



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us

AMENDED NOTICE OF ADOPTED AMENDMENT



September 7, 2007

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 004-07

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: September 19, 2007

This amendment was submitted to DLCD for review 45 days prior to adoption. 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 ABOVE DATE SPECIFIED.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist
Mark Radabaugh, DLCD Regional Representative
Bob Cortright, DLCD Transportation & Growth Management Coordinator
Nick Lelack, City of Redmond

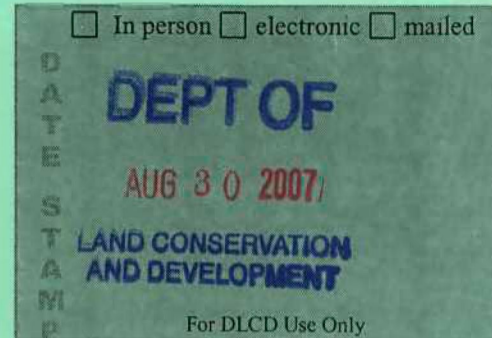
<paa> ya/

PROP **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



Jurisdiction: City of Redmond Local file number: PA 07-03

Date of Adoption: 8/28/2007 Date Mailed: 8/29/2007

Date original Notice of Proposed Amendment was mailed to DLCD: 4/10/2007

- | | |
|---|--|
| <input checked="" type="checkbox"/> Comprehensive Plan Text Amendment | <input checked="" type="checkbox"/> Comprehensive Plan Map Amendment |
| <input type="checkbox"/> Land Use Regulation Amendment | <input type="checkbox"/> Zoning Map Amendment |
| <input checked="" type="checkbox"/> New Land Use Regulation | <input checked="" type="checkbox"/> Other: <u>Area Plan Maps</u> |

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

Adopt Northwest Area Plan (NAP) and US 97 Highway Area Plan (HAP) maps for about 780 acres in north Redmond. The City Council unanimously adopted the Plans and designate Comprehensive Plan map designations to implement the Plans. The plans incorporate the "Great Neighborhood Principles" and include Comprehensive Plan text amendments to implement the Plans. Zoning text amendments to implement the plans will follow in 2008.

Describe how the adopted amendment differs from the proposed amendment. If it is the same, write "SAME". If you did not give Notice for the Proposed Amendment, write "N/A".

Same

Plan Map Changed from: Urban Holding -10 to: Residential & Commercial

Zone Map Changed from: UH-10 to: No zoning map changes.

Location: North & North West Redmond Acres Involved: 780

Specify Density: Previous: 5+ New: 7.5 gross per acre

Applicable Statewide Planning Goals: 1, 2, 5, 6, 7, 8, 9, 10, 11, 12, 13, & 14.

Was and Exception Adopted? YES NO

DLCD File No.: 004-07 (16103)

Did the Department of Land Conservation and Development receive a Notice of Proposed Amendment.....

Forty-five (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

Affected State or Federal Agencies, Local Governments or Special Districts:

ODOT, COID, COPRD, Redmond School District

Local Contact: **Nick Lelack** *PLAN MANAGER* Phone: **(541) 923-7718** Extension: _____

Address: **716 SW Evergreen** City: **Redmond**

Zip Code + 4: **97756-** Email Address: **nickl@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 (2) Copies 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. Submit **TWO (2) copies** the adopted material, if copies are bounded please submit **TWO (2) complete copies** of documents and maps.

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.

7. **Need More Copies?** You can copy this form on to 8-1/2x11 green paper only; or call the DLCD Office at (503) 373-0050; or Fax your request to:(503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - ATTENTION: PLAN AMENDMENT SPECIALIST.

**CITY OF REDMOND
ORDINANCE NO. 2007-15**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDMOND, OREGON, ADOPTING THE CITY OF REDMOND: NORTHWEST AREA PLAN (NAP) AND RELATED COMPREHENSIVE PLAN TEXT AND MAP AMENDMENTS IN CONJUNCTION WITH FINDINGS OF COMPLIANCE WITH STATE AND LOCAL LAND USE PLANNING REQUIREMENTS.

WHEREAS, the City of Redmond and Deschutes County adopted a coordinated population projection in September 2004 (Ordinance No. 2004-012) that estimates the City of Redmond's population to be 45,724 in 2025; and

WHEREAS, OTAK, contracted by the City to analyze land needs to the year 2050, determined that 4,087 to 5,677 acres of land would be needed outside of the then existing Urban Growth Boundary (UGB) 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 adopted 5,664 acres as the City of Redmond's URA as an amendment to the Deschutes County Comprehensive Plan on September 7, 2005; and

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

WHEREAS, ECONorthwest, under contract with the City, prepared an Urbanization Study (June, 2005) that documents the need to expand the Redmond Urban Growth Boundary by about 2,200 acres to accommodate 6,929 residential housing units and approximately 100 acres of land for neighborhood commercial uses through 2025; and

WHEREAS, the City of Redmond amended its Urban Growth Boundary and adopted the City of Redmond Framework Plan in order to provide guidance and organizing principles to guide future development in the Urban Growth Boundary and to comply with Goal 2, the Statewide Land Use Planning Goal.

WHEREAS, the City of Redmond applied for and received funding from the Transportation and Growth Management Program (TGM) to develop land use plans for selected areas of the UGB which are identified and known as the Northwest Area Plan (NAP) and the Highway Area Plan (HAP); and

WHEREAS, following a public process which involved the City of Redmond, state and local agencies, property owners and interested citizens, the NAP and HAP plans are ready to be adopted.

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

SECTION ONE: Adoption of Northwest Area Plan Finding and Amendments.

(a) The Findings of Compliance with State and Local Land Use Planning Requirements For: The Northwest Area Plan (NAP) and Related Comprehensive Plan Text and Map Amendments which is attached hereto as Exhibit A is hereby adopted to provide land use designations and plan policies and objectives in the NW Area consistent with the City's Comprehensive Plan and UGB amendment prior to the City's annexation of land in the NW Area.

SECTION TWO: Adoption of Northwest Area Plan Map

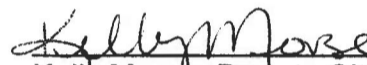
(a) The Northwest Area Plan Map which is attached hereto as Exhibit B is hereby adopted to provide land use designations in the NW Area consistent with the City's Comprehensive Plan.

PASSED by the City Council and **APPROVED** by the Mayor this 28th day of August, 2007.



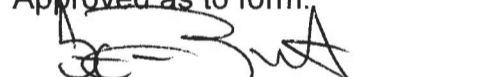
Alan Unger, Mayor

ATTEST:



Kelly Morse, Deputy City Recorder

Approved as to form:


City Attorney

Exhibits:

- A. Northwest Area Plan (NAP) and Related Comprehensive Plan Text and Map Amendments
- B. Northwest Area Plan Map

**CITY OF REDMOND
ORDINANCE NO. 2007-16**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDMOND, OREGON, ADOPTING THE CITY OF REDMOND: HIGHWAY AREA PLAN (HAP) AND RELATED COMPREHENSIVE PLAN TEXT AND MAP AMENDMENTS IN CONJUNCTION WITH FINDINGS OF COMPLIANCE WITH STATE AND LOCAL LAND USE PLANNING REQUIREMENTS.

WHEREAS, the City of Redmond and Deschutes County adopted a coordinated population projection in September 2004 (Ordinance No. 2004-012) that estimates the City of Redmond's population to be 45,724 in 2025; and

WHEREAS, OTAK, contracted by the City to analyze land needs to the year 2050, determined that 4,087 to 5,677 acres of land would be needed outside of the then existing Urban Growth Boundary (UGB) 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 adopted 5,664 acres as the City of Redmond's URA as an amendment to the Deschutes County Comprehensive Plan on September 7, 2005; and

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

WHEREAS, ECONorthwest, under contract with the City, prepared an Urbanization Study (June, 2005) that documents the need to expand the Redmond Urban Growth Boundary by about 2,200 acres to accommodate 6,929 residential housing units and approximately 100 acres of land for neighborhood commercial uses through 2025; and

WHEREAS, the City of Redmond amended its Urban Growth Boundary and adopted the City of Redmond Framework Plan in order to provide guidance and organizing principles to guide future development in the Urban Growth Boundary and to comply with Goal 2, the Statewide Land Use Planning Goal.

WHEREAS, the City of Redmond applied for and received funding from the Transportation and Growth Management Program (TGM) to develop land use plans for selected areas of the UGB which are identified and known as the Northwest Area Plan (NAP) and the Highway Area Plan (HAP); and

WHEREAS, following a public process which involved the City of Redmond, state and local agencies, property owners and interested citizens, the NAP and HAP plans are ready to be adopted.

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

SECTION ONE: Adoption of Highway Area Plan Findings and Amendments.

(a) The Findings of Compliance with State and Local Land Use Planning Requirements For: The Highway Area Plan (HAP) and Related Comprehensive Plan Text and Map Amendments which is attached hereto as Exhibit A is hereby adopted to provide land use designations and plan policies and objectives in the Highway 97 Area consistent with the City's Comprehensive Plan and UGB amendment prior to the City's annexation of land in the north Highway 97 Area.

SECTION TWO: Adoption of Highway Area Plan Map

(a) The Highway Area Plan Map which is attached hereto as Exhibit B is hereby adopted to provide land use designations in the north Highway 97 Area consistent with the City's Comprehensive Plan.

PASSED by the City Council and **APPROVED** by the Mayor this 28th day of August, 2007.



Alan Unger, Mayor

ATTEST:


Kelly Morse, Deputy City Recorder

Approved as to form:


City Attorney

Exhibits:

- A. Highway Area Plan (HAP) and Related Comprehensive Plan Text and Map Amendments
- B. Highway Area Plan Map



CITY OF REDMOND

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Redmond, OR 97756

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info@ci.redmond.or.us
www.ci.redmond.or.us

STAFF REPORT

DATE: August 28, 2007
TO: Mayor and Council Members
THROUGH: Michael Patterson, City Manager
FROM: Nick Lelack, Planning Manager
SUBJECT: Comprehensive Plan Amendments, Northwest and Highway Area Plan

Addresses Council Goal:

4. Comprehensive Planning

- B. Annex initial 400 acres (approximately) from Urban Growth Boundary into Redmond with a focus on affordable and workforce housing and "Great Neighborhood" Principles.

Adopting the Northwest and Highway Area Plans (NAP and HAP) as amendments to the City's Comprehensive Plan is the next step toward annexing this initial 400 acres from the Urban Growth Boundary. The NAP and HAP are designed to implement the great neighborhood principles, including providing a variety of housing choices throughout each area. Providing a variety of housing choices includes affordable and work force housing through smaller single family residential lots and structures, multifamily dwellings, townhomes, accessory dwelling units, and cottages.

Report in Brief:

On July 30, 2007, the Planning Commission unanimously recommended approval of the Northwest Area (NAP) and Highway Area Plans (HAP) as amendments to the Comprehensive Plan, with revisions. The purpose of this public hearing is to consider the NAP, HAP and related Comprehensive Plan amendments, including the Planning Commission's recommended revisions. This report includes all of the recommended revisions. This report, however, does not include any information that may be provided by the Redmond School District or staff to the Mayor or City Council regarding its ability to secure an approximately 30-acre site in or immediately adjacent to the NAP boundaries. Planning Commissioners stated that they do not support the adoption of the NAP and HAP without the School District's securing sites to meet its future needs in the northwest planning area. The Commission recommended approval of the plans with the understanding that this issue will be resolved prior to adoption.

Background:

On June 25, the Planning Commission and City Council conducted a work session on the proposed NAP and HAP amendments to the Comprehensive Plan and gained public comments on several issues. Based on City Council's and the Planning Commission's direction, staff prepared a list of revisions to the NAP and HAP.

On July 23, the Planning Commission conducted a public hearing on the NAP and HAP. The Commission received positive testimony from about 6 people, but decided to continue the public hearing to July 30 to resolve one remaining issue. The issue, raised by Peter Hall, was to realign or expand the proposed 3-5 acre neighborhood park on the south side of the NAP. Specifically, Mr. Hall requested the park to be reduced from 5 acres on his client's property to approximately 2 acres and to

move approximately 2 acres to Brian Ball's property to the east. Prior to the continued public hearing, Mr. Hall and Mr. Ball notified staff that this proposal was acceptable to both property owners. Staff and the Planning Commission supported this plan revision.

On July 30, the Commission recommended approval of the revised NAP and HAP and related Comprehensive Plan amendments to the City Council.

On August 7, City Council conducted a work session to discuss the Planning Commission's recommended NAP and HAP revisions and public input in preparation for this public hearing.

Discussion:

Below is a list of the recommended amendments to the Comprehensive Plan, including the revised NAP and HAP. The proposed revisions were recommended by staff and the consultant team, the Central Oregon Irrigation District (COID), and the public. Each set of amendments is identified by the party recommending the revisions.

Please note: All of the revisions listed below are proposed to the Northwest and Highway Area Plan documents distributed at the June 25 Joint City Council/ Planning Commission Work Session. The documents are not proposed to be revised until the NAP and HAP are adopted by City Council. This process allows staff to maintain a list of the proposed revisions without incurring significant costs by the consultants to revise and reprint the documents multiple times. If Mayor Unger or City Councilors need an additional copy of either plan prior to or at this work session, please contact Planning Manager Nick Lelack at 923-7718 or nickl@ci.redmond.or.us.

COMPREHENSIVE PLAN AMENDMENTS

The following Comprehensive Plan amendments are proposed to implement the plan and be included in Chapter 14 Urbanization, new Policy 27:

- Policy 27: Any change to an adopted area plan text or map shall require a Comprehensive Plan amendment.
- Change all "master plan" references in the Comprehensive Plan to "area plan" to clearly describe the type of plan that is being created.

NORTHWEST AREA PLAN REVISIONS

Staff and Angelo Planning Recommended Revisions

- Page 6, in the first bullet paragraph dealing with schools and park sites, revise the text as follows:

The plan shows a ~~15-acre elementary school~~ 3-5-acre neighborhood park site west of the Larch Avenue mixed use district in the southern part of the NAP. ~~The plan shows a 10-acre elementary school site and a 3-5-acre park site in the northern part of the NAP.~~ Both sites are approximate locations and may be relocated within the same general area. West of the northern school site, but located in an urban reserve area, is a ~~30-~~ 20-acre future middle school site. This land will remain in the urban reserve area; it will not be designated for public facility use on the comprehensive plan map. Prior to plan adoption, the plan map will be modified to show the location of a future school site(s) adequate to serve school needs for the plan area. The actual acreage and locations of the school and parks may be modified during Plan implementation.

- Page 6, second bullet paragraph that discusses buffering residential uses, revise the text as follows:

The neighborhood plan anticipates medium density housing along the east boundary street (roughly 24th Street) to provide a transition area with density that is consistent with residential uses that abut the plan area. The Plan map shows an R-3 designation for this area. However, with appropriate buffering subject to Planning Commission approval, such as a greenway corridor, the zoning for this area may be increased to R-4. Lower density uses are not proposed along the northern and western perimeter of the plan area because the adjacent rural lands are designated urban reserve areas and will eventually be absorbed into the UGB.

- Page 8, modify land use policy 2 as follows:

2. Integrate planning for adjacent areas with proposed land uses in the NAP area to ensure a compatible, supportive land use framework within the larger surrounding area, including transitional buffers where planned land uses in the NAP differ significantly from existing land uses in the city.

- Page 9, modify the text in the third bullet that discusses modifications to density and height limitations in the R-4 and R-5 zones:

~~Reduce lot sizes and potentially increase building heights for all dwelling types in the R-4 zone in exchange for dedicating public open space or for meeting other identified public needs (see density bonus discussion).~~

- Page 10, modify the text in the first bullet that discusses modifications to density and height limitations in the R-4 and R-5 zones:

Allow townhouses and cluster developments throughout the ~~R-4 and~~ R-5 zoning to better meet affordable housing and density targets and encourage a mix of housing types. Allow for cottage and cluster developments in the R-5 zone.

- Pages 10 and 11, **eliminate the text following the bullets that discusses density bonuses, density transfers, and density bonuses for open space.** Replace the eliminated text with the following: Develop new incentives and regulations in the Redmond Development Code allowing development flexibility for implementing the Great Neighborhood Principles such as open space, environmentally friendly and energy efficiency, and affordable housing. In particular, regulations are needed that allow a clear and objective process for securing development approval in the R-4 and R-5 zones.

- Page 11, eliminate Policy 9 for the reasons stated above.

- Pages 28-29, revise the text in Section 3.3 Schools and Parks to be consistent with the text and policy revisions on page 6 – specifically the site sizes, general locations, and descriptions.

COID Recommended Revisions

- Page 3 reference to “Canals.” Include reference to laterals and sublaterals as follows: “All irrigation system functions will be preserved, including laterals and sublaterals, for continued irrigation use where desired.”
 - Page 15 Public Amenities. COID would prefer to relocate existing easements by amendment rather than create new ones. It should be noted that while public trails will be
-

allowed, COID must retain superior right to repair and replace the piped system as necessary, and this may impact the trails. References to property owner options to bury the canal must be in cooperation with the District. See also Page 23, Trails.

- Page 26 Storm Water System. As noted above, Army Corps of Engineers (ACOE) jurisdiction governs how storm water may be drained in or near the Pilot Butte Canal. A note to this effect in this section would be helpful for clarification. "COID's Pilot Butte Canal may not receive any water from such sources, and no work in the vicinity of the canal may be undertaken without COID approval."
- Page 30 Irrigation Canals. See notes regarding public amenities above.
- Page 30 Community Resources. See notes regarding public amenities above. Also, it would be helpful to add that the canals are also being protected to be kept clean and free of impurities in compliance with state and federal law.
- Page 33 Air, Water and Land Resources Quality. The last paragraph of this section references the water issues associated with urban development. It states "particularly from the infiltration of stormwater runoff into the ground. . . ." COID would like to add "and COID canals" to this sentence. It would then read: "The City of Redmond has developed a groundwater protection program to minimize adverse impacts from urban development on groundwater resources, particularly from the infiltration of stormwater runoff into the ground *and COID canals* and is cooperating with other jurisdictions in Central Oregon to develop a set of uniform standards for managing stormwater."

Public Recommended Revisions

- Realign the park on the south side of the plan. Specifically, designate 2 acres of park land on Mr. Hall's property (the current location of the 3-5 acre park) and 2 acres of park land on Mr. Ball's property (to the east).

City Council Recommended Revisions

- _____

HIGHWAY AREA PLAN REVISIONS

Staff and Angelo Planning Recommended Revisions

- Page 11, modify the text in the third bullet that discusses modifications to density and height limitations in the R-4 and R-5 zones:

~~Reduce lot sizes and potentially increase building heights for all dwelling types in the R-4 zone in exchange for dedicating public open space or for meeting other identified public needs (see density bonus discussion).~~

- Page 11, modify the text in the first bullet that discusses modifications to density and height limitations in the R-4 and R-5 zones:

Allow townhouses and cluster developments throughout the ~~R-4 and~~ R-5 zoning to better meet affordable housing and density targets and encourage a mix of housing types. Allow for cottage and cluster developments in the R-5 zone.

- Page 12, eliminate the text following the bullets that discusses density bonuses, density transfers, and density bonuses for open space. Replace the eliminated text with the following: Develop new incentives and regulations in the Redmond Development Code allowing development flexibility for implementing the Great Neighborhood Principles such as open space, environmentally friendly and energy efficiency, and affordable housing. In particular, regulations are needed that allow a clear and objective process for securing development approval in the R-4 and R-5 zones.
- Page 13, eliminate Policy 9 for the reasons stated above.

COID Recommended Revisions

- Page 4 reference to "Canals." Include reference to laterals and sublaterals as follows: "All irrigation system functions will be preserved, including laterals and sublaterals, for continued irrigation use where desired."
- Page 18 Public Amenities. COID would prefer to relocate existing easements by amendment rather than create new ones. It should be noted that while public trails will be allowed, COID must retain superior right to repair and replace the piped system as necessary, and this may impact the trails. References to property owner options to bury the canal must be in cooperation with the District. See also Page 26, Trails.
- Page 21 Transportation and Public Facility Improvements. Line 8 references Canal Blvd. access along the east side. The District is concerned that the Pilot Butte Canal is closely paralleled by Canal Blvd. to the west of the canal. As noted above, expansion of Canal Blvd. and crossings over the canal may be restricted or precluded by COID's operational requirements and ACOE restrictions.
- Page 29 Storm Water System. As noted above, ACOE jurisdiction governs how storm water may be drained in or near the Pilot Butte Canal. A note to this effect in this section would be helpful for clarification. "COID's Pilot Butte Canal may not receive any water from such sources, and no work in the vicinity of the canal may be undertaken without COID approval."
- Page 31 Community Resources. See notes regarding public amenities above. Also, it would be helpful to add that the canals are also being protected to be kept clean and free of impurities in compliance with state and federal law.
- Page 34-35 Water Resources. The canals, laterals and sublaterals are governed by COID. State and federal regulations govern the canals as noted above. The Deschutes County Comprehensive Plan reference may be deleted. These are not natural water features. The canals are environmentally protected waterways of the U.S. and are under jurisdiction of COID and the ACOE. Laterals and sublaterals are governed by COID and the Oregon Water Resources Department.

City Council Recommended Revisions

- _____

Fiscal Impact:

Adopting these Comprehensive Plan amendments, including the revised NAP and HAP, will not have any direct fiscal impacts.

Alternative Courses of Action:

1. Adopt the NAP and HAP and related Comprehensive Plan amendments, and Planning Commission's recommended revisions.
2. Adopt the NAP and HAP and related Comprehensive Plan amendments, with revised Planning Commission's recommended changes.
3. Send the NAP and HAP and related Comprehensive Plan amendments back to the Planning Commission for additional review or revisions.
4. Continue the public hearing until the Redmond School District has secured a site sufficient to meet its needs in the northwest planning area.

Recommendation/Suggested Motion:

If the Redmond School District has secured a site in the northwest planning area to meet its future needs, then the following motions are recommended.

"I move to have a first and second reading of Ord. #2007-___, by title only, with the revisions included in the staff report."

"I move to have a first and second reading of Ord. #2007-___, by title only, with the revisions included in the staff report."

If the Redmond School District has not secured a site, then the following motion is recommended.

"I move to continue the public hearing on the NAP and HAP and related Comprehensive Plan amendments to September 11, 2007."

Nick Lelack
Planning Manager



City of Redmond

Findings of Compliance with State and Local Land Use Planning Requirements For: The Highway Area Plan (HAP) and Related Comprehensive Plan Text and Map Amendments

Prepared for:

City of Redmond
716 SW Evergreen Ave.
Redmond, OR 97756



Prepared by:



Angelo Planning Group
921 SW Washington, Suite 468
Portland, Oregon 97205

June 2007

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III. Conformance With County Comprehensive Plan

IV. Conformance With City Comprehensive Plan

I. INTRODUCTION

The City of Redmond added more than 2,300 acres of “urbanizable” land to its Urban Growth Boundary in July, 2006 but did not complete land use planning steps for that land. It adopted an area planning program to provide property owners and the city a process for completing the planning steps. The Highway Area Plan (HAP) is one of the first such plans to be developed through that process. The area plan sets forth a land use concept, plan designations, and related public facilities and amenities for the area. The findings in this report document compliance with state and local land use planning requirements or, where full compliance cannot be demonstrated, outline the steps remaining to secure full compliance. These findings are offered into the hearing record in support of the City of Redmond’s legislative land use decision related to the HAP adoption as a component of the city’s Comprehensive Land Use Plan.

II. CONFORMANCE WITH STATEWIDE LAND USE PLANNING GOALS AND RELATED ADMINISTRATIVE RULES FOR THE HIGHWAY AREA PLAN (TEXT AMENDMENTS)

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:

The NAP and HAP planning process incorporated an extensive citizen participation program. Project staff held 10 meetings over the course of the project, followed by two public hearings. Details of these meetings and presentation materials are available on the city's Community Development Department web page at:

http://www.ci.redmond.or.us/Departments/Community_Development/.http://www.ci.redmond.or.us/internet/community-development.html.

A Project Advisory Committee (PAC) was formed by the City of Redmond in consultation with neighborhood groups, property owners and other citizens. The city worked with these groups to identify participants recommended by city staff, community groups and people who requested they serve on the committee. The PAC included a broad cross-section of nearly 40 interested citizens who represented area property owners, adjacent neighborhoods, housing, environmental and other community interest groups. The PAC met four times at key points during the process to provide feedback to city and consultant staff on draft work products, including project objectives, planning alternatives, and draft plans, policies and development standards. PAC meetings were held on September 21, 2006, November 16, 2006, February 20, 2007 and April 12, 2007. The first meeting was held at the Historic Redmond Church; the following meetings were held at the Gregory Middle School in Redmond.

At these meetings, committee members provided input on the plan goals and policies; voted for the preferred land use alternative; guided the location of parks, schools and areas of

higher residential density; and provided input on street standards and circulation. PAC discussion and comments were recorded. PAC meetings were open to the public and were well-attended by committee members and other interested citizens. Public comments were taken following those of the PAC, as time allowed, and were recorded separately. Meetings attendance typically ranged between 40-55 persons. Meeting summaries were produced for each meeting.

A Technical Advisory Committee (TAC) was also created at the outset of the project. Representatives of a variety of public agencies such as the Redmond School District, Oregon Department of Land Conservation and Development, Central Oregon Irrigation District, Oregon Department of Land Conservation and Development, and others met four times during the project. The meeting dates were the same as those listed above for the PAC. TAC members reviewed similar information at each meeting and were asked to provide guidance on planning requirements, project objectives, planning alternatives, and draft plans, policies and development standards. TAC members' discussion and input was recorded in meeting summaries.

The project team conducted two public meetings on October 16, 2007 and March 16, 2007. City staff and consultant coordinated to ensure that adequate public notice was given prior to each meeting. PAC and TAC members were also asked to notify interested persons about the public meetings.

At the first meeting attendees reviewed and commented on the preliminary draft planning alternatives and provided input on the draft plan goals and policies. At the second meeting, members of the public reviewed the proposed draft HAP. They listened to a presentation on the preferred alternative, asked questions and commented on several specific issues via a written comment form, including the co-location of schools and parks. There were multiple opportunities to provide feedback at each meeting, through discussion, and in writing via questionnaires and comment forms. Results of these meetings were presented to the TAC and PAC and incorporated into the area plan.

The project team prepared two project newsletters to provide property owners and other interested parties with information about project objectives and alternatives. Residents were directed to the project website for more information and were notified of upcoming PAC and public meetings. These were sent to all property owners within the planning area, as well as within 100 or more feet of the area boundaries. Several hundred newsletters were sent out in October 2006 and February 2007.

The City used its Web site to provide information about the project throughout the planning process. A project webpage linked from the community development home page, provided draft work products, meeting schedules, materials and summaries, and other key information as well as contact information for project managers.

City staff worked with local news outlets, including *The Bulletin* and radio stations to publicize the project, including schedules for public meeting and opportunities to obtain additional information.

The public involvement efforts for this proposed map amendment were structured to meet the notice and hearing requirements for legislative actions in Article II (Land Use Procedures) of the Redmond Development Code (RDC Sections 8.1100 to 8.1125) and Deschutes County Code, Title 22, Deschutes County Development Procedures Ordinance, Chapter 22.12 - Legislative Procedures.

The following work sessions and public hearings were held at which public testimony was taken were held:

- Joint Planning Commission/City Council Work Session, June 25, 2007
- Planning Commission hearing, July 23, 2007
- City Council hearing, August 14, 2007

The City of Redmond provided notice of these meetings and earlier public information meetings regarding the NAP consistent with city and state public notice requirements. Individual property notices were sent to all property owners within 500 feet of the NAP planning boundary.

April 12, 2007

Newspaper Notice -published April 11, 2007 in the Redmond Spokesman
Property Owner notice-postcards postmarked April 5, 2007

June 25, 2007

Newspaper Notices- published June 13, 2007 & June 20, 2007, in the Redmond Spokesman.
Property Owner notices in envelopes postmarked June 13, 2007.

July 23, 2007

Newspaper Notice - published July 18, 2007 in the Redmond Spokesman
Property Owner Notice - mailed July 16, 2007

August 28, 2007

Newspaper Notice - published August 22, 2007 in the Redmond Spokesman and
August 26, 2007 in the Bend Bulletin
Property Owner Notice – mailed August 17, 2007

Findings:

- The City of Redmond engaged a broad range of citizens in the area planning process, including a 40-member Project Advisory Committee (PAC).
- The City of Redmond ensured two-way communication through the use of newsletters, the city website, written questionnaires and public meetings.
- The City of Redmond held two public meetings with opportunity for both written and verbal comment.
- The City of Redmond engaged citizens during all phases of the project, beginning with identifying existing conditions and project goals through refining the selected alternative.

- The City of Redmond took public comment at the Planning Commission and City Council meeting before adopting the plan.
- The City of Redmond used multiple local media to notice the public prior to public meetings.

Conclusion:

- The City has complied with state requirements for citizen involvement per Statewide Land Use Planning Goal 1.

Goal 2: Land Use Planning

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Response:

Adopting the proposed Highway 97 Area Plan (HAP) follows a series of planning steps taken by the City:

- a) establishing an Urban Reserve Area (URA) for Redmond in 2005;
- b) updating the City's Comprehensive Plan in 2005; and
- c) expanding the City's Urban Growth Boundary (UGB) and adopting related Comprehensive Plan text and map amendments in 2006.

Approval of expansion of the City's UGB was based primarily on technical analysis determining the most reasonable extension of urban services, particularly sewer and transportation.

As part of the UGB expansion process in 2006, the *Redmond Urban Area Framework Plan* ("Framework Plan") was developed through input from the project team, advisory committees, and the public.¹ While not adopted into the City's Comprehensive Land Use Plan, it is referenced in the City's Comprehensive Plan. The *Framework Plan* depicts the general land use and urban form that are recommended for the Redmond Urban Reserve Area and for the unincorporated areas located within the City's UGB. Land uses proposed by the *Framework Plan* in the HAP planning area were primarily left to be determined by future planning processes. The HAP planning area is marked with a gateway at the intersection of Upas and Highway 97. The HAP provides more detail about future land uses, proposing the land use designations in Table 1, which are illustrated in the Land Use Plan Map in Figure 1 of the final report for the HAP, *Highway Area Plan (HAP) Land Use and Public Improvements – April 2007*.² Corresponding City zones are included in Table 1.

Table 1: Proposed City Land Use Designations and Corresponding Zones

Land Use Designation	Zone
Residential 4/Residential Medium Density (RM)	High-Density Residential (R-4)
Residential 5/Residential High Density (RH)	High-Density Residential (R-5)
Mixed-Use Neighborhood (MUN)	Mixed-Use Neighborhood (MUN)
Mixed-Use Employment (MUE)	Mixed-Use Employment (MUE)

¹ The Framework Plan is available from the City of Redmond.

²The NAP is available from the City of Redmond.

Civic/Public Facility (PF)	Public/Civic Uses (PCU)
Open Space (OS)	Open Space and Parks (OSPR)

The size and location of these uses are based on:

- 1) the *Framework Plan*;
- 2) input from the Project Advisory Committee (PAC), a committee of about 40 representatives that met four times during the project;
- 3) input from the Technical Advisory Committee (TAC), a committee of public agency representatives that met several times during the project;
- 4) feedback from the public, particularly during two meetings held to review preliminary planning alternatives and then the draft NAP; and
- 5) land use needs estimated in the *City of Redmond Urbanization Study*, prepared by ECONorthwest and Angelo Planning Group (formerly Angelo Eaton & Associates), 2005.

The part of the HAP planning area east of Highway 97 and north of the city limits is not yet in the UGB. MUE zoning is proposed for this area, although it will need to undergo a UGB amendment before further planning and development can occur there.³

Proposed code language for the MUN and MUE zones is included in the HAP. Establishing these zones responds to the need for decentralizing commercial uses from along the highway and employment from east side of the city as identified in the *Urbanization Study*. The zones reflect the ideas of local centers embodied in the *Framework Plan* and the City's Great Neighborhood Principles. These ideas and principles include local services and employment, civic uses and public space, sustainable development practices, and pedestrian orientation.

However, the proposed land use designations and zones will not be applied to property in the HAP until annexation. Between adoption of the HAP and annexation into the City, properties in the HAP will retain urban holding designations and zones from both the City and Deschutes County. As part of the UGB amendment process, the City and County adopted urban holding (UH-10) zones and the City an urban holding area (UHA) plan designation. These zones and designation allow for continuation of existing rural and agricultural uses, with some limitations on new uses, while preventing parcels from being divided into lots less than 10 acres.

At the time a property owner applies for annexation to the City, which may happen concurrently with submittal of a development application, changes to urban designations and zoning will be considered. During the application for annexation, rezoning and development, property owners must demonstrate compliance with City master planning requirements in Redmond Development Code (RDC) Section 8.0300, with some exceptions.⁴ The application criteria in RDC 8.0300 are based on the City's Great

³ See Figure 1 in the Highway Area Plan, p. 9.

⁴ Per RDC 8.0130(11): *Exception to Master Plan Requirement. Approval of a development plan may be granted without going through a master planning process. This can occur for any parcel that is not designated for housing use in the framework plan provided site approval is secured through a PUD process, unless the land is to be used for a public use, such as for a park or school or some other public facility. Land that lies in an area planned for residential use may only obtain development approval without going through a master planning process when:*
A. The parcel is less than 10 acres in size;

Neighborhood Principles, developed through public workshops in 2006. The criteria and the HAP's compliance with them are summarized in the HAP⁵ and are excerpted below:

- ⌘ *Walkable & Bikeable.* The HAP is designed with an integrated street and trail system that includes separate facilities for bikes and pedestrians, including connections to park, and employment areas; street and trail design features make these facilities feel safe for users.
- ⌘ *Interconnected Streets.* The HAP includes an interconnected street network that adheres to the city's standard block lengths and grid-street pattern and that connects existing neighborhood streets west and south of the planning area with the planned street network.
- ⌘ *Variety of Housing Choices.* Most of the HAP is planned for higher density housing under the city's R-4 and R-5 zones. Developments in the R-4 district over 50 units (approximately 10 acres) must include a mix of housing types. Over one-third of the housing envisioned in the plan is expected to involve developments achieving 10 or more units per acre.
- ⌘ *Diverse Mix of Activities.* In addition to residential areas, the HAP includes a neighborhood park site, a neighborhood commercial center, a mixed use employment center and a planned civic use site (library, fire station, etc).
- ⌘ *Open Spaces.* Public open spaces are planned throughout the area and include a neighborhood park, trail corridors, and signage directing bikes and pedestrians to Dry Canyon and other planned regional trails. Residential developments must include common open space in site plans.
- ⌘ *Canals.* Central Oregon Irrigation Canals (COID) are integrated into the HAP design. Trails are proposed along a canal which crosses the northern portion of the planning area.
- ⌘ *Public Art.* Locations for public art are shown on the plan and include the civic use site and near the Central Park site.
- ⌘ *Scenic Views.* Views are recognized through the predominant east-west orientation of public streets and through the proposed creation of a berm on the west side of Highway 97 that would enhance the view for travelers as they enter this portion of the City.
- ⌘ *Environmentally Friendly Design.* The east-west street orientation is designed to enable development to take advantage of passive and active solar design. Opportunities for "green-street" features to manage storm drainage are incorporated into street cross sections.
- ⌘ *Urban-rural interface.* The HAP is adjacent to an urban reserve area to the east of Highway 97 as well as to the west. The highway serves as a buffer between the HAP and the area to the east. A preliminary land use designation

B. The site development plan conforms with the density guidelines established for the area in the framework plan;

C. The submission includes a local street plan that complies with street spacing and connectivity requirements in the Redmond TSP and showing street connectivity and bike/pedestrian system connectivity to adjacent planned and unplanned residential areas;

D. Significant Goal 5 resources, as defined in Redmond Comprehensive Plan, Chapter 5, are identified and managed in accordance with Redmond's Goal 5 resource protection program.

