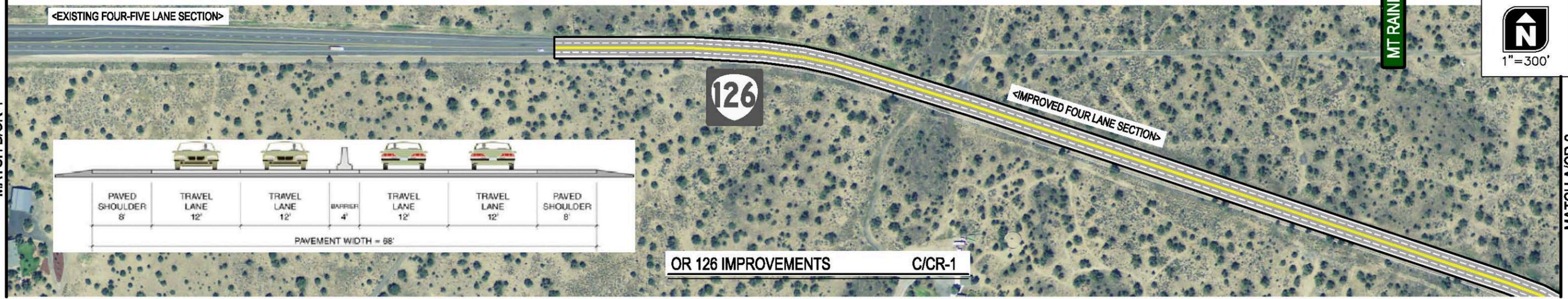
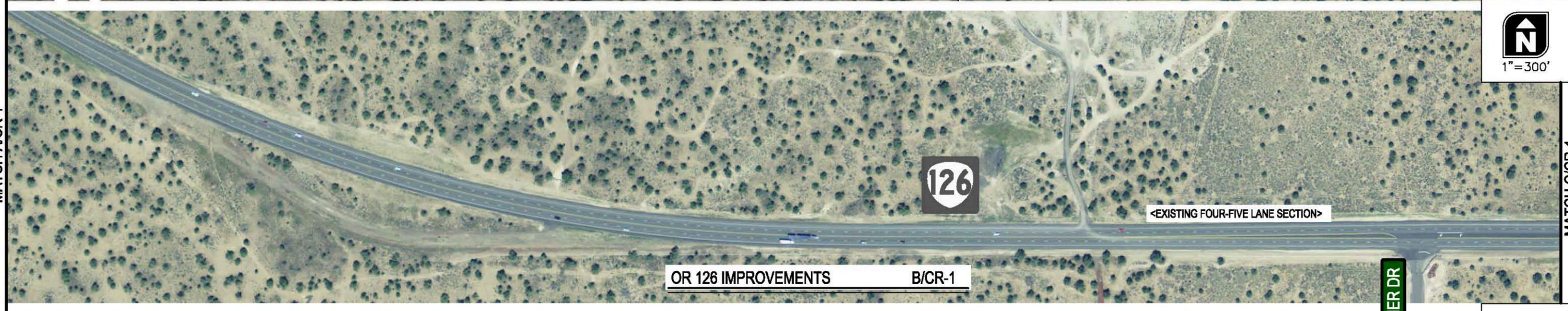
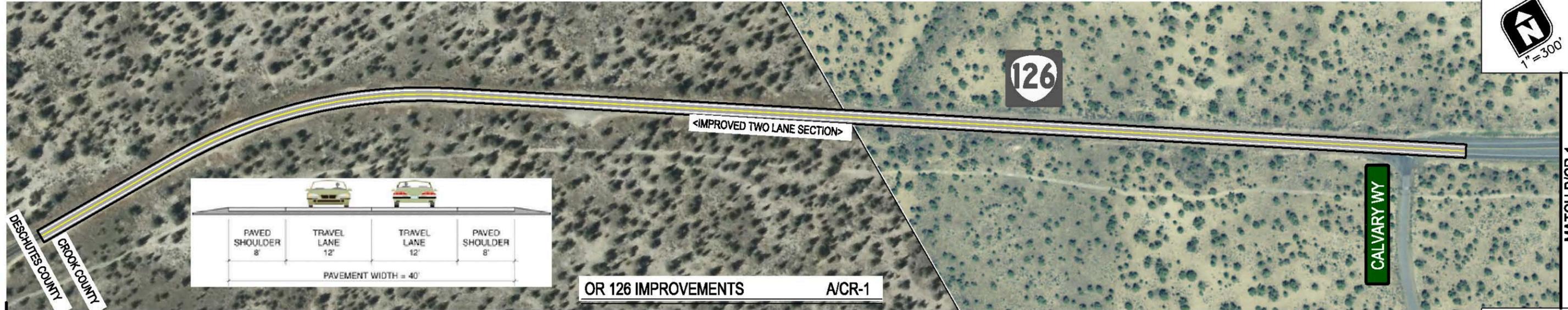


