its residents and businesses.

Residential Area Policies

7. Designate residential districts on the zoning map for areas designated residential on the comprehensive plan map.
8. Plan and zone for a diversity of housing types and densities suited to the capacity of the land to accommodate water and sewer facilities.
9. Maintain the rural character of the community by retaining large lots where community water and sewer are not available for land designated Residential—5-Acre Minimum.
10. Permit livestock in residential districts subject to use limitations identified in Deschutes County Code Title 18.

Commercial Area Policies

11. Allow small-scale, low-impact commercial and industrial uses in conformance with the requirements of OAR Chapter 660, Division 22, and larger commercial uses, if such uses are intended to serve the community, surrounding rural area or travel needs of people passing through the area.

12. Prohibit industrial uses from dominating the character of the commercial districts.
13. Encourage new development in the commercial districts to become compatible with the rural character of the community by using design standards.
14. Prohibit access to be taken from U.S. 97 when there is an option to use a local road.
15. Structure approval standards for conditional uses in the Commercial Rural District to consider the impact on nearby residential and commercial uses, transportation systems, and other public facilities and services.
16. Allow stand-alone residential uses or residences in conjunction with uses listed in the commercial districts as long as they do not dominate or set development standards for other uses in the area.
17. Prohibit land divisions or replatting for residential purposes in the commercial districts.
18. Prohibit livestock in the commercial districts.

Commercial Expansion Area Policies

19. Support applicant-initiated commercial plan designation and rezoning applications for properties fronting U.S. 97 between B and Central Avenues to expand commercial uses on the west side of U.S. 97 if all of the following characteristics are met.
 - a. A home occupation or commercial use existed prior to the adoption date of this plan;
 - b. Frontage existed on U.S. 97 prior to the adoption date of this plan; and
 - c. ODOT grants access or there is alternative access to a public maintained road.
20. Expand commercial designations only to the Commercial Expansion Area designated on the Terrebonne Comprehensive Plan map, except under the circumstances described in Policy 19.
21. Rezone the Commercial Expansion Area from a residential district to a commercial district only if no commercially zoned land can reasonable accommodate the proposed use. Rezoning may be done without a plan amendment. An applicant for a zone change must demonstrate that:
 - a. Road right-of-way improvements and public water facilities to the property are in place or will be in place when the development occurs; or
 - b. Road right of way improvements and public water facilities to the property are under construction when a permit is issued; or
 - c. Road right of way improvements and public water facilities to the property have been in a local government or special district budget.

These standards apply in place of the County standards for rezoning contained in Title 18, section 18.136.020 of the Deschutes County Code.

Public Facilities Goal

Ensure water and sewage treatment systems encompass the appropriate scale and cost.

General Public Facility Planning policies

1. Determine residential minimum lot sizes by the capacity of the land to accommodate available water and wastewater facilities.
2. Encourage early planning and acquisition of sites needed for public facilities, including schools, roads and water facilities.

Water Facility Policies

3. The Terrebonne Domestic Water District 1995 Water System Master Plan serves as the public facility plan for water supply in Terrebonne.
4. All commercial development or development including a sprinkler system shall be reviewed by the Terrebonne Domestic Water District.
5. Development requiring land use approval, located in the Terrebonne Domestic Water District service area shall be approved only upon confirmation from the District that they can provide water to the property.
6. Support improvement of the community water system to meet health and safety needs of Terrebonne residents.
7. Maintain a coordination agreement, consistent with ORS Chapter 195 and OAR 660-22-050(2)(c) for Deschutes County and the Terrebonne Domestic Water District.
8. Encourage all development in the Terrebonne Domestic Water District service area to connect to their water system.

Sewer Facility Policies

9. Allow uses and densities that can be served by an approved on-site wastewater treatment system, until such time as a community sewer system is available.
10. Set minimum lot sizes adequate to ensure that on-site systems do not exceed the capacity of the land, until such a time as a community sewer system is available.
11. Support replatting Hillman Plat lots to create lots large enough to accommodate an approved on-site wastewater treatment system.
12. Help identify funding for a sewer feasibility study.
13. Support the development of a community sewer system if needed to protect public health.
14. Review Community Plan policies related to public services if a sewer system is proposed.

Transportation Goal

Provide a safe and efficient system for all modes of transportation.

Road Network Policies

1. Provide a transportation network that can accommodate local traffic, commuter traffic and regional interstate traffic without detracting from the livability and rural character of Terrebonne.
2. Provide a transportation network that will improve transportation efficiency, convenience and safety, as well as increase transportation choices and decrease conflicts between modes of transportation.
3. Preserve alignments for transportation corridors depicted in the Transportation System Plan for future transportation purposes. The precise alignments will be determined after further study and engineering analysis or during the development of vacant properties.
4. Where they exist, new roads shall take advantage of existing public right-of-way.
5. Preserve existing right-of-way unless a new road cannot be physically constructed, in which case the County will consider vacating the right-of-way.
6. Monitor and enforce vehicle weight limits on 11th Street and Smith Rock Way.
7. Identify and select in the Transportation System Plan, a long-term solution for U.S. 97 from the following options: a traffic signal, a couplet, a grade-separated interchange, or a bypass.

Sidewalk and Bicycle Facility Policies

8. Provide sidewalks that are in keeping with the rural character of the community and will be built property tight.
9. Where sidewalks are specified along County public roads, they shall be constructed without curbs and gutters, set back from the road surface behind a drainage swale at a distance from property lines to allow room for utilities.
10. Construct sidewalks identified on the TSP Map either at the time of development, subject to site plan review, or later through formation of a local improvement district (LID). Applicants electing to defer constructing sidewalks shall be required to submit and record in the County Clerk's office a waiver of remonstrance, signed by the land owner. The waiver shall relinquish the landowner's right to have his/her objection count against the formation of an LID.
11. Protect from damage by tree roots, utility trenches located in the public right-of-way.
12. Where they conflict with existing or planned utility trenches, street trees should not be planted in the public right-of-way.
13. Share the road with automobiles and bicycles on local roads where traffic volumes and speeds are low.

14. Accommodate bicycles on paved shoulder bikeways on Lower Bridge Way and Smith Rock Way, a County arterial and collector road that carries high traffic volumes.

Road Development Standards Policies

15. Provide transportation facilities that are practical and cost effective to construct, use and maintain and in keeping with the rural character of Terrebonne.
16. Implement road development standards for Terrebonne that minimize pavement width and are consistent with the operational needs of the transportation facility.
17. Specific road, bicycle and pedestrian facility improvement projects for the Terrebonne community are listed and described in the TSP respectively. The projects are ranked high, medium and low priority based on perceived need. These priorities shall be flexible to take advantage of development opportunities and funding.

U.S. 97 Corridor Policies

18. Work with ODOT and the community to increase safety on U.S. 97 in Terrebonne by using a combination of enforcement and traffic calming techniques to slow traffic to posted speeds, to safely handle local traffic and to improve pedestrian crossings.
19. Work with ODOT to provide improved pedestrian crossings on U.S. 97, between Central Avenue and the south 11th Street intersection, particularly at the "B" Avenue and "C" Avenue intersections, to increase pedestrian safety in the vicinity of the school.
20. Work with ODOT and the community to evaluate the safety and functionality of 11th Street as needed.
21. Support limiting U.S. 97 to no more than three lanes between the Central Avenue and south 11th Street intersections.
22. Accommodate large trucks with wide turning radius corners where necessary, as determined by truck routes established by TSP, thereby minimizing corner radii at all other intersections. Other design features such as rolled curbs or medians shall be used as necessary to minimally accommodate large trucks in the Terrebonne community.
23. Coordinate with ODOT on improvements to U.S. 97 during rehabilitation or construction projects.

Chapter 23.40. UNINCORPORATED COMMUNITIES

23.40.030. Rural Communities – Terrebonne.

The Terrebonne Community Plan, adopted by the Board in Ordinance 2010-012, is incorporated by reference herein.
(Ord. 2010-012 §1, 2010)

23.40.030. — Terrebonne Rural Community.

A. General Background.

1. Historical background. Terrebonne is located in northeastern Deschutes County, about 6 miles north of Redmond and 22 miles north of Bend. Smith Rock State Park, located on the Crooked River, is about 2.5 miles northeast of Terrebonne.

— Located on the Oregon Trunk Railroad, Terrebonne was originally called Hillman, named after James Hill and E. H. Harriman, famed railroad builders. The Terrebonne Rural Community today includes the original Hillman townsite, platted in 1909. As news of the Hillman Plan spread across the United States, people purchased property sight unseen. A few individuals never actually claimed their lots, while others came to find the promises of fertile land were embellished.

— One story that persists regarding the original townsite is about a developer who reportedly sold the same lots to several different buyers and that some of the lots were not buildable. When disgruntled buyers caught up with him, he was run out of town. As news of this land fraud spread across the country, the residents of Hillman decided to change the name of their townsite, in order to improve its reputation. They held a meeting and selected the name “Terrebonne,” which means “good earth.”

— As the original townsite grew and developed, Hillman/Terrebonne boasted at one time a hotel, a newspaper, a livery stable, two general stores, two barber shops, a bank, a blacksmith shop, a meat market, a realty company, various feed stores, a school, churches and a grange hall.

2. Population and Growth.

— The 1990 US Census classified Terrebonne as a “designated place” with a reported total population of 1,083 persons. The estimated population growth was about 3 percent annually in 1991-1992. In 1995 the population of Terrebonne Rural Service Center was estimated at 1,250 persons, with 2.5 residents per dwelling. Terrebonne’s median household income in 1990 was \$21,029, below the poverty level established by FMHA for rural communities in Oregon. Historical population data for Terrebonne have not been collected. However, Terrebonne Domestic Water District staff have noticed an influx of younger couples with children replacing retirees who have moved out of the area. This type of change creates an increase in population without evidence of growth such as new residential construction. The Terrebonne elementary school is the fastest growing in the Redmond school district.

