



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

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Salem, OR 97301-2540

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NOTICE OF ADOPTED AMENDMENT

June 20, 2008



TO: Subscribers to Notice of Adopted Plan or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Redmond Plan Amendment
DLCD File Number 003-08

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Copies of the adopted plan amendment are available for review at DLCD offices in Salem, the applicable field office, and at the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: July 7, 2008

This amendment was submitted to DLCD for review prior to adoption with less than the required 45-day notice. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE DATE SPECIFIED ABOVE.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist
Mark Radabaugh, DLCD Regional Representative
Matthew Crall, Dlcd Transportation Planner
Wayne Sorensen, City of Redmond

<paa> ya

FORM 2

DLCD

Notice of Adoption

THIS FORM **MUST BE MAILED** TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18

In person electronic mailed

DATE STAMP

DEPT OF

JUN 17 2008

LAND CONSERVATION AND DEVELOPMENT

For DLCD Use Only

Jurisdiction: **City of Redmond**

Local file number: **TA 08-03**

Date of Adoption: **6/13/2008**

Date Mailed: **6/16/2008**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date: 1/4/2008

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other: **Public Facilities Plan**

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

Adopt the "Transportation System Plan(TSP) as a part of the "Public Facility Plan (PFP)." The new master plans for Parks, Water and Wastewater, and Transportation are incorporated into the PFP by reference. The Master Plans and PFP show what public facilities are needed to serve the acknowledged 2,299 acre Urban Growth Boundary expansion. Plans are incorporated into the Comprehensive Plan by reference.

Does the Adoption differ from proposal? Yes, Please explain below:

The Transportation Plan (TSP) was adopted on June 10, 2008. The TSP adoption was continued from May 13, 2008 to allow more time to address issues raised by ODOT and DLCD relating to projects outside the UGB, classification of Highway 126 and access issue, compliance with 660-012-0060 and other minor issues. The TSP was adopted by separate Ordinan

Plan Map Changed from: **N/A**

to: **N/A**

Zone Map Changed from: **N/A**

to: **N/A**

Location: **City-wide & UGB**

Acres Involved: **-2299**

Specify Density: Previous: **N/A**

New: **7.5 du/ac-UGB**

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

DLCD # 003-08 (16725)

45-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD file No. _____

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Oregon Dept. of Transportation (ODOT-Region 4); Central Oregon Irrigation District (COID); Central Oregon Parks & Recreation(COPR); Deschutes County, BLM;Redmond 2J School District; Redmond Economic Development (REDAP)

Local Contact: **Wayne C Sorensen**

Phone: **(541) 923-7724** Extension: **0**

Address: **716 SW Evergreen**

Fax Number: **541-548-706**

City: **Redmond**

Zip: **97756-**

E-mail Address:

wayne.sorensen@ci.redmond.or.us

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**

per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and **TWO Complete Copies** (documents and maps) of the Adopted Amendment to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: **webserver.lcd.state.or.us**. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing **mara.ulloa@state.or.us**.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.

**CITY OF REDMOND
ORDINANCE NO. 2008-08**

AN ORDINANCE AMENDING THE REDMOND COMPREHENSIVE PLAN BY ADOPTING THE REDMOND TRANSPORTATION SYSTEM PLAN UPDATE, INCLUDING THE PROJECT LIST AND TRANSPORTATION SYSTEM PLAN MAP, AS AN ELEMENT OF THE ACKNOWLEDGED COMPREHENSIVE PLAN.

WHEREAS, the City of Redmond and Deschutes County adopted a coordinated population projection in September 2004 (Ordinance No. 2004-12) that estimates the City of Redmond's population to be 45,724 in 2025; and

WHEREAS, OTAK, contracted to analyze Redmond's future land needs to the year 2050, determined that 4,087 to 5,677 acres of land would be needed in order to accommodate the residential, employment and related needs for the next 50 years; and

WHEREAS, the City of Redmond and Deschutes County have authority to jointly designate Urban Reserve Areas (URAs) in coordination with special districts, per OAR 660-021-0020; and

WHEREAS, concurring with the City's recommendation, the Deschutes County Board of Commissioners established the City of Redmond's 5,564 acre URA as an amendment to the Deschutes County Comprehensive Plan on September 7, 2005; and

WHEREAS, Redmond's URA took effect on December 12, 2005; and

WHEREAS, the City of Redmond and Deschutes County subsequently amended the Redmond Urban Growth Boundary in 2006, based on an Urbanization Study performed by ECO Northwest, to include 2,299 acres of land; and

WHEREAS, the City of Redmond amended its Comprehensive Plan and Development Code to adopt Comprehensive Plan policies and regulations that encourage the development of area master plans within the Urban Growth Boundary (UGB) area and provide for an orderly and efficient transition for lands to be annexed into the City of Redmond; and

WHEREAS, the City of Redmond acknowledged as a condition of the UGB amendment that the City would update the master plans for wastewater, water, transportation and parks and adopt a new Public Facilities Plan (PFP); and

WHEREAS, the City obtained a grant from the Transportation and Growth Management (TGM) Program, a joint program of ODOT and DLCD, to partially fund the update of the City's Transportation System Plan (TSP) and insure that the Plan would be in compliance with the Transportation Planning Rule (TPR); and

WHEREAS, the City of Redmond desires to adopt the proposed Redmond Transportation System Plan Update, dated February 2008, and the Transportation System Plan Map (Figure 9-1) as an amendment to the Redmond Comprehensive Plan; and

WHEREAS, the 2008 TSP clearly shows projects and improvements that are currently located outside the Redmond UGB that have not received an exception to the Statewide Planning Goals; and

WHEREAS; the City wishes to provide assurances to Deschutes County and the State of Oregon that the City will either expand the UGB to include the projects, acquire an exception to the statewide planning goals or coordinate the projects with the updated County TSP before the projects are constructed.

NOW, THEREFORE, THE CITY OF REDMOND ORDAINS AS FOLLOWS:

SECTION ONE: The City of Redmond hereby amends the Redmond 2020 Comprehensive Plan and 2020 Comprehensive Plan Addendum by the adoption of the Redmond Transportation System Plan Update, which is dated February 2008, and is attached hereto as "Exhibit A".

SECTION TWO: In support of the adopted Transportation System Plan in Section One, the City of Redmond hereby adopts the findings which are attached hereto as "Exhibit B" which were prepared by City staff and demonstrate compliance with statewide planning goal 1 (Citizen Involvement), statewide planning goal 12 (Transportation) and OAR 660, Division 12, including the Transportation Planning Rule.

SECTION THREE: The City of Redmond hereby adopts the City of Redmond Transportation System Plan Map (Figure 9-1 in the TSP update) which is attached as "Exhibit C" and which replaces the existing TSP map that was adopted in May 2005 and amended thereafter.

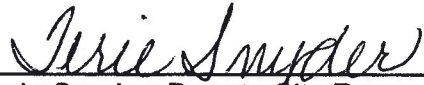
SECTION FOUR: The City recognizes and acknowledges that Redmond transportation projects designed to meet urban needs cannot be constructed outside of the UGB without expanding the UGB to include the project area or by having Deschutes County and the City adopt an exception to the statewide planning goals prior to constructing the project. The conceptual alignments shown on the TSP map that are outside the UGB are generalized recommendations for connectivity and will be refined when future land use decisions, such as UGB amendments or statewide planning goal exceptions, are considered. Designation of these project as planned facilities or improvements will require an amendment to the Deschutes County Transportation System Plan.

PASSED by the City Council and **APPROVED** by the Mayor this 10th day of June, 2008.



Alan Unger, Mayor

ATTEST:



Terie Snyder, Deputy City Recorder

Approved as to form:



City Attorney

6-13-08

Date

Exhibits:

- A. Redmond Transportation System Plan Update, February 2008
- B. Findings for Goal 1 and Goal 12
- C. City of Redmond Transportation System Plan map

Goal 1 Citizen Involvement

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Response: With the 2006 expansion of the Urban Growth Boundary (UGB), there became an immediate need to update the City's existing infrastructure master plans to determine what new public infrastructure facilities were necessary to serve the new 2,299 acre UGB. Updating the master plans was a condition of the UGB expansion and development of land within the UGB would not be possible until that task was accomplished. Given the different types of expertise required for each infrastructure element (water, wastewater, parks and transportation), the City subsequently selected three separate consultant teams to prepare master plans, capital improvement plans and a System Development Charge analysis for Transportation, Water, Wastewater and Parks. Stakeholder committees were appointed and organized to assist in the preparation of the Transportation System Plan (TSP). In keeping with long standing City tradition, the City created programs that offered citizens and interested parties ample opportunity to get involved with the planning process and to participate in developing the master plans. In addition to several public workshops and open houses, there were workshops and public hearings held by the Redmond Planning Commission and City Council at which interested persons and agencies could offer both oral or written testimony before the TSP was adopted. The citizen involvement process for the transportation master plan update is described below:

Transportation: In partnership with the Oregon Department of Transportation (ODOT), the City and ODOT selected DKS Associates to prepare the *Redmond Transportation System Plan Update*, February, 2008. The preparation of this document was partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development (DLCD). Two committees (the Project Advisory Committee or PAC and the Technical Advisory Committee or TAC) were formed to help in the preparation of the TSP given the complexity of the issues and the regional impacts that affected the plan. In preparation of the TSP, the TAC and PAC met five times (the meetings were open to the public) and three public Open House meetings were scheduled specifically for the public and interested persons to review and comment on the proposed TSP. The Redmond City Council and Planning Commission held two joint workshops on October 29, 2007 and February 19, 2008 to review the TSP and the public was invited to attend each of the workshops and offer comments to the Council and Commission. The Planning Commission held a public hearing on April 7, 2008 to gather testimony and review the TSP and PFP prior to making a recommendation to the Redmond City Council. The Council held its initial meeting on the Transportation System Plan and PFP on May 13, 2008.