Appendix A
Preferred Long-term
Corridor Facility Plan

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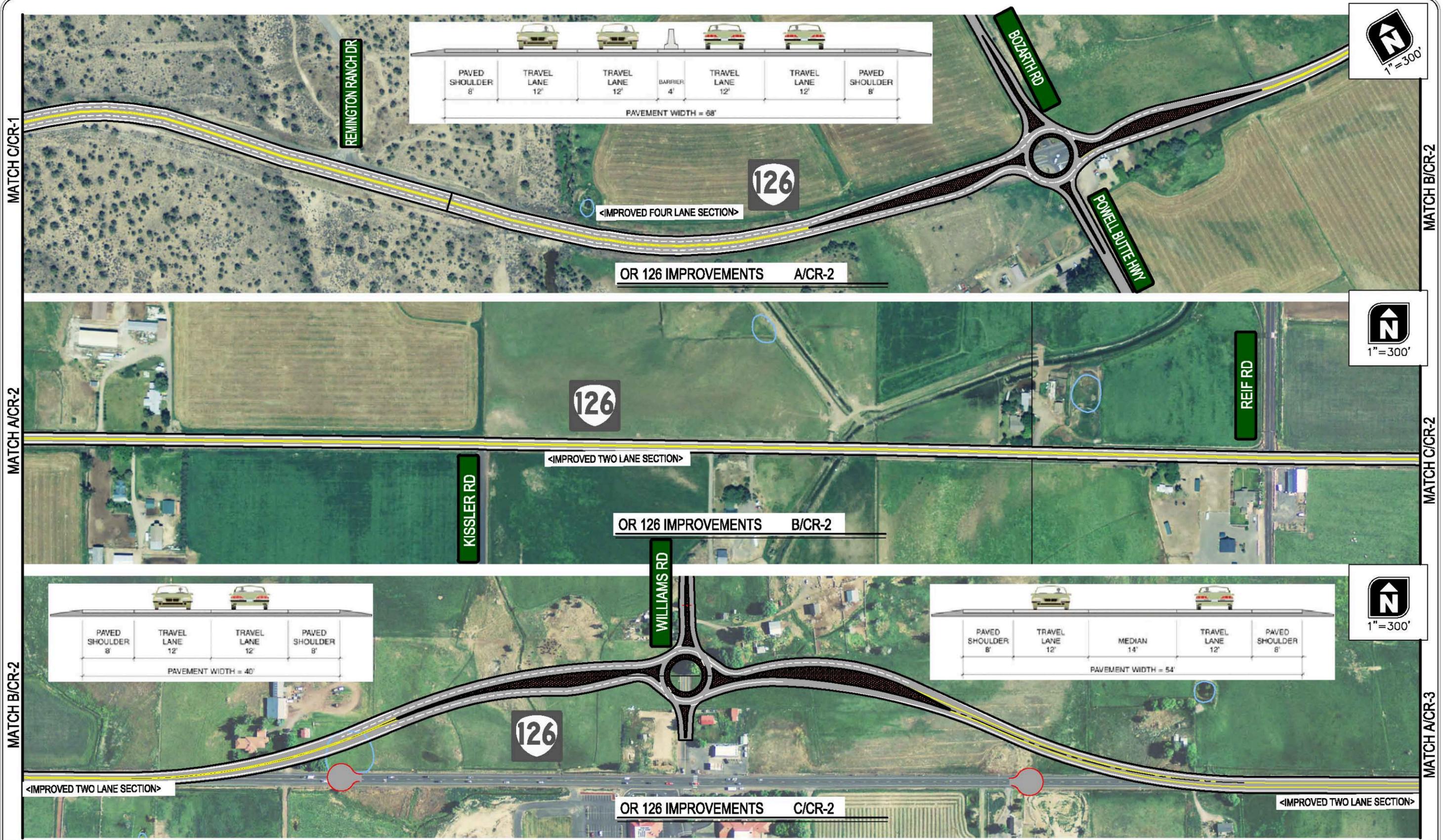


LONG-TERM PREFERRED OR 126 CORRIDOR FACILITY PLAN CROOK COUNTY, OREGON FIGURE CR-1

Layout Tab: CR-2

Jun 21, 2011 - 3:10pm - jmason

C:\Users\j\mason\appdata\local\temp\AcPublish_8032\037213-TRANS-CORRIDOR.dwg



LONG-TERM PREFERRED OR 126 CORRIDOR FACILITY PLAN CROOK COUNTY, OREGON

FIGURE CR-2

C:\Users\Mason\AppData\Local\Temp\AcPublish_8032\037213-TRANS-CORRIDOR.dwg Jun 21, 2011 - 3:10pm - jmason Layout Tab: CR-3

