



Oregon

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Department of Land Conservation and Development

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www.oregon.gov/LCD



NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

Date: 10/20/2014
Jurisdiction: City of Redmond
Local file no.: PA-14-2
DLCD file no.: 005-14

The Department of Land Conservation and Development (DLCD) received the attached notice of adopted amendment to a comprehensive plan or land use regulation on 10/15/2014. A copy of the adopted amendment is available for review at the DLCD office in Salem and the local government office.

Notice of the proposed amendment was submitted to DLCD less than 35 days prior to the first evidentiary hearing.

Appeal Procedures

Eligibility to appeal this amendment is governed by ORS 197.612, ORS 197.620, and ORS 197.830. Under ORS 197.830(9), a notice of intent to appeal a land use decision to LUBA must be filed no later than 21 days after the date the decision sought to be reviewed became final. If you have questions about the date the decision became final, please contact the jurisdiction that adopted the amendment.

A 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).

If the amendment is not appealed, it will be deemed acknowledged as set forth in ORS 197.625(1)(a). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

DLCD Contact

If you have questions about this notice, please contact DLCD's Plan Amendment Specialist at 503-934-0017 or plan.amendments@state.or.us



NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

FOR DLCD USE
005-14
File No.: {19909}
Received: 10/15/2014

Local governments are required to send notice of an adopted change to a comprehensive plan or land use regulation **no more than 20 days after the adoption.** (See [OAR 660-018-0040](#)). The rules require that the notice include a completed copy of this form. **This notice form is not for submittal of a completed periodic review task or a plan amendment reviewed in the manner of periodic review.** Use [Form 4](#) for an adopted urban growth boundary including over 50 acres by a city with a population greater than 2,500 within the UGB or an urban growth boundary amendment over 100 acres adopted by a metropolitan service district. Use [Form 5](#) for an adopted urban reserve designation, or amendment to add over 50 acres, by a city with a population greater than 2,500 within the UGB. Use [Form 6](#) with submittal of an adopted periodic review task.

Jurisdiction: Redmond

Local file no.: PA-14-2

Date of adoption: October 10 Date sent: 10/13/2014

Was Notice of a Proposed Change (Form 1) submitted to DLCD?

Yes: Date (use the date of last revision if a revised Form 1 was submitted): 3/19/2014

No

Is the adopted change different from what was described in the Notice of Proposed Change? Yes No

If yes, describe how the adoption differs from the proposal:

Yes, the proposal contains less mixed-use commercial (MUN) land at the corner of Wickiup and Helmholtz. The public process revealed that the area was not supportive of such a zone at this time.

Local contact (name and title): Deborah McMahon, Principal Planner

Phone: 5419237724

E-mail: deborah.mcmahon@ci.redmond.or.us

Street address: 716 SW Evergreen

City: Redmond

Zip: 97756

PLEASE COMPLETE ALL OF THE FOLLOWING SECTIONS THAT APPLY

For a change to comprehensive plan text:

Identify the sections of the plan that were added or amended and which statewide planning goals those sections implement, if any:

The Plan Map has been amended to update the framework plan area and the breakout of zones and new zones is supplied as attached from page 26 of the SWAP plan document. The SWAP is wholly within the UGB and no goal exceptions were needed; the properties were in holding or existing zones.

For a change to a comprehensive plan map:

Identify the former and new map designations and the area affected:

- Change from _____ to _____ acres. A goal exception was required for this change.
- Change from _____ to _____ acres. A goal exception was required for this change.
- Change from _____ to _____ acres. A goal exception was required for this change.
- Change from _____ to _____ acres. A goal exception was required for this change.

Location of affected property (T, R, Sec., TL and address): **Bound by Wickiup/Helmholtz/Canal/and Elkhorn Streets**

The subject property is entirely within an urban growth boundary

The subject property is partially within an urban growth boundary

If the comprehensive plan map change is a UGB amendment including less than 50 acres and/or by a city with a population less than 2,500 in the urban area, indicate the number of acres of the former rural plan designation, by type, included in the boundary.

- Exclusive Farm Use – Acres: _____ Non-resource – Acres: _____
- Forest – Acres: _____ Marginal Lands – Acres: _____
- Rural Residential – Acres: _____ Natural Resource/Coastal/Open Space – Acres: _____
- Rural Commercial or Industrial – Acres: _____ Other: _____ – Acres: _____

If the comprehensive plan map change is an urban reserve amendment including less than 50 acres, or establishment or amendment of an urban reserve by a city with a population less than 2,500 in the urban area, indicate the number of acres, by plan designation, included in the boundary.

- Exclusive Farm Use – Acres: _____ Non-resource – Acres: _____
- Forest – Acres: _____ Marginal Lands – Acres: _____
- Rural Residential – Acres: _____ Natural Resource/Coastal/Open Space – Acres: _____
- Rural Commercial or Industrial – Acres: _____ Other: _____ – Acres: _____

For a change to the text of an ordinance or code:

Identify the sections of the ordinance or code that were added or amended by title and number:

For a change to a zoning map:

Identify the former and new base zone designations and the area affected:

- Change from _____ to _____ Acres:
- Change from _____ to _____ Acres:
- Change from _____ to _____ Acres:
- Change from _____ to _____ Acres:

Identify additions to or removal from an overlay zone designation and the area affected:

Overlay zone designation: _____ Acres added: _____ Acres removed: _____

Location of affected property (T, R, Sec., TL and address): _____

List affected state or federal agencies, local governments and special districts: **Central Oregon Irrigation District, and the Redmond School District**

Identify supplemental information that is included because it may be useful to inform DLCD or members of the public of the effect of the actual change that has been submitted with this Notice of Adopted Change, if any. If the submittal, including supplementary materials, exceeds 100 pages, include a summary of the amendment briefly describing its purpose and requirements.

This submittal contains the SWAP plan and associated materials used in the public process. It does not exceed 100 pages.

NOTICE OF ADOPTED CHANGE – SUBMITTAL INSTRUCTIONS

1. A Notice of Adopted Change must be received by DLCD no later than 20 days after the ordinance(s) implementing the change has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s) as provided in [ORS 197.615](#) and [OAR 660-018-0040](#).

2. A Notice of Adopted Change must be submitted by a local government (city, county, or metropolitan service district). DLCD will not accept a Notice of Adopted Change submitted by an individual or private firm or organization.

3. **Hard-copy submittal:** When submitting a Notice of Adopted Change on paper, via the US Postal Service or hand-delivery, print a completed copy of this Form 2 on light green paper if available. Submit **one copy** of the proposed change, including this form and other required materials to:

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

This form is available here:

<http://www.oregon.gov/LCD/forms.shtml>

4. **Electronic submittals** of up to 20MB may be sent via e-mail. Address e-mails to plan.amendments@state.or.us with the subject line "Notice of Adopted Amendment."

Submittals may also be uploaded to DLCD's FTP site at

<http://www.oregon.gov/LCD/Pages/forms.aspx>

http://www.oregon.gov/LCD/Pages/papa_submittal.aspx.

E-mails with attachments that exceed 20MB will not be received, and therefore FTP must be used for these electronic submittals. **The FTP site must be used for all .zip files** regardless of size. The maximum file size for uploading via FTP is 150MB.

Include this Form 2 as the first pages of a combined file or as a separate file.

5. **File format:** When submitting a Notice of Adopted Change via e-mail or FTP, or on a digital disc, attach all materials in one of the following formats: Adobe .pdf (preferred); Microsoft Office (for example, Word .doc or docx or Excel .xls or .xlsx); or ESRI .mxd, .gdb, or .mpk. For other file formats, please contact the plan amendment specialist at 503-934-0017 or plan.amendments@state.or.us.

6. **Content:** An administrative rule lists required content of a submittal of an adopted change ([OAR 660-018-0040\(3\)](#)). By completing this form and including the materials listed in the checklist below, the notice will include the required contents.

Where the amendments or new land use regulations, including supplementary materials, exceed 100 pages, include a summary of the amendment briefly describing its purpose and requirements.

**CITY OF REDMOND
ORDINANCE NO. 2014-17**

AN ORDINANCE ADOPTING THE CITY OF REDMOND SOUTHWEST AREA PLAN IN CONJUNCTION WITH FINDINGS OF COMPLIANCE WITH STATE AND LOCAL LAND USE PLANNING REQUIREMENTS.

WHEREAS, the City of Redmond City Council has an adopted set of goals that include: "Enhance the quality of life in the City through the adoption of programs, policies and standards that balance growth while maintaining the city's unique character; Promote quality development; Continue to incorporate the Great Neighborhood Principles in both new development and infill development"; and

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, 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, on August 22, 2006, the City of Redmond amended its urban growth boundary by 2,299 acres and adopted comprehensive plan policies regarding land use policies, urbanization and urban growth management; and

WHEREAS, the City of Redmond adopted urbanization and urban growth management policies that provided for high level land-use planning in the urban growth boundary with a City of Redmond Framework Plan and then more specific area planning in the urban growth boundary with smaller area plans that would serve as comprehensive plan amendments; and

WHEREAS, the City of Redmond 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; and

WHEREAS, in 2007, the City of Redmond adopted the City of Redmond Northwest Area Plan (NAP) and City of Redmond Highway Area Plan (HAP) as comprehensive plan amendments building on the guidance of the City of Redmond Framework Plan; and

WHEREAS, in 2013, the City of Redmond initiated a public planning process to develop the City of Redmond Southwest Area Plan to continue the same planning efforts in the southwest area of the city limits, urban growth boundary and urban reserve area; and

WHEREAS, following a public process which involved the City of Redmond, state and local agencies, property owners and interested citizens, the Southwest Area Plan is ready to be adopted; and

WHEREAS, the Redmond Urban Area Planning Commission held a public hearing on April 7, 2014, May 5, 2014, and August 4, 2014, and, after reviewing the record and gathering public testimony, has recommended that the Redmond City Council adopt the Southwest Area Plan as set forth in Exhibit A; and

WHEREAS, the Redmond City Council held a public hearing on September 9, 2014 to consider the recommendation of the Redmond Urban Area Planning Commission, review the existing record and gather additional evidence and public testimony; and

WHEREAS, the City Council has received the Planning Commission's recommendation and, after receiving additional evidence and testimony, determined that the Southwest Area Plan would contribute to the Redmond Comprehensive Plan Goals and Policies for Urbanization; and

WHEREAS, the City Council finds that the findings for the adoption of the Southwest Area Plan as set forth in Exhibit B, have fully addressed the City's Comprehensive Plan, the applicable state law, and the Statewide Planning Goals; and

WHEREAS, the City Council finds that the Southwest Area Plan and Findings are necessary to further these interests.

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

SECTION ONE: The City of Redmond hereby adopts the City of Redmond Southwest Area Plan as a comprehensive plan amendment and comprehensive plan map amendment. The amendments and adopted text are attached hereto as "Exhibit A."

SECTION TWO: In support of the City of Redmond Southwest Area Plan, the City of Redmond hereby adopts the findings which are attached hereto as "Exhibit B" which were prepared by City staff and demonstrate compliance with the City's Comprehensive Plan, and the applicable Statewide Planning Goals.

SECTION THREE: SEVERABILITY. The provisions of this Ordinance are severable. The invalidity of any section, clause, sentence, or provision of this Ordinance shall not affect the validity of any other part of this Ordinance which can be given without such invalid part or parts.

PASSED by the City Council and **APPROVED** by the Mayor this 9th day of September, 2014.

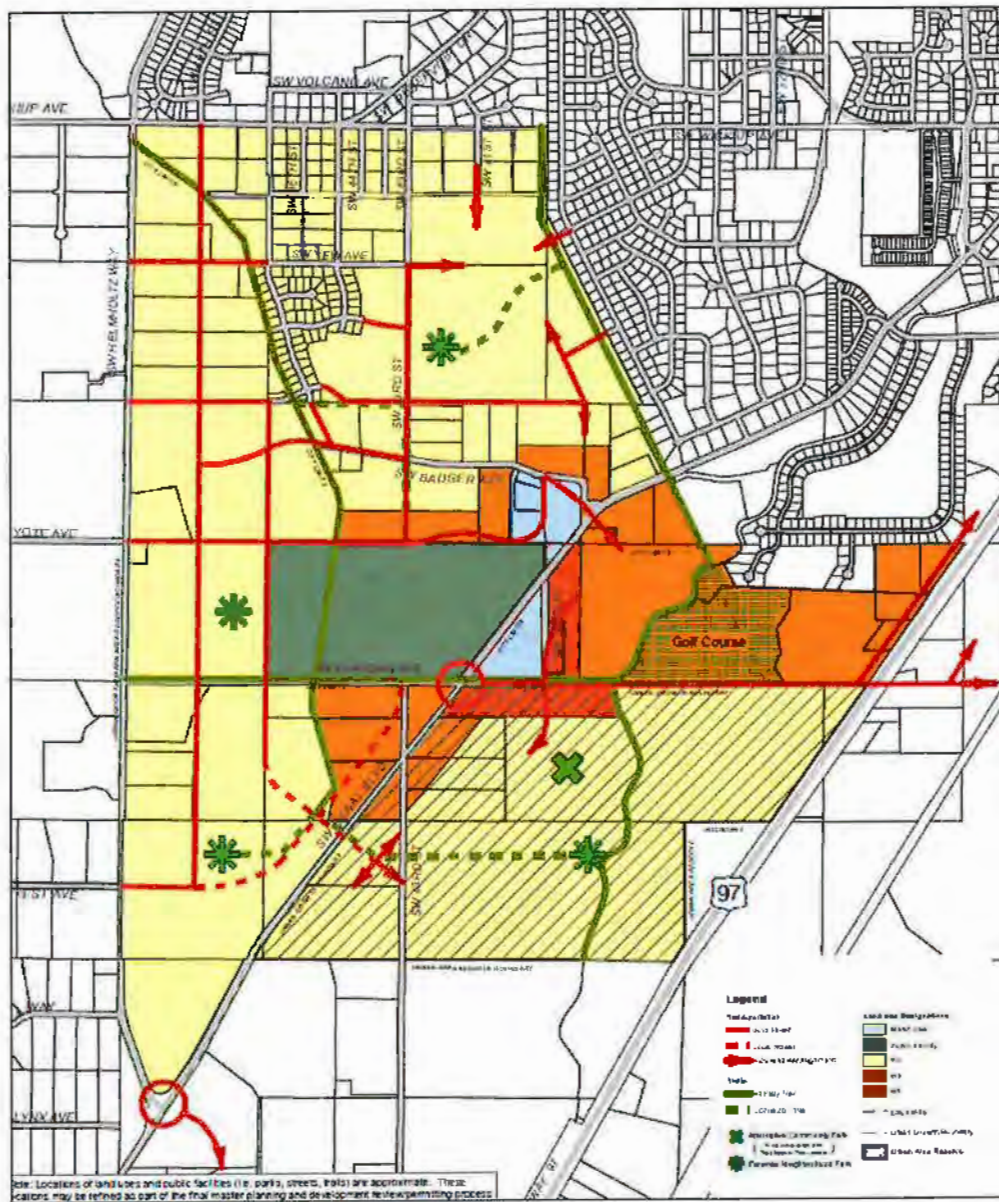
/s/ George Endicott
George Endicott, Mayor

ATTEST:

/s/ Kelly Morse
Kelly Morse, City Recorder

EXHIBIT A

City of Redmond Southwest Area Plan



By and through:
The City of Redmond:
Community Development and Public Works Departments
September 9, 2014

EXHIBIT A

Acknowledgements

Along with the Redmond City Council and the Redmond Urban Area Planning Commission, the following staff and community representatives comprised the Project Team for the Southwest Area Plan:

Staff:

Heather Richards, Community Development Director
James Lewis, Planning Manager/SWAP Project Manager
Scott Woodford, Associate Planner
David Pilling, Development Manager, Engineering
Mark Chambers, GIA Manager/Analyst

Project Advisory Committee:

Nolan Beal
Bob Bleile
Ed Boock
Erin Buckley-Noonan
Gatlin Cyrus
Ron Davis
Cathy Daw
Allen Guy George
Ed Harris
Conor Hicks
Brett Hudson
Connor Kiblinger
Dean Lanouette
Deborah McMahon
Blair O'Donnell
Bud Prince
Kris Rees
Annette Rosebrook
Dave Swift

Technical Advisory Committee:

Mike Caccavano, City Staff
Mark Chambers, City Staff
Jeremiah Fender, Central Oregon Irrigation District
Donna Herman, Cascade Natural Gas
Bruce Hunt, Central Electric Cooperative
Steve Johnson, Central Oregon Irrigation District
Jeff Liberty, Bend Broadband
Dan Mc Devitt, Pacific Power and Light
Deborah McMahon, PAC Representative
David Pilling, City Staff
Bud Prince, PAC Representative
Craig Redelings, Century Link
Ron Smuin, Central Electric Cooperative
Scott Woodford, City Staff

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1. Southwest Area Plan (SWAP) – Project Description

1-A Purpose of the Plan

The Southwest Area Plan (SWAP) is the third such Area Plan done since the expansion of the Redmond Urban Growth Boundary (UGB) in 2006. The initial Area Plans, The Northwest Area Plan (NAP) and the Highway Area Plan (HAP), were completed for the same primary purpose of the Southwest Area Planning effort as described herein. The NAP and HAP were both adopted by the City and included formal amendments to the Redmond 2020 Comprehensive Plan Map. These plans were based on the Framework Plan (Figure 1.1) that was adopted by the City of Redmond in 2006 for the expanded UGB, and provide guidance for future land uses, densities, neighborhood amenities and necessary public facilities and services. While these plans do not serve as formal land use master plans for the area or individual properties included therein, they do provide more specificity for the location, type and design of various land uses, and ensure that all development in the project area is coordinated. Therefore, when formal land use master plans for areas within the Area Plan boundaries are created, the Area Plans will serve as a basis and, quasi-conceptual land use master plan that provides guidance for future land uses. In this same vein, the SWAP has examined the same primary issues and components of the NAP and HAP to ensure consistency throughout the community as all areas develop out over time. Thus, for better public understanding and ease of use by all parties, some of the format of this SWAP document aligns with the previous efforts of the NAP and HAP as the overall intent of the Framework Plan for the expanded UGB is to implement the Great Neighborhood Principles adopted as part of the Redmond Comprehensive Plan.

The Southwest Area Plan examines land uses in the area surrounding the newly opened Ridgeview High School. This includes land (primarily large undeveloped parcels) located within the existing City limit, land outside the City limit but within the acknowledged Urban Growth Boundary (UGB), and land within the Urban Reserve Area (URA). The planning process for this area will include a review of the existing Comprehensive Plan goals and policies, the adopted Framework Plan for the UGB area, and the Statewide Planning Goals – each of which provides an overlapping but different degree of guidance. Through the combination of these guiding documents and additional public involvement, the ultimate goals of the planning process are to:

- Identify general land use designations and future zoning to be applied upon final master planning and annexation;
- Indicate expected levels of residential and commercial development, including the amounts of and the expected densities of/for each;
- Identify the expected impacts to public facilities and services (i.e. transportation, water, sewer, utilities), including necessary improvements and the potential limitations to development;
- Identify the potential need for public parks, school development/expansion, as well as appropriate sites;
- Identify standards, if necessary, for the development of housing, commercial businesses and associated public infrastructure;
- Identify important issues particular to future development of the area and suggest policy direction; and
- Adopt a finished Area Plan as part of the City Comprehensive Plan that also serves as the Conceptual Master Plan for all properties in the area.

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City of Redmond Framework Plan

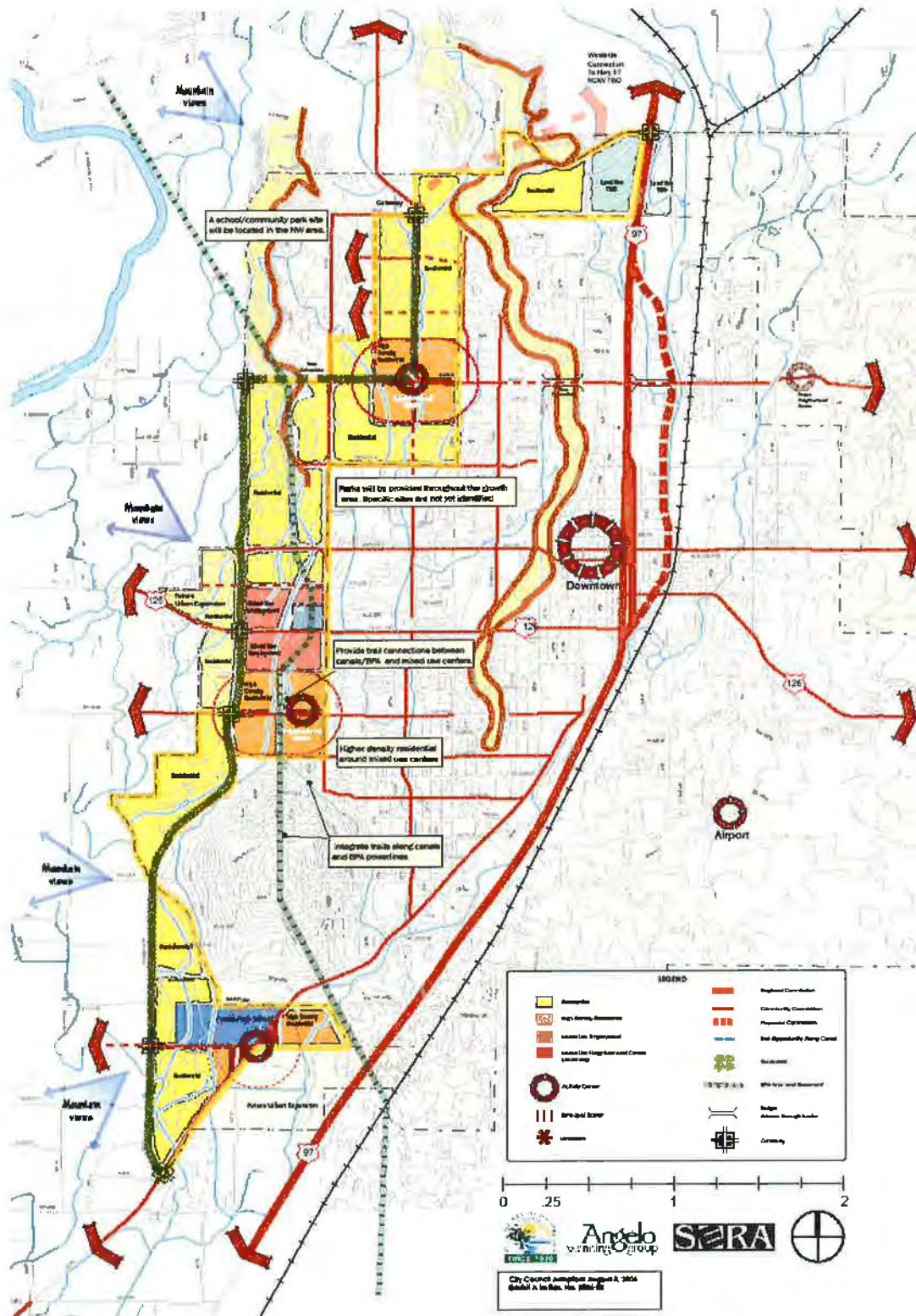


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1-B Project Area Description

The project area is roughly rectangular in shape and is comprised of land within the Redmond City Limits, land within the Redmond Urban Growth Boundary (UGB) but outside City Limits, and land within rural Deschutes County designated as Urban Area Reserve (UAR). The project area is bounded by existing man made features on the north (Wickiup Avenue), west (Helmholtz Avenue), and east (BPA Power Lines). The southern boundary is the designated Urban Reserve boundary that lies south and east of Canal Boulevard and Elkhorn Avenue. U.S. Highway 97 runs north/south approximately ¼ mile east of the project area, but there are no direct street connections from streets within the project area and the highway.

