



Terrebonne

Community



Plan

2010-2030





Terrebonne Community Plan 2010-2030

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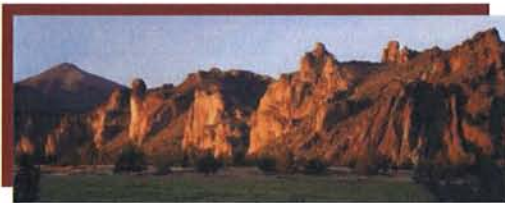
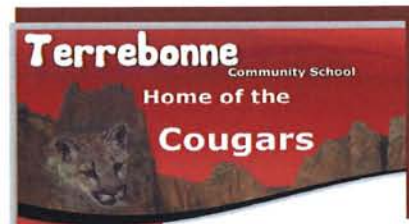
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Introduction

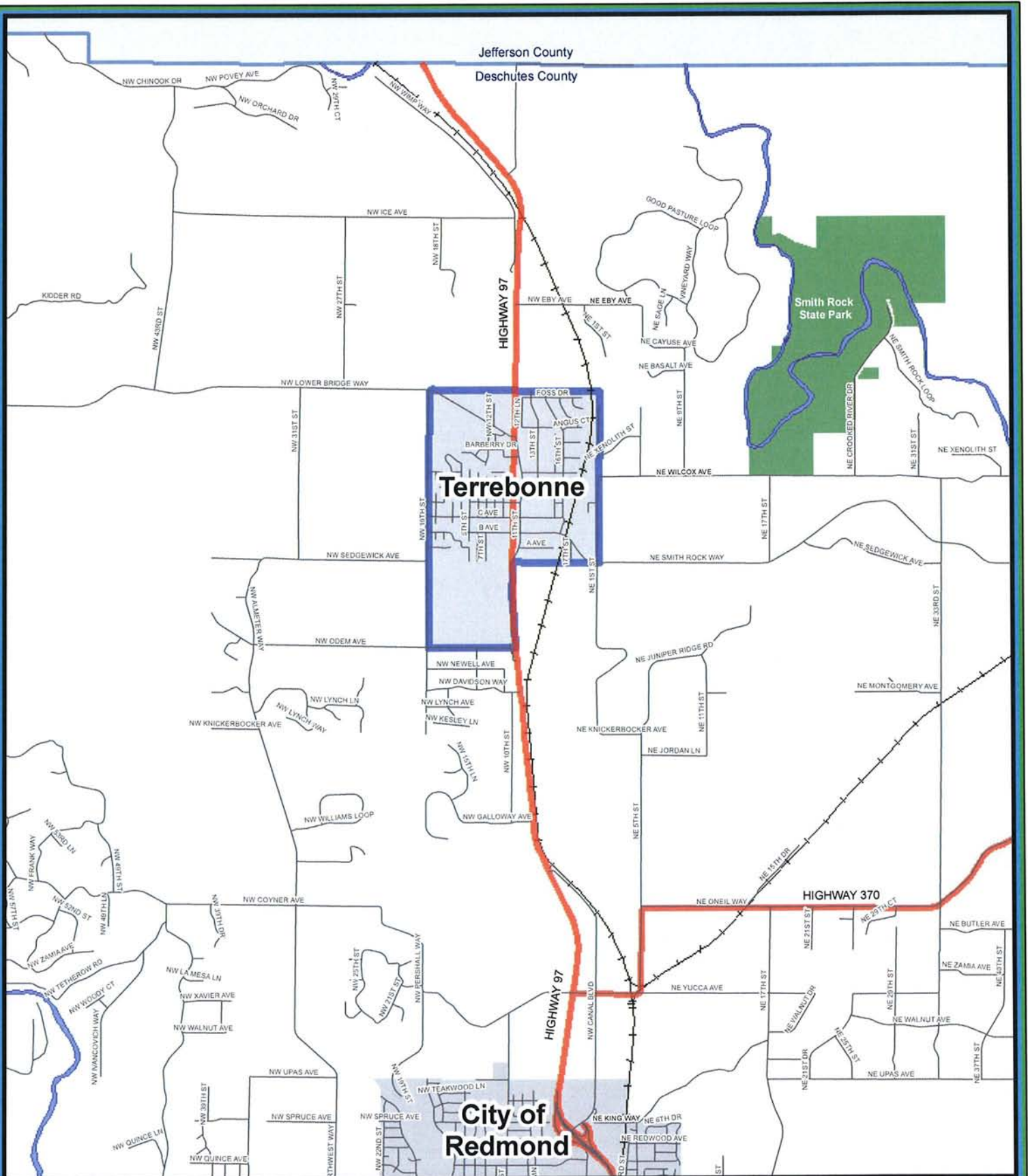
The Terrebonne Community Plan (Community Plan) is an integral part of the Deschutes County Comprehensive Plan and upon adoption by the Board of County Commissioners, constitutes an official chapter. It can only be changed if the Community Plan goes through an official legislative plan amendment process. 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.