Goal 12 Transportation

Response: Compliance with Goal 12 is demonstrated by showing compliance with OAR 660, Division 12; specifically 660-012-0060 which is known as the Transportation Planning Rule (TPR).

Transportation Planning - OAR 660, Division 11

OAR 660-12 is meant to implement statewide planning goal 12 (Transportation) and promote the development of safe, convenient and economical transportation systems that are designed to reduce the reliance on the automobile. Key elements include directions for preparing, coordinating and implementing Transportation System Plans (TSP's). OAR 660-012-0060 addresses amendments to comprehensive plans and land use regulations and includes measures that are to be taken to ensure that allowed land uses are consistent with the identified function and capacity of existing and planned transportation facilities. The rule includes criteria for identifying significant effects of plan or land use regulation amendments on transportation facilities, actions to be taken when a significant effect would occur, identification of planned facilities and coordination with transportation facility providers, including Deschutes County and ODOT.

Response: The *Redmond Transportation System Plan Update* was partially funded by a grant from the Transportation and Growth Management (TGM) Program which is a joint program of ODOT and DLCD. The Work Order Contract (WOC) and the Intergovernmental Agreement (IGA) specifies that the TSP update has to comply with statewide planning goal 12 and OAR 660, Division 12. All of the consultant's work was closely coordinated with the City as well as ODOT representatives from Region 4 (Bend) and ODOT's Transportation Policy Analysis Unit (TPAU) in Salem, Oregon. This is a plan that fully complies with all requirements of the Transportation Planning Rule.

The specific purpose of the WOC was to obtain consultant services to:

- Conduct research, collect transportation data, analyze current and future transportation needs and establish a list of transportation projects for adoption by the City Council in compliance with Statewide Planning Goal 12, the Transportation Planning Rule, the Oregon Highway Plan (OHP) and the US 97 Corridor Strategy (Madras – California Border), and
- Re-evaluate improvement options contained in the adopted 2001 Redmond TSP.
- Update the City of Redmond Traffic Model (Prepared by TPAU for the US 97 Reroute / Glacier-Highland Couplet projects to reflect an additional 2,300 acres in the UGB.
- Prepare an update Capital Improvements Program for transportation improvements to reflect out of the TSP update and the Comprehensive Plan update and expanded UGB.

**ATTACHMENT B – TSP FINDINGS
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Consistent with the policies of Statewide Planning Goal 12 – Transportation, the City of Redmond and DKS Associates, the selected transportation consultant, embarked on a 2-year planning process designed to develop an updated, comprehensive, coordinated, 20-year multimodal transportation and investment framework (TSP) for the City. The process resulted in an updated TSP which is adoption ready and will serve as the approved transportation element of the Redmond Comprehensive Plan.

Following the specific requirements set out in OAR 660, Division 12, Transportation Planning Rule; the City and DKS developed the TSP and accomplished the following:

- Managed a citizen involvement program.
- Obtained and reviewed the existing transportation and land use plans, policies, ordinances and standards throughout the City.
- Developed citywide transportation goals and objectives.
- Inventoried multimodal transportation facilities and services.
- Forecasted future travel demand.
- Determined transportation deficiencies, demands and needs.
- Developed and evaluated transportation / mobility alternatives and recommendations.
- Developed a transportation plan that addresses street networks, pedestrian and bicycle facilities, etc.
- Developed and implemented a transportation financing and capital improvement program.
- Developed new / revised policies, ordinances and standards.

The City used the TGM grant to fund the analysis of a number of land use and transportation system alternatives for the City, its urban growth area and transportation system plan to:

- Reduce reliance on US 97/26 for local vehicular trip needs.
- Improve the overall operating conditions on the state highways.
- Reduce reliance on the automobile.

The City and DKS Associates reviewed and analyzed existing and available information, including work within periodic review (i.e. buildable lands inventory / needs analysis, populations projections, etc.) and updated elements of the City's Comprehensive Plan and the City's TSP to address specific transportation issues within the City. The TSP establishes right-of-way alignments to ensure street/road connectivity in undeveloped or underdeveloped portions of the City, its urban growth boundary and TSP study area.

660-012-0060

Plan and Land Use Regulation Amendments

(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. 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);

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

(c) As measured at the end of the planning period identified in the adopted transportation system plan:

(A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or

(C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

Response: The City successfully amended its UGB in 2006 to include an additional 2,299 acres of land that could be annexed to the City and developed for urban land uses. At the time, the City of Redmond, Deschutes County and the State of Oregon realized that the existing City public facilities and plans were inadequate to serve the new UGB and the anticipated land uses which were largely residential but also included Mixed-Use Neighborhoods (MUN) and Mixed-Use Employment (MUE) centers. All of the land incorporated into the new UGB was located on the west side of the City (i.e. west of Highway 97 and Burlington Northern Santa Fe railroad). City staff and officials realized that the City would have to adopt new Public Facility Plans, including new Capital Improvements Programs (CIP), for water, wastewater, parks and transportation. The City's work program included a major revision and update of Redmond's existing Transportation System Plan in order to comply with Statewide Planning Goal 12. At the time of the UGB amendment, all parties acknowledged that the size of the amendment

**ATTACHMENT B – TSP FINDINGS
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would significantly affect the existing and planned transportation facilities. That was the reason that Redmond was awarded the TGM grant to update the existing TSP.

(2) Where a local government determines that there would be a significant effect, compliance with section (1) shall be accomplished through one or a combination of the following:

(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.

(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.

(c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.

(d) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.

(e) Providing other measures as a condition of development or through a development agreement or similar funding method, including transportation system management measures, demand management or minor transportation improvements. Local governments shall as part of the amendment specify when measures or improvements provided pursuant to this subsection will be provided.

Response: The approved 2,299 acre UGB expansion was based on land needs identified in 2005 with a 20-year coordinated population forecast of 45, 724 in 2025. The coordinated population forecast was agreed to and adopted by Deschutes County, Bend, Sisters, Redmond and the State of Oregon.

The TSP and associated master plans that support the PFP have been designed to provide the necessary infrastructure to accommodate the full buildout of the UGB. The construction of a traffic model for the Transportation System Plan required that a detailed land use analysis be performed which included the development of sub-basin Transportation Analysis Zones or TAZ's. Land use assumptions in the approved and adopted Framework Plan were applied to over 220 individual TAZ's in the Redmond area. The following development densities were then applied to produce buildout estimates of residential units and employment data.

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Existing UGB Undeveloped Areas:

Zone	Density	Units per Acre (Gross)
R1-R2	3.5	Dwelling Units
R3-R4	5.6	Dwelling Units
R5	7.5	Dwelling Units
C1-C5	18	Employees
M1	9	Employees
M2	5	Employees

Proposed New UGB Areas:

Zone	Density	Units per Acre (Gross)
Residential	5.9	Dwelling Units
Employment (non-retail)	12.5	Employees
Retail	18	Employees
M1 (Light Industrial)	9	Employees
M2 (Heavy Industrial)	5	Employees
Office/Other	21	Employees

As a result of the detailed land use analysis associated with creation of the traffic model associated with the TSP, it was determined that buildout of the UGB would accommodate a population of close to 60,000 residents.^{1,2}

The TSP (Chapter 11) sets forth the funding sources that can be used to meet the needs of the future transportation system which include the State Fuel Tax and Vehicle License Fee, System Development Charges, Exactions, Urban Renewal Funds, General Fund Revenues and ODOT Surface Transportation Program (STP) Funds. Table 11-1 (TSP) summarizes the current renewable funding sources, including recent annual revenues and the projected revenues through the planning horizon year 2030. For each travel mode, a **Master Plan** project map and list are identified to support the City's transportation goals and policies. Projects that can be funded over the next 20 years are referred to as **Action Plans**. The costs outlined in the Transportation System Plan to implement the Action Plans for streets, transit, bicycles and pedestrians total \$210.8 million and several other recommended transportation operations and maintenance programs would add \$43.8 million. The total transportation system needs of \$210 million exceed anticipated revenues by about \$121.3 million. The TSP discusses alternative solutions to address the funding deficit for the Action Plan projects. The TSP Update complies with 660-012-0060(2)(b) based on this finding.

(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:

(a) The facility is already performing below the minimum acceptable performance standard identified in the TSP or comprehensive plan on the date the amendment application is submitted;

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(b) In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP;

(c) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;

(d) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C); and

(e) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (d) of this section.

Response: OAR 660-012-0060(3) does not apply to the Redmond Transportation System Plan Update.