E. The parcel can be annexed to the City of Redmond.

F. The development application meets all other required elements for one of the City's land use planning approval processes.

⁵ Highway Area Plan, pp. 3-4

has been identified for this area which is compatible with plans for the HAP. More detailed planning in the future will further ensure compatibility. The area to the west is slated for a similar planning effort. Residential land uses in the western portion of the HAP are expected to be compatible with this area. The area to the north of the HAP is outside the city's UGB and is generally vacant, with few issues related to the urban/rural interface anticipated.

- *Integrated Design Elements. Integrating features include the local street network, location of civic, neighborhood center and park uses near higher density residential uses, and proposed site design standards that will support an integrated approach to development of these different elements.*

Findings:

- Approval of expansion of the City's UGB was based primarily on technical analysis determining the most reasonable extension of urban services, particularly sewer and transportation.
- The land uses proposed in the NAP are based on land needs determined in the 2005 *City of Redmond Urbanization Study* and general locations established in the *Redmond Urban Area Framework Plan*.
- The area and location of land uses were refined by input from the Project Team, Project Advisory Committee, Technical Advisory Committee, and the public during a series of meetings in 2006 and 2007.
- The HAP lists City zoning districts that correspond to the proposed land use designations depicted in HAP Figure 1 – Highway 97 Area Plan Land Use Plan.⁶ These zones include existing zones and new proposed zones, the Mixed-Use Neighborhood (MUN) and Mixed-Use Employment (MUE) zones, which were prepared based on need established in the *Urbanization Study* using ideas developed for the *Framework Plan* and the City's Great Neighborhood Principles.
- As part of application for annexation, designation and zoning for urban uses, and development, property owners must comply with City master planning requirements, which implement the City's Great Neighborhood Principles including transportation choices, housing choices, mixture of uses, open space, public spaces, environmentally friendly and integrated design, and transitions between urban and rural development.
- Exemptions from master planning requirements are allowed by Redmond's Development Code (RDC 8.0130(11)), however development will still be subject to planned unit development (PUD) requirements.
- Until application for annexation, rezoning, and development occurs, land in the HAP planning area retains an urban holding land use designation and zoning which allows for continued rural and agricultural uses, with some limitations, and prevents dividing existing lots into lots smaller than 10 acres.

Conclusion:

The City and County have complied with state requirements for land use planning per Statewide Land Use Planning Goal 2.

⁶ Highway Area Plan, p. 9

Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces

To protect natural resources and conserve scenic and historic areas and open spaces.

Response:

Technical studies conducted by OTAK relating to the establishment of the Redmond Urban Reserve Area, along with background information included in the Deschutes County Comprehensive Plan, document that there are no significant Goal 5 resources identified within the NAP planning area.

The stated purpose of the Highway 97 Area Plan (HAP) includes the objective “Identify the potential need for and approximate location of future school and park sites.” (Section 1.2) The HAP was developed to be consistent with, and help implement, the City of Redmond’s Great Neighborhood Principles. These principles include planning for public and private open spaces, the Central Oregon Irrigation District (COID) canals, scenic views, and environmentally friendly that incorporates solar energy and “green streets”.

The planned land use designations identified in Section 2.1.2 of the HAP include 14.22 acres of land zoned OSPR (Open Space and Parks). Primary uses allowed in this zone are parks, trails and natural areas. The HAP includes a four-acre neighborhood park located north of the mixed-use commercial area which contains a playground, play fields, a picnic area, and walking trails.

The portions of the COID canal system located within the HAP boundary are not identified as Goal 5 Resources in the City or County Comprehensive Plans. The HAP Public Facilities Improvements Section includes plans for the development of trails either along side or above the canals that will provide open areas for public use and serve as a connection between residential areas and the neighborhood park. Development of trails along the canal corridor is consistent with the City’s Comprehensive Plan policy number 32 in Chapter 5.

Scenic views of the Cascades and other vistas within the HAP vicinity have been maximized through the east-west orientation of public streets and by the creation of a berm along the west side of Highway 97. The proposed berm is intended to enhance the view for travelers as they enter this area of Redmond.

The Site Design and Development Standards Section of the HAP (Section 2.2) includes amendments to the R-4 and R-5 zones that allow reduced lot sizes in exchange for dedicating public open space. Comprehensive Plan policy language in the HAP includes the following housing policy: “Design residential and mixed-use developments to take advantage of views of the Cascades and other scenic vistas in the planning area.”

In order to develop an additional inventory of natural resources, open spaces, and scenic and historic areas in the HAP planning area, letters were mailed to all property owners in the area asking them to identify potential Goal 5 resources on their property. No resource areas were suggested. The list of Oregon Extant Vertebrates by Physiographic Province (from the 1993 Oregon Wildlife Diversity Plan) was reviewed. Project staff contacted Chris Carey with the

Oregon Department of Fish and Wildlife by phone to confirm that no significant habitat areas for listed species have been identified in the NAP planning area.⁷

The land within the HAP boundary has not been annexed into the City of Redmond. Redmond's Code Section 8.0300 requires that a Master Plan be approved by the City prior to annexation, rezoning and development of that land. As part of the Master Plan process, the applicant must demonstrate that the proposed development includes the following:

- ⌘ Usable open spaces with recreation amenities and integrated and connected greenways throughout the master planned area;
- ⌘ Significant geological features such as rock outcroppings, stands of native trees, and similar features should be preserved and incorporated into the master plan;
- ⌘ If canals are present in the area, the plan should incorporate multi-use trails along both sides of the canal;
- ⌘ Scenic views and corridors of the Cascade Range should be identified and preserved to the greatest degree possible.

Article IV - Site & Design Review Standards of the City of Redmond Development Code requires applicants to identify significant resources on site, including irrigation canals and natural features such as natural drainage ways and rock outcroppings (Section 8.3025). Before land in the HAP planning area can be approved for future development, it will be required to comply with the Article IV standards.

Technical studies conducted by OTK relating to the establishment of the Redmond URA, along with background information included in the Deschutes County Comprehensive Plan, show that there is no significant Goal 5 resource identified within the HAP planning area.

Findings:

- The HAP provides for open space through the development of public parks, trail amenities and private open space.
- Scenic views and corridors have been preserved through the east-west orientation of streets and creation of a berm along Highway 97.
- Prior to annexation and development of land in the HAP planning area, Master Plan approval will be required. Master Plans must demonstrate that the proposed development is consistent with Goal 5 objectives.
- Prior to development of land within the HAP, Site & Design Review standards from the City Development Code will require applicants to identify significant resources on site.
- There are no Goal 5 resources identified within the HAP planning area

Conclusion:

The City and County have complied with state requirements for open space, scenic and historic areas, and natural resources per Statewide Land Use Planning Goal 5.

Goal 6: Air, Water and Land Resource Quality

⁷ DJ Heffernan, personal communication, February 2007

To maintain and improve the quality of the air, water and land resources of the state.

Response:

Technical studies conducted by OTAK relating to the establishment of the Redmond URA, along with background information included in the Deschutes County Comprehensive Plan, show that there are no natural surface water features in the HAP planning area.⁸ Canals found in the area are not designated as resources of concern for water quality. Redmond is not located in a federally designated air quality management area, as reported on the Oregon Department of Environmental Quality website:

<http://www.deq.state.or.us/aq/aqplanning/index.htm#control>.

There are no federal or state designated hazardous waste sites in the HAP planning area. This is based on the Deschutes County Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) database (<http://www.epa.gov/superfund/sites/siteinfo.htm>).

Of Environmental Cleanup Sites reported on Oregon Department of Environmental Quality's website, there were no sites identified in the HAP planning area or on land adjacent to the HAP.⁹ The City of Redmond has implemented a groundwater protection program through its development code and Public Works standards to minimize adverse impacts from urban development on groundwater resources, particularly from the infiltration of stormwater runoff into the ground.¹⁰

Article IV - Site & Design Review Standards of the City of Redmond Development Code requires applicants to identify significant impacts related to air, water or land resources through special studies and investigations (Section 8.3030). Before land within the HAP boundary could be approved for future development, the City could require compliance with these standards.

Findings:

- There are no significant inventoried Goal 6 air, water or land resources in the HAP planning area.
- Prior to development of land within the HAP area, applicants will be required to identify potential impacts to air, water or land resources on site through the Site & Design Review process.

Conclusion:

The City and County have complied with state requirements for air, water and land resources per Statewide Land Use Planning Goal 6.

Goal 7: Areas Subject to Natural Hazards

To protect people and property from natural hazards.

⁸ Deschutes County Comprehensive Plan, Water Resources Element, Section 23.112

⁹ Oregon DEQ Environmental Cleanup Site Information (ECSI) database, April 28, 2006

¹⁰ Redmond Public Works Department Standards and Specifications, 2003, Section 14.2.07(e)

Findings:

- The City and County background maps do not identify land in the HAP planning area as subject to natural hazards.
- Article IV - Site & Design Review Standards of the City of Redmond Development Code requires applicants to identify hazardous conditions on site through special studies and investigations (Section 8.3030). Before land within the HAP boundary could be approved for future development, the City could require compliance with these standards.

Conclusion:

The City and County have complied with state requirements for areas subject to natural hazards per Statewide Land Use Planning Goal 7.

Goal 8: Recreation

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Response:

Public open spaces are planned throughout the HAP and include a neighborhood park, trail corridors, pedestrian trails, and signage directing bikes and pedestrians to Dry Canyon and other planned regional trails.

A Systems Development Charge (SDC) for parks is assessed as part of development in Redmond - \$834 per dwelling unit - so that eventual development in the HAP will help pay for the development of more parks as needed. A neighborhood park is located north of the mixed use commercial area, west of Highway 97. It is approximately 4 acres in size and would include a variety of amenities including some combination of playground equipment, picnicking areas, playing fields and paths and walkways.

The 2007 draft Parks Master plan identified a need for approximately 124 acres of community park land and six neighborhood parks (3-5 acres each) to serve the projected 2030 population. City standards and the draft Parks Master Plan call for neighborhood parks to be located within approximately ½ mile of all city residents. The proposed "Central Park" located in the HAP has been located to meet this guideline, as seen on the neighborhood service area map in the draft Parks Master Plan.

The size of the park is consistent with city standards for both average park size. Approximately 750-1,000 residents are expected to reside in the planning area at buildout. Development of a 3-5 acre parks along with recreational facilities associated with school district facilities will be consistent with city standards for neighborhood parks.

The neighborhood park will be designed, developed and programmed consistent with the city's Parks Master Plan.

The HAP accounts for approximately 5% of the total urbanization area and includes a total of 14.2 acres of neighborhood parks, trails and open spaces.¹¹ It is expected to include an additional open space per the City's requirements that multi-family residential developments and to set aside areas for common open space.¹²

The June 2005 City of Redmond Urbanization Study identified a need of 280.8 gross acres of city parkland and open space to meet the city's land needs through 2024,¹³ based on the Master Plan standard of 2 acres of park per 1,000 residents.¹⁴ Given the HAP is expected to provide housing for about 1,000 residents, the planned 14 acres of public open space exceeds the minimum planning standard.

Generally, the HAP's major trails will parallel canals operated by the Central Oregon Irrigation District (COID). The HAP's primary north-south trail would follow the west side of U.S. 97 between Spruce Avenue and Pershall Way. This trail would meander within a linear park situated between U.S. 97 and a new local street to the west. The trail would lie within close proximity to residential neighborhoods, and connect with an east-west trail proposed in the HAP's northern area (described below).

An east-west trail would either parallel or travel above a COID canal south of Pershall Way. This trail would serve nearby residential areas and provide connections to the proposed Central Park. This trail could also continue west of the HAP to provide a direct non-motorized connection to Dry Canyon. A trail also is proposed along an existing COID canal within the mixed-use area east of U.S. 97.

Findings:

- The neighborhood park planned for the HAP are adequate to meet the needs of HAP residents.
- The HAP is consistent with the city's standard for neighborhood parks within approximately ½ mile of all city residents and for 2 acres of neighborhood parks per 1,000 residents.
- The HAP will add a total of 14.2 acres of park space to the city, contributing to the needed park land identified in the City Urbanization report and exceeding the standard of 2 acres of neighborhood parks per 1,000 residents.
- New trails are planned for the HAP that connect to and build upon the existing trail system.
- Development of specific park and recreational facilities will be consistent with policies guidelines of the City's Park and Recreation Master Plan.

Conclusion:

The City has complied with state requirements for park and recreational needs per Statewide Land Use Planning Goal 8.

¹¹ Highway Area Plan, p. 10

¹² Redmond Development Code, Article IV, Section 8.3035 Design Review Criteria

¹³ Redmond Urbanization Study, p. 6-5 and Table 6-7 on p. 6-8

¹⁴ Personal communication with Chris Doty, Public Works Director

Goal 9: Economic Development:

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Response:

The 2005 Urbanization Study, which served as the basis for the City's UGB amendment in 2006, included an analysis of the City's employment and commercial land inventory. The study found that while the City has a surplus of commercial land, that land is not in the proper designations or locations to foster transportation-efficient development patterns. Employment or "office parks" and neighborhood commercial centers provide a balance to the surplus of land designated for highway and strip commercial uses in the city. The Mixed-Use Employment (MUE) and Mixed-Use Neighborhood (MUN) zones are designed for office park and neighborhood commercial uses, respectively. The HAP planning area includes land designated for MUN zoning.¹⁵ The HAP planning area also includes land designated for MUE zoning.¹⁶ This will help redistribute employment more evenly throughout the city instead of concentrating it on the city's east side. The two new zones will be created upon annexation into the city boundaries.¹⁷

The MUN zone is intended to support surrounding residential neighborhoods by enabling development of small-scale retail and service commercial uses. Commercial uses are intended to be the focus of this district and to offer everyday goods and services to residents of the surrounding neighborhoods. Development within the district shall be oriented to pedestrians and support the use of transportation alternatives. Permitted uses will include general retail, food and beverage, residential services such as dry cleaners and office services (e.g., copying and production).

An analysis of anticipated demand for neighborhood retail and commercial services was prepared for the HAP. The analysis considered total demand for retail services and then backed-out all services except those uses typically found in a neighborhood center. Using that limited range of commercial retail services, the total land area needed to support these services in the HAP is only one to two acres. These uses are located within the proposed neighborhood commercial center along 8th Avenue north of Upas Street. It is buffered on either side by high-density housing and bordered by sidewalks.

The purpose of the MUE district is to provide opportunities for office and limited light industrial employment in close proximity to neighborhoods. The district will promote development of business and office parks with limited supporting retail uses. Permitted uses include office parks, business support services, and light manufacturing/industrial with limited truck traffic

In order to prevent competing with the downtown and other commercial retail service

¹⁵ Highway Area Plan, pp. 14-16

¹⁶ Highway Area Plan, pp. 16-18

¹⁷ See Highway Area Plan, Appendices C and D for more description of the MUN and MUE zones.

districts, the amount of retail in the MUE district will be limited in size and scope.

Land that is designated for mixed use employment is intended to meet general community employment needs and to provide opportunities for people to live and work in relatively close proximity.

The HAP is primarily residential, and the area plan assumes that the majority of residents' commercial needs are met outside the planning area. Allowed uses in the MUN district are intended to support daily needs and not to compete with downtown commercial activity.

Findings:

- The 2006 Framework plan does not address the HAP.
- The acreage of neighborhood commercial land uses are consistent with the square footage of commercial activity the market analysis suggested the HAP residential areas could support.
- The mixed-use neighborhood center will provide small-scale service employment opportunities.
- The mixed-use employment center will serve the entire community and provide employment opportunities in an office park or light industrial setting.
- The mixed-use employment center provides opportunities for residents to live close to their workplace.
- The neighborhood commercial and mixed-use employment land uses in the HAP are appropriate in scale and character for local residents and add to the diversity of employment opportunities in the City of Redmond.

Conclusion:

The City has complied with state requirements for economic development per Statewide Land Use Planning Goal 9.

Goal 10: Housing

Statewide Goal 10 requires cities to “encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density.”

Response:

The HAP achieves this objective by zoning land for a mix of medium and high density housing, to help adjust the overall balance of housing in the city which has been developed predominantly as single-family detached housing. The R-4 and R-5 zones in the HAP allow for a variety of housing types, including single family detached and attached housing, duplexes, tri-plexes and other multi-family units. The amount of land and allowed densities in the planning area will potentially result in development of approximately 415 housing units. The City's Urban Framework Plan did not identify proposed specific land uses for this area but left them “to be determined” as part of a more specific planning process. However, the emphasis on development of housing in this area is consistent with the overall

objective of the Framework Plan, recommendations of members of the PAC, and with Statewide Goal 10.

A number of amendments are being proposed to the R-4 and R-5 zones concurrent with this process, including requirements to develop a mix of housing types for developments over a certain size, density bonus provisions provided in exchange for development of affordable housing, reductions in allowable lot sizes, and minimum density requirements in the R-5 zone. The mix of zoning provided in the HAP will allow for development of housing that is consistent with overall needs for this area and the community as a whole identified by the city. Policies incorporated in this plan and the City's Comprehensive Plan further encourage a variety of strategies to meet the housing needs of residents with a range of incomes and housing needs.

The majority of land within the HAP is designated for medium or high density housing, consistent with the primary purpose of bringing this and other expansion areas into the City's UGB. The Urbanization Report prepared by the City as part of that process indicates that "the primary purpose for the proposed UGB expansion and map amendment is to provide sufficient land for housing." That urbanization housing needs analysis identified a mix of land use designations that would allow for a 60%/40% split of owner/rental housing and a similar split of single-family/multi-family dwellings. The bulk of the land area included in the expansion (over 80%) was identified for future housing. Proposed residential and other land use designations in the HAP are consistent with that approach as shown in the following table. Approximately 75% of land in the HAP is designated for residential development.

Land Use Designation	Acres	Percent
R-4 (Medium density residential)	48.4	59.1%
R-5 (High density residential)	12.6	15.4%
MUN (Mixed use neighborhood)	1.65	2.0%
MUE (Mixed use employment – west of Hwy 97 only)	5	6.1%
OSPR (Open space, parks and recreation)	14.2	17.3%

¹⁸

The HAP provides opportunities for a range of housing types consistent with the Urban Framework Plan in terms of land use designations and types of housing allowed and expected to be developed within them. The Framework Plan assumed development of approximately 1,115 acres of residential land and about 7,200 dwelling units in the entire expansion area. The HAP includes about 61 acres of residential land, accounting for 5% of the residential land in urban expansion area. Given projected housing densities and land use designations proposed for the HAP, an estimated 415 dwelling units are expected to be developed there, accounting for about 6% of the total housing units in the expansion area. Of those units, about 56% are expected to be single family residential units and 44% are expected to be multi-family units. This assumes that about 25% of R-4 land in the HAP is developed for multi-family housing and 50% of R-5 land is developed for such housing.

¹⁸ Highway Area Plan, p. 10

These assumptions are consistent with proposed new requirements for the mix of housing within developments in these zones in the HAP. The following table summarizes these assumptions:

	Residential Land	Total Housing Units	Projected Single-Family Housing Units	Projected Multi-Family Housing Units
Total Urban Expansion Area	1,115	7,239	4,344	2,895
HAP	61	415	202.878	157.25
HAP percent of Total	5%	6%	5%	5%

The table above demonstrates that the number, type and mix of units projected for the HAP is generally consistent with the projections assumed for the urban expansion area as a whole. Projections for the urban expansion area were consistent with an assessment of housing needs for the City of Redmond conducted pursuant to Statewide Goal 10 and administrative rule requirements. The projections for the HAP assume average densities which are consistent with current allowed and/or future proposed minimum densities in each zone.¹⁹

Residential areas within the HAP have been located consistent with goals for the planning area and the community as a whole. These include the following:

- ⌘ Higher density housing is centered around a mixed use neighborhood commercial area, central park and civic uses to maximize access for residents to shopping opportunities and community services.
- ⌘ Higher density housing has been concentrated to some degree along the primary travel route through the neighborhood to enhance opportunities for future transit service in this area.

Project and technical advisory committee members identified the need for affordable housing units in this area, including measures to ensure that affordable units are not concentrated in a single specific geographic area. As noted above, land use plan designations proposed for the planning area will allow for a variety of housing types, including those that are typically more affordable to residents with low and moderate incomes, including duplexes, row houses and apartments. In addition, proposed changes to the City's zoning ordinance will provide for additional opportunities to develop affordable housing and provide for a mix of different types of housing units in each development. Proposed measures include the following:

- ⌘ Allow for a variety of lot sizes within a subdivision by permitting lot dimensions to vary so long as average density meets the standard for the allowed housing types.
- ⌘ Increase maximum densities in the R-5 zone to 24 units per net acre.
- ⌘ Establish a minimum density for the R-5 zone of 10 units per acre.

¹⁹ Highway Area Plan pp. 11-13 and Appendix D

- ⌘ Allow reduced lot sizes (limited to certain dwelling types) in the R-4 zone in exchange for developing affordable housing units.
- ⌘ Adjust minimum lot frontage requirements in both zones by housing type.
- ⌘ Establish requirements for developing a mix of housing types in any subdivision of 50 units or more within the R-4 zone.
- ⌘ Allow townhouses, cluster and cottage developments in the R-5 zone to better meet affordable housing and density targets and encourage a mix of housing types.
- ⌘ Update the City's subdivision and partitioning requirements to ensure that property owners or developers do not use multiple/serial partitions to avoid requirements for developing a mix of housing units within developments of over 50 units.

Findings:

- The HAP includes a majority of land designated for residential use, consistent with the primary urban area expansion objective of providing land needed for housing.
- The HAP provides for a mix of land use designations, consistent with those identified in a housing needs analysis conducted per Statewide Goal 10 and associated administrative rules.
- Land use designations in the HAP provide opportunities for a range of housing types, densities and price ranges, consistent with recommendations in the Urbanization Study and Statewide Goal 10.
- Implementing measures proposed for the HAP are designed to encourage the development of housing affordable for low and moderate income groups.
- Residential land uses in the HAP are located to maximize access to shopping, civic uses and primary transportation facilities.

Conclusion:

- The City has complied with state requirements for housing per Statewide Land Use Planning Goal 10.

Goal 11: Public Facilities and Services

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Response:

Compliance findings related to Goal 11 for the HAP are framed in responses to general goal requirements and also to specific rule requirements in OAR 660-011-000 - Public Facility Planning (PFP). Requirements that are specified in rule are not addressed in the goal compliance section. The goal requirement responses are divided into three sections – Goal requirements, Planning guidelines and Implementation guidelines - as set forth in OAR 660-015-0000(11). The discussion does not address non-applicable goal or rule requirements.

Goal Requirements

Urban Facilities and Services – Refers to key facilities and to appropriate types and levels of at least the following: police protection; sanitary facilities; storm drainage facilities; planning, zoning and subdivision control; health services; recreation facilities and services; energy and communication services; and community governmental services.

Response:

A technical advisory committee (TAC) was established for the HAP planning process. The TAC met four times and discussed a variety of issues including the provision of public facilities. Provision of police protection is addressed indirectly by Joint Management Agreement for the Redmond Unincorporated Growth Area and the Redmond Urban Reserve Area (JMA) between Deschutes County and Redmond. Until annexed, properties in the HAP will receive county police protection. After city annexation, protection will be provided by the City of Redmond. Planning, zoning, and subdivision control is also specified in the JMA prior to and after annexation. Health services, energy and communication services are provided through private companies. That arrangement is not planned differently for the NAP. Water, sewer, and drainage service provision is discussed in the PFP rule section.

There are four public service districts whose boundaries include all or a portion of the NAP. The Redmond Area Parks and Recreation District (RAPRD) boundary overlaps the NAP. This district provides park service to county residents. RAPRD participated in the planning process; the District's Director, Katie Hammer, was a TAC member. By intergovernmental agreement, designed specifically to address service coordination per ORS 195, RAPRD does not cede territory to Redmond after annexation.²⁰ The agreement states that RAPRD will continue to provide park and recreation services in areas annexed to the Redmond UGB. It also states that RAPRD will develop park and recreation facilities in accordance with Redmond's adopted capital improvement plan.²¹ The District stated in TAC meetings that they intend to develop a district master plan after Redmond completes its park master plan update.²²

The Central Oregon Irrigation District (COID) operates an irrigation water canal network through the city. This system delivers irrigation water to district customers within and outside the UGB. A small delivery lateral crosses through the HAP west of US 97. East of US 97, there are two COID laterals in the HAP. This network was mapped during the planning process.

COID was represented on the TAC by the District's General Manager, Steve Johnson. Consultation with Mr. Johnson at TAC meetings and by members of the project team led to a plan to use of the west side COID lateral easement as a trail corridor. Laterals on the east side are planned to be buried in an easement adjacent to North Canal Blvd. COID favored this solution because it conserves water and reduces maintenance costs. This approach is

²⁰ Redmond-Central Oregon Park and Recreation District Urban Service Agreement, May 2004, Section 2

²¹ IBID

²² TAC meeting summary, 11/16/2006

consistent with an intergovernmental agreement between the city and the district.²³ This solution also reduces the size of the public easement for the canal.

The Deschutes County Rural Fire Protection District #1 (Fire District) provides fire services to areas adjacent to and within the Redmond UGB. The Fire District and City have an intergovernmental agreement that specifies land annexed to the City will be withdrawn from the Fire District and responsibility for fire protection will transfer to the City at the time of annexation. The 2002 agreement specifies that after annexation, the City will contract with the District to provide ambulance services after annexation.²⁴

Redmond School District 2-J provides K-12 public education in Redmond and the surrounding area, including all land in Redmond's UGB and urban reserve areas. The district is not classified as rapidly growing and does not have a long-range school facility plan. Consultation with the district occurred through the TAC where School Facilities Manager Doug Snyder represented the District. Mr. Snyder stated in TAC meeting that new school sites would not be needed in the HAP. A separate analysis by Cogan Owens Cogan verified this conclusion.

A. Goal 11 Planning Guidelines

5. A public facility or service should not be provided in an urbanizable area unless there is provision for the coordinated development of all the other urban facilities and services appropriate to that area.

Response:

Deschutes County's Urban Holding zone, which currently applies to all properties in the HAP, has a minimum lot size of 10 acres. Redmond's JMA with Deschutes County requires that urbanizable land must be annexed to the city before they may be designated and zoned for urban use. The JMA also designates responsibility for the preparation of urban service plans to the City.²⁵ Prior to approving urban development, property owners must secure site plan approval per the City of Redmond development code.

The code includes the following site plan development requirements in RDC 8.3025.2 -

o. Location and size of all existing & proposed public utilities, serving the subject property, in and adjacent to the proposed development with the locations shown of:

- (1). Water lines, services, backflow prevention device and meter*
- (2). Sewer lines, manholes, services and cleanouts.*
- (3). Storm drains, facilities and catch basins.*
- (4). Power / phone poles and lines; show whether the lines are overhead or underground.*
- (5). Existing fire hydrants.*

p. The proposed location of:

- (1). Connection to the City water system.*
- (2). Connection to the City sewer system.*

²³ City of Redmond – Central Oregon Irrigation District Intergovernmental Agreement, June 17, 2003

²⁴ City of Redmond – Deschutes County Rural Fire District #1 Urban Service Agreement, 2002

²⁵ City of Redmond and Deschutes County Joint Management Agreement, July 26, 2005, p. 8

- (3). *The proposed method of drainage of the site.*
- (4). *All exterior mechanical equipment or equipment areas.*
- q. *Location of existing canals and laterals including easements and right-of-way.*
- r. *Location of existing drainage on-site.*
- s. *Location of all utility and access easements on the property.*
- t. *Location, size and use of all contemplated and existing public areas within the proposed development.*
- u. *All fire hydrants proposed to be located within the site.*

B. Implementation Guidelines

5. Additional methods and devices for achieving desired types and levels of public facilities and services should include but not be limited to the following: (1) tax incentives and disincentives; (2) land use controls and ordinances; (3) multiple use and joint development practices; (4) fee and less-than-fee acquisition techniques; and (5) enforcement of local health and safety codes.

Response:

A Redmond /COID intergovernmental agreement calls for burying irrigation canals when they pose a potential hazard to adjacent development. The agreement also includes provisions that allow recreational trails and pathways to be constructed within canal easements subject to allowances for COID maintenance vehicle access. Accordingly, the COID lateral on the west side of US 97 is planned as a trail corridor. The COID laterals on the east side of US 97 are planned to be buried.²⁶

Findings:

- The City of Redmond has involved service providers in the planning process for the NAP.
 - The Redmond/Deschutes County JMA resolves most issues regarding the provision of public facilities and services by ceding responsibility for planning and delivery of urban services to the city. This includes all services required to be addressed through a public facility plan (separate findings below) and police services.
- Service agreements for the provision of public facilities and services that comply with ORS 195 requirements for coordination of the delivery of public services are in place related to fire protection and park/recreation services.
- Redmond consulted with the Redmond School District during the planning process.
- The HAP does not alter the existing arrangement for health care, community services, energy, or communication services in the Greater Redmond area.

Conclusion: The HAP meets land use planning requirements and complies with Goal 11 for public facilities and services that are not subject to OAR 660, Division 11.

Public Facility Planning - OAR 660, Division 11

Purpose: ... to aid in achieving the requirements of Goal 11, Public Facilities and Services, ... and implement ORS 197.712(2)(e), which requires that a city or county

²⁶ City of Redmond – Central Oregon Irrigation District Intergovernmental Agreement, June 17, 2003

shall adopt a public facility plan for areas within an urban growth boundary containing a population greater than 2500 persons.

660-011-0010 - The Public Facility Plan

(1) The public facility plan shall contain the following items:

(a) An inventory and general assessment of the condition of all the significant public facility systems which support the land uses designated in the acknowledged comprehensive plan;

Response:

Redmond's existing public facility plan (PFP) includes master plans for the city's water and sanitary sewer systems. The sewer system is covered by two planning documents. The Redmond Waste Water Treatment Plant Facility Plan (Facility Plan) addresses capacity and capital improvements for treating and disposing of sanitary sewage. The Facility Plan addresses planned city expansion to a population of more than 45,000. The city's current population is roughly 27,000. The HAP is expected to house between 1200 and 1300 new residents. This population, when added to the population that can be served through infill development on land already inside the city, is within the available capacity of the WWTP.²⁷

The Redmond Sanitary Sewer System Master Plan addresses capacity and capital improvement needs for collecting and conveying sanitary sewage to the WWTP. The current sewer master plan is being updated in part to provide detailed service plans for areas annexed to the urban growth boundary in August, 2006. The HAP is included in the areas being studied in the master plan update. The land use assumptions being used in the master plan updates reflect the development assumptions set forth in the HAP. The sewer master plan will be completed in the fall of 2007.²⁸

The City is in the process of updating other elements of the public facility plan, including the Water Master Plan. That work is expected to be completed in the fall of 2007. The HAP is included in the areas being studied for the master plan updates. The land use assumptions being used in the water master plan update reflect the development assumptions set forth in the HAP.²⁹

The western part of the HAP was added to the Redmond UGB in August of 2005. At that time, an assessment was made for how water and sewer service could be extended to serve it and all other areas added to the UGB. That analysis demonstrated the need for a new sewer interceptor that would not only serve the HAP but urban reserve areas to the east and south of the existing UGB.³⁰ Plans related to this sewer are being prepared as part of the city's sewer master plan update. An assessment for how water service would be provided to the HAP is being developed as part of the water master plan update. That work is expected to

²⁷ Communication with City Engineer, August, 2007

²⁸ Communication with City Engineer, November, 2006).

²⁹ IBID

³⁰ Water and Sewer Analysis for UGB Expansion, City of Redmond, April 24 2006)

be completed by the fall of 2007.³¹ After those plans are completed, the service plans for the west side of the HAP will be addressed in the city's updated PFP. The east side of the HAP is not yet within the UGB and, therefore, will not be covered by the PFP update.

Redmond does not have a stormwater master plan per se, although a limited stormwater management plan is envisioned to address storm runoff from public streets. The City relies on local street design standards for controlling runoff from public streets and site development standards to address the disposal of storm water for private development.³² No private discharge of stormwater is permitted to a public drainage system. Runoff from developed areas and streets is quickly absorbed in engineered drainage swales or dry wells. At present, there are no public storm drainage facilities in the HAP other than the infiltration ditches that are part of the street system.

The city's transportation needs are integrated into the PFP through the Redmond Transportation System Plan (TSP); see discussion under Goal 12 – Transportation for compliance findings.

(e) Policy statement(s) or urban growth management agreement identifying the provider of each public facility system. If there is more than one provider with the authority to provide the system within the area covered by the public facility plan, then the provider of each project shall be designated;

Response:

The City of Redmond is responsible for coordinating the provision of public facilities in the Redmond UGB. The UGMA between Redmond and Deschutes County specifies that the city has authority to provide the services required by the PFP.³³

Findings:

- The HAP does not include amendments to the Redmond PFP and the existing PFP does not address public facilities for the HAP.
- Public facilities serving the west side of the HAP are being planned through the water and sewer master plan updates while areas on the east side are being planned conceptually.

660-011-0015 Responsibility for Public Facility Plan Preparation

(1) Responsibility for the preparation, adoption and amendment of the public facility plan shall be specified within the urban growth management agreement. If the urban growth management agreement does not make provision for this responsibility, the agreement shall be amended to do so prior to the preparation of the public facility plan.

Response:

The JMA between the City and Redmond and Deschutes County specifies that responsibility for preparing the public facility plan for the Redmond Urban Growth Area rests with the City of Redmond.³⁴

³¹ Communication with Redmond City Engineer.

³² Redmond Development Code Article IV, Section 8.3030

³³ City of Redmond and Deschutes County Joint Management Agreement, July 26, 2005, p. 8

(2) The jurisdiction responsible for the preparation of the public facility plan shall provide for the coordination of such preparation with the city, county, special districts and, as necessary, state and federal agencies and private providers of public facilities.

