



COMMUNITY DEVELOPMENT

DESCHUTES COUNTY PLANNING COMMISSION

5:30 PM, THURSDAY, JUNE 22, 2023

Barnes Sawyer Rooms - Deschutes Services Bldg - 1300 NW Wall St - Bend

(541) 388-6575 | www.deschutes.org

AGENDA

MEETING FORMAT

The Planning Commission will conduct this meeting in person, electronically, and by phone.

Members of the public may view the Planning Commission meeting in real time via the Public Meeting Portal at www.deschutes.org/meetings.

Members of the public may listen, view, and/or participate in this meeting using Zoom. Using Zoom is free of charge. To login to the electronic meeting online using your computer, copy this link:

<https://us02web.zoom.us/j/82808547115?pwd=WWErEg4UjNuSmlxOURZQXZrQTZQU09>

Passcode: 763516

Using this option may require you to download the Zoom app to your device.

Members of the public can access the meeting via telephone, dial: 1-312-626-6799. When prompted, enter the following Webinar ID: 828 0854 7115 and Passcode: 763516. Written comments can also be provided for the public comment section to planningcommission@deschutes.org by 5:00 p.m. on June 22. They will be entered into the record.

I. CALL TO ORDER

II. APPROVAL OF MINUTES - May 11

III. PUBLIC COMMENT

IV. ACTION ITEMS

1. Public Hearing: Conventional Housing Combining Zone Repeal (*Rachel Vickers, Associate Planner*)
2. Work Session - Draft 2020-2040 Deschutes County Transportation System Plan (TSP) (*Peter Russell, Senior Transportation Planner*)

3. Deschutes 2040 Meeting #10 – Secondary Review of Goals and Policies (*Nicole Mardell - Senior Planner*)

V. PLANNING COMMISSION AND STAFF COMMENTS

VI. ADJOURN



Deschutes County encourages persons with disabilities to participate in all programs and activities. This event/location is accessible to people with disabilities. If you need accommodations to make participation possible, please call (541) 617-4747.



MEMORANDUM

TO: Deschutes County Planning Commission

FROM: Rachel Vickers, Associate Planner

DATE: June 22, 2023

SUBJECT: Public Hearing: Conventional Housing Combining Zone Repeal

The Deschutes County Planning Commission will conduct a public hearing to consider legislative amendments to repeal the Conventional Housing Combining Zone (file no. 247-23-000391-TA) on June 22, 2023 at 5:30 P.M. The hearing will be held at the Barnes and Sawyer Room, Deschutes Service Center, 1300 Wall Street, Bend.

Staff submitted a 35-day Post-Acknowledgement Plan Amendment (PAPA) notice to the Department of Land Conservation and Development on May 17, 2023. Staff presented the proposed amendments to the Planning Commission at a work session on June 8, 2023¹. Attached to this memorandum are the proposed text amendments and findings, which have not changed since the Planning Commission work session. Within the proposed amendments, added language is shown underlined and deleted shown as strikethrough. The public hearing will be conducted in-person, electronically, and by phone.

I. BACKGROUND

The CHC Zone serves as an overlay zone and restricts placement of manufactured or prefabricated homes in specific areas of the County with the following stated purpose:

"To provide a variety of residential environments in rural areas by maintaining areas reserved for conventional and modular housing permanently attached to real property".

Deschutes County adopted the CHC Zone in 1979 as part of Ordinance PL-15, the County's Zoning Ordinance. The CHC Zone applies to three areas – an area to the east of Tumalo, west

¹ <https://www.deschutes.org/bc-pc/page/planning-commission-26>

of Tumalo and east of Bend as shown in the map in Attachment 3. From staff research, this overlay zone appears to have been created by petition of property owners, although specific findings for the intent of the zone and its location are not available in county records.

In 2020, the County produced a Rural Housing Profile, which outlined several potential strategies for removing barriers to housing production in rural Deschutes County. The repeal of the CHC Zone was listed as a strategy as it would give those properties the potential to provide affordable housing in the form of mobile or manufactured homes, which are less expensive alternatives to stick-built or modular housing.

In addition to this, on March 23, 2022, Oregon House Bill 4064 became effective. The bill amended several sections of Oregon Revised Statute which clarified that local governments may not prohibit siting of prefabricated structures in residential zones where traditional single-family homes or other common dwelling types were allowed. Although the amendments were primarily targeted toward cities and urban growth boundaries, Section 4, ORS 197.312 OR was revised to limit both city and county jurisdictions' ability to prohibit manufactured prefabricated homes in residential zones.

The purpose of these amendments is twofold: to implement the recommendation of the 2020 housing profile to allow for an affordable housing option where stick-built residential structures are otherwise allowed and also to bring the Deschutes County Code into compliance with HB 4064 by specifically removing this combining zone from residentially zoned properties.

II. PROPOSAL

This is a legislative text amendment to Deschutes County Code (DCC), Title 18 County Zoning, to repeal Chapter 18.92, Conventional Housing Combining (CHC) Zone.

Staff is proposing the following revisions to complete this text amendment:

- Repeal of section 18.92 Conventional Housing Combining Zone from the Deschutes County Code
- Zoning Map Amendment to repeal the Conventional Housing Combining Zone

The applicant, in this case Deschutes County Community Development, has provided the draft text amendments and findings as attachments to this memorandum. The findings summarize the amendments and demonstrate compliance with the Statewide Planning Goals, and applicable policies of the Deschutes County Comprehensive Plan.

III. PLANNING COMMISSION WORK SESSION

Planning Commissioners conducted a work session on June 8, 2023. At that time Commissioners raised the following questions:

- **Is the purpose of this amendment to come in alignment with State Statue and if yes, what are the risks if this zone is not repealed?**

This text amendment is essentially a housekeeping and communications update to come in alignment with State Statue for manufactured homes in residential zones. If a property owner were to come into the County stating they wanted to place a manufactured home on their property and that we were out of alignment with State Statue, we would let them place the manufactured home on their property. This repeal of this zone was also identified in the County’s 2020 Housing Profile as a way to provide more options for affordable housing.

- **Has House Bill 4064 been adopted?**

Yes, House Bill 4064 was adopted on 2/18/2022.

- **Is staff confident this text amendment will bring us in alignment with State Statue?**

Yes, staff has confirmed with legal counsel that this text amendment will bring us in alignment with State Statue.

- **Is staff concerned about a Measure 49 claim?**

Being as that staff is removing a restriction and not adding a restriction, staff is not concerned about a Measure 49 claim.

- **What are the resources zones that make up the CHC zone?**

Below are two tables that break down the single and split zoned properties within the CHC zone.

Single Base Zoned Properties

Zone	Number of properties
<i>Resource Zones</i>	
Exclusive Farm Use (EFU)	353
Forest Use (F1/F2)	4
Open Space and Conservation (OSC)	3
<i>Total Resource Zoned Properties: 360</i>	

<i>Residential Zones</i>	
Multiple Use Agricultural (MUA10)	83
Rural Residential (RR10)	10
Tumalo Residential (TUR/TUR5)	7
<i>Total Residential Zoned Properties: 100</i>	
Total Single Zoned Properties in CHC Zone: 460	

Multiple Base (Split) Zoned Properties

Zones	Number of properties
EFU and F1/F2	1
EFU and MUA 10	3
EFU and RR10	1
EFU and FP	13
EFU, FP, and MUA10	2
EFU, FP, and TUR/TUR5	1
MUA10 and Flood Plain (FP)	16
Surface Mine (SM) and FP	3
TUR/TUR5 and FP	4
MUA10, TUR5, and FP	1
Total Split Zoned Properties in CHC Zone: 45	

IV. NEXT STEPS

At the conclusion of the public hearing, the Planning Commission may:

- Continue the hearing to a date certain;
- Close the hearing and leave the written record open to a date certain; or
- Close the hearing and commence deliberations.

Attachments:

1. Proposed Text Amendments
2. Proposed Findings
3. CHC Zone Map

Attachment 1: Proposed Text Amendments

~~Removed~~

New

CHAPTER 18.92 CONVENTIONAL HOUSING COMBINING ZONE; CH (Repealed)

(Repealed by Ord. 2023-XXX on X/XX/XXXX)

~~18.92.010 Purpose~~

~~18.92.020 Permitted Uses~~

~~18.92.030 Use Limitations~~

~~18.92.010 Purpose~~

~~To provide a variety of residential environments in rural areas by maintaining areas reserved for conventional and modular housing permanently attached to real property.~~

~~(Adopted by Ord. PL 15 on 11/1/1979)~~

~~(Repealed & Reenacted by Ord. 91-020 §1 on 5/29/1991)~~

~~18.92.020 Permitted Uses~~

~~All outright and conditional uses allowed in the underlying zone except that in no case shall a housing type be allowed that is other than conventional or modular housing permanently attached to real property.~~

~~(Adopted by Ord. PL 15 on 11/1/1979)~~

~~(Repealed & Reenacted by Ord. 91-020 §1 on 5/29/1991)~~

~~18.92.030 Use Limitations~~

~~All use and dimensional conditions contained in the underlying zones shall apply to the CH Zone.~~

~~(Adopted by Ord. PL 15 on 11/1/1979)~~

~~(Repealed & Reenacted by Ord. 91-020 §1 on 5/29/1991)~~

Attachment 2: Proposed Findings 247-23-000391-TA

FINDINGS

I. PROPOSAL SUMMARY

This is a legislative text amendment to Deschutes County Code (DCC), Title 18 County Zoning, to repeal Chapter 18.92, Conventional Housing Combining (CHC) Zone.

Staff is proposing the following revisions to complete this text amendment:

- Repeal of section 18.92 Conventional Housing Combining Zone from the Deschutes County Code
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II. BACKGROUND

The CHC Zone serves as an overlay zone and restricts placement of manufactured or prefabricated homes in specific areas of the County with the following stated purpose:

"To provide a variety of residential environments in rural areas by maintaining areas reserved for conventional and modular housing permanently attached to real property".¹

Deschutes County adopted the CHC Zone in 1979 as part of Ordinance PL-15, the County's Zoning Ordinance. The CHC Zone applies to three areas – an area to the east of Tumalo, west of Tumalo and east of Bend as shown in the map in Attachment 2. From staff research, this overlay zone appears to have been created by petition of property owners, although specific findings for the intent of the zone and its location are not available in county records.

In 2020, the County produced a Rural Housing Profile, which outlined several potential strategies for removing barriers to housing production in rural Deschutes County. The repeal of the CHC Zone was listed as a strategy as it would give those properties the potential to provide affordable housing in the form of mobile or manufactured homes, which are less expensive alternatives to stick-built or modular housing.

In addition to this, on March 23, 2022, Oregon House Bill 4064 became effective. The bill amended several sections of Oregon Revised Statute which clarified that local governments may not prohibit siting of prefabricated structures in residential zones where traditional single-family homes or other common dwelling types were allowed. Although the amendments were primarily targeted toward cities and urban growth boundaries, Section 4, ORS 197.312 OR was revised to limit both city and county jurisdictions' ability to prohibit manufactured prefabricated homes in residential zones.

¹ DCC 18.92.010

The CHC Zone impacts approximately 505 properties. The tables below break down the zoning of the properties within the CHC Zone. Staff notes that of the 505 properties, 381 of them have at least some portion of the property within a resource zone and 128 have at least some portion of the property within a residential zone.

Single Base Zoned Properties

Zone	Number of properties
<i>Resource Zones</i>	
Exclusive Farm Use (EFU)	353
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Open Space and Conservation (OSC)	3
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Surface Mine (SM) and FP	3
TUR/TUR5 and FP	4
MUA10, TUR5, and FP	1
Total Split Zoned Properties in CHC Zone: 45	

The purpose of these amendments is twofold: to implement the recommendation of the 2020 housing profile to allow for an affordable housing option where stick-built residential structures are otherwise allowed and also to bring the Deschutes County Code into compliance with HB 4064 by specifically removing this combining zone from residentially zoned properties.

III. REVIEW CRITERIA

Deschutes County lacks specific criteria in DCC Titles 18, 22, or 23 for reviewing a legislative text amendment. Nonetheless, since Deschutes County is initiating the amendment, the County bears the responsibility for justifying that the amendments are consistent with Statewide Planning Goals and its existing Comprehensive Plan.

IV. FINDINGS

CHAPTER 22.12, LEGISLATIVE PROCEDURES

Section 22.12.010

Hearing Required

FINDING: This criterion will be met because a public hearing was held before the Deschutes County Planning Commission on June 22, 2023 and Board of County Commissioners on August 23, 2023.

Section 22.12.020, Notice

Notice

A. Published Notice

- 1. Notice of a legislative change shall be published in a newspaper of general circulation in the county at least 10 days prior to each public hearing.***
- 2. The notice shall state the time and place of the hearing and contain a statement describing the general subject matter of the ordinance under consideration.***

FINDING: This criterion will be met as notice was published in the Bend Bulletin newspaper for the Planning Commission public hearing on June 22, 2023, and the Board of County Commissioners' public hearing on August 23, 2023.

- B. Posted Notice. Notice shall be posted at the discretion of the Planning Director and where necessary to comply with ORS 203.045.***

FINDING: Posted notice was determined by the Planning Director not to be necessary.

- C. Individual notice. Individual notice to property owners, as defined in DCC 22.08.010(A), shall be provided at the discretion of the Planning Director, except as required by ORS 215.503.***

FINDING: In accordance with the above criterion, individual notice was sent to all property owners within the Conventional Housing Combining Zone, as well as those property owners within 250 of the Zone's boundaries in order to comply with DCC 22.24.030(A)(2).

- D. *Media notice. Copies of the notice of hearing shall be transmitted to other newspapers published in Deschutes County.***

FINDING: Notice was provided to the County public information official for wider media distribution. This criterion is met.

Section 22.12.030, Initiation of Legislative Changes

A legislative change may be initiated by application of individuals upon payment of required fees as well as by the Board of County Commissioners.

FINDING: The application was initiated by the Deschutes County Planning Division at the direction of the Board of County Commissioners, and has received a fee waiver. This criterion is met.

Section 22.12.040, Hearings Body

- A. *The following shall serve as hearings or review body for legislative changes in this order:***
- 1. The Planning Commission.***
 - 2. The Board of County Commissioners.***
- B. *Any legislative change initiated by the Board of County Commissioners shall be reviewed by the Planning Commission prior to action being taken by the Board of Commissioners.***

FINDING: The Deschutes County Planning Commission held the initial public hearing on June 22, 2023. The Board then held a public hearing on August 23, 2023. These criteria are met.

Section 22.12.050, Final Decision

All legislative changes shall be adopted by ordinance

FINDING: The proposed legislative changes will be implemented by **Ordinance No. 2023-XXX** upon approval and adoption by the Board of County Commissioners. This criterion will be met.

A. *Statewide Planning Goals and Guidelines*

Goal 1: Citizen Involvement: The amendments do not propose any changes to the County's citizen involvement program. Notice of the proposed amendments were provided to the *Bulletin* for each public hearing as well as in accordance with DCC 22.12.020 (C).

Goal 2: Land Use Planning: This goal is met because ORS 197.610 allows local governments to initiate post acknowledgments plan amendments (PAPA). An Oregon Land Conservation and Development Department 35-day notice was initiated on May 18, 2023 The Planning Commission held a public

hearing on June 22, 2023 and the Board of County Commissioners held a public hearing on August 23, 2023. Staff finds compliance with Goal 2 is met.

Goal 3: Agricultural Lands: The proposed amendments are to repeal the Conventional Housing Combining Zone which restricts manufactured and pre-fabricated homes. This repeal would remove this restriction, without changing any other requirements for establishing a dwelling within the Exclusive Farm Use Zone. Adverse impacts to farming practices are not anticipated under these amendments as the change only pertains to the style of the residential dwelling to be placed onto the property. Oregon Revised Statute and Rule do not contain specific requirements for restrictions on manufactured or pre-fabricated dwellings in the Exclusive Farm Use Zones, and this text amendment will not alter other existing requirements for dwellings in the Exclusive Farm Use Zone. Staff finds compliance with Goal 3 is met.

Goal 4: Forest Lands: The proposed amendments are to repeal the Conventional House Combining Zone which restricts manufactured and pre-fabricated homes. This repeal would remove this restriction, without changing any other requirements for establishing a dwelling within the Forest Use Zone. Adverse impacts to forest practices are not anticipated under these amendments and no such impacts have been identified in the record. Oregon Revised Statute and Rule do not contain specific requirements for restrictions on manufactured or pre-fabricated dwellings in the Forest Use Zones, and this text amendment will not alter other existing requirements for dwellings in the Forest Use Zone. Staff finds compliance with Goal 4 is met.

Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources: Goal 5 is to protect natural resources and conserve scenic and historical areas and open spaces. OAR 660-023-0250(3) states that local governments are not required to apply Goal 5 in consideration of a PAPA unless the PAPA affects a Goal 5 resource. The proposed amendment is not seeking to change any requirements in a Goal 5 resource. Staff finds compliance with Goal 5 is met.

Goal 6: Air, Water and Land Resources Quality: The proposed text amendments do not propose to change the County's Plan policies or implementing regulations for compliance with Goal 6. Staff finds compliance with Goal 6 is met.

Goal 7: Areas Subject to Natural Disasters and Hazards: The proposed text amendments do not propose to change the County's Plan or implementing regulations regarding natural disasters and hazards; therefore, they comply. Staff finds compliance with Goal 7 is met.

Goal 8: Recreational Needs: The text amendments do not propose to change the County's Plan or implementing regulations regarding recreational needs. Staff finds compliance with Goal 8 is met.

Goal 9: Economic Development: Goal 9 and its implementing regulations focus on economic analysis and economic development planning required in urban Comprehensive Plans to ensure there is adequate land available to realize economic growth and development opportunities. Although not directly tied to the requirements of Goal 9, staff finds that the proposed amendments comply with the intent of this goal by providing affordable housing options for community members. Staff finds compliance with Goal 9 is met.

Goal 10: Housing: The proposed text amendment relates to Goal 10 as it is removing restrictions on the types of housing that can be placed in residential zones. As stated above, the proposed amendment is in response to the adoption of House Bill 4604 which prohibits County's from placing restrictions on manufactured and pre-fabricated housing. The text amendment is also partly in response to the 2020 Housing Profile as a method to remove barriers to housing production within the County. Staff finds compliance with Goal 10 is met.

Goal 11: Public Facilities and Services: The proposed text amendments do not propose to change the County's Plan or implementing regulations regarding public facilities and services. Staff finds compliance with Goal 11 is met.

Goal 12: Transportation: Goal 12 is to provide and encourage a safe, convenient and economic transportation system. The proposed text amendments will not change the functional classification of any existing or planned transportation facility or standards implementing a functional classification system. Staff finds compliance with Goal 12 is met.

Goal 13: Energy Conservation: The proposed text amendments do not propose to change the County's Plan or implementing regulations regarding energy conservation. Staff finds compliance with Goal 13 is met.

Goal 14: Urbanization: The proposed text amendments do not propose to change the County's Plan or implementing regulations regarding urbanization. Staff finds compliance with Goal 14 is met.

Goals 15 through 19 are not applicable to the proposed text amendments because the County does not contain these types of lands.

D. Deschutes County Comprehensive Plan

Chapter 1, Comprehensive Planning:

This chapter sets the Goals and Policies of how the County will involve the community and conduct land use planning. As described above, the proposed regulations will be discussed at work sessions with the Board of County Commissioners, as well as to the Planning Commission, which is the County's official committee for public involvement. Both will conduct separate public hearings.

These actions also satisfy the Goals and relevant Policies of Section 1.3, Land Use Planning Policies. Goal 1 of this section is to "maintain an open and public land use process in which decisions are based on the objective evaluation of facts." Staff, the Planning Commission, and the Board reviewed the text amendments. Staff finds that compliance with Chapter 1 of the Comprehensive Plan is met.

Chapter 2, Resource Management:

This chapter sets the Goals and Policies of how the County will protect resource lands, including but not limited to, Agriculture and Forest as well as Water Resources and Environmental Quality.

Section 2.3, Forest Land Policies

Goal 1 Protect and maintain forest lands for multiple uses, including forest products, watershed protection, conservation, recreation and wildlife habitat protection.

Policy 2.3.3, To conserve and maintain impacted forest lands, retain Forest 2 zoning for those lands with the following characteristics:

- a. Consist predominantly of ownerships developed for residential or non-forest uses;
- b. Consist predominantly of ownerships less than 160 acres;
- c. Consist of ownerships generally contiguous to tracts containing less than 160 acres and residences, or adjacent to acknowledged exception areas; and
- d. Provide a level of public facilities and services, including roads, intended primarily for direct services to rural residences.

Forest Lands, states that the goal is to protect forests and their economic benefits. Within this section, the future of residential development is discussed and the challenge of allowing residential fragmentation within the forest zones. Staff notes that the proposed text amendments, which would remove restrictions on placing manufactured homes in an area where residences are approved, will have no effect on this Chapter of the Comprehensive Plan and the current requirements for developing a residence on Forest Zoned lands. Staff finds compliance with this policy is met.

Chapter 3, Rural Growth Management:

Section 3.3, Rural Housing

Goal 1 Maintain the rural character and safety of housing in unincorporated Deschutes County

Policy 3.3.5, Maintain the rural character of the County while ensuring a diversity of housing opportunities, including initiating discussions to amend State Statute and/or Oregon Administrative Rules to permit accessory dwelling units in Exclusive Farm Use, Forest and Rural Residential zones

The CHC Zone places a restriction on manufactured and pre-fabricated dwellings. The repeal of this Combining Zone will align with the section of the Comprehensive Plan as it will allow housing diversity in all areas of the County where residences are permitted. Staff finds compliance with this policy is met.

Chapter 4, Urban Growth Management:

Section 4.7 Tumalo Community Plan




Residential Area Policies

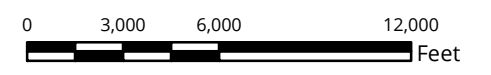
11. Plan and zone for a diversity of housing types and densities suited to the capacity of the land to accommodate water and sewage requirements.

The CHC Zone covers several properties located in the unincorporated community boundary of Tumalo, as such this policy applies. The CHC Zone is proposing to remove a restriction on the type of housing placed in residential zones and will promote greater diversity in housing type. The

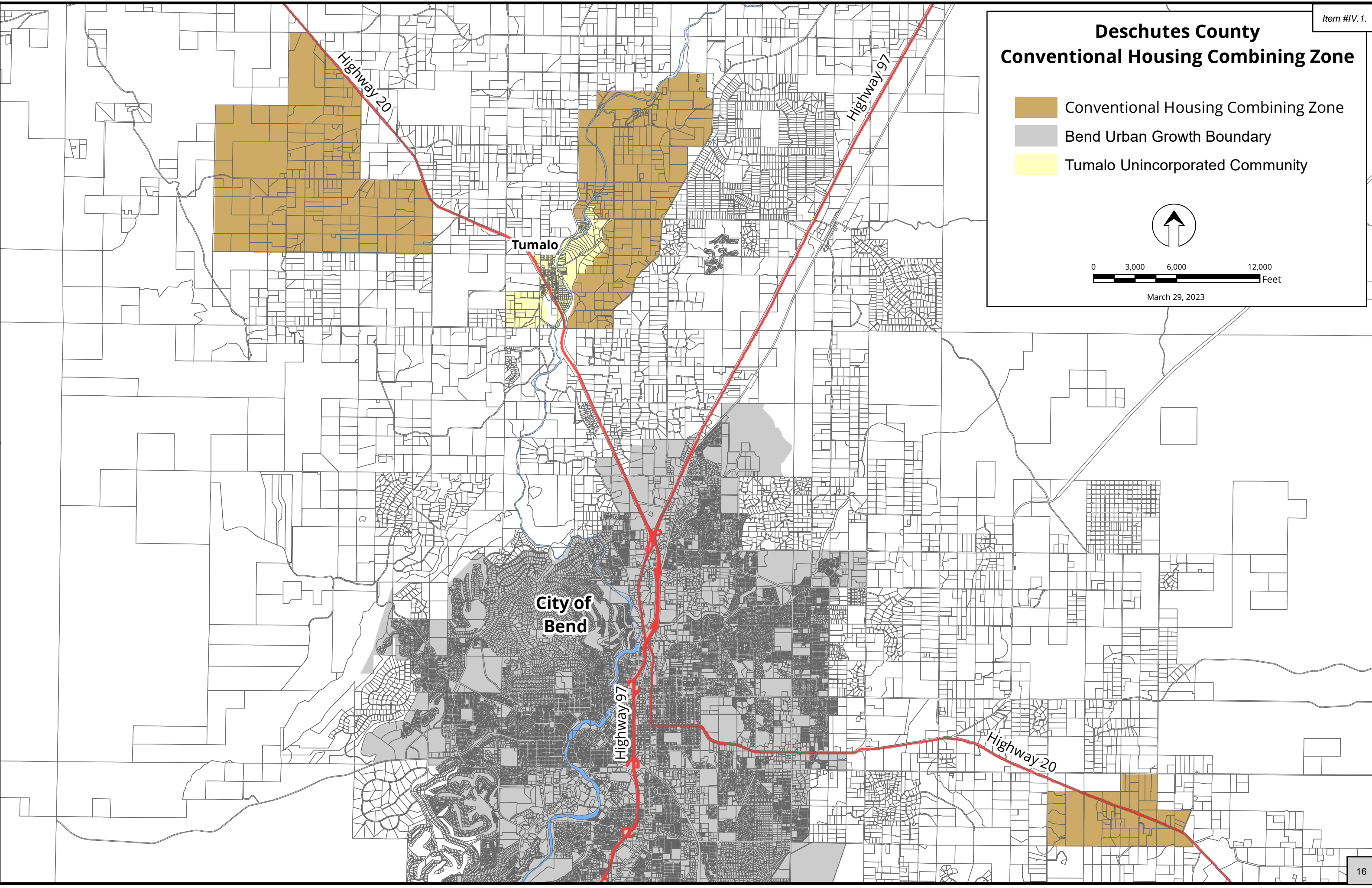
density, water, and sewage requirements are not proposed to change with this proposal. Staff finds compliance with this policy is met.

