

153.035 RESIDENTIAL USE TABLE

Exhibit A

EXISTING USES

	R-1	R-2	R-3	R-4	R-5	Comments:
Expansion of existing public use	0	0	0	0	0	
Replacement of an existing dwelling	0	0	0	0	0	
Expansion of an existing conditional use	T1	T1	T1	T1	T1	

RESIDENTIAL / ACCESSORY USES

Child Care Home	0	0	0	0	0	
Single family dwelling, excluding manufactured dwellings	0	0	0	0	0	
Single family dwelling, including -double and multi-sectional-manufactured home with carport or garage		0	0	0		153.095
Manufactured dwellings in approved manufactured dwelling park including single-section manufactured homes		0		0		153.095
Duplex	0	0	0	0	0	Excludes hazard areas in R1 & R3 zones
Triplex or four-plex, including condominiums, apartments or townhomes		T1		0	0	153.084
Townhome multiplex					0	153.084
Multi-family dwelling or complex of five to ten units		T1		T1	0	153.083(H)
Multi-family dwelling or complex, of more than ten dwelling units		T2		T2	0	153.083(H)
Accessory structure	0	0	0	0	0	see definition
Guest house	T1	T1	T1	T1	0	
Accessory Dwelling	0	0	0	0	0	153.080
Manufactured dwelling park		T2		T2		153.083(F)
Home occupation - Only employees of the immediate resident family, limited retail sales.	T1	T1	T1	T1	T1	153.083(E)
(RV) Recreational Vehicle Park, Public or Private		T2				153.083(J)

PUBLIC / SEMI-PUBLIC/NONPROFIT USES

Houses of Worship, including buildings and accessory uses essential to the operation thereof	T2	T2	T2	T2		153.083(O)
Public or private school, including buildings and other uses essential to the operation thereof		T2	T2	T2		
Publicly or privately owned kindergarten or preschool, provided the residential character of the area is maintained	T2	T1		T1	T1	
Park, Public or Private for less intensive uses including, picnic area, playground, and grass covered play areas, not including a recreation facility.	T1	T1	T1	T1	T1	
Recreation Facility (non-profit or publicly owned)	T2	T2	T2	T2	T2	
Other Government structure or land use not limited to a public park, playground, recreation building, fire station, library or museum	T2	T2	T2	T2	T2	
Community building or use owned and operated by a public or nonprofit agency or organization	T2	T2	T2	T2	T2	
Bikeways, footpaths and recreation trails	0	0	0	0	0	

R-1 (Limited) R-2 (General) R-3 (Low Density) R-4 (Redevelopment) R-5 (High Density)
 0 – Outright (Administrative) T1 – Conditional (Hearing may be required) T2 – Conditional (Hearing required)

