



Oregon

Theodore R. Kubongoski, Governor

Department of Land Conservation and Development

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NOTICE OF ADOPTED AMENDMENT

07/01/2014

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

FROM: Plan Amendment Program Specialist

SUBJECT: City of Prineville Plan Amendment
DLCD File Number 002-14

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. 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: Thursday, July 17, 2014

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: Joshua Smith, City of Prineville
Gordon Howard, DLCD Urban Planning Specialist
Scott Edelman, DLCD Regional Representative
Gary Fish, DLCD Transportation Planner

<paa> YA



NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

FOR DLCD USE 002-14
File No.: (20305)
[17924]
Received: 6/26/2014

Local governments are required to send notice of an adopted change to a comprehensive plan or land use regulation **no more than 20 days after the adoption.** (See [OAR 660-018-0040](#)). The rules require that the notice include a completed copy of this form. **This notice form is not for submittal of a completed periodic review task or a plan amendment reviewed in the manner of periodic review.** Use [Form 4](#) for an adopted urban growth boundary including over 50 acres by a city with a population greater than 2,500 within the UGB or an urban growth boundary amendment over 100 acres adopted by a metropolitan service district. Use [Form 5](#) for an adopted urban reserve designation, or amendment to add over 50 acres, by a city with a population greater than 2,500 within the UGB. Use [Form 6](#) with submittal of an adopted periodic review task.

Jurisdiction: City of Prineville

Local file no.: **AM-2014-101**

Date of adoption: 06/24/2014

Date sent: 6/26/2014

Was Notice of a Proposed Change (Form 1) submitted to DLCD?

Yes: Date (use the date of last revision if a revised Form 1 was submitted): 4/08/2014

No

Is the adopted change different from what was described in the Notice of Proposed Change? Yes No

If yes, describe how the adoption differs from the proposal:

Local contact (name and title): Joshua Smith

Phone: 5414472367

E-mail: jsmith@cityofprineville.com

Street address: 1136 NE Bitterbrush Rd.

City: Prineville

Zip: 97754

PLEASE COMPLETE ALL OF THE FOLLOWING SECTIONS THAT APPLY

For a change to comprehensive plan text:

Identify the sections of the plan that were added or amended and which statewide planning goals those sections implement, if any:

For a change to a comprehensive plan map:

Identify the former and new map designations and the area affected:

Change from change.	to	acres.	A goal exception was required for this
Change from change.	to	acres.	A goal exception was required for this
Change from change.	to	acres.	A goal exception was required for this
Change from	to	acres.	A goal exception was required for this change.

Location of affected property (T, R, Sec., TL and address):

The subject property is entirely within an urban growth boundary

The subject property is partially within an urban growth boundary

If the comprehensive plan map change is a UGB amendment including less than 50 acres and/or by a city with a population less than 2,500 in the urban area, indicate the number of acres of the former rural plan designation, by type, included in the boundary.

Exclusive Farm Use – Acres:	Non-resource – Acres:
Forest – Acres:	Marginal Lands – Acres:
Rural Residential – Acres:	Natural Resource/Coastal/Open Space – Acres:
Rural Commercial or Industrial – Acres:	Other: – Acres:

If the comprehensive plan map change is an urban reserve amendment including less than 50 acres, or establishment or amendment of an urban reserve by a city with a population less than 2,500 in the urban area, indicate the number of acres, by plan designation, included in the boundary.

Exclusive Farm Use – Acres:	Non-resource – Acres:
Forest – Acres:	Marginal Lands – Acres:
Rural Residential – Acres:	Natural Resource/Coastal/Open Space – Acres:
Rural Commercial or Industrial – Acres:	Other: – Acres:

For a change to the text of an ordinance or code:

Identify the sections of the ordinance or code that were added or amended by title and number:

For a change to a zoning map:

Identify the former and new base zone designations and the area affected:

Change from	to	Acres:
Change from	to	Acres:
Change from	to	Acres:
Change from	to	Acres:

Identify additions to or removal from an overlay zone designation and the area affected:

Overlay zone designation:	Acres added:	Acres removed:
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Location of affected property (T, R, Sec., TL and address):

List affected state or federal agencies, local governments and special districts:

Identify supplemental information that is included because it may be useful to inform DLCD or members of the public of the effect of the actual change that has been submitted with this Notice of Adopted Change, if any. If the submittal, including supplementary materials, exceeds 100 pages, include a summary of the amendment briefly describing its purpose and requirements.