Response:

The city of Redmond is the primary service provider in the Redmond urban area for municipal water, sewer, and storm drainage. There are two small private water systems in Redmond that service individual subdivisions: Brentwood and South Heights. Neither provides service outside their existing service area and their service areas do not include the HAP. There are no other special districts that have responsibility for identified public facility services.³⁵

660-011-0020 Public Facility Inventory and Determination of Future Facility Projects

(1) The public facility plan shall include an inventory of significant public facility systems. Where the acknowledged comprehensive plan, background document or one or more of the plans or programs listed in OAR 660-011-0010(3) contains such an inventory, that inventory may be incorporated by reference. The inventory shall include:

- (a) Mapped location of the facility or service area;
- (b) Facility capacity or size; and
- (c) General assessment of condition of the facility (e.g., very good, good, fair, poor, very poor).

Response:

The HAP is not served by municipal water or sewer, so no inventory information need be included in the PFP. An assessment of the road network is in the city's existing TSP; the planning area for the TSP extends beyond UGB and includes the expansion area. There are no natural drainage courses, stormwater conveyance channels, or detention facilities in the HAP.

(2) The public facility plan shall identify significant public facility projects which are needed to support the land uses designated in the acknowledged comprehensive plan. The public facility plan shall list the title of the project and describe each public facility project in terms of the type of facility, service area, and facility capacity.

Response:

This information is being prepared for the western part of the HAP through updates to city master plans.

³⁴ IBID

³⁵ IBID

660-011-0025 Timing of Required Public Facilities

(1) The public facilities plan shall include a general estimate of the timing for the planned public facility projects. This timing component of the public facility plan can be met in several ways... The timing of projects may also be tied to specific years.

(2) Given the different methods used to estimate the timing of public facilities, the public facility plan shall identify projects as occurring in either the short term or long term, based on those factors which are related to project development. For those projects designated for development in the short term, the public facility plan shall identify an approximate year for development.

Response:

The proposed extension of water and sewer facilities is dependent on private investment decisions. While the HAP is immediately adjacent to developed urban areas, the new sewer trunk needed to serve the HAP and most of the capacity in that trunk is needed to serve land that is not within the UGB suggests it may be some time before the area develops.

660-011-0040 Date of Submittal of Public Facility Plans

The public facility plan shall be completed, adopted, and submitted by the time of the responsible jurisdiction's periodic review. The public facility plan shall be reviewed under OAR Chapter 660, Division 25, "Periodic Review" with the jurisdiction's comprehensive plan and land use regulations. Portions of public facility plans adopted as part of comprehensive plans prior to the responsible jurisdiction's periodic review will be reviewed pursuant to OAR Chapter 660, Division 18, "Post Acknowledgment Procedures".

Response:

Amendments to the PFP for the western part of the HAP are anticipated in the fall of 2007 when water and sewer master plan updates are completed. These will be adopted legislatively through a post-acknowledgement plan amendment.

Findings:

- Redmond's PFP addresses water and sanitary sewer services.
- Stormwater is not addressed per-se in the PFP because there is no stormwater runoff to manage in Redmond other than technical requirements for ensuring infiltration. Those requirements are outlined in the city's development code.
- The HAP is not covered by the current PFP; updates are in progress that will cover the HAP.
- Redmond's development regulations require that urban development must demonstrate how urban services will be provided to developed property (RDC 8.3030). This affords property owners that are not covered by the PFP the opportunity to amend the PFP regarding how services will be extended to their properties.

Conclusion:

HAP properties will need to wait for the city to complete its 2007 master plan and PFP updates for water and sewer systems to comply with requirements of OAR 660-011-000 or submit a PFP amendment in conjunction with a development application.

Goal 12 Transportation - OAR 660-015-0060(12)

To provide and encourage a safe, convenient and economic transportation system.

Response:

Goal 12 related findings for the HAP are framed in responses to general goal requirements and also to specific rule requirements in OAR 660-012-000 – Transportation Planning Rule (TPR). Goal responses are divided into two sections – Planning guidelines and Implementation guidelines - as outlined in OAR 660-015-0000(12). Goal requirements that are addressed in detail in the TPR are not reviewed in the goal compliance section. The discussion does not address non-applicable goal or rule requirements.

Goal Requirements

A. Planning Guidelines

1. All current area-wide transportation studies and plans should be revised in coordination with local and regional comprehensive plans and submitted to local and regional agencies for review and approval.

Response:

An analysis of the anticipated transportation impacts associated with planned development in the HAP was prepared by DKS Associates. The analysis relied on ODOT's updated traffic model for the Redmond area and ODOT helped load, calibrate, and report the model results. The analysis identified anticipated intersections and road segments where capacity constraints occurred, both within and outside the planning area. The analysis of HAP development impacts were examined concurrently with planned development in the Northwest Area rather than being independently analyzed. The two areas are more than a mile apart. There currently are no direct road connections between the HAP and the NAP, although the Redmond TSP calls for construction of a future arterial connector. Traffic modeling was performed assuming that connection would be in place.³⁶

This limitation notwithstanding, the analysis found no locations in the HAP or the areas surrounding it that could not be mitigated to meet local and state mobility standards.³⁷

2. Transportation systems, to the fullest extent possible, should be planned to utilize existing facilities and rights-of-way within the state provided that such use is not inconsistent with the environmental, energy, land-use, economic or social policies of the state.

Response:

The proposed road network depicted in the HAP follows Redmond's adopted TSP map and policies for extending the city's existing street grid. The major streets in the HAP include

³⁶ Highway Area Plan, Appendix A

³⁷ IBID

Upas Avenue, Pershall Road, 10th Street, and 8th Street. The city's adopted functional classification for Upas Avenue may require widening beyond the road's existing right of way but the alignment is shown to remain in its current location. The plan proposes a bridge for Upas Avenue to cross US 97 and improve local circulation and connectivity in this area. A future bridge is also envisioned at O'Neil Junction (Pershall Road). Access to US Highway 97 would no longer be available at these locations. Access to the highway will be closed and replaced with access via local streets.³⁸

8th Street and 10th Street would provide local access routes to the planned interchange at US 97 and Spruce Avenue. The 8th Street alignment differs somewhat from the local access network in the adopted Interchange Area Management Plan for the northwest side of the highway.³⁹ The reorientation of local access via 8th Street is necessary because the elevated approach to the proposed Upas Avenue bridge cuts off access via 7th Street. This change does not significantly alter the IAMP solution and retains a local access connection for all private property in the area.

B. Implementation Guidelines

1. The number and location of major transportation facilities should conform to applicable state or local land use plans and policies designed to direct urban expansion to areas identified as necessary and suitable for urban development...

Response:

The major transportation facility in the HAP is US 97, to which access is being restricted to one location: the planned interchange at Spruce Avenue. Access to the HAP is provided via local streets from the south (8th and 10th Street) and via Upas Avenue and Pershall Road from east and west. Bridges planned across the highway, especially at Upas Avenue, provide important east/west links from the HAP to Canal Blvd and east side employment areas.⁴⁰

Findings:

- The City of Redmond involved ODOT in the planning process for the HAP.
- The planned local circulation system is compatible with the IAMP for the North Redmond Interchange.
- A traffic impact analysis identified growth related impacts to the area transportation system.
- Street cross section were prepared for the major transportation facilities in the HAP that support the planned land uses.
- Major transportation facilities in the HAP make use of existing road right of way and follow existing alignments.
- Road dimensions and functional amenities are specified for all road types in the plan.

Transportation Planning Rule - OAR 660, Division 12

This division implements Statewide Planning Goal 12 (Transportation) to provide and encourage a safe, convenient and economic transportation system. This division also implements provisions of other statewide planning goals related to transportation

³⁸ Highway Area Plan, p. 9, 21-22

³⁹ North Redmond Interchange Area Management Plan, November, 2006

⁴⁰ Highway Area Plan, p. 21-22

planning in order to plan and develop transportation facilities and services in close coordination with urban and rural development.

660-011-0015 - Preparation and Coordination of Transportation System Plans

(3) Cities and counties shall prepare, adopt and amend local TSPs for lands within their planning jurisdiction in compliance with this division:

(a) Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP;

(b) Where the regional TSP or elements of the state TSP have not been adopted, the city or county shall coordinate the preparation of the local TSP with the regional transportation planning body and ODOT to assure that regional and state transportation needs are accommodated.

Response:

Redmond's existing TSP was most recently updated in 1999.⁴¹ In 2005, Redmond and Deschutes County adopted urban reserve areas (URA) around the perimeter of the UGB. At that time, the city and county amended the TSP map to show planned arterial and collector roads in urban reserve areas, including a planned connection between Pershall Road and Northwest Way through Dry Canyon.⁴² These area roads and state highway corridors are reflected in the HAP.⁴³

The HAP was developed with consultation from a technical advisory committee (TAC) that included ODOT and other transportation service provider representatives.⁴⁴ As noted above, a detailed traffic analysis, which was coordinated with ODOT, was prepared for the HAP. That analysis did not indicate that the planned development in the HAP would have a significant affect on local or state transportation facilities.

Finding:

The lack of an independent traffic analysis for the HAP does not permit a conclusive finding that no significant impacts would occur without completion of recommended mitigation measures for the NAP.

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:

⁴¹ Redmond TSP Update, DEA, Inc. 1999)

⁴² Redmond Transportation System Plan Map, July, 2005

⁴³ Highway Area Plan, p. 20

⁴⁴ Highway Area Plan, title page

HAP chapter 3 is devoted to transportation. It includes policies, street cross sections, a discussion of planned improvements, block patterns, and connectivity to the local and area transportation network.

(2) The TSP shall include the following elements:

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

Response:

The traffic impact analysis for the HAP considered three development scenarios. The “Civic Street” scenario advanced a development pattern that is represented in the final land use plan for the HAP.⁴⁵ The traffic analysis examined the combined traffic impacts for both the NAP and the HAP and presents a series of mitigation measure to remedy traffic related problems. The major problems identified were all related to NAP development and impacts in the OR 126 corridor. No significant effects were identified in the vicinity of the HAP.⁴⁶

(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 HAP calls for a multi modal transportation network. The street pattern is an extension of the city's existing grid and conforms to the city's standard block lengths. Policies require adherence to the grid pattern presented in the plan, require connections to existing streets in adjacent developed areas whenever such connection are possible, and encourage the use of alleys. Local street connections to developed neighborhoods south of the HAP would occur along 8th Street and 10th Street. The 8th Street extension to the south differs from the proposed 7th Street extension that is depicted in the North Redmond Interchange Area Management Plan. The 8th Street extension is necessary because the bridge taper to raise Upas Avenue over the highway obstructs the extension of 7th Street north of Upas.⁴⁷

⁴⁵ Highway Area Plan, Appendix A, p.4

⁴⁶ IBID, p. 10

⁴⁷ Highway Area Plan, p. 22

(c) A public transportation plan which:

(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.

Response:

Redmond does not have transit but the HAP was designed with transit in mind. Street System Policy #6 calls for streets to be designed for future transit use (HAP, p. 19).

(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;

Response:

Sidewalks are shown on all streets and bike lanes are shown on all higher-order streets (HAP, p. 25). Separate multi-use trails are planned adjacent to irrigation canals. Trails link parks with nearby school facilities and a trail map and signage system is planned to direct pedestrians and cyclists to destinations within and outside the neighborhood (HAP, Appendix B).

(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.

Response:

The HAP street policies supplement the City's adopted transportation policies; they apply only to the HAP (HAP, p. 21). The HAP does not include a transportation financing program. The city is updating its TSP. a financing program for the major transportation facilities will be addressed in the TSP update.

Finding:

Amendments to the TSP are not anticipated with adoption of the HAP, leaving final compliance with Goal 12 and the TPR for this part of Redmond's UGB pending adoption of an updated TSP. That work is in progress.

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:

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

(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 proposed land development in the HAP is not expected to worsen the performance of existing and planned transportation system facilities below the adopted standard (DKS Traffic report, p. A-9). The forecast condition is for the end of the planning period (2027).

(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;

(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:

Approval of the HAP does not result in rezoning the land for urban use. Rezoning occurs after annexation to the City of Redmond or after approval of an annexation agreement.⁴⁸ The city of Redmond has adopted land use policies and regulations for determining if incremental development in the HAP will have a significant affect on transportation facilities. Redmond land development regulations require applicants that request rezoning for their property to demonstrate that development enabled by the rezone will not have a significant adverse affect on existing or planned transportation facilities.⁴⁹

Redmond is in the process of updating its TSP. Land use assumptions that are being used in the traffic modeling for the TSP update reflect the planned future condition that is shown in the HAP. ODOT developed the traffic model that is being used to analyze the future condition and helped establish transportation analysis zones for the model. Completion of the TSP update is expected later in 2007.

(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 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.

(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

⁴⁸ Highway Area Plan, Section 2.1.1 and Land Use Policy 1, p. 11

⁴⁹ Redmond Development Code, Article IV, Section 8.0760.5

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.

Response:

Redmond's development regulations call for traffic impact to determine if a zone change will have a significant affect on existing or planned transportation facilities reviewed in consultation with other transportation service providers, including ODOT and Deschutes County. The standards for making the determination in the city code mirror the factors set forth above; they require that a TPR compliance review finding be made for any zone change that may result in additional traffic over the existing zoning, consistent with 660-012-0060.⁵⁰

(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;

Response:

The planned neighborhood mixed use district near the intersection of 8th Street and Upas Avenue encompasses less than 2 acres for neighborhood retail and residential uses.⁵¹ An adjacent mixed use employment district encompasses approximately 10 acres on the west side of the highway and 70 acres east of the highway. The mixed use employment area east of the highway is not yet in Redmond's UGB. The plan's adoption does not designate or rezone any land for urban use. Rezoning may only occur at the time of annexation or after annexation based on an approved annexation agreement. Prior to annexation, the property owner must demonstrate the rezone would not have a significant affect on existing or planned transportation facilities.⁵²

Findings:

- The HAP was prepared in consultation with transportation service providers.
- The transportation elements conform to requirements of the TPR for planned urban areas per OAR 660-012-0020, including an interconnected street grid, block pattern, bike and pedestrian facilities, connectivity to community destinations, and a "transit ready" development pattern and street design.
- Redmond evaluated the affect of the proposed HAP land use plan on area transportation facilities and found the planned uses could be accommodated provided a series of improvements to the transportation system that are listed in the HAP are constructed.

⁵⁰ IBID

⁵¹ Highway Area Plan, p. 10

⁵² Redmond Development Code, Article IV, Section 8.0760.5

- HAP adoption by the City of Redmond does result in rezoning any land for urban use. Rezoning may not take place until after annexation to the City of Redmond.
- Redmond development regulations require that property owners that wish to rezone, even if in accordance with the HAP, must demonstrate that the resulting development will not have a significant affect on existing or planned transportation facilities.
- Redmond’s adopted standards for determining a significant affect conform to definitions and procedures outlined in OAR 660-12-0060.
- Property owners in the HAP have the opportunity to rezone and develop in accordance with the area plan so long as the uses allowed by the rezone are demonstrated not to have a significant affect on transportation facilities.
- Redmond is in the process of updating its TSP. Land use planning assumptions for the HAP are reflected in the traffic model for the TSP update. The TSP update is being coordinated with ODOT, Deschutes County, and other transportation service providers.

Conclusion:

The HAP complies with Goal 12. The plan does not result in an amendment to the Redmond Transportation System Plan; an amendment to the TSP that will include the planned transportation system improvement outlined in the HAP is expected with completion of the updated Redmond TSP. Land use plan designations depicted in the HAP requiring rezoning that may not be approved until after annexation to the City of Redmond. Implementation measures are in place that protect against rezoning that would have a significant adverse effect on existing or planned transportation facilities. HAP adoption may proceed with the understanding that Goal compliance must be determined incrementally as rezoning and development proceeds provided developments mitigate impacts.

Goal 13 Energy Conservation

To conserve energy.

Response:

The HAP emphasizes a mix of land uses in this new neighborhood. The proposed Mixed-Use Neighborhood (MUN) and Mixed-Use Employment (MUE) zones are designed to offer employment opportunities and services so that residents can meet more of their everyday needs within the neighborhood. These zones form the core of the neighborhood center that is surrounded by medium- and high-density housing, a park, and other civic and public uses. The proximity of these uses promotes walking and biking.

This mix of land uses, together with proposed nodes of higher-density development, street cross-sections with wide sidewalks and planting strips, design standards for attractive building facades and streetscapes, and road right-of-way and trail projects, also support walking and biking – and less energy consumption – in the HAP planning area in general.

The efficient use of energy is also being promoted in the proposed orientation of streets that are proposed as part of the HAP. The City’s Development Code already includes rigorous

solar access standards.⁵³ Regular east-west orientation of streets proposed in the HAP planning area combined with terrain sloping gently from north to south maximizes solar access and the availability of passive solar energy.

Findings:

- The mix and proximity of uses, density of uses, building and streetscape design standards, sidewalks, paths and trails proposed as part of the HAP support walking and biking in the community, and reduced energy consumption and reliance on driving.
- Many streets proposed in the HAP planning area are oriented east-west so as to create blocks with maximum solar access.
- Future development in the HAP planning area will be subject to rigorous solar access requirements in the City's existing Development Code.

Conclusion:

The City and Deschutes County have complied with state requirements for energy per Statewide Land Use Planning Goal 13.

Goal 14 Urbanization

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

(2) Orderly and economic provision of public facilities and services;

Response:

The Redmond UGB amendment serves as the foundation for the NAP and HAP. The UGB expansion area was proposed on the north and west sides of Redmond primarily based on the most orderly and economic provision of public facilities and services, particularly sewer. Gravity-flow sewer Line "D", running along the western edge of Redmond, has conveyance and treatment capacity for approximately 1,700 homes. The area is being served by the West Side Sewer Interceptor Project (WSSIP), and the Water Pollution Control Facility (WPCF) on the northern edge of Redmond is being expanded.

The HAP report includes policies and proposed projects for sufficiently and efficiently serving the area with public facilities, with a focus on transportation, water, storm water and sewer, and schools and parks.

Transportation

Transportation policies address the need to integrate the HAP with other City plans, to create an efficient interconnected system, and to create a bicycle and pedestrian system that connects community destinations and provides recreation and a viable transportation option.

⁵³ See RDC 8.0370. The City's Development Code is available from the City and online at: <http://www.ci.redmond.or.us/internet/cdd/planning-division/development-code.html>.

Roadway right-of-way project lists, block layouts, street cross-sections, and a map of proposed and existing trails are all included in the HAP report.⁵⁴

Water and Sewer

HAP policies regarding water and sewer emphasize consistency with updated facility master plans, opportunities for construction of public facilities in advance of or concurrent with development, and the use of “green streets” and natural storm water management to reduce the need for “hard” collection, conveyance, and treatment infrastructure. Sewer and water facilities planning is included in the update of the City’s master plans, currently in progress.

Schools and Parks

Given estimates of school-age children living in the HAP planning area at buildout, it was determined that there were not enough potential students to justify proposing an elementary school site in the area. The HAP planning area does include, however, a large neighborhood park – Central Park – located along a canal and trail corridor and surrounded by medium- and high-density housing. Design of neighborhood parks will receive more detail through the City’s Park and Recreation Master Plan update.

(3) Comparative environmental, energy, economic and social consequences; and

Response:

Environmental and Energy Consequences

Taken together, the proposed mix and density of uses, street cross-sections, new building design standards, and right-of-way and trail projects support walking and biking – and less pollution and energy use – in the HAP planning area. The emphasis of the HAP is to provide a mix of uses within the area. The proposed new Mixed-Use Neighborhood (MUN) and Mixed-Use Employment (MUE) zones are designed to offer employment and services so that residents can meet more of their everyday needs within the neighborhood. These zones are surrounded by medium- and high-density housing and other civic and public uses. The proximity of these uses should promote walking and biking.

Buildings built up to the property line, storefront windows, lighting, landscaping, wide sidewalks, and bike lanes or shared lanes are features of proposed design standards and street cross-sections that will encourage walking and biking in the HAP planning area, particularly the MUN and MUE zones. Canals in the area also provide other walking and biking opportunities. Streets will be encouraged to incorporate “green” elements of natural storm water management that is a benefit to public facilities as well as a more attractive streetside environment.

Trail corridors and landscaping along the west side of Highway 97 and along the northern canal in the HAP planning area will buffer the highway and canal from surrounding development while providing recreation opportunities, transportation options that will allow reduced reliance on driving, and north-south and east-west connections through the HAP planning area.

⁵⁴ Highway Area Plan pp. 21-22, 25-26, and 28

The efficient use of energy is also being promoted through street orientation proposed as part of the HAP. The City's Development Code already includes rigorous solar access standards.⁵⁵ Many streets proposed in the HAP planning area are oriented east-west so as to create blocks with maximum solar access.

Economic Consequences

The HAP is planned to provide significant employment and services to residents in its proposed MUN and MUE zones. The HAP proposes about 1.5 acres to be zoned MUN and about 83.5 acres to be zoned MUE. While consumer services and retail will be more emphasized in the MUN zone, the MUE zone will focus on commercial business parks, offices, and light industrial uses with limited supporting retail uses. With a proposed bridge across Highway 97 on Upas, the NAP planning area will also have improved access to employment on east of the highway in the vicinity of the Redmond Airport.

Social Consequences

The HAP is planned to provide a range of social amenities for the area. Perhaps the most important is a range of housing types and densities that will be permitted and encouraged. This variety of housing is critical in providing affordable housing and a mix of residents that makes for vital neighborhoods.

Hand-in-hand with housing is a park and civic uses to serve residents. Civic and public spaces will include public art, according to NAP policies, intended to support community identity and cohesion. The park and civic uses will all be surrounded by boulevards and trails and medium- and high-density housing, which should be physically oriented toward these uses according to policies in the HAP.

Continuous sidewalks, new design standards for buildings and the streetscape, and trail systems are planned to create connections throughout the HAP planning area and to surrounding areas. These paths and connections provide opportunities for social interaction and public health.

(4) Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB.

Response:

Compatibility with rural and agricultural uses was demonstrated as part of the approved UGB amendment. The part of the HAP planning area inside of the UGB but outside of the city limits will retain its urban holding zoning, which permits any rural and agricultural uses of the underlying zone, until conditions of annexation, planning, and development can be met. The part of the HAP planning area outside of the UGB and the city limits retains its rural zoning until the UGB is amended. For the northern part of the HAP that is adjacent to the existing UGB, the lowest density residential zoning proposed for the planning area is proposed there.

⁵⁵ See RDC 8.0370. The City's Development Code is available from the City and online at: <http://www.ci.redmond.or.us/internet/cdd/planning-division/development-code.html>.

Findings:

- The location of the 2006 Redmond UGB amendment was based largely on the greater suitability and efficiency of serving the west and northwest areas with public facilities, namely sewer.
- The HAP provides policies, designs, and projects guiding the efficient and coordinated provision of facilities and services. This plan and updated public facility master plans will guide the provision of public facilities and services, which will be required as part of approval for annexation, rezoning, and development in the future.
- In terms of environmental and energy consequences, the HAP proposes a mix of land uses that makes efficient use of land and supports walking and biking. Proposed sidewalks and canals with trail corridors and landscaping also provide recreation and transportation opportunities. East-west orientation of the streets to maximize solar exposure also encourages energy efficiency.
- The HAP is planned to provide significant employment and services that is integrated into the neighborhood. Access to other employment on the east side of Redmond will be improved with the construction a new bridge on Upas across Highway 97.
- The social consequences of the HAP include providing a range of housing choices for a range of housing prices, including affordable housing, and a variety of residents; a Central Park, civic spaces and public spaces, with housing oriented toward these spaces; and sidewalks, paths and trails for recreation and transportation that will provide connections east-west and north-south across the planning area.
- The HAP provides a transition between urban and rural uses by retaining urban holding zoning in the new UGB expansion area, which permits rural and agricultural uses of the underlying zone, until approval of annexation, rezoning, and development plans. Rural and agricultural zoning are retained in the part of the HAP area not yet inside the UGB. Lower density housing, of the two residential zones proposed, is also planned for the perimeter of the HAP.

Conclusion:

The City and Deschutes County have complied with state requirements for urbanization per Statewide Land Use Planning Goal 14.

III. CONFORMANCE WITH DESCHUTES COUNTY COMPREHENSIVE PLAN

23.124.020. Goals: Citizen Involvement

A. *To promote and maintain better communication between the community's various segments (i.e., governmental agencies, business groups, special districts and the general public).*

Response:

The citizen involvement process for the HAP, as detailed above under statewide Goal 1, involved each of these groups and facilitated communication between them.

B. *To provide the opportunity for the public to identify issues of concern and encourage their involvement in planning to addresses those issues.*

Response:

Opportunities for public involvement and input are outlined above, under statewide Goal 1.

C. *To serve as a liaison between elected and appointed bodies and citizens of the county.*

Response:

This goal is not relevant to HAP planning.

D. *To provide educational opportunities for the people to learn about planning and how it may be used to assist their community and themselves.*

Response:

The first public meeting included an educational session on neighborhood design principles. Each staff presentation included elements of education about land use planning, urban design or public process.

Chapter 23.80 Natural Hazards

1. *To protect life and property from natural disasters and hazards.*

Findings:

- The City and County background maps do not identify land in the HAP planning area as subject to natural hazards.
- Article IV - Site & Design Review Standards of the City of Redmond Development Code requires applicants to identify hazardous conditions on site through special studies and investigations (Section 8.3030). Before land within the HAP boundary could be approved for future development, the City could require compliance with these standards.

Conclusion:

The City and County have complied with County requirements for areas subject to natural hazards per Chapter 23.80.

Chapter 23.96 Open Spaces, Areas of Special Concern, and Environmental Quality

1. To conserve open spaces and areas of historic, natural, or scenic resources.
2. To maintain and improve the quality of the air, water and land resources of Deschutes County.

Response:

Chapter 23.96 reiterates Statewide Land Use Planning Goals 5 and 6. A discussion of HAP consistency with Goals 5 and 6 is presented in the Statewide Land Use Planning Goals section of this report; that discussion applies here as well. The discussion demonstrates that the HAP complies with the requirements of Goals 5 and 6.

Findings:

- Refer to Statewide Land Use Planning Goal 5 for findings regarding open space and areas of historic, natural or scenic resources in the HAP.
- Refer to Statewide Land Use Planning Goal 6 for findings regarding air, water and land resources in the HAP.

Conclusion:

The City and County have complied with County requirements for open spaces, areas of special concern, and environmental quality per Chapter 23.96.

Chapter 23.108 Historic Resources

1. To preserve and protect historic and cultural resources of Deschutes County.

Findings:

- There are no Goal 5 historic resources identified within in the HAP planning area per the City and County Comprehensive Plans.

Conclusion:

The City and County have complied with County requirements for historic resources per Chapter 23.108.

Chapter 23.112 Water Resources

1. To maintain existing water supplies at present quality and quantity.
2. To improve the efficiency with which water is supplied to meet the growing needs of Deschutes County residents.

Response:

The identified water resources within the HAP planning area are the COID canals that provide irrigation water to end users in the area. The HAP calls for these canal corridors to be converted into public trails, as shown on Figure 3.2 of the HAP. The trails will either run parallel to the canal, or the canal will be relocated to and underground pipeline and the trail will be located above the pipe on the 30-foot public easement. In either case, there will be no change to the function of the canals and they will continue to serve end users in the manner they currently do.

Findings:

- The development of a trail system along the canals as proposed by the HAP will not impact the quality, quantity, or efficiency of the water supply provided by the canals.

Conclusion:

The City and County have complied with County requirements for water resources per Chapter 23.112.

23.72.020. Goals: Recreation

1. To satisfy the recreational needs of the residents of and visitors to Deschutes County.

Response:

As detailed above under statewide Goal 8, the neighborhood park planned for the HAP are intended to provide recreational lands for the residents of the planning area. Neighborhood parks are not intended to accommodate visitors to the county, but do contribute to the county-wide park and recreation system, including the trail network.

2. To maximize utilization of economic and personnel resources through increasing intergovernmental and public-private cooperation in the provision of recreation facilities and services.

Response:

This goal does not apply to the HAP.

3. To provide, concomitant with growth, sufficient uniformly distributed land and facilities for park purposes throughout the County.

Response:

This goal is addressed in detail under statewide Goal 8, above.

23.52.020. Goals: Economy

1. To diversify and improve the economy of the area.

Response:

This goal is discussed in detail under statewide Goal 9, above.

2. To enhance and maintain the existing natural resource, commercial and industrial segments of the local economy.

Response:

The MUE zone in the HAP may create additional opportunities to support these types of economic activities.

23.56.020. Goals: Housing

1. To provide adequate number of housing units at price ranges and rent levels commensurate with the financial capabilities of local households.

Response:

This goal is addressed in detail under statewide Goal 10, above.

2. To allow flexibility of housing location, type and density in Deschutes County.

Response:

This goal is addressed in detail under statewide Goal 10, above.

23.48.020. Goals: Urbanization

1. To provide for an orderly and efficient transition from rural to urban lands.

Response:

Development of the HAP is part of a planning process in Redmond that began with establishing an Urban Reserve Area (URA) and amending the UGB. Location of the UGB amendment was influenced heavily by the ability efficiently provide public services. Please refer to the narrative and findings of Statewide Goals 11 and 14 for further discussion of public services in the HAP planning area.

Following adoption of the HAP, specific applications for annexation, rezoning, and development will need to demonstrate the ability to provide appropriate urban services before urban uses will be approved. In the meantime, City and County urban holding zones and designations apply to the HAP planning area, allowing for continued rural and agricultural uses, with some limitation on new uses, and prohibiting division of lots into parcels less than 10 acres.

2. To assure that planning and implementation of plans in the urban areas are consistent with the best interest of both urban and urbanizing area residents.

Response:

The URA, UGB amendment, and HAP have been developed with participation from City and County stakeholders, ensuring that their interests are represented in these planning efforts. Please refer to narrative and findings for Statewide Goal 1 in this report for more detail about the public involvement measures that have been part of developing the HAP.

3. To retain and enhance the character and quality of the urban areas as growth occurs. To recognize and respect the unusual natural beauty and character of the area.

Response:

The HAP includes proposals for building design standards, clustering of buildings, and designation of open spaces that all contribute to retaining and capitalizing upon the natural

beauty and character of the City. Building design standards, particularly in are intended to emulate traditional neighborhoods and storefronts, orienting the buildings to the street and requiring detailing that should make the buildings distinctive. Clustering development also emulates traditional development, while preserving view sheds and access to the scenic resources around the City. Finally, parks, public space, and corridors along the canals are proposed to allow for enjoying scenic resources and other natural resources that the City has to offer.

Please refer to the narrative and findings of Statewide Goals 2, 5, and 8 for more detail about land use planning, natural resources, and parks and open spaces in the HAP planning area.

4. To provide a sound basis for urbanization by establishing proper relationships between residential, commercial, industrial and open land uses; fostering intergovernmental cooperation; and providing an efficient transportation system.

Response:

The HAP went through a series of urban design exercises held between the Project Team, the Project Advisory Committee, the Technical Advisory Committee, and the public in order to arrive at the mix of residential, commercial, employment, and public uses represented in the HAP land use map. Refer to the narrative and findings of Statewide Goals 1 and 2 for more details about the process and outcomes.

The desired mix of land uses was integrated with a transportation system that provides internal circulation as well as connections to surrounding areas, and supports the use of transportation options. Please refer to the narrative and findings of Statewide Goals 12 and 14 for further discussion about the transportation system and its environmental, energy, and social implications.

5. To retain and enhance desirable existing areas and to revitalize, rehabilitate and redevelop less desirable existing areas; to encourage and promote innovations in development techniques in order to obtain maximum livability and excellence in planning and design for development.

Response:

Development in the HAP planning area will be primarily new construction instead of redevelopment. However, elements of the plan such as block orientation for maximum solar exposure and boulevard street cross-sections with “green streets” or natural storm water management features are among some of the innovations and benefits to livability being proposed.

See narrative and findings for Statewide Goals 12 and 14 for more discussion of the plan’s transportation element and the environmental, energy, and social implications of the plan.

Findings:

- The HAP provides a Land Use Plan map to guide land uses that will be implemented following approval of annexation, rezoning, and development. Approval of

annexation, rezoning, and development will be contingent upon the ability to provide the area with public facilities and services. Plans for public facilities and services are provided in the HAP report and updates of the City's master plans.

- The HAP was developed with participation from City and County stakeholders through a series of advisory committee meetings, public forums, mailings, newsletters, and online media.
- The HAP maintains and enhances the character of the area through a combination of proposed building design standards and designation of open spaces and trail corridors.
- The HAP's urban design is a result of a collaborative process between the project team, advisory committees, and the public. It features a mixture and density of uses that should provide employment, services, transportation options, and opportunities for social interaction for residents. The combination of proposed road projects, connected streets, sidewalks, and trails provide transportation options, local circulation, connections to adjacent areas, and are designed to reduce traffic impacts on Highway 97.

Conclusion:

The City and Deschutes County have complied with urbanization goals and policies from the Deschutes County Comprehensive Plan.

23.64.020. Coordination and implementation of the Transportation System Plan.

1. Goals.

- b. Have an ongoing transportation planning process and maintain a transportation plan that meets the needs of the County and its residents. The transportation plan and facilities of Deschutes County shall be coordinated with the plans and facilities of incorporated cities within Deschutes County, adjacent counties and the State of Oregon.

Response:

The County TSP recognizes arterial and collector roads in HAP (Deschutes County TSP, p. 9). Deschutes County and Redmond jointly developed the urban reserve areas surrounding Redmond, and jointly prepared and adopted the urban growth boundary amendment that brought the highway area into the UGB in July 2006. During that process, Deschutes County adopted right of way protection standards for road corridors identified in the City's TSP as future urban arterial and collector routes (Redmond TSP Map, 2005). Deschutes County and Redmond have an agreement for the transfer of road jurisdiction within the Redmond UGB from the county to the city as annexation of land adjoining county roads occurs (Redmond Road Transfer Agreement, 1998). With these measures in place, the County has ceded planning responsibility for transportation facilities in Redmond's future urban areas to the city.

2. Policies. Deschutes County shall:

- d. Continue to coordinate transportation planning with local, regional and state plans by reviewing any changes to Deschutes County local transportation

- plans, regional transportation plans, the Oregon Transportation Plan and ODOT's State Transportation Improvement Plan (STIP); and
- e. Continue public and interagency involvement in the transportation planning process.

Response:

Deschutes County is participating in the Redmond TSP update. The county and city have representatives on the ODOT Region 4 Central Oregon ACT. The County is afforded the opportunity to review plan amendments prior to adoption by the city and in accordance with provisions in the city/county urban growth management agreement⁵⁶. The county elected to not participate in the HAP development process deferring the planning process to urban service providers, local property owners, and urban area residents.

23.64.030. Arterial and collector roads.

- a. Goal. Establish a transportation system, supportive of a geographically distributed and diversified industrial base, while also providing a safe, efficient network for residential mobility and tourism.

Response:

Under this goal, Deschutes County establishes a list of priority county roadways and improvement projects. No county roadways in the HAP are on the county's priority list. US 97 is on the list for several issues, including congestion relief through downtown Redmond. Construction of the North Redmond interchange and Redmond Reroute will address this concern.