COMMERCIAL USES

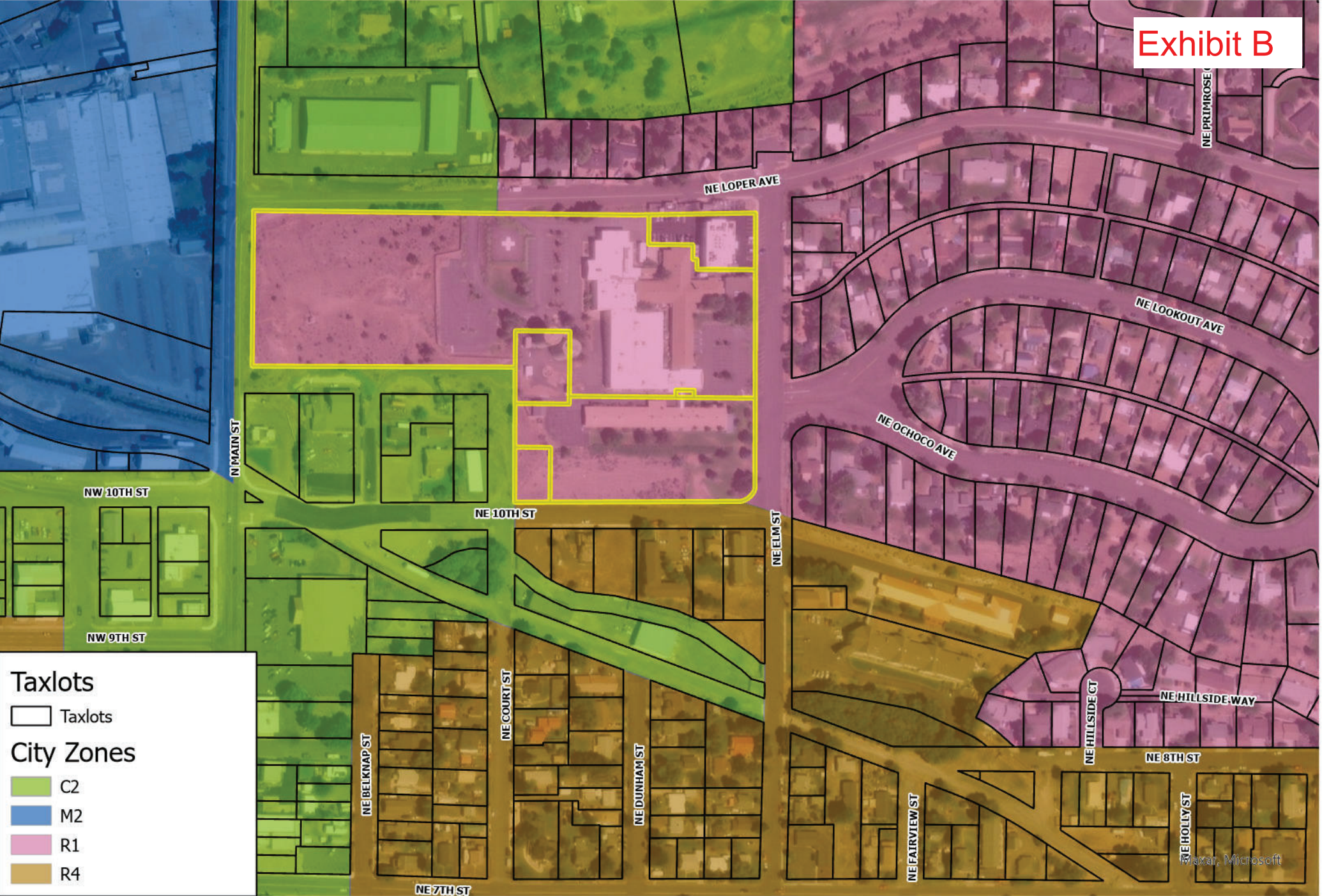
	R-1	R-2	R-3	R-4	R-5	Comments:
Child Care Center	T2	T1		T1	T1	
Residential home / adult foster home (care for 5 or fewer individuals)	0	0	0	0	0	153.083(A)
Residential facility (6-15 individuals)	T2	T2	T1	T1	0	153.083(A)
Bed and breakfast facility in an existing residence		T1		T1	T1	153.083(C)
Nursing home, convalescent home, retirement home or elderly assisted living complex	T2	T2	T2	T1	T1	153.083(O)
Hospital and other medical service facilities	T2	T2	T2	T2	T2	
Golf course and other open land recreational use, but excluding intensive commercial amusement uses such as automobile or motorcycle race tracks or amusement parks			T2			
Convenience store or neighborhood market of not more than 2,500 square feet of floor space		T2	T2	T2	T2	
Residentially oriented service businesses such as laundries, carpet/upholstery cleaning, home appliance repair, wellness activities, beauty and barber shops and similar uses of not more than 1,200 square feet each		T2	T2	T2	T2	
Any combination of the above uses up to a total floor area of 5,000 square feet		T2	T2	T2	T2	
Professional commercial uses, such as offices for accountants, bookkeepers, attorneys, engineers, architects, doctors, dentists, real estate and insurance and medical or dental clinics		T2	T2	T2	T2	153.083(S)
Crop cultivation or farm and truck gardens, including plant nurseries and on-premise sales of farm products grown on site		T1	T1			

LAND DIVISION PROCESSES

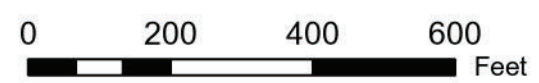
Land Partition Minor (no new roads)	0	0	0	0	0	153.160
Land partition Major (new road)	T1	T1	T1	T1	T1	153.160
Lot consolidation	0	0	0	0	0	153.161
Non-Standard Subdivision	T2	T2	T2	T2	T2	153.159
Standard Subdivisions	T2	T2	T2	T2	T2	153.157
Townhome Lots (2-unit attached dwellings)		0		0	0	153.084(C)

