

ORDINANCE NO. 876

AN ORDINANCE AMENDING THE CITY OF PRINEVILLE/CROOK COUNTY COMPREHENSIVE PLAN Defining and Clarifying the Urban Growth Boundary.

NOW THEREFORE, The City of Prineville does ordain as follows:

SECTION 1.

- A. The City Council of Prineville, Oregon recognizes that the Comprehensive Plan, as adopted by Resolution No. 538, is in need of periodic review and revision to adopt to changes for better comprehension. Pursuant to the review process of the Comprehensive Plan on page 200 and in the interest of the City residents and following the recommendation of the Prineville City Planning Commission, the City Council hereby determines the necessity of amending the City/County Comprehensive Plan.
- B. The City Council further determines and takes public notice that the City of Prineville Planning Commission conducted public hearings for the purpose of taking testimony on February 23, 1983, April 5, 1983, and August 2, 1983; the City of Prineville Planning Commission passed a motion to approve the proposed revisions of the Comprehensive Plan, Urban Growth Boundary, and Zoning Map on August 2, 1983. The City Council conducted a public hearing on April 10, 1984.
- C. Pursuant to ORS 197.610, the Land Conservation and Development Commission was given notice of proposed changes in the Comprehensive Plan, Urban Growth Boundary, and Zoning Map on or about March 1, 1983, and the Commission declined to participate.
- D. The Crook County Court and the City of Prineville Council appointed a Comprehensive Plan and Ordinance Review Committee which met on several occasions during 1981 and 1982, which made recommendations on the proposed revisions in

the Comprehensive Plan, Urban Growth Boundary, and Zoning Map.

- E. The Crook County Court has held public hearings on this matter and will be passing a similar Ordinance changing the Comprehensive Plan. The City Council recognizes the requirement for both jurisdictions to agree on the Urban Growth Boundary.

SECTION 2.

Pursuant to the authority and in accordance with the procedures authorized by the City Charter and ORS 227, the Comprehensive Plan is by this Ordinance amended as follows:

- A. Delete urban growth boundary on Existing Metro Land Use and Urban Growth Boundary Map on page 21.

\*\* Map to read: Existing Metro Land Use; attached and made part of this Ordinance as Exhibit "A".

- B. Delete existing Physical Development Plan Map on page 23.

\*\* Replace with 1984 map attached and made part of this Ordinance as Exhibit "B".

- C. The legal description of the City of Prineville Urban Growth Boundary shall read as described in Exhibit "C".

SECTION 3. CONFORMITY WITH THE LAW.

This Ordinance will not in any way substitute for, nor eliminate the necessity for conformity with any and all laws or rules of the State of Oregon or it's agencies, or any ordinance rule or regulation of the City of Prineville.

SECTION 4. SEPARABILITY.

If any section, subsection, sentence, clause or phrase of any portion of this Ordinance is for any reason held invalid,

or unconstitutional by a court of competent jurisdiction, such portion shall be deemed as a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions of this Ordinance .

First Reading April 10, 1984

Second Reading and Passed April 24, 1984

Ayes 6 Nays 1

Passed by the City Council  
and endorsed by me the 24th  
day of April 1984.

Signed this 24th day  
of April, 1984.

  
HENRY HARTLEY  
CITY ADMINISTRATOR

  
DAVID ASHER  
MAYOR



Exhibit "C"  
Ordinance # 876  
April 24, 1984

CITY OF PRINEVILLE  
URBAN GROWTH BOUNDARY

LEGAL DESCRIPTION:

Beginning at a point 50 feet South and 30 feet West of the common corner of Sections 19, 20, 29, and 30, T14S, R16EWM;

Thence South 1/4 mile along the westerly edge of McKay Road, as located and constructed;

Thence East approximately 4,000 feet along the sixteenth section line to the NE corner of the SW1/4 NE1/4 of said Section 29;

Thence Southeasterly along a line diagonally bisecting the SE1/4 NE1/4 of said Section 29 approximately 1,867 feet, to the East 1/4 corner of said Section 29;

Thence East 1/4 mile along the quarter section line to the NE corner of the NW 1/4 SW 1/4 of Section 28, T14S, R16E;

Thence South 1/4 mile along the sixteenth section line to the NE corner of the SW 1/4 SW 1/4 of said Section 28;

Thence East 1/4 mile along the sixteenth section line to the NE corner of the SE 1/4 SW 1/4 of said Section 28;

Thence South 1/4 mile along the quarter section line to the NE corner of the NE 1/4 NW 1/4 of Section 33, T14S, R16E;

Thence East 1/4 mile along the section line to the NE corner of the NW 1/4 NE 1/4 of said Section 33;

Thence South 1/2 mile along the sixteenth section line to the NE corner of the NW 1/4 SE 1/4 of said Section 33;

Thence East 1/2 mile along the quarter section line to the NE corner of the NW 1/4 SW 1/4 of Section 34, T14S, R16E;

Thence South along the sixteenth section line approximately 1/4 mile to the westerly edge of Barnes Butte Road, as presently located and constructed;

Thence South along the westerly edge of Barnes Butte Road, as presently located and constructed, to its intersection with the northerly edge of the Ochoco Highway, as presently located and constructed;

Thence Westerly along the northerly edge of the Ochoco Highway, as presently located and constructed, to its intersection with the section line that is the common boundary of Sections 3 and 4, T15S, R16E;

Thence South approximately 2,230 feet along said section line to its intersection with the right bank of Ochoco Creek, as presently located;

Thence Westerly along the right bank of Ochoco Creek, as presently located, to its intersection with the quarter section line of Section 4, which point being approximately 900 feet North of the center of said Section 4;

Thence South along said quarter section line approximately 3,540 feet to the South 1/4 corner of said Section 4;