The majority of the parcels located within the project area are large (5 to 40 acres) that are either vacant, or are developed with a single residence. Some smaller parcels (+/- 2 acres) with single family residences exist along Wickiup Avenue in the northern portion of the project area, and a developed subdivision (infrastructure constructed, but not built out with homes) exists in the north central portion.

The topography of the area includes the west side of Forked Horn Butte, which slopes downward from east to west, in the northeastern portion of the project area, and generally flat/level land in the remainder of the project area. The undeveloped sloped area, which commands significant views of the Cascade Mountain Range to the west, is vegetated with native Juniper trees, while the level lands have been generally cleared and have been used for varying degrees of agricultural activities in the past. In support of the existing and past agricultural activities in the area, a series of irrigation canals (laterals) have been developed to provide water to individual parcels with water rights. Due to the legal water rights associated with the parcels, the irrigation canals are features that are likely to remain in their current state until future development results in piping and/or relocation. The canals serve as physical barriers as do naturally occurring streams and are treated as such in the study area.

A significant development in the area is Ridgeview High School – a 4 year, full curriculum high school. Ridgeview opened in the fall of 2012 and includes not only the school building, but supporting facilities such as athletic fields (football, soccer, baseball, softball, tennis), outdoor gathering areas and parking lots.

Land surrounding the SWAP boundary consists of densely developed single family residential neighborhoods to the north and east (within the Redmond City Limits), with close in rural residential and agricultural lands to the west and south. Approximately ½ mile to the west are large parcels of land owned by the federal government that are under the jurisdiction of the Bureau of Land Management – these lands are undeveloped and retain native vegetation. The rural agricultural and federal lands in combination serve as wildlife habitat and contribute to wildlife that coexist in the urban areas.

1-C Consistency with Redmond Planning Requirements

When the SWAP was being developed, consistency with existing City of Redmond planning requirements, including all adopted local and state plans was constantly monitored. This included consistency with:

- Statewide Planning Goals – The Statewide Planning Goals, which are the basis for all land use planning in Oregon, are addressed in section 4 of this Plan. This plan is

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consistent with the Goals, and additional findings of compliance will accompany this document with adoption.

- Comprehensive Plan – The Redmond Urban Area 2020 Comprehensive Plan served as a basis for developing the SWAP. However, new policies as suggested herein will be proposed for inclusion in the Comprehensive Plan during the adoption process.
- Framework Plan – The Framework Plan, which was adopted during the Urban Growth Boundary expansion in 2006, provided a sound basis from which initial conceptual plans for the SWAP were generated.
- Public Facilities Master Plan – The availability and capacity of existing and planned water, wastewater and storm water facilities were contemplated.
- Transportation System Plan - The availability and capacity of existing and planned transportation facilities were contemplated.
- Parks Master Plan – The City Parks Master Plan gave direction for the type, size, number and location of parks needed to serve the projected level of development in the project area.

These documents and plans, although not included in entirety herein or in full as appendices to this document, are nonetheless applicable as they consist of State requirements and adopted City Plans. Thus, by reference, these documents have influenced the SWAP final product, and will continue to be applicable during implementation of the SWAP.

Once completed, the Plan will further implement the Great Neighborhood Principles which were adopted by the City of Redmond as part of the Comprehensive Plan when the UGB was expanded in 2006. While taking all the factors listed in Section 1-A, above, into consideration, the Great Neighborhood Principles will allow the project area to develop in a manner where it (these are condensed from those adopted in the Comprehensive Plan):

- Is walkable and bikeable – The SWAP is designed with an integrated street, sidewalk and trail system that includes separate facilities for bicycles and pedestrians, including connections to/from residential areas, schools, parks and employment areas.
- Has interconnected streets – Has streets that adhere to the City's grid street pattern and will require an interconnected street network with north/south streets of standard block lengths.
- Has variety of housing choices – The majority of the housing will be standard density single family residential (R2 Zone), with R4 and R5 Zoning allowing higher density multi-family development near projected employment centers, shopping and future transit routes.
- Includes a diverse mix of activities – Two Mixed Use Neighborhood areas, parks, and school sites are located to be convenient to residents throughout the project area.
- Includes commercial uses that support the neighborhood – the Mixed Use Neighborhood zone allows a variety of small scale commercial uses intended to provide convenient access to nearby residents for daily needs while not purposefully attracting residents from outside of the immediate area.
- Has open spaces and parks available for public use – both neighborhood and community parks are located throughout the project area where they are convenient to access by bicycle/pedestrians along separated trails.
- Includes environmentally conscious design – design guidelines include suggestions for ways to take advantage of solar access for new construction, as well as methods for disposing of storm drainage.
- Scenic views – intends to preserve the scenic views of the Cascade Mountain Range from the west slope of Forked Horn Butte.

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- Is respectful of the urban-rural interface – lower densities of single family residential are located along the western boundary where the project area abuts rural residential land outside of the UGB.
- Provides neighborhoods where all design elements are integrated appropriately – provides a balance among community and neighborhood design elements to provide a convenient, efficient, economical and attractive area.
- Establishes some of the most desirable places to live in Central Oregon – will result in developed neighborhoods that provide a complete sense of livability to all residents and maintain their appeal, desirability and value for years to come.

The completed SWAP allows property owners and residents of the area to better predict and plan for future development within the project area. Additionally, the City of Redmond will be able to adequately provide facilities and services to the residents of this area in a coordinated, fair, efficient and economical manner. The primary elements of the plan include:

Primary (Comprehensive) Land Use Plan

- Housing variety, densities and locations
- Commercial/Employment/Shopping types and locations
- Public spaces/trails and parks
- Community facilities (i.e. schools)

Public Infrastructure (Transportation/Water/Sewer - Public Facilities)

- Street system (TSP conformance), bikes/pedestrians/trails, designs
- Water System
- Sanitary System
- Public Utilities

The expected final **outcome** is that the SWAP will supplement and be consistent with the Redmond Urban Area Comprehensive Plan, and ultimately be adopted as an amendment to the Comprehensive Plan text and map. The Comprehensive Plan map designations for properties within the planning area will be changed as shown herein to show anticipated urban levels of density/development contemplated with the UGB expansion area and Framework Plan adopted in 2006. Ultimately, the Comprehensive Plan designations will be implemented through changes to the Zoning Map with corresponding land use designations applied. Additionally, it is the intent of this project for the Southwest Area Plan to fulfill the requirements for Conceptual Master Planning as included in Section 8.0300 of the City of Redmond Development Code, and allow properties zoned UH-10 (in the UGB, but outside of City Limits), to proceed to the final master planning stage, followed by formal rezoning and annexation. By adopting the SWAP as part of the Comprehensive Plan in this manner, the City and its citizens will have clear expectations regarding all the elements of the Plan (as listed above) and what is necessary for development of the project expansion area.

1-D Project Development and Public Process

Upon conception of the Southwest Area Planning project, Redmond City Staff utilized existing planning materials for guidance in developing a creative process that focused on public input and desires, as well as familiarity with the project area, to develop a Plan that would result in future development being an asset to the community as a whole. The following concepts served as the basis for project development:

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- It was anticipated that the project would take approximately 12 months for completion of the draft plan – with the adoption process to follow.
- City Staff would engage citizens regarding overall “best ideas” for the project area using the adopted Framework Plan as a guide.
- Based on the initial citizen ideas, city staff will develop multiple conceptual plans (with the Framework Plan and other adopted City planning documents as working parameters) - including all factors (i.e. needed land uses, infrastructure, agency needs).
- Policies and guiding principles for future development would be included to supplement the maps and illustrations, all of which together will create the Plan
- The conceptual plans, suggested policies and guiding principles will be created with the continual input, review and refinement of the public and affected agencies (opportunities for public input throughout the project).
 - Public information meetings (approximately 3 meetings)
 - Project Advisory Committee (approx. 5-6 meetings)
 - Technical Advisory Committee (approx. 2-3 meetings)
 - Planning Commission and City Council work sessions and public hearings (in addition to the Advisory Committee meetings listed above)
- The Southwest Area Plan will be formally adopted as part of the City of Redmond Comprehensive Plan.
 - Adoption of the Plan will set the stage for Final Master Planning, Rezoning and Annexation by the owners/developers.
 - Will allow the City Council to make informed policy decisions regarding development issues in the southwest portion of Redmond – including capital improvements investments, funding, timing, and overall coordination.

The Public Advisory Committee (PAC), which served as the primary input and project development group, met 6 times to discuss specific issues of the SWAP, and to further refine the conceptual plans at each meeting. Ultimately, the final plans as suggested by the PAC were included herein for consideration by the Planning Commission and City Council for adoption.

Additionally, 3 public information meetings were held to present the draft plans at various stages of development to give the public opportunities for comment.

1-E Agency Coordination

The development of the SWAP necessitated coordination with the affected public agencies and public utility providers listed herein (Technical Advisory Committee) to ensure that proposed land uses could be supported and would not have any significant adverse impacts on public facilities that could not be mitigated. These are discussed in greater detail in Sections 4 and 5.

1-F Development Policies and Guidelines

During the course of the project, many issues were raised with and by the Project Advisory Committee that needed to be addressed through the establishment of Development Policies and Guidelines to be implemented during final master planning and site development. The rationale for the suggested Development Policies and Guidelines are discussed within each pertinent section of this Plan, with the specific Policies and Guidelines included Section 6 of this Plan as appurtenant to the subject therein. These are presented for consideration of adoption into the Comprehensive Plan as part of this Plan, and for guidance during the final master

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planning and future development within the SWAP boundary. These Policies and Guidelines shall be applicable to and used as criteria during the review of all master plan and site specific development proposals.

1-G Plan Adoption and Implementation

The SWAP will be adopted as an element of the Redmond 2020 Comprehensive Plan. The adoption will include an amendment to the Comprehensive Plan Map to incorporate the land use designations shown herein in Figure 2.1 (included in the next Section) for each property within the SWAP boundary. However, the Comprehensive Plan designation and zoning designation boundaries may be slightly modified during the SWAP implementation (e.g. the final master planning, development review and permitting process) to account for practical factors such as rights of way, physical constraints, property boundaries, etc., as long as such modifications do not significantly alter the mix of land uses and densities indicated, and are consistent with the goals and objectives of this plan and the City's Comprehensive Plan.

As referenced above, this Plan will be implemented through Redmond's adopted development review and permit approval processes, including but not limited to: master planning, subdivision, and site and design review. All procedures for implementation shall be as set forth in the Redmond Development Code.

However, during land use review and permitting processes (including the master planning, rezoning, subdivision, and site development processes), the Development Policies and Guidelines included in Section 6 of the SWAP (subject to the implementation language listed therein) shall be included and considered as part of the master plan and development designs as applicable design and review criteria.

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2. Comprehensive Plan and Zoning

2-A Comprehensive Plan Designations and Map

The Southwest Area Plan (SWAP) is designed in accordance with Redmond's Great Neighborhood design principles and is intended to be a complete neighborhood that is compatible with and corresponds to the surrounding area within which it is located. The SWAP reflects the Redmond Framework Plan which was completed immediately after the expansion of the Redmond Urban Growth Boundary (UGB) in 2006, and was intended to provide a vision for parts of the expanded UGB that have not completed the land use planning process. Figure 2.1 shows the Comprehensive Plan designations that will be applied upon adoption of the SWAP as an amendment to the existing Comprehensive Plan map. These Comprehensive Plan designations do not change the underlying zoning (either within the City of Redmond or Deschutes County) at this time, but establish the long-term, primary land use pattern of the overall SWAP. Zone changes that are consistent with the Swap / Comprehensive Plan may be requested through the appropriate master planning and land use review process either prior to or in conjunction with annexation (for those areas within the UGB but outside of the incorporated City limits). Table 2.1 lists and summarizes the districts, acreages and general land uses shown on the Comprehensive Plan map in Figure 2.1. However, the district boundaries shown on the Comprehensive Plan map (Figure 2.1) and the acreages for each district listed in Table 2.1 do not reflect the actual boundaries and acreages respectively that are anticipated for the zoning designations that will be applied when specific master planning is complete. The Neighborhood Land Use Plan (Figure 3.1- in Section 3) actually references that the actual land use district boundaries and public facilities represented thereon will be further refined and delineated during subsequent planning (master planning) processes.

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Figure 2.1

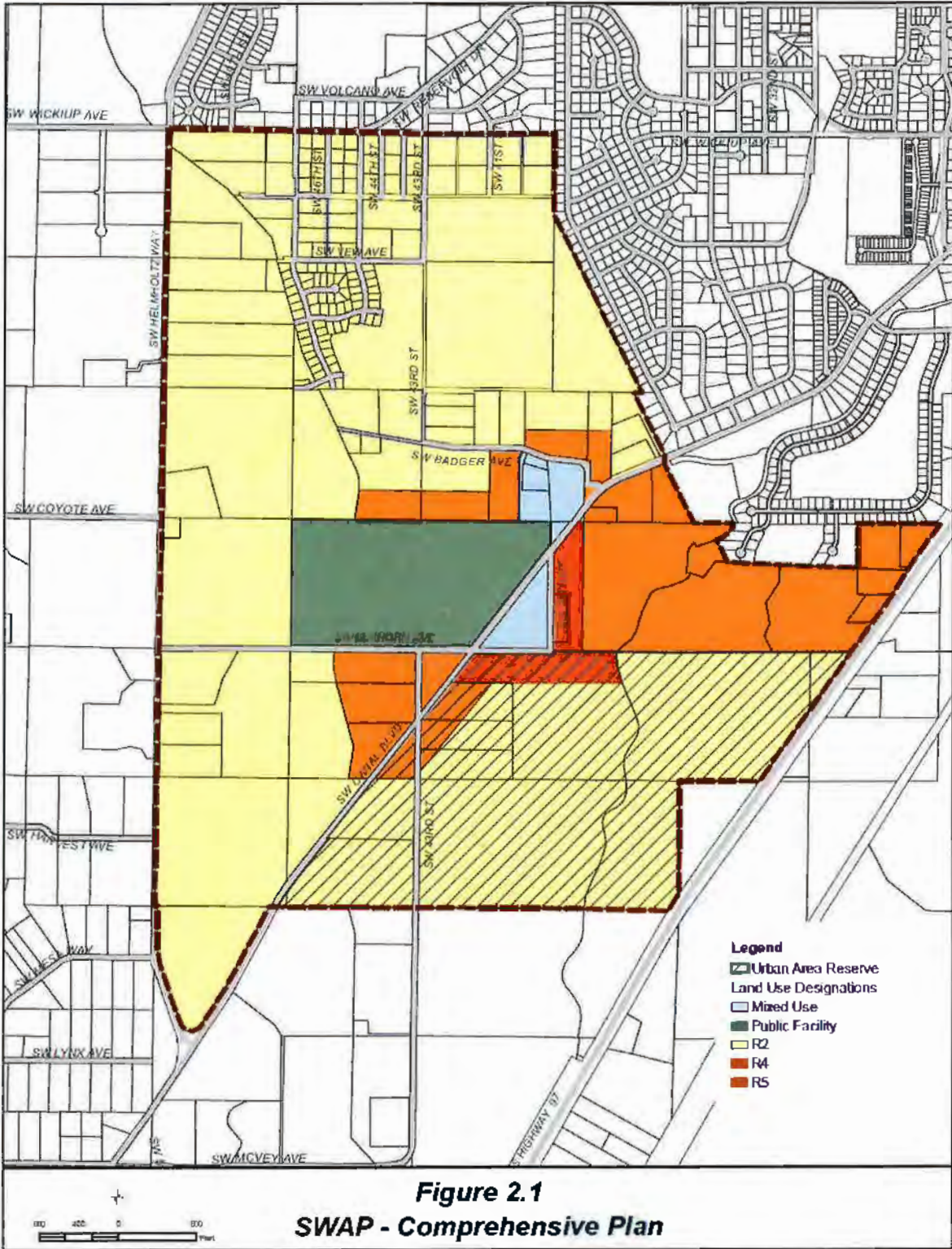


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2-B Zoning Designations and Descriptions

This section includes a description of the future zoning districts that will be recommended through adoption of the Comprehensive Plan map included with the SWAP. All land use district designations shown on the Comprehensive Plan map (Figure 2.1) correspond with existing zoning designations that are included in the City of Redmond Development Code – all future uses of such property will be determined by the corresponding requirements as listed in the adopted Redmond Development Code for each district. No new land use/zoning district designations are proposed. Thus, the development impacts resulting from rezoned lands can be estimated – this includes expected housing types and densities, transportation impacts, public facility impacts, need for economic lands, etc. These are addressed in subsequent sections of this document as applicable. Listed below are the intended development characteristics for each proposed zoning district as specified by the existing Comprehensive Plan and the Development Code, as well as characteristics specific to the SWAP as determined through/during the project development process. The SWAP specific characteristics are intended to be implemented during the final master planning associated with property development within the SWAP boundary and not necessarily through separate amendments to the text of the Development Code.

District	Label and Color	Acres	Percent of Total	Primary Uses	Comments
Residential 2	R-2	709.76	70.28%	Single Family Residential	Standard density zone used primarily in single family neighborhoods.
Residential 4	R-4	145.53	14.4%	Mix of Single Family, multi-family and Townhouses	Medium density zone with mostly single family dwellings but densities range from 6 to 14 units per acre.
Residential 5	R-5	22.33	2.21%	Apartments, town houses and condominiums	Multi-family dwellings with densities ranging from 10 to 24 units per net acre.
Mixed Use Neighborhood	MUN	20.93	2.07%	Mixed retail and residential uses	Allows small scale retail and multistory buildings may have residences above retail and some live/work space.
Public Facility	PF	70.96	7.0%	Public safety, schools and other civic buildings	Structures that house civic uses such as community centers, libraries, fire stations, public works and schools.
Park	PARK	31.95	3.2%	Parks, trails, natural areas	Land reserved for parks
Total Acres		1009.80			

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Comprehensive Plan and Development Code Descriptions:

The existing descriptions listed below for each district were utilized in the decision making process as to the locations, amounts and configuration of the various zoning districts shown on the SWAP maps. However, the areas shown on the maps may or may not entirely conform to the specific parameters included in each description depending upon the site characteristics and circumstances involved, and specific attributes of the SWAP area to which they apply. The SWAP proposal for each district describes what is actually intended (as shown on the SWAP maps), and the rationale for each as related to the purpose and intent included in the Comprehensive Plan and Development Code.

Residential Districts - Existing

- **R-2** The R-2 zoning district (Limited Residential Zone) is a single-family residential district intended to provide lower-density residential neighborhoods for primarily single family residences on larger lots and duplexes on corner lots. Planned urban densities are expected to average 3 dwelling units per acre, with the overall density ranging from 2.0 and 5.0 dwelling units per net acre. This district is proposed for 70.28 percent of the SWAP area. The maximum number of units that can be achieved per gross acre within the R-2 portion of the SWAP is 3,548
- **R-4** The R-4 zoning district (General Residential Zone) is a mixed residential zone intended primarily for the development of single family home sites intermixed with attached housing products. Planned urban densities are expected to average more than 4 dwelling units per acre, with the overall density ranging from 6 to 14 units per net acre. This district is proposed for 14.4 percent of the SWAP area. The maximum number of units that can be achieved per gross acre within the R-4 portion of the SWAP is 2,037.
- **R-5** The R-5 zoning district (High Density Residential Zone) is intended primarily for the development of multi-family complexes, condominiums congregate living facilities and other attached dwelling products. Planned urban densities are expected to average more than 8 dwelling units per acre, with the overall density approaching 17.5 units per net acre. This district is proposed for 2.1 percent of the SWAP area. The maximum number of units that can be achieved per gross acre within the R-5 portion of the SWAP is 390.77.

Residential Districts - SWAP Proposal

As can be calculated from Table 2.1, the total number of residentially designated acres within the SWAP is 880.94. With a total of 5,975 potential dwelling units possible among these acres, the maximum possible density of 6.78 units per gross acre exceeds the desired average of 5.9 dwelling units per gross acre for the City – it is assumed that not all proposed developments will maximize the number of potential units, but historic trends show that the upper end of the density ranges have been developed in Redmond due to the cost of development, the need for return on investment and the desired neighborhood design preferred by residents and purchasers. Thus, it is assumed that even if the maximum density is not developed, the desired density range of 5.9 units per acre (on average for the City) can be achieved within the SWAP area. Additionally, based on the housing types allowed in each zone, the overall potential density will allow the desired 60 percent single-family housing (R-2 zone / 59 percent) to 40 percent multi-family housing (R-2 and R-3 zones / 41 percent) mix to be achieved. Notwithstanding these figures, the SWAP area is located on the extreme edge of the community where higher densities of residential development are encouraged along transportation corridors and expected gathering places such as the High School, but not in areas already planned for lower density single family residential development and along the UGB/rural land interface.