ORDINANCE NO. 1205

AN ORDINANCE AMENDING THE CITY OF PRINEVILLE (“CITY”) TRANSPORTATION SYSTEM PLAN (“TSP”)

WHEREAS, the purpose of a local TSP, according to the Transportation Planning Rule, is to “establish a system of transportation facilities adequate to meet identified local transportation needs consistent with regional TSP’s and adopted elements of the State TSP;” and

WHEREAS, recent growth, coupled with growth anticipated over the 20-year planning horizon, places demands on the City’s transportation system that necessitate a reevaluation and revision of the City’s transportation needs, services, and facilities; and

WHEREAS, the transportation element of the City’s Comprehensive Plan, adopted in 2007, acknowledges the need for improvements to the City’s transportation system with regard to vehicular circulation, parking, bicycle and pedestrian facilities, public transit, and other special transportation needs; and

WHEREAS, City staff, elected officials, and Kittelson & Associates, Inc., worked closely with the public and the Oregon Department of Transportation (ODOT) in planning for future improvements to the Prineville transportation system; and

WHEREAS, the establishment of public involvement process included local residents, business owners, and public officials and together with Kittelson & Associates, Inc., initiated a process of extensive policy, planning, and engineering analysis to, among other activities, inventory current transportation conditions and facilities, determine the needs and desires for roadway improvements and non-motorized facilities, develop and evaluate transportation system alternatives, determine short and long-range recommended improvements, and develop a draft TSP; and

WHEREAS, the City Planning Commission and the City Council each conducted public hearings on the draft TSP; and

WHEREAS, on November 26, 2013, the City Council adopted the November 2013 Prineville Transportation System Plan; and

WHEREAS, the TSP shows one access (SE Fifth Street) into Ochoco Lumber Company’s approximately 61 acre parcel of property located in the southeast corner of Highway 26 in Combs Flat Road (“Ochoco Lumber Parcel”); and

WHEREAS, during the public involvement process described above, including the public hearings, Ochoco Lumber Company was in the process of completing a regulating master plan for the Ochoco Lumber Parcel. City planning staff and ODOT were aware that as part of the master plan for the Ochoco Lumber Parcel, that two local access streets to the Ochoco Lumber Parcel, one off Combs Flat Road (Stuart Drive) and one off Hwy 26 (St. Charles Way) were contemplated in addition to the SE Fifth Street access. City planning staff were advised by ODOT representatives of having these access points described on the regulating master plan for the Ochoco Lumber Parcel, but not shown on City’s TSP, would allow Ochoco Lumber to acquire access permits from ODOT for the two local streets; and

WHEREAS, ODOT has now advised Ochoco Lumber Company and the City that ODOT will not allow access permits for the two local streets into the Ochoco Lumber Parcel unless the access points are on the City's TSP; and

WHEREAS, through the approval of Ochoco Lumber Company's regulating master plan, the proposed access points for Stuart Drive and St. Charles Way have been through a public hearing process; and

WHEREAS, the amendment of the City's TSP by adopting St. Charles Way and Stuart Drive into the City's TSP will require recognition of the alignment of such streets as part of future redevelopment plans of the Ochoco Lumber Parcel and other properties and it will allow Ochoco Lumber Company to procure access permits for such streets; and

WHEREAS, a June 3, 2014, Staff Report regarding amendment of the City's TSP, including a March 12, 2014, technical memorandum by Kittelson & Associates, Inc., sets out detailed information regarding the adoption of Stuart Drive and St. Charles Way into the City's TSP as local streets; and

WHEREAS, City staff recommends the immediate passage of this Ordinance to allow it to go into effect immediately so as to prevent any potential problems with development of portions of the Ochoco Lumber Parcel; and

WHEREAS, the City Council conducted a public hearing to consider passage of this Ordinance on June 24, 2014.