MATCH C/CR-2

MATCH A/CR-3

MATCH B/CR-3

MATCH B/CR-3

MATCH C/CR-3

MATCH A/CR-4



LONG-TERM PREFERRED OR 126 CORRIDOR FACILITY PLAN CROOK COUNTY, OREGON

FIGURE CR-3

Layout Tab: CR-4

Jun 21, 2011 - 3:10pm - jmason

C:\Users\jmason\appdata\local\temp\AcPublish_8032\037213-TRANS-CORRIDOR.dwg

MATCH C/CR-3

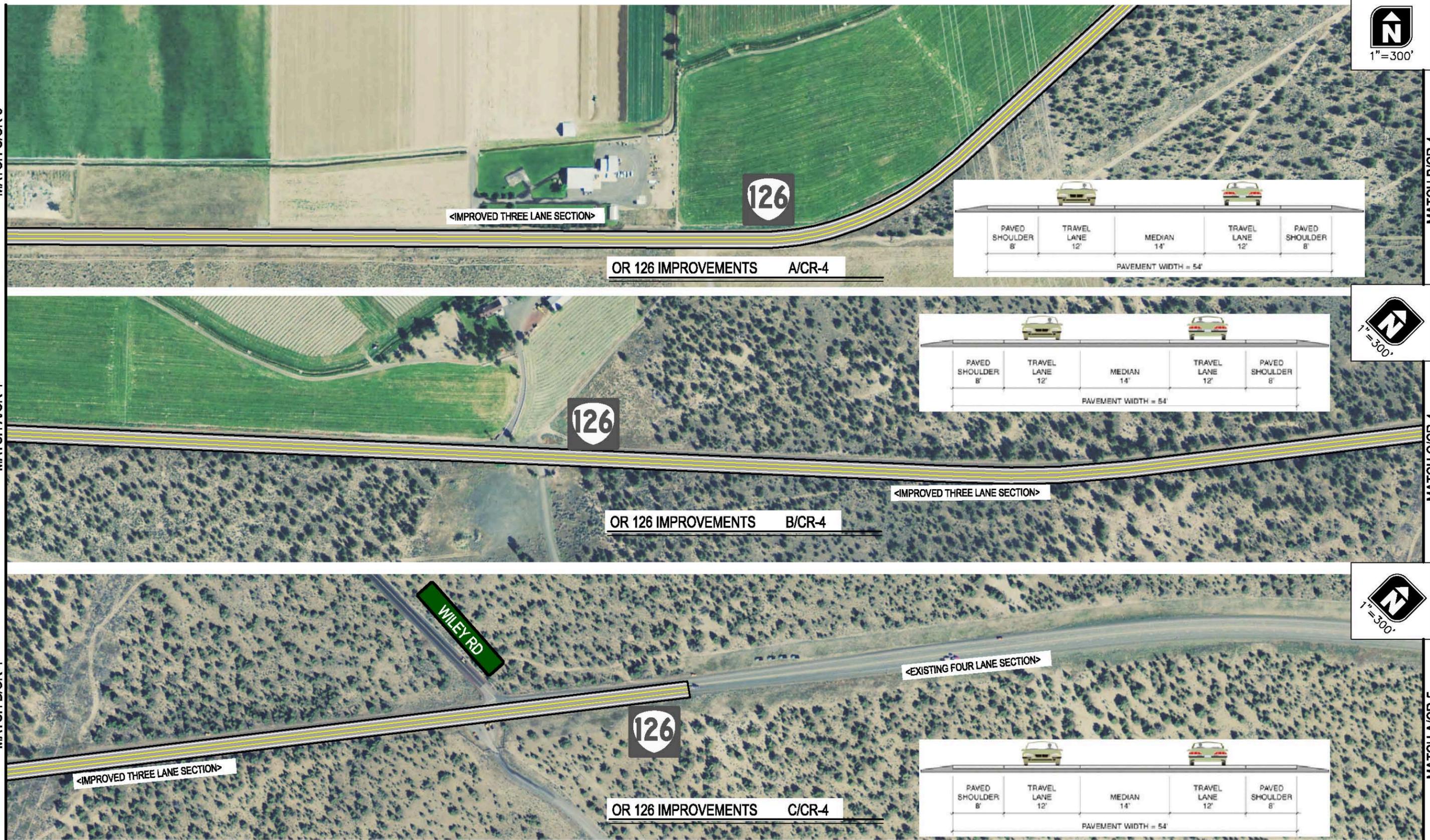
MATCH A/CR-4

MATCH B/CR-4

MATCH B/CR-4

MATCH C/CR-4

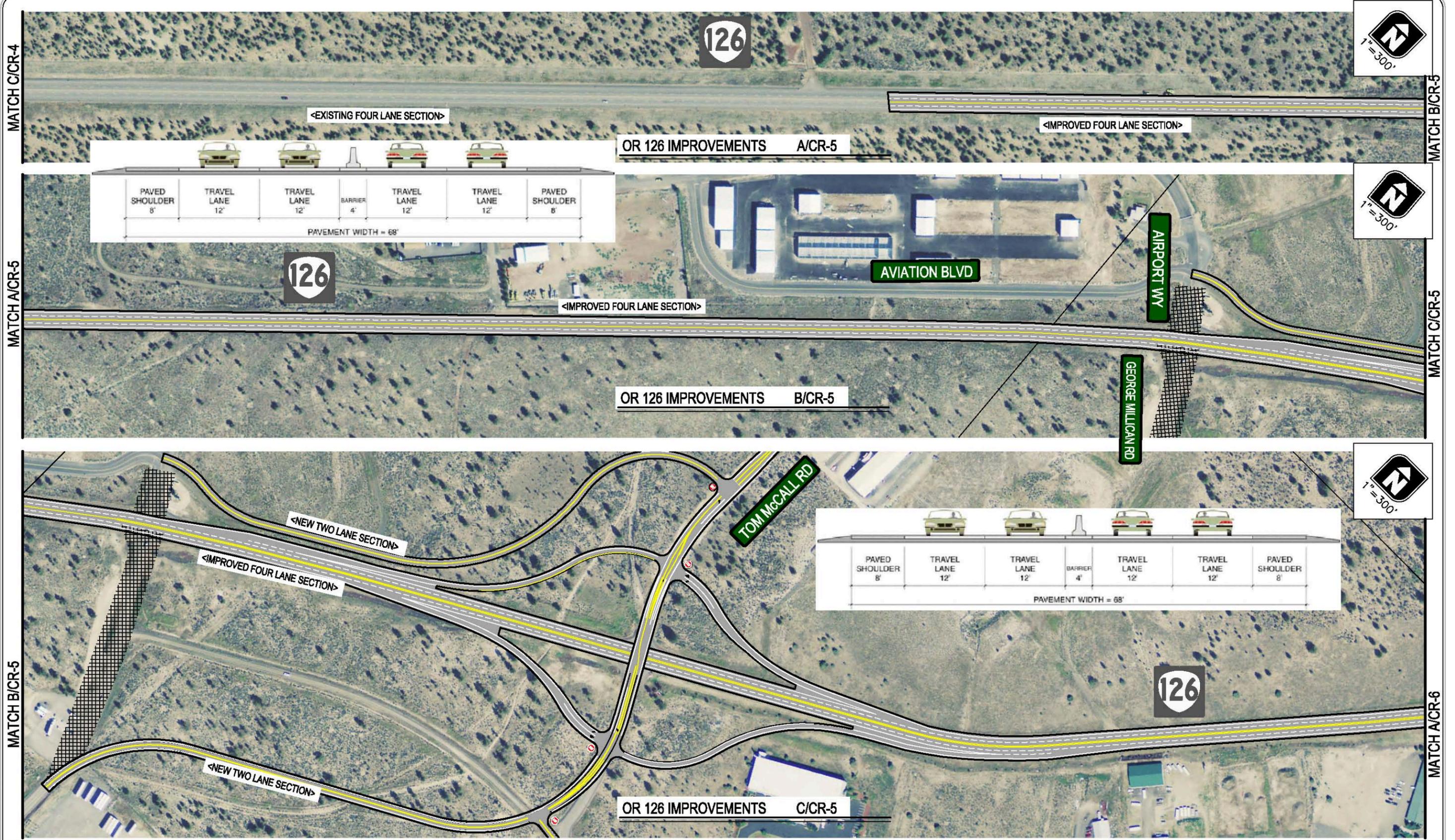
MATCH A/CR-5



LONG-TERM PREFERRED OR 126 CORRIDOR FACILITY PLAN CROOK COUNTY, OREGON

FIGURE CR-4

C:\Users\jmason\appdata\local\temp\AcPublish_8032\037213-TRANS-CORRIDOR.dwg Jun 21, 2011 - 3:11pm - jmason Layout Tab: CR-5