— The rate of future population growth in Terrebonne is difficult to estimate because growth is limited until community sewer facilities allow desired growth to occur. Deschutes County projects a countywide growth rate of 4.5 percent until the year 2000.

3. Periodic Review.

— In the fall of 1994, the Land Conservation and Development Commission adopted a new administrative rule, OAR 660-22, Unincorporated Communities. In 1997, as part of periodic review, the County updated the Deschutes County Comprehensive Plan and implementing regulations for the Terrebonne community to comply with the rule. The description and the policies in this section of the plan reflect the outcome of that planning process.

4. Rural Community.

— Terrebonne meets the definition of a Rural Community because it is primarily a residential community, which also has a school, churches, a grange hall, a post office and a handful of local

businesses that serve the community, the surrounding rural area or persons traveling through the area. The comprehensive plan designates Terrebonne a Rural Community and provides for its growth and development accordingly.

5. Terrebonne Rural Community Boundary.

The 1979 Deschutes County Comprehensive Plan designated Terrebonne a Rural Service Center (RSC), a Goal 3 and 4 exception area, comprising 667 acres and 577 tax lots. The 1979 Terrebonne RSC boundary included the Hillman Plat, except that portion east of the Oregon Trunk Railroad tracks. It included the area south of the Hillman Plat known as the Circle "C" Acres subdivision which occupies land west of the highway, east of 19th Street and north of Davidson Way. The 1979 Terrebonne RSC boundary also included the land in the north one-quarter of section 16, T14S, R13E, north of the Hillman Plat.

OAR 660-22-020(3)(a) states that land which has been acknowledged as an exception area and historically considered part of the community may be included in an unincorporated community boundary. As part of periodic review the Terrebonne community boundary has been amended in the following two ways to include a total of 631 acres and 551 tax lots (See Map A1):

- a. The boundary has been expanded to include the portion of the old Hillman Plat east of the railroad tracks. This land has been acknowledged as an exception area and historically considered part of the community.
- b. At the request of Circle "C" residents, the community boundary has been moved to the north, to Odem Avenue to exclude the entire Circle "C" Acres subdivision. This land has been designated Rural Residential Exception Area on the Deschutes County Comprehensive Plan map.

The comprehensive plan designation applied to the land south of Terrebonne Rural Community known as part of the Circle "C" Acres Subdivision bounded on the north by Odem Way, on the south by Davidson Way, on the east by West 19th Street and on the west by Highway 97 has been changed from Rural Service Center to Rural Residential Exception Area.

B. Land Use Planning.

1. Existing land uses.

The predominant land use in Terrebonne is single family residences, including a manufactured home park with 26 single family units. Commercial land uses include supermarkets, a gas station, trucking companies, farm equipment sales and service, restaurants, a hardware store, a veterinarian and various other small scale retail businesses located along Highway 97. There is a grange hall, a post office and an elementary school. There are also several churches. A significant recent development in Terrebonne is a large new supermarket.

Land bordering Terrebonne is zoned Exclusive Farm Use Terrebonne Subzone (EFU-TR) Multiple Use Agriculture (MUA-10 acre minimum lot size), and Rural Residential (RR-10 acre minimum lot size). The Deschutes County Comprehensive Plan designates EFU land for agriculture uses and MUA-10 and RR-10 land for rural residential uses. The EFU land around Terrebonne is employed in a range of small to large scale irrigated agricultural uses, while the MUA-10 and RR-10 land is parcelized and developed with rural residences and small scale agricultural uses.

According to a County land use inventory conducted in 1994, the estimated maximum number of potential new lots in Terrebonne was 1,233, based on the availability of community water service. A land use inventory compiled in 1997 using the County Assessor's database is shown in Table B1 below.

Table B1: Land Use Inventory - Terrebonne Rural Community

| Assessors Property Class | Total Tax Lots | Developed Tax Lots | Vacant Tax Lots |
|--------------------------|----------------|--------------------|-----------------|
| Miscellaneous | 19 | 0 | 19 |

| | | | |
|-----------------|----------------|--------------------|-----------------|
| Commercial | 43 | 35 | 8 |
| Tract | 445 | 319 | 126 |
| Farm | 16 | 8 | 8 |
| Exempt | 28 | 12 | 16 |
| Total Tax Lots | 551 | 374 | 177 |
| Zoning District | Total Tax Lots | Developed Tax Lots | Vacant Tax Lots |
| TeC | 50 | 41 | 9 |
| TeCR | 18 | 11 | 7 |
| TeR | 445 | 290 | 155 |
| TeR5 | 38 | 32 | 6 |
| Total Tax Lots | 551 | 374 | 177 |

Source: Deschutes County Assessors Database, January 24, 1997 & Deschutes County PW GIS Parcel Basemap, November 15, 1996.

2. Comprehensive Plan Designations:

The Deschutes County Comprehensive Plan for the Terrebonne Rural Community has the following five comprehensive plan designations (See Map B1 and Table B2 and B3 on the next two pages):

- a. Residential. The land designated Residential on the Terrebonne comprehensive plan map includes the highest density area of Terrebonne, corresponding with the boundary of the old Hillman Plat. It is intended to accommodate higher density residential uses, served by community water.
- b. Residential 5-Acre Minimum. The land designated Residential 5-Acre Minimum includes the larger parcels of land in Terrebonne located to the north and south of the Hillman Plat. The Residential 5-Acre Minimum designation is intended to maintain the rural character of the community by retaining large lots where community water is not available.
- c. Commercial. The Commercial plan designation was created to accommodate existing non-conforming commercial uses on the east side of Highway 97 and to in-fill between commercial uses on both sides of 11th Street. The Commercial designation is intended to encourage development of a pedestrian-friendly commercial center on both sides of 11th Street and to discourage highway strip commercial development.
- d. Commercial Expansion Area. The Commercial Expansion Area designates the only area for future expansion of the Commercial plan designation and Commercial zoning district. The Commercial Expansion Area is intended for future expansion of the Terrebonne commercial center with a connected road network and good pedestrian access, directed away from the highway to discourage highway strip commercial development.
- e. Commercial Rural. The Commercial Rural plan designation was created to accommodate existing non-conforming, small-scale, low impact truck and heavy equipment uses, not generally compatible with a pedestrian friendly commercial center. The businesses listed below in Table B3 were not required to go through a conditional use permit process or site plan review when the Commercial Rural zone was applied to the properties. The business owners provided some specific information about the operating characteristics of each business on a questionnaire, recorded in County File No. TA-96-13 and in the County address file for each primary property. Applying the Commercial Rural zone to these properties did not validate them as legal uses. The new zone gives the existing uses an opportunity that did not exist before to apply for a receive site plan and conditional use permit approval for a listed use. If these uses change or expand, they will be subject to site plan review, conditional use permit requirements and to the provisions of Title 18, chapter 18.66 of the Deschutes County Code.

Table B2: Terrebonne Comprehensive Plan Designations and Zoning Districts

| Comprehensive Plan Designation | Corresponding Zoning Districts |
|--------------------------------|--|
| Residential | Residential (TeR) District |
| Residential—5 Acre Minimum | Residential—5 Acre Minimum (TeR5) District |
| Commercial | Commercial (TeC) District |
| Commercial Expansion Area | Residential (TeR) District |
| Commercial—Rural | Commercial—Rural (TeCR) District |

Table B3: December 1996—Businesses in the Commercial-Residential District

| Company Name | Tax Map | Primary Property |
|--------------------------------|--|---|
| C.B. Foss Trucking Inc. | 14-13-16AC 400 14-13-16DC 300 | 8805 11 th Street, Terrebonne OR |
| Central Oregon Trucking Co. | 14-13-16AC 500 14-13-16AC 502 14-13-16AC 202 | 8888 11 th Street, Terrebonne OR |
| Deschutes Valley Equipment | 14-13-16DB 113 14-13-16DB 114 | 710 F Avenue, Terrebonne OR |
| Riemenschneider RL Enterprises | 14-13-16DB 100 14-13-16DB 106 | 736 F Avenue, Terrebonne OR |

3. Land Use Policies:

a. General land use policies:

- 1) Land use regulations shall conform to the requirements of OAR Chapter 660, Division 25 or its successor.
- 2) County plans and land use regulations shall ensure that new uses authorized within the Terrebonne Rural Community do not adversely affect agricultural uses in the surrounding Exclusive Farm Use (EFU) zones. Zoning regulations shall require any new structure on land contiguous to EFU-zoned land which is received special assessment for farm use to set back 100 feet from the common property line.
- 3) All zoning districts in the Terrebonne community shall allow residential uses.
- 4) The County shall encourage the preservation of historical structures in the Terrebonne Rural Community, such as the Ladies Pioneer Club (1911), the Grange Hall (1925) and the Oregon Trunk Railroad Depot (1911).

b. Residential area policies:

- 1) Areas designated residential on the comprehensive plan map shall be designated a corresponding residential district on the zoning map.
- 2) The County shall plan and zone for a diversity of housing types and densities suited to the capacity of the land to accommodate water and sewer facilities.
- 3) The land designated Residential—5-Acre minimum is intended to maintain the rural character of the community by retaining large lots where community water and sewer are not available.