23.64.050. Functional classification.

4. Goal. Deschutes County functional classification goals and policies are as follows: Designate access and land uses appropriate to the function of a given road.
5. Policies.
 - a. Deschutes County shall:
 1. Coordinate the County Transportation System Plan with the transportation system plans of the cities of Bend, Redmond and Sisters. The County shall emphasize continuity in the classification of roads and appropriate design standards for roads that link urban areas with rural areas outside the urban growth boundaries. Prior to the finalization of any UGB amendment, the County and affected city shall agree on the functional classification and design standards of County roads within the proposed UGB area.

Response:

Coordination and protective measures were implemented for county roads listed as future arterial/collector road corridors in the Redmond TSP, including Pershall Road, when Redmond and the county established urban reserve areas in 2005.

Findings:

⁵⁶ City of Redmond and Deschutes County Joint Management Agreement, July 26, 2005

- Transportation planning has been coordinated between Redmond and Deschutes County for the major road corridors in the HAP.
- Measures are in place to protect arterial and collector roads in the HAP from encroachment by interim development.
- Deschutes County's TSP has documented concerns for US 97 through Redmond.
- The local circulation plan in the HAP provides alternative access for properties adjacent to US 97 enabling closure of direct highway access when local roads are constructed.
- Deschutes County is working with the City of Redmond to update the Redmond Area TSP.

Conclusion:

The HAP is consistent with Deschutes County transportation policies and plans.

23.68.020. Public Facility Policies.

1. General.

f. Deschutes County shall coordinate with the cities and other service providers in urban areas to assure that all urban services are provided in an equitable manner and construction phased, based upon the time required to provide the service, the reliability of the service, the financial cost, and the levels of service needed. All services shall be provided consistent with the provisions of all other required services.

Response:

Deschutes County has recognized Redmond as the major service provider in the Redmond UGB (Deschutes County/Redmond UGMA, 2005). Coordination for the delivery of park services and fire protection where special district boundaries overlap future city jurisdiction boundaries is addressed in ORS 195 service coordination agreements. Energy service providers attended Redmond Visioning meeting in the Summer of 2005 and presented general information for how energy services would be expanded in the area (Visioning meeting summary, 2005). Other public facility service providers participated in the NAP planning process, including the school district and Central Oregon Irrigation District.

Conclusion:

HAP complies with County planning requirements.

IV. CONFORMANCE WITH CITY COMPREHENSIVE PLAN

It should be noted that although the HAP addresses many of the city's comprehensive plan goals, not all goals are relevant to the limited area addressed in this plan.

Chapter 1: Citizen Involvement

Response:

The City's Comprehensive Plan goals are identical to those listed in Statewide Planning Goal 1. How the HAP planning process meets this standard is outlined above, under Goal 1: Citizen Involvement.

Chapter 2: Land Use Planning

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Policies:

2. The plan shall be the basis for specific implementation measures. These measures shall be consistent with and adequate to carry out the plans. Each plan and related implementation measure shall be coordinated with the plans of affected governments.
4. Opportunities shall be provided for review and comment by citizens and affected governmental units during preparation, review and revisions of plans and implementing ordinances
5. To provide a sound basis for orderly and efficient urbanization by establishing proper relationships between residential, commercial, industrial, public and open land uses, and transportation uses.
6. To provide for a close correlation between the provision of urban services and urban development in order to bring about a more orderly and efficient development pattern, and thereby avoid unnecessary tax burdens and excessive utility costs normally associated with scattered, unrelated development.
7. To provide a safe, coordinated, efficient and effective transportation system to bring about the best relationship between places where people live, work, shop and play.
8. To bring about general overall increase in population density throughout the community in order to facilitate efficient transportation systems as energy conservation factors become more prevalent.

Response:

The HAP provides an intermediate step between generalized framework planning and specific site development plans. The HAP includes implementation tools such as a proposed Land Use Plan map, transportation and public facility project lists and plans, and code amendments.

The HAP went through a series of urban design exercises held between the Project Team, the Project Advisory Committee, the Technical Advisory Committee, and the public in order to arrive at the mix of residential, commercial, employment, and public uses represented in the HAP Land Use Plan map. A large part of the HAP planning area is designated for residential uses and the residential zones proposed in the NAP are primarily the City's high density residential zones. These zones make efficient use of the land and make for more vibrant neighborhood centers and viable transportation options. Please refer to the narrative and findings of Statewide Goals 1 and 2 for more details about the land use planning process and outcomes.

The desired mix of land uses was integrated with a transportation system that provides internal circulation as well as connections to surrounding areas, and supports the use of transportation options. Proposed street cross-sections are designed to support transportation safety in the area. Please refer to the narrative and findings of Statewide Goals 12 and 14 for further discussion about the transportation system and its environmental, energy, and social implications.

Public facilities and services are addressed in the HAP and updates for facility master plans are being completed. Provision of necessary public services will be required as part of annexation agreements and approval of rezoning and development. For further discussion of public facilities, please refer to the narrative and findings for Statewide Goal 11.

Findings:

- The HAP includes a Land Use Plan map, transportation project lists and maps, and proposed code amendments in order to implement the HAP.
- The public, government agencies, and other stakeholders were given opportunities to participate in development of the HAP through advisory committee meetings, public forums, newsletters, mailings, and online media.
- The plan for optimal relationships between residential, commercial, industrial, public and open land uses, and transportation uses is represented in the Land Use Plan map, which was developed as a joint effort between the project team, advisory committees, and members of the public.
- Urban services will be provided according to City public facility master plans as well as to project lists, conceptual plans, and code amendments adopted as part of the HAP. Annexation and development will not be permitted without provision of these urban services. Development patterns following the Land Use Plan are relatively dense for the City of Redmond and will make efficient use of the investment in public facilities and services.
- The transportation system in Redmond includes roadway, sidewalk, and trail/path facilities. These facilities provide viable transportation options and connections throughout the area, between community destinations, as well as to adjacent areas. Street cross-sections proposed in the HAP support safety in the transportation system.

Conclusion:

The City and Deschutes County have complied with City requirements for land use planning per City of Redmond Comprehensive Plan Chapter 2.

Chapter 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

1. To conserve open space and protect natural and scenic resources.
2. To preserve and retain historic structures, areas, sites and cultural resources throughout the city.

Response:

Chapter 5 reiterates Statewide Land Use Planning Goal 5. A discussion of HAP consistency with Goal 5 is presented in the Statewide Land Use Planning Goals section of this report; that discussion applies here as well. The discussion demonstrates that the HAP complies with the requirements of Goals 5.

Findings:

- Refer to Statewide Land Use Planning Goal 5 for findings regarding open space and areas of historic, natural or scenic resources in the HAP.

Trails

32. Canals and the right-of-ways should be recreation linkages for bike paths, hiking and jogging trails throughout the urban area.
33. A trail system should be developed and, wherever possible, interconnect schools, parks and open spaces within the urban area.

Response:

Section 3.1.2.2 of the HAP outlines the plan for providing a multi-use trail system through the planning area that connects residential areas with the neighborhood park. This trail system would connect with existing trails and provide non-motorized access to Dry Canyon. The primary north-south trail would follow the west side of Highway 97 between Spruce Avenue and Pershall Way. The primary east-west trail in the HAP would either run parallel to the existing COID canal, or the canal would be relocated to an underground pipeline and the trail would travel above it.

Findings:

- The HAP includes plans for development of a multi-use trail system within the HAP planning area that connects important elements - such as parks, schools, and other open spaces - both inside and outside the HAP boundary.
- The HAP plans for the development of trails along the canal corridor.

Conclusion:

The City and County have complied with City requirements for open spaces, scenic and historic areas, and natural resources per Chapter 5.

Chapter 6: Air, Water, and Land Resource Quality

1. To maintain and improve the quality of the air, water and land resources of the City.

Findings:

- Refer to Statewide Land Use Planning Goal 6 for findings regarding air, water and land resource quality in the HAP.

Conclusion:

The City and County have complied with City requirements for air, water and land resource quality per Chapter 6.

Chapter 7: Natural Hazards

1. To protect life and property from natural disasters and hazards.

Findings:

- The City and County background maps do not identify land in the HAP planning area as subject to natural hazards.
- Article IV - Site & Design Review Standards of the City of Redmond Development Code requires applicants to identify hazardous conditions on site through special studies and investigations (Section 8.3030). Before land within the HAP boundary could be approved for future development, the City could require compliance with these standards.

Conclusion:

The City and County have complied with City requirements for areas subject to natural hazards per Chapter 7.

Chapter 8: Recreational Needs

Goals:

The Redmond Urban Growth Boundary park system should enhance the livability in the Redmond UGB by:

1. Providing quality green spaces, natural areas, and recreation sites for passive and active recreation through public and private park land throughout the community.
2. Neighborhood park, or park site, should be provided within one-half mile of every home.
3. Establishing a system of trails that are interconnected.
4. Coordinating the development of future park sites with school sites to serve the expanding urban area population.

Response:

As detailed in the responses and findings for statewide Goal 8 above, these goals are met by the HAP which meets the needs of the area's future residents by planning for a neighborhood park and multi-use trails/greenways. The siting of the parks contributes to the city standards of providing neighborhood parks within ½ mile of all households. No school sites are identified in the HAP.

Chapter 9: Economic Development

Goals:

1. Expand, improve and diversify the economy of the Redmond Urban Growth Boundary area while maintaining Redmond's quality of life.

Response:

The neighborhood commercial, office park and light industrial uses planned for the HAP will contribute to the diversity of Redmond's economy by new employment opportunities and adding to the diversity of the local economy. This goal is also addressed in the responses to statewide Goal 9 above.

2. Provide family wage employment opportunities for area residents.

Response:

Neighborhood commercial areas could provide opportunities for small business ownership for local residents. Mixed-use employment areas, especially office parks are well-suited to family-wage employers.

3. Retain or create industrial, office, professional services, technology, medical, tourism, retail and other jobs through expansion and retention of existing businesses and recruitment of new businesses.

Response:

The MUE zone will provide additional opportunity for the city to recruit these types of businesses.

4. Improve the appearance of the community's employment districts, particularly along Highways 97 and 126, the Downtown, central east side industrial areas, and the Airport/Fairgrounds area.

Response:

The HAP addresses the appearance of Highway 97 by creating a green buffer between it and the adjacent employment/residential uses. This will improve the appearance of the employment zone while mitigating the impacts from the nearby highway.

5. Allow mixed used employment and commercial uses in outlying areas of the community as neighborhood centers to provide opportunities for citizens to reside near employment and service destinations.

Response:

The creation and implementation of the MUN and MUE meets this goal, as addressed in more detail in the response to and findings for Goal 9, above.

6. Provide for an attractive, interesting, and convenient downtown as a place to do business, work, shop, reside, visit, socialize, and celebrate the community.

Response:

This goal is not relevant to the HAP.

7. Preserve our historic legacy as reflected in place names, parks, art, buildings and traditions.

This goal can be met within the HAP at the time of development approval.

8. Protect industrial lands from being converted to commercial uses, while allowing limited service commercial uses that directly support industrial areas.

Response:

This goal is not relevant to the HAP.

9. Provide, maintain, and promote the enhancement of state of the art infrastructure, including, but not limited to, transportation systems, sewer, water, natural gas, power, telecommunications and air service to support the commercial and industrial needs of the community.

Response:

This goal is not addressed at the scale of the HAP except as described in findings related to transportation goals and policies.

10. The City and County shall continue to work cooperatively with the State and Federal government and economic development agencies to implement economic development within the Redmond Urban Growth Boundary.

Response:

The new MUE zone creates opportunities for additional economic development within the City of Redmond.

11. Maintain Redmond's favorable employment to housing ratio by taking affirmative steps to ensure that economic development and employment growth keeps pace with population growth, especially for industrial employment.

Response:

The HAP provides additional employment areas that are suited to light industrial uses that are not heavily reliant on truck traffic, as detailed in the response to statewide Goal 9 above.

Chapter 10: Housing

Goals:

1. Provide adequate buildable residential land to meet the projected 20 year housing need.

Response:

Inclusion of the HAP within the city will meet this overall goal per analysis provided in the City's Framework Plan and as described under findings for Statewide Planning Goal 10.

2. Allow for a variety of housing options for all income levels in both existing neighborhoods and new residential areas that match the changing demographics and lifestyles of Redmond residents.

Response:

The HAP provides for a variety of housing options in all income levels as described under findings for Statewide Planning Goal 10.

3. Establish residential neighborhoods that are safe, convenient, and attractive places to live, which are located close to schools, services, parks, shopping and employment centers.

Response:

Residential development within the HAP is located in close proximity to a future mixed use neighborhood center that will provide commercial shopping and other opportunities. Housing also is located within close proximity to a central park, trails, open spaces and other civic uses. Existing and new urban design standards for the city as a whole and this area specifically will provide opportunities to create safe, attractive places for future neighborhood residents.

4. Disperse housing for the elderly, disabled, developmentally challenged and low income citizens of the community throughout Redmond's residential neighborhoods which are close to schools, services, parks, shopping and employment centers rather than concentrating these dwellings in areas.

Response:

City-wide policies and zoning ordinance provisions help meet this goal. In addition, affordable and mixed housing policies, zoning designations and strategies proposed for the HAP also would contribute to achieving it.

5. Provide a broad range of accessible and affordable housing. (Affordable housing means housing for which persons or families pay 30 percent or less of their gross income for housing, including necessary and essential utilities. Oregon Revised Statute 456.055)

Response:

The HAP provides for a variety of housing options in all income levels, including those with low and moderate incomes as described under findings for Statewide Planning Goal 10.

6. Provide for higher densities in proximity to schools, services, parks, shopping, employment centers, and public transit.

Response:

Higher density areas within the HAP are located directly adjacent to commercial shopping areas, parks and other civic uses.

7. Strive to meet the needed housing mix of 60% single-family housing types and 40% multiple family housing types as a long-range target, and an average residential density of 7.5 dwelling units per net acre, or 5.9 dwelling units per gross acre over the 20-year planning period between 2005 and 2025.

Response:

Land is zoned within the HAP to allow for the 60%/40% split. Proposed new requirements would strengthen these opportunities by requiring a certain percentage of land in developments of 50 or more units include a minimum percentage of non-single-family residential development, which would result in a single-family multi-family split of up to 56%/46%.

Policies:

Existing Housing

1. The City shall investigate the status of existing manufactured home parks and determine if additional incentives are needed to ensure that the existing parks can provide opportunities for owners of the manufactured homes or mobile homes located in the Park.

2. The City shall encourage rehabilitation and maintenance of housing in existing neighborhoods to preserve the housing stock and increase the availability of safe and sanitary living units.

3. The City shall take steps to assist lower income home owners with housing maintenance and preservation in order to maintain the viability and affordability of existing housing inventory.

Response:

These policies are not relevant to the HAP as the area is currently undeveloped.

Residential Compatibility

1. New developments in existing residential areas shall be compatible with surrounding developments, including landscaping, visual impact, architectural styles and lighting, and their appearance should enhance the area.

2. Private and public nonresidential uses for the convenience or safety of neighborhood residents should be permitted within residential areas. Such facilities shall be compatible with surrounding developments, and their appearance should enhance the area.

Response:

These policies are addressed by city-wide zoning ordinance provisions. Additional zoning ordinance provisions for mixed use commercial areas in the HAP also achieve these goals through design standards and guidelines for lighting, landscaping and public improvements.

Accessory Dwellings

3. Accessory dwellings to homes, i.e. Granny flats, shall be allowed in new subdivisions and existing neighborhoods.

4. Temporary improvements for medical hardships shall be permitted in residential areas.

Response:

These policies are achieved through city-wide zoning and other ordinance provisions. No additional policies or provisions are needed in the HAP to address them.

Manufactured & Mobile Homes

5. Manufactured homes may be located in mobile home parks, manufactured home subdivisions, or on individual housing lots in subdivisions consistent with state law to allow persons and families a choice of residential products.

6. The City shall establish clear and objective criteria and standards for the placement of a manufactured home on individual lots and for the design of manufactured dwelling parks in areas designated for residential use.

7. The City shall impose reasonable safety and inspection requirements for homes which were not constructed in conformance with the National Manufactured Home Construction and Safety Standards Act of 1974 (as amended).

Response:

These policies are achieved through city-wide zoning and other ordinance provisions. No additional policies or provisions are needed in the HAP to address them.

New Residential Development

8. All residential development should protect, to the greatest extent possible, the physical characteristics of the site relating to soils, slope, erosion, drainage, natural features and vegetation.

Response:

This policy is achieved through city-wide zoning and other ordinance provisions. No additional policies or provisions are needed in the HAP to address them.

9. Multi-modal (multiple transportation options) access for residential developments should be provided internally and to adjacent development.

Response:

The HAP provides for multi-modal street standards with sidewalks on all streets, bike lanes on collector and arterial streets and opportunities for future transit facilities on arterial and collector streets. The HAP also incorporates a separate multi-use paths to enhance connections between housing, commercial areas, parks and other civic uses.

10. Garages should be accessed from alleys where alleys are provided.

Response:

Street standards, block layouts and transportation policies for the HAP support and are consistent with this policy.

11. Residential units should be permitted above or as an incidental use in conjunction with commercial and industrial uses.

Response:

The Mixed Use Neighborhood zone allows for this mixture of uses.

12. New residential developments in areas without an established character or quality should be permitted maximum flexibility in design and housing type consistent with densities and goals and objectives of this Plan, and approved Master Plans

Response:

The HAP provides for this level of flexibility through a mix of zoning designations, proposed zoning ordinance amendments to allow for lot size averaging in subdivisions and provisions to ensure a mix of housing types in larger developments.

Uses Permitted in Residential Areas/Zones

13. Public and semi-public uses and services, parks and schools, should be permitted within residential areas and shall have development standards which recognize the residential character of the neighborhood. Development standards shall be established for such uses that should provide off-street parking and maneuvering, landscaping, access control, sign regulations, design review, and limitations relative to scale and services provided.

Response:

This policy is achieved through city-wide zoning and other ordinance provisions. Additional proposed ordinance amendments for the HAP, as well as proposed locations of parks, schools and civic uses further support this policy and strengthen existing regulations.

14. Golf courses should be permitted in residential areas provided the location, design and operation are compatible with surrounding residential developments and infrastructure impacts are compatible with the Public Facilities Plan.

Response:

This policy is achieved through city-wide zoning and other ordinance provisions. No additional policies or provisions are needed in the HAP to address them.

15. A home occupation shall be permitted within residential areas as an outright use if there is no outward manifestation of the business other than signage permitted by ordinance.

Response:

This policy is achieved through city-wide zoning and other ordinance provisions. No additional policies or provisions are needed in the HAP to address them.

16. A home occupation that displays any outward manifestations of the business shall be subject to conditional use approval.

Response:

This policy is achieved through city-wide zoning and other ordinance provisions. No additional policies or provisions are needed in the HAP to address them.

17. Transit stops shall be permitted within neighborhoods as required by an adopted Transportation System Plan.

Response:

This policy is achieved through city-wide development standards and the City's TSP, which is currently being updated. In addition, street standards developed for arterial and major collector streets in the HAP provide opportunities for use of transit and development of transit facilities.

18. Public and semi-public buildings may be located in residential areas where those services are necessary or desirable. Such facilities should be compatible with their surroundings and set a high standard for quality and design.

Response:

This policy is achieved through city-wide zoning and other ordinance provisions. In addition, the HAP includes land designated for park and civic uses in close proximity to higher density residential areas and mixed use neighborhood commercial uses.

19. New fire stations and police substations may be located in close proximity to residential areas.

Response:

This policy is achieved through city-wide zoning and other ordinance provisions. Police or fire stations could be located within areas designated for civic uses within the HAP. Future development of the area will include consultation with fire and police providers regarding the most appropriate location for these facilities.

20. Schools and parks should be allowed as a conditional use in residential areas of the community to ensure there is adequate buffering between school and park activity areas and nearby dwelling units.

Response:

This policy is achieved through city-wide zoning and other ordinance provisions. In addition, the HAP includes land designated for a park and civic area in close proximity to higher density residential areas and mixed use neighborhood commercial uses. These uses have been located to mutually support each other and avoid adverse impacts among adjacent uses.

21. "Pocket Parks" or "tot lots" shall be incorporated into medium and high density residential subdivisions of twenty-five lots or greater and shall be sized consistent with City guidelines.

Response:

This policy is achieved through city-wide zoning and other ordinance provisions. No additional policies or provisions are needed in the HAP to address them.

Multi - Family Housing Development

22. Designating areas to accommodate multi-family development should be based on compatibility with adjoining land uses.

Response:

Multi-family uses are allowed in R-4 and R-5 zones, both of which are designated within the HAP. They have been located to ensure compatibility among uses. R-5 zones are located near the area's mixed use neighborhood commercial area, along major roadways and are buffered from general residential areas by land designated for R-4 (medium density residential) use.

23. Criteria for the location of multi-family housing shall include proximity to the City core, major transportation corridors, schools, services, parks, shopping, employment centers, and transit corridors.

Response:

Compliance with this policy is addressed under policy 22 above, as well as policies 18 and 20.

24. Higher density neighborhoods should complement the areas in which they are located. Development criteria should include:

- a) Buffering by means of landscaping, fencing or distance from conflicting uses.
- b) Compatibility of design, recognizing the conflicts of mass and height between larger multi-family and mixed use buildings smaller single family houses.
- c) On-site recreation space, such as adequate yard space for residents and play space for children in a distinct area shall be required for all new neighborhoods.
- d) Open space must be used for amenity or recreational purposes. The uses authorized or required for the common open space must be appropriate to the scale and character of the development, considering the size, density, expected population, topography, and the number and type of dwellings to be provided.
- e) Open space must be suitably improved for its intended use, but common open space containing natural features found worthy of preservation may be left undeveloped. The buildings, structures and improvements which are permitted in the common open space must be appropriate to the uses which are authorized.
- f) Multi-modal transportation facilities that provide pedestrian and bicycle users access to parks, schools, mass transit stops and convenience shopping.
- g) The siting of buildings to minimize the visual impact of parking areas from public streets.
- h) Access points for automotive, pedestrian, and bike traffic.
- i) Signage.
- j) Street connectivity.
- k) Traffic impacts.

Response:

This policy is achieved through city-wide zoning and other ordinance provisions. It also is achieved through location of higher density areas adjacent to park and civic uses described under policies 18, 20, 22 and 23. The transportation network in the HAP has been designed to provide multi-modal opportunities, access and street connectivity for residents of higher density areas as described under policies 9 and 17.

Affordable Housing

25. The City should encourage subsidized housing to be located at a variety of locations within city limits.

Response:

Policies in the HAP and the location of areas zoned for higher density residential uses are consistent with and supportive of this policy.

26. The City and the County should participate with Housing Works, COCAAN and/or other public, private, or non-profit organizations in the development of a regional housing plan to address issues and to establish programs which address housing affordability, density, home ownership, neighborhoods and location.

Response:

Policies and implementation strategies in the HAP support this policy.

27. Affordable housing should be permitted closer to schools, services, parks, shopping, employment centers or transit facilities.

Response:

This policy is addressed in the findings related to policy 22 and the overall housing goals (1-7).

28. Density bonuses should be considered in new developments if affordable housing is provided.

Response:

The HAP includes proposed new provisions for use of density bonuses in exchange for development of affordable housing in the R-5 and R-4 zones in the HAP or other newly developing areas.

Density

29. Residential zones should allow for a wide variety of compatible housing types and densities.

Response:

This policy is addressed under goals 5 and 7, findings related to Statewide Goal 10 and policies 22, 25, 27 and 28 above.

30. The City and County shall consider providing incentives to develop higher densities of housing.

Response:

This policy is addressed within the findings for policy 28 above. Other policies and implementation strategies in the HAP also support this policy.

31. Interim development that occurs in advance of the availability of municipal water and sewer service shall not inhibit the future development of the land at planned densities. A redevelopment plan shall be required for all residential development on parcels greater than one-acre showing how the property will be redeveloped consistent with planned residential densities once primary urban services are available.

Response:

This policy is supported by city-wide policies and zoning ordinance provisions, as well as policies related to public facilities incorporated in the HAP.

32. The City shall designate an appropriate amount of land in the residential plan designations to meet the housing mix and density identified in the housing needs assessment.

Response:

This policy is addressed under goals 5 and 7, findings related to Statewide Goal 10 and policies 22, 25, 27 and 28 above.

33. The City shall establish the following target density ranges for housing.

Map Label	Designation	Required Density	City Zones
R-L	Single Family Residential	Between 2.0 and 5.0 dwelling units per net acre	R-1, R-2
R-M	Residential Medium	Minimum 4.0 dwelling units per net acre	R-3, R-4
R-H	High Density Residential	Minimum 8.0 dwelling units per net acre.	R-5

This policy is addressed by city-wide zoning ordinance and other regulations. In addition, the HAP proposes the ability to average densities within subdivisions and new minimum densities within the R-4 and R-5 zones to help achieve overall density targets for the city and the HAP.

Chapter 11 – Public Facilities

GOALS

1. To provide for a close correlation between the provisions of urban services and urban

development in order to bring about a more orderly and efficient development pattern, and thereby avoid unnecessary tax burdens and excessive utility costs normally associated with scattered, unrelated development.

3. To provide public and private utility systems - water, sanitary and storm sewer, energy, communications, garbage and recycling - at levels necessary and suitable for existing and proposed uses.

4. High density residential development shall be permitted only in areas where necessary services can be provided.

6. The level of community facilities and services that can be provided shall be a principal factor in planning for various development densities.

Response:

Public facility needs are considered in the HAP. Service providers participated on the TAC. The areas development assumptions are being used to prepare updated master plan for water and sewer to enable development of the planned land uses.

Policies

Funding - All Development

1. The City shall prepare, adopt, and periodically update a long-term Capital Improvements Plan for public facilities for the entire planning period. This Plan shall meet the requirements of Statewide Planning Goal #11.

Response:

HAP development assumptions are being factored into master plan updates for water and sewer to ensure funding is available to build necessary capital facilities. The city's public facility plan (PFP) includes a coordinated list of necessary investments required to serve planned growth. The PFP will be updated later this year.

Development

4. Development within the Redmond UGB shall be subsequent to or concurrent with the provision of an adequate level of public facilities and services.

Response:

HAP adoption does not enable development. Development can only occur after annexation. Annexation agreements and development regulations provide opportunities for the city to ensure public facilities are sized adequately to serve planned development.

Sewer and Water

7. The City of Redmond shall plan to be the eventual provider of community sewer and domestic water services within the Redmond Urban Growth Boundary.

13. Sewer or water service will not be extended to any land for development outside city limits unless such areas are annexed to the City or a Consent to Annex form signed by the owners to receive those services, except as may be agreed by the City and Deschutes County.

14. The City shall coordinate the provision of sewer and/or water service with other providers within the UGB.

Response:

HAP policies require annexation prior to development approval and the extension of water and sewer services (HAP, Chapter 3).

Storm Drainage Facilities

15. Storm drainage facilities such as dry wells, landscaping, retention ponds or storm drains shall be used to control surface drainage.

Response:

HAP policies require annexation prior to development approval. Development approval is subject to site plan review that includes analysis of storm drainage facilities (RDC, 8.03).

Fire Protection

27. Property for future fire station locations should be planned for and purchased in advance in order to save costs of facility zoning construction. Attempts shall be made to combine future stations with other government entities in order to reduce infrastructure and operations costs.

Response:

The city and Deschutes County Rural Fire District have in intergovernmental agreement that addresses the transfer of fire protection responsibility to the city after annexation (IGA). The HAP includes a 3-acre Civic Use site near the intersection of Maple Avenue and 24th Street that provides a location for a fire station.

School District No. 2J

34. Schools which serve students living within the Redmond UGB should be located within the urban growth boundary.

35. Sites for future schools should be acquired well in advance of need.

36. Acquisition of school sites should be coordinated with the City and County to further the joint acquisition and development of park and school sites and to permit the shared use of school and park facilities.

Response:

The HAP assessed demand for school facilities and determined that existing school facilities in the vicinity were adequate to serve the future student population (HAP, Ch 3).

Conclusion:

The HAP complies with city public facility policies and planning requirements.

Chapter 12: Transportation

GOALS

Within the Redmond Urban Growth Boundary an urban area transportation system will be developed which enhances the livability of Redmond and accommodates growth and

development through careful planning and management of existing and future transportation facilities.

3. Identify roadway system needs to serve undeveloped areas so that steps can be taken to preserve rights-of-ways and maintain adequate traffic circulation.

Objectives:

- a) Integrate new arterial and collector routes into the existing city grid system.
- b) Identify improvements to existing policies and standards that address street connectivity and spacing.

Response:

The transportation elements of the HAP identify arterial and collector streets, lay out a street pattern that is an extension of the city's grid system, and use the functional classifications for major streets identified in the Redmond TSP (HAP, Chapter 3). Existing streets are connected to the HAP grid at every possible location (HAP, p.9).

4. Increase the use of alternative travel modes through improved safety and service.

Objectives:

- a) Provide additional sidewalks and improve existing sidewalk pavement for pedestrian safety and access.
- b) Provide additional bicycle routes and plan regular maintenance of existing routes for bicyclist safety and access (per Redmond Bicycle Master Plan).
- c) Provide pedestrian and bicycle access, especially when direct motor vehicle access is not possible.

Response:

The HAP includes a network of off-street trails, on-street bike lanes, and pedestrian facilities. A signage scheme is proposed that is integrated to an area-wide trail network (HAP, Appendix B).

POLICIES

4. Land use decisions shall include a consideration of their impact on existing or planned transportation facilities for all modes.

Response:

The HAP includes a traffic impact analysis that analyzed vehicular traffic impacts at buildout conditions across the city transportation system (HAP, Appendix A). The HAP is designed to promote the use of alternative modes by designing bike and pedestrian facilities into the transportation network, by locating higher density areas close to community destinations like parks and schools and employment districts.

Pedestrian and Bicycle Systems

7. The bike path and canals on the Redmond Urban Area Transportation Plan Map shall be the basis for developing a trail system.

10. The City shall work to acquire and develop a trail system which utilizes Redmond's irrigation canal system.

Response:

Trails and pathways are planned adjacent to the irrigation canals in the HAP.

12. The City and County shall develop safe and convenient bicycle and pedestrian circulation to major activity centers, including the downtown, schools, shopping areas, community centers, parks, open space and other public gathering spots.

Response:

Trails and bikeways link community destinations including the central park with nearby neighborhoods.

15. Bikeways shall be included on all new arterial and major collector streets, except limited access roads, or where equivalent alternative pedestrian circulation is provided within the Urban Growth Boundary. Retrofitting existing arterial and major collector streets with bike lanes shall proceed on a prioritized schedule.

16. Sidewalks shall be included on all new streets except limited access roads or where equivalent alternative pedestrian circulation is provided in the Urban Growth Boundary...

Response:

The HAP street cross sections include sidewalks on all streets and bike lanes on higher order streets.

17. Bikeways and pedestrian access ways shall be designed and constructed to minimize potential conflicts between transportation modes. Design and construction of such facilities should follow the guidelines established by the Oregon Bicycle and Pedestrian Plan.

Response:

The canal trail provides an off-street opportunity for walking and cycling that is accessible to area residents and workers.

Design of Streets

35. Designs for local residential streets should meander where realignment is necessary to save natural features or significant trees.

36. Local residential streets should be designed to discourage through motor vehicle traffic and vehicles moving at excessive speeds.

37. Street standards should permit some local residential streets which move only local traffic to be built to narrower street widths with consideration given for adequate parking.

38. Alleys shall be an option in new residential areas, providing rear access and backyard parking.

Response:

Parking is limited along collector streets. Alley access is encouraged to eliminate driveways from street frontages.

Conclusion:

Adopted plan policies have been adhered to in the preparation of the HAP.

Chapter 13: Energy

Goal:

To conserve energy.

Policies:

1. City of Redmond, Deschutes County and the Department of Transportation shall work together in providing an efficient and adequate transportation network for the Redmond Urban Area.
2. The land planning and site design shall be encourage to position buildings and use of vegetation to maximize effects of the sun and modify the effects of the wind.
3. The use of alternative energy sources such as solar, wind or geothermal should be encouraged.
4. New development is encouraged to utilize the best available energy conservation techniques in new construction.
5. Innovations in design in residential developments that utilize solar, common wall or clustering shall be encouraged.

Response:

The mix of land uses, together with proposed nodes of higher-density development, street cross-sections with wide sidewalks and planting strips, design standards for attractive building facades and streetscapes, and road right-of-way and trail projects, support walking and biking – and less driving and energy consumption – in the HAP planning area in general. Transportation projects proposed in the HAP should provide adequate local circulation that will reduce traffic impacts on Highway 97.

The efficient use of energy is also being promoted in the proposed block layouts proposed as part of the HAP. The City's Development Code (RDC 8.0370) already includes rigorous solar access standards.

Code amendments proposed in conjunction with the HAP also promote higher-density and clustered housing. In subdivision over 50 units, it is proposed that no more than 75% of the housing be permitted to be detached single-family dwellings in the planned R-4 zone and no more than 50% in the planned R-5 zone. The rest of the dwelling units must be duplexes, townhomes, cottages, single-family dwellings with accessory dwelling units, and cluster housing.

Findings:

- The mix, density, and proximity of uses, building and streetscape design standards, sidewalks, paths and trails proposed as part of the HAP support walking and biking and reduced energy consumption and reliance on driving.
- Percentages of clustered and higher-density housing will be required in residential zones planned in the NAP in subdivisions of more than 50 units.

- Future development in the NAP planning area will be subject to solar access requirements in the City's existing Development Code.

Conclusion:

The City and Deschutes County have complied with City requirements for energy per City of Redmond Comprehensive Plan Chapter 13.

Chapter 14: Urbanization

Goals:

To direct development within the Redmond Urban Growth Boundary at urban level densities in a phased and orderly manner, and with the provision of an adequate level of urban services, including but not limited to; public water, sewer and urban streets.

Policies:

10. The Urban Holding Area plan designation may be replaced when the land is annexed and approved for urban development through a master planning process, rezoning or, in limited cases, through a site planning review process (see below).

13. Master plans for areas designated Urban Holding Area (UHA) on the Comprehensive Plan Map shall be prepared for contiguous properties between 10 and 100 acres and must address all of the requirements in 12 above and integrate into existing established, platted or master planned neighborhoods.

17. All Master Plans shall observe and incorporate the Great Neighborhood Principles below. Creative approaches to implementing the principles is encouraged, particularly in ways that respect Redmond's location, climate, topography, geology, culture and history. ...

20. The City will work to achieve the Framework Plan objective to developing "Neighborhood Commercial Centers" located on the City's street network and away from State highway corridors in order to maintain a high degree of mobility within and through the city.

21. Centers shall be designed to be pedestrian and bike friendly with development oriented toward public spaces. Master Plans for centers will include integrated design elements, such as gateway features, street lighting, pedestrian amenities, public areas and other features that enhance each center's character and identity.

22. The City will adopt zoning regulations for centers that allow a mix of employment, commercial services and housing. Centers will feature a well-connected street system to the surrounding neighborhoods.

23. Neighborhoods surrounding centers will provide a variety of housing types and choices with densities gradually increasing as one nears the center.