(4) Determinations under sections (1)-(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

(a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.

(b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:

(A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.

(B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which transportation systems development charge revenues are being

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collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.

(C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.

(D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.

(E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.

(c) Within interstate interchange areas, the improvements included in (b)(A)-(C) are considered planned facilities, improvements and services, except where:

(A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or

(B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.

(d) As used in this section and section (3):

(A) Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;

(B) Interstate highway means Interstates 5, 82, 84, 105, 205 and 405; and

(C) Interstate interchange area means:

(i) Property within one-half mile of an existing or planned interchange on an Interstate Highway as measured from the center point of the interchange; or

**ATTACHMENT B – TSP FINDINGS
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(ii) The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.

Response: ODOT has adopted an Interchange Area Management Plan (IAMP) for the northern interchange of the Highway 97 Re-route and the City has amended its Comprehensive Plan and TSP to reflect the requirements of the IAMP. The City of Redmond is in full compliance with the requirements of OAR 660-012-0060(4)(d)(C) regarding the IAMP. The City uses and will continue to use 660-012-0060(4)(b)(A) & (B) to determine whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule. The City will rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in the TSP and PFP.

(e) For purposes of this section, a written statement provided pursuant to paragraphs (b)(D), (b)(E) or (c)(A) provided by ODOT, a local government or transportation facility provider, as appropriate, shall be conclusive in determining whether a transportation facility, improvement or service is a planned transportation facility, improvement or service. In the absence of a written statement, a local government can only rely upon planned transportation facilities, improvements and services identified in paragraphs (b)(A)-(C) to determine whether there is a significant effect that requires application of the remedies in section (2).

(5) The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional or industrial development on rural lands under this division or OAR 660-004-0022 and 660-004-0028.

Response: Deschutes County and the City have jointly established a 5,600+ acre Urban Reserve Area (URA) and the City subsequently amended its UGB in 2006 to add 2,299 acres using land from the URA. The City is not seeking an exception to any Statewide Planning Goal to allow residential, commercial, institutional or industrial development on rural lands base on the presence of a transportation facility. The City's URA has a 50-year planning horizon and provides enough land for the foreseeable future. The PFP and TSP updates have a 20-year planning horizon for the Action Plans. The City properly took exceptions to the Statewide Planning Goals where appropriate when the URA was established. This is a matter of record.

(6) In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in 0060(1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in (a)-(d) below;

(a) Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation

**ATTACHMENT B – TSP FINDINGS
ORDINANCE NO. 2008-08**

Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10% reduction allowed for by this section shall be available only if uses which rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;

(b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10% reduction required in (a);

(c) Where a local government assumes or estimates lower vehicle trip generation as provided in (a) or (b) above, it shall assure through conditions of approval, site plans, or approval standards that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in 0045(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with 0045(3) and (4) or through conditions of approval or findings adopted with the plan amendment that assure compliance with these rule requirements at the time of development approval; and

(d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments which accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly development will vary from case to case and may be somewhat higher or lower than presumed pursuant to (a) above. The Commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this section is intended to affect the application of provisions in local plans or ordinances which provide for the calculation or assessment of systems development charges or in preparing conformity determinations required under the federal Clean Air Act.

(7) Amendments to acknowledged comprehensive plans and land use regulations which meet all of the criteria listed in (a)-(c) below shall include an amendment to the comprehensive plan, transportation system plan, the adoption of a local street plan, access management plan, future street plan or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in Section 0020(2)(b) and Section 0045(3) of this division.

(a) The plan or land use regulation amendment results in designation of two or more acres of land for commercial use.

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(b) The local government has not adopted a TSP or local street plan which complies with Section 0020(2)(b) or, in the Portland Metropolitan Area, has not complied with Metro's requirement for street connectivity as contained in Title 6, Section 3 of the Urban Growth Management Functional Plan; and

(c) The proposed amendment would significantly affect a transportation facility as provided in 0060(1).

Response: The City of Redmond allows pedestrian-friendly centers and neighborhoods that will be more than two acres or greater in size and the City has already adopted a series of "grid street policies" that ensure that street connectivity is encouraged and maintained. These policies have been acknowledged and have been in effect since 1996. Additionally, the TSP sets forth Figure 9-5 which shows "Local Street Connectivity" to the City's arterial and collector street system. Based on this finding, the City's TSP complies with OAR 660-012-060(7).

(8) A "mixed-use, pedestrian-friendly center or neighborhood" for the purposes of this rule, means:

(a) Any one of the following:

(A) An existing central business district or downtown;

Response: The City of Redmond has a well established existing central business district which is also the City's downtown. The City is in the process of adopting a C-2 zone amendment that establishes a downtown overlay district that incorporates downtown design standards that encourage pedestrian / bicycle traffic and creates a mixed-use pedestrian-friendly center. DLCD has already received notice of this change.

(B) An area designated as a central city, regional center, town center or main street in the Portland Metro 2040 Regional Growth Concept;

(C) An area designated in an acknowledged comprehensive plan as a transit oriented development or a pedestrian district; or

(D) An area designated as a special transportation area as provided for in the Oregon Highway Plan.

(b) An area other than those listed in (a) which includes or is planned to include the following characteristics:

(A) A concentration of a variety of land uses in a well-defined area, including the following:

(i) Medium to high density residential development (12 or more units per acre);

**ATTACHMENT B – TSP FINDINGS
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(ii) Offices or office buildings;

(iii) Retail stores and services;

(iv) Restaurants; and

(v) Public open space or private open space which is available for public use, such as a park or plaza.

(B) Generally include civic or cultural uses;

(C) A core commercial area where multi-story buildings are permitted;

(D) Buildings and building entrances oriented to streets;

(E) Street connections and crossings that make the center safe and conveniently accessible from adjacent areas;

(F) A network of streets and, where appropriate, accessways and major driveways that make it attractive and highly convenient for people to walk between uses within the center or neighborhood, including streets and major driveways within the center with wide sidewalks and other features, including pedestrian-oriented street crossings, street trees, pedestrian-scale lighting and on-street parking;

(G) One or more transit stops (in urban areas with fixed route transit service); and

(H) Limit or do not allow low-intensity or land extensive uses, such as most industrial uses, automobile sales and services, and drive-through services.

Response: The City will offer the opportunity for pedestrian-friendly mixed use neighborhood by adopting a “Mixed-Use Neighborhood (MUN)” and “Mixed-Use Employment (MUE)” zones. The Redmond Planning Commission held it’s first workshop / hearing on the MUN and MUE zones on April 28, 2008 and these zones will be taken to the Redmond City Council to be adopted in the summer 2008.

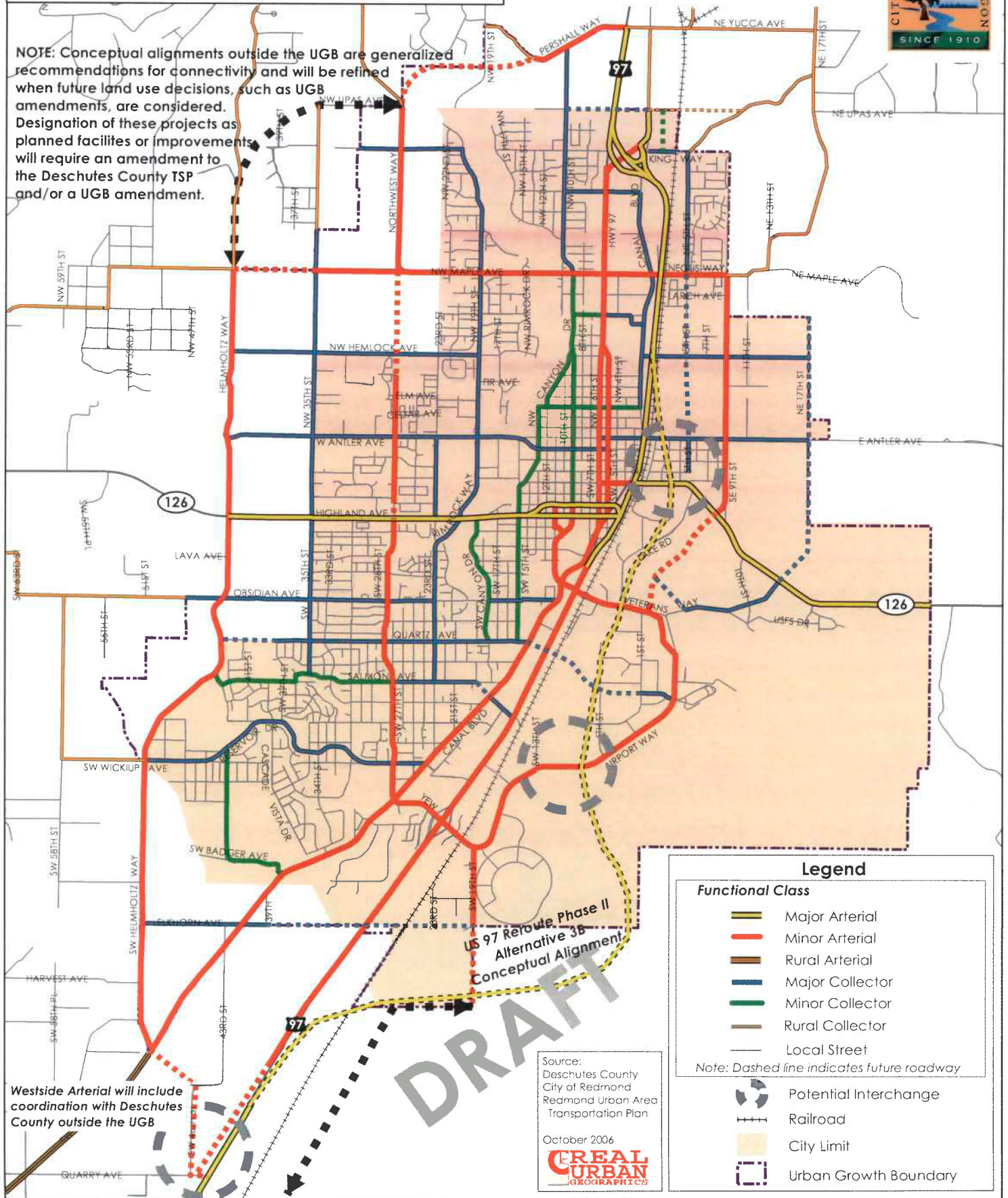
**Figure 9-1
PROPOSED FUNCTIONAL CLASS**