- 4) ~~Lands designated Residential—5-Acre minimum shall not be redesignated and rezoned to accommodate higher densities until public water is provided.~~
 - 5) ~~Livestock shall be permitted in both residential districts subject to use limitations.~~
- c. ~~Commercial area policies.~~
- 1) ~~Allow small-scale, low-impact commercial and industrial uses in conformance with the requirements of OAR Chapter 660, Division 22, and larger commercial uses, if such uses are intended to serve the community and the surrounding rural area or the travel needs of people passing through the area.~~
 - 2) ~~The commercial district shall limit the size of all industrial buildings and the type of industrial uses to assure that the industrial uses are small-scale, low-impact and do not dominate the character of the commercial district.~~
 - 3) ~~Design standards in the commercial districts should encourage new development that is compatible with the rural character of the community.~~
 - 4) ~~Where there is a choice to use a road other than Highway 97 for access, access shall not be taken from Highway 97.~~
 - 5) ~~Approval standards for conditional uses in the Commercial—Rural District shall take into account the impact of proposed uses on the nearby residential and commercial uses and on the capacity of the transportation and other public facilities and services to serve the proposed use.~~
 - 6) ~~The land designated Commercial—Rural shall not be considered for expansion into the surrounding land designated Residential or Commercial, except at next periodic review.~~
 - 7) ~~Stand-alone residential uses or residences in conjunction with uses listed in the commercial districts shall be allowed, but they are not intended to predominate or set the development standards for other uses in the area.~~
 - 8) ~~Land divisions or replatting for residential purposes shall not be allowed in the commercial districts.~~
 - 9) ~~Livestock shall not be permitted in the commercial districts.~~
- d. ~~Commercial expansion area policies.~~
- 1) ~~The Commercial or Commercial Rural plan designations shall not expand on the west side of Highway 97.~~
 - 2) ~~The area designated Commercial shall only expand to the designated Commercial Expansion Area on the Terrebonne comprehensive plan map (See Map B1). No expansion of the Commercial Expansion Area shall be considered until next periodic review.~~
 - 3) ~~Rezoning the Commercial Expansion Area from Residential District to Commercial District shall be allowed only if no land currently zoned Commercial District can reasonably accommodate the proposed use.~~
 - 4) ~~Rezoning the Commercial Expansion from Residential District to Commercial District may be done without a Plan Amendment and shall be allowed only if the Terrebonne Domestic Water District facilities provide, or will provide, adequate water quantity and pressure for commercial or domestic use to serve the area being rezoned; and the road rights-of-way serving the area being rezoned have been, or will be, improved to applicable County right-of-way standards for the Terrebonne Rural Community. An applicant for a zone change must be able to demonstrate that:~~
 - (a) ~~Road right-of-way improvements and public water facilities to the property are in place or will be in place when the development occurs; or~~
 - (b) ~~Road right-of-way improvements and public water facilities to the property are under construction when a permit is issued; or~~
 - (c) ~~Road right-of-way improvements and public water facilities to the property have been in a local government or special district budget.~~

—These standards shall apply in place of the County standards for rezoning contained in Title 18, section 18.36.020 of the Deschutes County Code.

C. Public facility planning.

1. Special Districts:

— Terrebonne Rural Community is served by the following special districts: (1) Terrebonne Domestic Water District (see Map C1); (2) Deschutes County Rural Fire Protection District #1 (see Map C2); (3) Redmond School District #2J (see Map C3); (4) Central Oregon Irrigation District.

a. Water:

— The area identified in the 1979 Plan as the Terrebonne Rural Service Center (RSC) had two community water systems:

- 1) The Terrebonne Domestic Water District serving the area identified as the old Hillman Plat, the south $\frac{3}{4}$ of Section 16 T14S R13E; and
- 2) A separate water district serving the Circle "C" Acres subdivision located in the south portion of Terrebonne RSC.

— As part of period review, the Terrebonne community boundary was amended, at the request of residents of Circle "C" Acres subdivision, to exclude the entire Circle "C" Acres subdivision. Today, the Terrebonne Domestic Water District is the only community water system in the Terrebonne Rural Community.

— The District, which boundary coincides with the extent of the old Hillman Plat, serves the most densely populated area of Terrebonne. The District's Board of Directors recognized the need to improve the antiquated water system both for fire protection and for household use. In July of 1994, the Board of Directors and Deschutes County authorized H.G.E. Engineers & Planners to prepare an updated Water System Master Plan for Terrebonne Domestic Water District. The Water System Master Plan, with a 25 year planning horizon, was published in January 1995. In May 1997, Deschutes County received a federal-state, grant-loan package for constructing priority improvements to the District's water system identified in the 1995 Water System Master Plan.

— OAR Chapter 660-22, Unincorporated Communities, requires the County to enter a coordination agreement with the Terrebonne Domestic Water District for coordinated review and administration of the land use in the District's service area.

— The Oregon Department of Water Resources reported there is an abundant supply of potable water in a deep aquifer under Terrebonne. The department has not identified the Terrebonne Rural Community as a groundwater limited or groundwater critical area. The Terrebonne Rural Community is a groundwater limited or groundwater critical area. The Terrebonne Domestic Water District currently depends on two groundwater wells. The District's groundwater source does not exceed current EPA maximum contaminant limits. No treatment is performed; none has been required by the state Health Division. The area in the Terrebonne Rural Community that is outside the District service area boundary relies on individual wells for drinking water. The Water Resources Department routinely approves new groundwater wells in the areas of the Terrebonne community not served by community water.

b. Sewer:

— Terrebonne does not have a community sewer system or a sewer facility plan. Land uses in the community rely on on-site sewage disposal systems of all ages and descriptions, ranging from new sand filter systems to old drill holes. In some cases on-site systems are insufficient for current needs. Much of the area defined by the Hillman Plat is on a rocky plateau. The soils are shallow—most no deeper than 18 inches—such that a standard septic system is not feasible on smaller lots. It is often necessary to install a relatively expensive sand filter system in order to obtain development permits for new development or for alterations to existing development. There are a few tax lots that cannot be developed or redeveloped because they are too small to accommodate any approved on-site sewage disposal system.

— The County has not conducted a sewer feasibility study for the Terrebonne Rural Community. The community has not reached consensus about the need for a sewer system. However, a group of concerned citizens recognize that a sewer system is needed; both to protect the water quality and to allow development at desired densities.

~~—The County plan and zoning regulations restrict the type and intensity of allowed uses to those that can be served by a DEQ approved on-site sewage disposal systems. In addition, County zoning regulations set minimum lot sizes adequate to ensure the on-site systems do not exceed the capacity of the land. These provisions are true for all zoning districts in Terrebonne.~~

~~2. Public facility policies:~~

~~a. General public facility planning policies:~~

- ~~1) Residential minimum lot sizes shall be determined by the capacity of the land to accommodate available water and sewer facilities, in order to protect and promote public health and safety and to provide efficient public facilities and services.~~
- ~~2) The County shall encourage early planning and acquisition of sites needed for public facilities (e.g., school, roads and water facilities).~~

~~b. Water facility policies:~~

- ~~1) The Terrebonne Domestic Water District 1995 Water System Master Plan shall serve as the public facility plan for water supply in Terrebonne.~~
- ~~2) The County shall support improvement of the community water system to meet health and safety needs.~~
- ~~3) Deschutes County and the Terrebonne Domestic Water District shall enter a coordination agreement, consistent with ORS Chapter 195, as required by OAR 660-22-050(2)(c).~~
- ~~4) New uses or expansion of existing uses requiring land use approval in the Terrebonne Domestic Water District service area shall be approved only upon confirmation from the District that the District can provide water for domestic or commercial uses to the property.~~
- ~~5) Deschutes County shall encourage all development in the District service area to connect to the Terrebonne Domestic Water District water system.~~

~~e. Sewer facility policies:~~

- ~~1) Only uses and densities that can be served by a DEQ approved on-site sewage disposal system shall be allowed in the Terrebonne Rural Community until such time as a community sewer system is available.~~
- ~~2) Zoning regulations shall set minimum lot sizes adequate to ensure the on-site systems do not exceed the capacity of the land until such a time as a community sewer system is available.~~
- ~~3) The County shall support replatting of lots in the Hillman Plat to create lots large enough to accommodate a DEQ approved on-site sewage disposal system.~~
- ~~4) The County shall attempt to obtain funding for a sewer feasibility study.~~
- ~~5) The County shall facilitate the development of a community sewer system if needed to protect public health.~~
- ~~6) If a sewer system is proposed, the County will review the Terrebonne comprehensive plan policies related to public services.~~

~~D. Transportation planning:~~

~~1. Background Transportation in Terrebonne:~~

~~—The transportation plan will play a role in addressing long-standing transportation issues and in maintaining the rural character of Terrebonne. This plan meets the requirements of the OAR Chapter 660, Division 12, Transportation Planning, by designating a network of local roads, sidewalks and bikeways. In addition, it establishes appropriate right of way development standards for County roads in Terrebonne and makes recommendations for increasing safety for local pedestrian and vehicle traffic on the highway.~~

~~a. Community transportation goals:~~

~~—The livability of the Terrebonne community depends on the ability of the transportation network to provide safe and convenient access from residential areas to the commercial areas and to the school. It is important that the state highway be integrated into the community and that it function efficiently to transport travelers and freight through the community.~~

- 1) ~~Local road network.~~
 - (a) ~~Maintain the existing roads.~~
 - (b) ~~Provide sidewalks only where they are warranted for safety.~~
 - (c) ~~Protect utility trenches located in the public right of way from damage by tree roots.~~
 - 2) ~~Appropriate local road standards.~~