Deschutes County Conventional Housing Combining Zone

-  Conventional Housing Combining Zone
-  Bend Urban Growth Boundary
-  Tumalo Unincorporated Community



March 29, 2023



Tumalo

City of
Bend

Highway 97

Highway 97

Highway 20

Highway 20



MEMORANDUM

DATE: June 15, 2023

TO: Deschutes County Planning Commission

FROM: Peter Russell, Senior Transportation Planner

RE: June 22, 2023 work session on Draft 2020-2040 Transportation System Plan (TSP)

The Road Department, with the assistance of the Community Development Department (CDD), has prepared an update of the 2010-2030 Deschutes County Transportation System Plan (TSP). The new TSP will cover the years 2020-2040. The TSP focuses on County arterials and collectors as well as bicycles, pedestrians, transit, and other modes. The work session provides an overview of the updated TSP and the process to create it. The Planning Commission (PC) will hold a public hearing on August 10, 2023, on the draft 2020-2040 TSP. The PC will ultimately make a recommendation to the Board of County Commissioners (Board) and the Board will hold its own work session and public hearing.

I. BACKGROUND

The County selected Kittelson & Associates Inc. (KAI) as the consultant for the 2020-2040 TSP. The County and KAI prepared the draft of the 2020-2040 TSP based on technical analysis, public comments, and internal staff review. During the plan development process, KAI and County staff from the Road Department and Planning Division have coordinated with Oregon Department of Transportation (ODOT) and staff from other local jurisdictions. KAI and County staff reviewed a proposal from the County Bicycle and Pedestrian Advisory Committee (BPAC) on future road improvements and connectors. Additionally, KAI and the County held an on-line presentation from April 27 to May 14, including an online public meeting on May 4, to solicit public comment. The on-line presentation included technical memos on plans and policy reviews, goals and objectives, and needs analyses of existing and future conditions.

The background materials were posted at the following link:
[Deschutes County TSP Update \(kaiproject.com\)](https://kaiproject.com)

II. KEY ASPECTS OF THE 2020-2040 TSP

The TSP's major component is a list of future projects categorized into high, medium, or low priority. These appear in Chapter 5 with a brief description of the project. The relevant project tables are for improving roadway intersections; roadway changes; changes to functional classifications; ODOT intersections and roadways; pedestrian facilities on County roadways; bicycle facilities, bridges, Federal Lands Access Program (FLAP) roadways, transit, and Transportation Safety Action Plan (TSAP) projects. Many of the roadway projects also benefit bicyclists by widening shoulders, for instance. The financial portion benefitting bicyclists is provided in the cost estimates.

The TSP also presents goals and policies to achieve the vision of the County's transportation system over the next 20 years. The seven goals are:

1. Coordination and Collaboration
2. Safety
3. Mobility and Connectivity
4. Economic Development
5. Equity and Accessibility
6. Sustainability and Environment
7. Strategic Investments

III. INTENDED OUTCOMES

The 2020-2040 TSP will result in a list of prioritized projects, updated goals and policies, changes to functional classifications of selected County roads, a better network of bicycle and pedestrian facilities, transit stops in the unincorporated communities, and an improved transportation system for all modes.

The TSP will assist the Board in determining projects to fund in the Road Department's annual Capital Improvement Program (CIP) as well be a reference when pursuing state and federal grants to fund transportation projects. Planners cite the TSP when reviewing land use applications for developments that involve a plan amendment or zone change.

IV. TENTATIVE ADDITIONAL PC MEETINGS

The PC will hold a public hearing on August 10. The PC has several options at the conclusion of the staff presentation and public comments. The PC may:

- Hold the oral and written record open and continue the hearing to a date certain
- Close the oral record and hold the written record open to a date certain
- Close both the oral and written record and set a date certain for deliberation
- Close both the oral and written record and begin deliberations

V. NEXT STEPS

Staff will submit a 35-day Post-Acknowledgement Plan Amendment (PAPA) notice of the draft TSP to the Department of Land Conservation and Development (DLCD) by July 6, 2023. Staff will publish notice at least 10 days in advance in a local paper of the hearing to comply with the County's public notice requirements as set forth in Deschutes County Code (DCC) 22.12.020 for a legislative amendment.

Staff will hold a work session with the PC on July 27 about the Transportation Growth Management (TGM) grant, which funded the Tumalo Community Plan (TCP) and rural trails in the Sisters Country. These elements will be an Appendix to the TSP. The public hearing on August 10 will include these materials.

VI. CONCLUSION

KAI or staff is prepared to answer any questions.

Attachment: Draft 2020-2040 Transportation System Plan

01 | INTRODUCTION

Deschutes County is located in the heart of Central Oregon with the Cascade Mountain Range to the west and the High Desert plateau to the east. The County covers 3,055 square miles of natural beauty, outdoor recreation, and is home to a growing economy. For the last two decades, Deschutes County has experienced rapid population growth and has become a national destination for new residents, visitors and a center for economic prosperity and progress. In the past 10 years, the population of the County has increased by more than 40 percent to more than 200,000 people today; only 33 percent of the County's residents live in the unincorporated and rural areas.

With this unprecedented growth, Deschutes County faces the challenges of maintaining, funding, and planning for a transportation system that both enhances the health and well-being of residents and supports long-term economic resilience for businesses, tourism and recreation. The County's transportation system must accommodate traffic passing through enroute to destinations elsewhere in the region, the day-to-day travel needs of its residents and those employed here in addition to the influx of visitors during the winter and summer months. The County also is home to US 97 and the Redmond Municipal Airport, which are two of the crucial components of Oregon's Resilience Plan in the event of a Cascadia Subduction Zone Event (an earthquake and/or tsunami striking the Oregon coast). With limited funding for new transportation infrastructure, as well as built and natural environmental considerations, the County must balance the need to preserve its existing transportation system with strategic changes to the system that enables these needs to be met during the next 20 years.

The County's Transportation System Plan (TSP) was last updated in 2012. This updated TSP provides a coordinated guide for changes to the County's transportation infrastructure and operations over the next 20 years. Planning for the County's future transportation reflects regional and community goals and values, supports local and regional economic development activities, and enhances the quality of life that residents and visitors enjoy and expect.

PRIORITIZED INVESTMENTS FOR THE FUTURE

The identified list of priorities for future transportation investments reflects the County's commitment to prioritizing changes to the transportation system that reflect its focus on preserving and maintaining its existing investments. This list of capital investments identified in the TSP will be reviewed and prioritized as part of the County's regular budgeting efforts. For reference purposes, Figure 1-1 shows how the County prepares its annual prioritization and budget for maintenance, operation, and capital expenditures.

Figure 1-1: Hierarchy of Expenditures and Investment



The list of prioritized investments in the TSP is based on this hierarchy and was developed assuming:

1. Current maintenance and operational standards remain in place.
2. The County's existing Road Moratorium (Resolution 2009-118), which limits acceptance of new road miles into the County maintenance system, remains in place.
3. Existing funding levels remain in place and are occasionally adjusted legislatively to a level that will roughly match inflation.
4. No significant additional local funding mechanisms are developed or implemented.
5. State and Federal grant programs are available at approximately the same historical intervals and funding levels.

With this backdrop, the County refined the list of possible TSP projects by working with its residents, policy-makers, and partner agency staff and performing technical analyses of roadways, intersections, bike facilities, transit, walking routes, and transportation safety. Many of the identified projects help to support plans adopted by the local cities, the Oregon Department of Transportation (ODOT), other County planning efforts, the County's Transportation Safety Action Plan (TSAP) and/or local refinement and facility plans. Some of the other considerations that shaped the final list of recommended investments include:

- Balancing impacts to existing and developable parcels with County-wide and community needs;
- Minimizing impacts to Goal 5 resources (natural resources, scenic and historic areas, and open spaces);
- Supporting and enhancing key state and regional economic plans and priorities;
- Identifying key intersections that could be changed in the future to address known safety and/or anticipated capacity needs;

- Prioritizing roadway corridors where strategic investments may be needed to help support future growth and economic development in the region, enhance the safety of all users and/or strengthen connections between areas of the County and to other areas in Central Oregon;
- Providing regional bicycle connections that could serve broad transportation functions, such as commuting, recreation, or daily services;
- Modifying key bridges as funding and/or other opportunities arise;
- Leveraging opportunities for future system changes that could be provided using funds from the Federal Lands Access Program (FLAP), particularly for transportation facilities providing connections to key recreational areas and economic development priorities adjacent to/and or located within Federal lands;
- Coordinating with Cascades East Transit (CET) on projects that can help increase service to the unincorporated areas of the County as well as to the High Desert Museum and Lava Lands Visitor Center;
- Enhancing access to the Redmond Municipal Airport and Bend Municipal Airport; and,
- Leveraging funding opportunities with key partner agencies and private investments.

The list of transportation investments are organized into the following categories for implementation based on complexity, likely availability of funding, and assessment of need:

- Intersection changes;
- Roadway segments, including changes to functional classification;
- ODOT intersections and roadways;
- Pedestrian facilities;
- Bicycle facilities;
- Bridges;
- FLAP projects;
- Transit; and,
- Safety.

Table 1-1 shows the list of identified projects by category and by prioritization. In reviewing this table, it is important to note that some projects may be accelerated and others postponed due to changing conditions, funding availability, public input, or more detailed study performed during programming and budgeting processes. Further, project design details may change before construction commences as public input, available funding, and unique site conditions are taken into consideration. Projects identified herein may be funded through a variety of sources including federal, state, county or local transportation funds, system development charges (SDCs), through partnerships with private developers, or a combination of these sources. In addition, as part of TSP implementation, the County will continue to coordinate with ODOT and the local communities regarding project prioritization, funding, and construction.

Table 1-1: Total Cost of Prioritized TSP Investments

Project Category	Estimated Cost by Priority			Total Cost
	High	Medium	Low	
Intersection Changes	\$11,530,000	\$14,900,000	\$2,100,000	\$28,530,000
Roadway Changes	\$6,100,000	\$25,000,000	\$57,500,000	\$88,600,000
County Share of ODOT Intersections	\$19,100,000	\$3,000,000	\$19,000,000	\$41,100,000
Pedestrian Facilities	\$600,000	\$3,600,000	\$2,100,000	\$6,300,000
Bridges	\$5,700,000	\$2,400,000	\$7,900,000	\$16,000,000
County Share of FLAP Projects	\$600,000	\$3,700,000	\$4,500,000	\$8,800,000
Total	\$43,630,000	\$52,600,000	93,100,000	\$189,330,000

The remainder of this chapter outlines the organization of the TSP as well as a summary of public engagement activities and compliance of the TSP with some of the regulatory requirements.

TSP ORGANIZATION

The TSP is comprised of two volumes. Volume 1 is the main document and includes the items that will be of interest to the broadest audience. Volume 2 contains the technical memoranda, data, and related transportation plans that enhance and support Volume 1.

Volume 1 includes the following:

- Chapter 1 – a brief overview of the planning context for the TSP;
- Chapter 2 – goals and policies that express the County’s long-range vision for the transportation system;
- Chapter 3 – the transportation system deficiencies and needs as well as the process to develop the TSP’s list of planned capital improvements and transportation programs;
- Chapter 4 – an overview of the recommended projects for the multimodal system (this chapter also serves as the Transportation Element of the Comprehensive Plan);
- Chapter 5 – a list of the multimodal projects and the costs estimated for their construction; and,
- Chapter 6 – a summary of transportation funding and implementation, including estimated revenue, cost of 20-year needs, and potential funding sources.

Volume 2 includes the following technical documents:

- Appendix A: Plans and Policy Review Memo;
- Appendix B: Public Involvement Plan;
- Appendix C: Methodology Memo;
- Appendix D: Transportation System Conditions, Deficiencies, and Needs Memo;
- Appendix E: Solutions Analysis Memo;
- Appendix F: Preferred Alternatives and Funding Plan Memo;
- Appendix G: Redmond Municipal Airport Master Plan; and,
- Appendix H: Tumalo Community Plan (TCP) Active Transportation Update/Sisters Country Vision Action Plan Trails Outreach Update.

While not all of Volume 2 is adopted as part of the TSP, all of the documents provide useful information regarding the basis for the decisions represented in Volume 1.

PURPOSE

The TSP addresses transportation needs in Deschutes County except within the Urban Growth Boundaries (UGB) for Redmond, Sisters, La Pine and Bend.

The TSP goals, policies, projects, and implementation tasks are based on technical analyses and thoughtful input received from the community, Deschutes County staff, partner agency staff, and County policymakers. The TSP identifies transportation facilities and services that can support the County’s adopted Comprehensive

Plan and continued regional economic development. This TSP provides for a long-term vision to support growth in jobs and population in the County as well as improving the safety for all transportation-users over the next 20 years. The TSP serves as a resource for the County to make decisions about transportation and land use by providing:

- A blueprint for future County transportation investments that improve safety for all travelers;
- A tool for coordination with state, regional and local agencies;
- Information to ensure prudent land use and transportation choices;
- Order of magnitude cost estimates for transportation infrastructure investments needed to support system needs, and possible sources of funding for these improvements; and,
- Function, capacity and location of future roadways, sidewalks, bikeways, transit, and other transportation facilities.

The TSP satisfies the state's requirements as prescribed by Oregon Statewide Planning Goal 12: Transportation.

GUIDING PRINCIPLES AND CONTEXT

The TSP provides a flexible, adaptable framework for making transportation decisions in an increasingly unpredictable and financially constrained future. Decisions about the County's transportation system will be guided by the goals contained in Chapter 2, but ultimately the decisions will be made within the overall context of the County's land use plans and support for local and regional economic development. These guiding plans and principles provide a foundation for the TSP's goals, policies, and potential actions.

The Oregon Revised Statutes (ORS) require that the TSP be based on the Comprehensive Plan land uses and provide for a transportation system that accommodates the expected growth in population and employment. Development of this TSP was guided by ORS 197.712 and the Department of Land Conservation and Development (DLCD) administrative rule known as the Transportation Planning Rule (TPR, OAR 660-012-0060).

Per the TPR, this TSP identifies multimodal transportation needs to serve users of all ages, abilities, and incomes. As such, solutions to address existing and future transportation needs for bicycling, walking, transit, motor vehicles, freight, and rail, and improved safety for all travelers are included. Further, one of the implementation steps of the TSP will include proposed amendments to the Deschutes County Code. As required by the TPR, this TSP was developed in coordination with local, regional and state transportation plans.

REGIONAL COORDINATION & COMMUNITY ENGAGEMENT

The TSP reflects the County's continued commitment to coordinating transportation and land use planning within Central Oregon. This update was collaboratively developed by community members, businesses, the freight community, ODOT, Sisters, Redmond, La Pine, Bend, Terrebonne, Sunriver, Tumalo Cascades East Transit (CET), and the County's Bicycle and Pedestrian Advisory Committee (BPAC). Opportunities for engagement included:

- Project website that included all technical reports, draft goals and objectives, and links to other relevant documents;
- Project Management Team Meetings attended by County staff;
- Two Advisory Committee Meetings;
- Four Agency Partner Advisory Committee Meetings;
- Two Public Open Houses;
- Targeted outreach with community and social service organizations; and,
- Updates with the Board of County Commissioners.

Through these activities, the County provided community members with a variety of forums to identify their priorities for future transportation projects, programs, and policies.



02 | GOALS AND POLICIES

The TSP provides a coordinated guide for changes to the County's transportation infrastructure and operations over the next 20 years. The development of the TSP is based on the assumption that the transportation system meets daily travel needs and also contributes to the physical, social, and economic health of the County and of Central Oregon. The TSP strives to provide users with a safe and efficient transportation network. As such, planning for the County's future transportation needs must be conducted within regional and community goals and values, support local and regional economic development activities, and enhance the quality of life that residents and visitors enjoy and expect.

The TSP goals provide the County's visions for the future transportation system. The goals are aspirational in nature and may not be fully attained within the 20-year planning horizon. The policies support the goals to help the County implement the TSP projects and programs after the TSP has been adopted. The policies, organized by goals, provide high-level direction for the County's policy and decision-makers and for County staff. The policies will be implemented over the life of the TSP. The County's 2012 TSP goals and policies were used as a foundation for providing the updated TSP goals and policies outlined below.

GOAL 1: COORDINATION AND COLLABORATION

Promote a multimodal transportation system that supports the County's Comprehensive Plan and is consistent and coordinated with the adopted plans for the State, the region, adjacent counties, and the cities and incorporated communities within the County.

Policies

- 1.1 Coordinate the design and operations of the County's transportation system with State, regional, and local planning rules, regulations and standards.
- 1.2 Coordinate future land use and transportation decisions with state, regional and local agencies to efficiently use public investments in the County's transportation system, for people driving, bicycling, walking, or using transit as well as the movement of freight, emergency responses, and evacuation needs.
- 1.3 Coordinate regional project development and implementation with the cities of Bend, Redmond, Sisters, and La Pine.
- 1.4 Provide notification to the affected local and state agency partners regarding land use development proposals, plan amendments and zone changes that have the potential to significantly impact non-County transportation facilities.
- 1.5 Coordinate system management and operations with ODOT on major roadways.

- 1.6 Maintain an intergovernmental agreement with each of the cities to provide specific timelines and milestones for the transfer of County roadways within the urban growth boundaries at the time of annexation, including the full width of right of way.
- 1.7 Provide regular outreach to residents and employers, schools, law enforcement and public health professionals to encourage participation with the County in identifying and solving transportation issues.
- 1.8 Coordinate with CET to implement the Transit Master Plan recommendations within the County to support people taking transit.

GOAL 2: SAFETY

Provide a transportation system that promotes the safety of current and future travel by all users.

Policies

- 2.1 Design and maintain County roadways consistent with their expected use, vehicular travel speeds, and traffic volumes.
- 2.2 Incorporate the Transportation Safety Action Plan (TSAP) goals and action items into County planning projects and update the TSAP at appropriate intervals.
- 2.3 Coordinate with the Sheriff's Office to discuss enforcement activity on specific facilities in the County and jointly communicate safety issues when observed and encountered.
- 2.4 Continue the partnership with the County's BPAC to promote education and outreach activities and to inform future County investment decisions in facilities for people riding bikes and walking.
- 2.5 Coordinate with the emergency service providers in the County to prioritize the maintenance and investment in key lifeline and evacuation routes.
- 2.6 Coordinate with ODOT, railroads, and local communities to prioritize safety investments at rail crossings.
- 2.7 Prioritize investments in key crossing locations for people walking and riding bikes across major County roadways and/or ODOT highways, especially at locations that serve vulnerable populations.
- 2.8 Coordinate with ODOT for planning for grade-separate wildlife crossings of State highways using relevant wildlife migration information, crash data, and best management practices.

GOAL 3: MOBILITY AND CONNECTIVITY

Promote a multimodal transportation system that moves people and goods between rural communities and Sisters, Redmond, Bend, La Pine, and other key destinations within the County as well as to the adjacent counties, Central Oregon, and the state.

Policies

- 3.1 Maintain the County's roadway system in a state of "good repair."
- 3.2 Invest in new roadways only when a need has been demonstrated that benefits the economic growth of the County and/or locations that address key gaps in the roadway system and there is sufficient long-term funding to operate and maintain the new roadways.
- 3.3 Monitor the safety, traffic volumes, and usage by people walking and riding bikes on County arterials and collectors to help determine when changes to specific roadways are needed and/or educational outreach to the traveling public.
- 3.4 Maintain a County-wide bicycle route map.
- 3.5 Partner with ODOT, Bend, La Pine, Redmond, Sisters, and neighboring counties to coordinate investment in transportation facilities that cross jurisdictional boundaries.
- 3.6 Pursue funding to provide secondary access roadways to isolated rural subdivisions.
- 3.7 Periodically review transportation performance standards used to review land use applications and modernization projects and revise if needed.
- 3.8 Periodically review and update the County design and construction standards related to roadways and facilities for people walking and riding bikes in unincorporated areas.
- 3.9 Periodically review policies and standards that address street connectivity, spacing, and access management.
- 3.10 Support transit service to improve mobility within the County and connectivity to transit stations in Bend, Redmond, La Pine, and other regional and state destinations.
- 3.11 Monitor the condition of County bridges on a regular basis and perform routine maintenance, repair and replacement when necessary.
- 3.12 Partner with local agencies, ODOT, and the public airports to periodically review airport master plans for Redmond, Bend, Sisters, and Sunriver to ensure they and County development code are consistent.
- 3.13 Partner with the US Forest Service and Bureau of Land Management to maintain the County's system of forest highways to continue to provide key access to recreational areas such as campsites, lakes, hiking, and biking trails in the County.

- 3.14 Coordinate with ODOT to identify County routes to be used as detours when a crash or other incident closes a State highway.
- 3.15 At a minimum, seek dedication of public rights of way for extensions of existing roads or future roads on lands not zoned Exclusive Farm Use or Forest in order to develop a rural-scale grid system.

GOAL 4: ECONOMIC DEVELOPMENT

Plan a transportation system that supports existing industry and encourages economic development in the County.

Policies

- 4.1 Prioritize transportation investments that support access to allowed land uses, activities, airports, and recreational areas.
- 4.2 Maintain arterials and collector roadways for the movement of people and goods to employment centers in the County.
- 4.3 Update and continue to implement the County's Transportation System Development Charge (SDC) program.
- 4.4 Incorporate facilities for people walking and riding bikes to key recreational areas as part of changes to the roadway system.
- 4.5 Support bicycle tourism by prioritizing and improving designated County bike routes.
- 4.5 Incorporate improvements to the County arterial system that support freight service and provide access to US97, US 20, and OR 126.
- 4.6 Support economic development by encouraging ODOT to prioritize modernization, preservation, and safety projects on highways designated as Freight Routes.
- 4.7 Periodically assess the probability of providing passenger rail service to and through Deschutes County.

GOAL 5: EQUITY AND ACCESSIBILITY

Provide a multimodal transportation system that supports a safe, efficient, and low-stress environment for walkers, cyclists and transit users as well as benefits the overall health and environment within the County.

Policies

- 5.1 Prioritize investments in the County's transportation system that support users of all abilities, ages, race/ethnicity, income levels, and those with disabilities.

- 5.2 Design all new transportation facilities consistent with the requirements of the American's with Disabilities Act (ADA).
- 5.3 Maintain a partnership with CET, the cities, ODOT, and transportation options providers to promote walking and cycling, public transportation, micro mobility options, and rideshare/carpool programs through community awareness and education.
- 5.4 Accommodate bicycle, pedestrian, and transit facilities, when prescribed by design standards and various master plan documents, when new roads are constructed and/or existing roads are reconstructed.
- 5.5 Maintain road design standards that promote pedestrian, bicycle and transit facilities to and from schools, community gathering places, grocery stores, and other services as prescribed within community plans.
- 5.6 Establish priorities for construction and maintenance of roadway shoulders or shared use pathways to provide for walking and bicycle travel.
- 5.7 Partner with ODOT, the cities, CET and other providers to secure funding for transit service to underserved areas of the County.
- 5.8 Support efforts of local agencies to develop and maintain a trail system along the Deschutes River, within Tumalo, and along major irrigation canals.
- 5.9 Support Commute Options' efforts to work with major employers, local business groups, non-profit agencies, school districts to support implementation of Transportation Demand Management (TDM) strategies that provide options employees, residents, and customers to use transit, walk, ride bikes, carpool, and telecommute.