**City of Redmond
Transportation System Plan**



NOTE: Conceptual alignments outside the UGB are generalized recommendations for connectivity and will be refined when future land use decisions, such as UGB amendments, are considered. Designation of these projects as planned facilities or improvements will require an amendment to the Deschutes County TSP and/or a UGB amendment.



Westside Arterial will include coordination with Deschutes County outside the UGB

US 97 Reroute Phase II
Alternative 3B
Conceptual Alignment

DRAFT

Source:
Deschutes County
City of Redmond
Redmond Urban Area
Transportation Plan

October 2006
CERIAL URBAN
GEOGRAPHICS

Legend

Functional Class

- Major Arterial
- Minor Arterial
- Rural Arterial
- Major Collector
- Minor Collector
- Rural Collector
- Local Street

Note: Dashed line indicates future roadway

- Potential Interchange
- Railroad
- City Limit
- Urban Growth Boundary



CITY OF REDMOND
PUBLIC WORKS DEPARTMENT

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STAFF REPORT

DATE: May 30, 2008
TO: Mayor and Council Members
THROUGH: Michael Patterson, City Manager
FROM: Chris Doty, PE, PTOE, Director of Public Works
SUBJECT: Adoption of Transportation System Plan (TSP) Update – 2nd Public Hearing

SEE BOLD TEXT FOR NEW INFORMATION NOT CONTAINED WITHIN THE ORIGINAL MAY 13, 2008 STAFF REPORT

Addresses Council Goal:

Council Goal 4A: Comprehensive Planning/Complete Public Facilities Plan
1. TSP

Report in Brief:

Seeks approval of Ordinance No 2008-08 which amends the Comprehensive Plan to adopt the City of Redmond Transportation System Plan.

Background (as taken from the Introduction of the TSP, DKS Associates):

In June 1999, the City of Redmond adopted it's first Transportation System Plan (TSP). Since that time, there have been significant growth and planned growth in Redmond and its surrounding communities, and a few key changes to state highway facility plans in the area. The primary purpose of this update is to address these changes, with focus on:

- Addressing how the new Re-Route of US 97 north of Highland Avenue will affect city street circulation and related access to growing industrial areas to the east.
- Confirm that the plan is consist with latest Statewide Plans and Policies.
- Ensuring that system plans can adequately serve Redmond growth to nearly 60,000 people inside the City's urban growth boundary and additional development outside the City's limits that influence local conditions (e.g., rural lands and destination resorts).

This TSP update is aimed at fulfilling Transportation Planning Rule (TPR) requirements for comprehensive transportation planning in the cities of Oregon, and presents the investments and priorities for the Pedestrian, Bicycle, Transit, and Motor Vehicle systems along with new transportation programs to correct existing shortfalls and enhance critical services.

Discussion:

Adoption of Ordinance 2008-08 and its associated findings will amend the City's comprehensive plan to conform with Statewide planning goals and the specific requirements of OAR 660-12-0060 (the Transportation Planning Rule).

The primary component of the TSP is adoption of the new Transportation System Plan Map which identifies the arterial and collector corridors throughout the City. The most significant change resulting from the TSP findings is the addition of a new Westside Arterial Corridor which provides connectivity from the north end of Redmond and North US 97 (O'Neil Junction) to the south end of Redmond and South US 97 (Quarry Avenue) primarily via Helmholtz Avenue and various east-west arterial connections (Maple, Pershall, etc). The TSP map is shown as Figure 9-1 in the TSP document (Functional Classification Map).

Post adoption, the City will develop specific policies or code amendments which implement the various recommendations contained within the TSP in areas such as access management, traffic calming, transportation demand management, transit master planning, etc. The City will also explore creation of a Transportation System Utility Fee to fund system maintenance.

ODOT/DLCD Comments:

Prior to the first hearing on May 13th, 2008, both ODOT and DLCD submitted letters into the record which identified several issues necessitating additional review, edit, and clarification within the TSP. Subsequently, the TSP adoption hearing was continued until June 10, 2008 to address the issues, which are synopsized as follows:

1. **Inclusion of Improvements Outside the UGB:** The Department of Land Conservation and Development raised the issue of TPR compliance relating of the City's inclusion of several improvements identified for construction outside the Urban Growth Boundary, namely the Quarry Interchange and the improved connection of Helmholtz Avenue to Quarry. To address this issue, the TSP findings have been amended to direct planning of these facilities to occur within the Deschutes County TSP process and may require an exception to the Statewide Planning Goals and/or additional UGB expansion to encapsulate the alignments.
2. **"Reasonably Likely" determination from ODOT:** The City proposes to enter into a Memorandum of Understanding with ODOT to identify specific State Highway Projects which the City is collecting System Development Charge funding for future construction. The MOU will outline how the City will collect and set aside funding for these projects and how the City and ODOT will agree to expend funds in the future. The goal of the MOU is to lead to a determination from ODOT that the planned State Highway projects are "reasonably likely" to be funded, thereby satisfying the Transportation Planning Rule criteria for planned projects in the TSP.
3. **OR 126 Classification:** The City intends to request re-classification of OR 126 from Expressway to Urban Other within the UGB. The following language will be added to the TSP to clarify process and intention:
 - a. *OR 126 is currently classified as an ODOT Expressway west of SW 27th Street and east of SE Veterans Way. The City intends to request a reclassification from the Oregon Transportation Commission of OR 126 from "Expressway" to "Urban-Other" within the Urban Growth Boundary to match the existing classification between SW 27th Street and SE Veterans Way. Until such time that a reclassification may be granted, Expressway access management standards and other operating criteria shall apply.*

4. **Quartz Avenue Language Clarification:** To help clarify ODOT/City/BNSF issues pertaining to an at-grade rail crossing at Quartz Avenue, the following language will be added to the TSP:

- a. *“The City has planned on construction of SW Quartz Avenue from S Canal Boulevard to SW Airport Way as a major collector in prior Transportation System Plans and other transportation analysis efforts, such as the US 97 Refinement Plan (Reroute II). Planned improvement elements to this roadway section have historically included an at-grade crossing of the RxR facility pursuant to the City’s prior understanding with ODOT and BNSF. The City is not proposing any change to the prior assumptions regarding SW Quartz Avenue in this TSP Update. The City is aware that future construction of an at-grade crossing at SW Quartz Avenue will require approval of ODOT Rail. The City is also aware of ODOT Rail’s objection to construction of an at-grade crossing at this time.”*

The above edits and additional ODOT/DLCD revision items are contained in attached Exhibit B, and is recommended to be incorporated by reference within the TSP adoption motion. The attached Ordinance and associated Findings have been revised to incorporate the ODOT/DLCD issues as necessary.

Fiscal Impact:

With adoption of the TSP and the corresponding Capital Improvement Plan (adopted as a portion of the Public Facilities Plan), the City is adopting a plan which prescribes a total investment of \$212M (excluding Reroute, Phase II), of which \$105M will be funded via System Development Charges, \$47M via developer frontage improvements, \$30M in City Capital Funds, \$10M in Urban Renewal, and \$20M in other identified and non-identified funding sources.

Alternative Courses of Action:

1. Approve TSP
2. Request additional information

Recommendation/Suggested Motions:

“I move to have a first and second reading **Ordinance 2008-08, including the proposed edits identified in Exhibit B**, by title only” (*Voice vote*)

(City Attorney will read ordinance by title only, twice.)

“I move to approve **Ord. #2008-08 including the proposed edits identified in Exhibit B**” (Roll call vote)

Chris Doty, PE
Director of Public Works

Attachments

1. Ordinance 2008-08 (with findings)
2. Final Draft TSP, including Figure 9-1 (City of Redmond Functional Classification Map) – Previously Attached, but not included in 06/10/08 council meeting packet
3. Exhibit B

**CITY OF REDMOND
ORDINANCE NO. 2008-08**

AN ORDINANCE AMENDING THE REDMOND COMPREHENSIVE PLAN BY ADOPTING THE REDMOND TRANSPORTATION SYSTEM PLAN UPDATE, INCLUDING THE PROJECT LIST AND TRANSPORTATION SYSTEM PLAN MAP, AS AN ELEMENT OF THE ACKNOWLEDGED COMPREHENSIVE PLAN.