Response:

The NAP Land Use Plan and report provide clear direction for development of the planning area at urban levels of development, given proposed land use designations and zoning for medium- and high-density housing and mixed-use neighborhood commercial uses. The land

uses, densities, and urban design were developed through a series of meetings between the Project Team, Project Advisory Committee, Technical Advisory Committee, and public described in more detail in the narrative and findings for Statewide Goals 1 and 2. Adequate provision of public services are being planned for the HAP, and these discussions are detailed in the narrative and findings for Statewide Goals 11 and 12.

The HAP planning area, even after adoption of the HAP, will be subject to urban holding designations and zoning until the time of annexation. The urban holding zoning will allow for continued rural and agricultural uses, with some limitation on new uses, while prohibiting parcelization into lots smaller than 10 acres. While elements of the HAP reflect the City's Great Neighborhood Principles, site-specific master plan applications will be required to demonstrate compliance with each principle.

The HAP Land Use Plan map is based on the *Framework Plan* and adds more detail. A neighborhood center is proposed in the HAP that includes high-density housing, a large neighborhood park, mixed-use commercial, mixed-use employment, civic uses, a grid street system, and a trail corridor. HAP policies require housing to be oriented to public spaces. The HAP neighborhood center should serve as a vibrant core to the neighborhood, provide employment and services and transportation options, and reduce the need of residents to travel to the State highways for these purposes.

Proposed code amendments associated with the HAP include the new Mixed-Use Neighborhood (MUN) and Mixed-Use Employment (MUE) zones, which allow for a mix of employment, services, high-density housing, and other uses on a neighborhood scale and with human-scale, traditional design. The residential designations and zones proposed for the HAP would allow for a range of housing types from detached single-family homes to accessory dwelling units, townhomes, and apartments. The highest-density housing is focused in the neighborhood center and around the main neighborhood boulevard in the HAP planning area. Residential zone amendments would support increased density in the HAP planning area.

Findings:

- The HAP planning area will retain its urban holding designation and zoning until land within it is approved for annexation. Under the urban holding designation and zoning, rural and agricultural uses can continue, with some restrictions.
- Master plans and site-specific development plans will be required following adoption of the HAP and following or concurrent with applications for annexation and rezoning. These plans will be required to demonstrate their compliance with the City's Great Neighborhood Principles.
- The HAP Land Use Plan includes a neighborhood center, which features high-density housing, public spaces and uses, and neighborhood commercial uses, connected by a grid street system, sidewalks, and a trail corridor. This center should reduce the need to travel to services and other uses along the State highway system in the City.
- Proposed land use designations and zones include mixed-use zones and high-density residential zones. Code amendments that are proposed in conjunction with the NAP include new Mixed-Use Neighborhood (MUN) and Mixed-Use Employment (MUE)

zones, which allow a mix of employment, services, and housing. Residential zone amendments are proposed that would require higher-density housing in subdivisions over 50 units and offer density bonuses in exchange for providing specified public benefits.

Conclusion:

The City and Deschutes County have complied with City requirements for urbanization per City of Redmond Comprehensive Plan Chapter 14.

US Highway 97 Area Plan

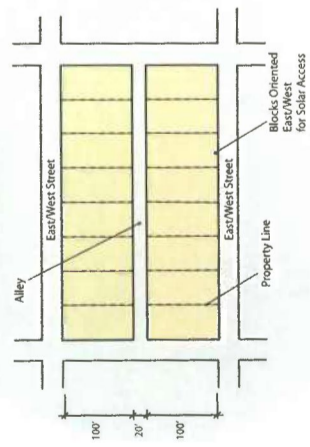
City of Redmond

Development Typologies



Neighborhood Development Principles

Typical Block Layout



Manage stormwater onsite (slotted curbs, bioswales)

Use native vegetation

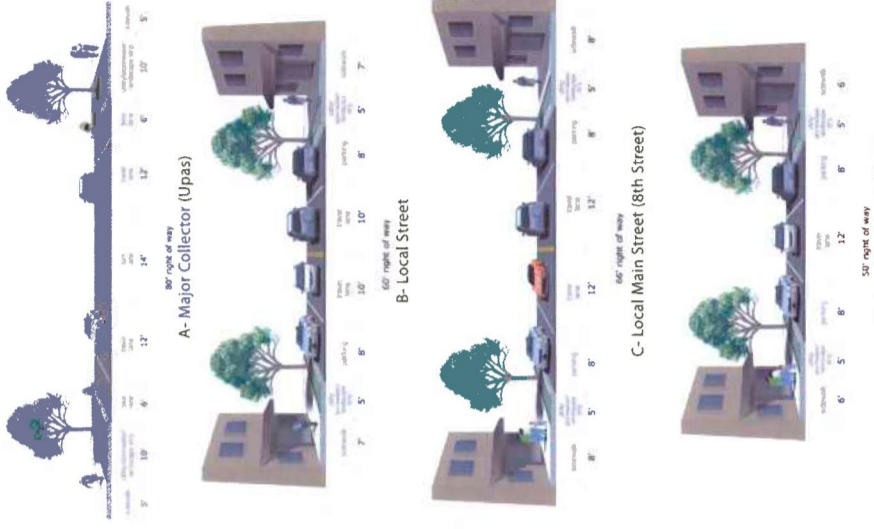


"Green Streets"

Berms as Buffers



Street Cross Sections





City of Redmond

Findings of Compliance with State and Local Land Use Planning Requirements For: The Northwest Area Plan (NAP) and Related Comprehensive Plan Text and Map Amendments

Prepared for:

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August 2007

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IV. Conformance With City Comprehensive Plan

I. INTRODUCTION

The City of Redmond added more than 2,300 acres of “urbanizable” land to its Urban Growth Boundary in July, 2006 but did not complete land use planning steps for that land. It adopted an area planning program to provide property owners and the city a process for completing the planning steps. The Northwest Area Plan (NAP) is one of the first such plans to be developed through that process. The area plan sets forth a land use concept, plan designations, and related public facilities and amenities for the area. The findings in this report document compliance with state and local land use planning requirements or, where full compliance cannot be demonstrated, outline the steps remaining to secure full compliance. These findings are offered into the hearing record in support of the City of Redmond’s legislative land use decision related to the NAP adoption as a component of the city’s Comprehensive Land Use Plan.

II. CONFORMANCE WITH STATEWIDE LAND USE PLANNING GOALS AND RELATED ADMINISTRATIVE RULES FOR THE NORTHWEST AREA PLAN (TEXT AMENDMENTS)

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:

The NAP and HAP planning process incorporated an extensive citizen participation program. Project staff held 10 meetings over the course of the project, followed by two public hearings. Details of these meetings and presentation materials are available on the city's Community Development Department web page at:

http://www.ci.redmond.or.us/Departments/Community_Development/

<http://www.ci.redmond.or.us/internet/community-development.html>

A Project Advisory Committee (PAC) was formed by the City of Redmond in consultation with neighborhood groups, property owners and other citizens. The city worked with these groups to identify participants recommended by city staff, community groups and people who requested they serve on the committee. The PAC included a broad cross-section of nearly 40 interested citizens who represented area property owners, adjacent neighborhoods, housing, environmental and other community interest groups. The PAC met four times at key points during the process to provide feedback to city and consultant staff on draft work products, including project objectives, planning alternatives, and draft plans, policies and development standards. PAC meetings were held on September 21, 2006, November 16, 2006, February 20, 2007 and April 12, 2007. The first meeting was held at the Historic Redmond Church; the following meetings were held at the Gregory Middle School in Redmond.

At these meetings, committee members provided input on the plan goals and policies; voted for the preferred land use alternative; guided the location of parks, schools and areas of higher residential density; and provided input on street standards and circulation. PAC

discussion and comments were recorded PAC meetings were open to the public and were well-attended by committee members and other interested citizens. Public comments were taken following those of the PAC, as time allowed, and were recorded separately. Meeting attendance typically ranged between 40-55 persons. Meeting summaries were produced for each meeting.

A Technical Advisory Committee (TAC) also was created at the outset of the project. Representatives of a variety of public agencies such as the Redmond School District, Oregon Department of Land Conservation and Development, Central Oregon Irrigation District, Oregon Department of Land Conservation and Development, and others met four times during the project. The meeting dates were the same as those listed above for the PAC. TAC members reviewed similar information at each meeting and were asked to provide guidance on planning requirements, project objectives, planning alternatives, and draft plans, policies and development standards. TAC members' discussion and input was recorded in meeting summaries.

The project team conducted two public meetings on October 16, 2007 and March 16, 2007. City staff and consultants coordinated to ensure that adequate public notice was given prior to each meeting. PAC and TAC members were also asked to notify interested persons about the public meetings.

At the first meeting attendees reviewed and commented on the preliminary draft planning alternatives and provided input on the draft plan goals and policies. At the second meeting, members of the public reviewed the proposed draft NAP preferred alternative. They listened to a presentation on the preferred alternative, asked questions and commented on several specific issues using a written comment form. Issues included the location of high density housing, the street design for 27th Avenue and co-location of schools and parks. There were multiple opportunities to provide feedback at each meeting, through discussion, and in writing via questionnaires and comment forms. Results of these meetings were presented to the TAC and PAC and incorporated into the area plan.

The project team prepared two project newsletters to provide property owners and other interested parties with information about project objectives and alternatives. Residents were directed to the project website for more information and were notified of upcoming PAC and public meetings. These were sent to all property owners within the planning area, as well as within 100 or more feet of the area boundaries. Several hundred newsletters were sent out in October 2006 and again in February 2007.

The City used its Web site to provide information about the project throughout the planning process. A project webpage linked from the community development home page, provided draft work products, meeting schedules, materials and summaries, and other key information as well as contact information for project managers.

City staff worked with local news outlets, including The Bulletin and radio stations to publicize the project, including schedules for public meeting and opportunities to obtain additional information.

The public involvement efforts for this proposed map amendment were structured to meet the notice and hearing requirements for legislative actions in Article II (Land Use Procedures) of the Redmond Development Code (RDC Sections 8.1100 to 8.1125) and Deschutes County Code, Title 22, Deschutes County Development Procedures Ordinance, Chapter 22.12 - Legislative Procedures.

The following work sessions and public hearings were held at which public testimony was taken:

- Joint Planning Commission/City Council Work Session, June 25, 2007
- Planning Commission hearing, July 23, 2007
- City Council hearing, August 28, 2007

The City of Redmond provided notice of these meetings and earlier public information meetings regarding the NAP consistent with city and state public notice requirements. Individual property notices were sent to all property owners within 500 feet of the NAP planning boundary.

April 12, 2007

Newspaper Notice -published April 11, 2007 in the Redmond Spokesman
Property Owner notice-postcards postmarked April 5, 2007

June 25, 2007

Newspaper Notices- published June 13, 2007 & June 20, 2007, in the Redmond Spokesman.
Property Owner notices in envelopes postmarked June 13, 2007.

July 23, 2007

Newspaper Notice - published July 18, 2007 in the Redmond Spokesman
Property Owner Notice - mailed July 16, 2007

August 28, 2007

Newspaper Notice - published August 22, 2007 in the Redmond Spokesman and August 26, 2007 in the Bend Bulletin
Property Owner Notice – mailed August 17, 2007

Findings:

- The City of Redmond engaged a broad range of citizens in the area planning process, including a 40-member Project Advisory Committee (PAC).
- The City of Redmond ensured two-way communication through the use of newsletters, the city website, written questionnaires and public meetings.
- The City of Redmond held two public meetings with opportunity for both written and verbal comment.
- The City of Redmond engaged citizens during all phases of the project, beginning with identifying existing conditions and project goals through refining the selected alternative.

- The City of Redmond took public comment at the Planning Commission and City Council meeting before adopting the plan.
- The City of Redmond used multiple local media to notify the public prior to public meetings.

Conclusion:

- The City has complied with state requirements for citizen involvement per Statewide Land Use Planning Goal 1.

Goal 2: Land Use Planning

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Response:

Adopting the proposed Northwest Area Plan (NAP) follows a series of planning steps taken by the City:

- a) establishing an Urban Reserve Area (URA) for Redmond in 2005;
- b) updating the City's Comprehensive Plan in 2005; and
- c) expanding the City's Urban Growth Boundary (UGB) and adopting related Comprehensive Plan text and map amendments in 2006.

Approval of expansion of the City's UGB was based primarily on technical analysis determining the most reasonable extension of urban services, particularly sewer and transportation.

As part of the UGB expansion process in 2006, the *Redmond Urban Area Framework Plan* ("Framework Plan") was developed through input from the Project team, advisory committees, and the public.¹ While not adopted in the City's Comprehensive Land Use Plan, the *Framework Plan* is referenced in the Comprehensive Plan. The *Framework Plan* shows the general land use and urban form that is envisioned for the Redmond Urban Reserve Area and for the unincorporated areas located within the City's UGB. Land uses proposed by the *Framework Plan* for the NAP planning area are primarily medium- and high-density residential, but the area also is marked for an activity center at the intersection of Northwest/27th/Maple and a side-bar note comments on the need for a school/community park site. Using the *Framework Plan* as a base, the NAP proposes specific land use designations for the area, which are illustrated in the Land Use Plan Map in Figure 1 of the final report for the NAP, *Northwest Area Plan (NAP) Land Use and Public Improvements – April 2007*.² Corresponding City zones are included in Table 1.

Table 1: Proposed City Land Use Designations and Corresponding Zones

Land Use Designation	Zone
Residential 3/Residential Medium Density (RM)	Medium-Density Residential (R-3)
Residential 4/Residential Medium Density (RH)	High-Density Residential (R-4)
Residential 5/Residential High Density (RH)	High-Density Residential (R-5)

¹ The Framework Plan is available from the City of Redmond.

² The NAP is available from the City of Redmond.

Mixed-Use Neighborhood (MUN)	Mixed-Use Neighborhood (MUN)
Civic/Public Facility (PF)	Public/Civic Uses (PCU)
Open Space (OS)	Open Space and Parks (OSPR)

The size and location of the proposed land uses and City zones are based on:

- 1) the *Framework Plan*;
- 2) input from the Project Advisory Committee (PAC), a committee of about 40 representatives that met four times during the project;
- 3) input from the Technical Advisory Committee (TAC), a committee of public agency representatives that met several times during the project;
- 4) feedback from the public, particularly during two meetings held to review preliminary planning alternatives and then the draft NAP; and
- 5) land use needs estimated in the *City of Redmond Urbanization Study*, prepared by ECONorthwest and Angelo Planning Group (formerly Angelo Eaton & Associates), June, 2005.³

Proposed code language for the MUN zone is included in the NAP. Establishing this zone responds to the need for decentralizing commercial uses from along the highway as identified in the *Urbanization Study*. This zone reflects the ideas of neighborhood activity centers embodied in the *Framework Plan* and the City's Great Neighborhood Principles. These ideas and principles include local services and employment, civic uses and public space, sustainable development practices, and opportunities for walking and biking.

However, the proposed land use designations and zones will not be applied to property in the NAP until annexation. Between adoption of the NAP and annexation into the City, properties in the NAP will retain urban holding designations and zones from both the City and Deschutes County. As part of the UGB amendment process, the City and County adopted urban holding (UH-10) zones and the City an urban holding area (UHA) plan designation. These zones and designation allow for continuation of existing rural and agricultural uses, with some limitations on new uses, while preventing parcels from being divided into lots less than 10 acres.

At the time a property owner applies for annexation to the City, which may happen concurrently with submittal of a development application, changes to urban designations and zoning will be considered. During the application for annexation, rezoning, and development, property owners must demonstrate compliance with City master planning requirements in Redmond Development Code (RDC) Section 8.0300, with some exceptions.⁴ The application criteria in RDC 8.0300 are based on the City's Great

³ The Urbanization Study is available from the City of Redmond.

⁴ Per RDC 8.0130(11): *Exception to Master Plan Requirement. Approval of a development plan may be granted without going through a master planning process. This can occur for any parcel that is not designated for housing use in the framework plan provided site approval is secured through a PUD process, unless the land is to be used for a public use, such as for a park or school or some other public facility. Land that lies in an area planned for residential use may only obtain development approval without going through a master planning process when:*

A. The parcel is less than 10 acres in size;

B. The site development plan conforms with the density guidelines established for the area in the framework plan;

C. The submission includes a local street plan that complies with street spacing and connectivity requirements in the Redmond TSP and showing street connectivity and bike/pedestrian system connectivity to adjacent planned and unplanned residential areas;

Neighborhood Principles, developed through public workshops in 2006. The application criteria and the NAP's compliance with them are summarized in the NAP⁵ and are excerpted below:

- *Walkable & Bikeable.* The NAP is designed with an integrated street and trail system that includes separate facilities for bikes and pedestrians, including connections to schools, parks, and employment areas; street and trail design features make these facilities feel safe for users.
- *Interconnected Streets.* The NAP includes an interconnected street network that adheres to the city's standard block lengths and grid-street pattern and that connects existing neighborhood streets west and south of the planning area with the planned street network.
- *Variety of Housing Choices.* Most of the NAP is planned for higher density housing under the city's R-4 and R-5 zones. Developments in the R-4 district must include a mix of housing types. Over one-third of the housing envisioned in the plan is expected to involve developments achieving 8 or more units per acre.
- *Diverse Mix of Activities.* In addition to residential areas, the NAP includes two neighborhood park sites, a neighborhood retail service center, a 30-acre school and park site and a planned civic use site (library, fire station, etc).
- *Open Spaces.* Public open spaces are planned throughout the area and include two neighborhood parks, trail corridors, and signage directing bikes and pedestrians to Dry Canyon and other planned regional trails. Residential developments must include common open space in site plans.
- *Canals.* Central Oregon Irrigation Canals (COID) are integrated into the NAP design. Two canals will be relocated in easements dedicated to the district. A third largely will remain in its existing easement. All retain their water delivery capacity and have been planned with multiple use features.
- *Public Art.* Locations for public art are shown on the plan and include the center of two roundabouts, signage and directional elements within recreation trail corridors, and within public areas in the mixed use neighborhood district.
- *Scenic Views.* Views are recognized through the predominant east-west orientation of public streets and especially in the park-block street layout along Larch Avenue that links the commercial district to the neighborhood park near 30th Street. Consideration of scenic views needs to be addressed in site planning.
- *Environmentally Friendly Design.* The east-west street orientation is designed to enable development to take advantage of passive and active solar design. Opportunities for "green-street" features to manage storm drainage are incorporated into street cross sections.

D. Significant Goal 5 resources, as defined in Redmond Comprehensive Plan, Chapter 5, are identified and managed in accordance with Redmond's Goal 5 resource protection program.

E. The parcel can be annexed to the City of Redmond.

F. The development application meets all other required elements for one of the City's land use planning approval processes.

⁵ Northwest Area Plan, pp. 2 – 4.

- *Urban-rural interface. All areas of the NAP are adjacent to urban reserve areas so planned uses on the perimeter are consistent with planned urban expansion. A transition buffer on the plan's eastern boundary using R-3 zoning helps transition existing R-2 zoning near Dry Canyon to planned higher density uses to the west.*
- *Integrated Design Elements. Integrating features include the local street network, location of civic, neighborhood center and park uses near higher density residential uses, and proposed site design standards that will support an integrated approach to development of these different elements. Specific features also include the Larch Avenue park-block design and the boulevard and trail design for 27th Street, which creates a central spine for the entire plan area.*

Findings:

- Approval of expansion of the City's UGB was based primarily on technical analysis determining the most reasonable extension of urban services, particularly sewer and transportation.
- The land uses proposed in the NAP are based on land needs determined in the 2005 *City of Redmond Urbanization Study* and general locations established in the *Redmond Urban Area Framework Plan*.
- The area and location of land uses were refined by input from the Project Team, Project Advisory Committee, Technical Advisory Committee, and the public during a series of meetings in 2006 and 2007.
- The NAP lists City zoning districts that correspond to the proposed land use designations depicted in NAP Figure 1 – Northwest Area Plan Land Use Plan ⁶. These zones include existing zones and a new proposed zone, the Mixed-Use Neighborhood (MUN) zone, which was prepared using ideas developed for the *Framework Plan* and the City's Great Neighborhood Principles.
- As part of application for annexation, designation and zoning for urban uses, and development, property owners must comply with City master planning requirements, which implement the City's Great Neighborhood Principles including transportation choices, housing choices, mixture of uses, open space, public spaces, environmentally friendly and integrated design, and transitions between urban and rural development.
- Exemptions from master planning requirements are allowed by Redmond's Development Code (RDC 8.0130(11)), however development may still be subject to planned unit development (PUD) requirements.
- Until annexation, rezoning, and application for development occurs, land in the NAP planning area retains an urban holding designation and zoning, which allows for continued rural and agricultural uses with some limitations and prevents dividing existing land lots into lots smaller than 10 acres.

Conclusion:

The City and County have complied with state requirements for land use planning per Statewide Land Use Planning Goal 2.

⁶ Northwest Area Plan, pp. 7 and 9

Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces
To protect natural resources and conserve scenic and historic areas and open spaces.

Response:

Technical studies conducted by OTAK relating to the establishment of the Redmond Urban Reserve Area, along with background information included in the Deschutes County Comprehensive Plan, document that there are no significant Goal 5 resources identified within the NAP planning area.⁷

The NAP was developed to be consistent with, and help implement, the City of Redmond's Great Neighborhood Principles. These principles include planning for public and private open spaces, Central Oregon Irrigation District (COID) canals, scenic views, and environmentally friendly design that incorporates solar energy and "green streets".

The planned land use designations include 37.75 acres of land zoned OSPR (Open Space and Parks).⁸ Primary uses allowed in this zone are parks, trails and natural areas. The NAP includes two public parks; one park is located in the north portion of the NAP planning area near 27th and Spruce Avenue, and the other is located at the south end of the planning area near 29th and Larch Avenue. These neighborhood parks are approximately five to seven acres each.

Segments of the COID canal system are located within the NAP boundary. The canals are identified as Goal 5 Resources in the City or County Comprehensive Plans for the purpose of developing recreation trails.⁹ The NAP Public Facilities and Improvements Section includes plans for the development of trails either along side or above the canals that will provide open areas for public use and serve as a connection between residential areas and the neighborhood park. Scenic views of the Cascades and other vistas within the NAP vicinity have been maximized through the east-west orientation of public streets and by the creation of a park block layout along Larch Avenue.

A stated purpose of the NAP includes the objective to "Identify the potential need for and approximate location of future school and park sites".¹⁰ NAP Figure 1 shows a potential future school site at the edge of the plan area and includes the statement "Prior to plan adoption, an approximately 30 acre school site will be identified to serve the plan area".¹¹

⁷ Urban Reserve Area findings presented at the Joint Planning Commission Public Hearing (February 7, 2005) identified one inventoried Goal 5 significant resource property in the proposed urban reserves. The site, known as the Negus Land Fill, is designated Surface Mining (SM) and is located in an eastern portion (E-1) of the proposed urban reserves. The site has been mined for fill material and has served as a primary landfill for northern Deschutes County. The site was identified as a Goal 5 resource because it has approximately 2 million cubic yards of fill material, which is about 26% of the total fill material in the county.

⁸ Northwest Area Plan, p. 9

⁹ Redmond Comprehensive Plan, Policy 5.32, page 13

¹⁰ Northwest Area Plan, p. 2

¹¹ Northwest Area Plan, p. 7

NAP Section 2.2 - Site Design and Development Standards includes the following housing policy: "Design residential and mixed-use developments to take advantage of views of the Cascades and other scenic vistas in the planning area."¹²

In order to develop an additional inventory of natural resources, open spaces, and scenic and historic areas in the NAP planning area, letters were mailed to all property owners in the area asking them to identify potential Goal 5 resources on their property. No resource areas were suggested. The list of Oregon Extant Vertebrates by Physiographic Province (from the 1993 Oregon Wildlife Diversity Plan) was reviewed. Project staff contacted Chris Carey with the Oregon Department of Fish and Wildlife by telephone to confirm that no significant habitat areas for listed species have been identified in the NAP planning area.¹³

The land within the NAP boundary has not been annexed into the City of Redmond. Redmond's Code Section 8.0300 requires that a Master Plan be approved by the City prior to annexation, rezoning and development of that land. As part of the Master Plan process, the applicant must demonstrate that the proposed development includes the following:

- Usable open spaces with recreation amenities and integrated and connected greenways throughout the master planned area;
- Significant geological features such as rock outcroppings, stands of native trees, and similar features should be preserved and incorporated into the master plan;
- If canals are present in the area, the plan should incorporate multi-use trails along both sides of the canal;
- Scenic views and corridors of the Cascade Range should be identified and preserved to the greatest degree possible.

Article IV - Site & Design Review Standards of the City of Redmond Development Code requires applicants to identify significant resources on site, including irrigation canals and natural features such as natural drainage ways and rock outcroppings (Section 8.3025). Before land in the NAP planning area can be approved for future development, it will be required to comply with the Article IV standards.

Findings:

- The NAP provides for open space through the development of public parks, trail amenities and private open space.
- Scenic views and corridors have been preserved through the east-west orientation of streets and the park block pattern of development along Larch Avenue.
- Prior to annexation and development of land in the NAP planning area, Master Plan approval will be required. Master Plans must demonstrate that the proposed development is consistent with Goal 5 objectives.
- Prior to development of land within the NAP, Site & Design Review standards from the City Development Code will require applicants to identify significant resources on site.
- There are no Goal 5 resources identified within the NAP planning area.

¹² Northwest Area Plan, p. 11

¹³ DJ Heffernan, personal communication to ODFW, February 2007

Conclusion:

The City and County have complied with state requirements for open space, scenic and historic areas, and natural resources per Statewide Land Use Planning Goal 5.

Goal 6: Air, Water and Land Resource Quality

To maintain and improve the quality of the air, water and land resources of the state.

Response:

Technical studies conducted by OTAK relating to the establishment of the Redmond URA, along with background information included in the Deschutes County Comprehensive Plan, show that there are no natural surface water features in the NAP planning area.¹⁴ Canals found in the area are not designated as resources of concern for water quality. Redmond is not located in a federally designated air quality management area, as reported on the Oregon Department of Environmental Quality website:

<http://www.deq.state.or.us/aq/aqplanning/index.htm#control>.

There are no federal or state designated hazardous waste sites in the NAP planning area. This is based on the Deschutes County Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) database (<http://www.epa.gov/superfund/sites/siteinfo.htm>).

Of Environmental Cleanup Sites reported on Oregon Department of Environmental Quality's website, there were no sites identified in the NAP planning area or on land adjacent to the NAP.¹⁵ The City of Redmond has implemented a groundwater protection program through its development code and Public Works Standards to minimize adverse impacts from urban development on groundwater resources, particularly from the infiltration of stormwater runoff into the ground.¹⁶

Article IV - Site & Design Review Standards of the City of Redmond Development Code requires applicants to identify significant impacts related to air, water or land resources through special studies and investigations (Section 8.3030). Before land within the NAP boundary could be approved for future development, the City requires compliance with these standards.

Findings:

- There are no significant inventoried air, water or land resources in the NAP planning area.
- Prior to development of land within the NAP area, applicants will be required to identify potential impacts to air, water or land resources on site through the Site & Design Review process.

Conclusion:

¹⁴ Deschutes County Comprehensive Plan, Water Resources Element, Section 23.112

¹⁵ Oregon DEQ Environmental Cleanup Site Information (ECSI) database, April 28, 2006

¹⁶ Redmond Public Works Department Standards and Specifications, 2003, Section 14.2.07(e)

The City and County have complied with state requirements for air, water and land resources per Statewide Land Use Planning Goal 6.

Goal 7: Areas Subject to Natural Hazards
To protect people and property from natural hazards.

Findings:

- The City and County background maps do not identify land in the NAP planning area as subject to natural hazards, including flood hazard, steep slopes, or areas prone to land slides.
- Article IV - Site & Design Review Standards of the City of Redmond Development Code requires applicants to identify hazardous conditions on site through special studies and investigations (Section 8.3030). In the unlikely event a hazard is identified, the City will require compliance with these standards before development can be approved.

Conclusion:

The City and County have complied with state requirements for areas subject to natural hazards per Statewide Land Use Planning Goal 7.

Goal 8: Recreation

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Response:

Public open spaces are planned throughout the NAP and include two neighborhood parks, trail corridors, and signage directing bikes and pedestrians to Dry Canyon and other planned regional trails.

A Systems Development Charge (SDC) for parks is assessed as part of development in Redmond - \$834 per dwelling unit - so that eventual development in the NAP will help pay for the development of new parks as needed. The NAP planning area includes two proposed neighborhood parks, each approximately 3-5 acres in size. Neighborhood parks typically include amenities such as playground equipment, picnicking areas, one or more playing fields and other recreational elements.

The 2007 draft Parks Master plan identifies a need for approximately 124 acres of community park land and six neighborhood parks (3-5 acres each) to serve the projected 2030 population. City standards and the draft Parks Master Plan call for a neighborhood park to be located within approximately ½ mile of all city residents.

Proposed parks in the NAP area have been located to meet this guideline. As shown on the Neighborhood Service Area Map, the two neighborhood parks will meet this guideline for all but a very small section of the NAP. The parks are consistent with city's size standard for

neighborhood parks. Approximately 6,800 residents are expected to reside in the planning area at buildout. Development of two 3-5 acre parks along with recreational facilities associated with school district facilities will result in 10-12 acres of neighborhood park land in the NAP, which is consistent with city standards for neighborhood parks.

Community park needs in the NAP area are met through land and facilities in the Dry Canyon. In addition to the proposed neighborhood parks, proposed trails in the area will provide opportunities for walking and bicycling, as well sidewalks and bicycle lanes constructed as part of the street system. The area also includes a proposed set of park blocks providing a connecting link between the neighborhood commercial center and a planned park site several blocks to the west. . These neighborhood parks will be designed, developed and programmed consistent with the city's Park and Recreation Master Plan.

The NAP accounts for approximately 20% of the total Redmond urbanization area. Planned neighborhood parks, trails and open spaces encompass 37.75 acres.¹⁷ It is expected to include additional open space per the City's requirements that all developments address the Redmond Great Neighborhood Principals and that multi-family residential developments and subdivisions reserve areas for common open space.¹⁸

The June 2005 City of Redmond Urbanization Study identified a need of 280.8 gross acres of city parkland and open space to meet the city's land needs through 2024, based on the Master Plan standard of 2 acres of park land per 1,000 persons.¹⁹ Given the NAP is expected to provide housing for between 6,000 and 7,000 residents, the planned 37 acres of public open space exceeds the minimum planning standard.

The Redmond Framework Plan calls for school/community park site in the NAP as well as greenways/trails throughout the area.²⁰ The City's adopted Great Neighborhood principals also call for developments to provide open space areas, canal trails, protection for scenic views, walkable and bikeable community design, and public art. The NAP addresses each of these great neighborhood principals in various chapters throughout the document.²¹

Bicycle lanes, shared roadways, sidewalks, and paved and unpaved trails comprise the NAP's bicycle and pedestrian system.²² The system was laid out to meet the non-motorized transportation and recreation needs of NAP residents and visitors and provide connections within and beyond the study area. Major pedestrian and bicycle destinations within and near the study area include the neighborhood mixed-use centers on 27th Street at Larch and Spruce Avenues, the proposed school, the existing Dry Canyon Trail and the potential BPA corridor trail. Other destinations include parks and links to commercial and employment centers beyond the plan area.

¹⁷ Northwest Area Plan, p. 9

¹⁸ Redmond Development Code, Article IV, Section 8.3035 Design Review Criteria

¹⁹ Personal communication with Chris Doty, Public Works Director

²⁰ Redmond Framework Plan Map, August 2006

²¹ Northwest Area Plan, p. 3-4

²² Northwest Area Plan, pp. 23-25

Generally, the NAP's major trails follow canals operated by the Central Oregon Irrigation District (COID). The NAP's primary north-south trail follows the east side of 27th Street between Upas Avenue and Kingwood Avenue. The COID "C-Lateral" canal will be buried in an easement, with the trail in a linear park above the canal. This trail connects higher-density residential areas to parks, open spaces, commercial and civic areas along the 27th Street corridor. A second trail is planned either parallel to or above a COID canal in the southwestern part of the NAP. This trail provides non-motorized connections between high density residential areas and a planned trail within the BPA transmission line corridor that is west of the plan area. This trail may continue south of the NAP toward Fairhaven Park and downtown Redmond. Trails also are proposed in the NAP's northern area to connect with Dry Canyon and other potential trail corridors.²³

Findings:

- The two neighborhood parks planned for the NAP and the planned canal trail system are consistent with Redmond Park Master Plan requirements for meeting the park land and recreation needs of NAP residents.
- Neighborhood park sizes and locations in the NAP meet the city's standard that a neighborhood park be within approximately ½ mile of all city residents and that there are 2-acres of neighborhood parks per 1,000 residents.
- A 30-acre future school/park site is identified within the NAP. Dry Canyon to the east of the area serves community park needs.
- New trails are designated for the NAP that connect to and expand the existing trail system. The canal trails address specific comprehensive plan policies.
- The NAP will add more than 35 acres of parks, trails and open space to the city, contributing to the needed park land identified in the City Urbanization report.

Conclusion:

The City has complied with state requirements for park and recreational needs per Statewide Land Use Planning Goal 8.

Goal 9: Economic Development

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Response:

The 2005 Urbanization Study, which served as the basis for the City's UGB amendment in 2006, included an analysis of the City's employment and commercial land inventory. The study found that while the City has a surplus of commercial land, that land is not in the proper designations or locations to foster transportation-efficient development patterns. The Mixed-Use Neighborhood (MUN) zone is a new zone designed to support small-scale neighborhood commercial uses.²⁴

²³ IBID

²⁴ Northwest Area Plan, pp. 12-14

The MUN zone is intended to support surrounding residential neighborhoods by enabling development of small-scale retail and service commercial uses. Neighborhood-oriented commercial uses are intended to be the focus of this district and to offer everyday goods and services to surrounding residents. Development within the district shall be oriented to pedestrians and support the use of transportation alternatives. Permitted uses will include general retail, food and beverage, residential services such as dry cleaners and office services (e.g., copying and production).²⁵

An analysis of anticipated demand for neighborhood retail and commercial services was prepared for the NAP. The analysis considered total demand for retail services and then backed-out all services except those uses typically found in a neighborhood center. Using that limited range of commercial retail services, the total land area needed to support these services in the NAP is around six acres. About 5 acres or 110,000 square feet of commercial floor area will be included in the NAP.²⁶

The NAP commercial area is located along 27th and Larch Avenues bordered by a wide pedestrian-friendly public use area along the east side of 27th Street. It is surrounded on all sides by high-density housing. Land within the mixed use neighborhood commercial area also may include residential above commercial uses or live-work spaces.