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Mixed Use Neighborhood District - Existing

- **Mixed Use Neighborhood (MUN)** The MUN zoning district is intended to establish an area in which a critical mass of retail, service and other commercial uses together with civic uses can be located to provide everyday goods and services to residents of the surrounding neighborhoods. Residential uses may be combined with commercial uses as developed stand-alone uses when developed as multi-family housing. The small-scale nature of the commercial development combined with residential housing is intended to encourage development that exhibits the physical design characteristics of pedestrian oriented, storefront style shopping streets rather than commercial strip development. The development style is intended to promote the overall health and well-being of residents by encouraging physical activity, alternative transportation opportunities, and greater social interaction.

Mixed Use Neighborhood District - SWAP Proposal

The MUN areas proposed within the SWAP total 20.93 acres split into two distinct areas located in close proximity to one another for the purpose of creating a concentrated community activity center. (Figure 2.1)

The MUN areas are in the same proximity. One is located at the intersection of SW Canal Boulevard and SW Badger Avenue, at the northeast corner of the High School site and is also approximately 10 acres. There is additional property adjacent to this site that is already approved but undeveloped Planned Unit Development that includes commercial development at this same location. Thus, whether through the approved PUD, or under the provisions of the MUN zone, some level of commercial development is anticipated at this location.

The second MUN area is located near the center of the project area – at the intersection of SW Elkhorn Avenue and SW Canal Boulevard, directly east of the high school site - approximately 10 acres. This location was also identified on the adopted Framework Plan, which served as a basis for planning the area, as a Mixed Use Neighborhood Center.

The MUN areas described above, which are located to concentrate development near existing activity centers (school and major intersection), are each located on opposite sides of SW Canal Boulevard. This configuration results in approximately equal portions of the MUN designations at the community center split among land currently within the City limit, and land located outside the City limit, but within the UGB. At build-out, these complimentary neighborhood commercial areas will create an identifiable activity center and core of the SWAP community as was anticipated with the Framework Plan.

The need for MUN districts (i.e. potential neighborhood commercial development) is substantiated by a similar report conducted by Johnson Gardner, February, 2007, when the NAP and HAP were developed and adopted in 2007. This analysis was specific to the NAP and HAP, but the basic assumptions also apply to the SWAP with regard to the need for neighborhood commercial development for the areas outlying the Highway 97, SW Canal Boulevard, and Highway 126 corridors – where the majority of commercial development is located in Redmond. Because of the similarity of circumstances for the NAP/HAP and SWAP planning areas, the analysis has applicability herein for guidance in establishing the MUN districts.

The core MUN districts within the SWAP are located over one mile from the closest commercial zones which are located to the northwest. Internal portions of the SWAP, where residential

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development would occur, are located in excess of 2 miles from the closest commercial service district, and require a circuitous route (by motor vehicle) to access – this is not conducive to alternative transportation modes such as biking and walking – which contributes to vehicular traffic. Additionally, the developed residential areas surrounding the SWAP (which are significant) have similar circumstances regarding their proximity to convenient commercial services. Thus, the MUN districts will not only provide convenient service areas for development within the SWAP, but also for surrounding areas. When reviewing maps and development patterns, the MUN districts within the SWAP will serve a greater area of approximately 1,500 acres with the potential for upwards of 8,000 dwellings at full build-out.

Based on the commercial development need and projections in the supporting analysis, the number of acres of MUN in the SWAP, specifically at the sizes and locations provided, will allow phases of development over periods of years to be provided with neighborhood commercial services to support their needs. Further, such development, with integrated transportation options, mixed densities of varying housing types, and supporting community uses with a neighborhood center will be attractive to those living in the area, but will not be scaled to attract residents from outside the intended service area. Further, it is assumed that the approximate 20 acres of MUN located at the SW Canal Boulevard and SW Elkhorn Avenue intersection, would be developed according to the subarea description in Section 3-E (see Figure 3.2), with the approximate 10 acres located within the City developing first, and the approximate 10 acres located outside the City but within the UGB developing later. Lastly due to the separation of this MUN area from the designation at the northwest corner of the SWAP, the development potential and services provided will most likely vary greatly and not significantly overlap.

Public Facility District – Existing

- **Public Facility (PF)** The PF zone is intended to provide for public facility uses such as wastewater treatment facilities, water storage reservoirs, well sites, public schools, and Public Works Administration Facilities.

Public Facility District - SWAP Proposal

Only one parcel within the SWAP is designated PF – that is the 70 acre site developed with Ridgeview High School. It is anticipated that the high school uses will remain, and that some vacant portions of the site will be developed with additional school related uses (possibly an elementary) in the future. The School District has indicated that they do not expect additional students to affect the capacity of the high school. Also, they indicated that the additional middle school students should be able to be accommodated through recapturing the use of the Hugh Hartman facility (just to the east of the SWAP) as a middle school (as was its primary purpose when built). The greatest need identified will be for additional elementary schools - possibly three elementary schools each serving various portions of the SWAP and the surrounding areas in an overlapping fashion. Additional school siting needs will continue to be monitored and assessed by the Redmond School District, with school site acquisition done at a later date. No sites other than the existing 70 acre PF zone are being designated for future school use in the SWAP.

Park Districts – Existing

- **Park** The Park zone is intended to provide areas for public park uses such as playgrounds, ball fields and open space.

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Park Districts - SWAP Proposal

There are four areas within the SWAP identified as potential Park sites on the proposed SWAP map. Three are identified as Neighborhood parks (approximately 3-5 acres in size) and one is identified as a Community Park (approximately 20 acres in size). The sizes and locations of the parks conform with the location and size requirements as stated in the City Parks Master Plan. The neighborhood parks are located so that no residence will be further than ½ mile walking distance from a park. Future uses and development within these parks are intended to be as described in the City of Redmond Parks Master Plan for such facilities, with the actual design for each being dependent upon future acquisition of these sites by the City of Redmond and master planning for each. Notwithstanding the four parks designated on the SWAP maps, the Neighborhood Land Use Plan (Figure 3.1- in Section 3) indicates a general area (depicted with an asterisk) as a potential location for an Alternative Community Park. During the project Advisory Group meetings it was suggested and discussed that this location could be considered for a future Community Park – but not designated on the Comprehensive Plan at this time. The Redmond Parks Master Plan does not currently include a specific category for such a park facility, the site is not being formally designated as a Park as part of the SWAP process. Rather, it should be considered as part of the next Parks Master Plan update (or other separate process) and designated at that time if deemed appropriate.

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3. Neighborhood Land Use Plan

3-A Redmond Urban Area 2020 Comprehensive Plan

The Redmond Urban Area 2020 Comprehensive Plan provides specific direction to implement the Great Neighborhood Principles as new areas of the expanded UGB are master planned, rezoned, developed and annexed – specifically Policy #17, in Chapter 14, Urbanization. The Great Neighborhood Principles included therein go beyond the basic Comprehensive Plan and Zoning map designations, they guide the amenities necessary to support the basic uses allowed in each zone in order to create complete neighborhoods that embody good design and respect Redmond's location, climate, topography, geology, culture and history as property development is contemplated. The Neighborhood Land Use Plan (Figure 3.1) incorporates the elements listed in the Comprehensive Plan in a manner where future development within the SWAP boundary will not only provide complete neighborhoods for residents who will live there, but also for existing residents in the surrounding area through the integration of public facilities and amenities as shown on the Plan.

3-B Neighborhood Plan – Location, Features and Elements

The Neighborhood Land Use Plan (Figure 3.1) illustrates important features and elements of the neighborhood plan that ensure the entirety of the project area is developed in a congruous and consistent manner. These features include:

- The establishment of three, 3-5 acre neighborhood parks, and one 20 acre community park located within walking distance of all residential areas, including bicycle/trail connections thereto. The neighborhood parks are located centrally within areas that are intended to be developed with single family residences, while the community park is located along the western boundary of the Ridgeview High School property (generally central to the entire SWAP project area) where accessibility by the public and increased compatibility among adjoining uses will be achieved. The neighborhood parks are located one each within the existing City limits, in the approved UGB expansion area, and within the UAR portions of the project area. The exact size and boundaries of these sites may be modified and better defined during the site development review and approval process.
- The establishment of bicycle/pedestrian trail along irrigation canals that traverse the project area, which connect to internal streets/sidewalks accessing the new development, as well as regional bicycle/trail facilities and arterial/collector streets accessing greater Redmond. Additional trails not along the irrigation canal alignments shall also be provided – including the BPA powerline trail system along the eastern boundary of the project area.
- Bicycle/pedestrian trail connections between the surrounding neighborhoods and Ridgeview High School that acknowledge that the SWAP and amenities therein are not just inclusive of the project area but also serve the greater southwest portion of Redmond.
- The alignments of SW Coyote Avenue and SW Harvest Avenue, which are located east of Helmholtz Way will be extended within the project area east of Helmholtz as primary

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grid streets in order to minimize and concentrate access points to Helmholtz Way which is the primary north/south Arterial Street providing access to the project area and greater Redmond.

- Additional east/west running "grid streets" will provide access between SW Helmholtz Way and the project area. The primary grid streets of Yew, Xero and Elkhorn are shown on the plan, however additional street connections to SW Helmholtz Way are anticipated through implementation of the plan. All street and intersection designs will be as specified herein or in compliance with adopted City standards and specifications as included in the City Transportation System Plan (TSP).
- SW 35th Street will be extended from the adjoining Cascade View Estates subdivision to and within the project area as new development occurs. Whenever possible, streets will be connected from areas outside the project boundary to within.
- The plan shows that the Mixed Use Neighborhood designations are located along SW Canal Boulevard, in the proximity of the intersections with SW Badger Avenue and SW Elkhorn Avenue. MUN designations are located on both sides of SW Canal Boulevard so that the need for pedestrian crossings are minimized for residents of the area and high school students. This location is central to the project area and is relatively equidistant to all portions of the SWAP and accessible via a variety of travel modes.
- The plan shows high density (R-5) residential areas are located along the SW Canal Boulevard/Elkhorn Avenue corridors, adjacent to the MUN districts. The R-5 areas provide a transitional buffer between the high activity MUN districts and adjacent arterial/collector streets and the adjacent medium density districts. The exact boundaries of the R-5 district shall be defined during the plan implementation process, but shall be in proportions to provide the desired density as well as the transitional buffering between intensities of uses.
- The plan shows the medium density (R-4) districts located along SW Canal Boulevard and abutting the north and south boundaries of the high school property. The R-4 districts are placed in these locations to provide areas of higher population concentrations in close proximity to the neighborhood commercial areas, the high school, transportation corridors and for both convenience and buffering of single family neighborhoods. The exact boundaries of the R-4 district shall be defined during the plan implementation process, but shall be in proportions to provide the desired density as well as the transitional buffering between intensities of uses.
- A separated greenway/trail connection along SW Elkhorn Avenue, between SW Helmholtz Way and SW Canal Boulevard will provide an east/west pedestrian/bicycle facility through the center of the project area. This corridor will provide direct access between arterial streets and other trail alignments, and will provide access to the planned community park and high school, both of which will continue to experience high pedestrian and bicycle usage.

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3-C District Design and Development Standards

Residential Districts

The residential districts in the Development Code provide flexibility for developments proposing to implement the Great Neighborhood Principles . The SWAP provisions also include additional suggestions regarding new housing development..

Mixed Use Neighborhood District

The MUN district includes appropriate uses (with limitations on size), and specific development design standards. Those standards will be applicable to development of the MUN districts within the SWAP as well.

Public Facility District

The Public Facility District is associated with a 70 acre site where Ridgeview High School is located. The site is developed with the high school building and associated amenities (athletic fields, parking areas) over approximately 75% of the site. The western portion of the site is being reserved for additional school related development in the future although the Redmond School District does not have definitive plans at this time for such development. The PF zoning designation allows for public school development subject to Development Code requirements.

Park District

The SWAP project area does not currently have any Comprehensive Plan designated public or private parks. The SWAP process identified a need for three new Neighborhood Parks and one Community Park. The new park locations will be with a future update the City Parks Master Plan. Development of all parks will comply with the Development Code which ensures conformance with all adopted plans.

3-D Public Amenity Design Standards

The public amenities included in the Neighborhood Land Use Plan include Trails, Parks (Neighborhood and Community), and Schools. Areas for other public/civic uses, such as police and fire stations, and public buildings of various sorts were discussed during the project development phase, but specific locations were not be identified. The development of all public amenities will be through a combination of both private and public sources. Many of the trails and some of the parks will be developed in conjunction with development of the individual properties. If these amenities are constructed through private development, some may be eligible for SDC credits and/or cost recovery through reimbursement (via the creation of a reimbursement district or as a City Master Plan project).

Trails – Bike and pedestrian trails are categorized as two distinct facilities, these are: Primary Trails and Connector Trails, as shown on Figure 3.1. The Primary Trails are consistent with the adopted Trails Master Plan for the City, while the Connector Trails are new alignments intended to provide access from the Primary Trails to public gathering places such as Parks and Schools.

- **Primary Trails** - The Primary Trail alignments follow established features within the SWAP area. The COID Canals which run through the center of the project area, and the Bonneville Power Administration (BPA) power line alignment along the eastern edge of the project boundary. Primary trails are intended to be an asphaltic hard surface as established in the City's adopted Standards and Specifications, and Trails Amenities Plan. Ultimately trail designs along the canal alignments will need to be coordinated with

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the COID during site design and development of adjoining properties, with the acknowledgment that some canals may need to be piped and buried. When located along open canals, trails will follow the alignment as coordinated with COID. When canals are buried, the trail will need to be constructed in the new or relocated easement for the canal. It must be acknowledged through the development phase (and included in any and all easements along canal alignments), that COID has the right and obligation to maintain the canals for conveyance of irrigation water, and that such maintenance may affect trail use. Trails along the BPA alignment shall be coordinated with BPA.

- **Connector Trails** – The connector trails are intended to provide a direct link between the Primary Trails and public gathering places such as Parks and Schools. It is anticipated that additional connector trails will be identified through future Master Planning to provide direct access between neighborhoods and other Primary and Connector trails when such connections are not possible via sidewalks constructed adjacent to streets. Connector trails may be a combination of hard and soft (but improved) surfaces as deemed appropriate through the Master Planning review process depending on factors such as topography, expected type and degree of use, etc. Ultimately, Connector Trails shall be developed in accordance with the City Trails Amenities Plan.

Parks – Two different Park designations as listed in the City of Redmond Park Master Plan are included in the SWAP (Neighborhood Park and Community Park). As stated previously, the specific amenities within each park will be determined at the time of park design, with the adopted City Parks Master Plan providing guidance. Notwithstanding these specifically defined park types, another area shown with an asterisk (*) on the Neighborhood Land Use Plan (Figure 3.1), is labeled as an Alternative Community Park. It is specifically noted on the Plan that a specific location and the type of amenities the Alternative Community Park will be considered as part of a future Parks Master Plan update, and so designated at that time if deemed appropriate.

- **Neighborhood Park** – Three Neighborhood Park sites are generally identified on the Neighborhood Land Use Plan. Each site is intended to range from 3 to 5 acres in size, with actual sites and designs being developed at the time of final master planning and/or development, with amenities being consistent with the City Parks Master Plan.
- **Community Park** – A single Community Park shown on the Neighborhood Land Use Plan along the western boundary of the Public facility/School site. The Community Park is intended to be approximately 20 acres in size, with actual designs being developed at the time of final master planning and/or development, with amenities being consistent with the City Parks Master Plan.
- **Schools** – The Redmond School District currently owns and operates the Ridgeview High School on a 70-acre parcel of land in the approximate center of the SWAP project area. The high school is developed on approximately 75 percent of the site. The remaining vacant portion of this site has been identified as area that will be reserved for either an elementary or middle school depending on future needs – the exact need or design is not known at this time.

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3-E Neighborhood Sub-Area Identification

As part of contemplating future development patterns within the SWAP boundary, the need for public amenities to serve all residents equitably as the SWAP area develops is important to consider. This includes taking into consideration the sometimes limiting factors that public facilities can present in this equation, and the effect this can have on the timing of development for various portions of the project area. When looking at the infrastructure needs combined with the necessary regulatory land use steps, three distinct sub-areas within the SWAP boundary emerge. The sub-areas are related to the timing of their likelihood to develop sooner rather than later. The primary factors contributing to the three sub-areas were:

- Location (within the City limits; in the UGB but not within the City limits; and, outside of City limits and UGB, but within the UAR)
- Regulatory process necessary preceding physical development (with areas within the City requiring the least process)
- Availability of wastewater (public sewer) system

Essentially, this means that the need for master plans, changes to land use designations and the construction of wastewater system, all combined, affects the timing as to when substantial development within each sub-area can be expected. Thus, a substantial amount of the land within the least limiting sub-area can be expected to be developed before substantial development can be expected in the next least limiting sub-area. The subareas, shown in Figure 3.2, can be generally described as – from least limiting and most likely to develop in the nearer term, to longer term:

- 1.) Area north of Elkhorn and just west of Helmholtz – location within City limits and sewer availability – nearest term
- 2.) Area south of Elkhorn and west of Canal Blvd. – outside of City limits but within UGB, reliant on far west sewer interceptor construction – medium term
- 3.) Area south of Elkhorn and east of Canal Blvd – outside of City Limit and UGB, within UAR, reliant on far west sewer interceptor construction – longer term

As a result of these limiting factors, the SWAP Neighborhood Land Use Plan has been developed to include the elements of the Great Neighborhood Principles necessary to create complete neighborhoods in a manner where there is equity in the distribution of such elements to serve residents in the term when development is expected for each sub-area. Thus, as the near, medium and longer term areas delineated on Figure 3.2 are developed, there will be parks, trails, a variety of housing types, neighborhood commercial areas and supporting infrastructure developed accordingly in proportions to serve the expected population.

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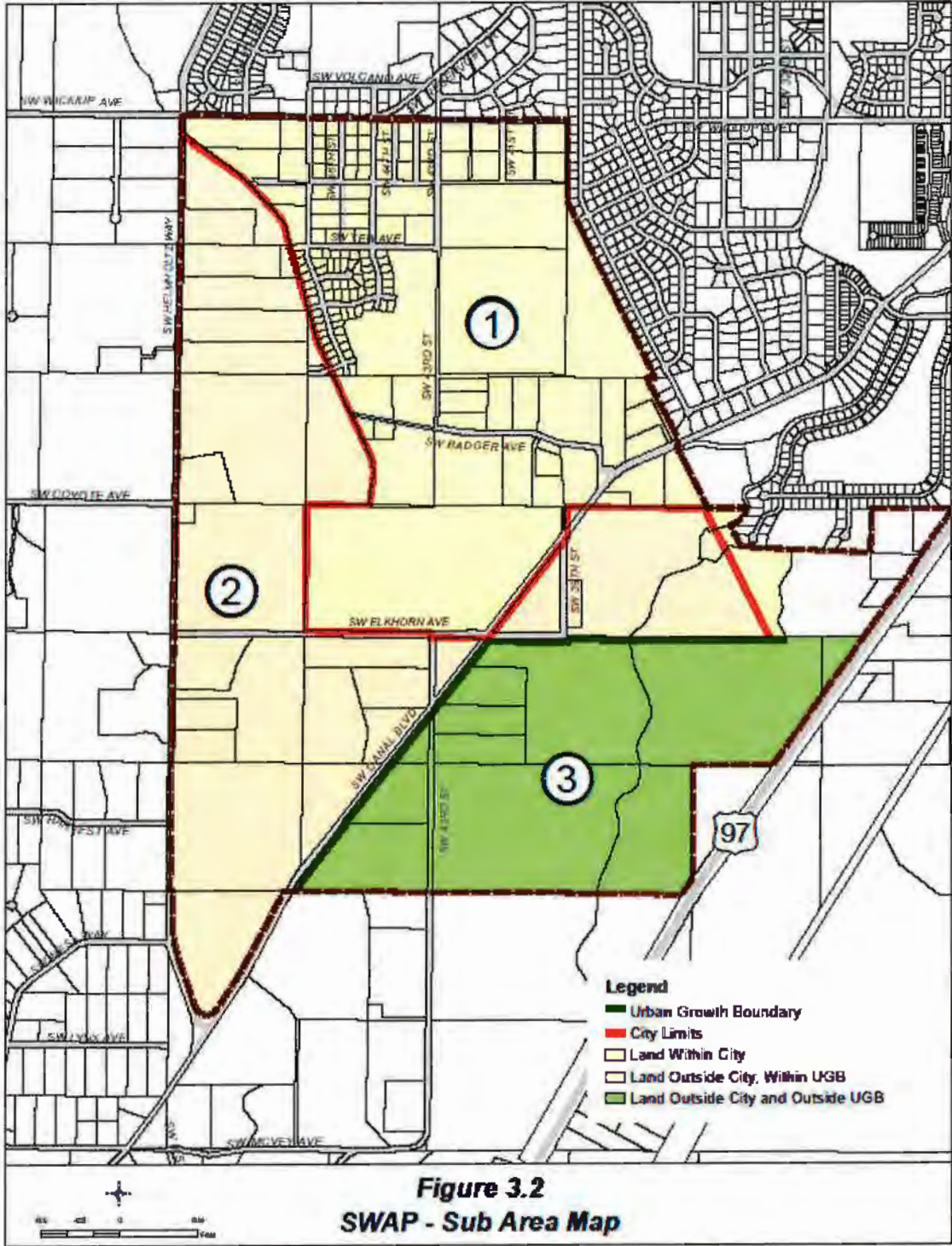


Figure 3.2
SWAP - Sub Area Map

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4. Transportation Improvements

4-A Traffic Impacts and Transportation Improvements

The transportation facilities explored in this section were reviewed against the City of Redmond adopted Transportation System Plan (TSP) for compliance. Figure 4.1, the TSP map, shows the hierarchy of the street classification system for the entire City. Figure 4.2 shows the transportation elements specific to the SWAP and how the areas within the SWAP will be served with streets designed to accommodate anticipated trips generated from new development. The overall TSP is addressed herein as applicable to the SWAP. Ultimately, as the TSP is updated, the changes in the assumptions utilized therein may result in changes to future development plans anticipated in the SWAP. Soon after the preparation of this document, the City will begin an update of the TSP – the policies included herein regarding necessary improvements to streets, intersections and all transportation facilities will be considered with the update to ensure that the SWAP as envisioned can be developed.

The City of Redmond has an adopted Transportation System Plan (TSP) that fulfills the requirements of the State of Oregon Transportation Planning Rule (TPR). The TSP addresses all transportation modes (Pedestrian, Bicycle, Transit and Motor Vehicles) and includes a master plan for each. The TSP provides specific information regarding transportation needs (infrastructure and funding) to guide future transportation investment for the City based on the projected demand. Ultimately the necessary improvements and anticipated demand are based on the projected population growth and the land use pattern that the transportation facilities serve.