WHEREAS, the City of Redmond and Deschutes County adopted a coordinated population projection in September 2004 (Ordinance No. 2004-12) that estimates the City of Redmond's population to be 45,724 in 2025; and

WHEREAS, OTAK, contracted to analyze Redmond's future land needs to the year 2050, determined that 4,087 to 5,677 acres of land would be needed in order to accommodate the residential, employment and related needs for the next 50 years; and

WHEREAS, the City of Redmond and Deschutes County have authority to jointly designate Urban Reserve Areas (URAs) in coordination with special districts, per OAR 660-021-0020; and

WHEREAS, concurring with the City's recommendation, the Deschutes County Board of Commissioners established the City of Redmond's 5,564 acre URA as an amendment to the Deschutes County Comprehensive Plan on September 7, 2005; and

WHEREAS, Redmond's URA took effect on December 12, 2005; and

WHEREAS, the City of Redmond and Deschutes County subsequently amended the Redmond Urban Growth Boundary in 2006, based on an Urbanization Study performed by ECO Northwest, to include 2,299 acres of land; and

WHEREAS, the City of Redmond amended its Comprehensive Plan and Development Code to adopt Comprehensive Plan policies and regulations that encourage the development of area master plans within the Urban Growth Boundary (UGB) area and provide for an orderly and efficient transition for lands to be annexed into the City of Redmond; and

WHEREAS, the City of Redmond acknowledged as a condition of the UGB amendment that the City would update the master plans for wastewater, water, transportation and parks and adopt a new Public Facilities Plan (PFP); and

WHEREAS, the City obtained a grant from the Transportation and Growth Management (TGM) Program, a joint program of ODOT and DLCD, to partially fund the update of the City's Transportation System Plan (TSP) and insure that the Plan would be in compliance with the Transportation Planning Rule (TPR); and

WHEREAS, the City of Redmond desires to adopt the proposed Redmond Transportation System Plan Update, dated February 2008, and the Transportation System Plan Map (Figure 9-1) as an amendment to the Redmond Comprehensive Plan; and

WHEREAS, the 2008 TSP clearly shows projects and improvements that are currently located outside the Redmond UGB that have not received an exception to the Statewide Planning Goals; and

WHEREAS; the City wishes to provide assurances to Deschutes County and the State of Oregon that the City will either expand the UGB to include the projects, acquire an exception to the statewide planning goals or coordinate the projects with the updated County TSP before the projects are constructed.

NOW, THEREFORE, THE CITY OF REDMOND ORDAINS AS FOLLOWS:

SECTION ONE: The City of Redmond hereby amends the Redmond 2020 Comprehensive Plan and 2020 Comprehensive Plan Addendum by the adoption of the Redmond Transportation System Plan Update, which is dated February 2008, and is attached hereto as "Exhibit A".

SECTION TWO: In support of the adopted Transportation System Plan in Section One, the City of Redmond hereby adopts the findings which are attached hereto as "Exhibit B" which were prepared by City staff and demonstrate compliance with statewide planning goal 1 (Citizen Involvement), statewide planning goal 12 (Transportation) and OAR 660, Division 12, including the Transportation Planning Rule.

SECTION THREE: The City of Redmond hereby adopts the City of Redmond Transportation System Plan Map (Figure 9-1 in the TSP update) which is attached as "Exhibit C" and which replaces the existing TSP map that was adopted in May 2005 and amended thereafter.

SECTION FOUR: The City recognizes and acknowledges that Redmond transportation projects designed to meet urban needs cannot be constructed outside of the UGB without expanding the UGB to include the project area or by having Deschutes County and the City adopt an exception to the statewide planning goals prior to constructing the project. The conceptual alignments shown on the TSP map that are outside the UGB are generalized recommendations for connectivity and will be refined when future land use decisions, such as UGB amendments or statewide planning goal exceptions, are considered. Designation of these project as planned facilities or improvements will require an amendment to the Deschutes County Transportation System Plan.

PASSED by the City Council and **APPROVED** by the Mayor this 10th day of June, 2008.

Alan Unger, Mayor

ATTEST:

Terie Snyder, Deputy City Recorder

Approved as to form:

City Attorney

Date

Exhibits:

- A. Redmond Transportation System Plan Update, February 2008
- B. Findings for Goal 1 and Goal 12
- C. City of Redmond Transportation System Plan map

Goal 1 Citizen Involvement

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Response: With the 2006 expansion of the Urban Growth Boundary (UGB), there became an immediate need to update the City's existing infrastructure master plans to determine what new public infrastructure facilities were necessary to serve the new 2,299 acre UGB. Updating the master plans was a condition of the UGB expansion and development of land within the UGB would not be possible until that task was accomplished. Given the different types of expertise required for each infrastructure element (water, wastewater, parks and transportation), the City subsequently selected three separate consultant teams to prepare master plans, capital improvement plans and a System Development Charge analysis for Transportation, Water, Wastewater and Parks. Stakeholder committees were appointed and organized to assist in the preparation of the Transportation System Plan (TSP). In keeping with long standing City tradition, the City created programs that offered citizens and interested parties ample opportunity to get involved with the planning process and to participate in developing the master plans. In addition to several public workshops and open houses, there were workshops and public hearings held by the Redmond Planning Commission and City Council at which interested persons and agencies could offer both oral or written testimony before the TSP was adopted. The citizen involvement process for the transportation master plan update is described below:

Transportation: In partnership with the Oregon Department of Transportation (ODOT), the City and ODOT selected DKS Associates to prepare the *Redmond Transportation System Plan Update*, February, 2008. The preparation of this document was partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development (DLCD). Two committees (the Project Advisory Committee or PAC and the Technical Advisory Committee or TAC) were formed to help in the preparation of the TSP given the complexity of the issues and the regional impacts that affected the plan. In preparation of the TSP, the TAC and PAC met five times (the meetings were open to the public) and three public Open House meetings were scheduled specifically for the public and interested persons to review and comment on the proposed TSP. The Redmond City Council and Planning Commission held two joint workshops on October 29, 2007 and February 19, 2008 to review the TSP and the public was invited to attend each of the workshops and offer comments to the Council and Commission. The Planning Commission held a public hearing on April 7, 2008 to gather testimony and review the TSP and PFP prior to making a recommendation to the Redmond City Council. The Council held its initial meeting on the Transportation System Plan and PFP on May 13, 2008.

Goal 12 Transportation

Response: Compliance with Goal 12 is demonstrated by showing compliance with OAR 660, Division 12; specifically 660-012-0060 which is known as the Transportation Planning Rule (TPR).

Transportation Planning - OAR 660, Division 12

OAR 660-12 is meant to implement statewide planning goal 12 (Transportation) and promote the development of safe, convenient and economical transportation systems that are designed to reduce the reliance on the automobile. Key elements include directions for preparing, coordinating and implementing Transportation System Plans (TSP's). OAR 660-012-0060 addresses amendments to comprehensive plans and land use regulations and includes measures that are to be taken to ensure that allowed land uses are consistent with the identified function and capacity of existing and planned transportation facilities. The rule includes criteria for identifying significant effects of plan or land use regulation amendments on transportation facilities, actions to be taken when a significant effect would occur, identification of planned facilities and coordination with transportation facility providers, including Deschutes County and ODOT.

Response: The Redmond Transportation System Plan Update was partially funded by a grant from the Transportation and Growth Management (TGM) Program which is a joint program of ODOT and DLCD. The Work Order Contract (WOC) and the Intergovernmental Agreement (IGA) specifies that the TSP update has to comply with statewide planning goal 12 and OAR 660, Division 12. All of the consultant's work was closely coordinated with the City as well as ODOT representatives from Region 4 (Bend) and ODOT's Transportation Policy Analysis Unit (TPAU) in Salem, Oregon. This is a plan that fully complies with all requirements of the Transportation Planning Rule.

The specific purpose of the WOC was to obtain consultant services to:

- Conduct research, collect transportation data, analyze current and future transportation needs and establish a list of transportation projects for adoption by the City Council in compliance with Statewide Planning Goal 12, the Transportation Planning Rule, the Oregon Highway Plan (OHP) and the US 97 Corridor Strategy (Madras – California Border), and
- Re-evaluate improvement options contained in the adopted 2001 Redmond TSP.
- Update the City of Redmond Traffic Model (Prepared by TPAU for the US 97 Reroute / Glacier-Highland Couplet projects to reflect an additional 2,300 acres in the UGB.
- Prepare an update Capital Improvements Program for transportation improvements to reflect out of the TSP update and the Comprehensive Plan update and expanded UGB.

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Consistent with the policies of Statewide Planning Goal 12 – Transportation, the City of Redmond and DKS Associates, the selected transportation consultant, embarked on a 2-year planning process designed to develop an updated, comprehensive, coordinated, 20-year multimodal transportation and investment framework (TSP) for the City. The process resulted in an updated TSP which is adoption ready and will serve as the approved transportation element of the Redmond Comprehensive Plan.