PUBLIC FACILITIES/UTILITIES

Maintenance, replacement, improvement of existing public facilities or services	0	0	0	0	0	
Utility Facility (Major) see definition	T2	T2	T2	T2	T2	153.083(I)(L)
Utility Facility (Minor) see definition	T1	T1	T1	T1	T1	153.083(I)(L)
Utility Facility (Exempt) see definition	0	0	0	0	0	153.083(I)(L)
Utility Towers	T2	T2	T2	T2		153.083(I)(L)
Utility Towers (co-location)	0	0	0	0	0	153.083(I)(L)



AM-2023-101: Zone Change R1 to R2
Map & Tax Lots 141632CB00100, 101, 102, 103, 300, 1100



Amendments

Authorization to Initiate Amendments. An amendment to the text of these standards, or to a zoning or plan map may initiated by either City Council or the Planning Commission. A property owner may initiate a request for a map or text amendment by filing an application with the Planning Department using the form(s) prescribed by the city and shall be accompanied by the required filing fees.

Zone/Plan Map Amendments. The Hearings Body shall, at its earliest practicable meeting after the filing of a petition by a property owner for a zone change/plan amendment with the Planning Department, hold a public hearing. The Planning Commission will, within five days of the public hearing, give its recommendations to the City Counsel.

Justifying the zone change or plan amendment. The burden of proof is upon the applicant to show how the proposed zone change of plan amendment is:

1. In conformity with all applicable State statutes.
2. In conformity with the Sate-wide planning goals where applicable.
3. In conformity with the Prineville Comprehensive Plan, land use requirements, policies and goals.
4. Needed due to a change of circumstances or a mistake in the original zoning.

Public Hearing on Amendments. If a map change is initiated by the Planning Commission or City Council, or if an amendment to the text of these standards is to be considered, the City Council shall hold a public hearing on the propsed changed. Notice of the hearing shall be published in a newspaper of general circulation in the City for two weeks prior to the hearing.

Limitations on Re-Applications. No application of property owner for an amendment to the text of these standards or to the zoning map shall be considered within a six month period immediately following a previous denial application; if in the opinion of the Planning Department, new evidence or a change of circumstances warrant it, however, the Planning Department may permit a new application.

By signing, the undersigned certifies that he/she has read and understood the requirements outlined above, and that he/she understands that omission of any listed item may cause delay in processing this application.

I (we) the undersigned acknowledge that the information supplied in this application is complete and accurate to the best of my (our) knowledge.

Applicant:  Date: 4.11.2023
Signature

Property Owner:  Date: 4-11-2023
Signature

If you are an authorized agent, please attach the letter of authorization signed by the owner.

Note: This may not be a complete list of information required to process and decide this request, and additional information may be required after further review by staff.

BURDEN OF PROOF FOR ZONING

Summary of Application

153.231 Authorization To Initiate Amendments.

An amendment to the Comprehensive Plan, text of this chapter or to a zone or plan map may be initiated by the City Council, by the City Planning Commission, by the City Planning Official, by any planning advisory committees duly appointed by the city, by any planning board established by this chapter or by an application of a property owner or the authorized agent thereof.

APPLICANT'S RESPONSE:

This application for a change to the zoning plan map is being initiated by High Desert Christian Academy which has a leasehold interest and option to purchase the subject property. The applicant has the written consent of the property owner.

153.231 Application For Amendments.

An application for an amendment to the Comprehensive Plan, text of this chapter or to a zone or plan map by a property owner or the authorized agent thereof shall be filed with the City Planning Official on forms prescribed by the city and shall be accompanied by the required filing fee as established by the City Council. For all others authorized to initiate amendments, the City shall be the applicant.

(A) Criteria for Amendments. The burden of proof is upon the applicant. The applicant shall show the proposed change is:

- (1) In conformity with all applicable state statutes.