~~Provide transportation facilities that are practical and cost effective to construct, use and maintain and in character with the rural community.~~
 - 3) ~~Highway 97 corridor.~~
 - (a) ~~Slow traffic on Highway 97.~~
 - (b) ~~Provide safe, convenient pedestrian crossings on the highway near the school.~~
 - (c) ~~Reduce misuse of the center turn lane.~~
 - (d) ~~Redesign Highway 97 intersections to balance the needs of truck and pedestrian traffic, particularly at the "B" Avenue and "C" Avenue and the 11th Street intersections.~~
- b. ~~Community profile.~~
- ~~The 1990 US Census shows that compared to the population of the state, Terrebonne is a community of relatively young families. About 21 percent of the people in Terrebonne are five to 15 years old, too young to drive. About 14 percent of the community is over 64. This age group will likely increase after 2010 due to national demographic trends. Both of these user groups would benefit from sidewalks separated from vehicle traffic in key locations to increase pedestrian safety and convenience.~~
- ~~Terrebonne is a bedroom community for surrounding cities in Central Oregon. US Census data for 1990 showed that out of 454 workers (42% of the population), 355 (78%) drove alone to work, 66 (15%) carpooled, 14 (3%) worked at home and 19 (4%) reported other means of transportation to work. No workers reported walking or bicycling to work. The commute time (for those who did not work at home) was less than 10 minutes for 11% and less than 20 minutes for 69% of the population.~~
- e. ~~Highway 97 collision data.~~
- ~~The State of Oregon recorded 29 collisions on Highway 97 in Terrebonne from 1991 to 1995. Seventeen crashes caused 28 injuries and one crash resulted in two deaths. Nineteen of the collisions occurred at intersections, mostly from Central Avenue South to 11th Street. There were ten mid-block collisions. Most of the collisions occurred in daylight, but two involved pedestrians after dark.~~
- d. ~~Constraints of the transportation system.~~
- 1) ~~Topographical Features.~~ ~~Topography and irrigation canals limit opportunities to connect the existing discontinuous road network. A large area of Terrebonne is located on a rocky plateau characterized by steep rimrock outcrops on the north, east and west. Roads constructed through the rimrock have up to 10 percent grades. Many rights of way mapped on the rimrock cannot be developed except possibly as stairways. Some roads end again at rimrock. In addition, two irrigation canals, the lateral H and the lateral H-1, divide the public rights of way in many places.~~
 - 2) ~~Transportation Features.~~ ~~Highway 97 and the Oregon Trunk Railroad tracks restrict east-west road connections. In the central, developed area of Terrebonne, there are four highway crossings and two railroad crossings.~~

~~Many segments of public right of way, originally dedicated as part of the Hillman Plat, have been vacated, resulting in a fragmented network of undeveloped right of way.~~
2. ~~Inventory of existing transportation facilities.~~ ~~This section contains an inventory of the existing public roads, pedestrian and bicycle facilities in Terrebonne. The data were gathered primarily from existing sources supplemented by site visits and aerial photographs.~~
- a. ~~Roads.~~
- ~~Terrebonne has good transportation access. Highway 97, the north-south state highway east of the Cascade Range, bisects the community. Highway 97 in Terrebonne has three lanes, a travel lane in each direction and a continuous center turn lane. The traffic count on Highway 97 at~~

“A” Avenue in Terrebonne in 1994 was 12,500 Average Daily Traffic (ADT). The posted speed through the community is 45 mph. Interstate truck traffic comprises a significant percentage of the traffic mix passing through Terrebonne.

Highway 97 is intersected in Terrebonne by Lower Bridge Way and Smith Rock Way, which function as County arterial roads. County collector roads in Terrebonne are West 19th Street and East 1st Street (numbered as part of the Redmond grid) and Odem Avenue. These collectors define the west, east and south boundaries of the Terrebonne community. “C” Avenue and 11th Street function as collector roads in the community. Totaled, there are about 13.5 miles of roads in the community. Table D1: “Inventory of Existing Public Roads,” is organized by road functional classification, then by road name in numerical and alphabetical order. It lists the available ADT counts provided by the state for Highway 97 and by the County. There is additional inventory information contained in Map D1: “Inventory of Existing Public Roads.” (See Table D1.)

The public roads in Terrebonne (see Map D1) range in width from 20 feet to 32 feet. Some are in poor condition due to cracking, spalling, pot holes and raveling. Lack of adequate crown and roadway drainage result in puddling. Most of the unpaved roads need to be graded and graveled.

b. Pedestrian facilities.

Until recently, pedestrian facilities were not provided in Terrebonne. Terrebonne has one new sidewalk, a 700-foot, curb-tight sidewalk in the public right of way on the south side of “B” Avenue west of Highway 97. The sidewalk is curbed but lacks ramps at the three crosswalks that link it to the north side of “B” Avenue near the school.

There is a crosswalk on “C” Avenue at 7th Street on the north side of the school. Another crosswalk spans the highway from the north side of “B” Avenue. All roads with crosswalks have school crossing signs. The highway has an overhead sign with a flashing light at the “B” Avenue intersection.

All other pedestrian travel is on shared roadways with narrow or no shoulders. The primary pedestrian destinations are the school, post-office, grocery stores and other businesses in the commercial area.

e. Bicycle facilities.

Highway 97 south of Lower Bridge Way has a four-foot paved shoulder bikeway. All other bike travel is on shared roadways. There are bike racks at the Terrebonne Market and at the school.

3. Future transportation needs.

A bedroom community such as Terrebonne, located in a major highway, requires a transportation network that can accommodate local traffic, commuter traffic and regional interstate traffic without detracting from the livability and rural character of the community. Accomplishing this goal requires a combination of approaches and techniques, which are summarized below in the following order:

a. Transportation network plan with roads, pedestrian and bicycle facilities;

b. Road development standards for the Terrebonne community; and

c. Highway 97 corridor recommendations for increasing safety for local pedestrian and vehicle traffic.

The Terrebonne transportation plan is based on conventional road functional classifications—arterial, collector and local roads. It establishes development standards appropriate to each type of road. The design of arterial and collector roads gives priority to through traffic rather than access to adjacent land uses. On local roads the emphasis is on access to adjacent land uses.

d. Transportation network plan.

The transportation network plan for Terrebonne identifies where new roads will be needed and where pedestrian and bicycle facilities are warranted. The network plan has three components: (1) Roads, (2) Sidewalks and (3) Bikeways.

1) Roads. Map D2: "Planned Roads," depicts the general alignments of transportation corridors needed in the future to complete the local road network. The precise road alignments will be determined after further study and engineering analysis and during the development of vacant properties. The transportation corridors depicted on Map D2 take advantage of existing public rights of way, where they exist. It will be important to preserve the existing road rights of way. Where there are gaps in the existing network of public right of way, the County will need to secure 60-foot rights of way along the future transportation corridors.

2) Sidewalks. Map D3: "Planned Pedestrian Improvements," shows where sidewalks are needed for safety and where there are opportunities for trails. Sidewalks provide a smooth hard surface, a safe place for pedestrians, separated from the road. In Terrebonne, sidewalks are warranted on 11th Street and "C" Avenue which function as collectors in Terrebonne. Sidewalks are warranted on some local roads to provide access to the school. They are also warranted in the Commercial District to provide safe places for people to walk as the commercial area develops and redevelops. Sidewalks are warranted on Highway 97 from Central Avenue south to 11th Street for pedestrian safety and convenience.

— Sidewalks are usually separated from the roadway by a curb and gutter, which function as part of the storm drain system. Terrebonne does not have a storm drain system. Curbs are not necessary for drainage control until densities reach four units per acre. The highest density in Terrebonne is about three units per acre. Sidewalks in Terrebonne shall be constructed without curbs and gutters, set back from the road surface behind a drainage swale. This type of sidewalk is adequate, less costly and has a more rural appearance. On the highway, sidewalks may have curbs and gutters and would be buffered to help calm traffic. They may require drainage system improvements.

— A drainage swale is a broad, man-made depression running parallel to the right of way, between the roadway and the sidewalk, where water can drain into the ground. The swale also provides room for signs, mailboxes and snow storage, leaving the sidewalk free from obstructions.

— Street trees should not be planted in a drainage swale when they will conflict with the Terrebonne Domestic Water District's existing or planned utility trenches. These trenches are dug, often cut through rock, and lined with sand. In Terrebonne, where soils are shallow over bedrock, tree roots seek out the utility trenches, both damaging pipes and conduits and complicating repair work.

3) Bikeways. The network plan specifies where shoulder bikeways are needed for bicycles to safely use arterial roads. On local roads where traffic volumes and speeds are low, bicycles share the roadway with motor vehicles. On arterial and collector roads that carry high traffic volumes at higher speeds, bicycles need paved shoulders to use the roads safely.

— Projects to complete the transportation network plan are grouped into three categories listed in Table D2: "Road Projects;" Table D3: "Shoulder Projects;" and Table D4: "Sidewalk & Trail Projects." These tables list and rank the projects, high, medium and low priority. The priorities are based on perceived need; they are intended to be flexible to development opportunities and grant funding.

e. Road development standards:

— In previous years, the County required urban road development standards in unincorporated communities in the rural County. The urban standards required 36 feet of pavement, with curb-tight sidewalks, curbs and gutters. It became evident that this standard was not practical or necessary in Terrebonne. Few of the existing roads in Terrebonne meet this standard. The cost per lineal foot to build to this standard prohibited local residents from forming Local Improvement Districts (LIDs) to improve local roads. In addition, people resisted the urban road profile because it did not fit with the community's preference for a rural appearance.