LONG-TERM PREFERRED OR 126 CORRIDOR FACILITY PLAN CROOK COUNTY, OREGON FIGURE CR-5

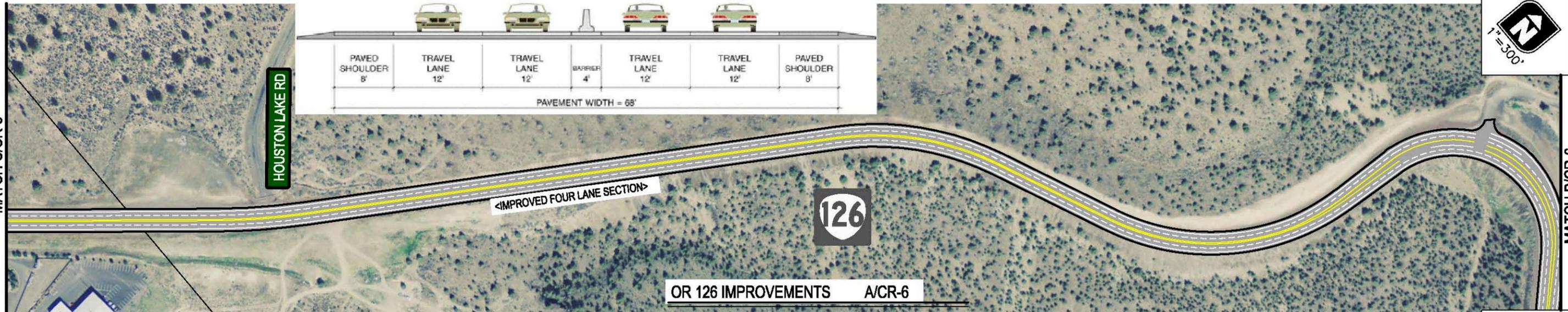
Layout Tab: CR-6

Jun 21, 2011 - 3:11pm - jmason

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MATCH C/CR-5

MATCH B/CR-6



MATCH A/CR-6



LONG-TERM PREFERRED OR 126 CORRIDOR FACILITY PLAN CROOK COUNTY, OREGON

FIGURE CR-6

Appendix B
Short-term
Implementation Projects



1" = 100'



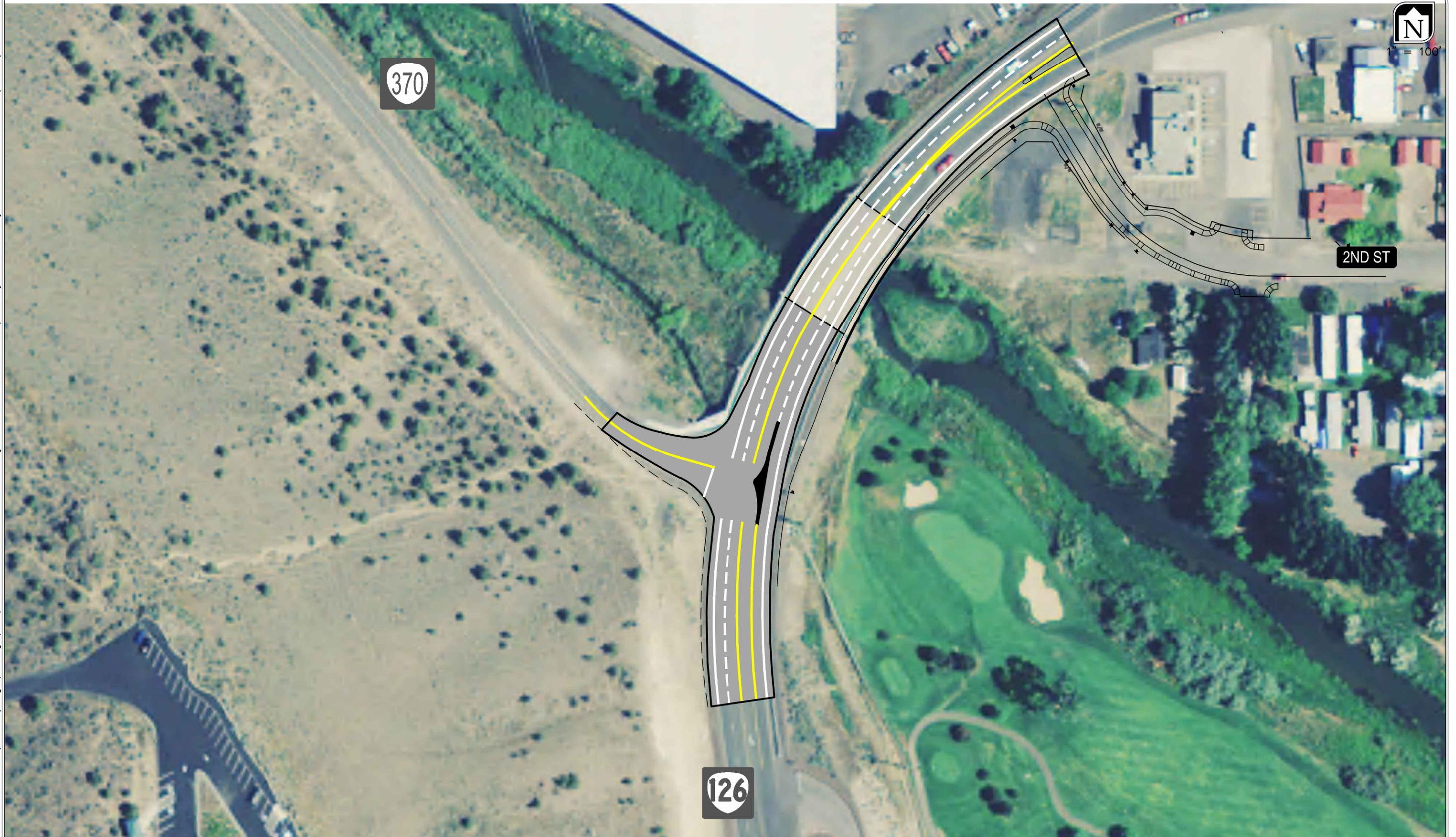
SHORT-TERM INTERSECTION IMPLEMENTATION PROJECTS
OR 126/WILLIAMS ROAD
CROOK COUNTY, OREGON

FIGURE
INT-1



SHORT-TERM INTERSECTION IMPLEMENTATION PROJECT
OR 126/TOM MCCALL ROAD
CROOK COUNTY, OREGON

FIGURE
INT-2



SHORT-TERM INTERSECTION IMPLEMENTATION PROJECTS
OR 126/O'NEIL HWY
CROOK COUNTY, OREGON

FIGURE
INT-3

H:\profile\11168 - OR 126 Powell Butte Corridor Evaluation\dwg\design\incoming\037213 - standard\Civil\037213-TRANS-US26-DD00.dwg Jun 22, 2011 - 2:11pm - cbergh Layout Tab: 4 US26