GOAL 6: SUSTAINABILITY AND ENVIRONMENT

Provide a transportation system that balances transportation services with the need to protect the environment.

Policies

- 6.1 Partner with BPAC, local agencies, CET, and non-profit groups to promote the use of walking, cycling and transit as viable options, minimize energy consumption, and lessen air quality impacts.
- 6.2 Ensure changes to the County transportation system are consistent with the Transportation Planning Rule (TPR).
- 6.3 Comply with applicable state and federal noise, air, water, and land quality regulations as part of transportation investments in the County.
- 6.4 Preserve listed Goal 5 resources within the County.

- 6.5 Implement, where cost-effective, environmentally friendly materials and design approaches as part of County transportation projects (e.g., storm water retention/treatment to protect waterways, solar infrastructure, impervious surfaces, etc.).
- 6.6 Prioritize transportation investments that support system resilience to seismic events, extreme weather events, and other natural hazards.

GOAL 7: STRATEGIC INVESTMENTS

Maintain the safety, physical integrity, and function of the County's multi-modal transportation network, consistent with Goal 6 of the OTP.

Policies

- 7.1 Continue to pursue and implement Federal Lands Access Program (FLAP) funding to prioritize County investments to support tourism and access to key recreational areas.
- 7.2 Maintain long-term funding stability for maintenance of the transportation system.
- 7.3 Prioritize investment in the existing transportation network through maintenance and preservation activities.
- 7.4 Coordinate with ODOT and local agency partners to implement intelligent transportation solutions that increase the life of transportation facilities and/or delay the need for capacity improvements.
- 7.5 Periodically review and, if needed, make updates to the County Code requirements to ensure that future land use decisions are consistent with the planned transportation system.
- 7.6 Coordinate with ODOT in the implementation of the Statewide Transportation Improvement Program (STIP) and Statewide Transportation Improvement Funding (STIF).
- 7.7 Coordinate with and provide guidance to CET in programming public transportation funds received by the County.
- 7.8 Pursue additional funding sources to support major reconstruction or replacement of County bridges.
- 7.9 Partner with federal and state agencies to seek funding that prioritize investments that support recommendations from the Bend, Redmond, Sisters, or Sunriver airport master plans.



CHAPTER 3: NEEDS ASSESSMENT AND EVALUATION

The TSP projects and implementation tasks were informed by technical analyses of existing transportation conditions, forecast year 2040 deficiencies, and an evaluation of possible system changes that can meet the transportation needs for all users (including the transportation disadvantaged) and address the need for movement of goods and services to support local and regional economic development priorities. The needs assessment, in combination with thoughtful input received from the community, Deschutes County staff, partner agency staff, and County policy makers, formed the list of recommended projects, the TSP goals and policies and the funding plan. This chapter summarizes the key elements of the existing and future needs analyses; further details of the needs analyses are provided in Volume 2.

EXISTING TRANSPORTATION SYSTEM CONDITIONS

Existing transportation needs, opportunities, and constraints reflect an inventory of the County transportation system conducted in 2019 and 2020. This inventory included all major transportation-related facilities and services at that time. Key roadway features (including number and type of roadway lanes, speeds, pavement type/condition, traffic volumes and roadway classifications), traffic conditions, safety performance, bicycle and pedestrian facilities, and transit service, among other topics, were analyzed.

Key findings related to the existing County system are highlighted below.

- The areas within the County with the highest percentages of youth are primarily located in Tumalo and Terrebonne as well as adjacent to the Bend and Redmond Urban Growth Boundaries (UGBs). Connections for school students between their homes, the local community schools, and school bus stops were considered in identification of potential roadway, walking, cycling and transit projects.
- The highest percentage of elderly populations is located in the Sunriver area and adjacent to the Sisters, Redmond, and La Pine UGBs. The areas adjacent to these three UGBs are also where the highest concentration of the population with disabilities and the minority populations reside. Coordination with Cascades East Transit (CET) to serve the existing and future needs of these residents is included in the recommended implementation task list for the TSP.
- Continued coordination between the County and ODOT and the incorporated communities will help address and provide consistency of individual roadway functional classification designations.
- Roadway repairs are and will continue to be monitored and accomplished as part of the County's ongoing maintenance program.
- The County does not have any designated freight routes that provide connections to local industrial and employment lands. The TSP alternatives evaluation explored the need to designate County freight routes to serve key economic priority areas to supplement the ODOT freight system.
- No roadway capacity deficiencies were identified under existing conditions.

- The County's Transportation Safety Action Plan (TSAP) identified key locations for monitoring and potential changes to the transportation system to address documented safety deficiencies. The TSAP is incorporated by reference as part of the TSP.
- Many of the County bikeways and highways do not have paved shoulders that are at least six feet wide which is the standard for ODOT highway while the County standard for paved shoulders is 3-5'.
- The small, unincorporated communities in the County do not have dedicated bicycle facilities and several of the roadways adjacent to schools or other pedestrian trip generators (parks, trail connections, rural commercial areas, etc.) located in Terrebonne and Tumalo are missing sidewalks. Safe Routes to School funding may be an option to assist with implementation of TSP recommendations in small communities.

BASIS OF NEED ASSESSMENT

The TSP addresses the projects, programs, and policies needed to support growth in population and jobs within the County as well as the travel associated with regional and state economic growth between now and the year 2040. The identified set of recommendations reflects County policy makers' and community members' priorities to maintain existing facilities and reduce congestion, save money, improve safety, and provide community health benefits without costly increases to automobile-oriented infrastructure. Over time, the County will periodically update the TSP to respond to changing conditions and funding opportunities.

The existing land use patterns, economic development opportunities, and population and job forecasts helped inform the analysis of year 2040 needs. This information helped identify future changes to the transportation system (and the supporting policies and programs) to address deficiencies and support economic development in a manner consistent with the County's Comprehensive Plan and Zoning Map.

Growth in County Population

By Oregon Revised Statute 195.034, incorporated cities and counties formulate and adopt coordinated population projections. Based on the June 2022 Coordinated Population Report prepared by the Portland State University (PSU) Center for Population Research, in 2020 the total County population was 198,253 and is forecast to grow to a total population of 275,905 by the year 2040. Much of the County growth is expected to occur within the Redmond, Bend, and Sisters UGBs. Within the unincorporated/rural areas, the 2020 population was 59,471 and is anticipated to grow to approximately 64,000 people by 2040. The anticipated growth in both urban and rural population within the County helped inform the estimation of year 2040 traffic volumes using the County transportation facilities.

Traffic Volume Development

The expected increase in traffic volumes on key roadways within the County was based on a review of past changes in traffic volumes as well as expected increases in population and area jobs. Further details on the anticipated growth in traffic volumes on roadways within the County is provided in Volume 2.

The deficiencies evaluation included a review of County arterials and collector roadways. The roadway capacity needs associated with the State facilities within the County are addressed through other planning efforts by ODOT. The County will continue to partner with ODOT to monitor and identify additional needs through future planning and evaluation efforts.

The deficiencies analysis compares the anticipated traffic volumes on the roadways to capacity levels associated with a Level-of-Service (LOS) "D" condition, which is considered by the County to reflect "acceptable" conditions. From a planning standpoint, two-lane rural roadways carrying a total daily volume of less than 24,000 vehicles per day is generally considered to operate with a LOS "D" or better.

Baseline Roadway Analyses

The baseline (future) analysis forms the basis of the project list reflected in Chapter 5. This baseline analysis was guided by the transportation needs identified in previously adopted plans and policies for the County, ODOT, and other agency partners, the 2040 population forecasts and the County's land use map, the anticipated growth in traffic volumes, and the fact that there are no major construction projects that are funded at this time that could materially change traveler behaviors or traffic volumes on the County's roadway network in the future.

Baseline (Year 2040) Transportation Needs

In addition to the summary of existing deficiencies identified in the previous section, the future deficiencies analysis revealed:

- Two County roadways that would exceed LOS "D" conditions, including Deschutes Market Road at Greystone Lane and S Century Drive at Venture Lane.
- Following adoption of the TSP, the County will continue to monitor the need for changes to the transportation system to address roadway and intersection safety, especially at the locations included in the TSAP.
- Although most County roadways do not have adequate width for comfortable and convenient connections for people walking and riding bicycles, providing shoulders on all County collectors and arterials in the next 20 years is not feasible due to constraints such as available right-of-way, environmental and/or property impacts and the high costs to construct. The County will continue to seek opportunities to provide shoulders, particularly in areas with significant roadway curvature, hills, bridges and other locations that could be beneficial for sharing the road among people driving, walking and riding bikes. Additionally, many County roads have low volumes of traffic, which offsets the substandard shoulders.

- Additional public transportation services are needed to provide options for people who cannot or may choose not to drive vehicles. In the future, transit service will continue to be coordinated and operated by CET. The County will continue to collaborate with CET and ODOT on the prioritization of funding and operating public transportation services within and to the County.
- The Redmond Municipal Airport Master Plan was updated in 2018 to identify needs through the year 2040. This updated Master Plan identified the provision of additional airside facilities, general aviation facilities, parking supply, passenger facilities, and non-aeronautical property development in the vicinity of the airport to support the Airport through the year 2040.
- No changes to the existing rail or pipeline facilities were identified to serve the future needs of the County.

Evaluation Of Transportation System Alternatives to Address Identified Needs

The Advisory Committee (AC), Agency Partner Coordination Committee (APCC), Project Management Team (PMT), the Bicycle and Pedestrian Advisory Committee (BPAC) and participants at open houses and other community forums identified transportation system alternatives that had the potential to address existing and future transportation needs. Many of the potential alternatives help to support plans that have been identified by the cities and unincorporated areas within the County, ODOT, other County planning efforts, the TSAP and/or local refinement and facility plans.

The identified alternatives address all modes of travel and include programs that could reduce vehicular travel demand. Further, these potential system alternatives avoid principal reliance on any one mode of transportation and increase transportation choices for all users. The PMT developed these ideas into a potential project list that they screened considering the TSP's goals and objectives and key County priorities. The potential solutions were reviewed and refined through community members and policymakers to form the 20-year list of projects reflected in Chapter 5. Through this process, evaluation of solutions that could address the identified needs as well as serve to accomplish key County objectives were identified. Some of the considerations that shaped the final list of recommended projects include:

- Balancing impacts to existing and developable parcels with County-wide and community needs;
- Minimizing impacts to Goal 5 resources (natural resources, scenic and historic areas, and open spaces);
- Supporting and enhancing key state and regional economic plans and priorities;
- Leveraging future transportation investments to reduce access, economic, safety and health disparities within the County, particularly those areas identified as serving populations of low income, minority, youth and/or the elderly;
- Providing additional connections within Terrebonne and Tumalo for people walking;
- Identifying key intersections where the roadway geometry and/or traffic control could be changed in the future to address known safety and/or anticipated capacity needs;
- Prioritizing strategic roadway corridors where vehicular capacity and/or changes to the roadway characteristics may be needed to help support future growth and economic development in the

region, enhance the safety of all users and/or strengthen connections between areas of the County and to other areas in Central Oregon;

- Providing regional bicycle connections that could serve broad transportation functions, such as commuting, recreation, or daily services;
- Modifying key bridges as funding and/or other opportunities arise;
- Leveraging opportunities for future system changes that could be provided using funds from the Federal Lands Access Program (FLAP), particularly for transportation facilities providing connections to key recreational areas and economic development priorities adjacent to/and or located within Federal lands;
- Coordinating projects included in the CET Master Plan that can help increase service to the unincorporated areas of the County as well as to the High Desert Museum and Lava Lands Visitor Center;
- Enhancing access to the Redmond Municipal Airport and Bend Municipal Airport;
- Improving freight mobility; and,
- Leveraging funding opportunities with key partner agencies and private investments.

The resultant 20-year project list is intended to address the identified transportation needs, meet the TSP goals, and reflect the criteria included in ORS 660-012-0035. The TSP projects are categorized as high, medium, and low priorities for future inclusion into the County's Capital Improvement Program (CIP) based on the complexity, likely availability of funding, and assessment of need. The intent of identifying likely priorities allows the County with the flexibility to adapt to changing economic development and community needs over the next 20 years. The project lists and maps of the potential locations were posted to the County's website prior to adoption. Details of the recommended project lists are provided in Chapter 5.



04 | PROVIDING MULTIMODAL SYSTEMS

The TSP is a coordinated set of multimodal policies, programs, and projects that addresses the transportation needs within the rural and unincorporated areas of the County over the next 20 years. This chapter provides an overview of these programs and projects; the detailed project list and associated cost estimates are shown in Chapter 5.

Although driving will continue to be the primary mode of travel in the County and the preservation and improvement of the existing roadway system will remain important, the TSP projects, policies, and programs are intended to increase transportation choices, reduce reliance on the automobile by better accommodating and encouraging travel by foot and bike for short trips, improve safety for all transportation users, and provide for improved transit service. The TSP and the County's adopted land use plans and regulations are intended to make walking, cycling, and use of transit convenient.

THE ROADWAY SYSTEM

People driving, walking, biking, and taking transit all rely on the roadway network to access destinations locally within the County as well as regionally within Central Oregon. The identified roadway solutions in the TSP address mobility, access, freight, and safety needs.

Functional Classification

The County's functional classification system provides a system hierarchy based on the intended function of each type of roadway (e.g., moving people across Central Oregon or providing access to local destinations). ODOT identifies the appropriate classifications for state facilities whereas the County identifies the appropriate classifications for roads under its authority. The classification levels also describe how the roadway "looks and feels" and provides recommendations for travel lane widths, roadside treatments, accommodating bicycles, and the need for sidewalk or trails adjacent to the road.

The County's functional classification is based on the following hierarchy:

- Arterials are intended to serve more regional needs and provide connections to key activity centers within the County. They are also intended to represent the key movement of goods and services throughout and to/from the County. These roadways also provide connections to the incorporated UGBs within the County.
- Collectors primarily connect the rural areas of the county with the state facilities and the County arterials. These roadways provide important connections to much of the unincorporated areas of the County.
- Forest Highways provide access to recreational areas such as campsites, lakes, hiking, and biking trails in the County. Maintenance of these facilities is provided by the County and by the Forest Service, depending on location.

- Local roads serve specific areas within the County and can be paved or unpaved.

Figure 4-1 presents the County's functional classification map.

County Roadway Cross-Section Standards

The County's cross-section standards are used to guide the construction of new roadways and/or changes to existing roadways. These standards are updated over time to support the needs of all users as well as continued economic development opportunities. Many existing roadways within the County area are not built to the standards shown in Table 4-1. The adoption of these standards is not intended to imply that all existing roadways be rebuilt to match these standards, rather the standards will help inform identified changes to specific roadways in the future. Further, because the design of a roadway or corridor can vary based on the needs of the area, these standards provide flexibility based on adjacent land use and specific topographic considerations. The unincorporated communities of Terrebonne and Tumalo have their own standards; these are shown in Table 4-2 and Table 4-3, respectively.

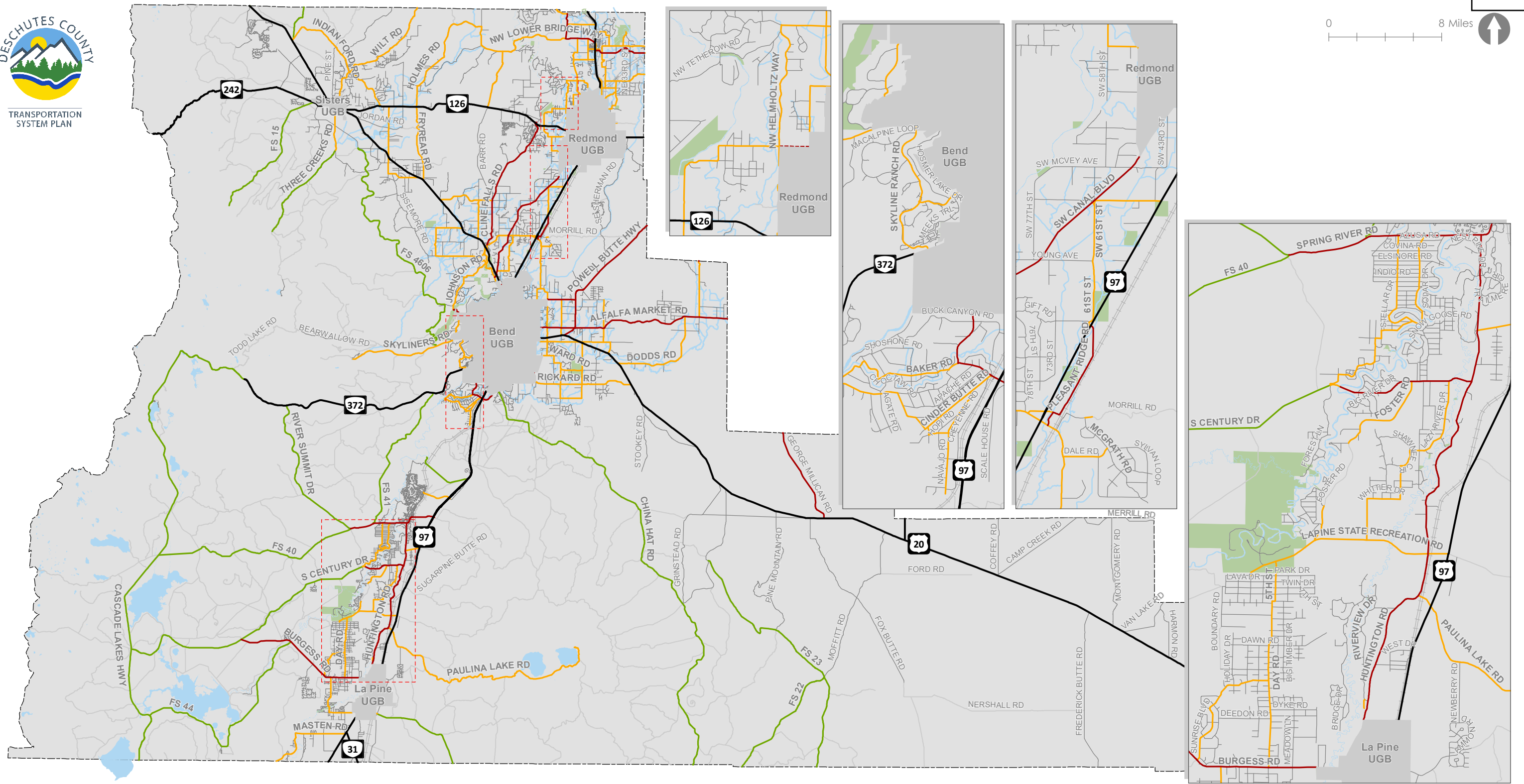
The County standards do not require a sidewalk except for certain segments in Terrebonne and Tumalo; people walking or biking are assumed to use the shoulder or share the road on lower volume streets. Standards are presented within the TSP for reference only. DCC Chapter 17.48 (in particular Table A) contains the adopted County's roadway standards.

Table 4-1: Minimum Road Design Standards, Rural County (outside of La Pine, Tumalo, and Terrebonne)

Type/Class	ROW	Paved Width	Travel Lane Width	Paved Shoulder Width	Gravel Shoulder Width	Turn Lane Width	Sidewalk Required
State Hwy	80'-100'	36'-70'	12'	6'	---	14'	No
Minor Arterial	80'	28'-46'	11'	3'-5'	2'	14'	No
Collector	60'	28'-46'	11'	3'-5'	2'	14'	No
Local Road	60'	20', 24"	---	---	2'	---	No
Industrial	60'	32'	---	---	---	---	No
Private	---	20', 28'	---	---	---	---	No
Frontage Road	40'-60'	28'	---	---	---	---	No

Source: Deschutes County Code 17.48.050, Table A

H:\24\24964 - Deschutes County TSP\gis\TSP_Figures\4-1 Roadway Functional Classifications.mxd Date: 6/14/2023



- Highway
- Arterial
- Future Arterial
- Collector
- Forest Highway
- Local
- Unimproved
- + Parks
- + Water

Data Source: Deschutes County

Figure 4-1
**Roadway Functional Classifications
Deschutes County, Oregon**

Table 4-2: Minimum Road Design Standards, Terrebonne Unincorporated Community

Type/Class	ROW	Paved Width	Travel Lane Width	Paved Shoulder Width	Gravel Shoulder Width	Turn Lane Width	Sidewalk Required	
US97	80'-100'	60'	12'	6'	6'	14'	No*	
Minor Arterial								
Smith Rock Way	TeC	60'	34'	12'	5'	2'	14'	Yes
	TeR	60'	34'	12'	5'	2'	14'	No
Lower Bridge Way	60'	34'	12'	5'	2'	14'	No	
Collector								
Commercial	TeC	60'	24'	12'	---	2'	---	Yes
	TeR	60'	24'	12'	---	2'	---	No
Residential	TeR	60'	24'	12'	---	2'	---	No**
Local								
Commercial	TeC	60'	24'	12'	---	2'	---	Yes
	TeR	60'	24''	12'	---	2'	---	No
Residential	TeR	60'	20'	12'	---	2'	---	No***
Other								
Alley (Commercial)	20'	20'	10'	---	---	---	No	
Path/Trail	15'	6'-8'	---	---	2.5****	---	---	

Source: Deschutes County Code 17.48.050, Table A

6-foot sidewalks are required on both sides of US97 between South 11th Avenue and Central Avenue with improved pedestrian crossings at B Avenue/97 and C Avenue/97

** 5-foot sidewalks with drainage swales are required from West 19th to 15th Street on the south side of C Avenue

*** 5-foot curb sidewalks with drainage swales required along Terrebonne Community School frontage on B Avenue and 5th Street

**** If path/trail is paved

Table 4-3: Minimum Road Design Standards, Tumalo Unincorporated Community

Type/Class	ROW	Paved Width	Travel Lane Width	Paved Shoulder Width	Gravel Shoulder Width	Turn Lane Width	Sidewalk Required
US 20	80'-100'	60'	12'	4'	6'	14'	No
Collector							
Commercial	60'	30'	11'	4'	2'	14'	Yes
Residential	60'	36'	12'	6'	2'	14'	No
Local							
Commercial	60'	20'	10'	---	2'	---	No*
Residential	60'	20'	10'	---	2'	---	No
Other							
Alley (Commercial)	20'	20'	---	---	---	---	No
Path/Trail	15'	6' unpaved 8' paved	---	---	2.5'**	---	No

Source: Deschutes County Code 17.48.050, Table A

*5-foot curbless sidewalks on both sides for roads designated for sidewalks in Tumalo Comprehensive Plan Map D2.

** If path/trail is paved

Federal Lands Access Program Roadways

The Federal Lands Access Program (FLAP) was established to “improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands.” This program is intended to supplement State and County funds for public roads, transit, and other transportation facilities accessing federal lands with a prioritized emphasis for “high-use recreation sites and economic generators.” FLAP is funded through the Federal Highway Trust Fund and its allocation is based on road mileage, bridges, land area, and number of visits to the lands.

FLAP provides funding opportunities to help the County deliver capital projects that increase access to Federal Lands. In addition, FLAP is a funding tool to help the County fund maintenance of existing roads that are designated as Forest Highways and other roads that provide similar access.

As part of TSP implementation, the County will continue to coordinate with all of the federal agencies, BPRD, CET, and ODOT on the request for future FLAP-funded projects.

State Highway Design Standards

Any future changes to the state highways within the County will be informed by the OHP, the state’s Highway Design Manual (HDM), and the Blueprint for Urban Design, which provides more flexible standards for urban areas.

Access Management and Spacing Guidance

Providing appropriate levels of access to adjacent lands is a key part of operating and planning for a transportation system that serves the needs of all users. ODOT and the County maintain standards to help balance the needs for both “through travelers” (including freight and public transportation) as well as serving the localized needs of residents, employees, and visitors.

For state highways, access spacing guidelines are specified in the 1999 Oregon Highway Plan, Appendix C – Access Management Standards. Access to State Highways is controlled under Oregon Administrative Rule, Division 51 (OAR 734-051-4020(8)).

The adopted County access spacing standards are included in DCC Chapter 17.48.

Movement of Freight

The movement of goods and services within the County and the overall region will continue to rely upon the state highways, especially those designated as freight routes. The TSP does not include a designated freight system of County roadways.

Traveler Information/ITS

Intelligent Transportation System (ITS) infrastructure enhances traffic flow, maintenance activities, and safety through the application of technology. The provision of reliable ITS infrastructure to inform motorists about incidents, weather conditions, and congestion has proven to be a useful and cost-effective tool for the County to manage its roadway system.