The NAP is primarily residential, and the area plan assumes that the majority of residents' commercial needs are met outside the planning area. Allowed uses in the MUN district are intended to support daily needs and not to compete with downtown commercial activity.²⁷

Findings:

- The NAP is consistent with the Framework Plan, which identified a mixed-use neighborhood center at or near the intersection of 27th Street and Maple Avenue.
- The NAP is consistent with economic analyses conducted in support of the city's 2006 UGB expansion in compliance with Statewide Land Use Planning Goal 9.
- The acreage planned for commercial land uses are consistent with the square footage of commercial activity the market analysis suggested the NAP area could support.
- The mixed-use neighborhood center will provide small-scale service employment opportunities.
- The commercial uses allowed in the MUN zone are appropriate in scale and character an area planned primarily for residential use residents and add to the diversity of employment opportunities in the City of Redmond.

Conclusion:

The City has complied with state requirements for economic development per Statewide Land Use Planning Goal 9.

Goal 10: Housing

²⁵ IBID

²⁶ Northwest Area Plan, Appendix C

²⁷ Northwest Area Plan, Appendix D

Statewide Goal 10 requires cities to “encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density.”

Response:

The NAP achieves the housing objective by designating land for medium and high density housing to help adjust the overall balance of housing choices in the city, which now is predominantly as single-family detached housing. The R-4 and R-5 zones in the NAP allow for a variety of housing types, including single family detached and attached housing, duplexes, tri-plexes and other multi-family units. The amount of land planned exclusively for residential uses in the planning area is approximately 437 acres.²⁸

A number of amendments are being proposed to the R-4 and R-5 zones concurrent with this process, including requirements to develop a mix of housing types for developments over a certain size, density bonus provisions provided in exchange for development of affordable housing, reductions in allowable lot sizes, and minimum density requirements in the R-5 zone. The mix of zoning provided in the NAP will allow for development of housing that is consistent with overall needs for this area and the community as a whole identified by the Redmond Urbanization Study.²⁹

Housing policies in the NAP and the City’s Comprehensive Plan further encourage a variety of strategies to meet the housing needs of residents with a range of incomes and housing needs. The majority of land within the NAP is designated for medium and high density housing. The Urbanization Report prepared by the City and used as the factual basis for expanding the urban growth boundary in 2006 indicated the primary need for UGB expansion was to provide sufficient land for housing.³⁰ The housing need analysis set a target split for 60%/40% owner/rental housing and a similar split of single-family/multi-family dwellings. The bulk of the land area included in the UGB expansion (over 80%) was identified for future housing. Proposed residential and other land use designations in the NAP are consistent with that approach as shown in the following table. Approximately 80% of land in the NAP is designated for residential development with most of the area planned for medium and high density housing (77%).

Land Use Designation	Acres	Percent
R-3 (Low density residential)	20.2	3.7%
R-4 (Medium density residential)	314.5	58.2%
R-5 (High density residential)	102.7	19.0%
MUN (Mixed use neighborhood)	22.6	4.2%
PCU (Public and community use)	42.8	7.9%
OSPR (Open space, parks and recreation)	37.8	7.0%

Source: NAP³¹

²⁸ Northwest Area Plan, p 9

²⁹ Redmond Urbanization Study, pp. 4-29

³⁰ IBID, p. 7-2

³¹ Northwest Area Plan, p. 9

The NAP provides opportunities for a range of housing types consistent with the Redmond *Framework Plan* in terms of land use designations and types of housing allowed and expected to be developed within them. For areas added to the UGB in 2006, the *Framework Plan* envisioned approximately 1,115 acres of residential land supporting 7,200 dwelling units. The NAP includes almost 420 acres of residential land, accounting for 38% of the residential land in urban expansion area. Given projected housing densities and land use designations proposed for the NAP, an estimated 2,950 dwelling units are expected to be developed there, accounting for about 40% of the envisioned housing units in the expansion area. Of those units, about 55% are expected to be single family residential units and 45% are expected to be multi-family units. This assumes that about 25% of R-4 land in the NAP will be developed for multi-family housing and 50% of R-5 land is developed for such housing. These assumptions are consistent with proposed new code regulations for the mix of housing within these zones in the NAP. The following table summarizes these assumptions:

	Residential Land	Total Housing Units	Projected Single-Family Housing Units	Projected Multi-Family Housing Units
Total Urban Expansion Area	1,115	7,239	4,344	2,895
NAP	419	2,950	1,615	1,336
NAP percent of Total	38%	41%	37%	46%

The table above shows that the number, type and mix of units projected for the NAP is generally consistent with the projections assumed for the urban expansion area as a whole. Projections for the urban expansion area were consistent with the assessment of housing needs in the Redmond Urbanization Study that was conducted pursuant to Statewide Goal 10 and administrative rule requirements. The projections for the NAP assume average densities that are consistent with those currently allowed in the R-3 and R-4 zones and proposed in crease on allowed densities and a minimum density in the R-5 zone.³²

Residential areas within the NAP have been located consistent with goals for the planning area and the community as a whole. These include the following:

- Higher density housing is centered around mixed use neighborhood commercial areas, parks and civic uses to maximize access for residents to shopping opportunities and community services.
- A strip of land with medium density zoning or special design features buffer housing in the NAP from lower density housing in developed neighborhoods to the east.
- Higher density housing has been concentrated to some degree along arterial roads and arterial/collector road intersections to enhance opportunities for future transit service in these corridors.

³² Northwest Area Plan, pp. 9-11, and Appendix D

City and technical advisory committee members identified the need for affordable housing in this area, including measures to ensure that affordable units are not concentrated in a single specific geographic area. As noted above, land use plan designations proposed for the planning area will allow for a variety of housing types, including those that are typically more affordable to residents with low and moderate incomes, such as duplexes, row houses, and apartments. In addition, proposed changes to the City's zoning ordinance will provide for additional opportunities to develop a mix of housing types in each development with the aim to encourage housing choices affordable to a range of household incomes. Proposed measures include the following:

- Allow for a variety of lot sizes within a subdivision by permitting lot dimensions to vary so long as average density meets the standard for the allowed housing types.
- Increase maximum densities in the R-5 zone to 24 units per net acre.
- Establish a minimum density for the R-5 zone of 10 units per acre.
- Allow reduced lot sizes (limited to certain dwelling types) in the R-4 zone in exchange for developing affordable housing units.
- Adjust minimum lot frontage requirements in both zones by housing type.
- Establish requirements for developing a mix of housing types in any subdivision of 50 units or more within the R-4 zone.
- Allow townhouses, cluster and cottage developments in the R-5 zone to better meet affordable housing and density targets and encourage a mix of housing types.
- Update the City's subdivision and partitioning requirements to ensure that property owners or developers do not use multiple/serial partitions to avoid requirements for developing a mix of housing units within developments of over 50 units.

Findings:

- The NAP includes a majority of land designated for residential use, consistent with the primary urban area expansion objective of providing land needed for housing.
- The NAP provides for a mix of land use designations, consistent with those identified in a housing needs analysis conducted per Statewide Goal 10 and associated administrative rules.
- Land use designations in the NAP provide opportunities for a range of housing types, densities and price ranges, consistent with recommendations in the Urbanization Study and Statewide Goal 10.
- Implementing measures proposed for the NAP are designed to encourage the development of housing affordable for low and moderate income groups.
- Residential land uses in the NAP are located to maximize access to shopping, civic uses and primary transportation facilities.

Conclusion:

- The City has complied with state requirements for housing per Statewide Land Use Planning Goal 10.

Goal 11 Public Facilities and Services

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Response:

Goal 11 related planning for the NAP is framed in responses to general goal requirements and also to specific rule requirements in OAR 660-011-000 - Public Facility Planning (PFP). Requirements that are specified in rule are not addressed in the goal compliance section. The goal requirement responses are divided into three sections – Goal requirements, Planning guidelines, and Implementation guidelines as set forth in OAR 660-015-0000(11). The discussion does not address non-applicable goal or rule requirements.

Goal Requirements

Urban Facilities and Services – Refers to key facilities and to appropriate types and levels of at least the following: police protection; sanitary facilities; storm drainage facilities; planning, zoning and subdivision control; health services; recreation facilities and services; energy and communication services; and community governmental services.

Response:

A technical advisory committee was established for the planning process. The TAC met four times and discussed a variety of issues including the provision of public facilities. Provision of police protection is addressed indirectly by Joint Management Agreement for the Redmond Unincorporated Growth Area and the Redmond Urban Reserve Area (JMA) between Deschutes County and Redmond. Until annexation, properties in the NAP will receive county police protection. After annexation, protection will be provided by the City of Redmond. Planning, zoning, and subdivision control is also specified in the JMA prior to and after annexation. Health services, energy and communication services are provided through private companies. That arrangement is not planned differently for the NAP. Water, sewer, and drainage service provision is discussed in the PFP rule section.

There are four public service districts whose boundaries include all or a portion of the NAP. The Redmond Area Parks and Recreation District (RAPRD) boundary overlaps the NAP. This district provides park service to county residents. RAPRD participated in the planning process; the District's Director, Katie Hammer, was a TAC member. By intergovernmental agreement, designed specifically to address service coordination per ORS 195, RAPRD does not cede territory to Redmond after annexation.³³ The agreement states that RAPRD will continue to provide park and recreation services in areas annexed to the Redmond UGB. It also states that RAPRD will develop park and recreation facilities in accordance with Redmond's adopted capital improvement plan.³⁴ The District stated in TAC meetings that they intend to develop a district master plan after Redmond completes its park master plan update.³⁵

³³ Redmond-Central Oregon Park and Recreation District Urban Service Agreement, May 2004, Section 2

³⁴ IBID

³⁵ TAC meeting summary, 11/16/2006

The Central Oregon Irrigation District (COID) operates an irrigation water canal network through the city. This system delivers irrigation water to district customers within and outside the UGB. A major delivery lateral – the “C” Lateral - transverses the NAP and feeds two smaller delivery laterals. This network was mapped during the planning process. COID was represented on the TAC by the District’s General Manager, Steve Johnson. Consultation with Mr. Johnson at TAC meetings and by members of the project team led to a plan to bury the main ‘C’ lateral that parallels Northwest Way/27th Street. COID favored this solution because it conserves water and reduces maintenance costs in a manner consistent with the COID/Redmond Memorandum of Understanding.³⁶ This solution also reduces the size of the public easement for the canal. The “C” lateral currently runs in an open canal through an easement that varies from 60 to 90 feet in width. The buried canal will lie within a 30-foot public easement. The ‘C’ lateral’s distance through the NAP exceeds 1.5 miles. Assuming an average width of 30 feet is released from easement restriction over that distance, burying the canal results in the following net increase in developable land.

Canal distance:	7900 linear feet (estimate)
Easement width reduction:	30 feet (average estimate)
Area released from easement:	$237,000/43,560 = 5.44$ acres
Source:	APG calculation

The Deschutes County Rural Fire Protection District #1 (Fire District) provides fire services to areas adjacent to and within the Redmond UGB. The Fire District and City have an intergovernmental agreement that specifies land annexed to the City will be withdrawn from the Fire District and responsibility for fire protection will transfer to the City at the time of annexation. The 2002 agreement specifies that after annexation, the City will contract with the District to provide ambulance service.³⁷

Redmond School District 2-J provides K-12 public education in Redmond and the surrounding area, including all land in Redmond’s UGB and urban reserve areas. The district is not classified as rapidly growing and does not have a long-range school facility plan. Consultation with the district occurred through the TAC where Facilities Manager Doug Snyder represented the District. The District initially requested that two 10-acre elementary school sites be planned in the NAP. This position was later modified to one school site large enough to accommodate an elementary school and a middle school. The location of the future school site is noted on the plan map.

A. Goal 11 Planning Guidelines

5. A public facility or service should not be provided in an urbanizable area unless there is provision for the coordinated development of all the other urban facilities and services appropriate to that area.

Response:

Deschutes County’s Urban Holding zone, which currently applies to all properties in the NAP, has a minimum lot size of 10 acres. Redmond’s growth management agreement with

³⁶ City of Redmond – Central Oregon Irrigation District Intergovernmental Agreement, June 17, 2003

³⁷ City of Redmond – Deschutes County Rural Fire District #1 Urban Service Agreement, 2002

Deschutes County requires that urbanizable land be annexed before it may be zoned for urban use. The JMA also designates responsibility for the preparation of urban service plans to the City.³⁸ Prior to urban development, property owners must secure site plan approval per the City of Redmond development code.

The code includes the following requirements for site development plan approval in RDC 8.3025.2 -

- o. Location and size of all existing & proposed public utilities, serving the subject property, in and adjacent to the proposed development with the locations shown of:*
 - (1). Water lines, services, backflow prevention device and meter*
 - (2). Sewer lines, manholes, services and cleanouts.*
 - (3). Storm drains, facilities and catch basins.*
 - (4). Power / phone poles and lines; show whether the lines are overhead or underground.*
 - (5). Existing fire hydrants.*
- p. The proposed location of:*
 - (1). Connection to the City water system.*
 - (2). Connection to the City sewer system.*
 - (3). The proposed method of drainage of the site.*
 - (4). All exterior mechanical equipment or equipment areas.*
- q. Location of existing canals and laterals including easements and right-of-way.*
- r. Location of existing drainage on-site.*
- s. Location of all utility and access easements on the property.*
- t. Location, size and use of all contemplated and existing public areas within the proposed development.*
- u. All fire hydrants proposed to be located within the site.*

B. Goal 11 Implementation Guidelines

5. Additional methods and devices for achieving desired types and levels of public facilities and services should include but not be limited to the following: (1) tax incentives and disincentives; (2) land use controls and ordinances; (3) multiple use and joint development practices; (4) fee and less-than-fee acquisition techniques; and (5) enforcement of local health and safety codes.

Response:

The City of Redmond held a series of meetings with development interests concerning the regulatory framework and planned amenities for the NAP. Through that process, the city used its planning authority to require that development interests secure a school site adequate to serve the area as a pre-condition to plan. The Redmond /COID intergovernmental agreement calls for burying irrigation canals when they pose a potential hazard to adjacent development. Accordingly, the NAP requires relocation of water resources in the COID 'C' lateral to a buried pipeline easement paralleling 27th Street. The agreement also includes provisions that allow recreational trails and pathways to be

³⁸ City of Redmond and Deschutes County Joint Management Agreement, July 26, 2005, p. 8

constructed within canal easements subject to allowances for COID maintenance vehicle access.³⁹

Findings:

- The City of Redmond has involved service providers in the planning process for the NAP.
- The Redmond/Deschutes County JMA resolves most issues regarding the provision of public facilities and services by ceding responsibility for planning and delivery of urban services to the city. This includes all services required to be addressed through a public facility plan (separate findings below) and police services.
- Service agreements for the provision of public facilities and services that comply with ORS 195 requirements for coordination of the delivery of public services are in place related to fire protection and park/recreation services.
- Redmond consulted with the Redmond School District during the planning process. Sites anticipated to meet school facility needs in the NAP have been identified and designated on the plan map.
- The NAP does not alter the existing arrangement for health care, community services, energy, or communication services in the Greater Redmond area.

Conclusion:

The NAP meets land use planning requirements and complies with Goal 11 for public facilities and services not subject to OAR 660, Division 11.

Public Facility Planning - OAR 660, Division 11

Purpose: ... to aid in achieving the requirements of Goal 11, Public Facilities and Services, ... and implement ORS 197.712(2)(e), which requires that a city or county shall adopt a public facility plan for areas within an urban growth boundary containing a population greater than 2500 persons.

660-011-0010 - The Public Facility Plan

(1) The public facility plan shall contain the following items:

(a) An inventory and general assessment of the condition of all the significant public facility systems which support the land uses designated in the acknowledged comprehensive plan;

Response:

Redmond's existing public facility plan (PFP) includes master plans for the city's water and sanitary sewer systems. The sewer system is covered by two planning documents. The Redmond Waste Water Treatment Plant Facility Plan (Facility Plan) addresses capacity and capital improvements for treating and disposing of sanitary sewage. The Facility Plan

³⁹ City of Redmond – Central Oregon Irrigation District Intergovernmental Agreement, June 17, 2003

addresses planned city expansion to a population of more than 45,000. The city's current population is roughly 27,000. The NAP is expected to house between 7000 and 7500 new residents. This population, when added to the population that can be served through infill development on land already inside the city, is within the available capacity of the WWTP.⁴⁰

The Redmond Sanitary Sewer System Master Plan addresses capacity and capital improvement needs for collecting and conveying sanitary sewage to the WWTP. The current sewer master plan is being updated in part to provide detailed service plans for areas annexed to the urban growth boundary in August, 2006. The NAP is included in the areas being studied in the master plan update. The land use assumptions being used in the master plan updates reflect the development assumptions set forth in the NAP. The sewer master plan will be completed in the fall of 2007.⁴¹

When land was added to the Redmond UGB in August of 2006, an assessment was made for how water and sewer service could be extended to part of the northwest area. That analysis demonstrated that approximately 400 acres could be served by constructing a new 36" sewer interceptor and 12" sewer main, water transmission lines, and 4 million gallons of new water storage facilities.⁴² A map showing the location for these facilities and the area they would serve is included in the NAP (NAP, p. 27).

A list of the water and sewer facilities needed to serve those 400 acres was added to the PFP in July of 2006. Findings supporting that PFP amendment were adopted with the UGB annexation. While adequate to demonstrate that essential services can be provided for those 400 acres, the analysis did not address how services should be extended to all NAP properties. That determination was deferred to the master plan/PFP update in 2007.

Redmond does not have a stormwater master plan per se, although a limited stormwater management plan is envisioned to address storm runoff from public streets. The City relies on local street design standards for controlling runoff from public streets and site development standards to address the disposal of storm water for private development.⁴³ No private discharge of stormwater is permitted to a public drainage system. Runoff from developed areas and streets is quickly absorbed in engineered drainage swales or dry wells. At present, there are no public storm drainage facilities in the NAP other than the infiltration ditches that are part of the street system.

The city's transportation needs are integrated into the PFP through the Redmond Transportation System Plan (TSP); see discussion under Goal 12 – Transportation for compliance findings.

(b) A list of the significant public facility projects which are to support the land uses designated in the acknowledged comprehensive plan. Public facility project descriptions or specifications of these projects as necessary;

⁴⁰ Communication with City Engineer, August 2007

⁴¹ Communication with City Engineer, November, 2006).

⁴² Redmond Technical Memoranda, NW Area Sewer Facilities; NW Area Water Facilities, April 24, 2006

⁴³ Redmond Development Code Article IV, Section 8.3030

(c) Rough cost estimates of each public facility project;

(d) A map or written description of each public facility project's general location or service area;

Response:

Projects with capacity to serve part of the NAP are listed in the Technical Memoranda that amended the PFP in July of 2006.⁴⁴ Facility planning for the remainder of the NAP is not completed.

(e) Policy statement(s) or urban growth management agreement identifying the provider of each public facility system. If there is more than one provider with the authority to provide the system within the area covered by the public facility plan, then the provider of each project shall be designated;

Response:

The City of Redmond is responsible for coordinating the provision of public facilities in the Redmond UGB. The UGMA between Redmond and Deschutes County specifies that the city has authority to provide the services required by the PFP.⁴⁵

(f) An estimate of when each facility project will be needed; and

Response:

The PFP does not include a timetable for extending these facilities. No development in the NAP may take place until they are constructed, to market conditions will determine when they are constructed.

(g) A discussion of the provider's existing funding mechanisms and the ability of these and possible new mechanisms to fund the development of each public facility project or system.

Response:

The Redmond public facility plan describes how it finances water and sewer system improvements. All water and sewer extensions in the NAP will be financed by private development as a condition of development approval. The water system improvements are ordinary in nature and do not require additional or special financing arrangements. The water system production and storage improvements are financed using water system SDCs and utility rate revenue. The West Side Sewer Interceptor is a very large facility that will eventually serve a large expansion area on the west side of the city. Before construction begins on that project, an agreement will be needed that outlines how the over-sizing costs for facility will be reimbursed. Sewage treatment capacity is financed with a combination of SDCs, user fees, and general obligation bonds.

Findings:

⁴⁴ Redmond Technical Memoranda, NW Area Sewer Facilities; NW Area Water Facilities, April 24, 2006

⁴⁵ City of Redmond – Deschutes County Urban Growth Management Agreement, (June 2005)

- The PFP as amended in July 2006 addresses public facility needs in 400 of the 580 acres in the NAP.
- Property in the NAP not covered by the PFP amendments in July of 2006 are being planned for through the water and sewer master plan updates.

660-011-0015 Responsibility for Public Facility Plan Preparation

(1) Responsibility for the preparation, adoption and amendment of the public facility plan shall be specified within the urban growth management agreement. If the urban growth management agreement does not make provision for this responsibility, the agreement shall be amended to do so prior to the preparation of the public facility plan.

Response:

The UGMA between the City and Redmond and Deschutes County specifies that responsibility for preparing the public facility plan for the Redmond Urban Growth Area rests with the City of Redmond.⁴⁶

(2) The jurisdiction responsible for the preparation of the public facility plan shall provide for the coordination of such preparation with the city, county, special districts and, as necessary, state and federal agencies and private providers of public facilities.

Response:

The city of Redmond is the primary service provider in the Redmond urban area for municipal water, sewer, and storm drainage. There are two small private water systems in Redmond that service individual subdivisions: Brentwood and South Heights. Neither provides service outside their existing service area and their service areas do not include the Northwest Area.⁴⁷ There are no other special districts that have responsibility for identified public facility services.

660-011-0020 Public Facility Inventory and Determination of Future Facility Projects

(1) The public facility plan shall include an inventory of significant public facility systems. Where the acknowledged comprehensive plan, background document or one or more of the plans or programs listed in OAR 660-011-0010(3) contains such an inventory, that inventory may be incorporated by reference. The inventory shall include:

(a) Mapped location of the facility or service area;

(b) Facility capacity or size; and

⁴⁶ IBID

⁴⁷ Communication with City Engineer, February 2007

(c) General assessment of condition of the facility (e.g., very good, good, fair, poor, very poor).

Response:

The NAP is not served by municipal water or sewer, so no inventory information need be included in the PFP. An assessment of the road network is in the city's existing TSP; the planning area for the TSP extends beyond UGB and includes the expansion area. There are no natural drainage courses, stormwater conveyance channels, or detention facilities in the expansion area.

(2) The public facility plan shall identify significant public facility projects which are needed to support the land uses designated in the acknowledged comprehensive plan. The public facility plan shall list the title of the project and describe each public facility project in terms of the type of facility, service area, and facility capacity.

Response:

Projects with capacity to serve part of the NAP are listed in the Technical Memoranda that amended the PFP in July of 2006.⁴⁸ Facility planning for the remainder of the NAP is not completed.

(3) Project descriptions within the facility plan may require modifications based on subsequent environmental impact studies, design studies, facility master plans, capital improvement programs, or site availability. The public facility plan should anticipate these changes as specified in OAR 660-011-0045.

Response:

Given the relatively small size of the NAP and the scale of the facilities necessary to serve them, it is extremely unlikely that the proposed system improvements will require modification because of subsequent environmental studies.

660-011-0025 Timing of Required Public Facilities

(1) The public facilities plan shall include a general estimate of the timing for the planned public facility projects. This timing component of the public facility plan can be met in several ways... The timing of projects may also be tied to specific years.

(2) Given the different methods used to estimate the timing of public facilities, the public facility plan shall identify projects as occurring in either the short term or long term, based on those factors which are related to project development. For those projects designated for development in the short term, the public facility plan shall identify an approximate year for development.

⁴⁸ Redmond Technical Memoranda, NW Area Sewer Facilities; NW Area Water Facilities, April 24, 2006

Response:

The proposed extension of water and sewer facilities is dependent on private investment decisions. The NAP is immediately adjacent to developed urban areas and is a targeted investment area for a major new sewer interceptor that will serve land recently annexed to the UGB on the city's west and south sides. The city anticipates that the area will develop quickly and, therefore, NAP public facility projects are listed in the PFP's 1-5 year CIP program.

660-011-0030 Location of Public Facility Projects

(1) The public facility plan shall identify the general location of the public facility project in specificity appropriate for the facility. Locations of projects anticipated to be carried out in the short term can be specified more precisely than the locations of projects anticipated for development in the long term.

(2) Anticipated locations for public facilities may require modifications based on subsequent environmental impact studies, design studies, facility master plans, capital improvement programs, or land availability. The public facility plan should anticipate those changes as specified in OAR 660-011-0045.

Response:

A map showing the approximate location or the needed facilities is included in the NAP.⁴⁹

660-011-0035 Determination of Rough Cost Estimates for Public Facility Projects and Local Review of Funding Mechanisms for Public Facility Systems

(1) The public facility plan shall include rough cost estimates for those sewer, water, and transportation public facility projects identified in the facility plan. The intent of these rough cost estimates is to:

(a) Provide an estimate of the fiscal requirements to support the land use designations in the acknowledged comprehensive plan; and

(b) For use by the facility provider in reviewing the provider's existing funding mechanisms (e.g., general funds, general obligation and revenue bonds, local improvement district, system development charges, etc.) and possible alternative funding mechanisms. In addition to including rough cost estimates for each project, the facility plan shall include a discussion of the provider's existing funding mechanisms and the ability of these and possible new mechanisms to fund the development of each public facility project or system. These funding mechanisms may also be described in terms of general guidelines or local policies.

⁴⁹ Northwest Area Plan, p. 27

Response:

The technical memorandum that amended the PFP in July of 2006 to include 400 acres in the NAP provides cost estimates for planned facilities. Existing funding mechanisms may be relied on to finance delivery of these urban services, but special reimbursement arrangements may be needed to address oversizing sanitary sewer lines that may be constructed by private parties.

660-011-0040 Date of Submittal of Public Facility Plans

The public facility plan shall be completed, adopted, and submitted by the time of the responsible jurisdiction's periodic review. The public facility plan shall be reviewed under OAR Chapter 660, Division 25, "Periodic Review" with the jurisdiction's comprehensive plan and land use regulations. Portions of public facility plans adopted as part of comprehensive plans prior to the responsible jurisdiction's periodic review will be reviewed pursuant to OAR Chapter 660, Division 18, "Post Acknowledgment Procedures".

Response:

The PFP amendment associated with the July 2006 UGB amendments was reviewed as a post-acknowledgement plan amendment (PAPA). Amendments to the PFP are anticipated in 2007 when water and sewer master plan updates are completed. These likewise will be adopted legislatively through a PAPA.

Findings:

- Redmond's PFP addresses water and sanitary sewer services.
 - Stormwater is not addressed per-se in the PFP because there is no stormwater runoff to manage in Redmond other than technical requirements for ensuring infiltration. Those requirements are outlined in the city's development code.
 - The PFP as amended in July 2006 addresses public facility needs for 400 of the 580 acres in the NAP.
 - Areas in the NAP not covered by the PFP amendments in July of 2006 are being planned for through the water and sewer master plan updates.
 - Redmond's development regulations require that urban development must demonstrate how urban services will be provided to developed property (RDC 8.3030). This affords property owners that are not covered by the PFP the opportunity to amend the PFP regarding how services will be extended to their properties.

Conclusion:

The 400 acres within the NAP that are addressed in the July, 2006 PFP amendment comply with requirements of OAR 660-011. Other NAP properties will need to wait for the city to complete its 2007 master plan and PFP updates for water and sewer systems, or submit a PFP amendment when they apply for development approval.

Goal 12 Transportation - OAR 660-015-0060(12)

To provide and encourage a safe, convenient and economic transportation system.

Response:

Goal 12 related findings for the NAP are framed in responses to general goal requirements and also to specific requirements related to rule requirements in OAR 660-012-000 – Transportation Planning Rule (TPR). Goal responses are divided into two sections – Planning guidelines and Implementation guidelines - as outlined in OAR 660-015-0000(12). Goal requirements that are addressed in detail in the TPR are not reviewed in the goal compliance section. The discussion does not address non-applicable goal or rule requirements.

Goal Requirements

A. Planning Guidelines

1. All current area-wide transportation studies and plans should be revised in coordination with local and regional comprehensive plans and submitted to local and regional agencies for review and approval.

Response:

An analysis of the anticipated transportation impacts associated with planned development in the NAP was prepared by DKS Associates.⁵⁰ The analysis relied on ODOT's updated traffic model for the Redmond area and ODOT helped load, calibrate, and report the model results. The analysis identified anticipated intersections and road segments where capacity constraints occurred, both within and outside the planning area. Locations where significant improvements are needed and proposed solutions include:

- Highland Avenue (OR 126) from 19th Street to 35th Street – widen and upgrade intersections;
- 27th Street/Antler – traffic signal and intersection improvements
- 27th Street/Maple Avenue – traffic circle/signal and intersection improvements
- 27th Street and Spruce Avenue – traffic circle/signal and intersection improvements
- Maple Avenue/19th Street – intersection improvements
- Maple Avenue/US 97 – extend eastbound left turn lane to provide additional queuing and protected left turn signal phase.

The analysis of NAP development impacts were examined concurrently with planned development in the US 97 Highway Area Plan (HAP) rather than being independently analyzed. The two areas are more than a mile apart. There currently are no direct road connections between the HAP and the NAP, although the Redmond TSP map shows a future arterial connector. Traffic modeling was performed assuming that connection would be in place.⁵¹

These solutions for mitigating planned development in the NAP are being refined as part of a broader update to the Redmond Transportation System Plan (TSP). They as yet have not been adopted into the adopted TSP.

⁵⁰ Northwest Area Plan, Appendix A

⁵¹ IBID

2. Transportation systems, to the fullest extent possible, should be planned to utilize existing facilities and rights-of-way within the state provided that such use is not inconsistent with the environmental, energy, land-use, economic or social policies of the state.

Response:

The proposed road network depicted in the NAP follows Redmond's adopted TSP map and policies for extending the city's existing street grid.⁵² The major streets in the NAP include 27th Street/Northwest Way and Maple Avenue. The DKS traffic analysis and the city's adopted functional classification for these roads require that they be widened beyond their existing right of way but their alignment is shown to remain in their current locations.

B. Implementation Guidelines

1. The number and location of major transportation facilities should conform to applicable state or local land use plans and policies designed to direct urban expansion to areas identified as necessary and suitable for urban development...

Response:

The Redmond TSP includes a major north/south arterial for the 27th Street/Northwest Way corridor and a major east/west arterial in the Maple Avenue corridor. The NAP reflects that functional classification for these corridors. Their presence is expected to enable and enhance future urban expansion in the northwest area. Special street cross sections were developed for these corridors to protect their functional performance while also supporting planned land uses adjacent to them. Specifically, the cross section for 27th Street envisions a boulevard cross section that provide free movement for through traffic and separate local access to planned higher density residential uses in the corridor. A multi-use trail also is planned in this corridor.⁵³

Findings:

- The City of Redmond involved ODOT in the planning process for the NAP.
- A traffic impact analysis for the NAP identified growth related impacts to the area transportation system.
- Street cross section were prepared for major new transportation facilities in the NAP designed to protect their function while also supporting planned land uses.
- Major transportation facilities in the NAP make use of existing road right of way and follow existing alignments.
- Road dimensions and functional amenities are specified in the plan for all road types.

Transportation Planning Rule - OAR 660, Division 12

This division implements Statewide Planning Goal 12 (Transportation) to provide and encourage a safe, convenient and economic transportation system. This division also implements provisions of other statewide planning goals related to transportation planning in order to plan and develop transportation facilities and services in close coordination with urban and rural development.

⁵² Northwest Area Plan, p. 19-20

⁵³ Northwest Area Plan, p. 21.

660-011-0015 - Preparation and Coordination of Transportation System Plans

(3) Cities and counties shall prepare, adopt and amend local TSPs for lands within their planning jurisdiction in compliance with this division:

(a) Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP;

(b) Where the regional TSP or elements of the state TSP have not been adopted, the city or county shall coordinate the preparation of the local TSP with the regional transportation planning body and ODOT to assure that regional and state transportation needs are accommodated.

Response:

Redmond's existing TSP was most recently updated in 1999.⁵⁴ In 2005, Redmond and Deschutes County adopted urban reserve areas (URA) around Redmond's perimeter. At that time, the city amended the TSP map to show planned arterial and collector roads in urban reserve areas, including a planned connection between Pershall Road and Northwest Way through Dry Canyon, the extension of Helmholtz Way as a west side arterial connector, and other collector and arterial corridors in designated urban reserve areas.⁵⁵ Deschutes County enacted land use regulations for the URA to protect these road corridors from development encroachment. The regulatory tools include an updated Joint Management Agreement for urban reserve areas and unincorporated areas in the Redmond urban growth boundary.⁵⁶ Several roads in the northwest area, including 27th Street/Northwest Way, Maple Avenue, Spruce Avenue, Upas Avenue, and 35th Street are shown in the updated TSP map as either arterial or collector road corridors. State highway corridors are also shown on the NAP map.⁵⁷

The NAP was developed with consultation from a technical advisory committee (TAC) that included transportation service provider representatives including ODOT and Deschutes County.⁵⁸ As noted above, a detailed traffic analysis was prepared for the NAP that was coordinated with ODOT. There is a statement in the traffic analysis on page A-2 concerning some of the identified improvements OR Highway 126:

... Even with these improvements, design exceptions would need to be requested for Highway 126/19th Street and Highway 126/27th Street.

Concerns were raised by ODOT about this conclusion at Technical Advisory Committee meetings and in a telephone conference that took place on June 7, 2007. ODOT stated it would be difficult to secure the design exception and furthermore that the Department did

⁵⁴ Redmond TSP Update, DEA, Inc. 1999)

⁵⁵ Redmond Transportation System Plan Map, July, 2005

⁵⁶ Joint Management Agreement, 26 July 2005, Section 9

⁵⁷ Northwest Area Plan, p. 20

⁵⁸ Northwest Area Plan, title page

not have funding for the planned improvements. On the basis of that discussion, the city elected not to amend the 1999 TSP as amended in August, 2006 to include the recommended list of improvements outlined in NAP Appendix A, but rather to wait until completing an update to its TSP. That work is underway and is expected to address long term facility needs in the OR 126 corridor. Completion of the TSP update is anticipated in late 2007.

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:

Redmond's existing TSP was developed in 1999 (Redmond TSP Update, DEA, Inc. 1999). There are sections in the NAP that are devoted to transportation (NAP, Chapter 3).

(2) The TSP shall include the following elements:

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

Response:

NAP Appendix A presents a traffic impact analysis for the NAP. There are three development scenarios. The "27th Main Street" scenario assumes a development pattern that is represented in the adopted NAP. The analysis presents a series of mitigation measure to remedy traffic related problems that occur both within and outside the NAP.⁵⁹

(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.

⁵⁹ Northwest Area Plan, Appendix A, p 10

Response:

The NAP calls for a multi modal transportation network. The street pattern is an extension of the city's existing grid and conforms to the city's standard block lengths. Blocks in the north/south direction are spaced 1/8th mile while east west blocks are longer to take advantage of solar orientation (NAP, p. 18-19). Policies require adherence to the grid pattern presented in the plan, require connections to existing streets in adjacent developed areas whenever such connection are possible, and encourage the use of alleys. Local street connections to 27th Street and to Maple Avenue, which are designated as arterial streets, are envisioned as right-in/right-out connections with cross-street connections spaced every 1/4 mile. No direct access is permitted to arterials from private property and no parking is permitted on arterial streets. Street cross sections are planned in accordance with functional classification.⁶⁰

(c) A public transportation plan which:

(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.