Following the specific requirements set out in OAR 660, Division 12, Transportation Planning Rule; the City and DKS developed the TSP and accomplished the following:

- Managed a citizen involvement program.
- Obtained and reviewed the existing transportation and land use plans, policies, ordinances and standards throughout the City.
- Developed citywide transportation goals and objectives.
- Inventoried multimodal transportation facilities and services.
- Forecasted future travel demand.
- Determined transportation deficiencies, demands and needs.
- Developed and evaluated transportation / mobility alternatives and recommendations.
- Developed a transportation plan that addresses street networks, pedestrian and bicycle facilities, etc.
- Developed and implemented a transportation financing and capital improvement program.
- Developed new / revised policies, ordinances and standards.

The City used the TGM grant to fund the analysis of a number of land use and transportation system alternatives for the City, its urban growth area and transportation system plan to:

- Reduce reliance on US 97/26 for local vehicular trip needs.
- Improve the overall operating conditions on the state highways.
- Reduce reliance on the automobile.

The City and DKS Associates reviewed and analyzed existing and available information, including work within periodic review (i.e. buildable lands inventory / needs analysis, populations projections, etc.) and updated elements of the City's Comprehensive Plan and the City's TSP to address specific transportation issues within the City. The TSP establishes right-of-way alignments to ensure street/road connectivity in undeveloped or underdeveloped portions of the City, its urban growth boundary and TSP study area.

660-012-0020

Elements of Transportation System Plans

(1) A TSP shall establish a coordinated network of transportation facilities adequate to serve state, regional and local transportation needs.

Response: The City of Redmond 2008 TSP was designed and developed to meet the above criteria as well as Statewide Planning Goal 12.

(2) The TSP shall include the following elements:

(a) A determination of transportation needs as provided in OAR 660-012-0030;

(b) A road plan for a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections. Functional classifications of roads in regional and local TSP's shall be consistent with functional classifications of roads in state and regional TSP's and shall provide for continuity between adjacent jurisdictions. The standards for the layout of local streets shall provide for safe and convenient bike and pedestrian circulation necessary to carry out OAR 660-012-0045(3)(b). New connections to arterials and state highways shall be consistent with designated access management categories. The intent of this requirement is to provide guidance on the spacing of future extensions and connections along existing and future streets which are needed to provide reasonably direct routes for bicycle and pedestrian travel. The standards for the layout of local streets shall address:

(A) Extensions of existing streets;

(B) Connections to existing or planned streets, including arterials and collectors; and

(C) Connections to neighborhood destinations.

Response: The City of Redmond 2008 TSP meets the above standards. The TSP shows the future connectivity between arterial, collector and local streets. Access management standards are set forth in the TSP and addresses pedestrian and bicycle circulation standards.

(c) A public transportation plan which:

(A) Describes public transportation services for the transportation disadvantaged and identifies service inadequacies;

Response: The City of Redmond has obtained a grant from the Oregon Department of Transportation (Agreement #24366) to develop a Redmond Area Transit Master Plan in 2008/2009 to address, plan and pre-locate transit elements and amenities, as well as

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ORDINANCE NO. 2008-08

address transit feasibility and associated requirements of TRP 0030(1)(b) and TPR 0020(c)(A).

(B) Describes intercity bus and passenger rail service and identifies the location of terminals;

(C) For areas within an urban growth boundary which have public transit service, identifies existing and planned transit trunk routes, exclusive transit ways, terminals and major transfer stations, major transit stops, and park-and-ride stations. Designation of stop or station locations may allow for minor adjustments in the location of stops to provide for efficient transit or traffic operation or to provide convenient pedestrian access to adjacent or nearby uses.

(D) For areas within an urban area containing a population greater than 25,000 persons, not currently served by transit, evaluates the feasibility of developing a public transit system at buildout. Where a transit system is determined to be feasible, the plan shall meet the requirements of paragraph (2)(c)(C) of this rule.

(d) A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area. The network and list of facility improvements shall be consistent with the requirements of ORS 366.514;

(e) An air, rail, water and pipeline transportation plan which identifies where public use airports, mainline and branchline railroads and railroad facilities, port facilities, and major regional pipelines and terminals are located or planned within the planning area. For airports, the planning area shall include all areas within airport imaginary surfaces and other areas covered by state or federal regulations;

(f) For areas within an urban area containing a population greater than 25,000 persons a plan for transportation system management and demand management;

(g) A parking plan in MPO areas as provided in OAR 660-012-0045(5)(c);

(h) Policies and land use regulations for implementing the TSP as provided in OAR 660-012-0045;

(i) For areas within an urban growth boundary containing a population greater than 2500 persons, a transportation financing program as provided in OAR 660-012-0040.

(3) Each element identified in subsections (2)(b)-(d) of this rule shall contain:

(a) An inventory and general assessment of existing and committed transportation facilities and services by function, type, capacity and condition;

(A) The transportation capacity analysis shall include information on:

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(i) The capacities of existing and committed facilities;

(ii) The degree to which those capacities have been reached or surpassed on existing facilities; and

(iii) The assumptions upon which these capacities are based.

(B) For state and regional facilities, the transportation capacity analysis shall be consistent with standards of facility performance considered acceptable by the affected state or regional transportation agency;

(C) The transportation facility condition analysis shall describe the general physical and operational condition of each transportation facility (e.g., very good, good, fair, poor, very poor).

(3)(b) A system of planned transportation facilities, services and major improvements. The system shall include a description of the type or functional classification of planned facilities and services and their planned capacities and performance standards;

Response: The City of Redmond 2008 TSP was designed and developed to meet the above criteria as well as Statewide Planning Goal 12. The above criteria describe elements of the TSP which the City's consultants have incorporated into the 2008 TSP.

660-012-0025

Complying with the Goals in Preparing Transportation System Plans; Refinement Plans

(1) Except as provided in section (3) of this rule, adoption of a TSP shall constitute the land use decision regarding the need for transportation facilities, services and major improvements and their function, mode, and general location.

(2) Findings of compliance with applicable statewide planning goals and acknowledged comprehensive plan policies and land use regulations shall be developed in conjunction with the adoption of the TSP.

(3) A local government or MPO may defer decisions regarding function, general location and mode of a refinement plan if findings are adopted that:

(a) Identify the transportation need for which decisions regarding function, general location or mode are being deferred;

(b) Demonstrate why information required to make final determinations regarding function, general location, or mode cannot reasonably be made available within the time allowed for preparation of the TSP;

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(c) Explain how deferral does not invalidate the assumptions upon which the TSP is based or preclude implementation of the remainder of the TSP;

(d) Describe the nature of the findings which will be needed to resolve issues deferred to a refinement plan; and

(e) Set a deadline for adoption of a refinement plan prior to initiation of the periodic review following adoption of the TSP.

(4) Where a Corridor Environmental Impact Statement (EIS) is prepared pursuant to the requirements of the National Environmental Policy Act of 1969, the development of the refinement plan shall be coordinated with the preparation of the Corridor EIS. The refinement plan shall be adopted prior to the issuance of the Final EIS.

Response: The City of Redmond 2008 TSP was designed and developed to meet the above criteria as well as Statewide Planning Goal 12. The City recognizes and acknowledges that Redmond transportation projects designed to meet urban needs cannot be constructed outside of the UGB without expanding the UGB to include the project area or by having Deschutes County and the City adopt an exception to the statewide planning goals prior to constructing the project. The conceptual alignments shown on the TSP map that are outside the UGB are generalized recommendations for connectivity and will be refined when future land use decisions, such as UGB amendments or statewide planning goal exceptions, are considered. Designation of these project as planned facilities or improvements will require an amendment to the Deschutes County Transportation System Plan. These projects include the proposed extension of 19th Street; the US 97 Reroute, Phase II, Alternative 3B – Conceptual Alignment and the connection of SW Helmholtz (the Westside arterial) with the County's proposed Quarry Interchange on US Highway 97. The City also acknowledges that portions of US Highway 126 are designated as an "Expressway" and that the City will ask the Oregon Transportation Commission (OTC) to change the designation to "Urban Other". The City of Redmond will coordinate with Deschutes County and ODOT to resolve these issues. The City notes that Deschutes County has started it's TSP update and will be coordinating the TSP with the City.

660-012-0030

Determination of Transportation Needs

(1) The TSP shall identify transportation needs relevant to the planning area and the scale of the transportation network being planned including....:

(b) Needs of the transportation disadvantaged;

Response: The City of Redmond has obtained a grant from the Oregon Department of Transportation (Agreement #24366) to develop a Redmond Area Transit Master Plan in 2008/2009 to address, plan and pre-locate transit elements and amenities, as well as

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address transit feasibility and associated requirements of TPR 0030(1)(b) and TPR 0020(c)(A). The findings for 660-012-0020(c)(A) and 660-012-0030(1)(b) are included herein because of comments contained in DLCD's May 13, 2008 letter which is a part of the public record.