ODOT and the County collaborated to update the Deschutes County ITS Plan in 2020. This update reflected identified needs, advanced and emerging technologies, and supports an integrated Transportation Systems Management and Operations (TSMO) strategy. The plan includes recommended TSMO strategies, a communications plan, and a deployment plan. This plan is incorporated by reference into the TSP.

Safety

The County's 2019 Transportation Safety Action Plan (TSAP) provides specific projects, policies, and programs to address identified safety needs within the unincorporated areas of the County. The TSAP is adopted by reference into the TSP.

As part of TSP implementation, the County will continue to identify future project refinements, as needed, monitor the timing of intersection changes at these locations, and seek funding opportunities and/or the potential to combine safety-related projects with other project development within the County.

Several of the safety-based needs for the County reflect conditions best addressed through education, enforcement, or outreach programs. Others may be addressed through systemic intersection and roadway treatments at specific locations. The type of treatments that could be considered by the County are further detailed in the TSAP and include:

- Roadway Treatments to Reduce Roadway Departure Crashes – With new road construction and roadway maintenance projects, the County may consider the construction of shoulders (as required by roadway standards), centerline and shoulder rumble strips, edge-line striping, recessed or raised pavement markers, and/or curve signing upgrades.
- Roadway Treatments to Reduce Speed – With new road construction and roadway maintenance projects, the County may consider lane narrowing at targeted locations, transverse speed reduction markings, and speed feedback signs in conjunction with posted speed limit signs. At rural communities, changes in roadside elements can be used to indicate a change in context to reduce speeds. In addition, enhanced enforcement at key corridors could focus on driving at appropriate speeds.
- Safety Data Monitoring – County staff, in collaboration with ODOT, will continue to periodically analyze crash data and identify the need for engineering, enforcement and educational treatments at specific locations. Tools such as ODOT's Safety Priority Index System (SPIS) and All Roads Transportation Safety (ARTS) programs may be used to assist with prioritizing locations.
- Safe Routes to School – The County, Tumalo, and Terrebonne should seek projects that improve safety near schools and school routes, particularly for those walking and biking to school. These efforts should be coordinated with infrastructure projects such as ADA projects.
- Enhanced Intersection Signing and Striping Options – At collector and arterial intersections, the County may consider enhancements such as advanced warning signs, double advance signs, reflective striping and signage, oversized stop signs, double stop signs, stop ahead pavement markers, transverse rumble strips, and edge-line treatments to help increase visibility and awareness of an intersection. The County should prioritize the use of treatments that have documented effectiveness through the Highway Safety Manual (HSM) or documented Crash Modification Factors (CMFs).

The top sites for safety improvements in unincorporated Deschutes County are identified in the TSAP and will help inform future funding and prioritization in the County's Capital Improvement Plan (CIP).

THE PEDESTRIAN SYSTEM

Outside of the urban areas, sidewalks are needed in portions of Tumalo and Terrebonne to provide walking facilities between the residential areas and schools and the neighborhood commercial areas. In addition, dedicated sidewalks are appropriate within one-quarter mile of transit stops. The County will work with the local communities, CET and the private sector to identify funding opportunities to add sidewalks in these areas over the next 20 years.

Additional changes not specifically identified in the TSP to the sidewalks, pathways, and pedestrian crossings treatments at key intersections may be provided in the future based on project development and design as well as funding opportunities. Where applicable, the County will require sidewalk and/or multiuse pathway construction as part of future land use actions per the DCC Chapter 17.48 requirements.

THE BICYCLE SYSTEM

Deschutes County provides and maintains useable shoulders along roadways for use by people riding bikes though not all roadways are currently improved to include such facilities. The County has an aspirational designated bicycle route system ("County Bikeways") where useable shoulders will be provided, as practical, as part of ongoing maintenance and roadway improvements projects.

Crossing improvements for people riding bikes, though not specifically identified in the TSP, may be provided when bicycle facilities are constructed that intersect major roads. The need for and type of crossing treatments as well as other facility changes will be evaluated at the time of project development and design. The County may provide such facilities as standalone projects or in conjunction with scheduled maintenance activities. As part of TSP implementation, the County will evaluate the need to modify existing DCC Chapter 17.48 requirements related to bicycle facility requirements as part of future land use actions.

In addition, as part of implementation of the TSP, changes to the bicycle network will continue to be informed by the County's Bicycle and Pedestrian Committee (BPAC) activities. BPAC's mission is "to promote and encourage safe bicycling and walking as a significant means of transportation in Deschutes County" and focuses on both changes to the system as well as public education and awareness and a review of safety and funding needs as part of implementation of potential projects.

The County will also continue to partner with ODOT to identify priority locations along the state highways for increased shoulder widths and/or shared use paths.

The County, by reference, will adopt the Map 11 of the Bend Parks and Recreation District's (BPRD's) Comprehensive Plan (2018) identifying future trail connections to parks within the County but outside the Bend (UGB) as well as those within the Deschutes National Forest. As noted in the BPRD plan, the trails have been prioritized for implementation but the actual alignments in the map are approximate and subject to future easement/user agreements to enable trail construction, availability of funding, and securing agreements from affected property owners for trailheads and parking areas.

The Redmond Area Parks and Recreation District (RAPRD) also provides access to trails and facilities outside of the Redmond City Limits, including those in Terrebonne and Tumalo and the Borden Beck Wildlife Preserve. As part of TSP implementation, the County will coordinate with RAPRD on the need for and timing of new trails outside of the Redmond City Limits.

The La Pine Parks and Recreation District also provides facilities outside of the City Limits, such as the Leona Park and Rosland Campground. They are also planning for a working with BLM on a property transfer of 141 acres to the Park District that will house a future “South County Events Area” to include facilities for “campers, bikers, walkers, hikers, horse owners and others”. The County will coordinate with Park District on the planning for this new facility as well as overall access to existing facilities outside the City Limits.

As part of TSP implementation, the County will coordinate with BPRD, RAPRD, the La Pine Parks and Recreation District, and the Sisters Park and Recreation District on the planning for and timing of new trails outside of city limits. It is important to note that not all County roadways are currently or will be designed to provide roadside parking for trailhead users within the County. The County will work with each of these parks and recreation districts to identify appropriate locations in the future to provide safe access for trail users as well as to roadway users not accessing the parks/trails.

Other Programmatic Considerations for the Pedestrian and Bicycle System

Other policy/programmatic considerations that the County may incorporate as part of TSP implementation are dependent on funding opportunities and potential agency partnerships. These types of considerations could include:

- Monitoring System – pending availability of resources, the County could establish a data monitoring or counting program that helps to identify and prioritize locations with higher levels of walking and cycling activity. In combination with safety reviews through TSAP and other ongoing regional efforts, this data monitoring program can help the prioritization of resources in the future.
- Continued Education and Outreach – implementation activities might include topics related to providing the Sheriff’s Department and other emergency services personnel with training regarding bicycle/pedestrian safety and enforcement issues; encouraging and supporting efforts by County schools or other organizations to develop and add a bicycle/pedestrian safety curriculum for students of all ages; identifying opportunities to install signage along roadways where bicycle touring or other significant bicycling activity is expected advising travelers of the “rules of the road” pertaining to motorists and non-motorized travelers, etc.
- Ongoing Maintenance Activities – further reviewing the budgets associated with maintenance activities along key cycling routes, including the periodic removal of debris including small branches and other roadside debris that could create safety hazards for a bicyclist or pedestrian.
- Additional Funding Partnerships - exploring opportunities for coordination and cooperation with state and federal agencies in examining innovative means of providing or funding pathways, trails, and equestrian facilities.

TRANSIT SERVICES

In 2020, CET adopted its Master Plan to reflect the transit needs of the region through the year 2040. The CET Master Plan is adopted by reference into the Deschutes County TSP.

Per the adopted Master Plan, CET will continue to provide high-quality, available, and reliable transit service that fundamentally supports the environment, economic development, and equity for all travelers. Within the unincorporated and rural areas of the County, the CET Master Plan identifies the following:

- Increasing local circulation via local Dial-A-Ride and/or Community Connector vehicles;
- Providing service to Crooked River Ranch via shopper/medical shuttles;
- Potential service to Eagle Crest and/or providing a stop in Tumalo along Route 29;
- Changes to the bus stop for Deschutes River Woods (e.g., Riverwoods Country Store) or an alternative way to serve Deschutes River Woods via Route 30;
- Re-routing existing service lines to Sunriver;
- Adding service to the High Desert Museum and Lava Lands Visitor Center (potentially seasonally based); and,
- A new Route 31 and/or modification of Route 30 to connect La Pine and Sunriver.

Finally, the transit capital investments identified in the CET Plan include fleet replacement and expansion and transit stops enhancement and additions. The County and CET will continue to partner on transit projects that serve the community.

RAIL SERVICE

Freight rail service will continue to be an important, energy efficient mode of transportation. The TSP supports the continued use of freight rail tracks and service provided in the County by the Burlington Northern Santa Fe (BNSF) Railway and Union Pacific (UP) Railroad. The TSP also supports the continued use of the City of Prineville's short line freight railway that runs from Redmond to Prineville along OR 370.

The nearest passenger rail service is and will continue to be provided in Portland and in Chemult. No passenger rail service is anticipated within the County within the next 20 years.

PIPELINES AND WATERWAYS

Today, there is one natural gas pipeline in the County that parallels US97. The TSP recommends continued coordination with the gas pipeline operator to provide continued services within the County. No additional pipeline facilities are anticipated within the next 20 years.

There are no navigable waterways located in Deschutes County but there are several waterways and lakes that are used recreationally. As local and regional destinations, access to these bodies of water facilitate tourism, economic development, and environmental conservation efforts. Major bodies of water include

Paulina Lake, East Lake, Wickiup Reservoir, Crane Prairie Reservoir, Sparks Lake, the Crooked River, and the Deschutes River. The TSP recommends enhancements to the roadways accessing these recreational areas to improve safety for all users.

AIR SERVICE

Within the County, the largest public use airport is the Roberts Field-Redmond Municipal Airport (RDM) located in southeast Redmond. The Bend Municipal Airport, Sunriver Airport, and Sisters Eagle Airport are also available for public use. The TSP supports the continued use of these airports for service within the County in the future.

The TSP adopts by reference the City of Redmond's Airport Master Plan (as Updated in 2018) to reflect the needs of the Redmond Municipal Airport through the year 2040. This updated Master Plan includes a prioritized list of additional airside facilities, general aviation facilities, parking supply, passenger facilities, and non-aeronautical property development in the vicinity of the airport to support the anticipated 20-year growth at the Airport. The TSP supports continued coordination with the City of Redmond and ODOT to maintain safe and efficient connections to the airport for Deschutes County residents and visitors.

BRIDGES

The County regularly reviews the structural ratings of its bridges and addresses changes to the bridges as funding and other opportunities arise. The need for changes to existing bridge locations within the County will be addressed throughout the 20-year period of the TSP and incorporated as part of County budgeting and partner agency funding discussions, as appropriate.

VEHICULAR PERFORMANCE STANDARDS

The County uses motor vehicle Level of Service (LOS) standards to evaluate acceptable vehicular performance on its road system. LOS standards are presented as grades A (free flow traffic conditions) to F (congested traffic conditions). ODOT uses mobility targets based on volume to capacity (V/C) ratios as defined in the OHP for planning evaluations of existing facilities and in the Highway Design Manual (HDM) for design of future facilities to evaluate acceptable vehicular performance on state facilities. As V/C ratios approach 1.0, traffic congestion increases.

In some cases, it may not be possible or desirable to meet the designated mobility target or LOS standards. In those cases, an alternative mix of strategies such as land use, transportation demand management, safety improvements or increased use of active modes may be applied.

The County roadways and intersections are subject to LOS "D" whereas ODOT highways and intersections are evaluated using the applicable mobility targets in the Oregon Highway Plan (OHP). Within the urban areas of the County, each city's standards apply to their streets and intersections.



05 | TRANSPORTATION INVESTMENT PRIORITIES

This Chapter presents a list of prioritized transportation investments intended to serve the County in the future. These investments were identified and prioritized based on feedback obtained from County residents, partner agency staff and by technical analyses of roadways, intersections, bike facilities, transit, walking routes, and transportation safety. Many of the identified projects help to support plans adopted by the local cities, the Oregon Department of Transportation (ODOT), other County planning efforts, the Transportation Safety Action Plan (TSAP) and/or local refinement and facility plans. For planning purposes and the County's future considerations related to the Capital Improvement Program (CIP), the prioritized investments have been categorized as high, medium or low. Each of the identified investments have associated cost estimates.

The transportation investments are organized into the following categories for implementation based on complexity, likely availability of funding, and assessment of need:

- Intersection changes;
- Roadway segments, including changes to functional classification;
- ODOT intersections and roadways;
- Pedestrian facilities;
- Bicycle facilities;
- Bridges;
- Federal Land Access Program (FLAP) roads;
- Transit; and,
- Safety.

Some projects may be accelerated and others postponed due to changing conditions, funding availability, public input, or more detailed study performed during programming and budgeting processes. Further, project design details may change before construction commences as public input, available funding, and unique site conditions are taken into consideration. Projects identified herein may be funded through a variety of sources including federal, state, county or local transportation funds, system development charges (SDCs), through partnerships with private developers, or a combination of these sources.

In addition, as part of TSP implementation, the County will continue to coordinate with ODOT and the local communities regarding project prioritization, funding and construction.

PROJECT COSTS

The estimated construction costs are provided in the subsequent tables. These costs are order-of-magnitude (e.g., planning-level) estimates that account for right-of-way, design engineering, and construction and generally include a 30 percent contingency factor¹. The costs were calculated for each project using the methodology and procedures recommended by the American Association of Cost Engineers (Class 5 estimates). All costs are rounded to the nearest \$100,000 and provided in 2021 dollars. The detailed costs include all estimation assumptions as well as any deviations related to unique topographic, right-of-way, or other constraints.

Where applicable, cost estimates include anticipated project funding that would provide bicycle or pedestrian facilities, including usable shoulder space.

Costs for individual transit corridors are not provided. The County and Cascades East Transit (CET) will continue to collaborate on capital improvements and strategic policies that can help implement more robust transit service throughout the County.

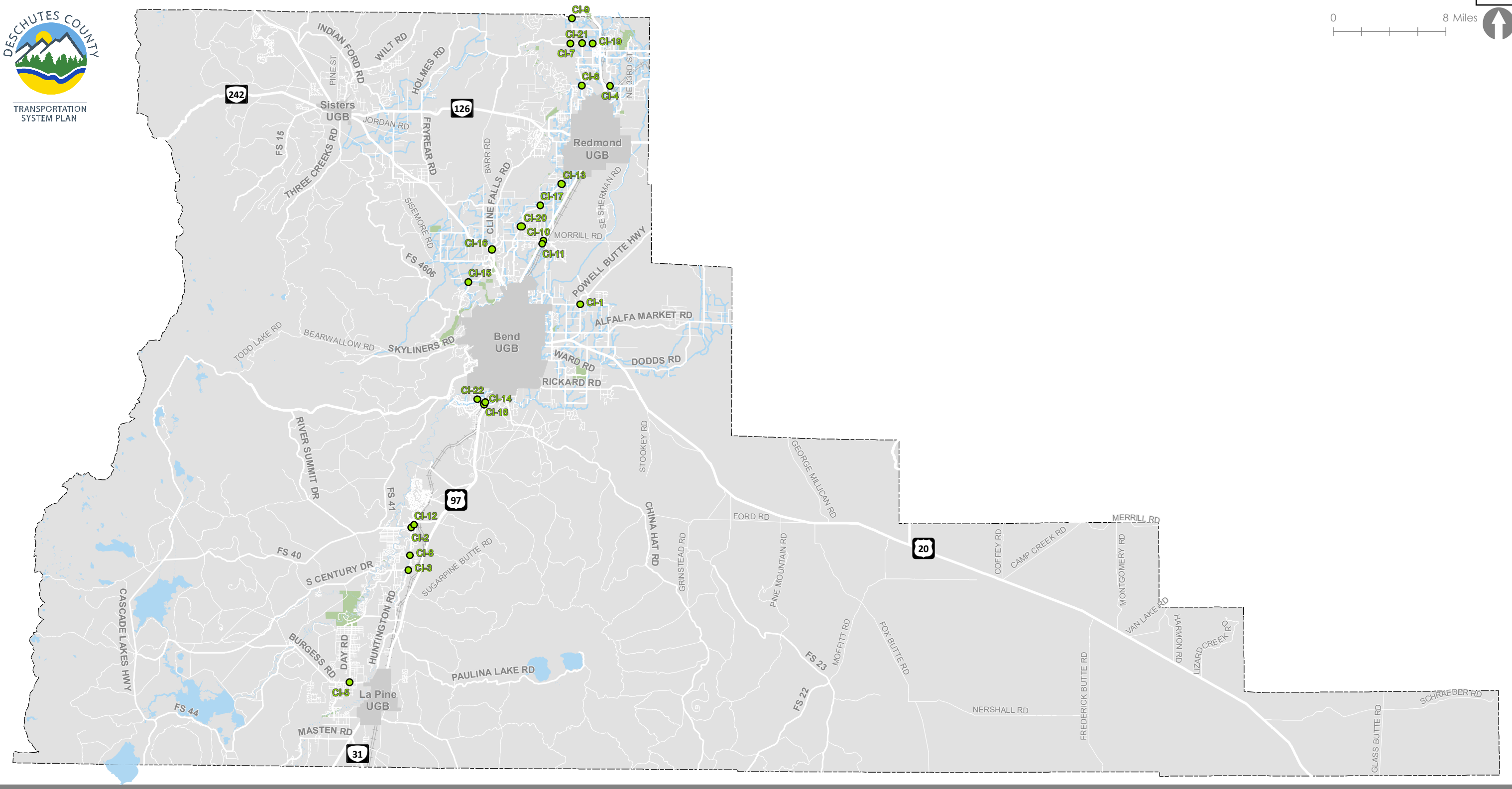
INTERSECTION CHANGES

As discussed in Chapter 4, the needs assessment at intersections focused on both vehicular capacity as well as potential geometry changes identified by the Project Advisory Committee, public input, and those identified through the TSAP.

The TSP is not inclusive of all of the intersection projects that the County will pursue over the next 20 years. Rather, these have been identified as projects that the County can pursue to strategically improve the operational efficiency of specific intersections and important roadways. These projects can enhance system operations and can be completed as opportunities arise. In all cases, the County will review the appropriate intersection control options at the time of project development and delivery. The projects are illustrated in Figure 5-1 and in Table 5-1.

¹ Contingency factor determined based on the scope and scale of the planned project with larger projects typically utilizing a larger contingency factor.

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- County Intersection Project
- + Parks
- + Water
- + UGBs

Data Source: ODOT, Oregon State Parks, Deschutes County

Figure 5-1

**County Intersection Projects
Deschutes County, Oregon**

Table 5-1. Intersection Changes and Associated Cost Estimates

ID	Road 1	Road 2	Project Description	Priority	Cost Estimate	Bike/Ped Component of Cost
CI-1	Powell Butte Hwy	Butler Market Rd	Roundabout	High	\$2,500,000	-
CI-2	S Century Dr	Spring River Rd	Roundabout	High	\$2,200,000	\$200,000
CI-3	Huntington Rd	South Century Dr	Roundabout	High	\$2,000,000	-
CI-4	Ne 5th St	O'Neil Hwy	Realignment	High	\$130,000	-
CI-5	Burgess Rd	Day Rd	Signal	High	\$800,000	\$100,000
CI-6	Coyner Rd	Northwest Way	Left Turn Lanes (Northwest Way Only)	High	\$400,000	-
CI-7	NW Lower Bridge Way	NW 43 rd St	Realignment/Left Turn Lane or Roundabout	High	\$3,500,000	\$200,000
CI-8	S Century Dr	Vandervert Rd	Roundabout	Medium	\$2,100,000	-

ID	Road 1	Road 2	Project Description	Priority	Cost Estimate	Bike/Ped Component of Cost
CI-9	NW 43rd St	NW Chinook Dr/ NW Povey Ave	Realignment, Left Turn Lane	Medium	\$700,000	
CI-10	Graystone Ln	Pleasant Ridge Rd	Realignment, Left Turn Lane	Medium	\$2,700,000	-
CI-11	Deschutes Market Rd	Graystone Ln	Signal With Turn Lanes	Medium	\$2,300,000	-
CI-12	Venture Ln	S Century Dr	Roundabout Or Realignment	Medium	\$2,100,000	-
CI-13	S Canal Blvd	McVey Ave	Realignment	Medium	\$400,000	-
CI-14	Cinder Butte Rd	Cheyenne Rd	Realignment	Medium	\$200,000	-
CI-15	Johnson Rd	Tyler Rd	Realignment	Medium	\$600,000	-
CI-16	Cline Falls Hwy	Cook Ave/Tumalo Rd	Roundabout Or Realignment	Medium	\$1,800,000	\$200,000
CI-17	S Canal Blvd	SW Young Ave	Realignment	Medium	\$300,000	-

ID	Road 1	Road 2	Project Description	Priority	Cost Estimate	Bike/Ped Component of Cost
CI-18	Baker Rd	Cinder Butte Rd	Intersection Improvements	Medium	\$1,200,000	-
CI-19	NW Lower Bridge Way	NW 19th St	Turn Lanes/Realignment	Medium	\$500,000	-
CI-20	Old Bend Redmond Hwy	Swalley Rd/ Kiowa Dr	Realignment	Low	\$200,000	-
CI-21	NW Lower Bridge Way	NW 31st St	Turn Lanes	Low	\$500,000	-
CI-22	Baker Rd	Brookwood Blvd	Signal/Turn Lanes	Low	\$1,400,000	\$100,000

ROADWAY CHANGES

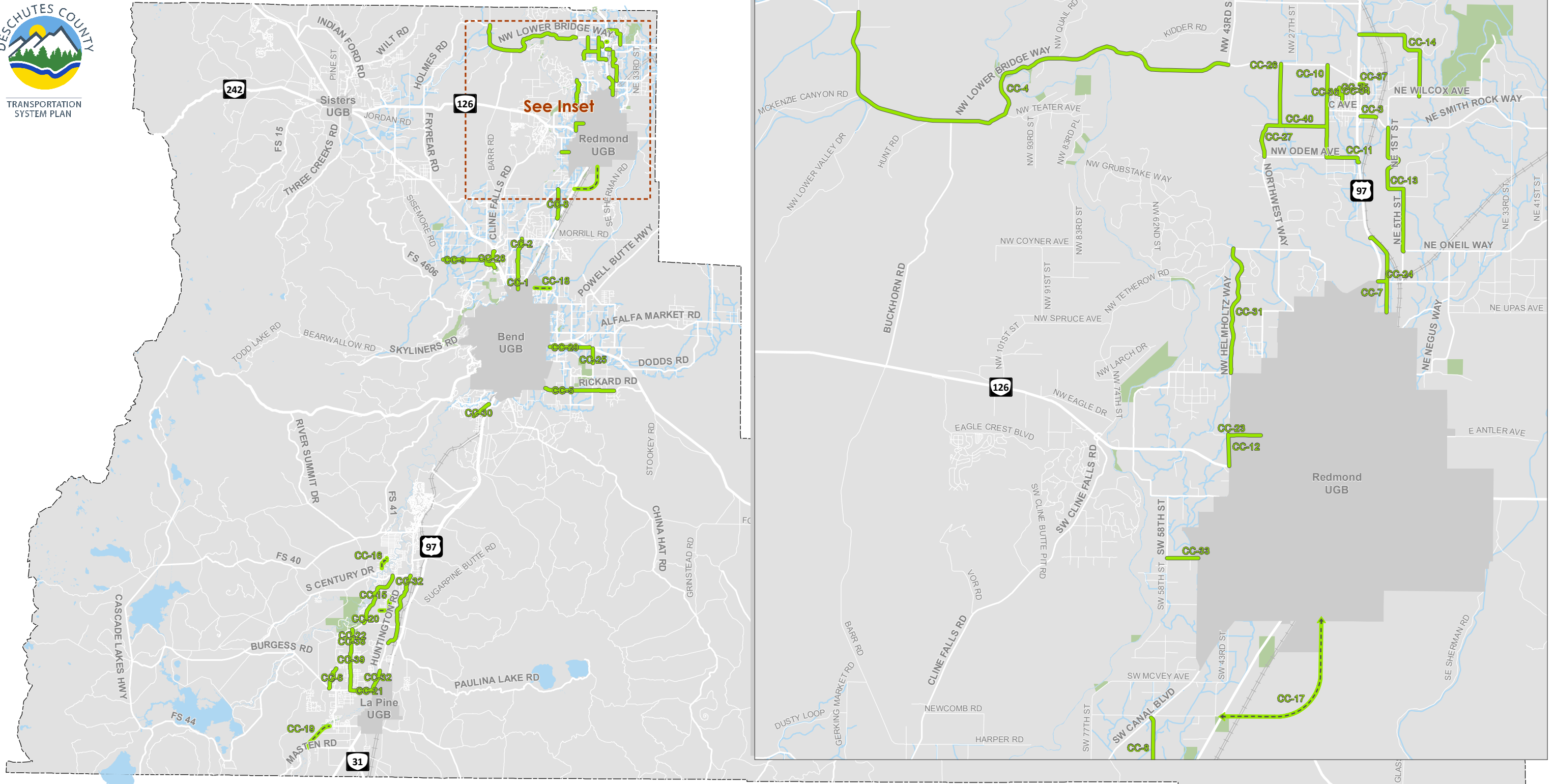
As discussed in Chapter 4, the needs assessment identified strategic roadway corridors where vehicular capacity and/or changes to the roadway characteristics may be needed to help support future growth and economic development in the region as well as to enhance the safety of all users. The identified projects also can help to strength connections between areas of the County and to other areas in Central Oregon. These projects are illustrated in Figure 5-2 and Table 5-2. The projects identified will be implemented over time to reflect changing needs for the various users of the transportation system and economic development opportunities.