In order to assess potential impacts to the transportation system upon build-out of the land use pattern described herein, an analysis of the expected traffic impacts was conducted by Kittleson and Associates, Inc. (Appendix C).

TRIP GENERATION POTENTIAL:

Trip generation estimates were prepared to assess the potential impacts that rezoning of these properties in the future could create on the transportation system. Trip generation estimates were prepared by comparing the overall change in acreage between the existing and proposed zoning designations, identifying a reasonable development scenario for each zoning classification, and selecting a correlating land use and density from ITE's *Trip Generation*. This process is summarized in Table 1.

Standard trip generation data is readily available only for isolated suburban sites that contain a single land use. For large areas such as the SWAP lands preparing trip estimates is complex, as the interaction between different land uses within southwest Redmond could contain many of the trips within the overall boundaries. Due to the limited employment anticipated in this area, work commute trips would generally extend beyond the area boundaries, whereas public facilities trips (such as those associated with schools and libraries), parks, and neighborhood retail would be substantially contained within the SWAP lands.

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Table 1. Current and Future Zoning Summary

District	Zoning	Area Designation (Acres)			ITE Land Use	Allowable Density in Zone
		Current Zoning	Future Zoning	Change		
Residential 2	R-2	288.23	709.76	+421.03	ITE 210 Single Family Res	Est. 4.5 homes/acre
Residential 4	R-4	50.81	145.50	+94.69	ITE 230 Townhome/Condo	Est. 9.0 units/acre
Residential 5	R-5	0.00	22.33	+22.33	ITE 220 Apartment	Est. 15 units/acre
Urban Holding	UH-10	372.37	0.00	-372.37	ITE 210 Single Family Res	Est. 1 unit/5 acres
Public Facility	PF	70.96	70.96	No Change	Existing High School/ITE 520 Elementary School	1,400 student HS Est. 800 student elementary school
Urban Area Reserve	UAR	227.50	0.00	-227.50	ITE 210 Single Family Res	Est. 1 unit/5 acres
Mixed-Use Neighborhood	MUN	0.00	20.93	+20.93	ITE 230/ITE 820 Townhome/Retail	Res: 9 units/acre Retail: 0.10 FAR
Park	PARK	0.00	31.95	+31.95	ITE 411 City Park	n/a

For analysis purposes the following internalization was assumed across both the existing and future zoning scenarios:

- The 71 acres of PF lands would include the existing 50-acre (1,400 student) high school and 20-acres dedicated to an elementary school. The share of these trips within the SWAP boundaries would increase over time as the population increases.
- 80 percent of retail trips would be retained within the SWAP boundaries.
- All park trips would be retained within the SWAP boundaries.

Trip estimates for the existing and proposed zoning scenarios are summarized in Table 2, with all values rounded to the nearest 10 trips to reflect the relative accuracy of these trip generation estimates. This table shows that the increased densities within the SWAP lands could approximately double the external trips.

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Table 2. Trip Generation Summary

Zoning Scenario	Daily Trips	Weekday PM Peak Hour Trips		
		Total	In	Out
Existing Zoning	16,830	2,160	1,360	800
SWAP Designations	35,830	4,610	2,960	1,650
Est. Trip Increase	+19,400	+2,450	+1,600	+850
Approx. Percent Increase	213%	213%	218%	206%

TRANSPORTATION IMPACTS

To accommodate this increased transportation demand within southwest Redmond to support urbanization, significant upgrades to the multimodal transportation system will be required. The general needs in this area include improved north-south connections that would reduce the reliance of these lands on US 97. This connectivity could include improvements to the planned westside arterial (Helmholtz) or Canal Boulevard both toward the City of Redmond and at its southern connection to US 20 near Bend.

The lack of east-west connections in southwest Redmond would separate this high density of residential lands from the employment lands on the City's east side, with the only nearby connection at Yew Avenue incapable of serving this need in its current form because of its limited available capacity. New east-west connections would be required to handle the volume of traffic destined to and from these lands. The other east-west connection previously considered at Quarry Avenue is too far south to support the SWAP lands. A new east-west connection along the SW Elkhorn alignment would provide a more centralized connection, but the design would have to address ODOT's access spacing policy if connectivity to US 97 was desired. Options for this route that would meet the spacing policy could include an overcrossing of US 97 (with no connection) or conversion of the Yew interchange into a split diamond with new frontage roads along US 97.

Internally, a new grid network of roadways would be required to connect between SWAP land uses. This would include multimodal connections between residential areas and schools, parks, and the retail area. Connections into subdivisions bordering the SWAP lands would also be necessary to integrate these lands into the City and allow the new activity center to serve residents near the border.

TRANSPORTATION SYSTEM PLAN

The City of Redmond Transportation System Plan has previously considered needs within the Urban Growth Boundary to address growth-related needs through 2030. This plan did not assume the densities currently envisioned within the SWAP, or lands outside of the UGB. Despite the lower densities, transportation needs were identified within southwest Redmond to address existing deficiencies within the system. These improvements are summarized below, and generally contain improvements that would form a loose grid network within this portion of the City to support urbanization.

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Table 3. Planned City of Redmond Transportation Improvements

Roadway Needs	
Westside Arterial (Helmholtz Way)	Widening to a three- to five-lane section and streetscape improvements between O'Neil Highway and Quarry Road as a Minor Arterial
Wickiup Avenue – Reservoir Drive Improvements	Completed Roadway Improvements (SW 31 st to SW 35 th St) as a Major Collector
Wickiup Avenue – Reservoir Drive Improvements	Roadway Streetscape Improvements as a Major Collector (SW 39 th Street to Helmholtz Way)
Forked Horn Butte (43 rd Street to Badger Ave)	Wickiup Avenue to S Canal Blvd Connection as a Minor Collector
Elkhorn Avenue Extension	Helmholtz Way to SW 19 th Street Connection as a Major Collector
27 th Street Improvements	Widening to a 3-5 lane section from Canal Blvd to US 97 (north) as a Minor Collector
Intersection Needs	
Wickiup Avenue/ Helmholtz Way	Proposed Traffic Signal
Helmholtz Way/ Canal Blvd	Proposed roundabout
Wickiup Avenue/ 27 th Street	Proposed Traffic Signal
27 th Street/ Canal Blvd	Completed Roundabout
Yew Avenue Interchange Ramps	Completed Signalization
Pedestrian Needs	
B Lateral Canal Trail	Connects Canal Boulevard to the Wickiup/Helmholtz intersection
Cascade Vista Drive Trail	Future trail connecting to a future canal trail along Canal Boulevard and north to Maple Avenue
Sidewalks	Various sidewalk needs along classified roadways throughout the subareas
Bicycle Needs	
B Lateral Canal Trail	Connects Canal Boulevard to the Wickiup/Helmholtz intersection
Cascade Vista Drive Trail	Future trail connecting to a future canal trail along Canal Boulevard and north to Maple Avenue
Bicycle lanes	Various bicycle lane needs along classified roadways throughout the subareas.

The City of Redmond TSP also identifies potential future local street connectivity to help reduce reliance on any single route. This section of the TSP is not specific and the intent would be met with a street plan developed as part of the SWAP process.

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RECOMMENDED POLICIES

The following policies are recommended:

To address the general transportation needs described within the City's Transportation System Plan and amend the TSP to incorporate policies that address the future development of planned areas and urban reserve lands, the following policies are recommended:

- Development of the City's TSP update and supporting land use models should incorporate the increased density assumptions from the SWAP lands to ensure that community impacts are adequately mitigated. Specific analysis of collector and arterial intersections along the SWAP boundaries will be required to appropriately assess the impacts.
- Transportation infrastructure supporting the SWAP lands should be designed to reduce reliance on US 97. This should include limited connections from the SWAP lands to the highway and supporting investments in the parallel system. The connectivity to US 97 should be balanced with the ability of the Yew Avenue interchange to serve the additional trips.
- Consistent with the current TSP, Elkhorn Avenue should be improved to urban standards and considered as a priority east-west connection from Helmholtz east to SW 19th Street. Improvements at the Airport Way/19th Street intersection and the Helmholtz intersection will help to develop a southern arterial roadway system.
- Helmholtz Way should be improved to City standards to provide multimodal infrastructure to the area supporting its rural to urban transition. The adopted City of Redmond Transportation System Plan has identified this connection as the Westside Arterial with a three to five-lane section. The need for extending the five-lane section should be assessed within the City's update to the TSP.
- Canal Boulevard should be improved to urban standards consistent with the adopted TSP. Additional improvements outside the City boundary may be desirable to coordinate with Deschutes County that would allow this route to serve as an alternative connection south to Bend.
- Infrastructure and supporting facilities for transit service, pedestrians, and cyclists should be incorporated into the SWAP design standards. This may require updates to the pedestrian and bicycle master plans within the TSP to reflect the proposed connections.
- Existing skewed intersection approach angles should be reconfigured with conventional (orthogonal) angles to improve visibility and provide consistent turning speeds.
- Existing roadways and trails along the SWAP boundaries should be extended into the SWAP lands to connect the existing and future neighborhoods.

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4-B Street System Design

The TSP includes street classifications for all streets in the City – the street classification types (existing and proposed) within or adjacent to the SWAP include (from highest classification to lowest):

- Major Arterial/State Highway
- Minor Arterial
- Major Collector
- Minor Collector
- Local Street (including designated grid and non-grid streets)

Each of these classifications has specific design standards included in the TSP, and implemented through the Development Code (primarily through the Land Division Code). The designs are based on the desired function and demand for each facility type. As noted in the TSP, the design for each type is based on an overall standardization of key characteristics to provide consistency, but to also provide for a degree of flexibility because the actual design of a roadway can vary among segments depending upon adjacent land uses and demands. Among all street types though, there are some basic provisions that are inherent in all designs, these include:

- Adherence to the City adopted grid street pattern when applicable.
- Basic block length of 1/8 mile for local streets
- Interconnectivity of local streets through extension of streets in new development to property boundaries of adjoining vacant properties.
- Extension of streets “stubbed” to vacant properties as such properties develop.
- Sidewalks are required along all streets.

In addition to the street designs included in the TSP and the basic provision listed above, the City Development Code (Land Division Code, Article 3), includes specific provisions for alternative designs that include narrower street and right of way widths depending on factors such as parking and sidewalk design. Such standards shall be utilized for master land use plan and development review within the SWAP.

Notwithstanding the basic street design standards included in the TSP and the Development Code, alternative street designs should be considered during the land use master plan and development phases when enhancements to bicycle and pedestrian facilities are incorporated, and where improved aesthetic components of the street (i.e. street trees, landscaping, street lighting) are included. Flexibility should be considered in on-street parking designs on Arterial and Collector streets in relation to improved safety for bike lanes and sidewalks. Lastly, in order to improve the aesthetic appeal and desirability for walking and biking, alleys that provide rear-lot vehicular access should be encouraged with new developments.

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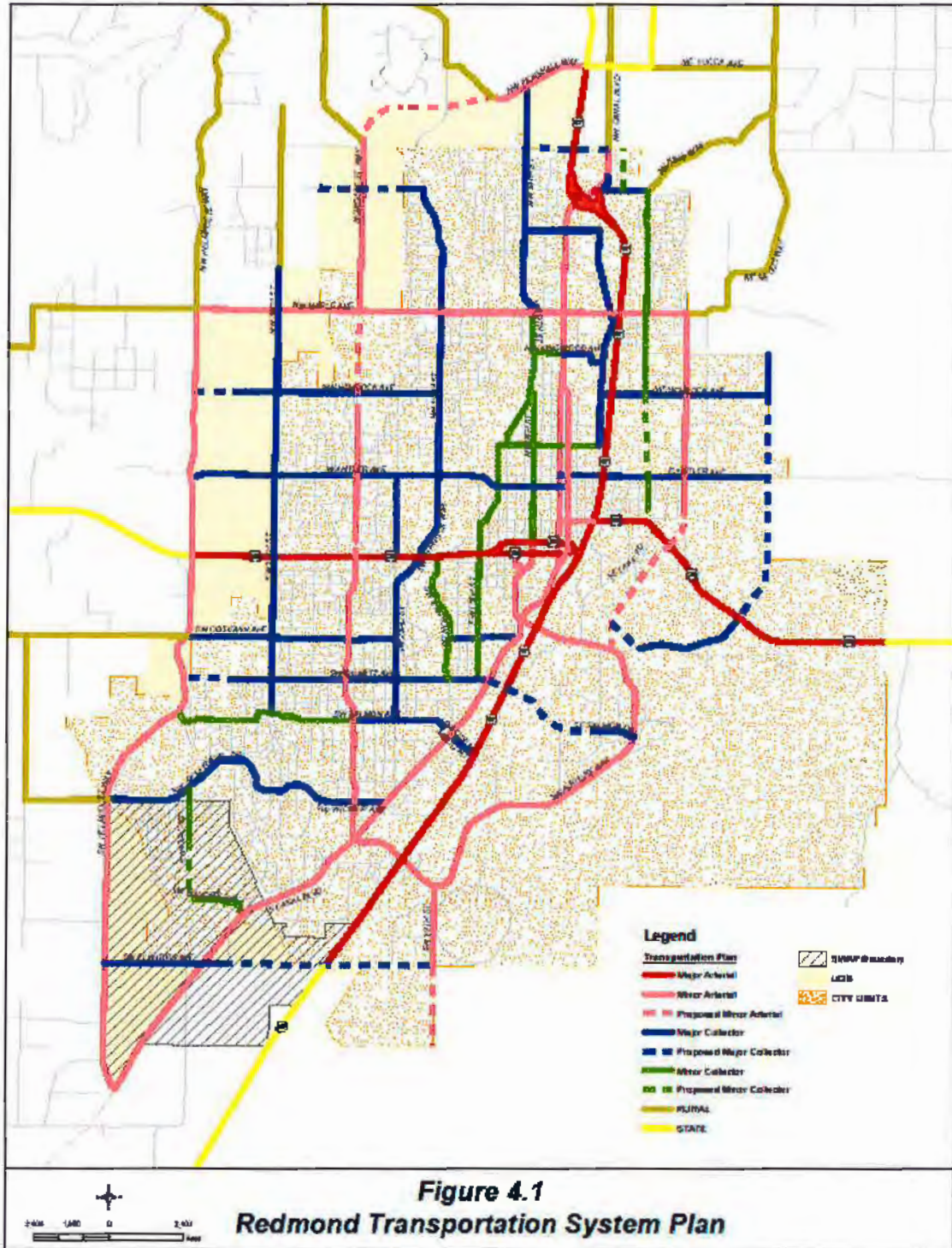


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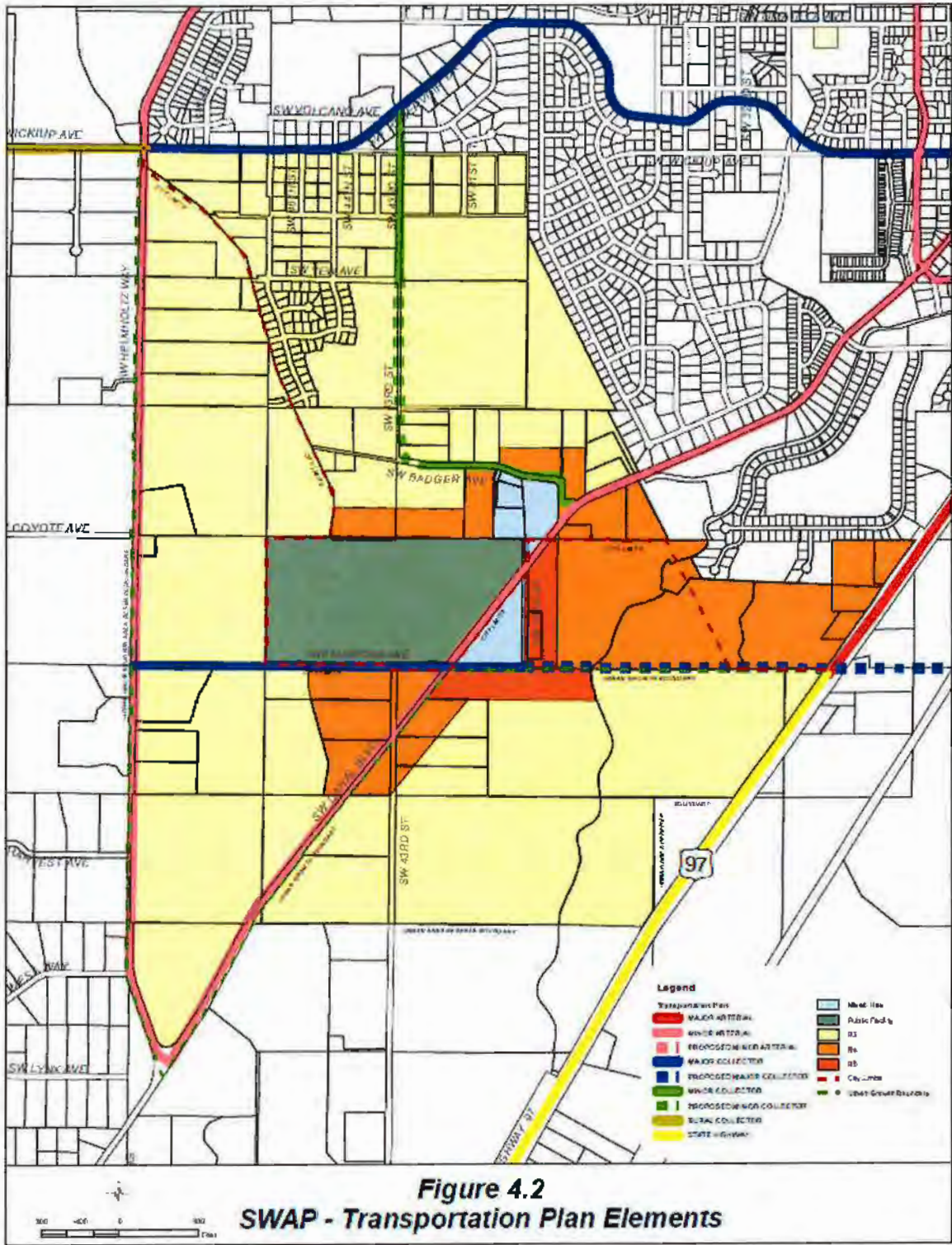


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4-C Bicycle, Pedestrian and Trail System

The City of Redmond TSP includes specific pedestrian and bicycle master plans for the entire City, which include a variety amenities, including, on and off street multi-purpose trails, sidewalks, and bike lanes along designated collector and arterial streets. A combination of these facilities will serve the SWAP and will provide connections to existing and planned facilities in the remainder of the City. In addition to the facilities included in the TSP, new off-street trails (located to serve specific areas within the SWAP) are included with this plan. All pedestrian, bicycle and trail facilities are intended to meet the non-motorized transportation needs of the residents, but will also serve as recreational amenities as well – this is especially true of the off-street trail system. The pedestrian, bicycle and trail components of the SWAP ensures interconnectivity between all the non-motorized transportation facilities, and also ensures that major pedestrian and bicycle destinations and activity centers, such as the High School site, parks, and the surrounding MUN areas (which include the neighborhood scale commercial businesses), are able to be accessed by such means.

- **Pedestrian Facilities** – Pedestrian facilities consist of sidewalks within public rights of way and multi-purpose off-street trails (both paved and unpaved). Sidewalks constructed to City of Redmond adopted standards and specifications are required with development of all streets in the City. The off-street trails shown on the SWAP trails network plan (see Figure 4.3) will supplement and connect with the mandatory sidewalks for interconnectivity between residential neighborhoods and public destinations.
- **Bicycle Facilities** - Bicycle facilities consist of shared roadways (same lanes on local streets), designated bike lanes within public rights of way for collector and arterial streets, and multi-purpose off-street trails (both paved and unpaved). Bike lanes constructed within public streets are required to be constructed to the adopted City of Redmond standards and specifications, as specified in the TSP. The streets along which bike lanes would be constructed include SW Canal Boulevard and SW Helmholtz Avenue, Arterial Streets, and SW Elkhorn Avenue, and SW Wickiup Avenue, Collector Streets. The off-street trails shown on the SWAP trails network plan (see Figure 4.3) will supplement and connect with the mandatory bike lanes for interconnectivity between residential neighborhoods and public destinations.
- **Trails** – The off-street trails within the SWAP that are shown in Figure 4.3 are designated as either Primary or Connector trails. The Primary trails are intended to follow existing features within the SWAP (such as irrigation canals and the BPA power line right of way), while the Connector trail alignments will be defined during future final master planning and property specific development. The primary trails are located along the Pilot Butte Canal and the Main B-lateral – these are also consistent with the City Trails Master Plan - and along the length of SW Elkhorn Avenue, between the Pilot Butte Canal Trail and SW Helmholtz Avenue. The SW Elkhorn Trail is intended to run within public right of way (additional right of way may have to be dedicated), but be separated from the street and distinctive from typical sidewalks. All canal trails are acknowledged in the trails agreement between the City and COID, and shall be developed with the requirements included therein. When located along open canals, trails will follow the alignment as coordinated with COID. When canals are buried, the trail will need to be constructed in the new or relocated easement for the canal with such trails being either hard or soft surface depending on design improvements coordinated with COID.

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4-D Transit

Transit service in Redmond is provided by Cascades East Transit (CET), under the auspices of the Central Oregon Intergovernmental Council (COIC). Transit service within the Redmond Urban Growth Boundary consists of a demand response (dial-a-ride) system. This system requires patrons to pre-arrange service and pay a set fee for rides. Transit service between Redmond and surrounding communities is provided via the CET operated Community Connector. The Community Connector service operates on a fixed route basis and does not require pre-arranged service by patrons. Fees established by CET vary depending on the destination of the Community Connector route. Increased inner-UGB service is currently being contemplated by CET, with funding for the program being the limiting factor in the type and degree of service provided. Thus, since the service is not provided directly by the City of Redmond, the ultimate level of transit service provided to/within the SWAP is unknown at this time. Notwithstanding this fact, the City of Redmond Comprehensive Plan contains policies indicating that amenities to facilitate ridership and use of transit should be included as Development Code regulations to be implemented through development actions. The SWAP acknowledges that the degree of Transit that will ultimately be provided is unable to be accounted for at this time. However, transit amenities should be considered during master planning and site development within the SWAP as determined by adopted Development Code provisions and through encouragement to the developer through policies and guidelines contained herein.