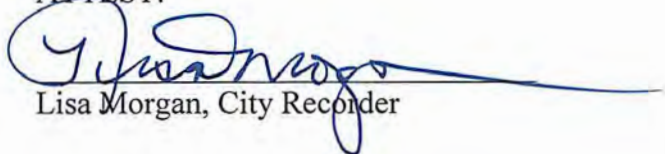
NOW, THEREFORE, the people of the City of Prineville ordain as follows:

1. The June 3, 2014, Staff Report regarding amendment of the City's TSP including a March 12, 2014, technical memorandum by Kittelson & Associates, Inc., is hereby approved by the City Council.
2. The City of Prineville's Transportation System Plan is amended by incorporating the local street system contained within the Ochoco Lumber master plan, which master plan adds two local streets, Stuart Drive and St. Charles Way to the City's TSP, as identified in Exhibit "1".
3. This Ordinance being necessary for the immediate preservation of public peace, health, and safety, and an emergency is declared to exist and this Ordinance shall take effect on its passage.

Passed the by the City Council this 24th day of June, 2014.

By: 
Betty J. Roppe, Mayor

ATTEST:


Lisa Morgan, City Recorder

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City of Prineville
 DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT
 PLANNING COMMISSION RECOMMENDATION

PC Hearing Date: June 3rd, 2014
File No.: AM-2014-101
Applicant/Owner: City of Prineville
Location: Tax Lots 151604B007200, 151604C002900
Notice to DLCD: 4/08/14
Newspaper Notice: 5/20/14 & 5/27/14
PC Public Hearing: 06/03/14
Related Approvals: AM-2013-103 TSP update, AM-2013-101 Ochoco Lumber Regulating Master Plan
Staff: Joshua Smith, Senior Planner

Proposal: The City of Prineville is proposing to amend its Transportation Systems Plan. The last update was completed in 2013. This amendment would add two local streets (Stuart Dr. and St. Charles Way) to the City's TSP as shown and approved in the Ochoco Lumber Regulating Master Plan.



AM-2014-101
TSP Amendment
Ochoco Lumber
Staff Findings

In 2013 the City updated it's Transportation System Plan (TSP). At the same time running paralell to that update was the Ochoco Lumber Regulating Master Plan. At the time it was the City's understanding that this master plan would suffice for acquiring access permits for the Ochoco Lumber site without adding local streets to the TSP. This was an oversite that was not realized during review and ultimate adoption of the TSP. This amendment would add the two local streets (Stuart Dr. and St. Charles Way) to the City's TSP as shown and approved in the Ochoco Lumber Regulating Master Plan. It is the City's undrstanding that these connections are necessary for ODOT to grant access permits prior to a use. These access permits are critical to the land owner for surety of access when marketing the property.

Staff Conclusions and Recommendation

Based on staff findings and the memorandum from the applicant's traffic consultants, this amendment should have no ill effect on the City or surrounding property. The proposed access points have already been through a public hearings process as part of the approval for the Ochoco Lumber Regulating Master Plan. During those hearings no comments or concerns were received from neighboring properties with regard to these access points.

Staff recommends a recommendation of approval by the Planning Commission to City Council for adoption.

Planning Commission Recommendation

Based on the staff findings, the memorandum from the applicant's traffic engineer and the public hearing held on June 3rd 2014, the Planning Commission recommends this amendment be approved by City Council.

EXHIBITS

Exhibit A - Kittelson Memorandum

Marty Bailey: W M Bailey Date: 6-6-14
Planning Commission Chair



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

354 SW Upper Terrace Drive, Suite 101, Bend, Oregon 97702 ☎ 541.312.8300 ✉ 541.312.4585

TECHNICAL MEMORANDUM

City of Prineville TSP Amendment

Date: March 12, 2014
To: Josh Smith, City of Prineville
From: Joe Bessman, PE, and Ashleigh Griffin
cc: Eric Klann, PE, City of Prineville

Project #: 13124

This memorandum summarizes the background for the proposed amendment to the City of Prineville's Transportation System Plan (TSP) to incorporate the local street system contained within the Ochoco Lumber Master Plan.