In reviewing the prioritized list, it is helpful to note that many existing roadways within the County area are not built to current County standards and that not all roadways within the County will be rebuilt to match these standards over the next 20 years. It is also important to note that changes to existing roadways (beyond those identified in the TSP) may be required as part of future land use approvals consistent with the roadway functional classification requirements.

In addition to the roadway changes, the County is proposing changes to the existing functional classification system based on review by County staff, input from stakeholders, and coordination with partner agencies. These changes will occur as part of TSP implementation. These recommended changes are shown in Figure 5-3 and Table 5-3.



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- County Road Projects
- - - County Road Extension Projects
- + Parks
- + Water
- + UGBs

Data Source: ODOT, Oregon State Parks, Deschutes County

Figure 5-2

County Roadway Projects Deschutes County, Oregon

Table 5-2. Roadway Changes and Associated Cost Estimates

ID	Road	Begin	End	Project Description	Priority	Cost Estimate	Bike/Ped Component of Cost
CC-1	Hunnell Rd	Loco Rd	Rodgers Rd	New Road	High	\$1,600,000	\$500,000
CC-2	Hunnell Rd	Rodgers Rd	Tumalo Rd	Reconstruction/ Pave	High	\$3,900,000	\$1,200,000
CC-3	Smith Rock Way	Highway 97	Rr Xing/UGB Terrebonne	Widen & Overlay	High	\$600,000	\$200,000
CC-4	NW Lower Bridge Way	43rd St	Holmes Rd	Widen & Overlay	Medium	\$8,900,000	\$3,500,000
CC-5	Rickard Rd	Knott Rd/27th St	Bozeman Trail	Widening	Medium	\$2,300,000	\$700,000
CC-6	Sunrise Ln	300' North Of Shady Ln	Burgess Rd	County Standard Improvement	Medium	\$1,300,000	\$400,000
CC-7	N. Canal Blvd	Redmond City Limits	O'Neil Hwy	Widen & Overlay	Medium	\$700,000	\$200,000
CC-8	61st St	S. Canal Blvd	Hwy 97	Widen & Overlay	Medium	\$1,800,000	\$600,000

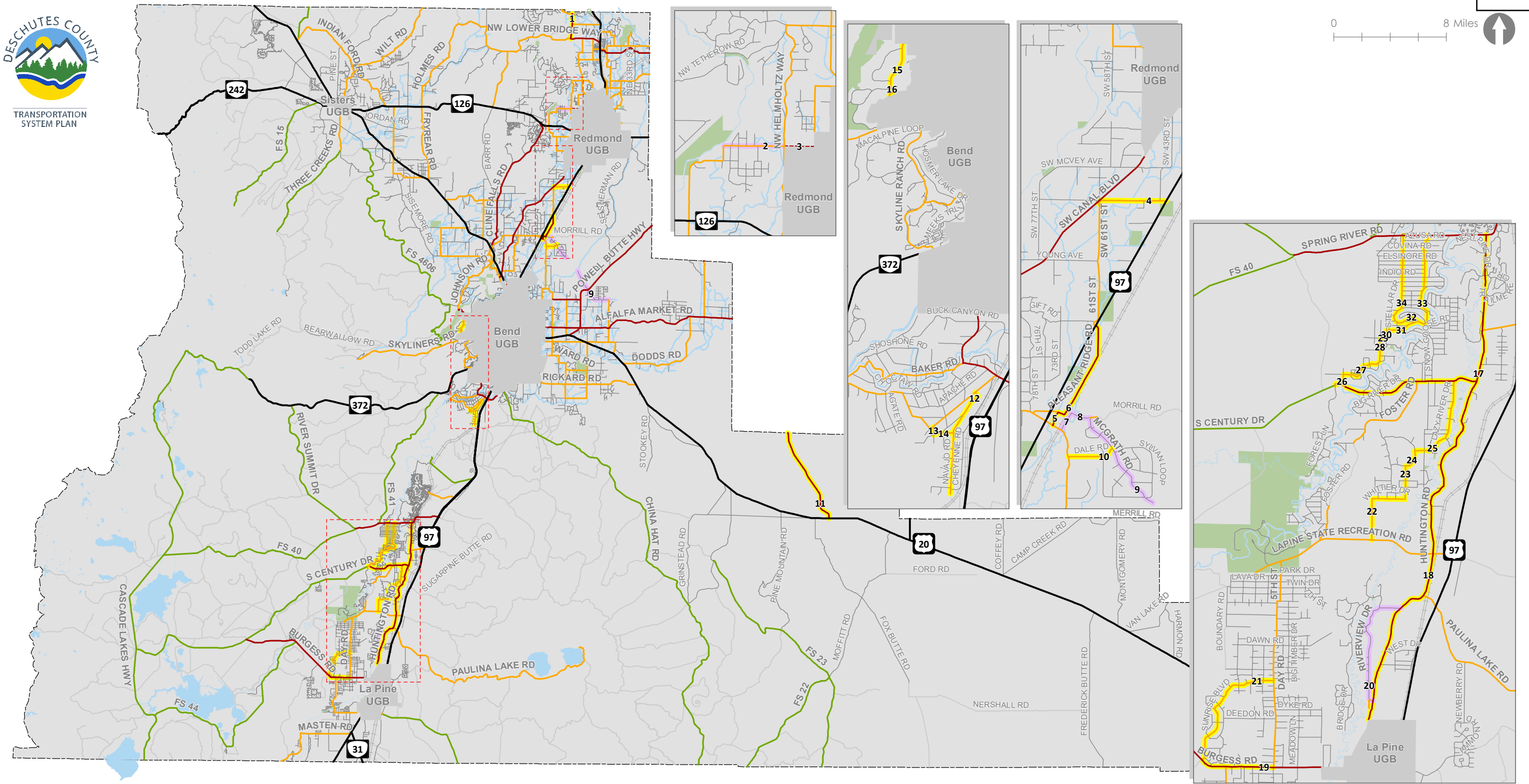
ID	Road	Begin	End	Project Description	Priority	Cost Estimate	Bike/Ped Component of Cost
CC-9	Tumalo Reservoir Rd	OB Riley Rd	Collins Rd	Widen & Overlay	Medium	\$5,300,000	\$1,600,000
CC-10	NW 19th St	NW Lower Bridge Way	NW Odem Ave	County Standard Improvement	Medium	\$2,700,000	\$800,000
CC-11	NW Odem Ave	NW 19th St	Hwy 97	County Standard Improvement	Medium	\$1,100,000	\$300,000
CC-12	SW Helmholtz Way	Or 126	Antler Ave	Widen & Overlay	Medium	\$900,000	\$300,000
CC-13	Ne 1st St, Ne Knickerbocker Ave, And Ne 5th St	O'Neil Hwy	Smith Rock Way	Widen & Overlay	Low	\$3,400,000	\$1,000,000
CC-14	NW Eby Ave, Ne 5th St, Ne Cayuse Ave, And Ne 9th St	US97	Ne Wilcox Rd	Widen & Overlay	Low	\$1,700,000	\$500,000
CC-15	Whittier Dr, Wolf St, And Shawnee Circle	Whittier Dr - End of County Maintenance	Lazy River Dr	County Standard Improvement	Low	\$2,600,000	\$800,000
CC-16	Stellar Dr, Upland Rd, Savage Dr,	Stellar Dr End of County	Stage Stop Dr (@Browning Dr/Pitch Ct)	County Standard Improvement	Low	\$1,300,000	\$400,000

ID	Road	Begin	End	Project Description	Priority	Cost Estimate	Bike/Ped Component of Cost
	Winchester Dr, Browning Dr	Maintenance (@Milky Way)					
CC-17	SW 19th St	End Of Pavement – SW 19th St	US97 (In the Vicinity of SW Quarry Ave)	Illustrative Roadway Extension. May require statewide planning goals exceptions prior to implementation	To be deter- mined	\$8,600,000	\$2,600,000
CC-18	Cooley Rd	Urban Growth Boundary	Deschutes Market Rd	Roadway Extension	Low	\$2,900,000	\$900,000
CC-19	6th St	Masten Rd	6th St - End Of County Maintenance	Roadway Extension	Low	\$3,800,000	\$1,100,000
CC-20	Foster Rd	South Century Dr	La Pine State Rec. Rd	County Standard Improvement/ Widen & Overlay	Low	\$4,100,000	\$1,200,000
CC-21	Burgess Rd	Day Rd	Huntington Rd	Widen & Overlay	Low	\$1,900,000	\$600,000
CC-22	5th St (La Pine)	Amber Ln	La Pine State Rec. Rd	Widen & Overlay	Low	\$800,000	\$200,000
CC-23	W. Antler Ave	NW 35th St	NW Helmholtz Way	Widen & Overlay	Low	\$400,000	\$100,000

ID	Road	Begin	End	Project Description	Priority	Cost Estimate	Bike/Ped Component of Cost
CC-24	O'Neil Hwy	N. Canal Blvd	Highway 97	Widen & Overlay	Low	\$1,100,000	\$300,000
CC-25	Gosney Rd	US 20	Canal, 1 Mile South of Us20	Widen & Overlay	Low	\$2,800,000	\$800,000
CC-26	31st St	NW Sedgewick	NW Lower Bridge Way	Widen & Overlay	Low	\$1,000,000	\$300,000
CC-27	NW Almeter Way	Northwest Way	NW Sedgewick Ave	Widen & Overlay	Low	\$500,000	\$200,000
CC-28	Bailey Rd	US 20	Tumalo Reservoir Rd	Widen & Overlay	Low	\$1,300,000	\$400,000
CC-29	Bear Creek Rd	City Limits	US 20	Widen & Overlay	Low	\$3,200,000	\$1,000,000
CC-30	Cinder Butte Rd	Baker Rd	Minnetonka Ln	Widen & Overlay	Low	\$1,300,000	\$400,000
CC-31	NW Helmholtz Way	Maple Ave	NW Coyner Ave	Widen & Overlay	Low	\$2,500,000	\$700,000
CC-32	Huntington Rd	South Century Dr	Burgess Rd	Widen & Overlay, Excluding Portion from	Low	\$6,600,000	\$2,000,000

ID	Road	Begin	End	Project Description	Priority	Cost Estimate	Bike/Ped Component of Cost
				Riverview Dr to Riverview Dr			
CC-33	SW Wickiup Ave	SW Helmholtz Way	SW 58th St	Widen & Overlay	Low	\$600,000	\$200,000
CC-34	4th St (Terrebonne)	Majestic Rock Dr	F Ave	County Standard Improvement	Low	\$200,000	\$100,000
CC-35	F Ave (Terrebonne)	4th St	5th St	County Standard Improvement	Low	\$100,000	-
CC-36	5th St (Terrebonne)	F Ave	Central Ave	County Standard Improvement	Low	\$300,000	\$100,000
CC-37	H Ave (Terrebonne)	11th St	12th St	County Standard Improvement	Low	\$200,000	\$100,000
CC-38	Amber Ln	5th St	Day Rd	Realignment	Low	\$300,000	\$100,000
CC-39	Day Rd	Amber Ln	Burgess Rd	Widen & Overlay	Low	\$3,000,000	\$900,000
CC-40	NW Sedgewick Ave	NW 19th Ave	NW Almeter Way	Widen & Overlay	Low	\$1,000,000	\$300,000

\\kfrison.com\vis\Projects\24_124964 - Deschutes County TSP\GIS\TSP_Figures\S-3 Proposed Functional Roadway Classifications.mxd Date: 6/8/2023



- Highway
- Arterial
- Future Arterial
- Collector
- Forest Highway
- Local
- Unimproved
- Functional Class Upgrade
- Functional Class Downgrade
- Parks
- Water

Data Source: Deschutes County

Figure 5-3
**Changes to Roadway Functional Classifications
Deschutes County, Oregon**

Table 5-3. Changes to the Functional Classification Designations

ID	Road	Begin	End	Functional Classification		Comments
				Current	Proposed	
1	43rd St	NW Lower Bridge Way	NW Chinook Ave	Collector	Arterial	One of the main roads NW of Terrebonne, main access to Crooked River Ranch, 1/2 access roads to CRR
2	NW Maple Ave	NW Helmholtz Way	NW 59th St	Arterial	Collector	Possible database error, updating to match county mapping
3	NW Maple Ave	NW 35th St	NW Helmholtz Way	Na	Arterial	Future connection; called out in the city of Redmond tsp; from tsp- "proposed 3 lane arterial to improve connectivity between and within existing neighborhoods, employment, and commercial areas, to provide connections to newly developed or developing areas, and to provide alternative travel routes for all models to existing streets"
4	SW Quarry Ave	US97	S Canal Blvd	Local	Collector	Improve connection to canal which is an arterial road that runs parallel to US97, key road segment in connection to north Tumalo area from US97, 2 lane road with narrow gravel shoulders
5	Graystone Ln	Deschutes Market Rd	Pleasant Ridge Rd	Collector	Arterial	1275' segment that is key in the eastern parallel roads to US97,

ID	Road	Begin	End	Functional Classification		Comments
				Current	Proposed	
						Connection for US97 Access from Tumalo Rd/Deschutes market road
6	Pleasant Ridge Rd	Graystone Ln	US97	Collector	Arterial	600' segment that is key in connection for US97 Access from Tumalo Rd/Deschutes market road
7	19th St	Deschutes Market Rd	Morrill Rd	Collector	Local	1750' segment that connects to rural farmland area ne of bend, no major traffic generators
8	Morrill Rd	19th St	McGrath Rd	Collector	Local	1675' segment that connects to rural farmland and hiking area ne of bend, no major traffic generators, the rest of Morrill Rd is local
9	McGrath Rd	Morrill Rd	End	Collector	Local	Road that connects to rural farmland area ne of bend, no major traffic generators
10	Dale Rd	Deschutes Market Rd	McGrath Rd	Local	Collector	4,180' segment that connects rural land to Deschutes Market Rd
11	George Millican Rd	US 20	County Line	Local	Arterial	Possible database error, updating to match county mapping
12	Navajo Rd	Cinder Butte Rd	End	Local	Collector	Traffic from homes, driveways every 50-100', 1' paved shoulder, connects to cinder butte road which is a collector

ID	Road	Begin	End	Functional Classification		Comments
				Current	Proposed	
13	Minnetonka Ln	Cinder Butte Rd	Cherokee Dr	Local	Collector	Traffic from homes, driveways every 50-100', no paved shoulder, connects to cinder butte road which is a collector
14	Cherokee Dr	Minnetonka Ln	Navajo Rd	Local	Collector	Traffic from homes, driveways every 50-100', 1' paved shoulder, connects to Minnetonka Lane and Navajo road that are being upgraded as well
15	McClain Dr	City Limits	Sage Steppe Dr	Local	Collector	Possible database error, updating to match county mapping
16	Sage Steppe Dr	McClain Dr	City Limits	Local	Collector	1580' segment in new developed area, continues McClain drive proposed upgrade of collector
17	S Century Dr	Spring River Rd	Deschutes River Xing	Collector	Arterial	Connection to the communities of three rivers, caldera springs, and Crosswater
18	Huntington Rd	S Century Dr	City Limits	Collector	Arterial	Connection between la pine, three rivers, and sunrise; gravel shoulder and paved shoulder 0'-2'
19	Burgess Rd	Day Rd	Sunrise Blvd	Collector	Arterial	Possible database error, updating to match county mapping
20	Riverview Dr	Huntington Rd	Huntington Rd	Collector	Local	Parallel to Huntington Road, rural connections to river and homes, curvy road

ID	Road	Begin	End	Functional Classification		Comments
				Current	Proposed	
21	Sunrise Blvd	Burgess Rd	Day Rd	Local	Collector	Connection to many homes, driveways every 50-300', gravel shoulders, paved shoulders 0-2'
22	Whittier Dr	La Pine State Rec. Rd	Wolf St	Local	Collector	Enhance connection route to la pine state park from three rivers and other communities to the north; 1/2 is a gravel road, other half is paved with no striping
23	Wolf St	Whittier Dr	Shawnee Circle	Local	Collector	Enhance connection route to la pine state park from three rivers and other communities to the north; gravel road
24	Shawnee Circle	Wolf St	Lazy River Dr	Local	Collector	Enhance connection route to la pine state park from three rivers and other communities to the north; gravel road
25	Lazy River Dr	Shawnee Circle	S Century Dr	Local	Collector	Enhance connection route to la pine state park from three rivers and other communities to the north
26	Bonanza Ln	S Century Dr	Stage Stop Dr	Local	Collector	Enhance connection route to west Three Rivers homes and big river group campground
27	Stage Stop Dr	Bonanza Ln	Browning Dr	Local	Collector	Enhance connection route to west Three Rivers homes
28	Browning Dr	Stage Stop Dr	Winchester Dr	Local	Collector	Enhance connection route to west Three Rivers homes

ID	Road	Begin	End	Functional Classification		Comments
				Current	Proposed	
29	Winchester Dr	Browning Dr	Savage Dr	Local	Collector	Enhance connection route to west Three Rivers homes
30	Savage Dr	Winchester Dr	Upland Rd	Local	Collector	Enhance connection route to west Three Rivers homes
31	Upland Rd	Savage Dr	Milky Way	Local	Collector	Enhance connection route to west Three Rivers homes
32	Milky Way	Stellar Dr	Solar Dr	Local	Collector	Enhance connection route to west Three Rivers homes
33	Solar Dr	Milky Way	Spring River Rd	Local	Collector	Enhance connection route to west Three Rivers homes
34	Stellar Dr	Milky Way	Spring River Rd	Local	Collector	Enhance connection route to west Three Rivers homes

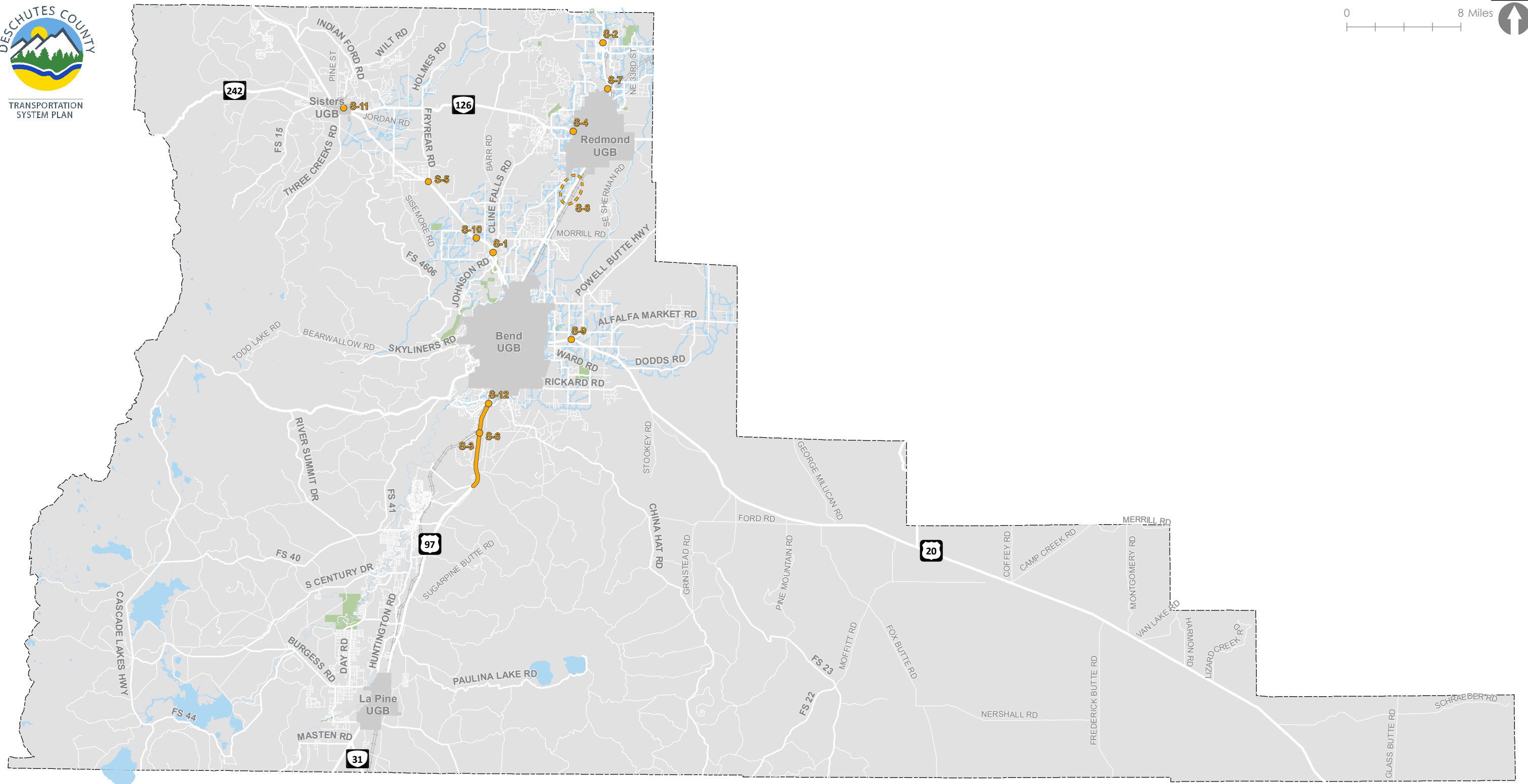
ODOT Intersections and Roadways

Future changes to ODOT intersections and roadways within the County have been identified in previously adopted and/or acknowledged transportation plans. ODOT and County staff prioritized the list of changes for inclusion in the TSP. These are shown in Figure 5-4 and Table 5-4. In addition to this list, the County will continue to partner with ODOT to monitor and identify future projects that help to address the needs of local, regional and statewide travel.

As the road authority for projects on the state highway system, the timing, need, and funding for projects will be directed by ODOT rules and regulations. In some cases, the County may partner with ODOT on implementation whereas in others, the projects will be planned, designed and constructed by ODOT.