660-012-0060

Plan and Land Use Regulation Amendments

(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. 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);

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

(c) As measured at the end of the planning period identified in the adopted transportation system plan:

(A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or

(C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

Response: The City successfully amended its UGB in 2006 to include an additional 2,299 acres of land that could be annexed to the City and developed for urban land uses. At the time, the City of Redmond, Deschutes County and the State of Oregon realized that the existing City public facilities and plans were inadequate to serve the new UGB and the anticipated land uses which were largely residential but also included Mixed-Use Neighborhoods (MUN) and Mixed-Use Employment (MUE) centers. All of the land incorporated into the new UGB was located on the west side of the City (i.e. west of Highway 97 and Burlington Northern Santa Fe railroad). City staff and officials realized that the City would have to adopt new Public Facility Plans, including new

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Capital Improvements Programs (CIP), for water, wastewater, parks and transportation. The City's work program included a major revision and update of Redmond's existing Transportation System Plan in order to comply with Statewide Planning Goal 12. At the time of the UGB amendment, all parties acknowledged that the size of the amendment would significantly affect the existing and planned transportation facilities. That was the reason that Redmond was awarded the TGM grant to update the existing TSP.

(2) Where a local government determines that there would be a significant effect, compliance with section (1) shall be accomplished through one or a combination of the following:

(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.

(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.

(c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.

(d) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.

(e) Providing other measures as a condition of development or through a development agreement or similar funding method, including transportation system management measures, demand management or minor transportation improvements. Local governments shall as part of the amendment specify when measures or improvements provided pursuant to this subsection will be provided.

Response: The approved 2,299 acre UGB expansion was based on land needs identified in 2005 with a 20-year coordinated population forecast of 45, 724 in 2025. The coordinated population forecast was agreed to and adopted by Deschutes County, Bend, Sisters, Redmond and the State of Oregon.

The TSP and associated master plans that support the PFP have been designed to provide the necessary infrastructure to accommodate the full buildout of the UGB. The construction of a traffic model for the Transportation System Plan required that a detailed land use analysis be performed which included the development of sub-basin Transportation Analysis Zones or TAZ's. Land use assumptions in the approved and adopted Framework Plan were applied to over 220 individual TAZ's in the Redmond area. The following development densities were then applied to produce buildout estimates of residential units and employment data.

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Existing UGB Undeveloped Areas:

Zone	Density	Units per Acre (Gross)
R1-R2	3.5	Dwelling Units
R3-R4	5.6	Dwelling Units
R5	7.5	Dwelling Units
C1-C5	18	Employees
M1	9	Employees
M2	5	Employees

Proposed New UGB Areas:

Zone	Density	Units per Acre (Gross)
Residential	5.9	Dwelling Units
Employment (non-retail)	12.5	Employees
Retail	18	Employees
M1 (Light Industrial)	9	Employees
M2 (Heavy Industrial)	5	Employees
Office/Other	21	Employees

As a result of the detailed land use analysis associated with creation of the traffic model associated with the TSP, it was determined that buildout of the UGB would accommodate a population of close to 60,000 residents.^{1,2}

The TSP (Chapter 11) sets forth the funding sources that can be used to meet the needs of the future transportation system which include the State Fuel Tax and Vehicle License Fee, System Development Charges, Exactions, Urban Renewal Funds, General Fund Revenues and ODOT Surface Transportation Program (STP) Funds. Table 11-1 (TSP) summarizes the current renewable funding sources, including recent annual revenues and the projected revenues through the planning horizon year 2030. For each travel mode, a **Master Plan** project map and list are identified to support the City's transportation goals and policies. Projects that can be funded over the next 20 years are referred to as **Action Plans**. The costs outlined in the Transportation System Plan to implement the Action Plans for streets, transit, bicycles and pedestrians total \$210.8 million and several other recommended transportation operations and maintenance programs would add \$43.8 million. The total transportation system needs of \$210 million exceed anticipated revenues by about \$121.3 million. The TSP discusses alternative solutions to address the funding deficit for the Action Plan projects. The TSP Update complies with 660-012-0060(2)(b) based on this finding.

(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:

(a) The facility is already performing below the minimum acceptable performance standard identified in the TSP or comprehensive plan on the date the amendment application is submitted;

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(b) In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP;

(c) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;

(d) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C); and

(e) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (d) of this section.

Response: OAR 660-012-0060(3) does not apply to the Redmond Transportation System Plan Update.

(4) Determinations under sections (1)-(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

(a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.

(b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:

(A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.

(B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being

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collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.

(C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.

(D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.

(E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.

(c) Within interstate interchange areas, the improvements included in (b)(A)-(C) are considered planned facilities, improvements and services, except where:

(A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or

(B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.

(d) As used in this section and section (3):

(A) Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;

(B) Interstate highway means Interstates 5, 82, 84, 105, 205 and 405; and

(C) Interstate interchange area means:

(i) Property within one-half mile of an existing or planned interchange on an Interstate Highway as measured from the center point of the interchange; or

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(ii) The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.

Response: ODOT has adopted an Interchange Area Management Plan (IAMP) for the northern interchange of the Highway 97 Re-route and the City has amended its Comprehensive Plan and TSP to reflect the requirements of the IAMP. The City of Redmond is in full compliance with the requirements of OAR 660-012-0060(4)(c)(B) regarding the IAMP. The City uses and will continue to use 660-012-0060(4)(b)(A) & (B) to determine whether an amendment has a significant effect on an existing or planned transportation facility under subsection (2) of this rule. The City will rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in the TSP and PFP.

(e) For purposes of this section, a written statement provided pursuant to paragraphs (b)(D), (b)(E) or (c)(A) provided by ODOT, a local government or transportation facility provider, as appropriate, shall be conclusive in determining whether a transportation facility, improvement or service is a planned transportation facility, improvement or service. In the absence of a written statement, a local government can only rely upon planned transportation facilities, improvements and services identified in paragraphs (b)(A)-(C) to determine whether there is a significant effect that requires application of the remedies in section (2).

(5) The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional or industrial development on rural lands under this division or OAR 660-004-0022 and 660-004-0028.

Response: Deschutes County and the City have jointly established a 5,600+ acre Urban Reserve Area (URA) and the City subsequently amended its UGB in 2006 to add 2,299 acres using land from the URA. The City is not seeking an exception to any Statewide Planning Goal to allow residential, commercial, institutional or industrial development on rural lands base on the presence of a transportation facility. The City's URA has a 50-year planning horizon and provides enough land for the foreseeable future. The PFP and TSP updates have a 20-year planning horizon for the Action Plans. The City properly took exceptions to the Statewide Planning Goals where appropriate when the URA was established. This is a matter of record.

(6) In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in 0060(1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in (a)-(d) below;

(a) Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation

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Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10% reduction allowed for by this section shall be available only if uses which rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;

(b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10% reduction required in (a);

(c) Where a local government assumes or estimates lower vehicle trip generation as provided in (a) or (b) above, it shall assure through conditions of approval, site plans, or approval standards that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in 0045(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with 0045(3) and (4) or through conditions of approval or findings adopted with the plan amendment that assure compliance with these rule requirements at the time of development approval; and

(d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments which accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly development will vary from case to case and may be somewhat higher or lower than presumed pursuant to (a) above. The Commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this section is intended to affect the application of provisions in local plans or ordinances which provide for the calculation or assessment of systems development charges or in preparing conformity determinations required under the federal Clean Air Act.

(7) Amendments to acknowledged comprehensive plans and land use regulations which meet all of the criteria listed in (a)-(c) below shall include an amendment to the comprehensive plan, transportation system plan, the adoption of a local street plan, access management plan, future street plan or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in Section 0020(2)(b) and Section 0045(3) of this division:

(a) The plan or land use regulation amendment results in designation of two or more acres of land for commercial use;

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(b) The local government has not adopted a TSP or local street plan which complies with Section 0020(2)(b) or, in the Portland Metropolitan Area, has not complied with Metro's requirement for street connectivity as contained in Title 6, Section 3 of the Urban Growth Management Functional Plan; and

(c) The proposed amendment would significantly affect a transportation facility as provided in 0060(1).

Response: The City of Redmond allows pedestrian-friendly centers and neighborhoods that will be more than two acres or greater in size and the City has already adopted a series of "grid street policies" that ensure that street connectivity is encouraged and maintained. These policies have been acknowledged and have been in effect since 1996. Additionally, the TSP sets forth Figure 9-5 which shows "Local Street Connectivity" to the City's arterial and collector street system. Based on this finding, the City's TSP complies with OAR 660-012-060(7).

(8) A "mixed-use, pedestrian-friendly center or neighborhood" for the purposes of this rule, means:

(a) Any one of the following:

(A) An existing central business district or downtown;

Response: The City of Redmond has a well established existing central business district which is also the City's downtown. The City is in the process of adopting a C-2 zone amendment that establishes a downtown overlay district that incorporates downtown design standards that encourage pedestrian / bicycle traffic and creates a mixed-use pedestrian-friendly center. DLCD has already received notice of this change.

(B) An area designated as a central city, regional center, town center or main street in the Portland Metro 2040 Regional Growth Concept;

(C) An area designated in an acknowledged comprehensive plan as a transit oriented development or a pedestrian district; or

(D) An area designated as a special transportation area as provided for in the Oregon Highway Plan.