APPLICANT'S RESPONSE:

ORS Chapter 221 contains the statutes relevant to city planning. The applicant submits that the city's land use ordinances and regulations implemented pursuant to that chapter and that allow for amendments to the zoning plan map are consistent with the state statutes. OAR 661-012-0060, the Transportation Planning Rule ("TPR"), applies to zone changes. The applicant has provided a professional traffic report demonstrating that the requested zone change is in conformance with the TPR.

- (2) In conformity with statewide planning goals and implementing administrative rules when determined to be applicable.

APPLICANT'S RESPONSE:

Goal 1: Citizen Involvement – The city's application, notice, and hearing procedures for a zone change ensure citizen involvement consistent with this goal.

Goal 2: Land Use Planning – The city’s land use ordinances and regulations adopted under state statutes and acknowledged by LCDC provide the process for zone changes and the application is being processed pursuant to those ordinances and regulations. Thus, the application and zone change request is consistent with this goal.

Goal 3: Agricultural Lands – This goal does not apply to the application because the property is not agricultural land.

Goal 4: Forest Lands – This goal does not apply to the application because the property is not forest land.

Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces – The property does not have and natural resources, scenic area, historic elements, or open space. It has been developed as a hospital for many years.

Goal 6: Air, Water and Land Resources Quality – As noted, the property is in the downtown area and has been developed as a former hospital for many years. The applicant is not seeking to add to the structure but to change the zone to allow the building to be put to viable use as a school. The zone change, thus, will have no negative impact on any air, water, or land resources. In fact, repurposing the existing structure preserves other land and resources.

Goal 7: Areas Subject to Natural Hazards – The property does not have any mapped hazard areas. This goal does not apply to the proposed site.

Goal 8: Recreational Needs – The zone change will not trigger a need for additional parks or recreational facilities. If the zone change is approved and the applicant is permitted to repurpose the structure for use as a school, the construction will include recreational facilities that the students will use. Additional recreational facilities are not needed.

Goal 9: Economic Development – The requested zone change will advance the goal of promoting economic development. First, the applicant has been a thriving private school in the community for many years and adds to the economic base of the city. Furthermore, the zone change will allow possible future uses of portions of the existing building that are not required for the school. The applicant will be improving the portions of the structure to be used as a school and other uses, bringing it up to current code standards and, thus providing quality spaces for existing and new businesses in the community.

Goal 10: Housing – The current R-1 zone allows for residential uses on the property. The requested change to R-2 continues to allow for residential uses. Although the applicant has no current plans to include housing on the property, the zone change is consistent with the goal of providing areas for housing.

Goal 11: Public Facilities and Services – All of the public facilities and service required to serve a private school and other potential future uses are available to the property. Specific to transportation, as noted above, the applicant is providing a professional traffic

study that demonstrates that the existing transportation facilities are adequate to support uses allowed under the R-2 zone.

Goal 12: Transportation – The applicant’s traffic study demonstrates that the existing transportation facilities are adequate to support the uses allowed under the requested zone.

Goal 13: Energy Conservation – The requested zone change will allow the applicant to repurpose the existing dilapidated building for use as a school. As part of that conversion, the applicant will be required to upgrade existing elements of the building, making them more energy efficient.

Goal 14: Urbanization – The requested zone change is for property that already has an urban residential zone on it. The request to change the zoning to R-2 allows for some additional urban uses that will remain compatible with the area and, thus, will promote the objectives behind this goal.

Goal 15: Willamette River Greenway – N/A

Goal 16: Estuarine Resources – N/A

Goal 17: Coastal Shorelands – N/A

Goal 18: Beaches and Dunes – N/A

Goal 19: Ocean Resources – N/A

(3) In conformity with the goals, objectives and policies of the city’s Comprehensive Plan.

APPLICANT’S RESPONSE:

Community Characteristics: The text under this comprehensive plan policy reinforces the goal of improving and strengthening the function and appearance of the community and downtown district. Prineville has a vibrant downtown area that has public facilities and private commercial uses. The subject property was for many years operated as the local hospital. It was a fully developed property that fit into the character of the downtown area. The requested zone change will allow the building to be repurposed as a private school. That change will not negatively affect the character of the community. In fact, repurposing the old structure, bringing it back into a more aesthetically pleasing structure, and adding a viable use will enhance the community both from a functionality and aesthetic standpoint.