Current TSP & Background

The City's current TSP shows future *Collector* and *Arterial* roadways planned to accommodate growth, as identified through the City's TSP Update process that was adopted in 2013. As shown Exhibit 1, the only future connection identified within the site was the extension of SE 5th Street (a Minor Collector) east to connect with Combs Flat Road and eventually with SE Willowdale Drive and SE Stearns Road.



Exhibit 1. Roadway Network from 2013 City of Prineville Transportation System Plan.

Since the adoption of the TSP in 2013, Ochoco Mill completed a Master Plan for this site. The site will allow a variety of uses within the zoning, including a planned hospital, medical offices, commercial/retail uses, and high-density residential. As summarized within the master plan, with these proposed land uses for the site, the completion of a roadway network within the site will be critical to provide an adequate transportation network for the City. Therefore, this amendment incorporates the master plan findings and recommendations into the TSP by including these public local streets into the City's plans. Private driveways are excluded and will accompany future development applications.

TSP Amendment

The two new roadways proposed with the Ochoco Mill Master Plan are shown in Exhibit 2. Stuart Drive will extend east, across from the driveway that currently connects through Cecil Sly Elementary School and Crook County Middle School. St. Charles Way will connect SE 5th Street north to US 26/3rd Street. Attachment A shows the updated Roadway Facilities figure from the TSP including these two additions. The alignment shown is approximate, but the access points have been determined based on limitations as explained below.

St. Charles Way Connection to US 26

The St. Charles Way access to US 26 at the north end of the site was located as shown to balance several factors:

- Queuing at the signalized intersection of Combs Flat Road/US 26:

The Ochoco Mill Master Plan shows the 2035 PM Peak Hour 95th percentile westbound queues approaching 380 feet at the intersection of Combs Flat Road/US 26, as illustrated in Exhibit 3. The access for St. Charles Way must be located far enough east so that westbound queues do not block the access location.

- Access to the parcels north of US 26

The St. Charles Way access should also be aligned with access for the parcel to the north (Club Pioneer) to ensure that offset intersections are not created that could create conflicts within the shared two-way center left-turn space. Access for the parcel to the north is currently undefined; the gravel frontage allows access from the highway throughout its length. However, if the property were to redevelop, the City and ODOT would require improvements that would define the access location to provide a more orderly means of access and reduce the pedestrian and bicycle conflict area. Based on the site layout, there are two potential driveway locations for the northern parcel, as shown in Exhibit 3.

- Roadway design between Ochoco Creek and US 26 to maintain the existing bridge structure and allow for adequate roadway design.

The existing bridge on Ochoco Creek, shown in Exhibit 3, will be retained for the St. Charles Way extension. The roadway alignment between this bridge and US 26 must be designed with the appropriate curve radii for a 25 mph roadway with a 2 percent crown section (AASHTO standards). Assuming a tangent section of 75 feet from the edge of the existing US 26 pavement, Exhibit 4 shows the maximum distance east that St. Charles Way can meet US 26. The driveway can be located up to 615 feet east of the Combs Flat Road centerline, but this distance does not allow it to align with the driveway on the east side of the northern parcel.

The proposed alignment of St. Charles Way, shown in Attachment A, accounts for these constraints by locating St. Charles Way approximately 550 feet east of the Combs Flat Road centerline. At this location, there is adequate storage for westbound queuing, St. Charles Way aligns with the western driveway of the northern parcel, and the existing bridge structure is maintained.

Stuart Way Connection to Combs Flat Road

The Stuart Way access to Combs Flat Road was located at the shown position in order to align with the current school driveway that is shown in the TSP as the future 2nd Street extension. When the 2nd Street extension is completed, Stuart Drive and 2nd Street will create a connected east-west route through town. This location assumes the southerly routing of SE 2nd Street along this driveway alignment, which would avoid impacts to the built residential area to the north.

NEXT STEPS

Given the variety of balancing factors required to appropriately site these two accesses, the adoption of St. Charles Way and Stuart Drive into the City of Prineville Transportation System Plan as *Local Streets* will require that future development recognize this alignment as part of future redevelopment plans. We are proposing this amendment to contribute to the orderly development of the street network.