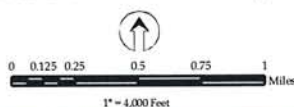


Terrebonne Vicinity Map

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



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



DISCLAIMER:
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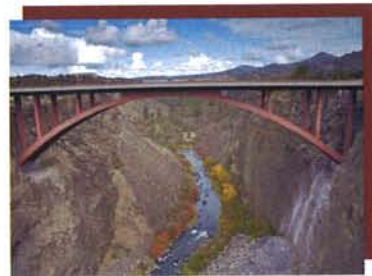
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February 17, 2010

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.



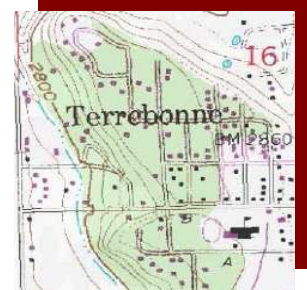
One persistent story regarding the original town site concerns a developer who reportedly sold the same lots, including some that were unbuildable, to several different buyers. When disgruntled buyers caught up with the developer, he was run out of town. As news of this land fraud spread across the country, 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 * | Deschutes County Coordinated Population Forecast (Household Unit Size) | 2009 Population Estimate |
| 499 | 1.9 | 948 |
| * Assessor Data 2009 | | |

| Table 2 - Terrebonne Projected Build Out | | | | |
|---|----------------------------|--|---|----------------------|
| 2009 Population Estimate | Potential Dwelling Units * | Deschutes County Coordinated Population Forecast (Household Unit Size) | 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 household unit size remains at 1.9, 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.

| Table 4 - Terrebonne Land Use Designations | |
|--|---|
| 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) |

| Table 5 - Terrebonne Land Use Inventory * | | | | |
|---|-------------------|--------------------------------------|---------------------|-------------------------|
| 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.

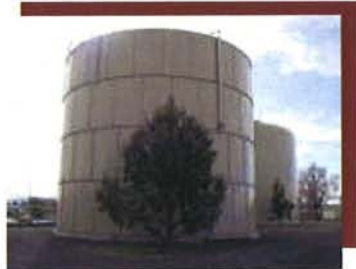
Rural Commercial: A “Rural Commercial” designation represents legal non-conforming, small-scale truck and heavy equipment uses, not generally compatible with a pedestrian-friendly commercial center. When this designation and corresponding zoning districts were applied during the 1997 Comprehensive Plan 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.



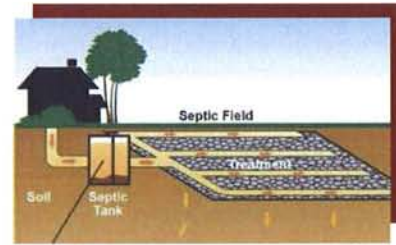
Deschutes County and the Water District have a strong track record for coordinating land use. Last decade, the Water District's board of directors recognized the importance of improving their antiquated water system both for fire protection and domestic use. State law requires that Deschutes County enter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



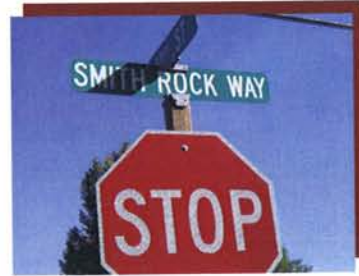
Irrigation Water



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 just 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.

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November 17, 2009

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.



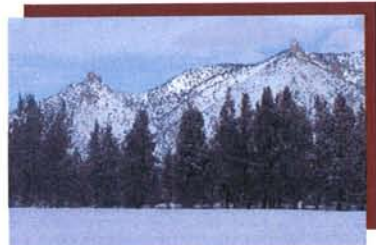
“To preserve agricultural land in Deschutes County for the production of farm and forestry products, as well as the public need for open space.”



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 the 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.