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5. Public Facilities, Utilities and Service Districts - Improvements

5-A Public Facilities, Utilities and Service Districts - Overview

For the purpose of the SWAP, the public facilities, utilities and service districts appurtenant to the project area include:

- Water
- Sanitary Sewer
- Storm Water Disposal
- Electric Power
- Natural Gas
- Telephone
- Cable Television and Data Service
- Schools
- Parks
- Irrigation

Streets, which are also a public facility, are discussed in Section 4 (Transportation Improvements) of this document due to their association with multiple transportation elements, such as bike and pedestrian facilities, and trails.

The public facilities explored in this section were reviewed against the City of Redmond adopted Public Facilities Master Plans for compliance. Those plans are addressed herein as applicable to the SWAP. Ultimately, as the Public Facility Master Plans are updated, the changes in the assumptions utilized therein may result in changes to future development plans anticipated in the SWAP.

Service from each of these facilities, utilities and service districts will be necessary in varying degrees for the variety of existing and future development within the SWAP. The ability to extend and provide these vital services to future development expected in the SWAP was a key factor in determining the type, location, density, intensity and interrelationship of the land use district designations.

A Technical Advisory Committee comprised of representatives from each of the affected entities listed above was created in order to gain information about their ability to provide the anticipated service requirements. No significant issues were identified for the area. However, not all portions of the SWAP currently have services extended to them, but it was noted that future service for facilities and utilities would be extended either by City Master Facilities Plan improvements (through the City Capital Improvement Program) or by developers and coordinated directly with the City and utility companies.

5-B Water System

The existing water distribution system and facilities within the SWAP serve only the portion of the SWAP that is within the existing City Limits (see Figure 5.1). Planned water source and storage facilities within the SWAP are located north of SW Elkhorn Avenue and west of

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Ridgeview High School. New water distribution and transmission lines will be extended throughout the City and UGB portions of the SWAP in accordance with Water System Master Plan standards and requirements.

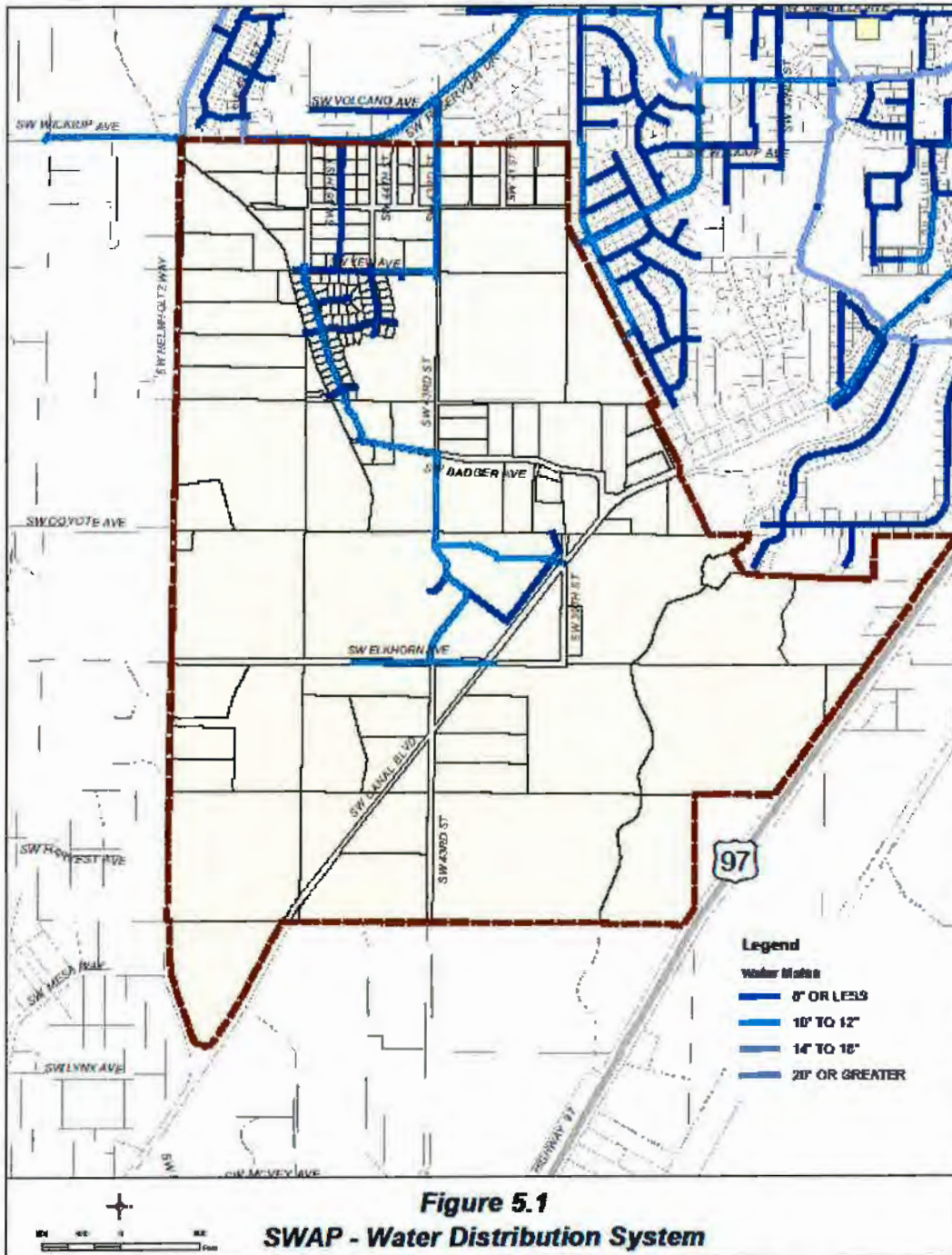


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Areas within the UAR (outside of the City and UGB), are not included within the Water System Master Plan – updates to the Water System Master Plan will be required at such time as the UGB is expanded to account for such development. Notwithstanding the updates for the UAR portions of the SWAP, the areas along Canal Boulevard where the MUN and higher density residential areas are located may require upsizing of lines to meet projected needs. No additional water source or storage facilities over and above those included in the Water System Master Plan are anticipated as being necessary for service to the SWAP at this time.

5-C Wastewater (Sanitary Sewer) System

The City of Redmond sewage treatment facility (water pollution control facility – WPCF) is located in the northern part of the City, within the Dry Canyon. The treatment facility currently has capacity to serve development of the SWAP, as well as additional City Growth. Sanitary sewer service to the SWAP is currently reliant on existing lines designed and constructed to “gravity” serve only portions of the project area located within the City Limits, and selected portions of the UGB. Existing facilities are shown in Figure 5.2. When the UGB was expanded in 2006, the City was in the process of updating its wastewater collection system master plan. Upon completion and adoption of the updated plan, a new “Far West Sewer Interceptor” was added to the plan to provide collection facilities for the portions of the expanded UGB that could not be served with the existing system facilities (including the portions of the SWAP outside of the City limit. The Wastewater System Master Plan is again being updated, with a specific analysis being done to determine what areas (specifically within the SWAP) can be served by the existing facilities. The update may also analyze various system wide improvements to maximize the capacity and service area of existing facilities. However, it is currently known that only certain areas of the SWAP outside of the City Limits may be able to be gravity served with the existing facilities, with the vast majority of the area outside the City limit (in the UGB and UAR portions of the SWAP – beyond the reach of the existing system) dependent on the construction of the Far West Sewer Interceptor for future development. Thus, even though the far West Sewer Interceptor is included on the wastewater system master plan, the timing of such construction will influence when significant portions of the SWAP can realistically be developed. As noted in Section 3-E of this document, the existing and future availability of sanitary sewer service to the SWAP is a contributing factor for the identification of subareas.

5-D Storm Water Control

Existing public storm drainage facilities are located within public rights of way, and are constructed via private development – and subsequently transferred to public ownership – or through City capital improvement projects. Such facilities consist of groundwater infiltrations systems using detention/collection basins, drywells, and collection and treatment swales. Storm drainage on private properties must be collected, treated and disposed on on-site via systems similar to public facilities owned by the City. Storm water from private property cannot be directed to or disposed of in public rights of way, unless specifically approved by the City Engineer. Additionally, there are specialized requirements for storm water disposal near the irrigation canals that traverse the SWAP – no storm water may be directed to the canals and COID must approve any work adjacent to their facilities. All public and private storm water drainage facilities must be constructed to City and Oregon Department of Environmental Quality (DEQ) standards.

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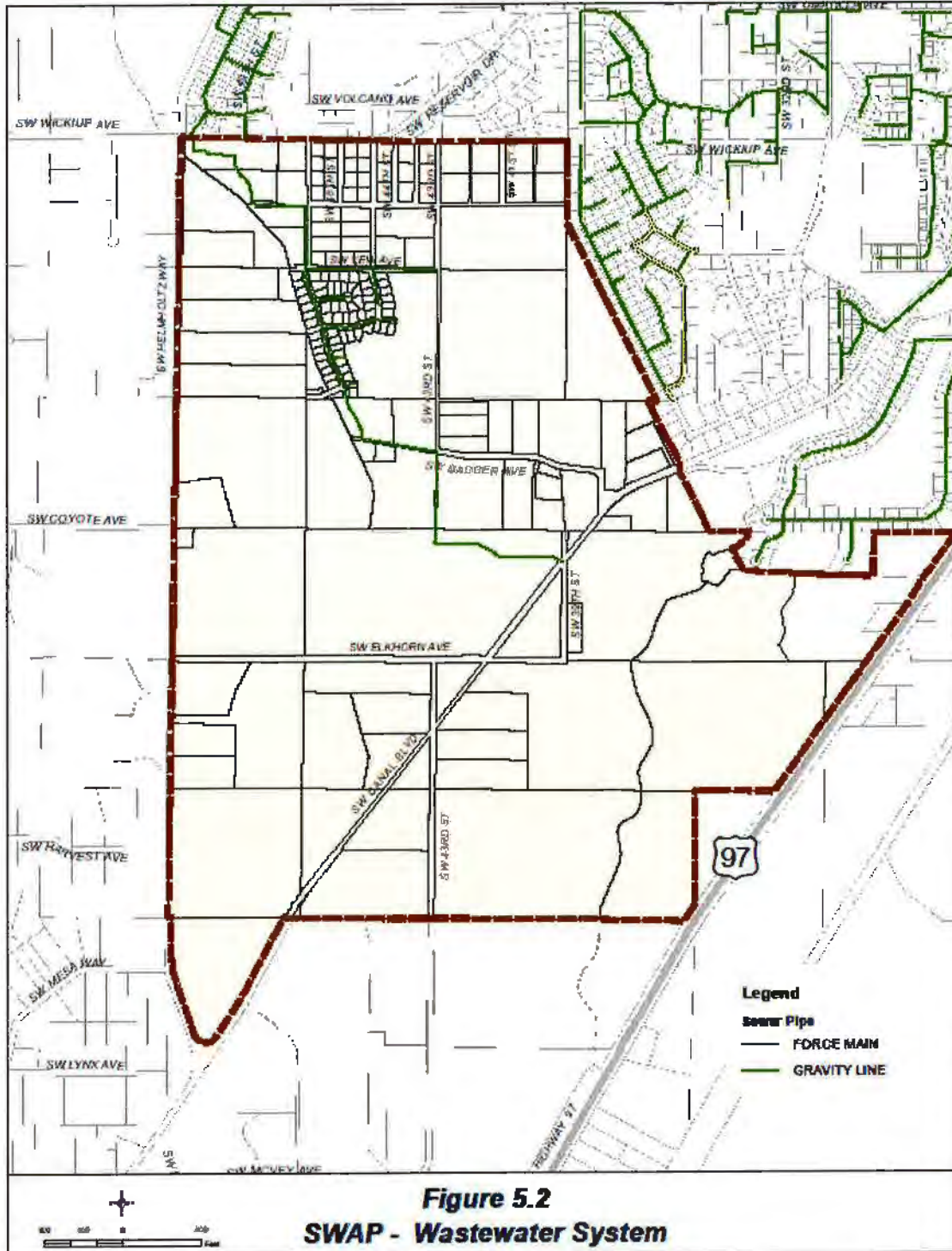


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5-E Utilities

Primary utility purveyors and special districts providing utility and other services to the SWAP include:

- Central Electric Cooperative and Pacific Power – electric
- Cascade Natural Gas – gas
- Century Link – land line telephone
- Bend Broadband – cable television and data services

All of the utility purveyors listed above indicated they currently have facilities located within the SWAP. These entities indicated they could provide service to the entirety of the SWAP pursuant to their franchise agreements with the City and legal service area boundaries. Extension of such services (infrastructure) will be dependent upon the type and timing of future development of individual properties, with the extension provided by the developer through coordination with the purveyors (with the cost attributed to the developer as negotiated with the purveyors).

5-F Schools

The Redmond School District currently owns and operates the Ridgeview High School on a 70-acre parcel of land in the approximate center of the SWAP project area. The high school which serves an area that extends well beyond the SWAP boundary, is developed on approximately 75 percent of the site. The remaining vacant portion of this site has been identified as area that will be reserved for either an elementary or middle school depending on future needs – the exact need or design is not known at this time. Notwithstanding the future planning needs for schools, based on the average density of 5.9 households per acre, the projected development within the City and UGB portion of the SWAP (excluding the UAR) may generate approximately 3,500 to 4,100 households (single family and multi-family). Based on an assumed average of 0.45 students per household* and a standard distribution of students based on grade levels associated with each school (elementary school is K-5; middle school is 6-8), approximately 700 to 850 elementary students and 350 to 450 middle school students can be expected.

**The average of 0.45 students per household is based on an average statistic utilized during the creation of the Northwest Area Plan and Highway Area Plan for the City of Redmond in 2007. The same figure was used in for projecting the potential number of students that could be generated through build-out of the SWAP as described herein, but should not to be construed as an absolute for final projections. As described below, the Redmond School District will be working with the Portland State University Population Research Center to perform a long range forecast for district enrollment that will provide more specific data.*

Only one parcel within the SWAP is designated PF – that is the 70 acre site developed with Ridgeview High School. It is anticipated that the high school uses will remain, and that some vacant portions of the site will be developed with additional school related uses (possibly an elementary school) in the future. The School District has indicated that they do not expect additional students to affect the capacity of the high school. However, the District indicated that additional facilities will be needed for both elementary and middle school students generated as a result of projected development in the area. It was also indicated that some of the need will be able to be accommodated through repurposing the use of the Hugh Hartman facility (just to the east of the SWAP) as an elementary school. Based on the rough projections provided

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herein, the greatest need identified will be for additional elementary schools - possibly two or three elementary schools (depending on the Hugh Hartman adjustment) each serving various portions of the SWAP and the surrounding areas in an overlapping fashion. Additional school siting needs (such as an additional middle school) will continue to be monitored and assessed by the Redmond School District, with school site acquisition done at a later date. In this regard, the School District has indicated that they will be working with Portland State University's Population Research Center to perform an overall long range forecast for the district (a 10-year forecast). The results of that forecast will afford the School District better information to determine new school needs within the SWAP, as well as school boundary adjustments. Thus, until such further analysis is completed, no sites other than the existing 70 acre PF zone are being designated for future school use in the SWAP.

5-G Parks

There are four areas within the SWAP designated as Park on the proposed SWAP map. Three are designated as Neighborhood parks (approximately 3-5 acres in size) and one is designated as a Community Park (approximately 20 acres in size). The sizes and locations of the designated parks conform with the location and size requirements as stated in the City Parks Master Plan. Future uses and development within these parks are intended to be as described in the City of Redmond Parks Master Plan for such facilities, with the actual design for each being dependent upon future acquisition of these sites by the City of Redmond and master planning for each. Notwithstanding the four parks designated on the SWAP maps, the Neighborhood Land Use Plan (Figure 3.1- in Section 3) indicates a general area (depicted with a green cross) as a potential location for an Alternative Community Park. During the project Advisory Group meetings it was suggested, discussed and recommended that this location should be considered for a future Community Park – but not designated on the Comprehensive Plan at this time. The intent of the Alternative Community Park is that it should be developed specifically with a variety of athletic fields. The basis of the discussion was that as Redmond grows, the need for additional athletic fields would increase and that a concentrated facility would not only serve the citizens of Redmond, but could also serve as an attractant for a variety of larger needs that would make Redmond an attractive location to the region and state. It was stated that the facility would serve as an economic driver for the community and therefore benefit Redmond citizens beyond the primary use of the fields. The location was cited as being appropriate based on the level terrain, the available irrigation, its proximity to regional features such as the Redmond Airport, the Deschutes County Fairgrounds, and its easy access to US Highway 97. Nonetheless, because the Redmond Parks Master Plan does not currently include a specific category for such a park facility, the site is not being formally designated as a Park as part of the SWAP process. Rather, it should be considered as part of the next Parks Master Plan update (or other separate process) and designated at that time if deemed appropriate.

5-H Irrigation Canals

The existing canals that traverse the SWAP are operated by the Central Oregon Irrigation District (COID). These canals include: the Pilot Butte Canal (formerly known as the North Canal); the main B-lateral; and, multiple sub-laterals that transport water to individual properties. The Pilot Butte Canal is a large (primary) transport facility that runs along the eastern portion of the SWAP and follows the Highway 97 corridor. The Main B-lateral runs south to north through the center of the SWAP, and crosses the Ridgeview High School site. The City of Redmond and COID have an intergovernmental agreement which stipulates how the canals are to be

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managed when development is proposed, and a recently completed agreement specific to trail development along the canals.

The intergovernmental and trail agreements all stipulate that when adjoining development occurs (either private or with a public trail), all construction must be coordinated with COID. Private development on properties with canals will require the piping of the canal (with possible relocation for the sub-laterals) and the dedication of easements. However, the piping of the Pilot Butte Canal may not be required.

Trails are located along the Pilot Butte Canal and the Main B-lateral – these are also consistent with the City Trails Master Plan. Such trails are also acknowledged in the trails agreement between the City and COID, and shall be developed with the requirements included therein. When located along open canals, trails will follow the alignment as coordinated with COID. When canals are buried, the trail will need to be constructed in the new or relocated easement for the canal. It must be acknowledged through the development phase (and included in any and all easements along canal alignments), that COID has the right and obligation to maintain the canals for conveyance of irrigation water, and that such maintenance may affect trail use.

5-I Public Amenities and Civic Uses

No specific types of public amenities (i.e. public art, street lights, furniture) or civic uses (police/fire stations, libraries) are identified in the SWAP. However, as public spaces are created, such as parks, rights of way and possibly roundabouts at major intersections opportunities for public amenities will be available. Development of such spaces with necessary and appropriate amenities should strive for consistency in appearance and/or theme, either overall throughout the SWAP (for rights of way), or within each defined public space (such as parks and along trails). Development of such uses will be coordinated with the appropriate public agencies when proposed, or with developers when master plans are created. Lastly, as amenities are contemplated, City Commission, such as the Redmond Commission for Art in Public Places, the Historic Land Marks Commission and the Parks Commission should be consulted for input on appropriate designs.

5-J Community Resources and Development Constraints

Community resources and development constraints are often times viewed as one in the same regarding certain natural and man-made features in any development scenario. Within the SWAP, such features are limited the irrigation canal described herein, and the potential scenic views from various properties within the project boundary, especially those on the westward facing slope of Forked Horn Butte (views of the Cascade Mountains). With regard to the irrigation canals, there are state and federal regulations requiring protection of the water from pollution, as well as COID requirements regarding preservation of their legal ability and obligation to deliver irrigation water. As adjoining development occurs, all such regulations and requirements will have to be met, which may affect the overall configuration and density of development. With regard to scenic views, there are no specific requirements within the City Development Code, other than the height limits in each respective zone – which will provide basic protection for view preservation – that protect view corridors. However, the parks and trails have been located to take advantage of the topography in order to maximize views from public spaces. Aside from these features, there are no know historic or cultural resources needing protection, and there are no know natural or man-made hazards that would affect development.

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6. Development Policies and Guidelines

6-A Development Policies and Guidelines - Overview

As stated herein, no new land use/zoning districts are proposed within the SWAP boundary - all land use designations shown on the Comprehensive Plan map (Figure 2.1), are included in the existing City of Redmond Development Code. The existing Code requirements (and any subsequent amendments thereto) pertaining to permitted land uses, development standards and development review criteria will govern future proposals within each district as established in the Development Code. Additionally, all Development Code requirements for master planning and zoning map amendments included therein also apply. Notwithstanding these basic requirements of the Redmond Development Code for development within each district, the specific Development Policies and Guidelines listed below shall be considered for implementation as part of development plans during the master planning and site development phases required for all lands within the SWAP boundary. These Policies and Guidelines are intended to compliment the already adopted City Master Plans (Parks, Facilities, etc.), as well as the figures included herein, and shall be applicable to and used as criteria during the review of all final land use master plans and site specific development proposals within the SWAP.

6-B Policies and Guidelines by Land Use District

- **R-2 District**
 1. Encourage a variety of lot sizes within the density range established for this zone.
 2. Encourage a variety of single family housing types and designs that are affordable to people with a wide range of incomes – disperse such housing types throughout the planning area.
 3. Allow average density calculations for subdivision of properties with multiple residential zoning designations to encourage a greater mix of housing types and creative subdivision design – with respect to the transition of densities and buffering of housing types described herein.

- **R-4 District**
 1. For single family development, smaller lot/medium density development shall be provided.
 2. For multi-family development, a mixture of duplex, multi-family dwelling and multi-family complex development shall be provided.
 3. Housing densities shall have the highest concentrations along primary streets and activity centers, and shall be designed to provide transitional buffers (from higher density to lower density) between activity centers and the adjoining single family residential (R-2) zone.
 4. Encourage a mix of housing types and lot sizes within the density range established for this Zone.
 5. Encourage a variety of housing types and designs that are affordable to people with a wide range of incomes – disperse such housing types throughout the planning area.
 6. Allow average density calculations for subdivision of properties with multiple residential zoning designations to encourage a greater mix of housing types and

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creative subdivision design – with respect to the transition of densities and buffering of housing types described herein.

- **R-5 District**

1. Housing development shall be multi-family in nature, and shall have a mix of densities and designs.
2. Housing densities shall have the highest concentrations along primary streets and activity centers, and shall be designed to provide transitional buffers (from higher density to lower density) between activity centers and the adjoining single family residential (R-2) and medium density residential (R-4) zones.
3. Encourage a mix of housing types and lot sizes within the density range established for this Zone.
4. Encourage a variety of housing types and designs that are affordable to people with a wide range of incomes – disperse such housing types throughout the planning area.
5. Allow average density calculations for subdivision of properties with multiple residential zoning designations to encourage a greater mix of housing types and creative subdivision design – with respect to the transition of densities and buffering of housing types described herein.