~~These road standards are intended to decrease the cost of road improvements and to remove barriers to the formation of LIDs for improving local roads.~~

~~There are sound traffic engineering principles that support reduced road standards. The State Transportation Planning Rule (OAR 660-12-045(7)) directs local governments to establish standards for local roads that minimize pavement width and total right-of-way consistent with the operational needs of the facility. Excessive standards increase the costs of construction, use up available land and encourage inappropriate traffic volumes and speeds. In Terrebonne, full urban road standards are not needed because the traffic volumes and speeds on community roads are low compared to city streets. Many roads serve only a few residences. However, the road development standards applied in the rural County are not adequate to serve the densities and variety of uses found in Terrebonne. Businesses, a school, a post office and other uses generate many local trips, more than generally found in the rural County.~~

~~Road improvement standards applicable in Terrebonne Rural Community were developed in coordination with the community planning process, the Oregon Department of Transportation (ODOT) Region 4, the state Bicycle and Pedestrian Program and with the Deschutes County Planning Division and Public Works Department. These road development standards, based on conventional road classifications, are recognized by ODOT and the American Association of State Highway Traffic Officials (AASHTO) for rural communities. They apply to public rights of way other than the state highway which is under state jurisdiction.~~

~~f. Highway 97 corridor.~~

~~The Terrebonne transportation plan accounts for the need to coordinate with ODOT to assure that improvements to Highway 97 address community goals.~~

~~1) Highway 97 Corridor Strategy. The Deschutes County Board of Commissioners adopted a resolution supporting the Oregon Department of Transportation's Highway 97 Corridor Strategy (Strategy) on October 11, 1995. The Strategy guides improvements to the highway in Terrebonne. It states that most rural sections of the highway will need to be expanded to four lanes. However, it also states that in small rural communities, such as Terrebonne, La Pine, Chemult and Crescent, the focus will be on slowing traffic to posted speeds using a combination of enforcement and traffic calming techniques.~~

~~The Strategy contains objectives relevant to balancing the needs of local traffic and through traffic on Highway 97. State objectives seek to maintain the function of the state highway to efficiently transport regional and interstate travelers and freight, but also recognize that a community needs to safely and conveniently use the highway. To protect the function of a major highway, it is often necessary to limit access and control turning movements on the highway. When carefully implemented, these measures combined with traffic calming, can improve safety for local traffic, particularly pedestrians, because they slow traffic, guide turning movements and improve pedestrian crossing areas. However, these techniques can make accessing local businesses from the highway more difficult.~~

~~The Strategy encourages local land use and transportation plans to orient commercial development and access on to parallel local road, such as 11th Street in Terrebonne, as an alternative to using the highway as the main commercial road. This objective addresses the difficulty of maintaining the function of a major highway and at the same time making it a safe, convenient community main street. The Strategy objectives, if met, may help reduce the need to add travel lanes to the highway in Terrebonne and encourage improvements to alternative commercial roads in the community.~~

~~2) Design for Highway 97 in Terrebonne. The existing three-lane highway with a center turning lane, splits the community in half and is dangerous to cross. The Deschutes County Comprehensive Plan for Terrebonne directs commercial development to the east side of the highway and designates and zones the land on both sides of 11th Street for commercial uses. There is widespread community support for improved pedestrian crossing places on Highway 97, particularly at the "B" and "C" Avenue intersections and for slowing traffic on the highway to posted speeds. A feasible design for Highway 97 in Terrebonne is~~

illustrated on Map D3: "Planned Pedestrian Improvements" and Figure D1: "Highway 97 Cross-Section."

4. ~~Transportation policies.~~

a. ~~Road network policies.~~

1) ~~Roads.~~

- ~~(a) Provide a transportation network that can accommodate local traffic, commuter traffic and regional interstate traffic without detracting from the livability and rural character of the community.~~
- ~~(b) Provide a transportation network that will improve transportation efficiency, convenience and safety, as well as increase transportation choices and decrease conflicts between modes of transportation.~~
- ~~(c) Preserve alignments for transportation corridors depicted on Map D2 for future transportation purposes. The precise alignments will be determined after further study and engineering analysis or during the development of vacant properties.~~
- ~~(d) New roads shall take advantage of existing public rights of way, where they exist.~~
- ~~(e) Existing road rights of way shall be preserved.~~
- ~~(f) Roads shall be classified as arterial, collector and local roads in accordance with Table D1 and Map D2.~~
- ~~(g) The County shall implement measures, based on weight limits, to prohibit or limit heavy truck on 11th Street and Smith Rock Way in the Terrebonne Rural Community.~~
- ~~(h) Commercial uses that generate more than 20 vehicle trips to and from the premises, including automobiles, truck trailers and other heavy equipment, during the peak hour of the day, shall demonstrate that the affected roads are adequate to serve the proposed use, considering the function, capacity and level of service of those roads.~~

2) ~~Sidewalks and bicycle facility policies.~~

- ~~(a) Provide functional, cost effective sidewalks that are in keeping with the rural character of the community.~~
- ~~(b) Provide sidewalks where they are warranted for pedestrian safety, as set forth in Map D3.~~
- ~~(c) Where sidewalks are specified along County public roads, they shall be constructed without curbs and gutters, set back from the road surface behind a drainage swale at a distance from property lines to allow room for utilities.~~
- ~~(d) Sidewalks identified on Map D3 shall be constructed either at the time of development, subject to site plan review, or later through formation of a local improvement district (LID). Applicants for conditional use permits or site plan approval electing to defer constructing sidewalks, shall be required to submit and have recorded in the County Clerk's office a waiver of remonstrance, signed by the land owner. The waiver shall waive the landowner's right to have his/her objection count against the formation of an LID.~~
- ~~(e) The utility trenches located in the public right of way should be protected from damage by tree roots. Street trees should not be planted in the public right of way where they will conflict with existing or planned utility trenches.~~
- ~~(f) On local roads where traffic volumes and speeds are low, bicycles shall share the road with automobiles. Bicycles shall be accommodated on paved shoulder bikeways on Lower Bridge Way and Smith Rock Way, which are County arterial roads, and on County collector roads that carry high traffic volumes.~~

b. ~~Road development standards policies.~~

- ~~1) The County shall provide transportation facilities that are practical and cost effective to construct, use and maintain and in keeping with the rural character of the community.~~
- ~~2) The County shall implement road development standards for the Terrebonne community that minimize pavement width and are consistent with the operational needs of the transportation facility.~~

- 3) ~~Specific road, bicycle and pedestrian facility improvement projects for the Terrebonne community are listed in Tables D2, D3 and D4 respectively. The projects are ranked high, medium and low priority based on perceived need. These priorities shall be flexible to take advantage of development opportunities and funding.~~
- e. ~~Highway 97 corridor policies.~~
- 1) ~~The County shall work with ODOT to increase safety on Highway 97 in Terrebonne by using a combination of enforcement and traffic calming techniques to slow traffic to posted speeds, to safely handle local traffic and to improve pedestrian crossings.~~
 - 2) ~~The County shall work with ODOT to provide safe, convenient sidewalks and bikeways on both sides of Highway 97 in the Terrebonne community, between Central Avenue and the south 11th Street intersection, particularly in the vicinity of the school.~~
 - 3) ~~Sidewalks on Highway 97 may have curbs and gutters and shall be buffered behind a planting strip to calm traffic and provide pedestrian safety. Curbed sidewalks would require drainage system improvements.~~
 - 4) ~~The County shall work with ODOT to provide improved pedestrian crossings places on Highway 97, between Central Avenue and the south 11th Street intersection, particularly at the "B" Avenue and "C" Avenue intersections, to increase pedestrian safety in the vicinity of the school.~~
 - 5) ~~The County shall work with ODOT to adopt means to enhance 11th Street parallel to the highway, to safely handle local business traffic, in particular, enhance the intersections and pedestrian crossings and access, to make better use of 11th Street as the main local commercial road.~~
 - 6) ~~The County shall support limiting Highway 97 to no more than three lanes between the Central Avenue and south 11th Street intersections, to protect the livability of the community, to address pedestrian safety and the need to reduce traffic speeds on the highway in Terrebonne.~~
 - 7) ~~Large trucks shall be accommodated with wide turning radius corners where necessary, as determined by truck routes established by the Deschutes County Transportation System Plan, thereby minimizing corner radii at all other intersections. Other design features such as rolled curbs or medians shall be used as necessary to minimally accommodate large trucks in the Terrebonne community.~~
 - 8) ~~The County shall support improvements to Highway 97 primarily in conjunction with highway rehabilitation or reconstruction projects.~~

Table D1: Inventory of Existing Public Roads

Arterial Roads

| Road Names | From | To | Length in miles | ADT |
|------------------|------------|--|-----------------|------|
| Lower Bridge Way | Highway 97 | West 19 th | .583 | 3601 |
| Smith Rock Way | Highway 97 | Street | .305 | 2391 |
| Smith Rock Way | RR xing | RR xing East 1 st Street | .284 | 1434 |