Response:

Redmond does not have transit but the NAP was designed with transit in mind. Arterials are designed to be "transit ready". The boulevard design for 27th Street was chosen in part to provide easy transit access for higher density residential areas that are adjacent to the arterial. Street System Policy #6 calls for streets to be designed for future transit use.⁶¹

(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;

Response:

Sidewalks are shown on all streets and bike lanes are shown on all higher-order streets. Separate multi-use trails are planned above or adjacent to irrigation canals. Trails link parks and school facilities and a trail map and signage system is planned to direct pedestrians and cyclists to destinations within and outside the neighborhood.⁶²

(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.

⁶⁰ Northwest Area Plan, p. 18-21)

⁶¹ IBID

⁶² Northwest Area Plan, p. 23 and Appendix B

Response:

The NAP street policies supplement the city's adopted transportation policies. They apply only to the NAP. The NAP does not include a transportation financing program. When the area was annexed to the UGB, a separate SDC was developed for the area to finance higher-order street improvements. That program included intersection improvements in the OR 126 corridor. Recent amendments to OAR 660-012-0060 may not permit the northwest area SDC program to be implemented because the improvements on the whole do not mitigate and avoid a "significant effect" finding for the planned build-out scenario.

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:

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

(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 proposed land development in the NAP is expected to worsen the performance of existing and planned transportation system facilities in the Highland Avenue (OR 126) corridor between 19th Street and 35th Street below the mobility standard for each of the signalized intersections in this stretch of the highway. The forecast condition is for the end of the planning period is 2027.⁶³

(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:

⁶³ Northwest Area Plan, Appendix A

(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;

(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:

The city of Redmond has adopted land use policies and regulations for determining if incremental development in the NAP will have a significant affect on transportation facilities. Approval of the NAP does not result in rezoning the land for urban use. Rezoning occurs after annexation to the City of Redmond or after approval of an annexation agreement.⁶⁴ Individual requests for annexation need not include immediate rezoning.

Redmond land development regulations require applicants that request rezoning for their property to demonstrate that development enabled by the rezone will not have a significant adverse affect on existing or planned transportation facilities.⁶⁵ Redmond is in the process of updating its TSP. Land use assumptions that are being used in the traffic modeling for the TSP update reflect the planned future condition that is shown in the NAP land use map. ODOT developed the traffic model that is being used to analyze the future land use condition and helped establish transportation analysis zones for the new model. Completion of the TSP update is expected later in 2007.

⁶⁴ Northwest Area Plan, p. 8)

⁶⁵ Redmond Development Code, Article IV, Section 8.0760.5

(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 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.

(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.

Response:

Redmond's development regulations call for traffic impact to determine if a zone change will have a significant affect on existing or planned transportation facilities reviewed in consultation with other transportation service providers, including ODOT and Deschutes County. The standards for making the determination mirror the factors set forth above. Redmond's development code will be amended to require that a TPR compliance review

finding be made for any zone change that may result in additional traffic over the existing zoning, consistent with 660-012-0060.⁶⁶

(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;

Response:

The planned neighborhood mixed use district at the intersection of 27th Street and Maple Avenue encompasses approximately 22 acres for neighborhood retail and residential uses.⁶⁷ The plan's adoption does not designate or rezone that land for commercial use. Rezoning may only occur at the time of annexation or after annexation based on an approved annexation agreement. Prior to annexation, the property owner must demonstrate the rezone would not have a significant affect on existing or planned transportation facilities.⁶⁸

Findings:

- The NAP was prepared in consultation with transportation service providers.
- The transportation elements conform to requirements of the TPR for planned urban areas per OAR 660-012-0020, including an interconnected street grid, block pattern, bike and pedestrian facilities, connectivity to community destinations, and a “transit ready” development pattern and street design.
- Redmond evaluated the affect of the proposed NAP land use plan on area transportation facilities. If the area were rezoned, the planned land uses would have a significant affect on existing and planned transportation facilities.
- Even with the mitigation proposed in the NAP, mobility standards in the OR 126 corridor would exceed ODOT standards for a state highway in a non-metropolitan area.
- NAP adoption by the City of Redmond does not result in rezoning any land for urban use. Rezoning may not take place until after annexation to the City of Redmond.
- Redmond development regulations require that property owners that wish to rezone, even if in accordance with the NAP, must demonstrate that the resulting development will not have a significant affect on existing or planned transportation facilities.
- Redmond's adopted standards for determining a significant affect (RDC 8.0760.5) conform to definitions and procedures outlined in OAR 660-12-0060.

⁶⁶ IBID

⁶⁷ Northwest Area Plan, p. 9)

⁶⁸ Redmond Development Code, Article IV, Section 8.0760.5

- Property owners in the NAP have the opportunity to rezone and develop in accordance with the area plan so long as the uses allowed by the rezone do not have a significant affect on transportation facilities.
- Redmond is in the process of updating its TSP. Land use planning assumptions for the NAP are reflected in the traffic analysis model for the update. The TSP update is being coordinated with ODOT, Deschutes County, and other transportation service providers.

Conclusion:

The NAP complies with Goal 12. The plan does not result in an amendment to the Redmond Transportation System Plan to address significant effects in the OR 126 corridor. Land use plan designations and rezoning that are necessary to enable development will not take place, however, until after annexation to the City of Redmond. Implementation measures are in place that protect against rezoning that would have a significant effect, so NAP adoption may proceed with the understanding that Goal compliance must be determined incrementally as rezoning and development proceeds. The TSP does not yet include a financing element that addresses the transportation needs for the NAP. The TSP has other systemic deficiencies that affect the NAP as well as other areas of the city. Full compliance with the TPR for the NAP is expected upon completion of the updated Redmond TSP.

Goal 13 Energy Conservation

To conserve energy.

Response:

The NAP emphasizes a mix of land uses in this new neighborhood. The proposed Mixed-Use Neighborhood (MUN) zone is designed to offer employment and services so that residents can meet more of their everyday needs within the neighborhood. This zone forms the core of a neighborhood center that includes housing, a school, park, and other civic and public uses. The proximity of these uses promotes walking and biking.

This mix of land uses, together with proposed nodes of higher-density development, street cross-sections with wide sidewalks and planting strips, design standards for attractive building facades and streetscapes, and road right-of-way and trail projects, also support walking and biking – and less driving and energy consumption – in the NAP planning area in general.

The efficient use of energy is also being promoted in the proposed block layouts proposed as part of the NAP. The City’s Development Code (RDC 8.0370)⁶⁹ already includes rigorous solar access standards. The proposed block layout recommends that most blocks be oriented east-west so as to maximize the solar exposure buildings on those blocks will receive.

⁶⁹ The City’s Development Code is available from the City and online at: <http://www.ci.redmond.or.us/internet/cdd/planning-division/development-code.html>.

Findings:

- The mix and proximity of uses, density of uses, building and streetscape design standards, sidewalks, paths and trails proposed as part of the NAP support walking and biking in the community, and reduced energy consumption and reliance on driving.
- The NAP proposes a standard block layout that orients building east-west so as to maximize solar access.
- Future development in the NAP planning area will be subject to solar access requirements in the City's existing Development Code.

Conclusion:

The City and Deschutes County have complied with state requirements for energy per Statewide Land Use Planning Goal 13.

Goal 14 Urbanization

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

(2) Orderly and economic provision of public facilities and services;**Response:**

The Redmond UGB amendment serves as the foundation for the NAP and HAP. The UGB expansion area was proposed on the north and west sides of Redmond primarily based on the most orderly and economic provision of public facilities and services, particularly transportation and sewer. Gravity-flow sewer Line "D", running along the western edge of Redmond, has conveyance and treatment capacity for approximately 1,700 homes. The area is being served by the West Side Sewer Interceptor Project (WSSIP), and the Water Pollution Control Facility (WPCF) on the northern edge of Redmond is being expanded. A new bridge across Dry Canyon on Maple Avenue was due to be completed in late 2006, which will provide a significant benefit to the northwestern UGB expansion area. This moves local traffic off of Highway 97, reducing traffic impacts on the highway.

The NAP report includes policies and proposed projects for sufficiently and efficiently serving the area with public facilities, with a focus on transportation, water, storm water and sewer, and schools and parks. Please refer to the findings for Statewide Planning Goals 8, 11, and 12 for more detail about parks, public facilities, and transportation planning.

Transportation

Transportation policies address the need to integrate the NAP with other City plans, to create an efficient interconnected system, and to create a bicycle and pedestrian system that connects community destinations and provides recreation and a viable transportation option. Roadway right-of-way project lists, block layouts, street cross-sections, and a map of proposed and existing trails are all included in the NAP report.⁷⁰

⁷⁰ Northwest Area Plan, pp. 17-18, 21-22, and 25

Water and Sewer

NAP policies regarding water and sewer emphasize consistency with updated facility master plans, opportunities for construction of public facilities in advance of or concurrent with development, and the use of “green streets” and natural storm water management to reduce the need for “hard” collection, conveyance, and treatment infrastructure. A conceptual sewer and water facilities plan is included as Figure 3.4 in the NAP report.⁷¹

Schools and Parks

Policies for schools and parks acknowledge the natural connections and opportunities for collaboration between these two set of public facilities and services. The NAP calls for safe connections between schools, parks, and the surrounding neighborhood so that kids and families can reasonably walk and bike, for orientation of housing and the neighborhood to the schools and parks, and for exploring ways in which residents can contribute to the funding of school site acquisition.

The NAP includes a 30-acre elementary school and park site. A 20-acre future middle school site is planned adjacent to the NAP planning area. Two neighborhood parks are proposed in the north and south of the NAP. Design of neighborhood parks will receive more detail through the City’s Park and Recreation Master Plan update.

(3) Comparative environmental, energy, economic and social consequences; and

Response:

Environmental and Energy Consequences

Taken together, the proposed mix and density of uses, street cross-sections, new building design standards, and right-of-way and trail projects support walking and biking – and less pollution and energy use – in the NAP planning area. The emphasis of the NAP is to provide a mix of uses within the area. The proposed Mixed-Use Neighborhood (MUN) zone is designed to offer employment and services so that residents can meet more of their everyday needs within the neighborhood. This zone forms the core of a neighborhood center that includes housing, park, and other civic and public uses. The proximity of these uses should promote walking and biking.

In the northern portion of the NAP planning area, there is another small center of housing focused around a park. Housing in both these northern and southern centers as well as around each major intersection along the area’s arterial (27th Avenue) is high-density housing. High-density housing makes efficient use of the land while making transportation options more viable and offering opportunities for more social interaction.

Buildings built up to the property line, storefront windows, lighting, landscaping, wide sidewalks, and bike lanes or shared lanes are features of proposed design standards and street cross-sections that will encourage walking and biking in the NAP planning area, particularly in the MUN zone. Canals in the area also provide other walking and biking opportunities.

⁷¹ Northwest Area Plan, p. 27

Streets will be encouraged to incorporate “green” elements of natural storm water management that is a benefit to public facilities as well as a more attractive streetside environment.

A trail corridor and planting along the lateral canal through the southwestern part of the NAP planning area will buffer it from surrounding development while providing recreation opportunities, a connection between the main southern neighborhood center and surrounding areas, and transportation options that will allow reduced reliance on driving.

The efficient use of energy is also being promoted in the block layouts as part of the NAP.⁷² The City’s Development Code already includes rigorous solar access standards.⁷³ The proposed block layout recommends that most blocks be oriented east-west so as to maximize the solar exposure buildings on those blocks will receive.

Economic Consequences

On a neighborhood scale, the NAP is planned to provide employment and services to residents. Services and employment along Highway 126 to the south of the NAP planning area will be accessible to the NAP planning area without having to cross Highway 97. However, with the new bridge across Maple, the NAP planning area will also have improved access to services and employment along the highway as well as east of the highway in the vicinity of the Redmond Airport.

Social Consequences

The NAP is planned to provide a range of social amenities for the area. Perhaps the most important is a range of housing types and densities that will be permitted and encouraged. This variety of housing is critical in providing affordable housing and a mix of residents that makes for vital neighborhoods.

Hand-in-hand with housing are the parks to serve residents, located in the north and south parts of the NAP planning area. A 30-acre school and park site within the planning area will also serve residents of the NAP. Policies for the NAP require that housing be physically oriented towards the schools and parks.

The NAP provides a main neighborhood and social center in the vicinity of Maple and 27th that includes a civic use on the east side. Civic and public spaces will include public art, according to NAP policies, intended to support community identity and cohesion.

Continuous sidewalks, new design standards for buildings and the streetscape, and trail systems are planned to create connections throughout the NAP planning area and to surrounding areas. These paths and connections, as well as policies emphasizing safe routes to schools and other community destinations, provide opportunities for social interaction and public health.

⁷² Northwest Area Plan, p. 19

⁷³ See RDC 8.0370. The City’s Development Code is available from the City and online at: <http://www.ci.redmond.or.us/internet/cdd/planning-division/development-code.html>.

(4) Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB.

Response:

Compatibility with rural and agricultural uses was demonstrated as part of the approved UGB amendment. While the NAP planning area is not entirely adjacent to the new UGB, it does acknowledge the transition between urban and rural uses by (a) retaining its urban holding zoning, which permits rural and agricultural uses of the underlying zone, until conditions of annexation, planning, and development can be met; and (b) proposing lower-residential zoning along the perimeter to act as a buffer, of the two main residential zones being planned in the area.

Findings:

- The location of the 2006 Redmond UGB amendment was based largely on the greater suitability and efficiency of serving the west and northwest areas with public facilities, namely sewer.
- The NAP provides policies, designs, and projects guiding the efficient and coordinated provision of facilities and services. This plan and updated public facility master plans will guide the provision of public facilities and services, which will be required as part of approval for annexation, rezoning, and development in the future.
- In terms of environmental and energy consequences, the NAP proposes a mix of land uses that makes efficient use of land and supports walking and biking. Proposed sidewalks and canals with trail corridors and landscaping also provide recreation and transportation opportunities. Block orientation to maximize solar access also encourages energy efficiency.
- The NAP is planned to provide employment and services on a neighborhood scale and integrated into the neighborhood. Access to other employment and services is available south of the NAP planning area along Highway 126 and then, across the new bridge on Maple, along Highway 97 and the eastside industrial area in the airport vicinity.
- The social consequences of the NAP include providing a range of housing choices affordable to a range of incomes, and a variety of residents; parks, civic spaces and public spaces, with housing oriented toward these spaces; sidewalks, paths and trails for recreation and transportation between community destinations; and school site, integrated with parks, and oriented toward housing and the neighborhood.
- The NAP provides a transition between urban and rural uses by retaining urban holding zoning, which permits rural and agricultural uses of the underlying zone, until approval of annexation, rezoning, and development plans. Lower density housing, of the three residential zones proposed, is also planned for the perimeter of the NAP.

Conclusion: The City and Deschutes County have complied with state requirements for urbanization per Statewide Land Use Planning Goal 14.

III. CONFORMANCE WITH DESCHUTES COUNTY COMPREHENSIVE PLAN

23.124.020. Goals: Citizen Involvement

1. To promote and maintain better communication between the community's various segments (i.e., governmental agencies, business groups, special districts and the general public).

Response:

The citizen involvement process for the NAP, as detailed above under statewide Goal 1, involved each of these groups and facilitated communication between them.

2. To provide the opportunity for the public to identify issues of concern and encourage their involvement in planning to addresses those issues.

Response:

Opportunities for public involvement and input are outlined above, under statewide Goal 1.

3. To serve as a liaison between elected and appointed bodies and citizens of the county.

Response:

This goal is not relevant to NAP planning.

4. To provide educational opportunities for the people to learn about planning and how it may be used to assist their community and themselves.

Response:

The first public meeting included an educational session on neighborhood design principles. Each staff presentation included elements of education about land use planning, urban design or public process.

23.80. Goals: Natural Hazards

1. To protect life and property from natural disasters and hazards.

Findings:

- The City and County background maps do not identify land in the NAP planning area as subject to natural hazards.
- Article IV - Site & Design Review Standards of the City of Redmond Development Code requires applicants to identify hazardous conditions on site through special studies and investigations (Section 8.3030). Before land within the NAP boundary could be approved for future development, the City could require compliance with these standards.

Conclusion:

The City and County have complied with County requirements for areas subject to natural hazards per Chapter 23.80.

23.96. Goals: Open Spaces, Areas of Special Concern, and Environmental Quality

1. To conserve open spaces and areas of historic, natural, or scenic resources.
2. To maintain and improve the quality of the air, water and land resources of Deschutes County.

Response:

Chapter 23.96 reiterates Statewide Land Use Planning Goals 5 and 6. A discussion of NAP consistency with Goals 5 and 6 is presented in the Statewide Land Use Planning Goals section of this report; that discussion applies here as well. The discussion demonstrates that the NAP complies with the requirements of Goals 5 and 6.

Findings:

- Refer to Statewide Land Use Planning Goal 5 for findings regarding open space and areas of historic, natural or scenic resources in the NAP.
- Refer to Statewide Land Use Planning Goal 6 for findings regarding air, water and land resources in the NAP.

Conclusion: The City and County have complied with County requirements for open spaces, areas of special concern, and environmental quality per Chapter 23.96.

23.108. Goals: Historic Resources

1. To preserve and protect historic and cultural resources of Deschutes County.

Findings:

- There are no Goal 5 historic resources identified within in the NAP planning area per the City and County Comprehensive Plans.

Conclusion:

The City and County have complied with County requirements for historic resources per Chapter 23.108.

23.112. Goals: Water Resources

1. To maintain existing water supplies at present quality and quantity.
2. To improve the efficiency with which water is supplied to meet the growing needs of Deschutes County residents.

Response:

The identified water resources within the NAP planning area are three COID canal laterals. The “C” lateral is the largest and conveys over 50 cubic feet/second of water to end users. The NAP calls for this canal to be relocated underground in a pipeline with a 30-foot public easement dedicated to COID that will be used to provide a public trail amenity. A smaller COID lateral travels through the southwest portion of the NAP planning area. The NAP plans for this canal to remain in its existing location. The third canal is a small delivery lateral that serves a single irrigator. Per the NAP, this canal will be relocated underground in

a pipeline with a 30-foot public easement. All COID easements will be required as a condition of approval for annexation. The canals will continue to serve end users in the same manner as they currently do.

Findings:

- The development of a trail system along the canals as proposed by the NAP will not impact the quality, quantity, or efficiency of the water supply provided by the canals.

Conclusion:

The City and County have complied with County requirements for water resources per Chapter 23.112.

23.72.020. Goals: Recreation

1. To satisfy the recreational needs of the residents of and visitors to Deschutes County.

Response:

As detailed above under statewide Goal 8, the neighborhood parks planned for the NAP are intended to provide recreational lands for the residents of the planning area. Neighborhood parks are not intended to accommodate visitors to the county, but do contribute to the county-wide park and recreation system, including the trail network.

2. To maximize utilization of economic and personnel resources through increasing intergovernmental and public-private cooperation in the provision of recreation facilities and services.

Response:

This goal does not apply to the NAP.

3. To provide, concomitant with growth, sufficient uniformly distributed land and facilities for park purposes throughout the County.

Response:

This goal is addressed in detail under statewide Goal 8, above.

23.52.020. Goals: Economy

1. *To diversify and improve the economy of the area.*

Response:

This goal is discussed in detail under statewide Goal 9, above.

2. To enhance and maintain the existing natural resource, commercial and industrial segments of the local economy.

Response:

This goal does not apply to the NAP.

23.56.020. Goals: Housing

1. To provide adequate number of housing units at price ranges and rent levels commensurate with the financial capabilities of local households.

Response:

This goal is addressed in detail under statewide Goal 10, above.

2. To allow flexibility of housing location, type and density in Deschutes County.

Response:

This goal is addressed in detail under statewide Goal 10, above.

23.48.020. Goals: Urbanization

1. To provide for an orderly and efficient transition from rural to urban lands.

Response:

Development of the NAP is part of a planning process in Redmond that began with establishing an Urban Reserve Area (URA) and amending the UGB. Location of the UGB amendment was influenced heavily by the ability efficiently provide public services. Please refer to the narrative and findings of Statewide Goals 11 and 14 for further discussion of public services in the NAP planning area.

Following adoption of the NAP, specific applications for annexation, rezoning, and development will need to demonstrate the ability to provide appropriate urban services before urban uses will be approved. In the meantime, City and County urban holding zones and designations apply to the NAP planning area, allowing for continued rural and agricultural uses, with some limitation on new uses, and prohibiting division of lots into parcels less than 10 acres.

2. To assure that planning and implementation of plans in the urban areas are consistent with the best interest of both urban and urbanizing area residents.

Response:

The URA, UGB amendment, and NAP have been developed with participation from City and County stakeholders, ensuring that their interests are represented in these planning efforts. Please refer to narrative and findings for Statewide Goal 1 in this report for more detail about the public involvement measures that have been part of developing the NAP.

3. To retain and enhance the character and quality of the urban areas as growth occurs. To recognize and respect the unusual natural beauty and character of the area.

Response:

The NAP includes proposals for building design standards, clustering of buildings, and designation of open spaces that all contribute to retaining and capitalizing upon the natural beauty and character of the City. Building design standards, particularly in are intended to emulate traditional neighborhoods and storefronts, orienting the buildings to the street and requiring detailing that should make the buildings distinctive. Clustering development also emulates traditional development, while preserving view sheds and access to the scenic resources around the City. Finally, parks, public space, and corridors along the canals are proposed to allow for enjoying scenic resources and other natural resources that the City has to offer.

Please refer to the narrative and findings of Statewide Goals 2, 5, and 8 for more detail about land use planning, natural resources, and parks and open spaces in the NAP planning area.

4. To provide a sound basis for urbanization by establishing proper relationships between residential, commercial, industrial and open land uses; fostering intergovernmental cooperation; and providing an efficient transportation system.

Response:

The NAP went through a series of urban design exercises held between the Project Team, the Project Advisory Committee, the Technical Advisory Committee, and the public in order to arrive at the mix of residential, commercial, employment, and public uses represented in the NAP land use map. Refer to the narrative and findings of Statewide Goals 1 and 2 for more details about the process and outcomes.

The desired mix of land uses was integrated with a transportation system that provides internal circulation as well as connections to surrounding areas, and supports the use of transportation options. Please refer to the narrative and findings of Statewide Goals 12 and 14 for further discussion about the transportation system and its environmental, energy, and social implications.

5. To retain and enhance desirable existing areas and to revitalize, rehabilitate and redevelop less desirable existing areas; to encourage and promote innovations in development techniques in order to obtain maximum livability and excellence in planning and design for development.

Response:

Development in the NAP planning area will be primarily new construction instead of redevelopment. However, elements of the plan such as block orientation for maximum solar exposure and boulevard street cross-sections with “green streets” or natural storm water management features are among some of the innovations and benefits to livability being proposed.

See narrative and findings for Statewide Goals 12 and 14 for more discussion of the plan's transportation element and the environmental, energy, and social implications of the plan.

Findings:

- The NAP provides a Land Use Plan map to guide land uses that will be implemented following approval of annexation, rezoning, and development. Approval of annexation, rezoning, and development will be contingent upon the ability to provide the area with public facilities and services. Plans for public facilities and services are provided in the NAP and updates of the City's master plans.
- The NAP was developed with participation from City and County stakeholders through a series of advisory committee meetings, public forums, mailings, newsletters, and online media.
- The NAP maintains and enhances the character of the area through a combination of proposed building design standards and designation of open spaces and trail corridors.
- The NAP's urban design is a result of a collaborative process between the project team, advisory committees, and the public. It features a mixture and density of uses that should provide employment, services, transportation options, and opportunities for social interaction for residents. The combination of proposed road projects, connected streets, sidewalks, and trails provide transportation options, local circulation, connections to adjacent areas, and are designed to reduce traffic impacts on Highway 97.

Conclusion:

The City and Deschutes County have complied with urbanization goals and policies from the Deschutes County Comprehensive Plan.

23.64.020. Coordination and implementation of the Transportation System Plan.

1. Goals.
 - b. Have an ongoing transportation planning process and maintain a transportation plan that meets the needs of the County and its residents. The transportation plan and facilities of Deschutes County shall be coordinated with the plans and facilities of incorporated cities within Deschutes County, adjacent counties and the State of Oregon.

Response:

The County TSP recognizes arterial and collector roads in NAP (Deschutes County TSP, p. 9). Deschutes County and Redmond jointly developed the urban reserve areas surrounding Redmond, and jointly prepared and adopted the urban growth boundary amendment that brought the northwest area into the UGB in July 2006. During that process, Deschutes County adopted right of way protection standards for road corridors identified in the City's TSP as future urban arterial and collector routes (Redmond TSP Map, 2005). That policy protected two important road corridors in the NAP from encroachment by interim development: Maple Avenue and 27th Street/Northwest Way.⁷⁴ Deschutes County and

⁷⁴ Redmond-Deschutes County Road Transfer Agreement, 2006

Redmond have an agreement for the transfer of road jurisdiction within the Redmond UGB from the county to the city as annexation of land adjoining county roads occurs (Redmond Road Transfer Agreement, 1998). With these measures in place, the County has ceded planning responsibility for transportation facilities in Redmond's future urban areas to the city.

2. Policies. Deschutes County shall:

- d. Continue to coordinate transportation planning with local, regional and state plans by reviewing any changes to Deschutes County local transportation plans, regional transportation plans, the Oregon Transportation Plan and ODOT's State Transportation Improvement Plan (STIP); and
- e. Continue public and interagency involvement in the transportation planning process.

Response:

Deschutes County is participating in the Redmond TSP update. The county and city have representatives on the ODOT Region 4 Central Oregon ACT. The County is afforded the opportunity to review plan amendments prior to adoption by the city and in accordance with provisions in the city/county urban growth management agreement (citation). The county elected to not participate in the NAP development process deferring the planning process to urban service providers, local property owners, and urban area residents.

23.64.030. Arterial and collector roads.

- a. Goal. Establish a transportation system, supportive of a geographically distributed and diversified industrial base, while also providing a safe, efficient network for residential mobility and tourism.

Response:

Under this goal, Deschutes County establishes a list of priority county roadways and improvement projects. No county roadways in the NAP are on the county's priority list. OR 126 is listed as a priority roadway. Listed concerns relate to increased traffic and congestion near Cline Falls, west of Redmond, and safety concerns at the intersection of OR 126/Helmholtz and that area surrounding this intersection (Deschutes County TSP, p.7). Development of the NAP is expected to add traffic to OR 126 in the vicinity of that intersection.

23.64.050. Functional classification.

- 4. Goal. Deschutes County functional classification goals and policies are as follows:
Designate access and land uses appropriate to the function of a given road.
- 5. Policies.
 - a. Deschutes County shall:
 - 1. Coordinate the County Transportation System Plan with the transportation system plans of the cities of Bend, Redmond and Sisters. The County shall emphasize continuity in the classification of roads and appropriate design standards for roads that link urban areas with rural areas outside the urban growth boundaries. Prior to the finalization of any UGB amendment, the County and affected city shall agree on the functional

classification and design standards of County roads within the proposed UGB area.

Response:

The County TSP arterial and collector roads that are in the NAP (Deschutes County TSP, p. 9) are consistent with the planned functional classification for these roads in the Redmond TSP and in the NAP. Coordination and protective measures were implemented for these corridors when Redmond and the county established urban reserve areas in 2005.

Findings:

- Transportation planning has been coordinated between Redmond and Deschutes County for the major road corridors in the NAP.
- Measures are in place to protect arterial and collector roads in the NAP from encroachment by interim development.
- Deschutes County's TSP has documented concerns for safety and congestion in the vicinity of Helmholtz Way and OR 126.
- Deschutes County is working with the City of Redmond to update the Redmond Area TSP.

Conclusion:

The NAP is consistent with Deschutes County transportation policies and plans.

23.68.020. Public Facility Policies.

1. General.

f. Deschutes County shall coordinate with the cities and other service providers in urban areas to assure that all urban services are provided in an equitable manner and construction phased, based upon the time required to provide the service, the reliability of the service, the financial cost, and the levels of service needed. All services shall be provided consistent with the provisions of all other required services.

Response:

Deschutes County has recognized Redmond as the major service provider in the Redmond UGB.⁷⁵ Coordination for the delivery of park services and fire protection where special district boundaries overlap future city jurisdiction boundaries is addressed in ORS 195 service coordination agreements. Energy service providers attended Redmond Visioning meeting in the Summer of 2005 and presented general information for how energy services would be expanded in the area (Visioning meeting summary, 2005). Other public facility service providers participated in the NAP planning process, including the school district and Central Oregon Irrigation District.

Conclusion:

The NAP complies with County public facility policies and planning requirements.

⁷⁵ City of Redmond and Deschutes County Joint Management Agreement, July 26, 2005

IV. CONFORMANCE WITH CITY OF REDMOND COMPREHENSIVE PLAN

It should be noted that although the NAP addresses many of the city's comprehensive plan goals, not all goals are relevant to the limited area addressed in this plan.

Chapter 1: Citizen Involvement

Response:

The City's Comprehensive Plan goals are identical to those listed in Statewide Planning Goal 1. The narrative and findings associated with Statewide Goal 1 described how the NAP planning process meets these standards.

Chapter 2: Land Use Planning

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

POLICIES

2. The plan shall be the basis for specific implementation measures. These measures shall be consistent with and adequate to carry out the plans. Each plan and related implementation measure shall be coordinated with the plans of affected governments.
4. Opportunities shall be provided for review and comment by citizens and affected governmental units during preparation, review and revisions of plans and implementing ordinances
5. To provide a sound basis for orderly and efficient urbanization by establishing proper relationships between residential, commercial, industrial, public and open land uses, and transportation uses.
6. To provide for a close correlation between the provision of urban services and urban development in order to bring about a more orderly and efficient development pattern, and thereby avoid unnecessary tax burdens and excessive utility costs normally associated with scattered, unrelated development.
7. To provide a safe, coordinated, efficient and effective transportation system to bring about the best relationship between places where people live, work, shop and play.
8. To bring about general overall increase in population density throughout the community in order to facilitate efficient transportation systems as energy conservation factors become more prevalent.

Response:

The NAP provides an intermediate step between generalized framework planning and specific site development plans. The NAP includes implementation tools such as a proposed Land Use Plan map, transportation and public facility project lists and plans, and code amendments.

The NAP went through a series of urban design exercises held between the Project Team, the Project Advisory Committee, the Technical Advisory Committee, and the public in order to arrive at the mix of residential, commercial, employment, and public uses represented in the NAP Land Use Plan map. A large part of the NAP planning area is designated for residential uses and the residential zones proposed in the NAP are primarily the City's high density residential zones. These zones make efficient use of the land and make for more vibrant neighborhood centers and viable transportation options. Please refer to the narrative and findings of Statewide Goals 1 and 2 for more details about the land use planning process and outcomes.

The desired mix of land uses was integrated with a transportation system that provides internal circulation as well as connections to surrounding areas, and supports the use of transportation options. Street cross-sections and restrictions of turn movements at specified intersections are proposed in the NAP and are designed to improve safety in the area. Please refer to the narrative and findings of Statewide Goals 12 and 14 for further discussion about the transportation system and its environmental, energy, and social implications.

Public facilities and services are addressed in the NAP and updates for facility master plans are being completed. Provision of necessary public services will be required as part of annexation agreements and approval of rezoning and development. For further discussion of public facilities, please refer to the narrative and findings for Statewide Goal 11.

Findings:

- The NAP includes a Land Use Plan map, transportation project lists and maps, public facility conceptual plans, and proposed code amendments in order to implement the NAP.
- The public, government agencies, and other stakeholders were given opportunities to participate in development of the NAP through advisory committee meetings, public forums, newsletters, mailings, and online media.
- The plan for optimal relationships between residential, commercial, industrial, public and open land uses, and transportation uses is represented in the Land Use Plan map, which was developed as a joint effort between the project team, advisory committees, and members of the public.
- Urban services will be provided according to City public facility master plans as well as to project lists, conceptual plans, and code amendments adopted as part of the NAP. Annexation and development will not be permitted without provision of these urban services. Development patterns following the Land Use Plan are

relatively dense for the City of Redmond and will make efficient use of the investment in public facilities and services.

- The transportation system in Redmond includes roadway, sidewalk, and trail/path facilities. These facilities provide viable transportation options and connections throughout the area, between community destinations, as well as to adjacent areas. Street cross-sections and turning movement restrictions proposed in the NAP supports safety in the transportation system.

Conclusion: The City and Deschutes County have complied with City requirements for land use planning per City of Redmond Comprehensive Plan Chapter 2.

Chapter 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

1. To conserve open space and protect natural and scenic resources.
2. To preserve and retain historic structures, areas, sites and cultural resources throughout the city.

Response:

Chapter 5 reiterates Statewide Land Use Planning Goal 5. A discussion of NAP consistency with Goal 5 is presented in the Statewide Land Use Planning Goals section of this report; that discussion applies here as well. The discussion demonstrates that the NAP complies with the requirements of Goals 5.

Findings:

- Refer to Statewide Land Use Planning Goal 5 for findings regarding open space and areas of historic, natural or scenic resources in the NAP.

Trails:

32. Canals and the right-of-ways should be recreation linkages for bike paths, hiking and jogging trails throughout the urban area.
33. A trail system should be developed and, wherever possible, interconnect schools, parks and open spaces within the urban area.

Response:

Section 3.5 of the NAP outlines the plan for developing public trail amenities along the canal corridor within the NAP planning area. Two of the three canal laterals that travel through the area will be relocated to an underground pipeline with a 30-foot easement. The easement will be used to provide a public trail system that will connect residential areas, the proposed school and the neighborhood park. The third canal will remain in its current location and the maintenance road that parallels the canal will serve as a multi-use path that connects with the other portions of the trail system.

The NAP trail system includes connections to a trail within the BPA transmission line corridor that is west of the NAP planning area. Trails are proposed in the northern area of the NAP to connect with Dry Canyon and other future potential trail corridors.

Findings:

- The NAP includes plans for development of a multi-use trail system within the NAP planning area that connects important elements - such as parks, schools, and other open spaces - both inside and outside the NAP boundary.
- The NAP plans for the development of trails along the canal corridor.

Conclusion:

The City and County have complied with City requirements for open spaces, scenic and historic areas, and natural resources per Chapter 5.

Chapter 6: Air, Water, and Land Resource Quality

To maintain and improve the quality of the air, water and land resources of the City.

Findings:

- Refer to Statewide Land Use Planning Goal 6 for findings regarding air, water and land resource quality in the NAP.

Conclusion:

The City and County have complied with City requirements for air, water and land resource quality per Chapter 6.

Chapter 7: Natural Hazards

To protect life and property from natural disasters and hazards.

Findings:

- The City and County background maps do not identify land in the NAP planning area as subject to natural hazards.
- Article IV - Site & Design Review Standards of the City of Redmond Development Code requires applicants to identify hazardous conditions on site through special studies and investigations (Section 8.3030). Before land within the NAP boundary could be approved for future development, the City could require compliance with these standards.