- **MUN District**

1. Incorporate “village concept” designs and not “linear” or “strip” configurations.
2. Provide and emphasize pedestrian and bicycle connections (via streets, bike lanes and trails) between the MUN areas and surrounding residential areas.
3. Include small-scale public gathering areas (such as a community plaza or square) sufficient for neighborhood events into commercial development designs. However, such areas should not be designed for large scale, community wide events.
4. Building design elements for the MUN district shall be as established in the City of Redmond Development Code.
5. Provide amenities in commercial development and mixed use areas that enhance the attractiveness for bicycle and pedestrian access, such as bike parking, lighting, safe street crossings, etc.

- **PF District**

1. Work with the Redmond School District to further identify and plan for the acquisition and development of land for schools in the area as dictated through future development of the SWAP and surrounding area. This includes the establishment of new PF designated lands as school planning evolves.
2. Incorporate safe routes to schools in designating transportation facilities (including streets, sidewalks and trails) for existing and future schools.

- **Park District**

1. Neighborhood parks should be 3 to 5 acres in size. Such parks shall be located so that existing vegetation and slopes can be retained to the greatest degree possible, but also so that such vegetation and slopes are not a deterrent to development or use. Criteria for location and design of neighborhood parks shall be according to the City Parks Master Plan, but consideration shall be given to the impacts that such parks will have on existing development when so located and designed.
2. As Neighborhood parks are considered with new development, a residential density bonus equivalent to one-half of the maximum allowable density in the R-2 zone for

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- the park area shall be allowed but not required. Such density shall be distributed throughout the development on the parent parcel from which the park land is derived.
3. Development of the 20 acre Community park adjacent to the PF designated property with the Redmond School District regarding amenities provided and possible shared use of amenities.
 4. An Alternative Community Park of approximately 20 to 30 acres, and consisting of a variety of athletic fields (an athletic field complex), should be considered for location within the SWAP as the City updates its Parks Master Plan.
 5. Upon development, parks should include amenities conducive to public enjoyment (such as shelters, patio areas, recreational equipment, benches and signage) as appropriate for the area in which it is located.
 6. Incorporate recreational opportunities for all ages in new park designs.

6-C Policies and Guidelines by Development Amenity

- **Comprehensive Plan / Zoning Code / Application Process**
 1. Amend Policy #12, Chapter 14 (Urbanization), of the Comprehensive Plan to remove/change the requirement for all master plans to be prepared for contiguous properties that are greater than 100 acres on the basis that there are no properties in the SWAP that are over 40 acres (with the exception of the high school site), and multiple property owner coordination will be difficult to achieve.
 2. Develop a master plan review processes for properties within the SWAP and other adopted Area Plans which acknowledge the degree of planning completed via the Area Planning process and provide incentives (i.e. reduced application fees) for certain features such as tree planting, and park and trail development.
- **Housing - General**
 1. Housing should be oriented to maximize solar access.
 2. Housing density should be minimized, with larger lots created, on the sloped properties having views of the Cascade Mountains
 3. Housing on lots located on streets which front public parks shall be oriented so that the front of the house faces the street/park.
 4. All housing shall comply with the City Residential Design Standards as established in the Development Code, with multiple designs encouraged and repetitive designs highly discouraged.
- **Streets – General**
 1. All local, collector and arterial streets (including all grid streets) shall be extended as shown on Figure 3.1.
 2. Encourage alley development for new single-family residential neighborhoods.
 3. Update the City Transportation System Plan (TSP) and Capital Improvement Program (CIP) to ensure implementation of the transportation improvements and elements included in the SWAP. All transportation elements specifically noted herein for additional study and design shall be considered in such updates.
 4. Street extension and circulation plans shall be consistent with the street network identified in the SWAP.
 5. Locate and orient more intensive land uses along and toward Arterial and Collector streets.
 6. Incorporate opportunities for future transit service and use into the design of the street system and private development as provided in the Comprehensive Plan.

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7. All streets shall be developed to City Standards and Specifications, unless otherwise approved during the land use master planning and review processes.
 8. Allow flexibility in street designs where enhancements to bicycle and pedestrian facilities are incorporated, and where improved aesthetic components of the street (i.e. street trees, landscaping, street lighting) are included.
 9. Allow flexibility in on-street parking designs on Arterial and Collector streets in relation to improved safety for bike lanes and sidewalks.
- **Local Streets**
 1. Local streets (including all grid streets) that “stub” into the boundary of the SWAP, shall be extended as new development occurs.
 2. The existing rights of way for SW 39th Street and SW 43rd Street may be considered for vacation with the City update of the TSP and/or master planning of the adjoining properties, with such vacation dependent upon the City’s determination of their need and value to the overall plan at such time, and their contribution toward development within the area.
 - **Collector and Arterial Streets**
 1. The intersection of SW Canal Boulevard and SW Elkhorn Avenue will be an area of special consideration as the City TSP is updated. A design that takes into consideration the potential for adjoining commercial development and the existing high school (for pedestrian and bicycle crossing) shall be considered. A specific design shall be developed and included in the TSP.
 2. The intersection of SW Canal Boulevard and SW Helmholtz Way will be an area of special consideration as the City TSP is updated. A specific design shall be developed and included in the TSP.
 3. A reduced speed zone along SW Canal Boulevard between SW Elkhorn Avenue and SW Badger Avenue should be considered as road improvements are made and further development occurs in this area.
 - **Sidewalks**
 1. Include wider sidewalks in lieu of off-street trails along street corridors between public destinations (i.e. schools, parks, commercial areas and connector trails) where such trails are not possible.
 2. Sidewalks shall be allowed and encouraged to meander within the public right of way or public easements to allow for preservation of trees or other natural features as necessary.
 - **Trails**
 1. Trail development shall be consistent with the City Trail Master Plan (including design), with specific enhancements herein incorporated into such designs.
 2. Trail corridors should be landscaped when possible, or retain significant native vegetation (trees) to the greatest extent possible.
 3. Trails should include other amenities (such as benches and signage) as appropriate for the intended use, but not to the degree where such amenities cause loitering or gathering.
 4. Locate primary and connector trails in public right of way or dedicated public easements.

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5. Develop a separated greenway/trail connection along the north side of SW Elkhorn Avenue, between SW Helmholtz Way and SW Canal Boulevard to provide an east/west pedestrian/bicycle facility through the center of the project area.
 6. Connector trails shall ensure connectivity between residential areas and primary trails, and public gathering areas, such as schools, parks and commercial development.
 7. Multi-purpose trails shall be allowed in place of public sidewalks when deemed an appropriate design based on public benefit as approved through the master planning process.
 8. Update the City Transportation System Plan (TSP) and Capital Improvement Program (CIP) to ensure implementation of the trail improvement projects and elements included in the SWAP.
 9. Provide for safe trail crossings of arterial and collector streets through the use of clearly marked facilities (painted, signalized, grade-separated, etc.) as appropriate for the site that are consistent with City standards and regulations, and with this Plan.
- **Public Amenities**
 1. Funding methods for public amenities (including acquisition of park land and trail easements), should be considered and prioritized with annual budgeting and capital facilities planning as the SWAP develops.
 2. The need for and development of public amenities should take into consideration the timing and potential for development as influenced by the three subareas shown in Figure 3.2.
 - **Building Design**
 1. Building design elements for the MUN district shall be as established in the City of Redmond Development Code.
 - **Landscaping, Grading and Native Vegetation**
 1. Allow thinning of native vegetation (juniper trees) with new development, but not clear cutting – especially on slopes. The “value” (intrinsic) of juniper (individually and as grouped) needs to be evaluated and determined during design.
 2. Grading of slopes for new development, including subdivision design, should take into consideration scenic views of the Cascade Mountains from such areas – grading shall occur so that scenic views are retained from the sloped areas to the greatest extent possible.
 3. Subdivision design should orient streets and lots to take maximize solar exposure to the greatest extent practicable.
 - **Annexation and UGB Expansion**
 1. Annexation of land outside of the City limits shall not occur until such time as final master plans and rezoning is completed, unless otherwise approved through direction of the City Council.
 2. Expansion of the UGB to include land currently designated as UAR shall occur based on projected need for additional land in the UGB to satisfy state land use planning requirements, or to serve a special purpose for the City of Redmond as may be permitted under state land use laws. Nothing prevents individual property owners for applying for such expansion according to all local and state requirements.

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7. Land Use Planning Requirements

7-A Redmond Urban Area 2020 Comprehensive Plan

The City of Redmond Urban Area 2020 Comprehensive Plan is the guiding land use planning document for the community. The Comprehensive Plan, which was acknowledged by the State of Oregon Land Conservation and Development Commission, fulfills Redmond's land use planning requirements of State Law. Not only does the Comprehensive Plan implement the Statewide Planning Goals as required by State Law, it serves as the guide to the future growth, development and redevelopment of the Redmond Urban Area within a framework of goals and policies consistent with the physical characteristics, ideas and resources of the community. The goals and policies respond to the needs and conditions which currently exist and provide the guidance for future City programs, major capital projects and other funding decisions for the period for which the Plan was developed.

As stated previously in this document, the SWAP is intended to implement the Great Neighborhood Principles which were adopted by the City of Redmond as part of the Comprehensive Plan when the UGB was expanded in 2006. As addressed herein, subject to the Development Policies and Guidelines included in Section 6, the SWAP will achieve compliance with these elements of the Comprehensive Plan as development occurs, and will progress toward full implementation of the Comprehensive Plan as described above.

7-B Statewide Planning Goals - Overview

This section addresses all applicable Statewide Planning Goals with respect to the SWAP. The specific elements of the Plan are addressed herein and describe how they comply with the Statewide Goal requirements.

7-C Citizen Involvement

Upon conception of the Southwest Area Planning project, Redmond City Staff determined that extensive public involvement and citizen input into the Plan was necessary – not only for compliance with Statewide Planning Goal 1, but also to ensure that the Plan was relevant to the desires of the community. Thus, a citizen involvement process was developed and implemented during the creation of the plan. This included:

- City staff contacted all affected property owners within the SWAP and adjacent property owners in adjoining neighborhoods to inform them of the opportunity to participate in the SWAP planning process.
- Through the initial solicitation for public input, City staff developed a Project Advisory Committee and Technical Advisory Committee to provide specific feedback as the project evolved. The committees were vital in maintaining continuity in the evolution of Plan concepts.
- City staff engaged citizens regarding overall “best ideas” for the project area using the adopted Framework Plan as a guide.
- Based on the initial citizen ideas, city staff developed multiple conceptual plans (with the Framework Plan and other adopted City planning documents as working parameters) - including all factors (i.e. needed land uses, infrastructure, agency needs).
- Policies and guiding principles for future development are included in the Plan to supplement the maps and illustrations, all of which together will create the Plan

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- The conceptual plans, suggested policies and guiding principles were created with the continual input, review and refinement of the public and affected agencies (opportunities for public input throughout the project).
 - Public information meetings (3 meetings)
 - Project Advisory Committee (6 meetings)
 - Technical Advisory Committee (2 meetings and one electronic review)
 - Planning Commission and City Council work sessions and public hearings (in addition to the public meetings and Advisory Committee meetings listed above)

All meetings offered opportunities for input, questioning and critique of the Plan and process throughout the entirety of the development phases. All comments were taken into consideration, with direction and approval of the concepts decided upon by the Advisory Committees prior to the draft SWAP being presented to the Planning Commission and City Council for consideration.

7-D Land Use Planning

The SWAP is adopted as a specific planning element of the City of Redmond Urban Area 2020 Comprehensive Plan and is intended to implement the Great Neighborhood Principles which were adopted as guiding tenets of the Comprehensive Plan for land brought into the expanded UGB in 2006. Further, the SWAP is also based on the City of Redmond Framework Plan which established overarching land use patterns for the expanded UGB. By implementing both the Great Neighborhood Principles and the Framework Plan, the SWAP is establishing a land use planning process to guide decision making for future development within the SWAP that has a factual basis that and implements the Comprehensive Plan.

7-E Natural Resources, Scenic and Historic Areas, and Open Spaces

There are no historical or cultural resources significant to the SWAP that are identified Goal 5 resources. However, the City Comprehensive Plan that addresses this Statewide Goal does identify two items that are affected by the SWAP. These include: the creation of a trail system (specifically along canals) which connects schools parks and open spaces; and, subdivision development that is respectful of natural and scenic resources. In this regard the SWAP provides an interconnected series of primary and connector trails that are so located and designed to fulfill the first provision. Also, there are design guidelines included which respect the slopes and significant views that are had from certain portions of the SWAP, and ensure that they are protected during construction.

7-F Air, Water and Land Resources Quality

There are no naturally occurring surface water resources in the SWAP area. However, there are irrigation canals which convey water from the Deschutes River to agricultural land in the SWAP – such canals though are not designated as resources of concern in either the City of Redmond or Deschutes County Comprehensive Plans.

Redmond is not located in a federally designated air quality management area as created and maintained by the Oregon Department of Environmental Quality (DEQ). Additionally, there are no other state or federally identified air or land protections that apply either generally to the SWAP or specifically to any site within the SWAP - there are no areas specifically designated as environmental hazards.

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Redmond has developed a groundwater protection program that complies with State of Oregon DEQ requirements. The program is designed to protect groundwater resources from potential contaminants from leaching into the groundwater via storm water infiltration. Redmond has worked with the other jurisdictions in Deschutes County to develop a storm water protection plan that was adopted by all jurisdictions for consistency in protecting the resource.

7-G Natural Hazards

There are no specific natural hazards identified on any City or County maps, or planning documents for properties within or adjacent to the SWAP.

7-H Recreation

There are four areas within the SWAP designated as Park on the proposed SWAP map. Three are designated as Neighborhood parks (approximately 3-5 acres in size) and one is designated as a Community Park (approximately 20 acres in size). The sizes and locations of the designated parks conform with the location and size requirements as stated in the City Parks Master Plan (which is an element of the Comprehensive Plan). The neighborhood parks are located so that no residence will be further than ½ mile walking distance from a park. Future uses and development within these parks are intended to be as described in the City of Redmond Parks Master Plan for such facilities, with the actual design for each being dependent upon future acquisition of these sites by the City of Redmond and master planning for each.

7-I Economic Development

The SWAP includes three areas where commercial activities will be allowed – the MUN districts. These districts are intended to provide neighborhood scale commercial uses to support the everyday needs of residents living in the near vicinity of such sites. The uses permitted in the MUN districts are not intended to draw residents from outside the area, and otherwise serve as primary attractants for the shopping needs of the community as a whole. In addition to retail uses (shopping needs), these areas will also allow office and service commercial uses as well. In combination, the MUN districts will provide areas for commercial services and employment. Notwithstanding these attributes, the small-scale neighborhood nature of the MUN districts, and limited acreage provided, is not in conflict with the Urbanization study prepared for Redmond in 2005 (in support of the UGB expansion) which indicated that Redmond had a surplus of commercial lands.

7-J Housing

The State of Oregon's direction for providing housing within an Urban Growth Boundary is to provide a variety of housing types (single family and multi-family – both owner occupied and rentals), at a variety of price ranges (to serve all incomes) so as to meet the housing needs of the entire populous. The SWAP achieves this objective by providing three separate residential districts, and a mixed use district, which require residential development at a variety of densities, and permit all housing types – guidelines and policies that allow and encourage a mix of housing types within new development. The housing districts proposed, and the densities required, will allow an overall density of approximately 7 units per acre, with the potential of approximately 6,000 residential units. These density and housing ranges are consistent with those anticipated in the Framework Plan when the UGB was expanded.

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7-K Public Facilities

The SWAP includes a description of the necessary public facilities and services for development. Those improvements are included in the City's adopted Master Facilities Plans and will be constructed according to such plans. Such facilities are typically constructed in conjunction with new development or as included on the City's Capital Improvement Program. Based on the ability for such facilities to be constructed in such a manner and according to the adopted facilities plans within the SWAP, adequate service will be provided to new development.

7-L Transportation

To address the general transportation needs described within the City's Transportation System Plan and amend the TSP to incorporate policies that address the higher densities and additional lands, the following policies are recommended:

- Development of the City's TSP update and supporting land use models should incorporate the increased density assumptions from the SWAP lands to ensure that the regional impacts are adequately mitigated. Specific analysis of collector and arterial intersections along the SWAP boundaries will be required to appropriately assess the impacts.
- Transportation infrastructure supporting the SWAP lands should be designed to reduce reliance on US 97. This should include limited connections from the SWAP lands to the highway and supporting investments in the parallel system. The connectivity to US 97 should be balanced with the ability of the Yew Avenue interchange to serve the additional trips.
- Consistent with the current TSP, Elkhorn Avenue should be improved to urban standards and considered as a priority east-west connection from Helmholtz east to SW 19th Street. Improvements at the Airport Way/19th Street intersection and the Helmholtz intersection will help to develop a southern arterial roadway system.
- Helmholtz Way should be improved to City standards to provide multimodal infrastructure to the area supporting its rural to urban transition. The adopted City of Redmond Transportation System Plan has identified this connection as the Westside Arterial with a three- to five-lane section. The need for extending the five-lane section should be assessed within the City's update to the TSP.
- Canal Boulevard should be improved to urban standards consistent with the adopted TSP. Additional improvements outside the City boundary may be desirable to coordinate with Deschutes County that would allow this route to serve as an alternative connection south to Bend.
- Infrastructure and supporting facilities for transit service, pedestrians, and cyclists should be incorporated into the SWAP design standards. This may require updates to the pedestrian and bicycle master plans within the TSP to reflect the proposed connections.

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- Existing skewed intersection approach angles should be reconfigured with conventional (orthogonal) angles to improve visibility and provide consistent turning speeds.
- Existing roadways and trails along the SWAP boundaries should be extended into the SWAP lands to connect the existing and future neighborhoods.

7-M Urbanization

The SWAP has been developed to implement the requirements for master planning required to address Great Neighborhood Principles adopted as part of the Comprehensive Plan when the UGB was expanded under Goal 14 in 2006. Thus, by conforming to the development policies and guidelines within the SWAP, future land use master plans and subsequent development will implement Goal 14 as was anticipated when additional land was slated for urban development.

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Appendix

A. Reference Documents

The following documents were utilized in the preparation of this plan (portions of these documents are included herein as they are applicable to the SWAP):

- The City of Redmond Urban Area 2020 Comprehensive Plan
- Chapter 8 of the City of Redmond Code, The Redmond Development Code
- Oregon Administrative Rule 660-015-0000, The Oregon Statewide Planning Goals
- The adopted City of Redmond Northwest Area Plan, August, 2007
- The adopted City of Redmond U.S. Highway 97 Area Plan, August, 2007

B. Public Participation and Public Meetings

The following is a list of the various public and advisory committee meetings that were conducted for the project;

1. Advisory Committee Meetings

Project Advisory Committee

<u>Meeting</u>	<u>Date</u>	<u>Location</u>
1.	March 13, 2013	Ridgeview H.S.
2.	May 1, 2013	Ridgeview H.S.
3.	June 19, 2013	Redmond City Hall
4.	August 7, 2013	Redmond City Hall
5.	September 11, 2013	Redmond City Hall
6.	February 26, 2014	Redmond City Hall

Technical Advisory Committee

<u>Meeting</u>	<u>Date</u>	<u>Location</u>
1.	May 2, 2013	Redmond City Hall
2.	July 18, 2013	Redmond City Hall
3.	February 26, 2014	Electronic Review

2. Public Meetings

<u>Meeting</u>	<u>Date</u>	<u>Location</u>
1.	January 9, 2013	Ridgeview H.S.
2.	July 17, 2013	Redmond City Hall
3.	March 19, 2014	Redmond City Hall

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C. Transportation Impact Analysis

Memorandum provided by Kittleson & Associates dated April 8, 2014

The purpose of this memorandum is to provide information related to the potential transportation impacts that could occur with future development of the lands surrounding Ridgeview High School in Redmond, Oregon. The Southwest Area Plan (SWAP) is intended as a conceptual development framework to help plan, guide, and coordinate public utilities and transportation infrastructure with affected property owners and public agencies/agencies/service providers within largely undeveloped lands in southwest Redmond.

This memorandum and planning process does not seek formal rezoning of the SWAP lands, but is intended to highlight the potential impacts of urban development within this portion of Redmond to help guide future planning efforts.

PROJECT BACKGROUND

The Southwest Area Plan lands were identified for future redevelopment with higher density uses within the City's 2006 Framework Plan. A future activity center was sited just east of the high school that would include high-density residential and commercial uses. The lands affected with the SWAP include a combination of lands within City limits, within the Urban Growth Boundary (UGB) but outside City limits, and Urban Area Reserve (UAR) reserve lands within Deschutes County, totaling approximately 1,010 acres. The site is bordered by Wickiup Avenue on the north, Helmholtz Avenue to the west, and BPA power lines to the east, as shown in Figure 1.

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Figure 1. SWAP Area lands. Source: maps.google.com.

Current zoning of the SWAP lands is presented in Table 1. This table shows that approximately half of the lands are currently designated for urban holding or urban reserve.

Table 1. Current SWAP Zoning

District	Zoning	Acres	Primary Uses	Comments
Residential 2	R-2	288.23	Single Family Residential	Medium density zone used primarily in single-family neighborhoods.
Residential 4	R-4	50.81	Mix of Single Family, multi-family and Townhouses	Medium density zone with mostly single-family dwellings but densities range from 6 to 14 units per acre.
Urban Holding	UH-10	372.37	Single Family Residential	Holding for further urbanization
Public Facility	PF	70.89	Public safety, schools and other civic buildings	Structures that house civic uses such as community centers, libraries, fire stations, public works and schools.
Urban Area Reserve	UAR	227.5	Rural Uses	Hold for UGB expansion

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PROPOSED DESIGNATIONS

The vision for the SWAP lands is to allow higher residential densities, primarily through standard single family residential, along with small-scale retail, retention of the public facilities zoning, and park space. Table 2 presents a summary of the overall designations envisioned within these lands.