Collector Roads

| Road Names | From | To | Length in miles | ADT |
|------------------------------|------------------------------|-------------------------|-----------------|-----|
| East 1 st Street | Odem | Wileox Avenue | .979 | -- |
| East 1 st Street | Avenue | End (N) | .145 | -- |
| 11 th Street | Wileox | Smith Rock | .189 | -- |
| 11 th Street | Avenue | Way | .576 | -- |
| West 19 th Street | Highway 97 | Highway 97 | .760 | -- |
| West 19 th Street | Smith Rock | C Avenue | .736 | -- |
| C Avenue | Way | Lower Bridge | .295 | 900 |
| C Avenue | Odem | Way | .495 | -- |
| Odem Avenue | Avenue | Highway 97 | -- | -- |
| | C Avenue | West 19 th | | |
| | 16 th Street | Street | | |
| | Highway 97 | West 19 th | | |
| | 10 th Street | Street | | |
| 1 st Street | C Avenue | End (N) | .161 | -- |
| 2 nd Street | Central Avenue | End (N) | .152 | -- |
| 3 rd Street | C Avenue | End (N) | .095 | -- |
| 4 th Street | B Avenue | End (N) | .065 | -- |
| 4 th Street | C Avenue | End (N) | .075 | -- |
| 4 th Street | Forester Drive | E Avenue | .152 | -- |
| 5 th Street | End (S) | B Avenue | .050 | -- |
| 5 th Street | B Avenue | E Avenue | .264 | -- |
| 5 th Street | E Avenue | End (N) | .189 | -- |
| 6 th Street | C Avenue | Central Avenue | .096 | -- |
| 6 th Street | Central Avenue | E Avenue | .157 | -- |
| 7 th Street | End (S) | B Avenue | .189 | -- |
| 7 th Street | C Avenue | End (N) | .242 | -- |
| 8 th Street | C Avenue | End (N) | .210 | -- |
| 9 th Street | C Avenue | End (N) | .173 | -- |
| 9 th Street | End | F Avenue | .057 | -- |
| 12 th Street | Lower Bridge | End (N) | .133 | -- |
| 13 th Street | South End | End (N) | .303 | -- |
| 15 th Street | C Avenue | E Avenue | .175 | -- |
| 16 th Street | C Avenue | End (N) | .484 | -- |
| 17 th Street | End | Smith Rock Way | .114 | -- |
| A Avenue | 6 th Street | 7 th Street | .066 | -- |
| A Avenue | 11 th Street | End (E) | .189 | -- |
| B Avenue | West 19 th Street | End (E) | .095 | -- |
| B Avenue | 5 th Street | Highway 97 | .247 | -- |
| Central Avenue | 5 th Street | Highway 97 | .248 | -- |
| Central Avenue | 15 th Street | 16 th Street | .038 | -- |
| E Avenue | 4 th Street | 9 th Street | .246 | -- |

| | | | | |
|----------------|------------------------------|-------------------------|------|----|
| E Avenue | 15 th Street | 16 th Street | .038 | -- |
| F Avenue | West 19 th Street | End (E) | .066 | -- |
| F Avenue | 4 th Street | 6 th Street | .090 | -- |
| F Avenue | End (W) | Highway 97 | .080 | -- |
| F Avenue | 11 th Street | 16 th Street | .243 | -- |
| F Avenue | 16 th Street | End (E) | .066 | -- |
| Forester Drive | 4 th Street | F Avenue | .189 | -- |
| G Avenue | 16 th Street | 1 st Street | .189 | -- |
| H Avenue | 16 th Street | End (E) | .105 | -- |

Table D2: — Road Projects.

| Street | From | To | Length: feet | Improvement | Priority | Cost* |
|-------------------------|-----------------------------------|----------------------------|--------------|--|-------------------------|-----------|
| Existing Roads | | | | | | |
| U.S. 97 | Central Ave. | 11 th St. South | 1,500 | Traffic calming and crossing improvements | High | Unknown |
| Connect or | U.S. 97 south of Lower Bridge Way | 11 th Street | 100 | Improve for truck use | High | \$5,000 |
| 11 th Street | Central Ave. | U.S. 97 South | 1,950 | Widen from 22' to 24' with parking swale and concrete strip (see also sidewalks) | High | \$40,000 |
| 11 th Street | U.S. 97 south | Intersection alignment | | Realign T-intersection to right angle | Medium | \$10,000 |
| Other | Various | Various | 16,900 | Pave existing gravel streets (see Fig. 8) | Low | \$750,000 |
| Future Roads | | | | | | |
| 7 th Street | South end | South | Unknown | Extend ROW as necessary | When development occurs | Unknown |
| 13 th Street | North | North end | Unknown | Extend ROW as necessary | | Unknown |
| 13 th Street | "E" Ave. | 400' south of "A" Ave. | 1,400 | Develop and extend ROW | | \$65,000 |
| 15 th St. | "H" Ave. | "F" Ave. | 850 | Develop existing ROW | | \$8,000 |
| 15 th St. | "C" Ave. | 400' south of "A" Ave. | 1,320 | Extend ROW | | \$60,000 |
| 16 th St. | North | North end | Unknown | Extend ROW as necessary | | Unknown |
| "E" Ave. | 11 th St. | Canal | 800 | Develop existing ROW | | \$35,000 |
| "G" Ave. | West | U.S. 97 | Unknown | Extend ROW as necessary | | Unknown |
| "H" Ave. | 11 th St. | 13 th St. | 600 | Develop existing ROW | | \$25,000 |
| Other | Various | Various | Unknown | Create as needed (see Fig. 8) | Unknown | |

The estimated cost is for a typical facility built in Oregon and includes engineering, installation, minor contingencies, striping and signing. The cost does not include administration, special grading and fill operations, unusual construction (e.g. bridges and tunnels) or land acquisition. Estimated costs are particularly useful for comparing projects.

Table D3: Shoulder Projects.

| Street | From | To | Length, ft. | Improvement | Priority | Cost* |
|------------------|---------------------------|---------------------|-------------|---|----------|----------|
| Smith-Roek Way | U.S. 97 | 1 st St. | 3,110 | Widen from 26' to 34' with 5-ft shoulders | High | \$74,700 |
| Lower Bridge Way | West 19 th St. | U.S. 97 | 3,080 | Widen from 26' to 34' with 5-ft shoulders | High | \$74,000 |

*The estimated cost is for a typical facility built in Oregon and includes engineering, installation, minor contingencies, striping and signing. The cost does not include administration, special grading and fill operations, unusual construction (e.g. bridges and tunnels) or land acquisition. Estimated costs are particularly useful for comparing projects.

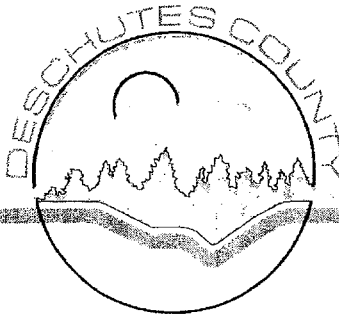
Table D4: Sidewalk & Trail Projects.

| Street | From | To | Length, ft. | Improvement | Priority | Cost* |
|----------------------|--------------------------|--------------------------|-------------|--|----------|-----------|
| Hwy. 97 | Central Ave. | 400' south of "A" Ave. | 1,800 | Both sides (6 ft.) | High | \$108,000 |
| 11 th St. | Central Ave. | U.S. 97 | 1,850 | Both sides | High | \$92,500 |
| "B" Ave. | 5 th St. | U.S. 97 | 1,500 | North side only | High | \$37,500 |
| "C" Ave. | 19 th St. | U.S. 97 | 1,560 | South side only | High | \$40,000 |
| Smith-Roek Way | U.S. 97 | 15 th St. | 1,250 | Both sides | High | \$62,500 |
| "C" Ave. | U.S. 97 | 16 th St. | 2,615 | South side only | Medium | \$65,000 |
| 13 th St. | "C" Ave. | 400' south of "A" Ave. | 1,200 | Both sides (future) | Low | \$60,000 |
| 15 th St. | "C" Ave. | 400' south of "A" Ave. | 1,250 | Both sides (future) | Low | \$62,500 |
| "A" Ave. | 11 th St. | 15 th St. | 1,000 | Both sides (future) | Low | \$50,000 |
| Trails | | | | | | |
| Lateral "H" | 13 th St. | 12 th St. | 300 | Unpaved, requires easement along canal | Medium | \$1,500 |
| Lateral "H" | 12 th St. | 400' south of "A" Ave. | 1,200 | Unpaved | Medium | \$5,500 |
| "B" Ave. | East end of west segment | West end of east segment | 700 | Stairs for 300' | Medium | \$21,000 |

| | | | | | | |
|---------------------|---------------------|---------------------|-----|---|-----|----------|
| "E" Ave. | West of lateral "H" | East of Lateral "H" | 200 | Unpaved connector; requires easement and bridge | Low | \$20,000 |
| 4 th St. | North | Forster Dr. | 700 | Stairs for 300 ² | Low | \$21,000 |

*The estimated cost is for a typical facility built in Oregon and includes engineering, installation, minor contingencies, striping and signing. The cost does not include administration, special grading and fill operations, unusual construction (e.g., bridges and tunnels) or land acquisition. Estimated costs are particularly useful for comparing projects. Cost of sidewalk is for 5-ft wide concrete unless otherwise noted. Cost of trail is for 10 ft. wide unpaved sand seal unless otherwise noted.

(Ord. 2006-014 §1, 2006; Ord. 2002-005 §1, 2002; Ord. 2000-017 §1, 2000; Ord. 97-001, 1997; Ord. 92-051, §3, 1997; PL-20, 1979) (Ord. 2002-001, §4, 2002; Ord. 2002-005 §1, 2002; Ord. 2000-017 §1, 2000; Ord. 97-001, 1997; Ord. 92-051, §3, 1997; PL-20, 1979)



Community Development Department

Planning Division Building Safety Division Environmental Health Division

117 NW Lafayette Avenue Bend Oregon 97701-1925
(541)388-6575 FAX (541)385-1764
<http://www.co.deschutes.or.us/cdd/>

FINDINGS

The Deschutes County Planning Commission (Planning Commission) held a public hearing on April 8, 2010 on Ordinance 2010-012 to consider legislative plan amendments to Deschutes County Code (DCC) Chapter 23.40.030, Terrebonne Rural Community.¹ The Planning Commission closed the hearing on May 13 and forwarded a recommendation to the Board of County Commissioners on June 10. The Board held a public hearing on July 19, 2010 and continued the hearing for written testimony only until August 2 at 5:00 p.m.