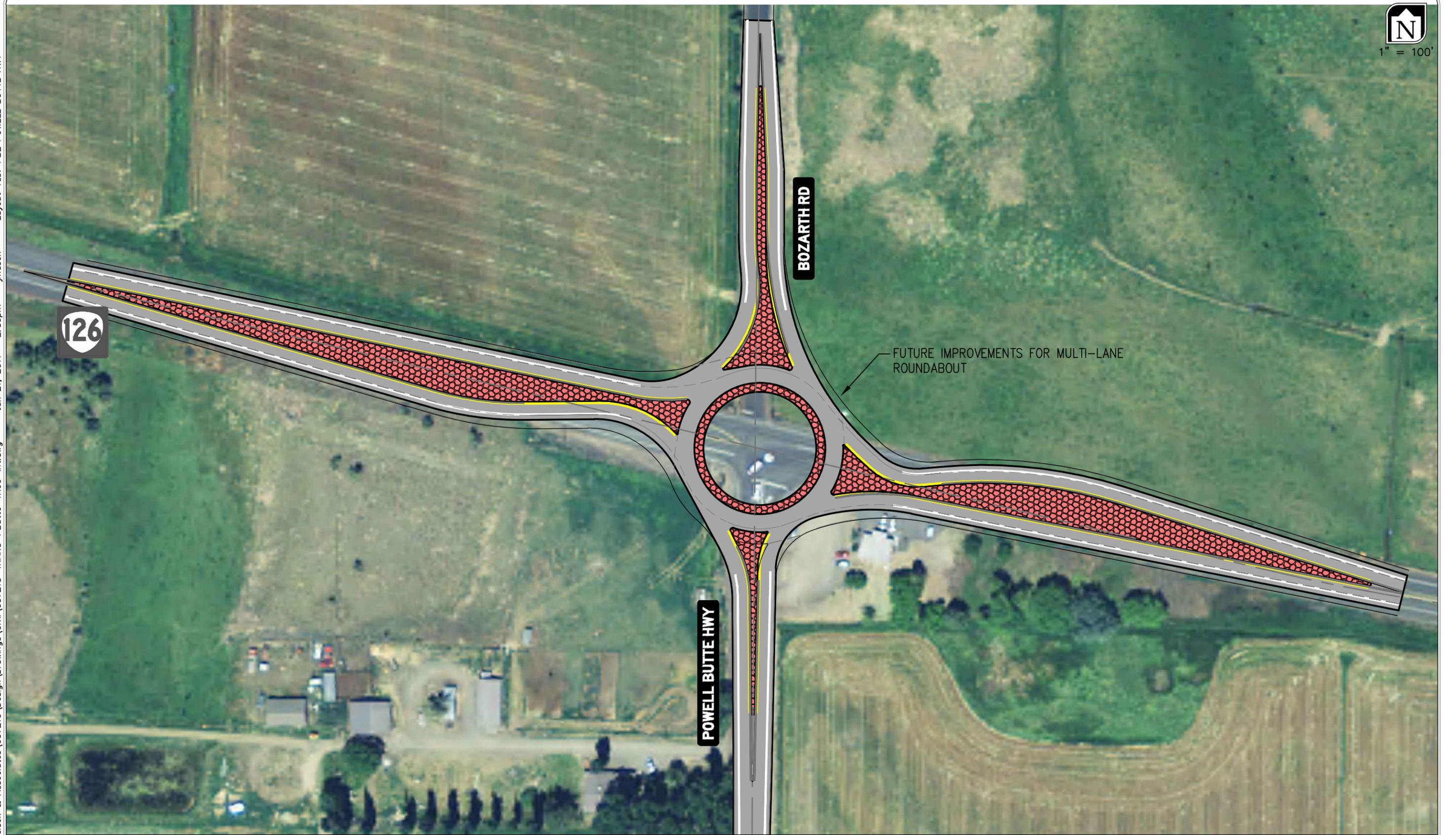
SHORT-TERM INTERSECTION IMPLEMENTATION PROJECTS
PRINEVILLE "Y"
CROOK COUNTY, OREGON

FIGURE
INT-4

Appendix C
Medium-term
Implementation Projects



1" = 100'



SHORT-TERM INTERSECTION IMPLEMENTATION PROJECTS
OR 126/POWELL BUTTE HWY
CROOK COUNTY, OREGON

FIGURE
INT-4

H:\projfile\11168 - OR 126 Powell Butte Corridor Evaluation\dwgs\design\in\refined\concepts\Civil\037213 - TRAMS-Williams-TR00.dwg May 11, 2011 - 6:24pm - cbergh Layout Tab: 7 WILLIAMS ROAD