Table 2. Envisioned SWAP Zoning

District	Zoning	Aeres	Primary Uses	Comments
Residential 2	R-2	709.76	Single Family Residential	Medium density zone used primarily in single-family neighborhoods.
Residential 4	R-4	145.5	Mix of Single Family, multi-family and Townhouses	Medium density zone with mostly single-family dwellings but densities range from 6 to 14 units per acre.
Residential 5	R-5	22.33	Apartments, town houses and condominiums	Multi-family dwellings with densities ranging from 10 to 24 units per net acres.
Mixed Use Neighborhood	MUN	20.93	Mixed retail and residential uses	Allows small-scale retail and multistory buildings may have residences above retail and some live/work space.
Public Facility	PF	70.96	Public safety, schools and other civic buildings	Structures that house civic uses such as community centers, libraries, fire stations, public works and schools.
Park	PARK	31.95	Parks, trails, natural areas	Land reserved for parks

The overall changes proposed for these lands would result in approximately 881 acres (87% of the SWAP lands) dedicated to residential uses.

TRIP GENERATION POTENTIAL

Trip generation estimates were prepared to assess the potential impacts that rezoning of these properties in the future could create on the transportation system. Trip generation estimates were prepared by comparing the overall change in acreage between the existing and proposed zoning designations, identifying a reasonable development scenario for each zoning classification, and selecting a correlating land use and density from ITE's *Trip Generation*. This process is summarized in Table 3.

Standard trip generation data is readily available only for isolated suburban sites that contain a single land use. For large areas such as the SWAP lands preparing trip estimates is complex, as the interaction between different land uses within southwest Redmond could contain many of the trips within the overall boundaries. Due to the limited employment anticipated in this area, work commute trips would generally extend beyond the area boundaries, whereas public facilities trips (such as those associated with schools and libraries), parks, and neighborhood retail would be substantially contained within the SWAP lands.

Table 3. Current and Future Zoning Summary

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District	Zoning	Area Designation (Acres)			ITE Land Use	Allowable Density in Zone
		Current Zoning	Future Zoning	Change		
Residential 2	R-2	288.23	709.76	+421.03	ITE 210 Single Family Res	Est. 4.5 homes/acre
Residential 4	R-4	50.81	145.50	+94.69	ITE 230 Townhome/Condo	Est. 9.0 units/acre
Residential 5	R-5	0.00	22.33	+22.33	ITE 220 Apartment	Est. 15 units/acre
Urban Holding	UH-10	372.37	0.00	-372.37	ITE 210 Single Family Res	Est. 1 unit/5 acres
Public Facility	PF	70.96	70.96	No Change	Existing High School/ITE 520 Elementary School	1,400 student HS Est. 800 student elementary school
Urban Area Reserve	UAR	227.50	0.00	-227.50	ITE 210 Single Family Res	Est. 1 unit/5 acres
Mixed-Use Neighborhood	MUN	0.00	20.93	+20.93	ITE 230/ITE 820 Townhome/Retail	Res: 9 units/acre Retail: 0.10 FAR
Park	PARK	0.00	31.95	+31.95	ITE 411 City Park	n/a

For analysis purposes the following internalization was assumed across both the existing and future zoning scenarios:

- The 71 acres of PF lands includes the existing 50-acre (1,400 student) high school and 20-acres dedicated to an elementary school. The share of these trips contained within the SWAP boundaries would increase over time as the adjacent population increases.
- 80 percent of retail trips would be retained within the SWAP boundaries.
- All park trips would be retained within the SWAP boundaries.

Trip generation estimates for the existing and proposed zoning scenarios are summarized in Table 4, with all values rounded to the nearest 10 trips to reflect the imprecision of these trip generation estimates. This table shows that the increased densities within the SWAP lands could approximately double the external trips. *Additional technical information on these estimates is included within the attachments.*

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Table 4. Trip Generation Summary

Zoning Scenario	Daily Trips	Weekday PM Peak Hour Trips		
		Total	In	Out
Existing Zoning	16,830	2,160	1,360	800
SWAP Designations	35,830	4,610	2,960	1,650
Est. Trip Increase	+19,400	+2,450	+1,600	+850
Approx. Percent Increase	213%	213%	218%	206%

TRANSPORTATION IMPACTS

To accommodate this increased transportation demand within southwest Redmond to support urbanization, significant upgrades to the multimodal transportation system will be required. The general needs in this area include improved north-south connections that would reduce the reliance of these lands on US 97. This connectivity could include improvements to the planned westside arterial (Helmholtz) or Canal Boulevard both toward the City of Redmond and at its southern connection to US 20 near Bend.

The lack of east-west connections in southwest Redmond would separate this high density of residential lands from the employment lands on the City's east side, with the only nearby connection at Yew Avenue incapable of serving this need in its current form because of its limited available capacity. New east-west connections would be required to handle the volume of traffic destined to and from these lands. The other east-west connection previously considered at Quarry Avenue is too far south to support the SWAP lands. A new east-west connection along the SW Elkhorn alignment would provide a more centralized connection, but the design would have to address ODOT's access spacing policy if connectivity to US 97 was desired. Options for this route that would meet the spacing policy could include an overcrossing of US 97 (with no connection) or conversion of the Yew interchange into a split diamond with new frontage roads along US 97.

Internally, a new grid network of roadways would be required to connect between SWAP land uses. This would include multimodal connections between residential areas and schools, parks, and the retail area. Connections into subdivisions bordering the SWAP lands would also be necessary to integrate these lands into the City and allow the new activity center to serve residents near the border.

TRANSPORTATION SYSTEM PLAN

The City of Redmond Transportation System Plan has previously considered needs within the Urban Growth Boundary to address growth-related needs through 2030. This plan did not assume the densities currently envisioned within the SWAP, or lands outside of the UGB. Despite the lower densities, transportation needs were identified within southwest Redmond to address existing deficiencies within

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the system. These improvements are summarized below, and generally contain improvements that would form a loose grid network within this portion of the City to support urbanization.

Table 5. Planned City of Redmond Transportation Improvements

Roadway Needs	
Westside Arterial (Helmholtz Way)	Widening to a three- to five-lane section and streetscape improvements between O'Neil Highway and Quarry Road as a Minor Arterial
Wickiup Avenue – Reservoir Drive Improvements	Completed Roadway Improvements (SW 31 st to SW 35 th St) as a Major Collector
Wickiup Avenue – Reservoir Drive Improvements	Roadway Streetscape Improvements as a Major Collector (SW 39 th Street to Helmholtz Way)
Forked Horn Butte (43 rd Street to Badger Ave)	Wickiup Avenue to S Canal Blvd Connection as a Minor Collector
Elkhorn Avenue Extension	Helmholtz Way to SW 19 th Street Connection as a Major Collector
27 th Street Improvements	Widening to a 3-5 lane section from Canal Blvd to US 97 (north) as a Minor Collector
Intersection Needs	
Wickiup Avenue/ Helmholtz Way	Proposed Traffic Signal
Helmholtz Way/ Canal Blvd	Proposed roundabout
Wickiup Avenue/ 27 th Street	Proposed Traffic Signal
27 th Street/ Canal Blvd	Completed Roundabout
Yew Avenue Interchange Ramps	Completed Signalization
Pedestrian Needs	
B Lateral Canal Trail	Connects Canal Boulevard to the Wickiup/Helmholtz intersection
Cascade Vista Drive Trail	Future trail connecting to a future canal trail along Canal Boulevard and north to Maple Avenue
Sidewalks	Various sidewalk needs along classified roadways throughout the subarea
Bicycle Needs	
B Lateral Canal Trail	Connects Canal Boulevard to the Wickiup/Helmholtz intersection
Cascade Vista Drive Trail	Future trail connecting to a future canal trail along Canal Boulevard and north to Maple Avenue
Bicycle lanes	Various bicycle lane needs along classified roadways throughout the subarea.

The City of Redmond TSP also identifies potential future local street connectivity to help reduce reliance on any single route. This section of the TSP is not specific and the intent would be met with a street plan developed as part of the SWAP process.

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RECOMMENDED POLICIES

To address the general transportation needs described within the City's Transportation System Plan and amend the TSP to incorporate policies that address the higher densities and additional lands, the following policies are recommended:

- Development of the City's TSP update and supporting land use models should incorporate the increased density assumptions from the SWAP lands to ensure that the regional impacts are adequately mitigated. Specific analysis of collector and arterial intersections along the SWAP boundaries will be required to appropriately assess the impacts.
- Transportation infrastructure supporting the SWAP lands should be designed to reduce reliance on US 97. This should include limited connections from the SWAP lands to the highway and supporting investments in the parallel system. The connectivity to US 97 should be balanced with the ability of the Yew Avenue interchange to serve the additional trips.
- Consistent with the current TSP, Elkhorn Avenue should be improved to urban standards and considered as a priority east-west connection from Helmholtz east to SW 19th Street. Improvements at the Airport Way/19th Street intersection and the Helmholtz intersection will help to develop a southern arterial roadway system.
- Helmholtz Way should be improved to City standards to provide multimodal infrastructure to the area supporting its rural to urban transition. The adopted City of Redmond Transportation System Plan has identified this connection as the Westside Arterial with a three- to five-lane section. The need for extending the five-lane section should be assessed within the City's update to the TSP.
- Canal Boulevard should be improved to urban standards consistent with the adopted TSP. Additional improvements outside the City boundary may be desirable to coordinate with Deschutes County that would allow this route to serve as an alternative connection south to Bend.
- Infrastructure and supporting facilities for transit service, pedestrians, and cyclists should be incorporated into the SWAP design standards. This may require updates to the pedestrian and bicycle master plans within the TSP to reflect the proposed connections.
- Existing skewed intersection approach angles should be reconfigured with conventional (orthogonal) angles to improve visibility and provide consistent turning speeds.
- Existing roadways and trails along the SWAP boundaries should be extended into the SWAP lands to connect the existing and future neighborhoods.

NEXT STEPS

As summarized herein, the future rezoning and designation of the SWAP lands will increase the transportation needs in southwest Redmond. To accommodate this planned growth, the transportation network will need to be improved to meet previously identified needs within the City's TSP, and further assessed as part of future planning efforts to identify additional needs to support inclusion of additional

EXHIBIT A

lands and increased density within the Urban Growth Boundary. Please let us know if you have any questions on these initial materials for the SWAP lands.

**FINDINGS OF THE REDMOND CITY COUNCIL
REGARDING PA-14-2, SOUTHWEST AREA PLAN,
CITY OF REDMOND ORDINANCE #2014-04**

**AN AMENDMENT TO THE REDMOND URBAN AREA COMPREHENSIVE
PLAN TO ADD THE SOUTHWEST AREA PLAN**

FILE NO. PA 14-2

REQUEST: A legislative amendment to the City of Redmond's Comprehensive Plan Text and Map to add the Southwest Area Plan as a supplemental planning document for a specific area of the community. The Southwest Area Plan examines land uses in the area surrounding the newly opened Ridgeview High School. This includes land (primarily large undeveloped parcels) located within the existing City limit, land outside the City limit but within the acknowledged Urban Growth Boundary (UGB), and land within the Urban Reserve Area (URA).

APPLICANT: City of Redmond
716 SW Evergreen Avenue
P O Box 726
Redmond, OR 97756

LOCATION: The project area is generally described as: South of Wickiup Avenue; East of Helmholtz Way; West of the BPA Power Line Easement; and South of Elkhorn Avenue, extending to the intersection of Helmholtz Way and SW Canal Blvd.

STAFF: Heather Richards, Community Development Director

HEARINGS BODIES: Redmond Planning Commission
Redmond City Council

DATE & TIME: Planning Commission—April 7, May 5, August 4, 2014 at 7:00 p.m.
LOCATION: City Council – September 9, 2014 at 6:30 pm
City Council Chambers, 777 Deschutes Avenue,
Redmond, Oregon

I. APPLICABLE CODE SECTIONS AND CRITERIA:
The following are the applicable code sections from Chapter 8 of the Redmond Development Code that are applicable to this proposed Comprehensive Plan Amendment:

- The Redmond Development Code, Article III, Land Use Procedures.

The following are provisions from the Redmond Urban Area Comprehensive Plan that are applicable to this proposed Comprehensive Plan Amendment:

- Chapter 1: Citizen Involvement
- Chapter 2: Land Use Planning
- Chapter 3: Agricultural Lands
- Chapter 5: Open Spaces, Scenic and Historic Areas, and Natural Resources
- Chapter 6: Air, Water and Land Resources Quality
- Chapter 7: Areas Subject to Natural Disasters and Hazards
- Chapter 8: Recreational Needs
- Chapter 9: Economic Development
- Chapter 10: Housing
- Chapter 11: Public Facilities and Services
- Chapter 12: Transportation
- Chapter 13: Energy Conservation
- Chapter 14: Urbanization

The following are other criteria that are applicable to this proposed Comprehensive Plan Amendment:

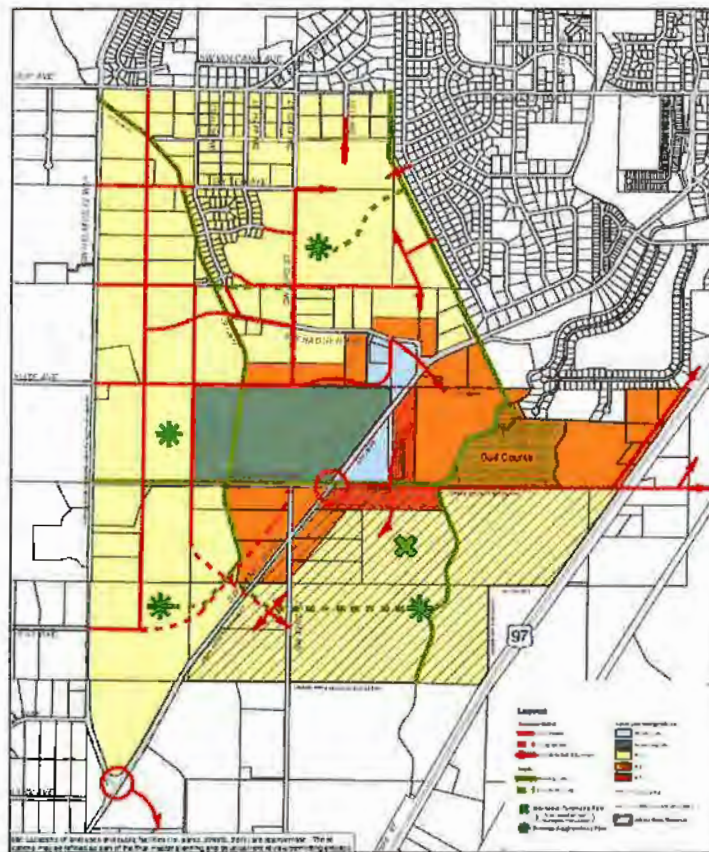
- Oregon Revised Statutes (ORS) – ORS 197.250, 197.610, 197.763.
- Oregon Administrative Rule (OAR), LCDC, Division 15, Statewide Planning Goals and Guidelines – OAR 660-015-0000.
 - Goal 1: Citizen Involvement
 - Goal 2: Land Use Planning
 - Goal 3: Agricultural Lands
 - Goal 4: Forest Lands
 - Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources
 - Goal 6: Air, Water and Land Resources Quality
 - Goal 7: Areas Subject to Natural Disasters and Hazards
 - Goal 8: Recreational Needs
 - Goal 9: Economic Development
 - Goal 10: Housing
 - Goal 11: Public Facilities and Services
 - Goal 12: Transportation
 - Goal 13: Energy Conservation
 - Goal 14: Urbanization

- II. **BACKGROUND & HISTORY:** The City of Redmond added approximately 2,300 acres of “urbanizable” land to its Urban Growth Boundary in August, 2006 but did not complete detailed land use planning steps for that land. At this same time, the City adopted an area planning program to provide property owners and the city a process for completing the planning steps. The Southwest Area Plan (SWAP) follows the development and adoption of the Northwest Area Plan (NAP) and the Highway Area Plan (HAP), in 2007. The SWAP sets forth a land use concept, plan designations, and related public facilities and amenities for the area. Notwithstanding the Area Planning process established for the expanded UGB, the SWAP also includes adjacent undeveloped land within the existing City limits, as well as land outside the City and UGB, but designated as Urban Area

Reserve. These areas were included for overall coordinated planning of vacant lands. 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 SWAP adoption as a component of the city’s Comprehensive Land Use Plan.

- III. **PROPOSAL:** The proposal includes a legislative amendment to the City of Redmond’s Comprehensive Plan Text and Map to add the Southwest Area Plan as a supplemental planning document for a specific area of the community. The Southwest Area Plan examines land uses in the area surrounding the newly opened Ridgeview High School. This includes land (primarily large undeveloped parcels) located within the existing City limit, land outside the City limit but within the acknowledged Urban Growth Boundary (UGB), and land within the Urban Reserve Area (URA).

- IV. **AREA DESCRIPTION:** The project area is generally described as: South of Wickiup Avenue; East of Helmholtz Way; West of the BPA Power Line Easement; and South of Elkhorn Avenue, extending to the intersection of Helmholtz Way and SW Canal Blvd – as shown below and as attached.



V. **EXHIBITS:** The following exhibits make up the record in this matter:

1. Proposed Findings and Conclusions included herein.
2. The City of Redmond Southwest Area Plan, September 9, 2014
3. Notice of City Council Public Hearing – Bend Bulletin – August 22, 2014 (file).
4. Notice of City Council Public Hearing - Redmond Spokesman – August 20, 2014 (file).
5. Notice of Planning Commission Public Hearing - Redmond Spokesman-March 26, 2014 (file).
6. Planning Commission Work Session/Public Hearing Staff Reports.
7. City Council Work Session/Public Hearing Staff Reports.
8. Citizen comment letters received (file).
9. All project and technical advisory committee meeting packets, maps, graphics and notes.
10. All draft SWAP documents – including but not limited to: maps, text and appendices.
11. All public notice letters and other correspondence to property owners and the public.

VI. **FINDINGS AND CONCLUSIONS:**

- A. **REDMOND DEVELOPMENT CODE (RDC)**, Chapter 8, Sections 8.0750 through 8.0775 (Amendments) sets forth the procedure and standards for an amendment to the text of the Code or to the adopted Comprehensive Plan or Zoning map. Specifically, Section 8.0760 - Criteria for Amendments, sets forth the four (4) criteria that must be met:

1. **In conformity with all applicable State statutes;**

Finding: The State statutes that directly apply to this application include:

1. ORS 197.610, *Local Government Notice of Amendment or New Regulation*
2. ORS 197.250, *Compliance with Goals Required*
3. ORS 197.763, *Conduct of Local Quasi-Judicial Land Use Hearings; Notice Requirements.*

The applicable City of Redmond Code standards (sections 8.0750 to 8.0775, Amendment Procedures and Notice Requirements), and (sections 8.1100 through 8.1125, Legislative Procedures), were developed in compliance with the applicable State Statutes listed above regarding noticing and public hearings. Applicability of the Statewide Planning Goals is addressed in greater detail below – those findings, incorporated by reference herein, show compliance with the applicable Statutes listed above.

With regard to the Statutory noticing requirements referenced above, notice of the proposed amendment has been provided to DLCD and advertised in the local newspaper (public notice) as required by City Code and State Statute.

With regard to the Statutory public hearing requirements referenced above, this proposal is legislative and not necessarily quasi-judicial in nature. However, for lack of specific Statutory requirements governing such legislative actions, Sections 8.1100 through 8.1125 of the Redmond Development Code, which implement the quasi-judicial Statutory requirements in similar fashion have been met. Subsequently, the Planning Commission and (ultimately) City Council's public hearing and review processes meet the Statutory requirements for the purpose of the review.

Notwithstanding the Statutory requirements addressed herein, the Oregon Administrative Rules (OAR) also implement the Statutes. The applicable Rules are addressed in the ensuing review.

Conclusion: Based on the findings above, the proposed Comprehensive Plan amendment conforms to applicable State statutes.

2. In conformity with the State-wide planning goals whenever they are determined to be applicable:

Finding: The applicable Statewide Planning Goals addressed in this findings document are: Goals 1 through 14 - All the listed Goals are addressed below.

Goal 1- Oregon's Statewide Planning Goals: 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 SWAP planning process incorporated an extensive citizen participation program. Upon conception of the Southwest Area Planning project, Redmond City Staff developed a creative process that focused on public input and desires to develop a Plan that would result in future development being an asset to the community as a whole. The following public participation concepts served as the basis for project development:

- It was anticipated the project would take approximately 12 months for completion of the draft plan, not including adoption process.
- City Staff engaged citizens regarding overall "best ideas" for the project area using the adopted Framework Plan as a guide.
- Based on the initial citizen ideas, City staff developed multiple conceptual plans (with the Framework Plan and other adopted City planning documents as working parameters) - including all factors (i.e. needed land uses, infrastructure, agency needs).
- Policies and guiding principles for future development would be included to supplement the maps and illustrations, all of which together will create the Plan
- The conceptual plans, suggested policies and guiding principles were created with the continual input, review and refinement of the public and affected agencies (opportunities for public input throughout the project).

The Public Advisory Committee (PAC), which served as the primary input and project development group, met six times to discuss specific issues of the

SWAP, and to further refine the conceptual plans at each meeting. The Technical Advisory Committee provided technical feedback and met three times. Ultimately, the final plans as suggested by the PAC were included herein for consideration by the Planning Commission and City Council for adoption.

Additionally, 3 public information meetings were held to present the draft plans at various stages of development to give the public an opportunity for comment.

The City of Redmond provided notice of these meetings and earlier public information meetings regarding the SWAP consistent with City and State public notice requirements.

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

Goal 2- Oregon's Statewide Planning Goals: 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 SWAP 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. 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 SWAP planning area were primarily left to be determined by future planning processes. The SWAP provides more detail about future land uses, proposing the land use designations in Table 1, which are illustrated in Figure 2.1 SWAP – Comprehensive Plan of the final report for the *Southwest Area Plan (SWAP)*. Corresponding City zones are included in Table 1.

Table 1: Proposed City Land Use Designations and Corresponding Zones

District	Zone Dist.	Acres	Percent of Total	Primary Uses
Residential 2	R-2	709.76	70 %	Single family residential
Residential 4	R-4	145.53	14%	Single-family, multi-family mix
Residential 5	R-5	22.33	2%	Apartments, town houses and condos
Mixed Use Neighborhood	MUN	20.93	2%	Mixed retail and residential uses
Public Facility	PF	70.96	7%	Public safety, schools, civic
Park	PARK	31.95	3%	Parks, trails, natural areas
TOTAL		1001.46		

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 30 representatives that met six times during the project;
- 3) Input from the Technical Advisory Committee (TAC), a committee of public agency representatives that met three times during the project;
- 4) Feedback from the public, particularly during two meetings held to review preliminary planning alternatives and then the draft SWAP; 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 SWAP will be adopted as an element of the Redmond 2020 Comprehensive Plan. The adoption will include an amendment to the Comprehensive Plan Map to incorporate the land use designations shown above for each property within the SWAP boundary.