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- State Highway Projects
- + Parks
- + Water
- + UGBs

Data Source: ODOT, Oregon State Parks, Deschutes County

Figure 5-4

**State Facility Projects
Deschutes County, Oregon**

Table 5-4. ODOT Intersections Changes and Associated Cost Estimates

ID	Road 1	Road 2	Description	Notes	Priority	Cost	County Contribution	Bike/Ped Component of County Contribution
S-1	US 20	Cook Ave/O.B. Riley Rd	Two-Lane Roundabout	ODOT project programmed for 2023	High	\$11,000,000	\$9,100,000	\$1,800,000
S-2	US97	Lower Bridge Way	Grade Separated Interchange From US97	Interchange project identified via US97: Terrebonne/ Lower Bridge Way improvement project. ODOT project programmed for 2023.	High	\$30,200,000	\$10,000,000	\$700,000
S-3	US97	Baker Road To Lava Butte	Implementation Of Multiuse Path	ODOT project currently in design phase	High	\$3,000,000	-	-
S-4	OR 126	SW Helmholtz Way	Traffic Signal or Intersection Improvement	Coordinate with city of Redmond & ODOT on specific project. Also identified within Redmond tsp.	Medium	\$1,000,000	\$500,000	\$100,000
S-5	US 20	Fryrear Rd	Turn Lane on Highway, Realign	Intersection identified within Deschutes County TSAP	Medium	\$3,000,000	\$2,500,000	-
S-6	US97	Deschutes River Woods South Interchange Project	Interchange	This project will provide a grade separated interchange on US97 that will connect the Deschutes River Woods	Low	\$42,900,000	\$10,000,000	-

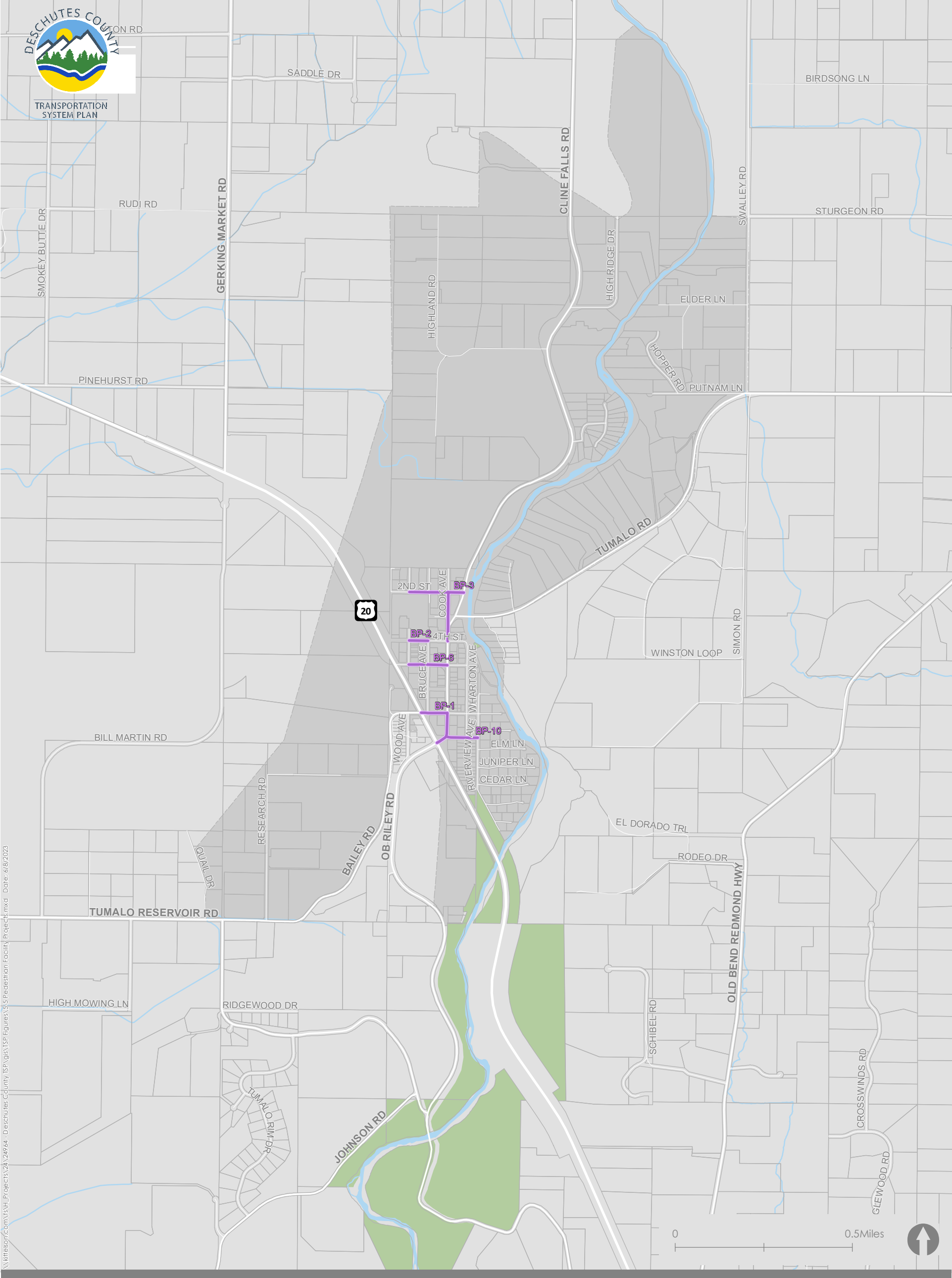
ID	Road 1	Road 2	Description	Notes	Priority	Cost	County Contribution	Bike/Ped Component of County Contribution
				subdivision (west) and the high desert museum area (east). A future refinement process (interchange area management plan, or other) will determine the connection point to the DRW. A grade separation of the BNSF RxR will also be required.				
S-7	US97	Pershall-O'Neil Hwy	Implement Components of The Interchange Area Management Plan (IAMP) Adopted for This Area.	The county will coordinate with ODOT and the city of Redmond on the appropriate county involvement to implement IAMP projects.	Low	Multiple Projects	-	-
S-8	US97	Quarry Rd	Grade Separated Interchange From US97	Illustrative Project. Timing and need to be further refined. May require statewide planning goals exceptions prior to implementation.	To be determined	\$50,000,000	\$5,000,000	-

ID	Road 1	Road 2	Description	Notes	Priority	Cost	County Contribution	Bike/Ped Component of County Contribution
				Need for project likely driven by economic development within Redmond industrial lands				
S-9	US 20	Powell Butte Hwy	Roundabout	Project timing and need to be further refined.	Low	\$5,000,000	\$500,000	-
S-10	US 20	Pinehurst Rd	Turn Lane on Highway, Realign	Project timing and need to be further refined.	Low	\$3,000,000	\$2,500,000	-
S-11	US 20	Locust St	Roundabout	County contribution to ODOT/ city of Sisters project	Low	\$6,000,000	\$1,000,000	-
S-12	US97	Baker Road	Implement Components of The Interchange Area Management Plan (IAMP) For This Area.	The county will coordinate with ODOT and the city of Bend on the appropriate county involvement to implement IAMP projects.	Low	Multiple Projects	-	-

PEDESTRIAN FACILITIES

Figure 5-5 and Table 5-5 reflect priorities for changes to the pedestrian system within Terrebonne and Tumalo. In general, the sidewalks identified in the TSP reflect providing sidewalks between the residential areas and schools as well as to provide connections to neighborhood commercial areas in the two communities.

Other changes to the pedestrian system as well as pedestrian crossing improvements may be provided in the future based on project development and design as well as funding opportunities. The County may require sidewalk construction as part of future land use actions as well, consistent with the Development Code requirements.



- Pedestrian Projects
- Parks
- Water
- Unincorporated Cities

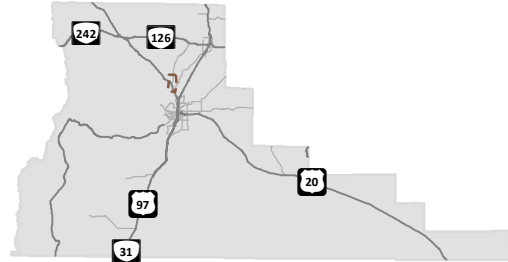
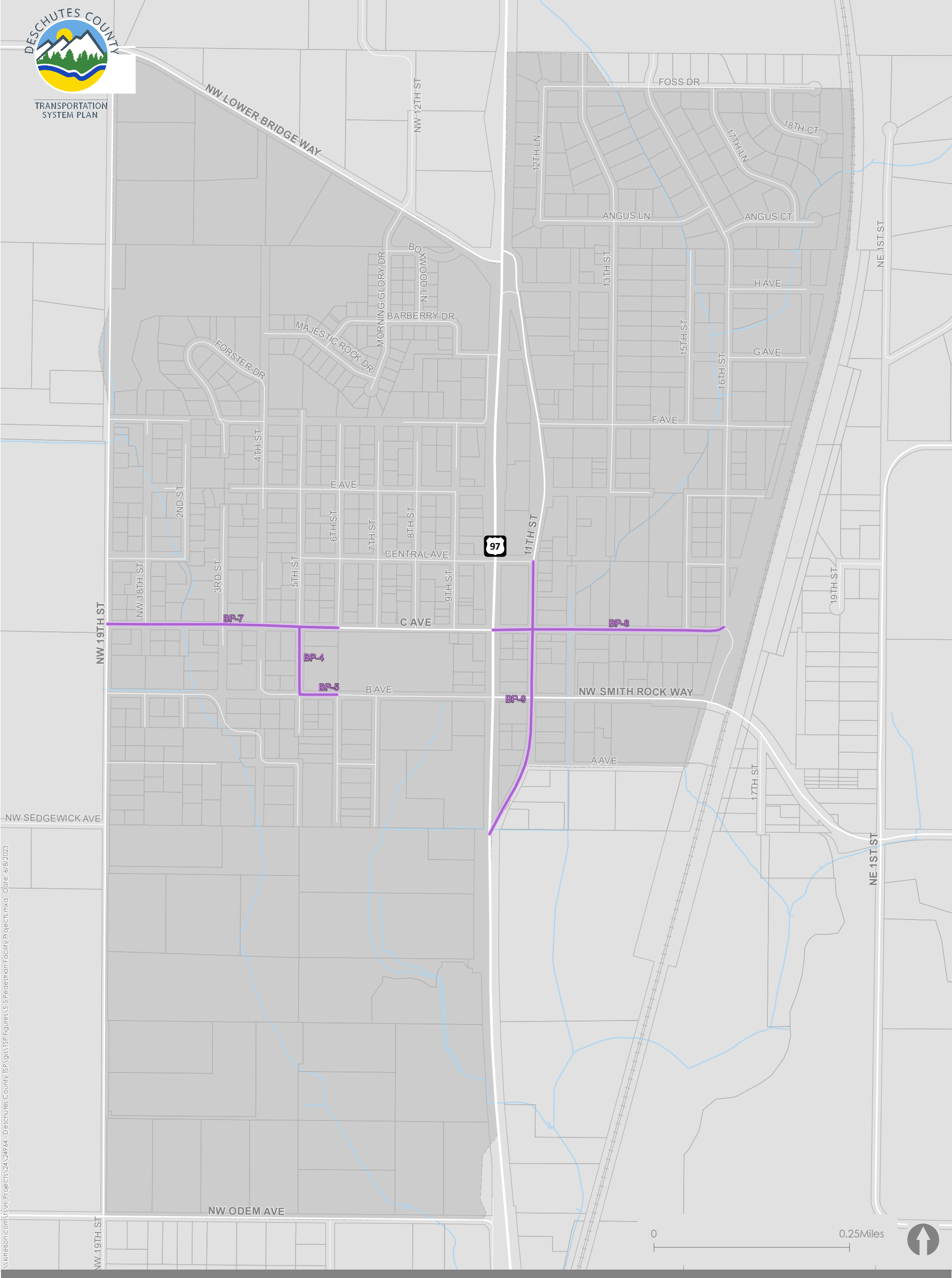
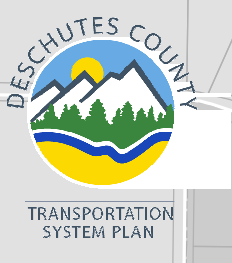


Figure 5-5A

**Pedestrian Facility Projects
Tumalo , Oregon**

Data Source: Deschutes County



- Pedestrian Projects
- Parks
- Water
- Unincorporated Cities

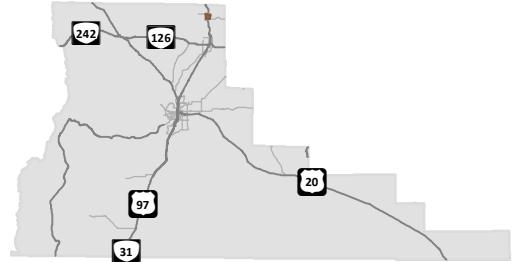


Figure 5-5B

Pedestrian Facility Projects Terrebonne, Oregon

Data Source: Deschutes County

Table 5-5. Pedestrian Facilities and Associated Cost Estimates

ID	Road	Begin	End	Description	Priority	Cost
BP-1	7th St (Tumalo)	US 20	Cook Ave	5' Sidewalk On Both Sides	High	\$300,000
BP-2	4th St (Tumalo)	Wood Ave	Bruce Ave	5' Sidewalks On Both Sides	High	\$300,000
BP-3	2nd St/Cook Ave Sidewalks (SRTS-Tumalo)	Tumalo School	Cline Falls/4 th Street	5' Sidewalks In Areas Without	Medium	\$1,700,000
BP-4	5th St (Terrebonne)	B Ave	C Ave	5' Sidewalk On East Side Only	Medium	\$200,000
BP-5	B Ave (Terrebonne)	5th St	6th St	5' Sidewalk, North Side Only	Medium	\$200,000
BP-6	5th St (Tumalo)	Wood Ave	Cook Ave	5' Sidewalks On Both Sides	Medium	\$500,000
BP-7	C Ave (Terrebonne)	6th St	NW 19th St	5' Sidewalks On Both Sides	Medium	\$1,000,000
BP-8	C Ave (Terrebonne)	US97	16th St	5' Sidewalk On South Side Only	Low	\$600,000
BP-9	11th St (Terrebonne)	Central Ave	U.S. 97	5' Sidewalks On Both Sides	Low	\$1,100,000
BP-10	8th St (Tumalo)	Cook Ave	Riverview Ave	5' Sidewalks On Both Sides	Low	\$400,000

BICYCLE FACILITIES

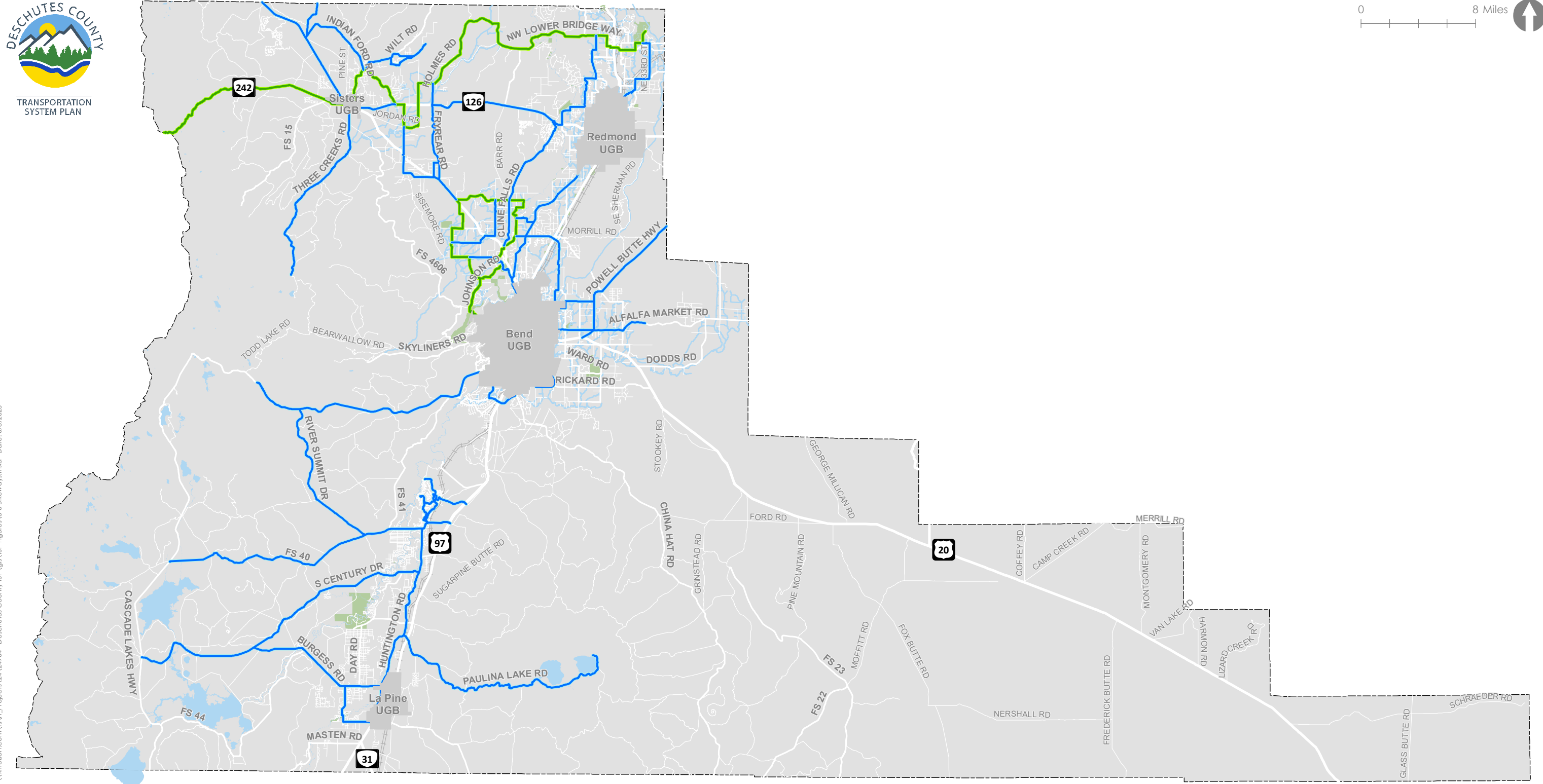
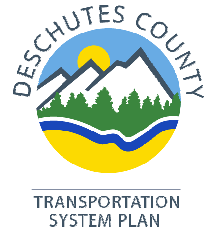
Deschutes County provides and maintains useable shoulders along roadways for use by people riding bikes though not all roadways are currently improved to include such facilities. The County has an aspirational bicycle route system, referred to as County Bikeways, where useable shoulders will be provided, as practical, as part of ongoing maintenance and roadway improvements projects. Facilities designated as County Bikeways are shown in Figure 5-6.

Crossing improvements, though not specifically identified in the TSP, may be provided when bicycle facilities are constructed that cross major roads. The need for and type of crossing treatments as well as other facility changes will be evaluated at the time of project development and design. The County may provide such facilities as standalone projects or in conjunction with scheduled maintenance activities. At the time the TSP was written, the County was evaluating potential changes to the Development Code requirements (as included in the County Code Title 22 requirements) related to bicycle facility requirements as part of land use actions. Future changes to Title 22 will be considered as part of TSP implementation.

In addition, as part of implementation of the TSP, changes to the bicycle network will continue to be informed as part of the County's Bicycle and Pedestrian Committee (BPAC) activities. BPAC's mission is "to promote and encourage safe bicycling and walking as a significant means of transportation in Deschutes County" and focuses on both changes to the system as well as public education and awareness and a review of safety and funding needs as part of implementation of potential projects.

As part of that coordination, Table 5-6 and Table 5-7 identify regional bicycle connections that have been developed and prioritized with input from BPAC. Table 5-6 identifies routes that would connect communities and serve broad transportation functions, such as commuting, recreation, or daily services. Table 5-7 identifies routes that primarily provide connections to recreational opportunities, which could also serve to improve transportation mode choices available to County residents and visitors.

Over time, strengthening the identified connections will help to expand the overall bicycle infrastructure within the County. Specific routes, including roadways and projects needed to support or develop these routes, have not yet been identified nor has the funding to construct and maintain these facilities. In the future, these costs may be funded by the County and/or a variety of agency partners, pending the actual alignment and project elements identified. The County will work with BPAC and agency partners, including ODOT and local jurisdictions, to advance development and implementation of preferred routes as resources allow.



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- County Bikeway
- Oregon Scenic Bikeways
- + Parks
- + Water
- + UGBs

Data Source: ODOT, Oregon State Parks, Deschutes County

Figure 5-6
Bikeways
Deschutes County, Oregon

Finally, the County, by reference, will adopt the Map 11 of the Bend Parks and Recreation District's (BPRD's) Comprehensive Plan (2018) identifying future trail connections to parks within the County but outside the Bend (UGB) as well as those within the Deschutes National Forest. As noted in the BPRD plan, the trails have been prioritized for implementation but the actual alignments in the map are approximate and subject to future easement/user agreements to enable trail construction, availability of funding, and securing agreements from affected property owners for trailheads and parking areas. As part of TSP implementation, the County will coordinate with BPRD on the planning for and timing of new trails. It is important to note that not all County roadways are currently or will be designed to provide roadside parking for trailhead users. The County will work with BPRD to identify appropriate locations in the future to provide safe access for trail users as well as to roadway users not accessing the parks/trails.

Table 5-6. Bicycle Route Community Connections

Community Connection	Description	Priority
Bend To Redmond	Various routes possible. Preferred route alignment has not been identified.	High
Bend To Sunriver	Route currently in design as a multi-use path along US97 (project s-3). Would connect bend, lava lands, and Sunriver.	High
Bend To Sisters	Could include Bend to Tumalo and/or Bend to Tumalo state park connection, which is also a priority route, and would likely include county and ODOT facilities. Future coordination will be required. Additional Sisters to Tumalo connection may be necessary if Bend to Sisters route does not include the Tumalo community.	High
Redmond To Sisters	Route could occur adjacent to or within ODOT right-of-way (or 126)	High
Redmond To Terrebonne	Route would likely occur adjacent to or within ODOT right-of-way (US97)	High
Redmond To Tumalo	Route may overlap with other route development, such as Bend to Sisters or possible Redmond to Sisters.	High
Sisters To Terrebonne & Smith Rock State Park	Route is currently part of a scenic bikeway. Improvements to the existing route, including improved crossings, are needed.	High
Sister To Black Butte Ranch	Significant prior planning which assumed a multi-use path parallel US 20.	High

Community Connection	Description	Priority
Deschutes River Woods to East Side of Bend	Route would connect area south of Bend to new development areas and recreational opportunities within or near southeast bend. Route could benefit from trail construction within future se Bend developments.	Medium
Sunriver To La Pine	ODOT is currently in the planning stages to identify preferred route location.	Medium
Bend To Prineville	Route could utilize state highways and/or county roads. Coordination with ODOT and crook county will be required.	Low
Redmond To Powell Butte & Prineville	Route could utilize state highways and/or county roads. Coordination with ODOT and crook county will be required.	Low
Black Butte Ranch to Camp Sherman	Route would require coordination with forest service	Low

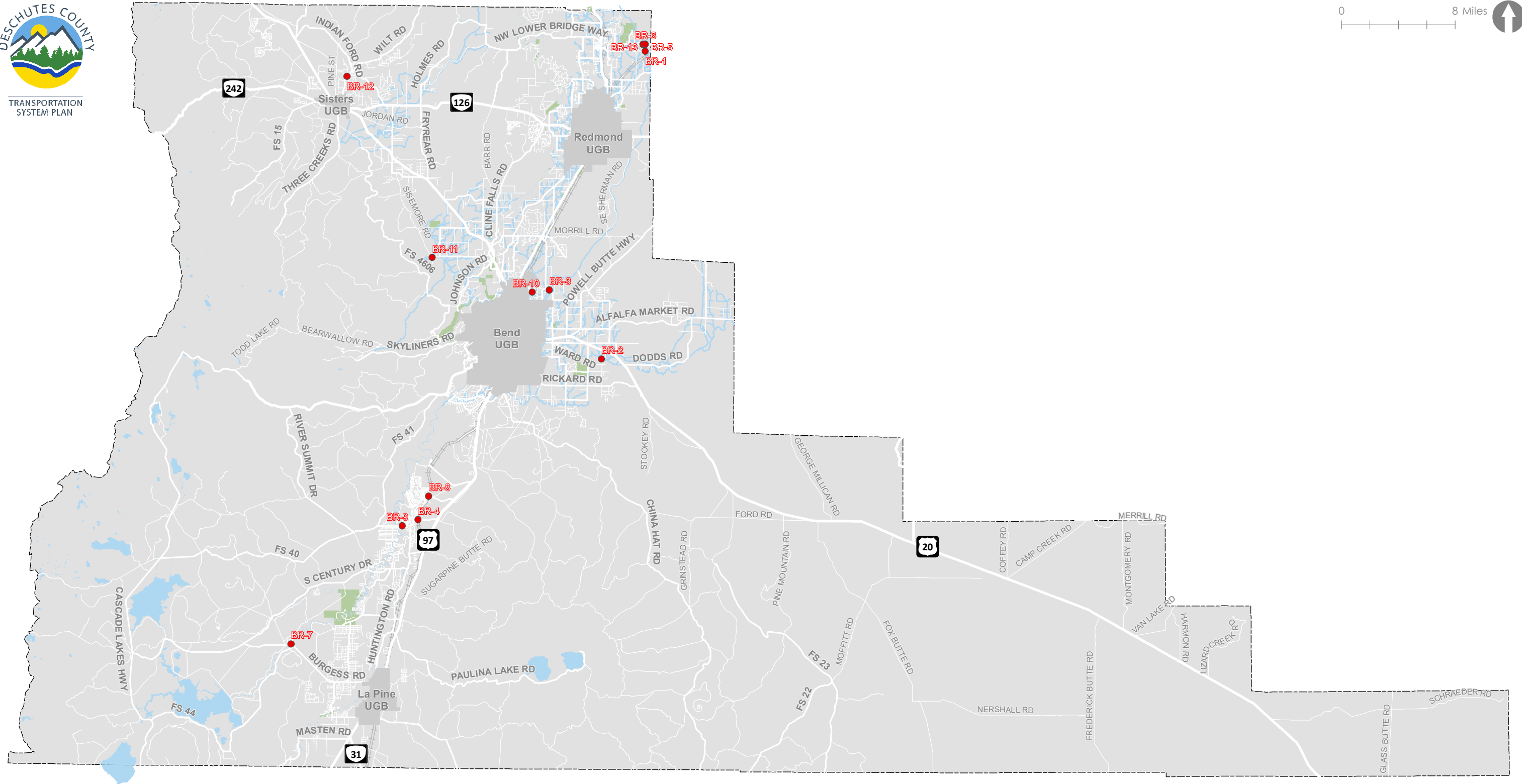
Table 5-7. Bicycle Route Recreation Connections

Community Connection	Description	Priority
Bend to Cascades Lakes Trailheads	Cascade Lakes Highway corridor and bicycle facilities study (2019) identifies many needed improvements along the corridor. Route would provide access to significant recreational opportunities. Route highly utilized today.	Medium
Bend to Tumalo State Park	Current conditions restrict the route to pedestrian only. BPRD has conducted prior planning on this route, including a connection to Riley ranch.	Medium
Tumalo to Tumalo State Park	Route would connect Tumalo community to recreation opportunities. Could be part of Bend to Sisters and/or Tumalo connection.	Medium
La Pine to Rosland Park	Route would connect planned multi-use path within La Pine to Rosland Park to the west.	Medium
Redmond to Badlands Recreation Area	Route would connect Redmond to recreation areas east of town. Coordination with Redmond will be necessary.	Medium
Sunriver to Cascade Lakes Trail Heads	Route exists and is heavily utilized today. Improvements necessary to increase shoulder width in some areas. Possible coordination with Sunriver and ODOT.	Medium
Redmond to Recreation Areas to West	Route would connect Redmond to recreation areas, including Deschutes River, Eagle Crest, Cline Butte Recreational Area, etc.	Low
Bend to Recreation Areas to the East	Route to connect Bend with recreation areas to the east including resorts, BLM lands, biking trails, etc. Likely coordination with BPRD.	Low
Cline Butte Recreation Area to Tumalo	Route includes portion of two bridges scenic bikeway. Improvements to the existing route, including improved crossings, are needed.	Low

BRIDGES

In 2020, the majority of the County’s bridges were rated as being structurally sufficient. The County regularly reviews the structural ratings of its bridges and makes changes as funding and other opportunities arise. Projects to address county bridge priorities are shown in Figure 5-7 and Table 5-8. These projects represent the County’s current priorities but do not encapsulate all the bridges that may be modified over time.