Land Uses and Zoning Designations: The overriding goal under this policy appears to be to create land use zones and land use regulations that enhance Prineville without sacrificing community values. The city’s land use ordinances and regulations adopted under state statutes and acknowledged by LCDC provide the process for zone changes and the application is being processed pursuant to those ordinances and regulations. Specifically, the city code has provisions that allow for an owner to request a change to the zoning plan

maps to change from R-1 to R-2. Thus, the application and zone change request is consistent with this policy. A change in zoning from R-1 to R-2 is consistent with the land use regulations and will not sacrifice the character of the community. As noted above, the change will allow the applicant to repurpose and refurbish an older building, converting it to an asset for the community. It will permit future uses that will help strengthen the downtown area with local businesses.

Natural Environment: The subject property is already developed with commercial hospital buildings. It does not have any significant environmental features.

Parks and Recreation: This policy explains that the city's goals are to work collaboratively to provide parks and recreational facilities. The zone change will not trigger a need for additional parks or recreational facilities. However, if the zone change is approved and the applicant is permitted to repurpose the structure for use as a school, part of the development will be to add recreational facilities on site for the students who attend and, as it generally happens, the neighbor at large will use those facilities. The proposed zone change is consistent with this policy.

Economy: The requested zone change will advance the goal of promoting economic development. First, the applicant has been a thriving private school in the community for many years and adds to the economic base of the city. Furthermore, the zone change will allow possible future uses of portions of the existing building that are not required for the school. The applicant will be improving the portions of the structure to be used as a school and other uses, bringing it up to current code standards and, thus providing quality spaces for existing and new businesses in the community.

Transportation and Circulation: Part of the goals behind this policy is to develop strategies to evaluate the capacity on existing facilities and plan for future facilities to accommodate growth. The applicant's traffic study demonstrates that the existing transportation facilities are adequate to support the uses allowed under the requested zone. The proposed zone change will not impede the city's strategies outlined under this comprehensive plan policy.

Housing: The first goal under this policy is to provide opportunities for a wide range of housing types that meet the needs of residents with a wide range of incomes and circumstances. Although the applicant has no current plans to include housing on the property, the zone change is consistent with the goal of providing areas for housing. The current R-1 zone allows for residential uses on the property. The requested change to R-2 continues to allow for residential uses, including housing options not available in the R-1 zone. There is a portion of the subject property that could be developed in the future with housing. Rezoning the property to R-2 expands the housing options available. Moreover, the proximity of the site to downtown suggests that potential future housing of a wider variety is desirable for the city.

Public Services: The subject property has been developed with a hospital and related buildings for many years and has all of the public facilities necessary to serve used allowed under the zoning. The proposed rezoning will not negatively impact the capacity of the

existing public services to serve existing uses or other proposed uses allowed under R-2 zoning.

- (4) Due to a change in circumstance or further studies justifying the amendment or mistake in the original zoning.

APPLICANT'S RESPONSE:

The applicant is not asserting that there was any mistake in placing the R-1 zone on the subject property. However, the applicant submits that in light of the historic use of the property as a commercial/institutional operation and the existence of mostly commercial uses on three sides of the property, the R-1 zoning may not have been the most appropriate zone for the property. The uses allowed under the R-2 zone will be compatible with the majority of uses on the properties in the immediate vicinity.

153.232 Public Hearings On Amendments.

Unless initiated by Council, the City Planning Commission shall, at its earliest practicable meeting date following a 30-day completeness period, duly advertise and conduct a public hearing on the subject amendment application, and shall, at the conclusion of the hearing, recommend City Council: approve, approve with conditions or deny the proposed amendment. Within 30 days of the Commission's recommendation, the City Council (unless § 153.256.030 applies for plan amendments or zone changes) shall duly advertise and conduct a public hearing on the proposed amendment. The Commission or Council may continue a hearing in order to obtain additional information and input on a proposed amendment. The Council shall approve, approve with conditions or deny the proposed amendment. If the applicant fails to abide by the conditions or modifications attached to a rezoning of property, the City Council may, at a later date, rezone the affected property to its original zoning. (ORS 227.175(3) and (5))

APPLICANT'S RESPONSE:

The applicant acknowledges the city's procedures for processing a zone change application.