Conclusion:

The City and County have complied with City requirements for areas subject to natural hazards per Chapter 7.

Chapter 8: Recreational Needs

The Redmond Urban Growth Boundary park system should enhance the livability in the Redmond UGB by:

1. Providing quality green spaces, natural areas, and recreation sites for passive and active recreation through public and private park land throughout the community.

2. Neighborhood park, or park site, should be provided within one-half mile of every home.

3. Establishing a system of trails that are interconnected.

4. Coordinating the development of future park sites with school sites to serve the expanding urban area population.

Response:

As detailed in the responses and findings for statewide Goal 8 above, these goals are met by the NAP through the proposed locations of two neighborhood parks, multi-use trails/greenways, and locating a park next to a school. The park's location contributes to the city standards of providing neighborhood parks within ½ mile of all households.

Chapter 9: Economic Development

Goals:

1. Expand, improve and diversify the economy of the Redmond Urban Growth Boundary area while maintaining Redmond's quality of life.

Response:

The neighborhood commercial uses planned for the NAP will contribute to the diversity of Redmond's economy by providing small-scale service employment opportunities. This goal is further addressed in the responses to statewide Goal 9 above.

2. Provide family wage employment opportunities for area residents.

Response:

Neighborhood commercial areas could provide opportunities for small business ownership for local residents.

3. Retain or create industrial, office, professional services, technology, medical, tourism, retail and other jobs through expansion and retention of existing businesses and recruitment of new businesses.

Response:

These types of employment are not present in, nor appropriate for, the NAP. This goal is not relevant.

4. Improve the appearance of the community's employment districts, particularly along Highways 97 and 126, the Downtown, central east side industrial areas, and the Airport/Fairgrounds area.

Response:

This goal is not relevant to the NAP.

5. Allow mixed used employment and commercial uses in outlying areas of the community as neighborhood centers to provide opportunities for citizens to reside near employment and service destinations.

Response:

The creation and implementation of the MUN meets this goal, as addressed in more detail in the response to and findings for Goal 9, above.

6. Provide for an attractive, interesting, and convenient downtown as a place to do business, work, shop, reside, visit, socialize, and celebrate the community.

Response:

This goal is not relevant to the NAP.

7. Preserve our historic legacy as reflected in place names, parks, art, buildings and traditions.

This goal will be met as development takes place and place names are assigned to development.

8. Protect industrial lands from being converted to commercial uses, while allowing limited service commercial uses that directly support industrial areas.

Response:

This goal is not relevant to the NAP.

9. Provide, maintain, and promote the enhancement of state of the art infrastructure, including, but not limited to, transportation systems, sewer, water, natural gas, power, telecommunications and air service to support the commercial and industrial needs of the community.

Response:

This goal is not addressed at the scale of the NAP.

10. The City and County shall continue to work cooperatively with the State and Federal government and economic development agencies to implement economic development within the Redmond Urban Growth Boundary.

Response:

This goal is not addressed at the scale of the NAP.

11. Maintain Redmond's favorable employment to housing ratio by taking affirmative steps to ensure that economic development and employment growth keeps pace with population growth, especially for industrial employment.

Response:

The NAP does not address industrial employment. It does create small-scale employment opportunities in areas of new residential growth.

Chapter 10: Housing

Goals:

1. Provide adequate buildable residential land to meet the projected 20 year housing need.

Response:

Inclusion of the NAP within the city will meet this overall goal per analysis provided in the City's Framework Plan and as described under findings for Statewide Planning Goal 10.

2. Allow for a variety of housing options for all income levels in both existing neighborhoods and new residential areas that match the changing demographics and lifestyles of Redmond residents.

Response:

The NAP provides for a variety of housing options in all income levels as described under findings for Statewide Planning Goal 10.

3. Establish residential neighborhoods that are safe, convenient, and attractive places to live, which are located close to schools, services, parks, shopping and employment centers.

Response:

Residential development within the NAP is located in close proximity to future mixed use neighborhood centers that provide commercial shopping and other opportunities. Housing also is located within close proximity to park, schools, trails, open spaces and other civic uses. Existing and new urban design standards for the city as a whole and this area specifically will provide opportunities to create safe, attractive places for future neighborhood residents.

4. Disperse housing for the elderly, disabled, developmentally challenged and low income citizens of the community throughout Redmond's residential neighborhoods which are close to schools, services, parks, shopping and employment centers rather than concentrating these dwellings in areas.

Response:

City-wide policies and zoning ordinance provisions help meet this goal. In addition, housing policies that support diverse housing types for a range of incomes, zoning designations and strategies proposed for the NAP also would contribute to achieving it.

5. Provide a broad range of accessible and affordable housing. (Affordable housing means housing for which persons or families pay 30 percent or less of their gross income for housing, including necessary and essential utilities. Oregon Revised Statute 456.055)

Response:

The NAP provides for a variety of housing options in all income levels, including those with low and moderate incomes as described under findings for Statewide Planning Goal 10.

6. Provide for higher densities in proximity to schools, services, parks, shopping, employment centers, and public transit.

Response:

Higher density areas within the NAP are located directly adjacent to commercial shopping areas, parks, schools and other civic uses.

7. Strive to meet the needed housing mix of 60% single-family housing types and 40% multiple family housing types as a long-range target, and an average residential density of 7.5 dwelling units per net acre, or 5.9 dwelling units per gross acre over the 20-year planning period between 2005 and 2025.

Response:

Land is zoned within the NAP to allow for the 60%/40% split. Proposed new requirements would strengthen these opportunities by requiring a certain percentage of land in developments of 50 or more units include a minimum percentage of non-single-family residential development, which would result in a single-family multi-family split of up to 55%/45%.

Policies:

Existing Housing

1. The City shall investigate the status of existing manufactured home parks and determine if additional incentives are needed to ensure that the existing parks can provide opportunities for owners of the manufactured homes or mobile homes located in the Park.

2. The City shall encourage rehabilitation and maintenance of housing in existing neighborhoods to preserve the housing stock and increase the availability of safe and sanitary living units.

3. The City shall take steps to assist lower income home owners with housing maintenance and preservation in order to maintain the viability and affordability of existing housing inventory.

Response:

These policies are not relevant to the NAP as the area is currently undeveloped.

Residential Compatibility

1. New developments in existing residential areas shall be compatible with surrounding developments, including landscaping, visual impact, architectural styles and lighting, and their appearance should enhance the area.

2. Private and public nonresidential uses for the convenience or safety of neighborhood residents should be permitted within residential areas. Such facilities shall be compatible with surrounding developments, and their appearance should enhance the area.

Response:

These policies are addressed by city-wide zoning ordinance provisions. In addition, land in the NAP adjacent to lower density existing residential areas has been designated as R-3 (general residential) to buffer adjacent residential uses from higher density uses in the NAP. Additional zoning ordinance provisions for mixed use commercial areas in the NAP also achieve these goals through design standards and guidelines for lighting, landscaping and public improvements.

Accessory Dwellings

3. Accessory dwellings to homes, i.e. Granny flats, shall be allowed in new subdivisions and existing neighborhoods.

4. Temporary improvements for medical hardships shall be permitted in residential areas.

Response:

These policies are achieved through city-wide zoning and other ordinance provisions. No additional policies or provisions are needed in the NAP to address them.

Manufactured & Mobile Homes

5. Manufactured homes may be located in mobile home parks, manufactured home subdivisions, or on individual housing lots in subdivisions consistent with state law to allow persons and families a choice of residential products.

6. The City shall establish clear and objective criteria and standards for the placement of a manufactured home on individual lots and for the design of manufactured dwelling parks in areas designated for residential use.

7. The City shall impose reasonable safety and inspection requirements for homes which were not constructed in conformance with the National Manufactured Home Construction and Safety Standards Act of 1974 (as amended).

Response:

These policies are achieved through city-wide zoning and other ordinance provisions. No additional policies or provisions are needed in the NAP to address them.

New Residential Development

8. All residential development should protect, to the greatest extent possible, the physical characteristics of the site relating to soils, slope, erosion, drainage, natural features and vegetation.

Response:

This policy is achieved through city-wide zoning and other ordinance provisions. No additional policies or provisions are needed in the NAP to address them.

9. Multi-modal (multiple transportation options) access for residential developments should be provided internally and to adjacent development.

Response:

The NAP provides for multi-modal street standards with sidewalks on all streets, bike lanes on collector and arterial streets and opportunities for future transit facilities on arterial and collector streets. The NAP also incorporates a variety of separate multi-modal paths to enhance connections between housing, commercial areas, parks, schools and other civic uses.

10. Garages should be accessed from alleys where alleys are provided.

Response:

Street standards, block layouts and transportation policies for the NAP support and are consistent with this policy.

11. Residential units should be permitted above or as an incidental use in conjunction with commercial and industrial uses.

Response:

The Mixed Use Neighborhood zone allows for this mixture of uses.

12. New residential developments in areas without an established character or quality should be permitted maximum flexibility in design and housing type consistent with densities and goals and objectives of this Plan, and approved Master Plans

Response:

The NAP provides for this level of flexibility through a mix of zoning designations, proposed zoning ordinance amendments to allow for lot size averaging in subdivisions and provisions to ensure a mix of housing types in larger developments.

Uses Permitted in Residential Areas/Zones

13. Public and semi-public uses and services, parks and schools, should be permitted within residential areas and shall have development standards which recognize the residential character of the neighborhood. Development standards shall be established for such uses that should provide off-street parking and maneuvering, landscaping, access control, sign regulations, design review, and limitations relative to scale and services provided.

Response:

This policy is achieved through city-wide zoning and other ordinance provisions. Additional proposed ordinance amendments for the NAP, as well as proposed locations of parks, schools and civic uses further support this policy and strengthen existing regulations.

14. Golf courses should be permitted in residential areas provided the location, design and operation are compatible with surrounding residential developments and infrastructure impacts are compatible with the Public Facilities Plan.

Response:

This policy is achieved through city-wide zoning and other ordinance provisions. No additional policies or provisions are needed in the NAP to address them.

15. A home occupation shall be permitted within residential areas as an outright use if there is no outward manifestation of the business other than signage permitted by ordinance.

Response:

This policy is achieved through city-wide zoning and other ordinance provisions. No additional policies or provisions are needed in the NAP to address them.

16. A home occupation that displays any outward manifestations of the business shall be subject to conditional use approval.

Response:

This policy is achieved through city-wide zoning and other ordinance provisions. No additional policies or provisions are needed in the NAP to address them.

17. Transit stops shall be permitted within neighborhoods as required by an adopted Transportation System Plan.

Response:

This policy is achieved through city-wide development standards and the City's TSP, which is currently being updated. In addition, street standards developed for arterial and major collector streets in the NAP provide opportunities for use of transit and development of transit facilities.

18. Public and semi-public buildings may be located in residential areas where those services are necessary or desirable. Such facilities should be compatible with their surroundings and set a high standard for quality and design.

Response:

This policy is achieved through city-wide zoning and other ordinance provisions. In addition, the NAP includes land designated for school, park and civic uses in close proximity to higher density residential areas and mixed use neighborhood commercial uses.

19. New fire stations and police substations may be located in close proximity to residential areas.

Response:

This policy is achieved through city-wide zoning and other ordinance provisions. Police or fire stations could be located within areas designated for civic uses within the NAP. Future development of the area will include consultation with fire and police providers regarding the most appropriate location for these facilities.

20. Schools and parks should be allowed as a conditional use in residential areas of the community to ensure there is adequate buffering between school and park activity areas and nearby dwelling units.

Response:

This policy is achieved through city-wide zoning and other ordinance provisions. In addition, the NAP includes land designated for school and park in close proximity to higher density residential areas and mixed use neighborhood commercial uses. These uses have been located to mutually support each other and avoid adverse impacts among adjacent uses.

21. "Pocket Parks" or "tot lots" shall be incorporated into medium and high density residential subdivisions of twenty-five lots or greater and shall be sized consistent with City guidelines.

Response:

This policy is achieved through city-wide zoning and other ordinance provisions. No additional policies or provisions are needed in the NAP to address them.

Multi - Family Housing Development

22. Designating areas to accommodate multi-family development should be based on compatibility with adjoining land uses.

Response:

Multi-family uses are allowed in R-4 and R-5 zones, both of which are designated within the NAP. They have been located to ensure compatibility among uses. R-5 zones are generally located around the area's mixed use neighborhood commercial area, along arterials and adjacent to arterial/collector intersections and are buffered from general residential areas by land designated for R-4 (medium density residential) use.

23. Criteria for the location of multi-family housing shall include proximity to the City core, major transportation corridors, schools, services, parks, shopping, employment centers, and transit corridors.

Response:

Compliance with this policy is addressed under policy 22 above, as well as policies 18 and 20.

24. Higher density neighborhoods should complement the areas in which they are located. Development criteria should include:

- a) Buffering by means of landscaping, fencing or distance from conflicting uses.
- b) Compatibility of design, recognizing the conflicts of mass and height between larger multi-family and mixed use buildings smaller single family houses.
- c) On-site recreation space, such as adequate yard space for residents and play space for children in a distinct area shall be required for all new neighborhoods.
- d) Open space must be used for amenity or recreational purposes. The uses authorized or required for the common open space must be appropriate to the scale and character of the development, considering the size, density, expected population, topography, and the number and type of dwellings to be provided.
- e) Open space must be suitably improved for its intended use, but common open space containing natural features found worthy of preservation may be left undeveloped. The buildings, structures and improvements which are permitted in the common open space must be appropriate to the uses which are authorized.
- f) Multi-modal transportation facilities that provide pedestrian and bicycle users access to parks, schools, mass transit stops and convenience shopping.
- g) The siting of buildings to minimize the visual impact of parking areas from public streets.
- h) Access points for automotive, pedestrian, and bike traffic.
- i) Signage.
- j) Street connectivity.
- k) Traffic impacts.

Response:

This policy is achieved through city-wide zoning and other ordinance provisions. It also is achieved through location of higher density areas adjacent to park and civic uses described under policies 18, 20, 22 and 23. The transportation network in the NAP has been designed to provide multi-modal opportunities, access and street connectivity for residents of higher density areas as described under policies 9 and 17.

Affordable Housing

25. The City should encourage subsidized housing to be located at a variety of locations within city limits.

Response:

Policies in the NAP and the location of areas zoned for higher density residential uses are consistent with and supportive of this policy.

26. The City and the County should participate with Housing Works, COCAAN and/or other public, private, or non-profit organizations in the development of a

regional housing plan to address issues and to establish programs which address housing affordability, density, home ownership, neighborhoods and location.

Response:

Policies and implementation strategies in the NAP support this policy.

27. Affordable housing should be permitted closer to schools, services, parks, shopping, employment centers or transit facilities.

Response:

This policy is addressed in the findings related to policy 22 and the overall housing goals (1-7).

28. Density bonuses should be considered in new developments if affordable housing is provided.

Response:

The NAP includes proposed new provisions for use of density bonuses in exchange for development of affordable housing in the R-5 and R-4 zones in the NAP or other newly developing areas.

Density

29. Residential zones should allow for a wide variety of compatible housing types and densities.

Response:

This policy is addressed under goals 5 and 7, findings related to Statewide Goal 10 and policies 22, 25, 27 and 28 above.

30. The City and County shall consider providing incentives to develop higher densities of housing.

Response:

This policy is addressed within the findings for policy 28 above. Other policies and implementation strategies in the NAP also support this policy.

31. Interim development that occurs in advance of the availability of municipal water and sewer service shall not inhibit the future development of the land at planned densities. A redevelopment plan shall be required for all residential development on parcels greater than one-acre showing how the property will be redeveloped consistent with planned residential densities once primary urban services are available.

Response:

This policy is supported by city-wide policies and zoning ordinance provisions, as well as policies related to public facilities incorporated in the NAP.

32. The City shall designate an appropriate amount of land in the residential plan designations to meet the housing mix and density identified in the housing needs assessment.

Response:

This policy is addressed under goals 5 and 7, findings related to Statewide Goal 10 and policies 22, 25, 27 and 28 above.

33. The City shall establish the following target density ranges for housing.

Map Label	Designation	Required Density	City Zones
R-L	Single Family Residential	Between 2.0 and 5.0 dwelling units per net acre	R-1, R-2
R-M	Residential Medium	Minimum 4.0 dwelling units per net acre	R-3, R-4
R-H	High Density Residential	Minimum 8.0 dwelling units per net acre.	R-5

Response:

This policy is addressed by city-wide zoning ordinance and other regulations. In addition, the NAP proposes the ability to average densities within subdivisions and new minimum densities within the R-4 and R-5 zones to help achieve overall density targets for the city and the NAP.

Chapter 11 – Public Facilities

GOALS

1. To provide for a close correlation between the provisions of urban services and urban development in order to bring about a more orderly and efficient development pattern, and thereby avoid unnecessary tax burdens and excessive utility costs normally associated with scattered, unrelated development.

3. To provide public and private utility systems - water, sanitary and storm sewer, energy, communications, garbage and recycling - at levels necessary and suitable for existing and proposed uses.

4. High density residential development shall be permitted only in areas where necessary services can be provided.

6. The level of community facilities and services that can be provided shall be a principal factor in planning for various development densities.

Response:

Public facility needs are considered in the NAP. Service providers participated on the TAC. The areas development assumptions are being used to prepare updated master plan for water and sewer to enable development of the planned land uses.

Policies

Funding - All Development

1. The City shall prepare, adopt, and periodically update a long-term Capital Improvements Plan for public facilities for the entire planning period. This Plan shall meet the requirements of Statewide Planning Goal #11.

Response:

NAP development assumptions are being factored into master plan for water and sewer to ensure funding is available to build necessary capital facilities. The city's public facility plan (PFP) includes a coordinated list of necessary investments required to serve planned growth. The PFP will be updated later this year.

Development

4. Development within the Redmond UGB shall be subsequent to or concurrent with the provision of an adequate level of public facilities and services.

Response:

NAP adoption does not enable development. Development can only occur after annexation. Annexation agreements and development regulations provide opportunities for the city to ensure public facilities are sized adequately to serve planned development.

Sewer and Water

7. The City of Redmond shall plan to be the eventual provider of community sewer and domestic water services within the Redmond Urban Growth Boundary.

13. Sewer or water service will not be extended to any land for development outside city limits unless such areas are annexed to the City or a Consent to Annex form signed by the owners to receive those services, except as may be agreed by the City and Deschutes County.

14. The City shall coordinate the provision of sewer and/or water service with other providers within the UGB.

Response:

NAP policies require annexation prior to development approval and the extension of water and sewer services (NAP, Chapter 3).

Storm Drainage Facilities

15. Storm drainage facilities such as dry wells, landscaping, retention ponds or storm drains shall be used to control surface drainage.

Response:

NAP policies require annexation prior to development approval. Development approval is subject to site plan review that includes analysis of storm drainage facilities (RDC, 8.03).

Fire Protection

27. Property for future fire station locations should be planned for and purchased in advance in order to save costs of facility zoning construction. Attempts shall be made to combine future stations with other government entities in order to reduce infrastructure and operations costs.

Response:

The city and Deschutes County Rural Fire District have in intergovernmental agreement that addresses the transfer of fire protection responsibility to the city after annexation (IGA). The NAP includes a 3-acre Civic Use site near the intersection of Maple Avenue and 24th Street that provides a location for a fire station.

School District No. 2J

34. Schools which serve students living within the Redmond UGB should be located within the urban growth boundary.

35. Sites for future schools should be acquired well in advance of need.

36. Acquisition of school sites should be coordinated with the City and County to further the joint acquisition and development of park and school sites and to permit the shared use of school and park facilities.

Response:

The NAP includes an elementary school and park site, planned with the school districts participation. The NAP includes a density transfer and density credit program to compensate property owners for land planned as schools, parks, and civic uses.

Conclusion:

The NAP complies with city public facility policies and planning requirements.

Chapter 12: Transportation

GOALS

Within the Redmond Urban Growth Boundary an urban area transportation system will be developed which enhances the livability of Redmond and accommodates growth and development through careful planning and management of existing and future transportation facilities.

3. Identify roadway system needs to serve undeveloped areas so that steps can be taken to preserve rights-of-ways and maintain adequate traffic circulation.

Objectives:

- a) Integrate new arterial and collector routes into the existing city grid system.
- b) Identify improvements to existing policies and standards that address street connectivity and spacing.

Response:

The transportation elements of the NAP identify arterial and collector streets, lay out a street pattern that is an extension of the city's grid system, and use the functional classifications for major streets identified in the Redmond TSP (NAP, Chapter 3). The street plan for the area shows collector streets on 1/4 mile spacing and locates 1/8 mile spacing connections for interior local streets along arterials and collector streets. Existing streets are connected to the NAP grid at every possible location (NAP, p.7).

4. Increase the use of alternative travel modes through improved safety and service.

Objectives:

- a) Provide additional sidewalks and improve existing sidewalk pavement for pedestrian safety and access.
- b) Provide additional bicycle routes and plan regular maintenance of existing routes for bicyclist safety and access (per Redmond Bicycle Master Plan).
- c) Provide pedestrian and bicycle access, especially when direct motor vehicle access is not possible.

Response:

The NAP includes a network of off-street trails, on-street bike lanes, and pedestrian facilities. A signage scheme is proposed that is integrated to an area-wide trail network (NAP, Appendix B).

POLICIES

4. Land use decisions shall include a consideration of their impact on existing or planned transportation facilities for all modes.

Response:

The NAP includes a traffic impact analysis that analyzed vehicular traffic impacts at buildout conditions across the city transportation system (NAP, Appendix A). The NAP is designed to promote the use of alternative modes by designing bike and pedestrian facilities into the transportation network, by locating higher density areas close to community destinations like parks and schools and shopping districts.

Pedestrian and Bicycle Systems

7. The bike path and canals on the Redmond Urban Area Transportation Plan Map shall be the basis for developing a trail system.

10. The City shall work to acquire and develop a trail system which utilizes Redmond's irrigation canal system.

Response:

Trails and pathways are planned adjacent to or over the main irrigation canals in the NAP.

12. The City and County shall develop safe and convenient bicycle and pedestrian circulation to major activity centers, including the downtown, schools, shopping areas, community centers, parks, open space and other public gathering spots.

Response:

Trails and bikeways link community destinations including the 27th and Maple mixed use district, school sites, and neighborhood parks.

15. Bikeways shall be included on all new arterial and major collector streets, except limited access roads, or where equivalent alternative pedestrian circulation is provided within the Urban Growth Boundary. Retrofitting existing arterial and major collector streets with bike lanes shall proceed on a prioritized schedule.

16. Sidewalks shall be included on all new streets except limited access roads or where equivalent alternative pedestrian circulation is provided in the Urban Growth Boundary...

Response:

The NAP street cross sections include sidewalks on all streets and bike lanes on higher order streets.

17. Bikeways and pedestrian access ways shall be designed and constructed to minimize potential conflicts between transportation modes. Design and construction of such facilities should follow the guidelines established by the Oregon Bicycle and Pedestrian Plan.

Response:

The boulevard design envisioned for the 27th Street corridor, combined with the multi-use path planned in the COID canal easement, provide a buffer for pedestrians from high volume traffic and provide "island refuges" for pedestrian crossing the arterial. While cars may only cross the arterial at 1/4 mile intervals, pedestrian crossings are provided at 1/8th mile intervals.

Design of Streets

35. Designs for local residential streets should meander where realignment is necessary to save natural features or significant trees.

36. Local residential streets should be designed to discourage through motor vehicle traffic and vehicles moving at excessive speeds.

37. Street standards should permit some local residential streets which move only local traffic to be built to narrower street widths with consideration given for adequate parking.

38. Alleys shall be an option in new residential areas, providing rear access and backyard parking.

Response:

Access spacing in the 27th Street and Maple Avenue corridors has been designed with full access only on 1/4 mile spacing and limited access at 1/8th mile spacing. Driveway access to the arterial is prohibited. Parking is not allowed on the arterials. The 1/8th mile interval spacing is shown along arterial and collector streets but local street alignments are not locked down away from those intersections allowing streets to meander. This provides a method for preserving trees or other significant natural features. Alley access is encouraged to eliminate driveways from street frontages.

Conclusion: Adopted plan policies have been adhered to in the preparation of the NAP.

Chapter 13: Energy

To conserve energy.

POLICIES

1. City of Redmond, Deschutes County and the Department of Transportation shall work together in providing an efficient and adequate transportation network for the Redmond Urban Area.
2. The land planning and site design shall be encourage to position buildings and use of vegetation to maximize effects of the sun and modify the effects of the wind.
3. The use of alternative energy sources such as solar, wind or geothermal should be encouraged.
4. New development is encouraged to utilize the best available energy conservation techniques in new construction.
5. Innovations in design in residential developments that utilize solar, common wall or clustering shall be encouraged.

Response:

The mix of land uses, together with proposed nodes of higher-density development, street cross-sections with wide sidewalks and planting strips, design standards for attractive building facades and streetscapes, and road right-of-way and trail projects, support walking and biking – and less driving and energy consumption – in the NAP planning area in general. Transportation projects proposed in the NAP should provide adequate local circulation that will reduce traffic impacts on Highway 97.

The efficient use of energy is also being promoted in the proposed block layouts and density bonuses for solar energy that are proposed as part of the NAP. The City's Development Code (RDC 8.0370) already includes rigorous solar access standards. The proposed block layout recommends that most blocks be oriented east-west so as to maximize the solar exposure buildings on those blocks will receive.

There is also a density bonus proposed of up to 35% beyond the maximum density normally allowed within the R4 residential zone, which accounts for a large portion of the area designated for housing within the NAP planning area. This density bonus is contingent on a solar energy certification that is described in amendments to the City's Development Code proposed as part of the NAP and HAP.

Code amendments proposed in conjunction with the NAP also promote higher-density and clustered housing. In subdivision over 50 units, it is proposed that no more than 75% of the housing be permitted to be detached single-family dwellings in the planned R-4 zone and no more than 50% in the planned R-5 zone. The rest of the dwelling units must

be duplexes, townhomes, cottages, single-family dwellings with accessory dwelling units, and cluster housing.

Findings:

- The mix, density, and proximity of uses, building and streetscape design standards, sidewalks, paths and trails proposed as part of the NAP support walking and biking and reduced energy consumption and reliance on driving.
- The NAP proposes a standard block layout that orients building east-west so as to maximize solar access.
- Code amendments proposed in conjunction with the NAP also include density bonuses for housing in the R4 zone that incorporates certified solar energy measures into its construction.
- Percentages of clustered and higher-density housing will be required in residential zones planned in the NAP in subdivisions of more than 50 units.
- Future development in the NAP planning area will be subject to solar access requirements in the City's existing Development Code.

Conclusion: The City and Deschutes County have complied with City requirements for energy per City of Redmond Comprehensive Plan Chapter 13.

Chapter 14: Urbanization

To direct development within the Redmond Urban Growth Boundary at urban level densities in a phased and orderly manner, and with the provision of an adequate level of urban services, including but not limited to; public water, sewer and urban streets.

POLICIES

10. The Urban Holding Area plan designation may be replaced when the land is annexed and approved for urban development through a master planning process, rezoning or, in limited cases, through a site planning review process (see below).

13. Master plans for areas designated Urban Holding Area (UHA) on the Comprehensive Plan Map shall be prepared for contiguous properties between 10 and 100 acres and must address all of the requirements in 12 above and integrate into existing established, platted or master planned neighborhoods.

17. All Master Plans shall observe and incorporate the Great Neighborhood Principles below. Creative approaches to implementing the principles is encouraged, particularly in ways that respect Redmond's location, climate, topography, geology, culture and history.

20. The City will work to achieve the Framework Plan objective to developing "Neighborhood Commercial Centers" located on the City's street network and

away from State highway corridors in order to maintain a high degree of mobility within and through the city.

21. Centers shall be designed to be pedestrian and bike friendly with development oriented toward public spaces. Master Plans for centers will include integrated design elements, such as gateway features, street lighting, pedestrian amenities, public areas and other features that enhance each center's character and identity.

22. The City will adopt zoning regulations for centers that allow a mix of employment, commercial services and housing. Centers will feature a well-connected street system to the surrounding neighborhoods.

23. Neighborhoods surrounding centers will provide a variety of housing types and choices with densities gradually increasing as one nears the center.

Response:

The NAP Land Use Plan and report provide clear direction for development of the planning area at urban levels of development, given proposed land use designations and zoning for medium- and high-density housing and mixed-use neighborhood commercial uses. The land uses, densities, and urban design were developed through a series of meetings between the Project Team, Project Advisory Committee, Technical Advisory Committee, and public described in more detail in the narrative and findings for Statewide Goals 1 and 2. Adequate provision of public services are being planned for the NAP, and these discussions are detailed in the narrative and findings for Statewide Goals 11 and 12.

The NAP planning area, even after adoption of the NAP, will be subject to urban holding designations and zoning until the time of annexation. The urban holding zoning will allow for continued rural and agricultural uses, with some limitation on new uses, while prohibiting parcelization into lots smaller than 10 acres. While elements of the NAP reflect the City's Great Neighborhood Principles, site-specific master plan applications will be required to demonstrate compliance with each principle.

The NAP Land Use Plan map is based on the *Framework Plan* and adds more detail. The general activity center in the *Framework Plan* has been developed into a neighborhood center in the NAP that includes high-density housing, a school, park, mixed-use commercial, civic uses, a grid street system, and a trail corridor. NAP policies require housing to be oriented to parks and public spaces. The NAP neighborhood center should serve as a vibrant core to the neighborhood, provide employment and services and transportation options, and reduce the need of residents to travel to the State highways for these purposes.

Proposed code amendments associated with the NAP include the new Mixed-Use Neighborhood (MUN) zone, which allows for a mix of employment, services, high-density housing, and other uses on a neighborhood scale and with human-scale,

traditional design. The residential designations and zones proposed for the NAP would allow for a range of housing types from detached single-family homes to accessory dwelling units, townhomes, and apartments. The highest-density housing is focused in the neighborhood center and around the main intersections in the NAP planning area. Residential zone amendments would support increased density in the NAP planning area.

Findings:

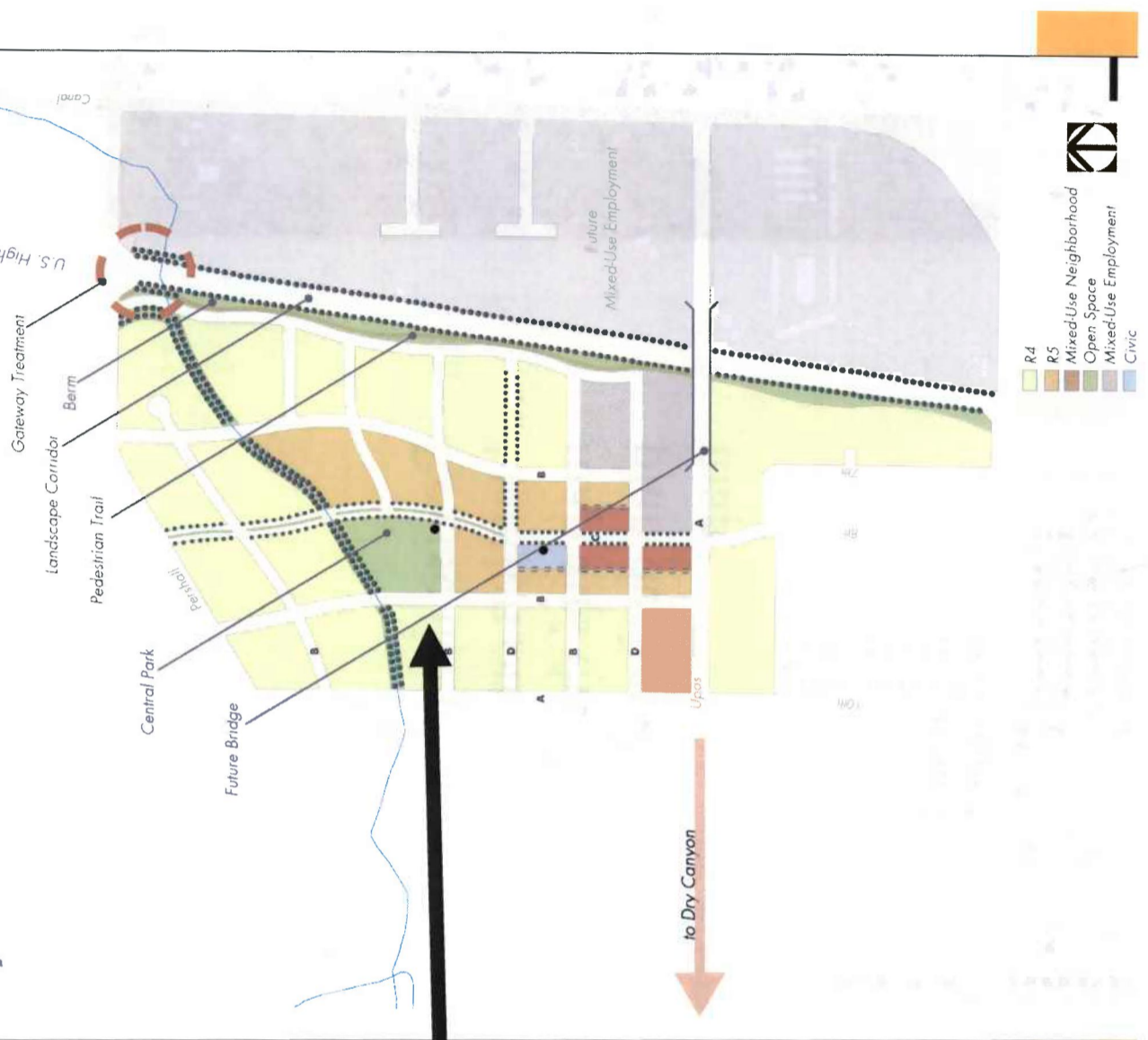
- The NAP planning area will retain its urban holding designation and zoning until land within it is approved for annexation. Under the urban holding designation and zoning, rural and agricultural uses can continue, with some restrictions.
- Master plans and site-specific development plans will be required following adoption of the NAP and following or concurrent with applications for annexation and rezoning. These plans will be required to demonstrate their compliance with the City's Great Neighborhood Principles.
- The NAP Land Use Plan includes a neighborhood center, which features high-density housing, public spaces and uses, and neighborhood commercial uses, connected by a grid street system, sidewalks, and a trail corridor. This center should reduce the need to travel to services and other uses along the State highway system in the City.
- Proposed land use designations and zones include mixed-use zones and high-density residential zones. Code amendments that are proposed in conjunction with the NAP include a new Mixed-Use Neighborhood (MUN) zone, which allows a mix of employment, services, and housing, as well as residential zone amendments that would require higher-density housing in subdivisions over 50 units and offer density bonuses in exchange for providing specified public benefits.

Conclusion: The City and Deschutes County have complied with City requirements for urbanization per City of Redmond Comprehensive Plan Chapter 14.

US Highway 97 Area Plan

City of Redmond

Be sure final plan includes this park configuration, location, approximate size



City Council Public Hearing
August 28, 2007

Revise the park
location on this
map and the comp
plan designation
map