Please let us know if any additional information will be required to incorporate the Ochoco Mill Master Plan roadway layout into the adopted City of Prineville Transportation System Plan as shown in Attachment A. The analysis contained within the master plan provides the transportation justification that builds on the TSP assumptions to justify that these connections will adequately meet the connectivity and performance requirements.

Attachments:

Attachment A: Updated Roadway Improvement Projects Figure for TSP

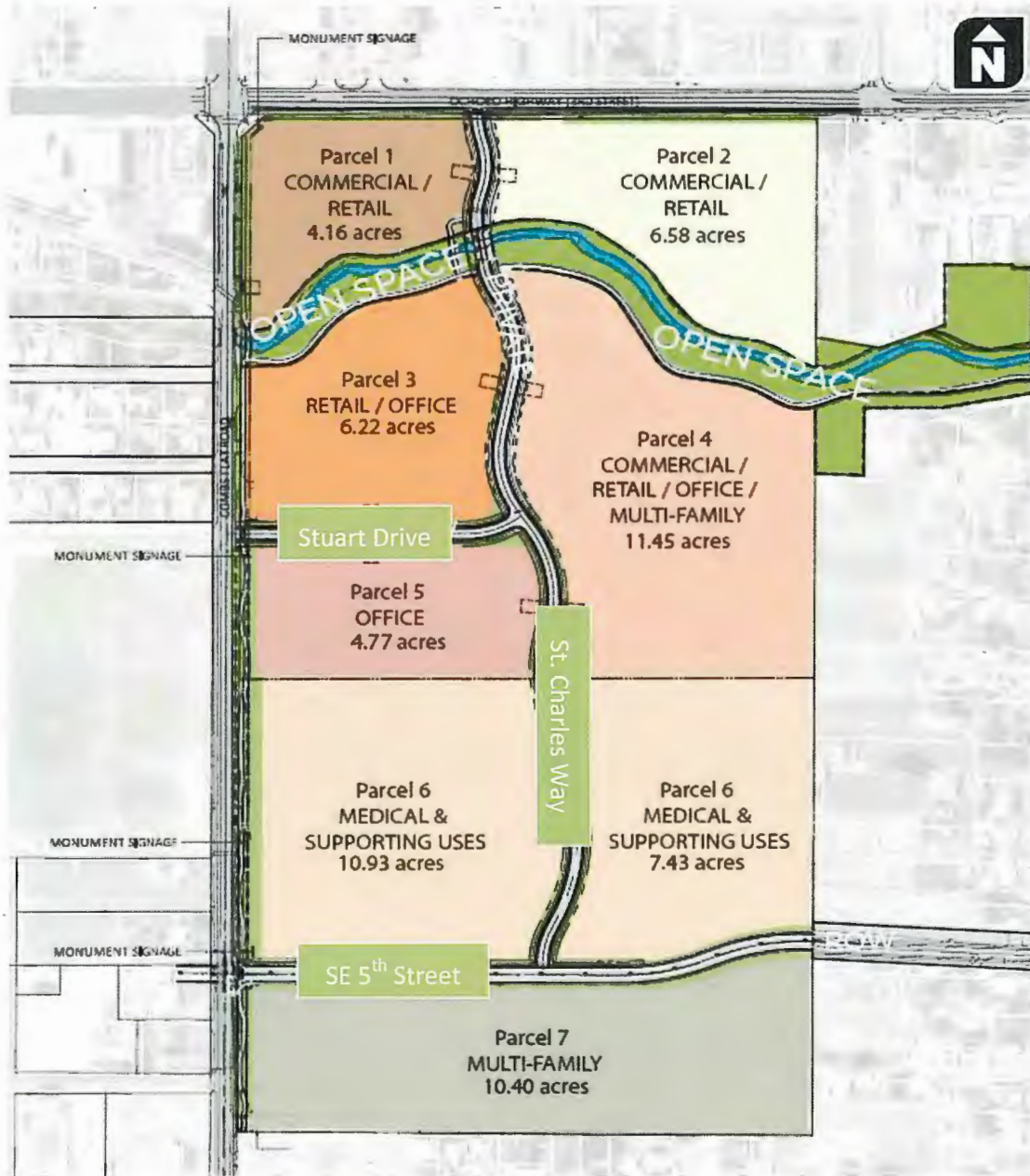


Exhibit 2. Adopted and Proposed Public Roadways within the Ochoco Mill Master Plan