153.233 Public Notice Requirements.

Notwithstanding any other public notice requirements that may be set forth in this chapter or by applicable state statutes or administrative rules, the following public notice requirements shall apply to applications for an amendment to the text of this chapter or to an application for a zoning amendment provided for by this subchapter. (ORS 227.175(3) and (5))

(A) Notice of a public hearing regarding an amendment to the text of this chapter or to a zoning or plan map shall be made at least ten days prior to the initial public hearing for each hearings body in accordance with § 153.252.020. Notice shall be published in a newspaper of general circulation in the city and/or other media readily available to the public.

(B) In addition to the notice requirements set forth by subsection (A) of this section, for an amendment that proposes to rezone property or effect the permissible uses of a property, individual notice shall be mailed or otherwise delivered to the owner of each lot or parcel of property affected at least 20 days but not more than 40 days prior to the hearing. If such rezoning is for a single lot or parcel, notice shall also be mailed to all property owners within 250 feet of the exterior boundaries of the subject property. (ORS 227.186)

(C) Notice of an application for a zone change shall be provided to the owner of a public use airport if the property subject to the zone change is as follows:

- (1) Within 5,000 feet of the side or end of a runway of a visual airport; or
- (2) Within 10,000 feet of the side or end of the runway of an instrument airport; and
- (3) If the zone change would allow a structure greater than 35 feet in height on property located inside the runway approach surface. (ORS 227.175(6))

(D) Notice of an application for a zone change of property which includes all or part of a mobile or manufactured home park shall be given by first class mail to each existing mailing address for tenants of the mobile home park at least 20 days but not more than 40 days before the date of the first hearing. (ORS 227.175(8))

(E) Notice of an application for a proposed zoning amendment, together with a copy or description of the proposed amendment, shall be provided to the State Department of Land Conservation and Development (DLCD) at least 35 days prior to first evidentiary hearing. (OAR 660-018-0020)

APPLICANT'S RESPONSE:

The applicant acknowledges this code provision and will cooperate with city staff to assure that all required notices are affected.

March 15, 2023
#01737

High Desert Academy
PO Box 1453
Prineville, OR 97756

Attn: Steven Gilday

917-258-8401
paddyppadre@gmail.com

re: Transportation Planning Rule Assessment for a Zone Change; Prineville, Oregon

INTRODUCTION AND SUMMARY OF FINDINGS

The purpose of this report is to address the requirements of the Oregon Transportation Planning Rule (TPR) for a proposed zone change and comprehensive plan map change. The site is located in Prineville, Oregon, as shown in Figure 1. Four parcels would be subject to the zone change:

Taxlot: 141632CB00101 -- 2.54 acres
Taxlot: 141632CB00100 -- 9.56 acres
Taxlot: 141632CB01100 -- 0.21 acres
Taxlot: 141632CB00102 -- 0.01 acres
TOTAL = 12.32 acres.

The subject property is now located in an R-1 zone and the proposal is to change the zone designation to R-2.

OAR 660-012-0060 is the section of the Oregon Transportation Planning Rule (TPR) that specifies the requirements for Plan and Land Use Regulation Amendments. It is the governing rule for actions such as zone change. In general, the rule states that if a change is made (such as a change to the zoning map) and the change would “*significantly affect an existing or planned transportation facility*”, then the local government must implement certain measures defined later in this section of the TPR. Accordingly, the first step in the TPR evaluation process is to determine if the planned improvement would “*significantly affect an existing or planned transportation facility*.”

It was concluded herein that the proposed zone change would not significantly affect the transportation system.

Or digging deeper into the TRP itself, all criteria in OAR 660-012-0060(1) are met and the change would not significantly affect the transportation system, since:

- a) The proposed rezone would not change the functional classification of a transportation facility;
- b) The proposed rezone would not involve changing standards which implement a street functional classification system; and,
- c) The proposed rezone would not degrade the system below what has already been planned for in the TSP.

LAND USE ASSUMPTIONS

The guidelines established for evaluating the transportation impacts of a rezone require a before-and-after comparison of conditions based on a reasonable maximum trip generation scenario, using outright permitted uses for the existing zone compared to the proposed zone.

R-1 zoning in Prineville allows for the construction of duplexes on 6,500 square foot lots as an outright-permitted use. The potential density would be increased with R-2 which allows for the construction of fourplexes on 10,500 square foot lots as outright permitted uses. Multi-family in the R-2 zone was not considered since it would be a conditional use. These land uses were selected as the reasonable worst-case scenario with outright permitted uses.