Thence East 1,316.68 feet along the section line that is the common boundary of Sections 4 and 9, T15S, R16E;

Thence South 600 feet;

Thence S27°27'E approximately 250 feet along the northeasterly boundary of Pleasant View Heights Subdivision, as platted and recorded;

Thence N69°43'E 466.76 feet;

Thence S88°41'E 311.31 feet;

Thence S53°21'E 127.43 feet to the westerly edge of a public road as located and constructed;

Thence S36°39'W 1,655 feet along the westerly edge of said public road to its intersection with the northerly edge of the Paulina Highway, as presently located and constructed;

Thence N51°18'W approximately 1,728 feet along the northerly edge of the Paulina Highway, as presently located and constructed;

Thence South approximately 350 feet along the westerly edge of Juniper Canyon Road, as presently located and constructed;

Thence West 600 feet;

Thence N50°54'20"W 93.2 feet;

Thence N46°42'E 312 feet;

Thence N50°W 835 feet;

Thence N65°08'W 214 feet;

Thence N63°55'W 417.44 feet;

Thence North 233 feet to the southerly edge of the Paulina Highway, as presently located and constructed;

Thence Westerly along the southerly edge of the Paulina Highway, as located and constructed, to its intersection with the southerly edge of Fairgrounds Road, as presently located and constructed;

Thence Westerly along the southerly edge of Fairgrounds Road, as presently located and constructed, to a point 20 feet South and 20

feet West of the South 1/4 corner of Section 5, T15S, R16E;

Thence North 20 feet to the section line that is the common boundary of Sections 5 and 8, T15S, R16E;

Thence West 1/2 mile along said section line to its intersection with the left bank of the Crooked River, as presently located;

Thence S45 W approximately 650 feet to the top of the geologic Madras Formation, a deposit of Pliocene age locally referred to as Rimrock;

Thence following the top of this Rimrock in a Westerly direction to its intersection with the southerly edge of the Ochoco Highway, as presently located and constructed;

Thence Northeasterly along the southerly edge of the Ochoco Highway, as presently located and constructed, to its intersection with the sixteenth section line bisecting the NW 1/4 of Section 6, T15S, R16E, said point of intersection being approximately 53 feet East of the 1/16 corner;

Thence West approximately 1/4 mile along said sixteenth section line to its intersection with the section line that is the common boundary of Section 6, T15S, R16E, and Section 1, T15S, R15E;

Thence North 1/8 mile along said section line;

Thence West 1/4 mile;

Thence North 1/8 mile;

Thence West along the section line that is the common boundary of Section 1, T15S, R15E, and Section 36, T14S, R15E, to the N 1/4 corner of said Section 1;

Thence North along the quarter section line approximately 3,300 feet to its intersection with the right bank of Crooked River, as presently located;



Thence Westerly along the right bank of the Crooked River, as presently located, to its intersection with the section line that is the common boundary of Sections 25 and 26, T14S, R15E, which point being approximately 223 feet North of the SW corner of Section 25, T14S, R15E;

Thence North approximately 609 feet along said section line to its intersection with the left bank of Ochoco Creek, as presently located, which point being 831.95 feet North of the SW corner of Section 25, T14S, R15E;

Thence Easterly along the left bank of Ochoco Creek, as presently located, to its intersection with the southerly edge of the Madras Highway, as presently located and constructed;

Thence Southeasterly approximately 1,470 feet along the southerly edge of the Madras Highway, as presently located and constructed, to its intersection with the section line that is the common boundary of Sections 25 and 36, T14S, R15E;

Thence East along said section line approximately 330 feet;

Thence North 62.85 feet;

Thence S85°06'E 319.28 feet;

Thence N58°14'E 138.43 feet to a point 109 feet North of the S 1/4 corner of said Section 25;

Thence North along the quarter section line approximately 840 feet;

Thence East 238 feet;

Thence S61°45'E 447.3 feet;

Thence S71°31'E 605 feet;

Thence North approximately 760 feet to the northerly edge of Lamonta Road, as presently located and constructed;

Thence Southeasterly along the northerly edge of Lamonta Road,  
as presently located and constructed, approximately 1,605 feet;

Thence N01°30'E 741.9 feet;

Thence N89°27'W 11.23 feet;

Thence N01° 30'E 237.82 feet;

Thence S89° 27'E 11.23 feet;

Thence N01° 30'E approximately 110 feet to the sixteenth section  
line;

Thence West along the sixteenth section line approximately 310  
feet;

Thence N6° 04'W approximately 305 feet;

Thence N84° 22'E 72.82 feet;

Thence N10° 30'E 318.58 feet;

Thence N61° 04'E 331.70 feet;

Thence N0° 17'W 30.56 feet;

Thence N82° 47'E 82.45 feet to the section line that is the common  
boundary of Section 25, T14S, R15E, and Section 30, T14S, R16E;

Thence North along said section line approximately 220 feet to a  
point 214.10 feet South of the W 1/4 corner of said Section 30;

Thence N84° 53' 50"E 211.60 feet;

Thence N69° 57' 10"E 103.75 feet;

Thence N 59° 21' 50"E 308.50 feet to the quarter section line;

Thence East along the quarter section line approximately 1,603  
feet to a point 467.09 feet West of the center of said Section 30;

Thence N01° 44' 54"W 102.44 feet;

Thence N11° 09' 06"E 441.71 feet;

Thence N10° 49' 06"E 229.15 feet;

Thence N33° 03'E 652.02 feet;

Thence N0° 45'E approximately 1,280 feet to the southerly edge of  
Peppermint Road, as presently located and constructed;

Thence East 1/2 mile along the southerly edge of Peppermint Road,  
as presently located and constructed, to the point of beginning.

Dated this 14th day of March, 1984.