(b) An area other than those listed in (a) which includes or is planned to include the following characteristics:

(A) A concentration of a variety of land uses in a well-defined area, including the following:

(i) Medium to high density residential development (12 or more units per acre);

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(ii) Offices or office buildings;

(iii) Retail stores and services;

(iv) Restaurants; and

(v) Public open space or private open space which is available for public use, such as a park or plaza.

(B) Generally include civic or cultural uses;

(C) A core commercial area where multi-story buildings are permitted;

(D) Buildings and building entrances oriented to streets;

(E) Street connections and crossings that make the center safe and conveniently accessible from adjacent areas;

(F) A network of streets and, where appropriate, accessways and major driveways that make it attractive and highly convenient for people to walk between uses within the center or neighborhood, including streets and major driveways within the center with wide sidewalks and other features, including pedestrian-oriented street crossings, street trees, pedestrian-scale lighting and on-street parking;

(G) One or more transit stops (in urban areas with fixed route transit service); and

(H) Limit or do not allow low-intensity or land extensive uses, such as most industrial uses, automobile sales and services, and drive-through services.

Response: The City will offer the opportunity for pedestrian-friendly mixed use neighborhood by adopting a “Mixed-Use Neighborhood (MUN)” and “Mixed-Use Employment (MUE)” zones. The Redmond Planning Commission held it’s first workshop / hearing on the MUN and MUE zones on April 28, 2008 and these zones will be taken to the Redmond City Council to be adopted in the summer 2008.



CITY OF REDMOND
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EXHIBIT B:
PROPOSED TSP MODIFICATIONS TO FINAL DRAFT

In response to the TSP comments received from the Department of Land Conservation and Development (dated 05/13/08 from Matthew Crall) and the Oregon Department of Transportation (dated 05/13/08 from James Bryant) and a subsequent meeting with DLCD and ODOT held on 05/20/08 which refined the issues, the proposed TSP modifications have been prepared as noted below:

DLCD Compliance Recommendation #1: Revise asterisk note on Figure 9-4 to reflect the following: *“Per City Code Section 8.2405 (16) or approved annexation agreement.”*

DLCD Compliance Recommendation #3: See amended TSP findings for discussion pertaining to improvements outside the UGB.

DLCD Compliance Recommendation #5: Amend wording on page 9-24 to reflect the following:

Inclusion of an improvement project in the TSP does not commit the City or ODOT to construct or participate in funding the specific improvement. For projects on the local street system, inclusion in the Action Plan indicates that funding is reasonably likely. Projects on the State Highway System that are contained in the TSP are not considered to be reasonably likely to be funded unless they are programmed into the Statewide Transportation Improvement Plan (STIP) or unless ODOT provides written statement that they are reasonably likely to be funded.

DLCD Compliance Recommendation #9: See amended TSP findings for discussion of future transit master plan project.

DLCD Compliance Recommendation #10: Amend as follows:

Page	Draft TSP Text	Suggested Text
1-12	The City of Redmond has <u>should</u> adopt a Neighborhood Traffic	The City of Redmond <u>will</u> adopt a Neighborhood Traffic

Page	Draft TSP Text	Suggested Text
1-23	It is also <u>recommended</u> that the City <u>consider</u> updating its transportation SDC	The City <u>will</u> update its transportation SDC
2-3	<u>Recommended</u> New Goals & Policies for TSP Update	Updated TSP Goals & Policies
4-15	... <u>should</u> be examined to potential pedestrian crossing enhancements,	... <u>were</u> examined for potential pedestrian crossing enhancements

DLCD Comment #11: Amend as follows:

- ◆ On page 1-13, “Multnomah County’s” should be “City of Redmond’s”.
- ◆ On page 1-17, “but now viable” should be “but no viable”.
- ◆ The text mentions a junction of O’Neil Way and Highway 97 in several places (e.g. page 5-3). The maps, however, label the intersection as Pershall Way and NE Yucca Avenue.
- ◆ Table 9-13 includes “ODOT Facility Intersection Improvements – Local Match” at \$5,750,000 while Table 9-15 show \$8,000,000. The total shown on Table 9-15 is not correct.
- ◆ Page 9-29 states that the costs of modernization/reconstruction are “summarized in Table 9-15”. They are not included in Table 9-15, but are included in table 11-2.

ODOT Comment – Funding Agreement to produce a “Reasonably Likely” determination:

The City proposes to enter into a Memorandum of Understanding (MOU) with ODOT to identify specific State Highway Projects which the City is collecting System Development Charge funding for future improvements. The MOU will outline how the City will collect and set aside funding for these projects and how the City and ODOT will agree to expend funds in the future. The MOU will detail compliance with the “reasonably likely” language contained in 660-012-0060 (3)(e); (4)(b)(D); (4)(c)(A); and/or (4)(e) relating to state transportation facilities.

ODOT Comment – OR 126 Expressway Designation: Add the following paragraph at the end of page 9-4:

Proposed Function Classification Changes, State Highway

OR 126 is currently classified as an ODOT Expressway west of SW 27th Street and east of SE Veterans Way. The City intends to request a reclassification from the Oregon Transportation Commission of OR 126 from “Expressway” to “Urban-Other” within the Urban Growth Boundary to match the existing classification between SW 27th Street and SE Veterans Way. Until such time that a reclassification may be granted, Expressway access management standards and other operating criteria shall apply

ODOT Comment – Quartz Avenue: Add the following as a footnote to Project 5 in Table 9-6 (Currently Funded CIP Projects) on page 9-19:

“The City has planned on construction of SW Quartz Avenue from S Canal Boulevard to SW Airport Way as a major collector in prior Transportation System Plans and other transportation analysis efforts, such as the US 97 Refinement Plan (Reroute II). Planned improvement elements to this roadway section have historically included an at-grade crossing of the RxR facility pursuant to the City’s prior understanding with ODOT and BNSF. The City is not proposing any change to the prior assumptions regarding SW Quartz Avenue in this TSP Update. The City is aware that future construction of an at-grade crossing at SW Quartz Avenue will require approval of ODOT Rail. The City is also aware of ODOT Rail’s objection to construction of an at-grade crossing at this time.”

ODOT Comment – Minor clean-up language as noted:

Page 1-19: The text says the projects in Table 1-7 total to \$174.1 million but the table itself says the total is \$181,930 (sic).

Page 1-22: \$5.6 million x 23 years = \$128.8 million not \$133 million. The text says the transportation action plan totals to \$215.4 million but the table shows \$210.79 million. The text adds \$43.8 million to \$215.4 and arrives at a total of \$254.5 million instead of \$259.2 million. The actual funding gap, table 1-9, is, of course, the actual difference of correct numbers.

Page 2-27: OR 126 – In addition, the segments of OR 126 ~~west and east of the Redmond UGB~~ (west of milepoint 110.65...) ... have been designated as expressways.

Page 2-28: Table 2-1 should be amended to agree with Table 3-2 on pg 3-15.

Page 3-30 – OR 126 – These two highway segments are ... expressway ~~from milepost 440.44~~ City of Sisters (mp 93.07) to mp 110.65 (SW 27th St) and milepoint 1.37 (Veterans Way) to ~~milepoint 2.32~~ Prineville (mp 17.92).

Pg 4-21 – Rail Crossing Needs – Add Quartz language recommended for page 9-19 (City recommended insertion for consistency).

Pg. 5-3: O’Neil Junction Access – Partial interchange access...the grade-separated configuration. The North Interchange IAMP calls for this intersection to become an overcrossing only with no direct access to US 97.

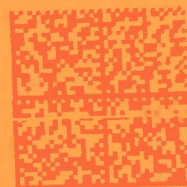
Pg. 9-20 – Traffic Operations – This section still needs clarification. The last paragraph on this page states that “While the US 97 Reroute Phase II is included in the Master Plan...yet table 9-7 indicates that the US 97 intersections between Evergreen and Odem Medo do not meet ODOT standards. Based on Table 5-3 pg 5-14, those intersections (referenced as Business 97) meet operating standards under the master plan (Alternative 3) scenario. As previously mentioned, the TSP Master Plan are the projects necessary to meet the 2030demand.

Pg. 9-24 – by its inclusion in the 2030 TSP, the US 97 Reroute Phase II is a needed improvement and the expectation is that the project will implemented by the

horizon year. There is a distinction between projects identified in the TSP—planned projects—and planned projects that are likely to be funded and therefore can be relied upon in land use actions. The US 97 Reroute Phase II is the former but not the latter.

- Pg 10-3 – Rail – The crossing at Quartz ... due to the proximity of US 97. Delete this sentence or add the caveat language used to describe the project on pg 9-19.
- Pg 11-5 – Redmond Costs and Table 11-2 – note the discrepancies between the text and table as noted above for pg 1-22 (some numbers reversed from 1-22)

EDMOND
DEVELOPMENT
GREEN AVENUE
OR 97756



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06/16/2008

Mailed From 97756
US POSTAGE

Attention: Plan Amendment Specialist
Dept. of Land Conservation & Development
635 Capitol St. NE, Suite 150
Salem, OR 97301-2540