It was reasonably assumed that the 12.32-acre site would require about 20 percent for street rights-of-way if developed as residential. This would leave about 429,327 square feet available for lots. At R-1 lot sizes of 6,500 square feet per lot, a total of 66 lots could be created with a subdivision – for a total of 132 units of housing with duplexes. At R-2 lot sizes of 10,500 square feet per lot, a total of 40 lots could be developed, for a total of 160 dwelling-units with fourplex housing.

TRIP GENERATION FORECAST

The 11th Edition of the *Trip Generation Manual* (ITE, 2021) was used to forecast trip generation. For the R-1 Zone, ITE land use code 215, Attached Single Family housing (i.e., duplexes) was used, as shown in Table 1. For the R-2 Zone, ITE land use code 220, Low-rise Multifamily Housing was used to calculate trips, as also shown in Table 1.

Table 1 – ITE Trip Generation Rates

ITE Land Use & Code	Ind. variable	Trip Ends Rate (trips per student or DU)		In/Out Split (percent)	
		PM Peak Hour	Daily	PM Peak Hour	Daily
Single Family Attached Housing 215	DU	0.57	7.20	47/53	50/50
Multifamily Housing Low Rise 220	DU	0.51	6.74	47/53	50/50

The resulting trip generation forecast for both the R-1 and the R-2 worst-case trip generation scenarios are shown in Table 2. As shown, the R-1 zone scenario resulted in a forecast of 75 p.m. peak hour trips and 950 daily trips; and the R-2 scenario resulted in a forecast of 82 p.m. peak hour trips and 1,078 daily trips. The incremental difference was calculated to be a net increase of 7 p.m. peak hour trips and 128 daily trips with the R-2 zone.

Table 2 – Incremental Trip Generation Forecast

ITE Land Use	Size (units)	PM Peak Hour Trip Ends			Daily
		In	Out	Total	
Single Family Attached Housing 215	-132 DU	35	40	75	950
Multifamily Housing Low Rise 220	160 DU	38	44	82	1,078
Net Change		3	4	7	128

TRANSPORTATION PLANNING RULE ASSESSMENT

The text of 660-012-0060(1) is shown below in the shaded area, followed by a response as to how each criterion is met.

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

RESPONCE: No change of the functional classification of any existing or planned transportation facility is proposed. The introduction of 7 new p.m. peak hour new vehicle-trips to any street is not significant enough to change the

function of a street. As such, this criterion is met and the impact is not significant.

(b) Change standards implementing a functional classification system; or

RESPONCE: No change in standards implementing a functional classification system is proposed. As such, this criterion is met and the impact of the proposed zone change is not significant.

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection. If a local government is evaluating a performance standard based on projected levels of motor vehicle traffic, then the results must be based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

RESPONCE: Assuming that 3 p.m. peak hour trips headed north and 4 p.m. peak hour trips headed south, the impact to any downstream intersections would be about 0.27 percent of capacity (a change in volume-capacity ratio of 0.0027) assuming a capacity of 1,500 vehicles per hour. A change of less than 1 percent of capacity is not significant and would not register in volume-capacity calculations, which are typically reported to only 1 percent. Furthermore, this level of on a street is statistically insignificant since the fluctuations in traffic from day to day are higher than this.

As such, this criterion is met and the impact of the proposed zone change is not significant and the change would not significantly affect the transportation system.

SUMMARY AND CONCLUSIONS

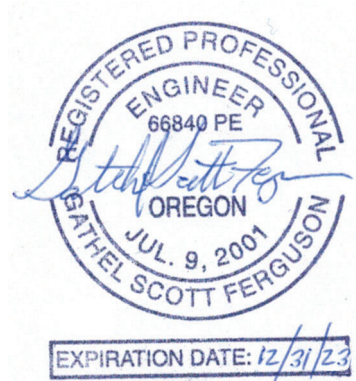
Since it has been shown in this letter-report that all criteria of OAR 660-012-0060(1) would be satisfied and as such, the impact of the proposed changes would not have a significant affect on the transportation system and proposed zone change would meet the requirement of the Transportation Planning Rule.