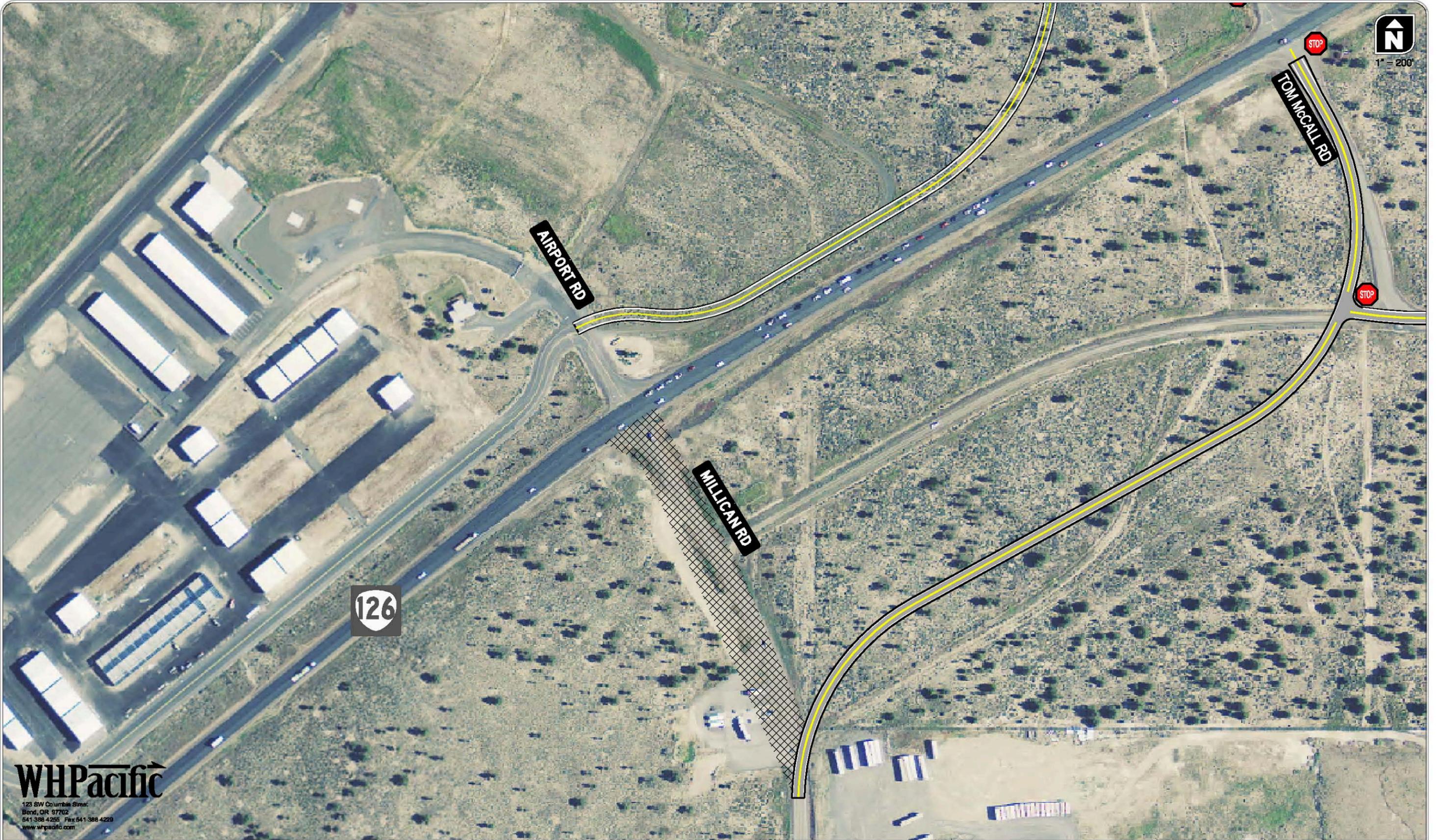
WHPacific

128 SW Columbia Street
Bend, OR 97702
541-388-4255 Fax 541-388-4229
www.whpacific.com

REFINED INTERSECTION CONCEPTS AT OR 126/WILLIAMS ROAD
NORTH REROUTE ROUNDABOUT
CROOK COUNTY, OREGON

FIGURE
W7

Hydrofile:11168 - OR 126 Powell Butte Corridor Evaluation\chgs\design\incorning\RefinedConcepts\Chv\052713-TRANS-Millican-Millican-7500.dwg May 11, 2011 - 7:01pm - cbergh Layout Tab: 5 MILLICAN ROAD

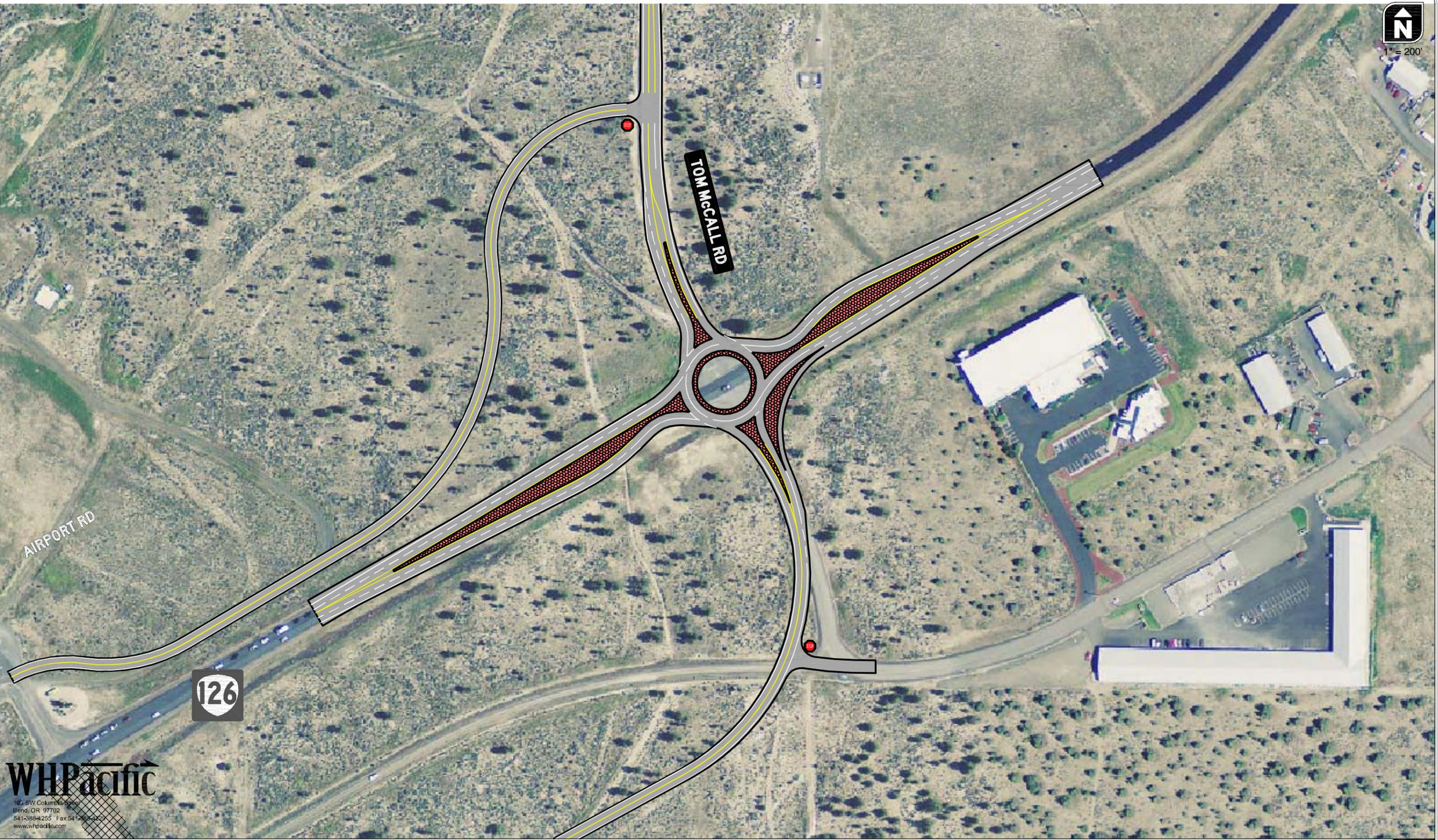


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 123 SW Columbia Street
 Bend, OR 97702
 541-388-4255 Fax: 541-388-4229
 www.whpacific.com

