



**MEMORANDUM**

**DATE:** February 16, 2022

**TO:** Planning Commission

**FROM:** Peter Russell, Senior Transportation Planner

**RE:** February 24 update on Tumalo Community Plan (TCP) 2020-2040 and Transportation Growth Management Grant (TGM) for Bike/Ped/Transit Element of TCP

The Planning Division is embarking on three major planning efforts in 2022-2023. One is to update the Comprehensive Plan, known as Deschutes 2040, using both staff and a consultant. The Comprehensive Plan update will be discussed at a later work session. The second and third efforts are interrelated. The second undertaking is to update the entire Tumalo Community Plan (TCP), to be completed internally by staff. The third effort will utilize a consultant and staff to update the bike/ped/transit element, aka Active Transportation, of the TCP as one element of a TGM (Transportation Growth Management) grant. The other part of the TGM grant will be to plan for rural trails in the Sisters Country.

**I. BACKGROUND**

Tumalo is an Unincorporated Community under Oregon Administrative Rule (OAR) 660-022, meaning the land use pattern is quasi-urban in terms of density and land uses and predated the state’s land use system. The state classifies Tumalo as a Rural Unincorporated Community<sup>1</sup> and the County administers it under Deschutes County Code (DCC) 18.67. The Tumalo Community Plan is Section 4.7 of the Comprehensive Plan and appears as Appendix B of the Comprehensive Plan. Of the \$75,000 TGM grant, \$50,000 is earmarked for the bike/ped/transit segment of the TCP.

**II. TUMALO COMMUNITY PLAN**

The TCP contains a history of the community and its land uses, public facilities, and surrounding land uses. The TCP via its goals and policies sets a framework for growth over the next 20 years in

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<sup>1</sup> OAR 660-020-010(7) “Rural Community” is an unincorporated community which consists primarily of permanent residential dwellings but also has at least two other land uses that provide commercial, industrial, or public uses (including but not limited to schools, churches, grange halls, post offices) to the community, the surrounding area, or to persons traveling through the area.

the community. (Please see attachment.) The TCP summarizes the community input that resulted in the goals and policies for Land Use; Public Facilities; and Transportation. Community Policy #4, which calls for a review of the goals and policies every five years. The TCP is not a compendium, however, of approval criteria for land use applications. Land uses are reviewed against DCC 18.67.

Given recent changes to Tumalo in economic development, presence of a small-scale sewer system south of US 20, and the impending US 20/Cook-OB Riley roundabout, staff determined a timely re-examination of the TCP was necessary.

Staff is crafting a timeline to update the overall TCP, which will include public open houses, a website and online presence, a survey, and community outreach. Preliminary work anticipates an open house to kick off the project in late winter/early spring. Staff will return to brief the PC and the Board of County Commissioners periodically through the TCP Update process. Ultimately, the final draft of the TCP will come before the PC and the Board in public hearings. The PC will make a recommendation to the Board regarding amending the Deschutes County Comprehensive Plan to replace the 2010-2030 TCP with the 2020-2040 version.

### **III. TGM GRANT FOR TUMALO BIKE/PED/TRANSIT; RURAL TRAILS BY SISTERS**

As described above, the TCP has several major elements: Land Use, Public Facilities and Services, Surrounding Land Uses, and Community Input. Transportation is a subset of Public Facilities and Services.

Within the Transportation subsection, the consultant and staff will update the portions relating to what is generally referred to as Active Transportation. This area focuses on bicycling, walking, and riding transit. The TGM grant focuses on these three in the TCP. Staff and the consultant, Kittelson and Associates, are working on timeline that will mesh with the overall update of the entire TCP.

The second part of the TGM grant pertains to implementing the rural trails portion of the Sisters Country Vision Action Plan. Previously, the City of Sisters, Deschutes National Forest, and the County collaborated on a Vision Plan for Sisters Country, which is defined by the attendance boundaries of the Sisters School District. The Action Plan identified roles and responsibilities for implementation; under Livability one result was improved trails in the rural unincorporated lands outside of Sisters with the County identified as having a key role.

Both the Active Transportation component of the TCP and the rural trails of Sisters Country will involve public outreach to the community and relevant state and federal agencies. Ultimately, the final products can include amendments to the goals and policies of both the TCP and the Bike/Ped section of the Deschutes County Transportation System Plan (TSP).

### **IV. CONCLUSION**

Staff is prepared to answer any questions.

*Attachment: Tumalo Community Plan, 2010-2030*