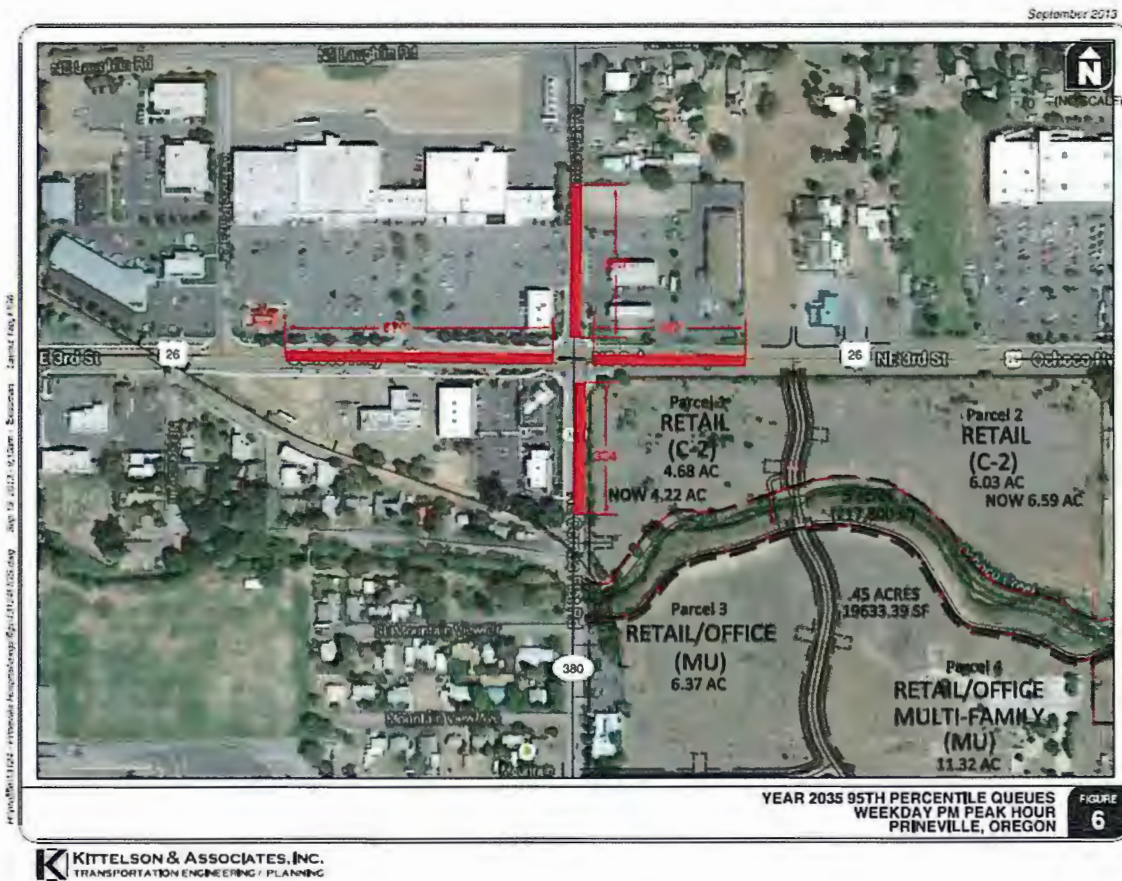


Exhibit 3. Forecast Year 2035 Weekday PM Peak Hour 95th Percentile Queues

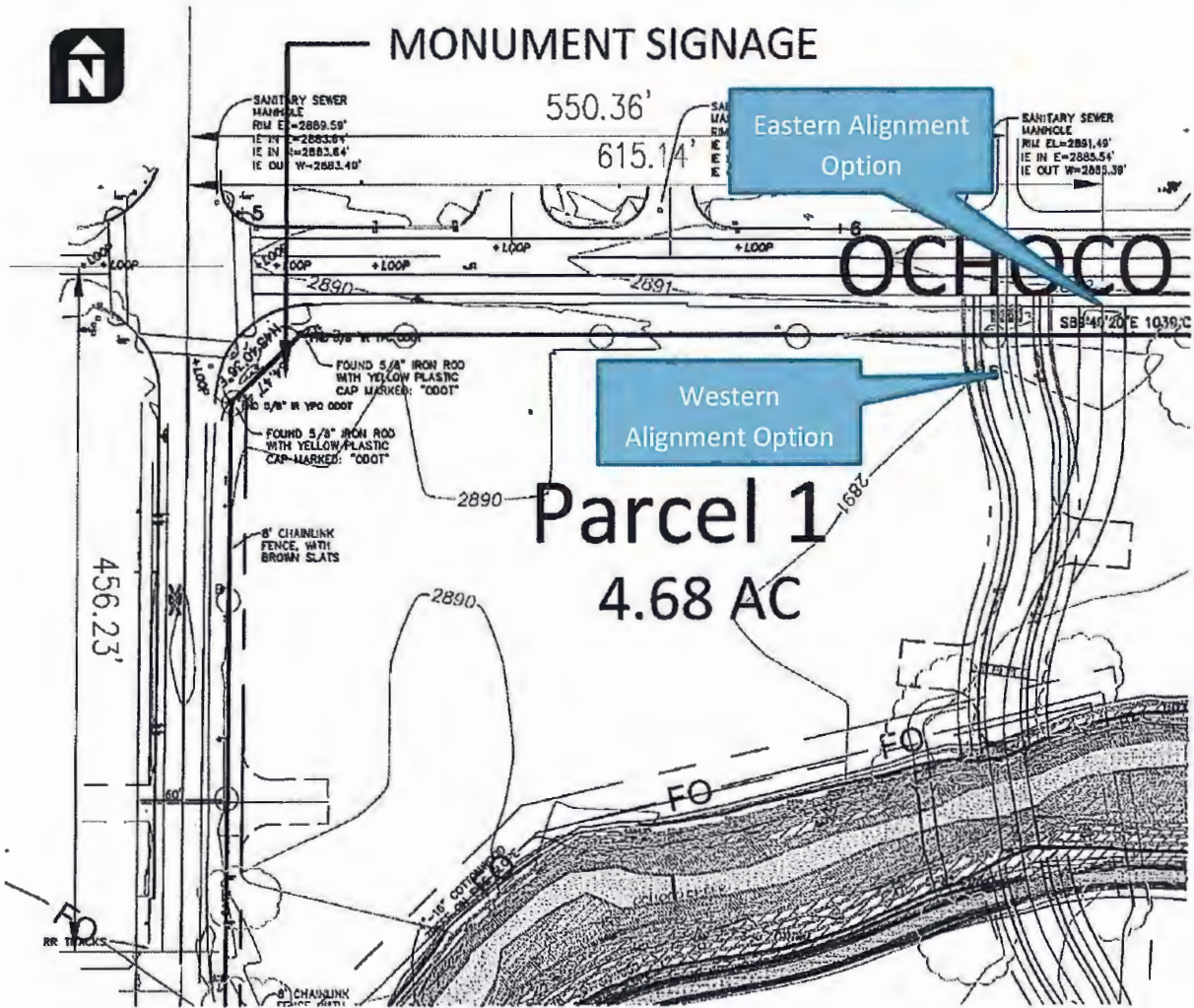
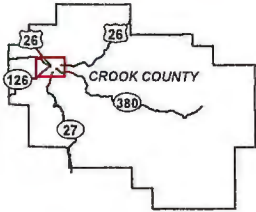
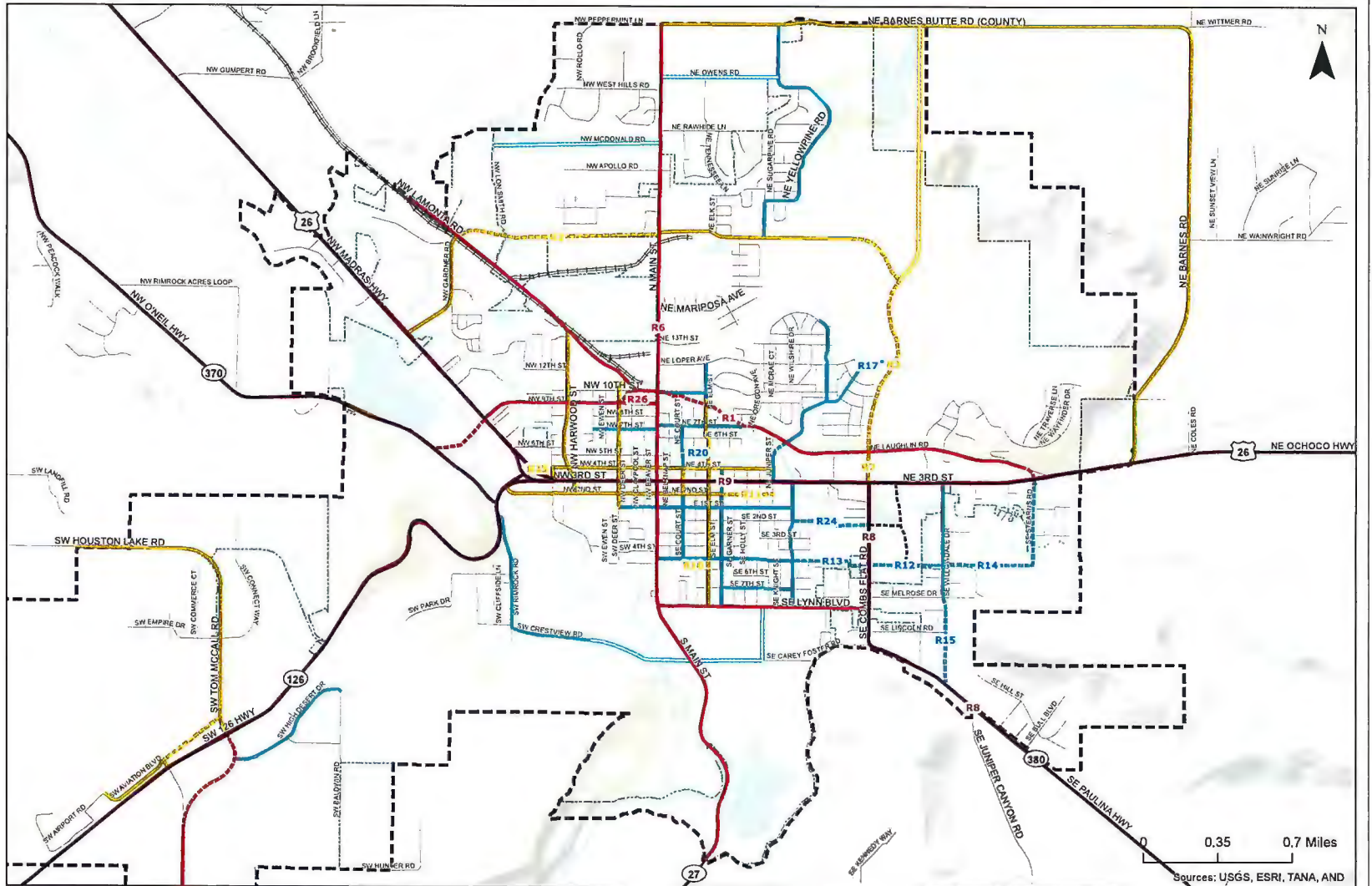


Exhibit 4. Potential Alignment Options for St. Charles Way



Functional Roadway Classifications

- Major Arterial**
- Minor Arterial**
 - Existing
 - Future
- Major Collector**
 - Existing
 - Future
 - Vision
- Minor Collector**
 - Existing
 - Future
 - Vision
- Future Local Road
- City Boundary
- Study Area/Urban Growth Boundary (UGB)



0 0.35 0.7 Miles
Sources: USGS, ESRI, TANA, AND

**Roadway Improvement Projects
City of Prineville, Oregon**

**Figure
6**

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