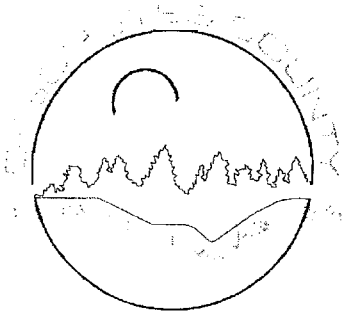
BACKGROUND

At the request of the Deschutes County Board of Commissioners, the Community Development Department was asked in 2008 to engage Terrebonne residents in the Comprehensive Plan Update process. Staff began that process in the fall, with the first of four community meetings in Terrebonne. These meetings provided opportunities to meet with residents and stakeholders, answer questions, and explain Oregon land use planning and Deschutes County's existing Comprehensive Plan. In February 2009 at the second meeting, staff asked Terrebonne residents if they supported the creation of a Community Plan and if so, to describe their land use values and expectations for the area.

A stakeholder group of Terrebonne residents was subsequently established in Spring 2009 to discuss with staff a Terrebonne Community Plan (Community Plan) that would encompass land use challenges and opportunities for the future of Terrebonne. This group met three times. The purpose was to strategize the format of future community meetings by discussing existing conditions, alternatives for the area and understanding community sentiment. These meetings were beneficial to staff for ultimately presenting growth related options to area residents and business owners.

Growth management concepts were discussed in small groups during a Fall 2009 community meeting, using planning stations around a meeting hall. Each station allowed area residents and business owners to ask questions and share with planners any ideas or insights. Participants could also place a dot on a board showing their preferred land use option, and fill out a questionnaire that most reflected their values fo

¹ A public notice was published in the *Bulletin* on March 21, 2010.



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BACKGROUND

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¹ A public notice was published in the *Bulletin* on March 21, 2010.

any ideas or insights. Participants could also place a dot on a board showing their preferred land use option, and fill out a questionnaire that most reflected their values for the next 20 years in Terrebonne. The outcome of these public involvement techniques revealed, qualitatively, an overwhelming desire for little or no change in Terrebonne.

PROPOSED PLAN AMENDMENT

Staff proposed plan amendments that create a Terrebonne Community Plan (Community Plan). The proposed amendments are described in the attached exhibits. Deleted language is shown as ~~strikethrough~~.

PLANNING COMMISSION RECOMMENDATION

The Deschutes County Planning Commission on June 10 deliberated and recommended that the Board adopt the above referenced ordinance, with one refinement:

Commercial Expansion Area Policies

19. Support applicant-initiated commercial plan designation and rezoning applications for properties fronting U.S. 97 between B and Central Avenues to expand commercial uses on the west side of U.S. 97 if all of the following characteristics are met.
 - a. A home occupation or commercial use existed prior to the adoption date of this plan;
 - b. Frontage existed on U.S. 97 prior to the adoption date of this plan; and
 - c. ODOT grants access or there is alternative access to a public maintained road.

REVIEW CRITERIA

Ordinance 2010-012 is proposed for adoption. It codifies a Community Plan that represents an integral part of the Deschutes County Comprehensive Plan. When it is adopted by the Board of County Commissioners (Board), the Community Plan will constitute an official chapter. Its goals and policies provide a planning guide to decision making in regard to land use, capital improvements and physical development during the next 20 years (2010 – 2030). It is anticipated that Deschutes County, Oregon Department of Transportation, special districts, residents and community leaders will consult the Community Plan when preparing land use projects in Terrebonne. Once adopted, the Community Plan will only be changed if it goes through an official legislative plan amendment process.

Deschutes County lacks specific criteria in DCC Titles 18, 22, or 23 for reviewing a legislative plan amendment. Nonetheless, because this is a Deschutes County initiated plan amendment, the County bears the responsibility for justifying that the amendments

are consistent with the statewide planning goals and Deschutes County's Comprehensive Plan.

FINDINGS

1. Statewide Planning Goals

The parameters for evaluating these specific amendments are based on an adequate factual base and supportive evidence demonstrating consistency with Statewide Planning Goals. The following findings demonstrate that Ordinance 2010-027 complies with applicable statewide planning goals and state law.

- **Goal 1, Citizen Involvement** is met through this adoption process because these amendments will receive two public hearings, one before the County Planning Commission (County's citizen review board for land use matter) and one before the Board.
- **Goal 2, Land Use Planning** is met because ORS 197.610 allows local governments to initiate post acknowledgments amendments. An Oregon Land Conservation and Development Department 45-day notice was initiated on June 6.² An adequate factual basis and documented analysis is provided for this plan update.
- **Goal 3, Agricultural Lands and Goal 4, Forest Lands** are not applicable because in 1997 during periodic review, Deschutes County updated its Comprehensive Plan and implemented regulations for Terrebonne to comply with Oregon Administrative Rules 660, Division 22, Unincorporated Communities. Terrebonne's unincorporated boundary and comprehensive plan designations remain intact. There are no agricultural or forest designated lands within the community boundary.
- **Goal 5, Natural Resources, Scenic and Historic Areas, and Open Spaces**

Historic Resources

Historic resources is met through existing County policy and regulations. There is one designated historic site, whose historic status remain intact. There is one designated historic site intact.³

- I. *Terrebonne Ladies Pioneer Club*, located at 8334 11th Street, Terrebonne (14-13-16DC TL 700).

Additionally, while they are not officially designated as Goal 5 historic resources, there are two other remnant historic sites that receive recognition: Oregon Trunk Railroad Depot and Grant Hall. The following policy is carried over from the existing Comprehensive Plan:

² Deschutes County completed period review on January 23, 2003.

³ <http://www.co.deschutes.or.us/dccode/title23/docs/chapter%2023.108.doc> See Inventory #28.

"Encourage the preservation of historical structures in Terrebonne: Ladies Pioneer Club (1911), Oregon Trunk Railroad Depot (1911) and Grange Hall (1925)."⁴

- **Goal 6, Air, Water and Land Resources Quality** is met because these plan amendments continue to contain policies that subscribe to protecting water and land quality as noted below:⁵
 - I. Determine residential minimum lot sizes by the capacity of the land to accommodate available water and wastewater facilities.
 - II. Encourage early planning and acquisition of sites needed for public facilities, including schools, roads and water facilities.
 - III. The Terrebonne Domestic Water District 1995 Water System Master Plan serves as the public facility plan for water supply in Terrebonne.
 - IV. All commercial development or development including a sprinkler system shall be reviewed by the Terrebonne Domestic Water District.
 - V. Development requiring land use approval, located in the Terrebonne Domestic Water District service area shall be approved only upon confirmation from the District that they can provide water to the property.
 - VI. Support improvement of the community water system to meet health and safety needs of Terrebonne residents.
 - VII. Maintain a coordination agreement, consistent with ORS Chapter 195 and OAR 660-22-050(2)(c) for Deschutes County and the Terrebonne Domestic Water District.
 - VIII. Encourage all development in the Terrebonne Domestic Water District service area to connect to their water system.
 - IX. Allow uses and densities that can be served by an approved on-site wastewater treatment system, until such time as a community sewer system is available.
 - X. Set minimum lot sizes adequate to ensure that on-site systems do not exceed the capacity of the land, until such a time as a community sewer system is available.
 - XI. Support replatting Hillman Plat lots to create lots large enough to accommodate an approved on-site wastewater treatment system.
 - XII. Help identify funding for a sewer feasibility study.
 - XIII. Support the development of a community sewer system if needed to protect public health.

⁴ DCC 23.40.030 (B)(3)(a)(4) <http://www.co.deschutes.or.us/dccode/Title23/docs/Chapter%2023.40.doc>

⁵ Terrebonne Community Plan. Page 23.

- XIV. Review Community Plan policies related to public services if a sewer system is proposed.
- **Goal 7, Natural Hazards** is met because the plan amendment does not affect his goal. Nonetheless, it is important to note that the Deschutes County Rural Fire Protection District #1 provides fire prevention, protection, and suppression services to Terrebonne residents.
 - **Goal 8, Recreational Needs** is met because the plan amendment does not affect his goal
 - **Goal 9, Economic Development** is met because these plan amendments continue to contain policies that subscribe to economic development opportunities.⁶
 - I. Conform land use regulations with the requirements of OAR Chapter 660, Division 22, Unincorporated Communities or its successor.
 - II. Allow the current pattern of development based on the existing zoning that maintains the rural character of the area.
 - III. Allow residential uses in all zoning districts in Terrebonne.
 - IV. Encourage the preservation of Terrebonne's historical structures: Ladies Pioneer Club (1911), Oregon Trunk Railroad Depot (1911) and Grange Hall (1925).
 - V. Maintain the existing unincorporated community boundary for Terrebonne.
 - VI. Designate residential districts on the zoning map for areas designated residential on the comprehensive plan map.
 - VII. Plan and zone for a diversity of housing types and densities suited to the capacity of the land to accommodate water and sewer facilities.
 - VIII. Maintain the rural character of the community by retaining large lots where community water and sewer are not available for land designated Residential—5-Acre Minimum.
 - IX. Permit livestock in residential districts subject to use limitations identified in Deschutes County Code Title 18
 - X. Allow small-scale, low-impact commercial and industrial uses in conformance with the requirements of OAR Chapter 660, Division 22, and larger commercial uses, if such uses are intended to serve the community, surrounding rural area or travel needs of people passing through the area.
 - XI. Prohibit industrial uses from dominating the character of the commercial districts.