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- Bridge Projects
- + Parks
- + Water
- + UGBs

Data Source: ODOT, Oregon State Parks, Deschutes County

Figure 5-7

**Bridge Projects
Deschutes County, Oregon**

Table 5-8. Bridge Projects and Associated Cost Estimates

ID	Road	Location	Description	Priority	Cost
BR-1	Smith Rock Way	North Unit Canal	Replacement	High	\$1,000,000
BR-2	Gribbling Rd	Central Oregon Canal	Replacement	High	\$900,000
BR-3	Hamehook Rd	-	Replacement	High	\$1,100,000
BR-4	S Century Dr	BNSF RR	Rehabilitation	High	\$2,700,000
BR-5	Wilcox Ave	-	Removal	Medium	\$200,000
BR-6	Wilcox Ave	-	Removal	Medium	\$100,000
BR-7	Burgess Rd	-	Replacement	Medium	\$2,100,000
BR-8	Cottonwood Dr	BNSF RR	Replacement	Low	\$3,800,000
BR-9	Spring River Rd	Deschutes River	Rehabilitation	Low	\$400,000
BR-10	Old Deschutes Rd	Pilot Butte Canal	Replacement	Low	\$400,000
BR-11	Sisemore Rd	-	Replacement	Low	\$600,000
BR-12	Camp Polk Rd	-	Replacement	Low	\$1,400,000
BR-13	Wilcox Ave	-	New Bridge	Low	\$1,300,000

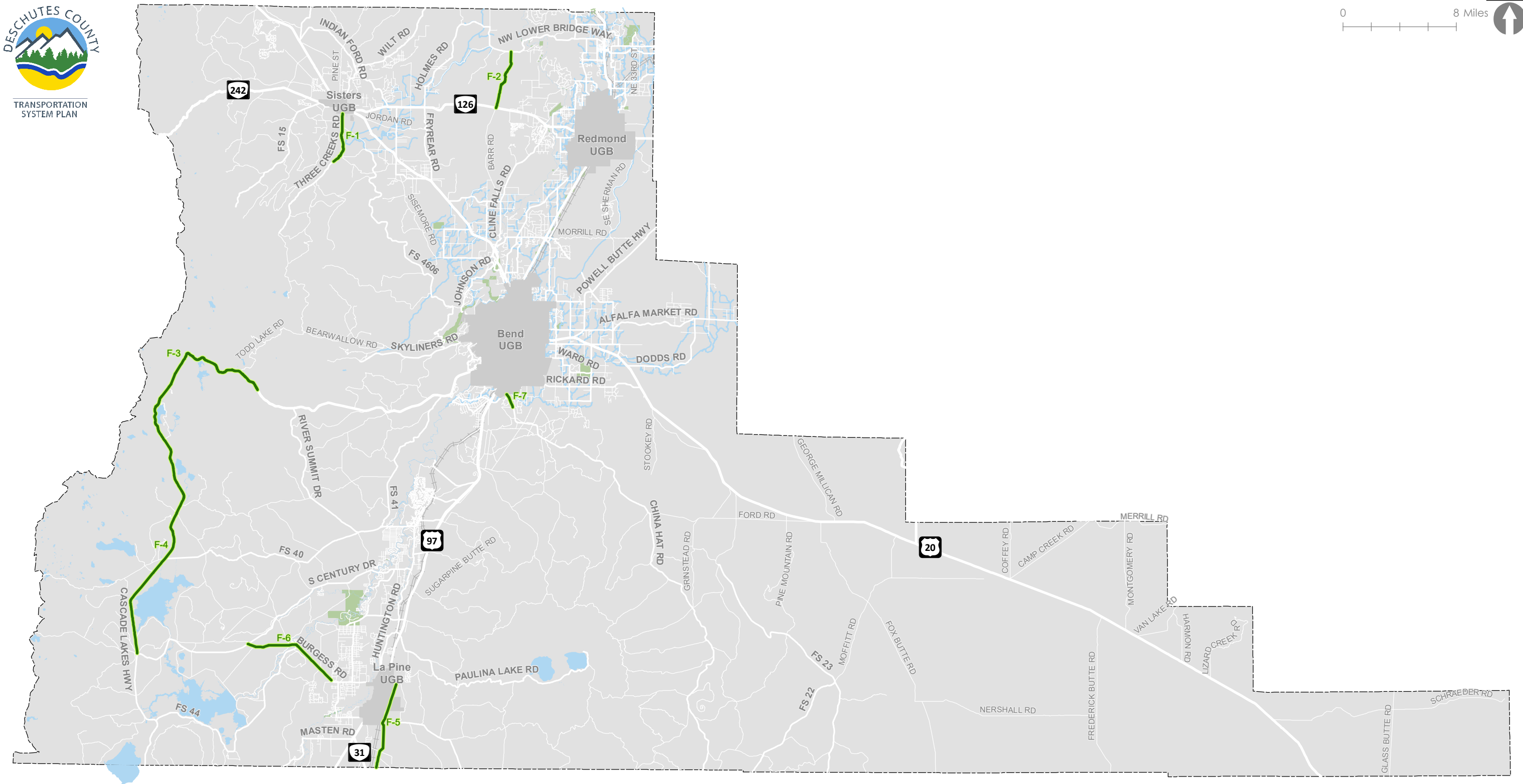
FEDERAL LANDS ACCESS PROGRAM ROADWAYS

The Federal Lands Access Program (FLAP) was established to “improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands.” This program is intended to provide supplemental funding to be used in combination with State and County funds for public roads, transit, and other transportation facilities. In particular, FLAP helps prioritize funding for “high-use recreation sites and economic generators.” FLAP is funded through the Federal Highway Trust Fund and its allocation is based on road mileage, bridges, land area and number of visits to the lands.

FLAP provides funding opportunities to help the County deliver capital projects to increase access to Federal Lands. In addition, FLAP is a funding tool to help the County fund maintenance of existing roads that provide access to Federal Lands, such as those designated as Forest Highways and other roads that provide similar access.

Figure 5-8 and Table 5-9 identify the County’s current priorities for future FLAP-funded projects. As part of TSP implementation, the County will continue to coordinate with all of the federal agencies, BPRD, Cascades East Transit, and ODOT on the request for future FLAP-funded projects.

\\kfrison.com\vis\H_Projcts\24_24964 - Deschutes County TSP\gis\TSP Figures\5-8 FLAP Projects.mxd Date: 6/8/2023



- Federal Land Access Projects
- + Parks
- + Water
- + UGBs

Data Source: ODOT, Oregon State Parks, Deschutes County

Figure 5-8

**FLAP Projects
Deschutes County, Oregon**

Table 5-9. FLAP Roadways and Associated Cost Estimates

Id	Road	Begin	End	Description	Priority	Cost	County Contribution	Bike/Ped Component of County Contribution
F-1	Three Creeks Rd	Sisters City Limits	Forest Service Boundary	3.7-mile-long segment scoped for widening, pavement rehabilitation, safety improvements, and removal of BR #16060	High	\$2,900,000	\$600,000	\$200,000
F-2	Buckhorn Rd	Lower Bridge Way	Highway 126	Reconstruction/ pave	Medium	\$6,500,000	\$1,300,000	\$400,000
F-3	Cascade Lakes Hwy	Milepost 21.98	Elk Lake	Widen & overlay; improve side slopes; increase horizontal sight distance; install guardrail; install centerline rumble strips, post-mounted delineators and high-type pavement markings; install shoulder rumble strips or edge line rumble strips; possible structure adjustments and culvert extensions or replacements; install	Medium	\$12,200,000	\$2,400,000	\$700,000

Id	Road	Begin	End	Description	Priority	Cost	County Contribution	Bike/Ped Component of County Contribution
				left-turn and right-turn lanes at major destinations				
F-4	Cascade Lakes Hwy	Elk Lake	S Century Dr	Widen & overlay; improve side slopes; increase horizontal sight distance; install guardrail; install centerline rumble strips, post-mounted delineators and high-type pavement markings; install shoulder rumble strips or edge line rumble strips; possible structure adjustments and culvert extensions or replacements; install left-turn and right-turn lanes at major destinations	Low	\$9,000,000	\$1,800,000	\$500,000
F-5	Darlene Way	Rosland Rd	County Line	County standard improvement of full-length Darlene Way; assumed no row acquisition on existing	Low	\$6,800,000	\$1,400,000	\$400,000

Id	Road	Begin	End	Description	Priority	Cost	County Contribution	Bike/Ped Component of County Contribution
				alignment across BLM land				
F-6	Burgess Rd	Sunrise Ct	South Century Dr	Widen & overlay	Low	\$5,300,000	\$1,100,000	\$300,000
F-7	China Hat Rd	Knott Rd	One Mile South of Knott Rd at The Deschutes National Forest Boundary	Widen & overlay	Low	\$900,000	\$200,000	\$100,000

TRANSIT

By reference, the County will adopt the Cascade East Transit (CET) Master Plan. This Master Plan has a number of projects that can help increase service to the unincorporated areas of the County as well as to the High Desert Museum and Lava Lands Visitor Center. As part of TSP implementation, the County will continue to partner with CET to identify collaborative funding sources and future service enhancements.

TRANSPORTATION SAFETY ACTION PLAN PROJECTS

The County's 2019 Transportation Safety Action Plan (TSAP) provides a range of projects, policies, and programs to address identified safety needs within the unincorporated areas of the County. The County will adopt the TSAP, by reference, as part of the updated TSP.

The top sites for safety improvements in unincorporated Deschutes County identified through the TSAP are shown in Table 5-10. This table also includes projects that have been identified to address these needs and relevant status. As part of TSP implementation, the County will continue to identify future project refinements, as needed, monitor the timing of intersection changes at these locations, and seek funding opportunities and/or the potential to combine safety-related projects with other project development within the County.

Table 5-10. TSAP Priority Locations & Status

Intersection	Project Identified?	Status
US 20/Ward Rd/Hamby Rd	Roundabout	Project Complete
US97/Vandevent Rd	Intersection Improvement	Project Complete
US 20/Fryrear Rd	Turn Lane on Highway, Realign Fryrear Road (Project SI-5)	County to Coordinate with ODOT on Future Project Refinement.
Burgess Rd/Day Rd/Pine Forest Dr	Turn-Lanes	Project Complete
Bear Creek Rd/Ward Rd	None	County to Conduct Future Project Refinement.
Alfalfa Market Rd/Dodds Rd	None	County to Conduct Future Project Refinement.
US 20/Old Bend Redmond Hwy	Roundabout	ODOT Project Programmed for 2023
US 20/O.B. Riley Rd/Cook Ave	Roundabout	ODOT Project Programmed For 2023
US97/61st St	Improved As Part of ODOT US97 Bend to Redmond Project	Project Complete

Intersection	Project Identified?	Status
US97/11th St/Lower Bridge Way	Part Of US97: Terrebonne/ Lower Bridge Way Improvements	ODOT Project Programmed For 2023
61st St/Quarry Ave/Canal Blvd	Improved As Part of ODOT US97 Bend to Redmond Project	Project Complete
Northwest Way/Coyner Ave	Add Turn Lanes	Project Identified In Deschutes County Tsp.
Alfalfa Market Rd/Walker Rd	None	County To Conduct Future Project Refinement.
US97/Smith Rock Way/B Ave	Part Of US97: Terrebonne/ Lower Bridge Way Improvements	ODOT Project Programmed For 2024
Deschutes Market Rd/Hamehook Rd	Roundabout	County Project Programed For 2023
US97/Burgess Rd	Traffic Signal	Project Identified in Wickiup Junction Refinement Plan. County To Coordinate with City Of La Pine and ODOT On Future Project Refinement and Implementation.
US 20/Hawks Beard (Black Butte Ranch)	None	County To Coordinate with ODOT On Future Project Refinement.
El Camino Lane/Helmholtz Way	None	County To Conduct Future Project Refinement.
S. Canal Blvd/Helmholtz Way	Add Turn Lanes	Project Complete
Dickey Rd/Nelson Rd	None	County To Conduct Future Project Refinement.
US97/Galloway Ave	None	County To Coordinate with ODOT On Future Project Refinement.
Butler Market Rd/Powell Butte Hwy	Roundabout	Programmed For 2023 Construction
Butler Market Rd/Hamby Rd	None	County To Conduct Future Project Refinement.
Butler Market Rd/Hamehook Rd	None	Intersection Now Under City of Bend Jurisdiction
Baker Rd/Cinder Butte Rd	Intersection Improvement	Project Identified in Deschutes County Tsp

Intersection	Project Identified?	Status
S Century Dr/Huntington Rd	Roundabout	Project Identified in Deschutes County Tsp
Cline Falls Rd/Coopers Hawk Dr/ Falcon Crest Dr	None	County To Conduct Future Project Refinement.
Lower Bridge Way/19th St	Turn Lanes/Realignment (Project C-18)	Project Identified in Deschutes County Tsp.
Lower Bridge Way/31st St	Turn Lanes (Project C-20)	Project Identified in Deschutes County Tsp.
Lower Bridge Way/43rd St	Included In Future Roadway Improvement Project (Project CC-4)	Project Identified in Deschutes County Tsp.



06 | FUNDING

Deschutes County receives transportation funding via a variety of state, federal, and local sources. Resources are initially budgeted to meet maintenance and operation standards; resources exceeding these needs are directed to the Road Department's Capital Fund to fund Capital Improvement Plan (CIP) projects.

This Chapter provides a description of funding sources and a projection of capital resources available to fund CIP projects.

FUNDING SOURCES

State Highway Fund

The State Highway Fund (SHF) is managed by the State (ODOT) and contains revenue generated from taxes on motor fuels (gas and diesel), taxes on heavy trucks (including weight-mile tax and truck registrations), and driver/vehicle fees (license, title and registration).

Counties receive approximately 30% of SHF net revenue (whereas ODOT receives 50% and cities, 20%). Revenue increases to the SHF occur at irregular intervals at the discretion of the Oregon Legislature.

Within the 20-year horizon of the TSP/CIP, the State Highway Fund model will most likely transition to a user-based fee structure to replace the traditional fuel tax.

Federal Secure Rural Schools (SRS) and Payment in Lieu of Taxes (PILT) Program Funding

The federal Secure Rural Schools and Community Self Preservation Act (SRS) provides a federal payment to counties and school districts to offset the loss in timber revenue from federal land that is no longer received by counties due to environmental restrictions. Per federal code, a specific portion of SRS is dedicated to county road funding. In March 2023, the Deschutes County Road Agency (DCRA) was formed as an Intergovernmental Entity (per ORS 190) to receive SRS funding from the State via the federal government. Funds received by the DCRA will be internally transferred to the Road Department for expenditure.

Payment in Lieu of Taxes (PILT) is a federal payment to counties with significant federal land holdings to partially offset the loss in tax revenue. PILT funding is to be used for government purposes and its allocation occurs at the discretion of the Board of County Commissioners. Historically, the Board has provided the Road Department with a portion of PILT in recognition of the significant reduction in SRS funding (prior timber revenue) received by the Road Department.

Federal Surface Transportation Block Grant (STBG) Funding

The Surface Transportation Block Grant program is a federal program which provides formulaic allocations to states to invest in federal-aid highways. The federal-aid system includes roads classified as collector and above, which includes county roads. A memorandum of understanding between the Oregon Department of Transportation, the League of Oregon Cities and the Association of Oregon Counties establishes a methodology for allocation of Oregon's portion of the federal funding. Historically, ODOT has operated a fund exchange program for local government in which federal funding is exchanged (90%) for state dollars to enable local governments to deliver projects outside of the federal process.

Federal Lands Access Program (FLAP)

The Federal Lands Access Program is a federal program administered by the Federal Highway Administration for the purpose of improving transportation facilities that provide access to, are adjacent to, or are located within federal lands. Given the significant amount of federal land within Deschutes County, the Road Department has historically fared well in this competitive program for projects ranging from chip seal, bridge replacement, overlay and reconstruction efforts.

System Development Charges (SDC)

System Development Charges are fees assessed to new development (or redevelopment) to fund capacity adding improvements necessary to accommodate new growth within the County's transportation system.

Routine State Grant Programs

The State of Oregon, via ODOT, provides grant programs to fund various aspects of local transportation systems. Primary State programs include:

- Safe Routes to Schools
- Local Bridge Program
- All Roads Transportation Safety (ARTS)

Federal Grant Programs

The Federal government funds various grant programs through occasional federal transportation bills, most recently the Bipartisan Infrastructure Law (BIL). Primary federal programs include:

- Safe Streets and Roads for All (SS4A);
- Highway Safety Improvement Program (HSIP);
- Rebuilding American Infrastructure Sustainably and Equitably (RAISE);
- Infrastructure for Rebuilding American (INFRA); and,
- Other programs.

Local Funding

Due to statutory limitations and other restrictions, it is difficult for counties to generate transportation funding via local sources. Noted restrictions include:

- Prohibition in franchise fees from utility companies located in the public right-of-way; and,
- Restriction in use of general fund tax dollars for road purposes.

Notable funding sources, which require voter approval, include:

- Local Fuel Tax;
- Local Registration Fee; and,
- Sales Tax.

Deschutes County does not have a local funding source for transportation.

FUNDING PROJECTIONS – 20 YEAR ESTIMATE

With transportation funding almost exclusively derived from state and federal funding sources, the nature of transportation funding can be very cyclical in Oregon. The legislature has approved fuel tax increases only four times since 1993. The federal fuel tax has not increased since 1993.

The current state of transportation funding in Deschutes County is stable due to the passage of a phased-in 10-cent per gallon fuel tax approved via HB 2017 in 2017. The last remaining phase of the fuel tax will occur January 1, 2024 (2-cents per gallon).

Counties in Oregon receive approximately 30% of the SHF; individual county distribution is determined based upon the proportion of registered vehicles in each county. In 2023, Deschutes County received approximately 5.5% of the portion of the SHF allocated to counties in the state.

Prioritization of Expenditures

Based on the Road Department's hierarchy of investment, funding for capital construction is a function of the total resources available, less the annual amount required to maintain and operate the system based on existing maintenance standards and operational levels-of-service. Maintenance standards and operation levels-of-service are derived from a combination of studies (example, annual pavement maintenance and budget options report), and operational policy (example, snow and ice plan).

Figure 6-1 represents the prioritization of expenditures for maintenance, operation and capital expenditures as annually presented to the County's Budget Committee.

Figure 6-1: Hierarchy of Expenditures and Investment



Capital Funding Estimate Assumptions

A projection of transportation funding resources available for capital investment has been prepared for the 20-year investment period of the TSP and Capital Improvement Plan based on the following assumptions:

1. Current maintenance and operational standards remain in place.
2. The County's existing Road Moratorium (Resolution 2009-118), which limits acceptance of new road miles into the County maintenance system, remains in place.
3. Existing funding levels remain in place and are occasionally adjusted legislatively to a level that will roughly match inflation.
4. No significant additional local funding mechanisms are developed or implemented.
5. State and Federal grant programs are available at approximately the same historical intervals and funding levels.

Capital Funding Estimate

A projection of transportation system revenues and expenditures for a 20-year horizon has been prepared with consideration to the noted assumptions and prioritization (hierarchy of expenditures and investment). For comparative and project placement purposes, the estimated available Capital Improvement Project revenue has been calculated in 2023 value and estimated across the High (0 to 5 years), Medium (6 to 10 years) and Low (11-20 years) priority timeframe.

Table 6-1: Capital Project Revenue Estimate (Present Value)

High Priority	Medium Priority	Low Priority	Total
0 to 5 Years	6 to 10 Years	11 to 20 Years	20-year CIP Funding
\$44,000,000	\$53,000,000	\$60,200,000	\$157,200,000

The proposed Capital Improvement Program will need to account for project funding availability within the approximate amounts as noted in Table 6-1. The estimated total capital project revenue of \$157M is approximately \$32M less than the \$189M project list per Table 1-1 (Total Cost of Prioritized TSP Investments). The estimated funding gap can be addressed via additional and aggressive pursuit of state and federal grant funding opportunities for select projects throughout the 20-year horizon period.

ROAD MORATORIUM EVALUATION

In 2006, facing an unknown future regarding transportation funding, the Board of County Commissioners passed a Road Moratorium (Resolution 2006-049) which suspended the establishment of new County roads. The resolution was modified and replaced in 2009 (via Resolution 2009-118) to allow for the addition of collector and arterial road miles to the County's system. A County road is a road that has been dedicated for public use, improved to County road standards, and accepted by the County for maintenance via Board action (ORS 368.001(1)). A road that has been dedicated for public use but has not been accepted for County maintenance is defined as a Local Access Road (per ORS 368.001(3)).

While the transportation funding environment has improved since 2006, many of the concerns which gave rise to the creation of the moratorium remain, such as:

1. High reliance on infrequent legislative adjustment to the state fuel tax, weight-mile tax, and DMV fees.
2. Funding mechanisms, such as the fuel tax, which have no inflation hedge and are therefore eroded or outpaced by inflation.
3. High reliance on fuel tax revenue which is negatively impacted by increasing fuel efficiency in vehicles, as well as an increasing number of hybrid and electric vehicles.
4. Reliance on federal programs, such as SRS and PILT, which require frequent reauthorization and are subject to reduction.
5. Legislative restrictions on the ability for counties to generate local revenue, such as a prohibition on establishment of franchise fees, and other mechanisms.

The Road Moratorium has allowed the County to invest new revenue in a Capital Improvement Plan program and has also focused long-term maintenance investment in the preservation of the County's collector and arterial road network.

Impacts of Lifting the Road Moratorium

Upon establishment of the Road Moratorium in 2006, the County ceased to accept new road infrastructure. Prior to 2006 road miles were added to the County system via new development as well as improvement of existing road miles via the Local Improvement District (LID) process.

New development which has occurred since 2006 has been required to establish private road maintenance funding arrangements which have typically occurred via a homeowners association or other road maintenance agreements. Approximately 30 miles of new local road infrastructure have been constructed in the post-moratorium era; these road miles could be immediately eligible for County acceptance and maintenance if the Road Moratorium were to be lifted. Additionally, approximately 380 miles of Local Access Road exist in Deschutes County, of which over 120 miles exist within the 19 Special Road Districts within the County.