The Comprehensive Plan designation and zoning designation boundaries may be slightly modified during the SWAP implementation (e.g. the final master planning, development review and permitting process) to account for practical factors such as rights of way, physical constraints, property boundaries, etc., as long as such modifications do not significantly alter the mix of land uses and densities indicated, and are consistent with the goals and objectives of this plan and the City's Comprehensive Plan.

The Plan will be implemented through Redmond's adopted development review and permit approval processes, including but not limited to: master planning, subdivision, and site and design review. All procedures for implementation shall be as set forth in the Redmond Development Code.

However, during land use review and permitting processes (including the master planning, rezoning, subdivision, and site development processes), the Development Policies and Guidelines included in Section 6 of the SWAP (subject to the implementation language listed therein) shall be included and

considered as part of the master plan and development designs as applicable design and review criteria.

Finding: The City has complied with state requirements for land use planning per Statewide Land Use Planning Goal 2.

Goal 3 - Oregon's Statewide Planning Goals: Agricultural Lands.

To preserve and maintain agricultural lands.

Finding: Not applicable.

Goal 4 - Oregon's Statewide Planning Goals: Forest Lands.

To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

Finding: Not applicable.

Goal 5 - Oregon's Statewide Planning Goals: 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 during 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 SWAP planning area.

A stated purpose of the SWAP is to "identify the potential need for and approximate location of future school and park sites." In addition, the SWAP 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, such as the Central Oregon Irrigation District (COID) canals, scenic views, and environmentally friendly neighborhood design.

The planned land use designations identified in the SWAP include 31.95 acres of land designated as Parks(which includes open space) in a total of four different parks. Three of these are designated as Neighborhood parks (approximately 3-5 acres in size) and one is designated as a Community Park (approximately 20 acres in size). Primary uses allowed in this zone are parks, trails and natural areas.

The portions of the COID canal system located within the SWAP boundary are not identified as Goal 5 Resources in the City or County Comprehensive Plans.

The SWAP Neighborhood Land Use Plan Section includes plans for the establishment of bicycle/pedestrian trail along irrigation canals that traverse the project area, which connect to internal streets/sidewalks accessing the new development, as well as regional bicycle/trail facilities and arterial/collector streets accessing greater Redmond. Additional trails not along the irrigation canal alignments shall also be provided – including the BPA power line trail system along the eastern boundary of the project area. Bicycle/pedestrian trail connections between the surrounding neighborhoods and Ridgeview High School that acknowledge that the SWAP and amenities therein are not just inclusive of the project area but also serve the greater southwest portion of Redmond.

Finding: The City has complied with state requirements for Natural Resources, Scenic and Historic Areas, and Open Spaces per Statewide Land Use Planning Goal 5.

Goal 6 - Oregon's Statewide Planning Goals: 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 during 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 SWAP planning area. 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.

There are no federal or state designated hazardous waste sites in the SWAP planning area. This is based on the Deschutes County Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) database.

Of Environmental Cleanup Sites reported on Oregon Department of Environmental Quality's website, there were no sites identified in the SWAP planning area or on land adjacent to the SWAP. 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.

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 SWAP boundary could be approved for future development, the City could require compliance with these standards.

Finding: The City has complied with state requirements for air, water and land resources per Statewide Air, Water and Land Resource Quality Goal 6.

Goal 7 - Oregon's Statewide Planning Goals: Areas Subject to Natural Hazards.

To protect people and property from natural hazards.

Response: The City and County background maps do not identify land in the SWAP 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 SWAP boundary could be approved for future development, the City could require compliance with these standards.

Finding: The City has complied with state requirements for areas subject to natural hazards per Statewide Areas Subject to Natural Hazards Goal 7.

Goal 8 - Oregon's Statewide Planning Goals: 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: Planned in the SWAP boundary are three, 3-5 acre neighborhood parks, and one 20 acre community park located within walking distance of all residential areas, including bicycle/trail connections thereto. The neighborhood parks are located centrally within areas that are intended to be developed with single family residences, while the community park is located along the western boundary of the Ridgeview High School property (generally central to the entire SWAP project area) where accessibility by the public and increased compatibility among adjoining uses will be achieved. The neighborhood parks are located one each within the existing City limits, in the approved UGB expansion area, and within the UAR portions of the project area. The exact size and boundaries of these sites may be modified and better defined during the site development review and approval process. The size and location of the designated parks conform with the location and size requirements stated in the City Parks Master Plan.

Bicycle/pedestrian trails are planned along irrigation canals that traverse the project area, which connect to internal streets/sidewalks accessing the new development, as well as regional bicycle/trail facilities and arterial/collector streets accessing greater Redmond. Additional trails not along the irrigation canal alignments will also be provided – including the BPA power line trail system along the eastern boundary of the project area.

Bicycle/pedestrian trail connections between the surrounding neighborhoods and Ridgeview High School that acknowledge that the SWAP and amenities therein are not just inclusive of the project area but also serve the greater southwest portion of Redmond.

Findings:

The City has complied with state requirements for areas subject to natural hazards per Oregon's Statewide Planning Goals: Recreation Goal 8

Goal 9 - Oregon's Statewide Planning Goals: 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. Neighborhood commercial centers provide a balance to the surplus of land designated for highway and strip commercial uses in the city. The Mixed-Use Neighborhood (MUN) zone is designed for neighborhood commercial uses. The SWAP planning area includes 20.93 acres designated for MUN zoning in two different areas. 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 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.

The SWAP 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. The mixed-use neighborhood center will provide small-scale service employment opportunities. The neighborhood commercial land use in the SWAP are appropriate in scale and character for local residents and add to the diversity of employment opportunities in the City of Redmond.

Finding: The City has complied with state requirements for economic development per Statewide Urbanization Goal 9.

Goal 10 - Oregon's Statewide Planning Goals: Housing.

To provide for the housing needs of citizens of the state.

Response: The SWAP achieves this objective by providing housing within an Urban Growth Boundary and a variety of housing types (single family and multi-family – both owner occupied and rentals), at a variety of price ranges (to serve all incomes) so as to meet the housing needs of the entire populous. The SWAP achieves this objective by providing three separate residential districts, and a mixed use district, which require residential development at a variety of densities, and permit all housing types and include guidelines and policies that encourage a mix of housing types within new development. The housing districts proposed, and the densities required, will allow an overall density of approximately 7 units per acre, with the potential of approximately 6,000 residential units. These density and

housing ranges are consistent with those anticipated in the Framework Plan when the UGB was expanded.

The majority of land within the SWAP 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 SWAP are consistent with that approach as approximately 87% of land in the SWAP is designated for residential development.

Finding: The City has complied with state requirements for housing per Statewide Housing Goal 10.

Goal 11 - Oregon's Statewide Planning Goals: 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: For the purpose of the SWAP, the public facilities, utilities and service districts appurtenant to the project area include:

- Water
- Sanitary Sewer
- Storm Water Disposal
- Electric Power
- Natural Gas
- Telephone
- Cable Television and Data Service
- Schools
- Parks
- Irrigation

The above public facilities were reviewed against the City of Redmond adopted Public Facilities Master Plans for compliance. Ultimately, as the Public Facility Master Plans are updated, the changes in the assumptions utilized therein may result in changes to future development plans anticipated in the SWAP.

Service from each of these facilities, utilities and service districts will be necessary in varying degrees for the variety of existing and future development within the SWAP. The ability to extend and provide these vital services to future development expected in the SWAP was a key factor in

determining the type, location, density, intensity and interrelationship of the land use district designations.

A Technical Advisory Committee comprised of representatives from each of the affected entities listed above was created in order to gain information about their ability to provide the anticipated service requirements. Overall, with the exception of sanitary sewer service, no significant issues were identified for the area. Not all portions of the SWAP currently have services extended to them, but it was noted that future service for facilities and utilities would be extended either by City Master Facilities Plan improvements (through the City Capital Improvement Program) or by developers and coordinated directly with the City and utility companies.

Those improvements are included in the City's adopted Master Facilities Plans and will be constructed according to such plans. Such facilities are typically constructed in conjunction with new development or as included on the City's Capital Improvement Program. Based on the ability for such facilities to be constructed in such a manner and according to the adopted facilities plans within the SWAP, adequate service will be provided to new development.

The Redmond School District currently owns and operates the Ridgeview High School on a 70-acre parcel of land in the approximate center of the SWAP project area. The high school which serves an area that extends well beyond the SWAP boundary is developed on approximately 75 percent of the site. The remaining vacant portion of this site has been identified as area that will be reserved for either an elementary or middle school depending on future needs – the exact need or design is not known at this time.

Finding: The City has complied with state requirements for public facilities and services per Statewide Public Facilities and Services Goal 11.

Goal 12 - Oregon's Statewide Planning Goals: Transportation

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

Response: A variety of transportation facilities are proposed within the SWAP, including streets, a bicycle, pedestrian and trail system and transit. The transportation facilities were reviewed against the City of Redmond adopted Transportation System Plan (TSP) for compliance. The areas within the SWAP will be served with streets designed to accommodate anticipated trips generated from new development. Soon the City will begin an update of the TSP – the policies included herein regarding necessary improvements to streets, intersections and all transportation facilities will be considered with the update to ensure that the SWAP as envisioned can be developed. Ultimately, as the TSP is updated, the changes in the assumptions utilized therein may result in changes to future development plans anticipated in the SWAP.

The City of Redmond has an adopted Transportation System Plan (TSP) that fulfills the requirements of the State of Oregon Transportation Planning Rule

(TPR). The TSP addresses all transportation modes (Pedestrian, Bicycle, Transit and Motor Vehicles) and includes a master plan for each. The TSP provides specific information regarding transportation needs (infrastructure and funding) to guide future transportation investment for the City based on the projected demand. Ultimately the necessary improvements and anticipated demand are based on the projected population growth and the land use pattern that the transportation facilities serve.

Finding: The City has complied with state requirements for transportation per Statewide Transportation Goal 12.

Goal 13 - Oregon's Statewide Planning Goals: Energy Conservation.

To conserve energy.

Response: The Mixed Use Neighborhood (MUN) zone is 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, trails, 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 SWAP planning area in general.

Finding: The City has complied with state requirements for energy conservation per Statewide Energy Conservation Goal 12.

Goal 14 - Oregon's Statewide Planning Goals: 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.

Response: The Redmond UGB amendment serves as the foundation for the SWAP. 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 the projected number of units. 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 SWAP 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.

Finding: The City has complied with state requirements for urbanization per Statewide Land Use Planning Goal 12.

Conclusion:

Based on these findings, the proposed Comprehensive Plan Map and Text Amendment to add the Southwest Area Plan as a supplemental planning document for a specific area of the community conforms to the applicable Statewide Planning Goals addressed herein.

3. In conformity with the Redmond Comprehensive Plan, land use requirements and policies:

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

Chapter 1 – Redmond Comprehensive Plan: Citizen Involvement.

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

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

Chapter 2 – Redmond Comprehensive Plan: 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 SWAP provides an intermediate step between generalized framework planning and specific site development plans. The SWAP includes

implementation tools such as a proposed Land Use Plan map, transportation and public facility project lists and plans, and code amendments.

The SWAP 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 SWAP Land Use Plan map. The public, government agencies, and other stakeholders were given opportunities to participate in development of the SWAP through advisory committee meetings, public forums, newsletters, mailings, and online media.

The plan for optimal relationships between residential, commercial, 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.

A large part of the SWAP planning area is designated for residential uses including 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. 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.

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 SWAP. 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 SWAP support safety in the transportation system.

Finding: 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 SWAP 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 SWAP 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 SWAP.

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 4-C of the SWAP outlines the plan for providing a multi-use trail system through the planning area that connects residential areas with the neighborhood parks. The off-street trails within the SWAP that are shown in Figure 4.3 are designated as either Primary or Connector trails. The Primary trails are intended to follow existing features within the SWAP (such as irrigation canals and the BPA power line right of way), while the Connector trail alignments will be defined during future final master planning and property specific development. The primary trails are located along the Pilot Butte Canal and the Main B-lateral – these are also consistent with the City Trails Master Plan - and along the length of SW Elkhorn Avenue, between the Pilot Butte Canal Trail and SW Helmholtz Avenue. The SW Elkhorn Trail is intended to run within public right of way (additional right of way may have to be dedicated), but be separated from the street and distinctive from typical sidewalks. All canal trails are acknowledged in the trails agreement between the City and COID, and shall be developed with the requirements included therein. When located along open canals, trails will follow the alignment as coordinated with COID. When canals are buried, the trail will need to be constructed in the new or relocated easement for the canal with such trails being either hard or soft surface depending on design improvements coordinated with COID.

Findings: The City has complied with City requirements for open spaces, scenic and historic areas, and natural resources per Chapter 5.

Chapter 6 – Redmond Comprehensive Plan: Air, Water and Land Resources Quality.

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

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

Findings: The City has complied with City requirements for air, water and land resource quality per Chapter 6.

Chapter 7 – Redmond Comprehensive Plan: Areas Subject to Natural Disasters and Hazards.

To protect life and property from natural disasters and hazards

Response: The City and County background maps do not identify land in the SWAP 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 SWAP boundary could be approved for future development, the City could require compliance with these standards.

Findings: The City has complied with City requirements for areas subject to natural hazards per Chapter 7.

Chapter 8 – Redmond Comprehensive Plan: Recreational Needs.

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.

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 SWAP, which meets the needs of the area's future residents by planning for neighborhood parks, a community 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. An existing high school (Ridgeview High) is located within the SWAP and additional land is slated adjacent to the high school for future school growth. Joint use of their recreational facilities is a possibility in the future for SWAP residents per approval from the school district.

Finding: The City has complied with City requirements for recreational needs per Chapter 8.

Chapter 9 – Redmond Comprehensive Plan: 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.

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 planned for the SWAP 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.

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

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

Response: This goal can be met within the SWAP at the time of development approval.

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 will be addressed, as needed, when specific plans are implemented in the SWAP area.

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 MUN 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 SWAP provides additional employment areas, as detailed in the response to statewide Goal 9 above.

Chapter 10 – Redmond Comprehensive Plan: Housing.

To provide for the housing needs of citizens of the state.

Goals:

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

Response: Inclusion of the SWAP 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 SWAP 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 SWAP is located in close proximity to several mixed use neighborhood centers that will provide commercial shopping and other opportunities. Housing also is located within close proximity to parks, trails, open spaces and schools. Existing 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.

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 SWAP provides the opportunity for a variety of housing options in all income levels, 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 SWAP are located directly adjacent to mixed use neighborhoods with shopping areas, parks and schools.

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: Based on the housing types allowed in each zone, the overall potential density will allow the desired 60 percent single-family housing (R-2 zone / 59

percent) to 40 percent multi-family housing (R-2 and R-3 zones / 41 percent) mix to be achieved. The market will dictate the exact ratio over time.

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 SWAP 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 SWAP 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 SWAP 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 SWAP 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 SWAP to address them.

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

Response: The SWAP provides for the establishment of bicycle/pedestrian trail along irrigation canals that traverse the project area, which connect to internal streets/sidewalks accessing the new development, as well as regional bicycle/trail facilities and arterial/collector streets accessing greater Redmond. Additional trails not along the irrigation canal alignments shall also be provided – including the BPA power line trail system along the eastern boundary of the project area.

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

Response: There are no provisions to require alley loaded garages, but there policies encouraging a variety of single family housing types throughout the planning area.

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 a mixture of residential and commercial 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 SWAP provides for this level of flexibility through a mix of zoning designations and a mix of permitted residential uses within each zoning designation. The Residential Design Guidelines in the Redmond Development Code will apply to development within the SWAP and provides lots of design flexibility while requiring basic elements of good design to ensure quality development.

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 policies and guidelines for the SWAP, 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: No golf courses are contemplated in the SWAP, but such uses would be permitted where allowed by city-wide zoning and other ordinance provisions.

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 SWAP 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 SWAP 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 planned to be updated in 2014-15. In addition, street standards

developed for arterial and major collector streets in the SWAP 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, land is designated in the SWAP as Public Facility for public facility uses, such as well sites, schools, water storage reservoirs, wastewater treatment facilities, etc.

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 zoned Public Facility within the SWAP. 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: The SWAP land use map shows areas that will be designated specifically for schools and generally for parks. At time of development, consideration and planning can be incorporated to ensure there is adequate buffering between these uses and residential units.

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 SWAP 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 SWAP. To the greatest extent possible, they have been located adjacent to areas of high activity, including mixed use neighborhoods, schools and collector streets to ensure compatibility among uses.

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, school and mixed uses described under policies 18, 20, 22 and 23. The transportation network in the SWAP 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 SWAP do not address this policy, but there is nothing in the SWAP or in zoning provisions to preclude this opportunity.

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 in the SWAP do not address this policy.

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

Response: Policies in the SWAP do not address this policy, but there is nothing in the SWAP or in zoning provisions to preclude this opportunity. In addition, higher density housing which is more conducive to affordable housing is permitted in the SWAP near schools, parks, and neighborhood commercial areas.

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

Response: Policies in the SWAP do not address this policy, but if proposed will require additional review and land use review.

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: Policies in the SWAP do not address this policy, but if proposed will require additional review and land use review.

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 SWAP.

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.

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

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

Finding: This policy is addressed by city-wide zoning ordinance and other regulations. In addition, the SWAP 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 SWAP.

Chapter 11 – Redmond Comprehensive Plan: 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.

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: This goal is addressed under findings related to Statewide Planning Goal #11.

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: SWAP 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: SWAP 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: SWAP policies and the Redmond Development Code require annexation prior to development approval and the extension of water and sewer services.

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: SWAP policies require annexation prior to development approval and development approval is subject to site plan review that includes analysis of storm drainage facilities.

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 SWAP includes a Public Facility designation.

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 Redmond School District currently owns and operates the Ridgeview High School on a 70-acre parcel of land in the approximate center of the SWAP project area. The high school is developed on approximately 75 percent of the site. The remaining vacant portion of this site has been identified as area that will be reserved for either an elementary or middle school depending on future needs – the exact need or design is not known at this time.

Conclusion:

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

Chapter 12 – Redmond Comprehensive Plan: Transportation.

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

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 facilities proposed in the SWAP were reviewed against the City of Redmond adopted Transportation System Plan (TSP) for compliance. Figures in the SWAP show the transportation elements specific to the SWAP and how the areas within the SWAP will be served with streets designed to accommodate anticipated trips generated from new development. Ultimately, as the TSP is updated, the changes in the assumptions utilized therein may result in changes to future development plans anticipated in the SWAP. Soon after the finalization of the SWAP, the City will begin an update of the TSP – the policies included herein regarding necessary improvements to streets, intersections and all

transportation facilities will be considered with the update to ensure that the SWAP as envisioned can be developed.

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: Pedestrian facilities in the SWAP will consist of sidewalks within public rights of way and multi-purpose off-street trails (both paved and unpaved). The off-street trails shown on the SWAP trails network plan will connect with the mandatory sidewalks for interconnectivity between residential neighborhoods and public destinations.

Bicycle facilities will consist of shared roadways (same lanes on local streets), designated bike lanes within public rights of way for collector and arterial streets, and multi-purpose off-street trails (both paved and unpaved).

POLICIES

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

Response: After the finalization of the SWAP, the City will begin an update of the TSP that will analyze necessary improvements to streets and intersections and all transportation facilities will be considered with the update to ensure that the SWAP as envisioned can be developed. Additionally, the SWAP 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 areas.

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 SWAP.

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 schools, mixed use neighborhood retail areas, and parks 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: Bicycle facilities will consist of shared roadways (same lanes on local streets), designated bike lanes within public rights of way for collector and arterial streets, and multi-purpose off-street trails (both paved and unpaved). Sidewalks will also be provided on all new 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: Off-street trails are proposed throughout the SWAP boundary along existing canals and the BPA power line in addition to a separated trail along the length of SW Elkhorn Avenue. In addition, designated bike lanes and sidewalks will also provide safe bike and pedestrian opportunities.

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: The design for each street type in the SWAP is based on an overall standardization to provide consistency, but to also provide flexibility depending upon adjacent land uses and demands. Among all street types though, there are some basic provisions that are inherent in all designs, these include:

- Adherence to the City adopted grid street pattern when applicable.
- Basic block length of 1/8 mile for local streets
- Interconnectivity of local streets through extension of streets in new development to property boundaries of adjoining vacant properties.

- Extension of streets "stubbed" to vacant properties as such properties develop.

In addition, the City Development Code includes specific provisions for alternative designs that include narrower street and right of way widths depending on factors such as parking and sidewalk design. Flexibility will also be considered in on-street parking designs on arterial and collector streets to improve safety for bike lanes and sidewalks. Lastly in order to improve the aesthetic appeal and desirability for walking and biking, alley that provide rear-lot vehicular access should be encouraged with new development.

Conclusion:

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

Chapter 13 – Redmond Comprehensive Plan: Energy Conservation.

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 encouraged 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, proximity of schools to residential areas, streets with wide sidewalks and planting strips, design standards for attractive building facades and streetscapes, and trail projects, support walking and biking – and less driving and energy consumption – in the SWAP planning area in general. The City's Development Code (RDC 8.0370) already includes rigorous solar access standards.

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

Chapter 14 – Redmond Comprehensive Plan: Urbanization.

To provide for an orderly and efficient transition from rural to urban land use.

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 SWAP 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 SWAP, and these discussions are detailed in the narrative and findings for Statewide Goals 11 and 12.

The SWAP planning area, even after adoption of the SWAP, 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 SWAP reflect the City's Great Neighborhood Principles, site-specific master plan applications will be required to demonstrate compliance with each principle.

The SWAP Land Use Plan map is based on the *Framework Plan* and adds more detail. Two neighborhood centers are proposed in the SWAP that include high-density housing, mixed-use commercial, and trail access. The SWAP 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 established commercial areas along US Highway 97 for every shopping or service need.

In recent years, the City has adopted code amendments to add 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 SWAP 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 centers, schools and primary streets in the SWAP planning area.

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

CONCLUSION:

The Redmond City Council concludes that the above findings demonstrate that the proposed amendments to the City of Redmond Comprehensive Plan Text and Map, to add the Southwest Area Plan as a supplemental planning document for a specific area of the community, satisfy all applicable local and state requirements as described herein.