⁶ Id. Pages 23-25

- XII. Encourage new development in the commercial districts to become compatible with the rural character of the community by using design standards.
- XIII. Prohibit access to be taken from U.S. 97 when there is an option to use a local road.
- XIV. Structure approval standards for conditional uses in the Commercial Rural District to consider the impact on nearby residential and commercial uses, transportation systems, and other public facilities and services.
- XV. Allow stand-alone residential uses or residences in conjunction with uses listed in the commercial districts as long as they do not dominate or set development standards for other uses in the area.
- XVI. Prohibit land divisions or replatting for residential purposes in the commercial districts.
- XVII. Prohibit livestock in the commercial districts
- XVIII. Support applicant-initiated commercial plan designation and rezoning applications for properties fronting U.S. 97 between B and Central Avenues to expand commercial uses on the west side of U.S. 97 if all of the following characteristics are met.
- A home occupation or commercial use existed prior to the adoption date of this plan;
 - Frontage existed on U.S. 97 prior to the adoption date of this plan; and
 - ODOT grants access or there is alternative access to a public maintained road.
- XIX. Expand commercial designations only to the Commercial Expansion Area designated on the Terrebonne Comprehensive Plan map, except under the circumstances described in Policy 19.
- XX. Rezone the Commercial Expansion Area from a residential district to a commercial district only if no commercially zoned land can reasonably accommodate the proposed use. Rezoning may be done without a plan amendment. An applicant for a zone change must demonstrate that:
- Road right-of-way improvements and public water facilities to the property are in place or will be in place when the development occurs; or
 - Road right of way improvements and public water facilities to the property are under construction when a permit is issued; or
 - Road right of way improvements and public water facilities to the property have been in a local government or special district budget.
- XXI. These standards apply in place of the County standards for rezoning contained in Title 18, section 18.136.020 of the Deschutes County Code.

- **Goal 10, Housing** is not applicable because unlike municipalities, unincorporated areas are not obligated to fulfill certain housing requirements.
- **Goal 11, Public Facilities** is met because these plan amendments continue to contain policies that subscribe to providing adequate public facilities. See policy listings above pertaining to water and land resources quality.
- **Goal 12, Transportation** is met because these plan amendments continue to contain policies that subscribe to transportation.⁷
 - I. Provide a transportation network that can accommodate local traffic, commuter traffic and regional interstate traffic without detracting from the livability and rural character of Terrebonne.
 - II. Provide a transportation network that will improve transportation efficiency, convenience and safety, as well as increase transportation choices and decrease conflicts between modes of transportation.
 - III. Preserve alignments for transportation corridors depicted in the Transportation System Plan for future transportation purposes. The precise alignments will be determined after further study and engineering analysis or during the development of vacant properties.
 - IV. Where they exist, new roads shall take advantage of existing public right-of-way.
 - V. 5, Preserve existing right-of-way unless a new road cannot be physically constructed, in which case the County will consider vacating the right-of-way.
 - VI. Monitor and enforce vehicle weight limits on 11th Street and Smith Rock Way.
 - VII. Identify and select in the Transportation System Plan, a long-term solution for U.S. 97 from the following options: a traffic signal, a couplet, a grade-separated interchange, or a bypass.
 - VIII. Provide sidewalks that are in keeping with the rural character of the community and will be built property tight.
 - IX. Where sidewalks are specified along County public roads, they shall be constructed without curbs and gutters, set back from the road surface behind a drainage swale at a distance from property lines to allow room for utilities.
 - X. Construct sidewalks identified on the TSP Map either at the time of development, subject to site plan review, or later through formation of a local improvement district (LID). Applicants electing to defer constructing sidewalks shall be required to submit and record in the County Clerk's office a waiver of remonstrance, signed by the land owner. The waiver shall relinquish the landowner's right to have his/her objection count against the formation of an LID.

⁷ Id. Page 24

- XI. Protect from damage by tree roots, utility trenches located in the public right-of-way.
- XII. Where they conflict with existing or planned utility trenches, street trees should not be planted in the public right-of-way.
- XIII. Share the road with automobiles and bicycles on local roads where traffic volumes and speeds are low.
- XIV. Accommodate bicycles on paved shoulder bikeways on Lower Bridge Way and Smith Rock Way, a County arterial and collector road that carries high traffic volumes.
- XV. Provide transportation facilities that are practical and cost effective to construct, use and maintain and in keeping with the rural character of Terrebonne.
- XVI. Implement road development standards for Terrebonne that minimize pavement width and are consistent with the operational needs of the transportation facility.
- XVII. Specific road, bicycle and pedestrian facility improvement projects for the Terrebonne community are listed and described in the TSP respectively. The projects are ranked high, medium and low priority based on perceived need. These priorities shall be flexible to take advantage of development opportunities and funding.
- XVIII. Work with ODOT and the community to increase safety on U.S. 97 in Terrebonne by using a combination of enforcement and traffic calming techniques to slow traffic to posted speeds, to safely handle local traffic and to improve pedestrian crossings.
- XIX. Work with ODOT to provide improved pedestrian crossings on U.S. 97, between Central Avenue and the south 11th Street intersection, particularly at the "B" Avenue and "C" Avenue intersections, to increase pedestrian safety in the vicinity of the school.
- XX. Work with ODOT and the community to evaluate the safety and functionality of 11th Street as needed.
- XXI. Support limiting U.S. 97 to no more than three lanes between the Central Avenue and south 11th Street intersections.
- XXII. Accommodate large trucks with wide turning radius corners where necessary, as determined by truck routes established by TSP, thereby minimizing corner radii at all other intersections. Other design features such as rolled curbs or medians shall be used as necessary to minimally accommodate large trucks in the Terrebonne community.
- XXIII. Coordinate with ODOT on improvements to U.S. 97 during rehabilitation or construction projects.

- **Goal 13, Energy Conservation** is met because the plan amendment does not affect his goal.
- **Goal 14, Urbanization** is met because Terrebonne's existing boundary is not changing.
- **Goals 15 through 19** are not applicable to any amendments to the County's comprehensive plan because the county has none of those types of lands.

2. Deschutes County Terrebonne Rural Community Chapter

The 1979 Deschutes County Comprehensive Plan designated Terrebonne a Rural Service Center (RSC). Comprising 667 acres and 577 tax lots, the 1979 Terrebonne RSC boundary included the Hillman Plat except a portion east of the Oregon Trunk Railroad tracks. It included the area south of the Hillman Plat known as the Circle "C" Acres Subdivision, which occupies land west of U.S. 97, east of 19th Street and north of Davidson Way. The 1979 Terrebonne RSC boundary also included land in the north one-quarter of Section 16, Township 14S, Range 13E, north of the Hillman Plat.

In 1994, the Oregon Land Conservation and Development Commission adopted Oregon Administrative Rule (OAR) 660, Division 22, Unincorporated Communities. This OAR instituted new land use requirement for Terrebonne. OAR 660-22-020(3)(a) states that land which has been acknowledged as an exception area and historically considered part of the community may be included in an unincorporated community boundary. In 1997 as part of periodic review, Deschutes County updated its Comprehensive Plan and implemented regulations for Terrebonne to comply with OAR 660, Division 22. Terrebonne's boundary was expanded to include the portion of the old Hillman Plat east of the railroad tracks. At the request of Circle "C" Subdivision residents, the boundary excluded the entire Circle "C" Acres Subdivision, located south of Odem Avenue.

3. Ordinance 2010-012 / Terrebonne Community Plan

Ordinance 2010-012 amends the Comprehensive Plan, DCC Chapter 23.40.30 to establish a Community Plan. The updated goals and policies provide a planning guide to decision making in regard to land use, capital improvements and physical development in Terrebonne during the next 20 years (2010 – 2030). It is anticipated that Deschutes County, Oregon Department of Transportation (ODOT), special districts, residents and community leaders will consult the Community Plan when preparing land use projects in Terrebonne.

Terrebonne citizens set forth this vision for their community over the next 20 years. It is their intent that the Community Plan, developed in cooperation with Deschutes County, shall serve as a framework to realize this vision.

"Maintain the livability of Terrebonne as a small town with its rural and scenic character, by encouraging efficient services and safe traveling throughout the community."

This vision statement is created to ensure that with vigilance and foresight, the unique rural character of Terrebonne can be maintained and enjoyed by present and future generations.

4. Consistency with Deschutes County Comprehensive Plan

Land use planning implemented through Deschutes County policies and zoning will enable residents, stakeholders, and property owners in Terrebonne to incorporate development into the community. DCC 23.40.30, the existing chapter pertaining to Terrebonne, is being updated and reformatted to become a Community Plan. The Community Plan completely reformats DCC 23.40.30 to maximize readability. It contains updated demographics, pictures, maps, goals and policies. As discussed earlier, there is an overwhelming support for little or no change in Terrebonne. The Community Plan's goals and policies reflect this sentiment by maintaining Terrebonne's existing boundary, comprehensive plan designations and zoning districts. Furthermore, given the community sentiment, it is unnecessary to propose changes to DCC Chapter 18.66, Terrebonne Rural Community Zoning Districts. In 2003, this chapter was found to be in compliance with the County's comprehensive plan and, continues to implement land use policies pertaining specifically to Terrebonne.

Deschutes County Community Development Department

117 NW LAFAYETTE AVENUE
BEND, OREGON 97701-1925
(541) 388-6575

Attention: Plan Amendment Specialist
Department of Land Conservation and Development
635 Capitol Street NE, Suite 150
Salem, OR 97301-2540



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