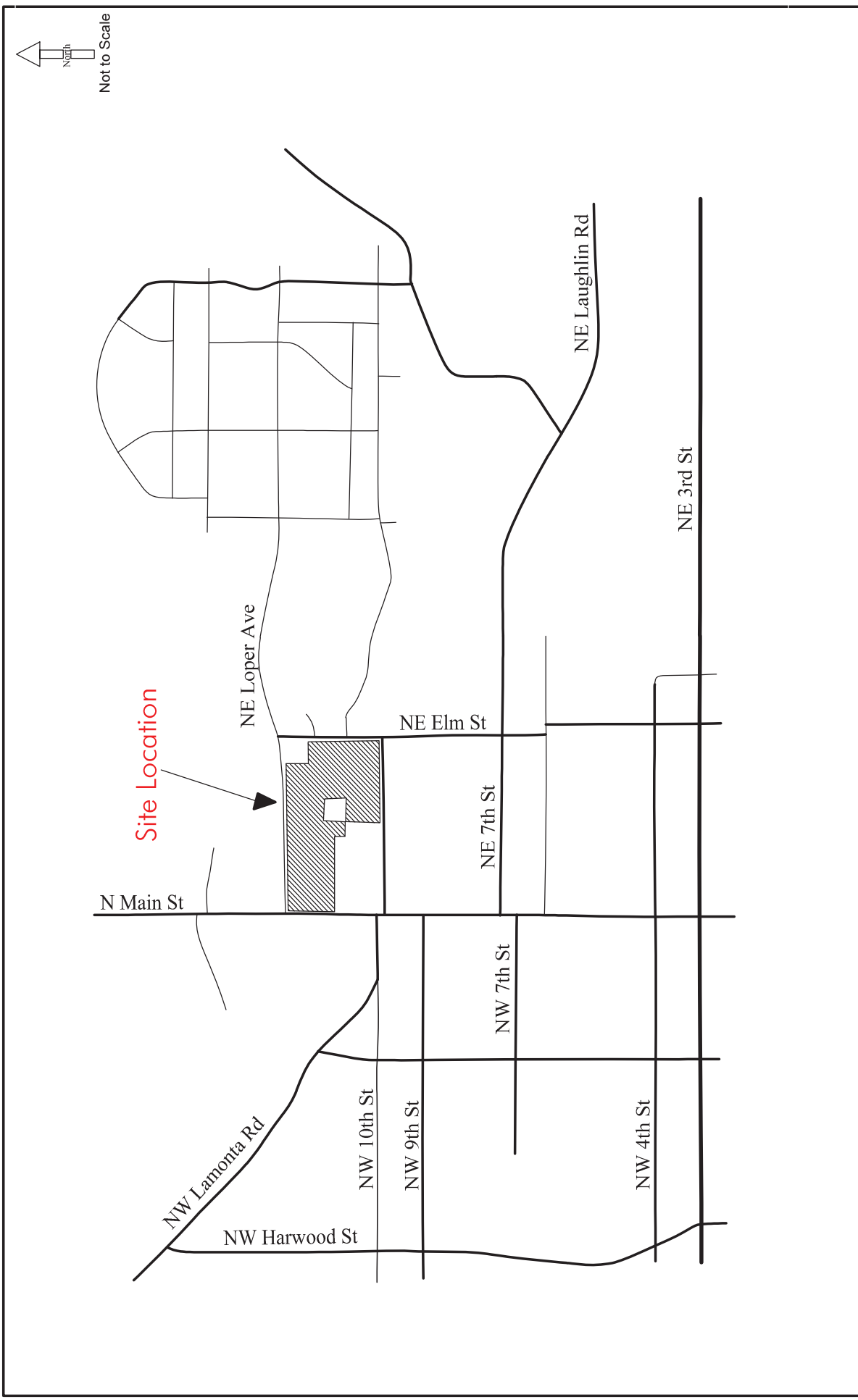
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Please feel free to contact us if you have any questions or comments on this letter-report.

Very truly yours,
FERGUSON & ASSOCIATES, INC.

Scott Ferguson, PE
Attachments: Figure 1





#01737
March 15, 2023

Prineville TPR Assessment - Prineville, Oregon

Site Location

Figure 1

Ferguson & Associates, Inc.