**REFINED INTERSECTION CONCEPTS AT OR 126/MILICAN ROAD
 REROUTE TO TOM MCCALL ROAD
 CROOK COUNTY, OREGON**

**FIGURE
 M5**

H:\projfile\11168 - OR 126 Powell Butte Corridor Evaluation\dwg\design\in\refined\concepts\Civil\037213 - TRANS-TMcCall-TR000.dwg May 11, 2011 - 6:46pm - cbergh Layout Tab - 2 TOM McCALL



REFINED INTERSECTION CONCEPTS AT OR 126/TOM MCCALL ROAD
MULTILANE ROUNDABOUT
CROOK COUNTY, OREGON

FIGURE
T2

Appendix D
Alternative Land Use
Strategy Implementation
Recommendations

Mix of Uses in Employment Areas

The concept of “mixed use development” in the context of transportation planning for this particular corridor focuses on exploring how to provide the opportunity for more goods and services to be located convenient to employees in the industrial areas near OR 126. Currently, employees at the airport and in the industrial areas in and around Millican Road need to return to OR 126 to access goods and services, which are accessed via US 26 or located in downtown Prineville. Technical Memorandum #4B illustrated this fact with a graph that shows a spike in noon hour traffic on OR 126 from these industrial areas.

One way to reduce these noon-time trips is to allow the types of goods and services that are being sought by employees to be developed close to their place of work. The City of Prineville’s Land Use Code currently restricts uses around the airport to airport-dependent uses. However, the City anticipated the need to provide a greater mix of uses in the vicinity of the airport by including related regulatory changes in the recent Land Use Code update.¹ The purpose statement for the Airport Commercial AC Zone states:

Business and commercial activities designed to serve users of the airport facilities (i.e. cafes, restaurants, coffee stands, mini-marts, overnight lodging, etc) are also permitted in this zone provided they are determined to be of appropriate scale, location and orientation so as to focus primarily on airport users and not the general public.

Also within the city limits in the vicinity of the OR 126 corridor, both by the airport and along Millican Road, are areas zoned Light Industrial (formerly “Limited Industrial”) and Industrial Park. The purpose of the Light Industrial zone is to provide for a wide range of industrial uses, excluding those uses which are “generally not considered compatible with adjoining commercial or residential areas and which, in many cases, involve industrial uses which involve hazardous or nuisance creating conditions (153.060.A).” Industrial Park IP Zone is intended to provide for a “variety of commercial, wholesale, trade and distribution, bulk retailing and industrial uses in a park or planned unit development type setting where visual appearance is a prime consideration (153.062.A).” Both of these zones provide areas for light manufacturing and campus industrial, uses that could be compatible with a limited amount of service commercial.

As explored in Technical Memorandum #4B, if additional commercial uses are allowed in industrial zones, they should be limited so that the areas’ industrial land supply is maintained for employment uses. Specifically, the amount and type of employment-supporting commercial should be restricted so that it does not become an attractor of trips outside its intended service area, compete with other established commercial areas/downtown, or significantly impact the industrial land supply.

¹ The Land Use Code update is scheduled for a final adoption hearing on June 14, 2011.

² County land near the airport is zoned for heavy industrial (H-I zoning). The types and scale of allowed

Recommended implementation actions to allow a greater mix of uses (MU) in employment zones include:²

- MU 1. Review recent amendments to permitted uses in the City's employment zones for consistency with the objectives described above. Identify additional desired commercial uses that could be compatible in the City's M-1 and AC zones (*Possible modifications to sections 153.037 COMMERCIAL & INDUSTRIAL USE TABLE and 153.039 AIRPORT USE TABLE*).
- MU 2. Develop code language that minimizes the impacts of commercial development in employment areas, such as size limits and siting requirements (e.g., interior to industrial development, away from major arterials, etc.). (*Possible modifications to sections 153.038 COMMERCIAL & INDUSTRIAL DIMENSIONAL STANDARDS, 153.040 AIRPORT DIMENSIONAL STANDARDS and 153.083 STANDARDS FOR SPECIFIC USES.*)

Employment Retention in Prineville

Another land use strategy for reducing trips on OR 126 is increasing employment opportunities in Prineville and on County-zoned industrial land near the airport. This is a strategy that both the County and the City have memorialized in adopted policy (see Technical Memorandum #4B for summary). The City's Comprehensive Plan identifies the Prineville Airport as a major industrial area and a top local priority for infrastructure planning and economic expansion incentives. The transportation modeling done as part of the current transportation planning process is consistent with the planned land uses along the corridor and include assumptions about future employment growth in the area. The preferred improvements that will be forwarded as part of the draft OR Highway 126 Corridor Facility Plan will improve mobility and safety and, by extension, will facilitate freight movement and improve access to and from employment areas, consistent with the City and County's economic goals for land near the airport.

The economic analysis in the Comprehensive Plan furthermore concludes that there is a need for additional industrial lands that are situated near the airport. Because it has not yet been determined where, or how much, additional employment land would be located in relation to the OR 126 corridor, the transportation analysis does not reflect the statements in the Comprehensive Plan. Determining the need for additional industrial land, and where future urbanization should occur adjacent to the existing urban growth boundary, will need to occur as part of a future buildable lands analysis that will in turn support an urban growth boundary expansion. Such a process would need to be consistent with Statewide Planning Goal 14, Urbanization, and follow

² County land near the airport is zoned for heavy industrial (H-I zoning). The types and scale of allowed uses make it less compatible with commercial uses and modifying the County Development Code is not recommended.

the methodology in ORS 197.296. Providing services, including access and transportation options, to proposed new urban areas is part of the buildable lands inventory process.

Recommended implementation actions in support of Employment Retention (ER) include:

- ER 1. Update policy language, supported by the findings of the Corridor Plan, that reinforces City's economic development strategies. (*Incorporate in Implementation Section of Corridor Facility Plan.*)
- ER 2. Outline needed implementation steps to add new industrial land to the Urban Growth Boundary (buildable lands analysis); summarize recent work on the Central Oregon Regional Economic Opportunities Analysis. (*Incorporate in Implementation Section of Corridor Facility Plan as "next steps."*)

Planning for Alternate Modes and Connectivity

As explored in Technical Memorandum #4B, local land development ordinances can impact traffic demand and travel behavior and patterns by requiring street connectivity and facilities for transportation modes other than cars as a condition of development approval. This approach to reducing automobile traffic is to plan and provide for convenient and safe bicycle and pedestrian travel within and between areas where people live, work, and conduct the business of their lives (e.g., schools, shopping, community centers, etc.). The PAC confirmed that this is a valid approach for employment areas in the eastern portion of the OR 126 corridor. Both City and County zoned land create a single employment hub in this area, but development regulations vary, depending on the governing jurisdiction. As summarized in Technical Memorandum #4B, requirements already exist that promote non-motorized mode of transportation and connectivity for all modes. Proposed code amendments listed here are suggested only for the City, consistent with zoning in the urbanized areas that allow more light- and campus-type industrial uses.³

Possible amendments to the City's Land Use Code that support planning for Alternate Modes (AM) and connectivity include:

- AM 1. Require/specify standards for sidewalks in industrial zones. (*Possible modifications to Section 153.194 STREETS AND OTHER PUBLIC FACILITIES.*)

³ Note that, as proposed here, amendments would be applicable to any areas in the City with the zoning indicated, not just industrial areas in the vicinity of OR 126 or the airport.

- AM 2. Require bicycle parking⁴ as part of industrial development. *(Possible modifications to Section 153.085 OFF-STREET PARKING AND LOADING: PROVISIONS AND REQUIREMENTS.)*
- AM 3. Allow for parking reductions and/or require preferential parking for vanpool or carpool vehicles. *(Possible modifications to Section 153.085 OFF-STREET PARKING AND LOADING: PROVISIONS AND REQUIREMENTS.)*
- AM 4. Require land dedication or improvements associated with a planned transit stop. *(Possible modifications to Sections 153.062 INDUSTRIAL PARK IP ZONE, 153.060 LIGHT INDUSTRIAL M-1 ZONE, 153.071 AIRPORT SPECIFIC ZONES.)*
- AM 5. Require walkways, bicycle paths or other pedestrian ways internal to campus developments to provide direct and convenient routes to/from building entrances, parking areas, and transit stops. *(Possible modifications to Sections 153.062 INDUSTRIAL PARK IP ZONE, 153.060 LIGHT INDUSTRIAL M-1 ZONE, 153.071 AIRPORT SPECIFIC ZONES.)*

While County code modifications to better accommodate alternate modes should be encouraged, specific amendments to City development requirements have a stronger correlation to the objectives of the Refinement Plan. However, one area that the County could work on in coordination with the City is providing a standardized and connected roadway system in employment areas near the airport. Because the City and County have different standards for the design of streets, the local transportation system plans and land development ordinances do not guarantee that roadways in the industrial areas near the airport will be built to similar standards.⁵ A “next step” that could be identified in the Corridor Facility Plan is developing a consistent set of Roadway Standards (RS), both geometric (street cross-section) and pavement requirements, for future industrial development near the airport.

- RS 1. County and City work to standardize and adopt consistent roadway standards for industrial areas. *(Incorporate in Implementation Section of Corridor Facility Plan as part of “next steps.”)*

⁴ Pursuant to OAR 660-12-045(3), local land use or subdivision regulations should require bike parking in new retail, office and institutional developments, transit facilities, and multi-family developments of 4 units or more.

⁵ See Figure 7-2, Typical Roadway Cross Sections, in the Crook County Transportation System Plan (2005) and Figure 7-2, Prineville Transportation System Plan (2005).

Summary & Next Steps

The specific actions outlined in this memorandum, organized under the three preferred land use implementation strategies, will be discussed further with the PAC and PMT members, refined, and ultimately included in an implementation section of the draft Corridor Facility Plan. Draft policy language will be developed as part of the Corridor Facility Plan, the adoption of which will amend the City's Transportation System Plan, and proposed code language will be formatted to be consistent with the City of Prineville Land Use Code so that it may be adopted through a city-initiated legislative code amendment.

Table D-1 lists the proposed actions and indicates which land use strategy is being implemented.

DRAFT

Table D-1: Proposed Land Use Actions

Implementation Action		Land Use Strategy			Description
		Mix of Uses in Employment Areas	Employment Retention in Prineville	Planning for Alternate Modes and Connectivity	
MU 1	Review/modify land uses employment zones in US 26 Corridor.	✓			Possible modifications to Commercial & Industrial Use Table (Section 153.037) and Airport Use Table (Section 153.039).
MU 2	Review/modify development standards for commercial uses in employment (industrial) areas.	✓			Possible modifications to Commercial, Industrial, and Airport Commercial dimensional standards (Section 153.038, Commercial & Industrial Dimensional Standards, Section 153.040 Airport Dimensional Standards, and Section 153.083 Standards for Specific Uses).
ER 1	Update employment land/economic development policy language		✓		Develop/incorporate economic development policies that are consistent with the findings and recommendations of the OR 126 Corridor Facility Plan (in Implementation Section of the final draft Corridor Facility Plan).
ER 2	Outline needed implementation steps to add new industrial land to the UGB (buildable lands analysis).		✓		Incorporate an overview of a future buildable lands analysis in the Implementation Section of Corridor Facility Plan as part of "next steps."
AM 1	Require/specify standards for sidewalks in industrial zones.			✓	Possible modifications to Section 153.194 Streets and other Public Facilities.
AM 2	Require bicycle parking as part of industrial development.			✓	Possible modifications to Section 153.085 Off-Street Parking and Loading: Provisions and Requirements.
AM 3	Allow for parking reductions and/or require preferential parking for vanpool or carpool vehicles.			✓	Possible modifications to Section 153.085 Off-Street Parking and Loading: Provisions and Requirements.
AM 4	Require land dedication or improvements associated with a planned transit stop.			✓	Possible modifications to Sections 153.062 Industrial Park IP Zone, 153.060 Light Industrial M-1 Zone, 153.071 Airport Specific Zones.
AM 5	Require walkways/bicycle paths internal to campus developments to/from building entrances, parking areas, and transit stops.			✓	Possible modifications to Sections 153.062 Industrial Park IP Zone, 153.060 Light Industrial M-1 Zone, 153.071 Airport Specific Zones.
RS 1	Standardize and adopt consistent roadway standards for industrial areas.			✓	City and County actions to modify/adopt consistent roadway standards.