The Road Moratorium limited the ability to form LIDs – which are districts formed under rules within County Code and State Statute in which the County contracts for the design and improvement of County roads within the district and is reimbursed for the expense via assessments applied to properties within the district. Lifting of the Road Moratorium would allow Local Access Roads to become eligible for the LID process.

Lifting the Road Moratorium would result in increased costs associated with road maintenance for new local road miles added to the County system and the addition of staff to administer the LID program. An estimate of costs associated with the addition of new local road infrastructure has been prepared based on the following assumptions:

1. Estimated annual cost of local road maintenance (paved) and operation: \$15,000/mi/year.
2. 30 miles of local road (previously constructed to County standard, post moratorium) will be added to the system in Year 1.
3. Twenty-five percent of Local Access Road mileage will be improved via the LID process in the 20-year horizon period (approximately 5 miles added per year).
4. Administration of the LID program will require 2.0 FTE (1-engineer and 1-administrative support personnel).

Table 6-2: Estimated Costs of Lifting the Road Moratorium (Present Value)

Item	Year 1 Cost	Year 2-20 Cumulative Cost	Total Cost for 20-year TSP/CIP Horizon Period
Acceptance of 30 miles of improved	\$450,000	\$8,550,000	\$9,000,000
Acceptance of 5 miles per year of new local road infrastructure (starting year 3)	\$0	\$12,825,000	\$12,825,000
Personnel costs associated with administration of the LID program	\$250,000	\$4,750,000	\$5,000,000
TOTAL	\$700,000	\$26,125,000	\$26,825,000

Note: The above costs reflect 2023 dollars to assist in present value comparison with CIP projects costs and capital project revenue estimates.

Lifting the moratorium would reduce funding available for capital projects by approximately \$27,000,000 across the 20-year horizon period.

Recommendation

Given the financial impact of lifting the Road Moratorium and concerns related to long-term transportation system funding in Oregon, it is recommended that the Road Moratorium remain in place to extend Deschutes County's ability to maintain its existing infrastructure and sustain a viable Capital Improvement Program into the future.

LOCAL ACCESS ROAD TOOLS AND FAQs

To assist with explanation and provide information to customers seeking to improve or establish maintenance on non-county maintained Local Access Roads (LARs), the Road Department provides the following information and explanation to customers:

How are Local Access Roads maintained?

LARs are typically maintained by adjacent property owners and road users. This usually occurs in one of three ways:

1. Informally: In which neighbors work together to hire a contractor or self-perform maintenance and “pass-the-hat” to share in the cost.
2. Formally: Through homeowners associations (HOAs) or other formal agreements to share in the cost of maintenance.
3. Special Road Districts: In which area residents vote to establish a district which levies a property tax to fund maintenance. Deschutes County has 19 Special Road Districts – which is the highest number of road districts within any county in the state.

By observation, all three methods work well in some areas and not very well in other areas depending upon a variety of factors.

Frequently Asked Questions and Explanations:

1. I pay taxes and receive no service from Deschutes County.

Deschutes County does not utilize property tax to fund transportation maintenance improvements as that practice is restricted by State law. Regarding gas tax, the State currently charges 38-cents per gallon (and various DMV fees) to fund the transportation system. The State distributes the gas tax revenue in a 50-30-20 proportion in which the State keeps 50% to fund the state system, the counties receive 30% to fund the county systems, and cities receive 20% to fund the city systems.

When customers pay the gas tax, they don't individually fund the transportation jurisdiction in which they live, they fund the entire system of state highways, county roads and city streets. Everyone pays the same rate, whether or not they live in a city or the unincorporated areas. If you are paying a gas tax, chances are you are driving on the system that is being maintained with gas tax funds.

1. Why can't the County maintain my gravel road (LAR)?

Due to the fiscal burden that would be placed on county road departments to maintain significant mileage of sub-standard road construction, state law restricts the ability of counties to spend road funds (fuel tax and DMV fee revenue) on LARs. If we add gravel, grade, or plow one mile we would be obligated to provide that same service to all of the other LARs in the County.

2. How come the County maintains some gravel roads but not others?

The County maintains approximately 125 miles of gravel road that have been lawfully established as County roads and accepted for maintenance. Most of these miles were gravel when Deschutes County was established in 1916 and had previously been accepted for maintenance, with gravel surfacing, when Deschutes County was a part of Crook County. Current LARs have never been accepted by Deschutes County for maintenance.

3. Not everyone contributes to help maintain my Local Access Road.

This is the biggest downside of living on a LAR. Some neighbors have different opinions on levels of road maintenance and some choose not to pay for other reasons. This is where good neighborhood relations and communication pay dividends. There are many examples of where this is taking place in Deschutes County.

4. We have public traffic on our LAR that accesses public land.

Living next to public land has positive and negative impacts to quality of life. The attraction of the public to public land is one of the negative consequences. Use of public roads, like LARs, to access public land is a logical and predictable occurrence and therefore something that property owners should factor into their decision to purchase property when conducting due diligence. Similarly, road maintenance costs associated with unmaintained LARs should also factor into the decision to purchase property. Most LARs have been in existence for many decades as have the public lands they may serve.



MEMORANDUM

TO: Deschutes County Planning Commission

FROM: Nicole Mardell, AICP, Senior Planner – Long Range
Will Groves, Planning Manager

DATE: June 22, 2023

SUBJECT: Deschutes 2040 Meeting #10 – Secondary Review of Goals and Policies

I. BACKGROUND

The Comprehensive Plan is Deschutes County's policy document for guiding growth and development within the county over a 20-year planning period. The plan's purpose is to provide a policy framework for zoning and land use regulations, demonstrate consistency with statewide goals, rules, and laws, and serve as a cohesive vision for future planning activities.

The project currently is straddling phases three and four, focusing on policy finalization and compilation of the full Comprehensive Plan document. Staff is requesting the Planning Commission conduct their secondary review of draft goals and policies during the June 22 meeting. Staff will then return in July with the initial draft of the entire document, including chapter narratives and background information.

II. SECONDARY REVIEW OF GOALS AND POLICIES

The Planning Commission provided initial comments and suggested edits to policies at the meetings listed below:

- November 11, 2022: Review of Batch 1 Policies – Community Engagement, Land Use, Agricultural Lands
- December 8, 2022: Review of Batch 2 Policies – Forest Lands, Natural Resources, Natural Hazards
- March 9, 2023: Review of Revised Batch 1 Policies
- March 23, 2023: Review of Batch 3 Policies – Housing, Economy, Public Facilities and Services, Recreation and Tourism, Destination Resorts, Area Specific Policies
- March 30, 2023: Additional Review of Batch 3 Policies

Following this initial review, staff conducted additional community outreach to gather community sentiments and perspectives on key issues. This information was presented at the June 8, 2023 meeting to inform Commissioners' secondary review of the goals and policies. At that time, staff noted the engagement summary had a few errors, which have been corrected and a revised version has been uploaded to resources page on the project website¹.

During the June 22 meeting, the consultant team will provide an overview of edits made in response to Planning Commissioner comments and community feedback and Commissioners will conduct their secondary review of the goals and policies, with a focus on revised policy language. Staff requests that Commissioners share any feedback they have at this meeting, as the next step will be to compile a draft of the entire Comprehensive Plan document.

III. NEXT STEPS

The next meeting with the Planning Commission for the Deschutes 2040 project will be held in July.

Table 1 – Tentative Dates for Comprehensive Plan Update Meetings

Activity Description	Start Date
	2023
PC Meeting #11 – Draft Document Review	July 27
PC Meeting #12 – Preparation for Public Hearing	October 12
PC Meeting #13 – Initial Public Hearing	October 26

Attachment

Revised Policy Batch 1 – Community Engagement, Land Use, Agricultural Lands

Revised Policy Batch 2 – Forest Lands, Natural Resources, Natural Hazards

Revised Policy Batch 3 – Housing, Jobs and Economy, Recreation and Tourism, Destination Resorts, Area Specific Policies

¹www.deschutes.org/2040



Policy Review – Group 1 Updated

June 2023

TO: Deschutes 2040 Project Management Team
 FROM: Andrew Parish, MIG
 CC:
 DATE: June 15, 2023

INTRODUCTION

This memorandum includes existing and recommended policy language related to the Deschutes County Comprehensive Plan topics listed below. The Planning Commission reviewed these policies in November, 2022 and this draft presents updated language.

1. Community Engagement
2. Land Use and Regional Coordination
3. Agricultural Lands

POLICY REVIEW AND RECOMMENDATIONS

Table 1 lists existing policy language in underline and ~~strikeout~~, along with a column of notes and discussion describing changes and their rationale. Items that have changed since initial review by the Planning Commission are **highlighted** and policies that have been updated since the most recent PC meeting are noted in **bold text**. Changes are based on a review by County staff and the consultant team, identified through further community engagement and/or coordination with technical advisors, and review by the Deschutes County Planning Commission. Numbering has been revised for consistency and navigation but likely will be updated again as the planning process proceeds.



Table 1. Community Engagement Policies

Policy Language	Notes and Discussion
<p><u>Goal 1: Maintain an active and open community involvement program that is accessible to all members of the community and engages the community during development and implementation of land use policies and codes. Provide for a robust community involvement program that includes all members of the community, including those who are commonly under-represented, by ensuring access to information, encouraging community collaboration, identifying and addressing barriers to involvement, and promoting efficient and transparent planning processes.</u></p>	<p><i>Drafted revised, broad goal using language from policy and made more directive about being proactive about equity, inclusivity, actively recruiting under-represented groups. Split out other existing sub-policies into new policies.</i></p> <p><i>This goal language has been revised to use stronger language (“Provide”) and specifically identify/address barriers to public involvement, per Planning Commission direction.</i></p> <p>Minor change per PC discussion – “including” instead of “particularly.”</p>
<p>1.2.1 This section serves as the Community Involvement Program. The Planning Commission will be the Committee for Community Involvement, with County support.</p> <ul style="list-style-type: none"> a. Maintain funding and staffing. b. Provide regular updates, speakers, panel discussions and handouts on land use law and policy. c. Appoint members through an open and public process to reflect the geographic areas and diverse values of Deschutes County residents. d. Meet with the Board of County Commissioners at least once a year to coordinate planning policies and activities. e. Complete an annual report on community involvement 	<p><i>Removed unnecessary detail about while identifying the role and purpose of Planning Commission as CCI.</i></p> <p><i>This policy was updated to address Planning Commission direction. Removed the words “Continue to” at beginning of policy.</i></p>



Policy Language	Notes and Discussion
<p>implementation for the State Citizen Involvement Advisory Committee, the Board of County Commissioners and the public. <u>Policy 1.1.1 Convene the Deschutes County Planning Commission as the County's Committee for Community Involvement in order to provide a direct and transparent connection between County decision-making and the public.</u></p>	
<p><u>Policy 1.1.2. Write all County planning documents to be understandable, intuitive, and easily available to the general public, using simplified language where possible, with acronyms spelled out and technical language explained.</u></p>	<p><i>Adaptation of existing (sub)policy, added "simplified language".</i></p>
<p><u>Policy 1.1.3. Hold area-specific comprehensive plan and zoning text amendment public hearings in locations and at times convenient and accessible to area residents, as appropriate.</u></p>	<p><i>Moved to its own policy, added "accessible".</i></p>
<p><u>Policy 1.1.4. Provide property information to the public in an intuitive and easy-to-use manner.</u></p>	<p><i>Formerly Land Use policy 1.3.6. generalized somewhat.</i></p>
<p><u>Policy 1.1.5. Consult and coordinate with developers before submitting applications as required or recommended by the County Development Code to identify and discuss project requirements and impacts.</u></p>	<p><i>Retained much of the existing language with some tweaks but separated into a broad goal and specific policies. Removed reference to pre-application requirements to avoid potential duplication or conflicts with development code provisions.</i></p>



Policy Language	Notes and Discussion
<p>Encourage community participation in planning through a variety of tools and techniques, including:</p> <ul style="list-style-type: none"> a. Post all planning applications, decisions, projects and plans on the County website; b. Provide staff reports for comprehensive plan and zoning text amendments to the public in a timely manner; c. Write all County planning documents to be accessible and understandable to the general public, with acronyms spelled out and technical language explained; d. Hold area-specific comprehensive plan and zoning text amendment public hearings in locations and at times convenient to area residents, as appropriate; e. Require pre-application meetings for comprehensive plan and zoning text amendments; and for major or potentially contentious projects encourage the applicants to hold an informal community meeting before submitting an application. 	<p><i>Moved relevant sub-policies to their own policies.</i></p>
<p>Reach out to the community to discuss and respond to land use concerns in a timely manner.</p>	<p><i>Unnecessary policy</i></p>
<p><u>Policy 1.1.6 Invest in and support land use educational resources for community members including information related to rural living, agricultural practices, natural resources, and natural hazards.</u></p>	<p><i>New policy based on community feedback. Open house comments supported this policy.</i></p>
<p><u>Policy 1.1.7. Promote opportunities for community members to have civil dialogue around key community issues.</u></p>	<p><i>New policy based on community feedback.</i></p>
<p><u>Policy 1.1.8. Explore new and innovative ways to reach community members and promote participation in the planning process.</u></p>	<p><i>New policy based on community feedback. Responses from online open house suggest the use of new and</i></p>



Policy Language	Notes and Discussion
	<i>innovative tool was a success and supportive of this policy.</i>
<u>Goal 2: Support the activities of the Committee for Community Involvement</u>	<i>New goal to capture policies related to the functioning of the CCI</i>
<u>Policy 1.2.1. Maintain adequate funding and staffing support for the Committee.</u>	<i>Retained much of existing language; added "adequate" funding and staffing support.</i>
<u>Policy 1.2.2. Provide regular updates, speakers, panel discussions, and handouts on land use law and policy.</u>	<i>No change to existing language.</i>
<u>Policy 1.2.3. Appoint members through an open and public process to reflect the diverse geographic regions, demographics, and values of Deschutes County residents.</u>	<i>No change to existing language.</i>
<u>Policy 1.2.4. Meet with the Board of County Commissioners at least once a year to coordinate planning policies and activities.</u>	<i>No change to existing language.</i>
<u>Policy 1.2.5. Complete periodic reports on community involvement implementation for the State Citizen Involvement Advisory Committee, the Board of County Commissioners, and the public.</u>	<i>Retained much of existing language; made time period for reporting more general (periodic instead of annual).</i>



Policy Language	Notes and Discussion
<p><u>Policy 1.2.6. Maintain open and civil discourse among Committee members and with the public.</u></p>	<p><i>New policy based on Planning Commission discussion and desire for “civility” to be included. No change since last PC.</i></p>

Table 2. Land Use Policies

Policy Language	Notes and Discussion
<p><u>Goal 1: Maintain an open and public land use process in which decisions are based on the objective evaluation of facts substantial evidence and a balancing of community needs.</u></p>	<p><i>Rewording notes “substantial evidence” rather than “objective evaluation” and introduces the necessary balancing of community needs.</i></p> <p><i>This policy was updated from prior wording which mentioned “adequate findings of fact” to reflect Planning Commission direction. No change since last PC.</i></p>
<p>Policy 1.3.1: Protect the limited amount of privately-owned land in Deschutes County through consideration of private property rights and economic impacts to property owners and the community when creating and revising land use policies and regulations.</p> <p> a. Evaluate tools such as transfer of development rights programs that can be used to protect private property.</p> <p><u>Policy 2.1.1. Balance the consideration of private property rights and the economic impacts of land use decisions on property owners with other community goals identified in the Comprehensive Plan.</u></p>	<p><i>Recommend removing sub-policies (a, b, c) to the extent possible. New language attempts to simplify policy and specify that private property rights & economic impacts must be weighed as well as other community goals.</i></p> <p><i>This policy was updated to address Planning Commission direction, identifying the Comprehensive Plan as the location of Community Goals. No change since last PC.</i></p>



Policy Language	Notes and Discussion
Policy 1.3.2: Consider sustainability and cumulative impacts when creating and revising land use policies and regulations.	<i>Recommend relocating to another section.</i>
Policy 1.3.3: Involve the public when amending County Code.	<i>Out of place/unnecessary. Recommend removing.</i>
Policy 1.3.4: Maintain public records which support the Comprehensive Plan and other land use decisions.	<i>Unnecessary. Recommend removing.</i>
Policy 2.1.2. Review the Comprehensive Plan every five years periodically and update as needed , in order to ensure it responds to address current conditions, issues, and opportunities, as well as amended State Statute, Oregon Administrative Rules and case law.	<i>Updated to make time period for updates more general. Consider ultimately moving this policy to a set of general policies.</i>
Policy 1.3.6: Maintain and enhance web-based property-specific information.	<i>Moved to Public Involvement section, see Table 1.</i>
Policy 2.1.3 The Deschutes County Comprehensive Plan Map will be retained in official replica form as an electronic map layer within the County Geographic Information System and is adopted as part of this Plan.	<i>Kept as is.</i>
Policy 1.3.8 Implement, as appropriate, recommendations in the Final Report from the Oregon Task Force on Land Use Planning dated January 2009.	<i>Outdated policy; recommend removing.</i>
Policy 1.3.9 A list of actions to implement this Comprehensive Plan shall be created, maintained and reviewed yearly by the Community Development Department and the Board of County Commissioners.	<i>This could potentially be described rather than enshrined in policy language.</i>



Policy Language	Notes and Discussion
<p>Policy 2.1.4. <u>Implement Comprehensive Plan policies through the Community Development Department's annual work plan and other actions by the Department and the Board of County Commissioners.</u></p>	
<p>Policy 2.1.5. <u>Explore methods to integrate carrying capacity into County land use decision making.</u></p>	<p><i>New policy based on community input.</i></p>
<p><u>Goal 2. Promote Regional Cooperation and Partnerships on Planning Issues.</u></p> <p><u>Goal 2: Coordinate and support regional planning efforts relating to growth, natural resources, recreation, and major infrastructure investments.</u></p>	<p><i>Consider new text in place of previous text, based on community input. Added “natural resources” and “recreation” based on community feedback.</i></p>
<p>Policy 2.2.1. <u>Regularly Periodically review and update intergovernmental and urban management agreements to coordinate land use review on land inside urban growth boundaries and outside city limits. and update as needed.</u></p>	<p>Consolidated with policy 4.2.5</p>
<p>Participate in and, where appropriate, coordinate regional planning efforts.</p> <p>a. Provide affected agencies, including irrigation districts, an opportunity to comment and coordinate on land use policies or actions that would impact their jurisdictions.</p>	<p><i>Made more general; removed specific reference to irrigation districts; can call them out in other chapters, as needed.</i></p> <p><i>Minor rewording for clarity.</i></p>



Policy Language	Notes and Discussion
<p><u>Policy 2.2.2. Help coordinate regional planning efforts with other agencies on land use policies and actions that impact their jurisdictions.</u></p>	
<p>Support non-profit or public acquisition of lands determined through an extensive public process to have significant value to the community.</p> <p><u>Policy 2.2.3. Support the use of high value natural resource and recreational lands for public purposes, whether through acquisition, easements, or other means.</u></p>	<p><i>Revised to eliminate reference to "extensive public processes."</i></p>
<p>Support implementation of the Bend 2030 Plan and incorporate, as appropriate, elements from the Bend 2030 Plan into this Plan.</p> <p><u>Policy 2.2.4. Support the implementation of long-range plans of Deschutes County jurisdictions, incorporating elements of those plans into the County's Comprehensive Plan as appropriate.</u></p>	<p><i>Made more general, recognizing potential need to do so with other community plans and that specific Plan names change or are replaced over time.</i></p>
<p><u>Policy 2.2.5 Encourage cities to conduct urban reserve planning to facilitate orderly and thoughtful management of growth and infrastructure needs.</u></p>	<p><i>New policy based on community feedback</i></p>
<p><u>Policy 2.2.6 Collaborate with federal agencies on land management issues including homelessness, sustainable recreation expansion, and energy projects.</u></p>	<p><i>New policy based on community feedback</i></p>



Policy Language	Notes and Discussion
<p><u>Policy 2.2.7 Collaborate with tribal governments on regional issues, particularly those that impact ceded lands or shared natural resources.</u></p>	<p><i>New policy based on CTWS meeting.</i></p>
<p><u>Policy 2.2.8 Support efforts to reduce barriers to regional infrastructure projects with community benefit while mitigating negative impacts.</u></p>	<p><i>New policy based on community feedback Added clarifying language related to impacts or other tradeoffs.</i></p>
<p><u>Policy 2.2.9 Support updates to unincorporated community area plans.</u></p>	<p><i>New policy, moved from area specific policy section, changes to wording from previous PC worksession.</i></p>
<p><u>Policy 2.2.10 In accordance with OAR 660-024-004 and 0045, Deschutes County, fulfilling coordination duties specified in ORS 195.025, shall approve and update its comprehensive plan when participating cities within their jurisdiction legislatively or through a quasi-judicial process designate regionally significant sites.</u></p>	<p><i>Moved from 4.2.16, same language</i></p>
<p><u>Policy 2.2.10 The County and City shall periodically review the agreement associated with the Redmond Urban Reserve Area. The following land use policies guide zoning in the RURA</u></p> <ul style="list-style-type: none"> <u>a. Plan and zone RURA lands for rural uses, in a manner that ensures the orderly, economic and efficient provision of urban services as these lands are brought into the urban growth boundary.</u> <u>b. New parcels shall be a minimum of ten acres.</u> <u>c. Until lands in the RURA are brought into the urban growth boundary, zone changes or plan amendments shall not allow more intensive uses or uses that generate more traffic, than were allowed prior to the establishment of the RURA.</u> 	<p><i>Moved and combined 4.2.9, 4.2.10 and 4.2.11</i></p>



Policy Language	Notes and Discussion
<p>d. <u>For Exclusive Farm Use zones, partitions shall be allowed based on state law and the County Zoning Ordinance.</u></p> <p>e. <u>New arterial and collector rights-of-way in the RURA shall meet the right-of-way standards of Deschutes County or the City of Redmond, whichever is greater, but be physically constructed to Deschutes County standards.</u></p> <p>f. <u>Protect from development existing and future arterial and collector rights-of-way, as designated on the County's Transportation System Plan.</u></p> <p>g. <u>A single family dwelling on a legal parcel is permitted if that use was permitted before the RURA designation.</u></p> <p><u>Additionally, the County-owned 1,800 acres in the RURA must be master planned before it is incorporated into Redmond's urban growth boundary.</u></p>	
<p>Goal 3: Manage County owned lands efficiently, effectively, flexibly and in a manner that balances the needs of County residents.</p> <p>Goal 3: Manage county-owned lands to balance the needs of the community as articulated in the goals and policies of this Plan and other supporting planning documents.</p>	<p><i>Eliminated the words "efficiently, effectively, and flexibly." Those are important goals but also words that can be subjective and can be used to question or oppose specific County actions.</i></p>
<p>Where feasible, maintain and manage County owned properties as follows:</p> <p>a. Manage designated park lands to preserve the values defined in the park designation;</p>	<p><i>Split into individual policies and revised to improve clarity.</i></p>



Policy Language	Notes and Discussion
<p>b. Permit public access to County owned lands designated as parks unless posted otherwise;</p> <p>c. Encourage properties located along rivers, streams or creeks or containing significant wildlife, scenic or open space values to be designated as park land.</p>	
<p><u>Policy 2.3.1. Manage lands with a park designation consistent with the goals and policies in Section X (Natural Resources)</u></p>	<p><i>Reference specific parks/open space policies in separate section, if this policy is still relevant.</i></p>
<p><u>Policy 2.3.2. Support park districts, state and/or federal agencies efforts to identify additional properties along rivers, streams, or creeks, or containing significant wildlife, scenic resource, or open space resources to designate as park land.</u></p>	<p>Revised language in coordination with staff.</p>
<p><u>Goal 4: Minimize onerous barriers to land use application and development review processes.</u></p>	<p><i>New goal based on community input.</i> Added “minimize onerous” based on PC input.</p>
<p><u>Policy 2.4.1 Explore addition of specialty planning positions within CDD with expertise in wildlife, natural resources, and/or agricultural practices.</u></p>	<p><i>New policy based on community input.</i> Updated based on PC input.</p>
<p><u>Policy 2.4.2 Explore measures to reduce development costs for projects related to agriculture and addressing houselessness, including fee reductions and expedited land use applications.</u></p>	<p><i>New policy based on community input.</i> Reworded for clarity based on PC input.</p>



Table 3. Agricultural Lands Policies

Policy Language	Notes and Discussion
<p>Goal 1: Preserve and maintain agricultural lands, operations, and uses to support Deschutes County's agricultural economy the agricultural industry.</p>	<p><i>This policy was updated to address Planning Commission direction – adding references to agricultural operations and uses; and replacing the word “industry” with “economy” to help broaden the policy intent and capture Commissioners’ comments and concerns. No change since last PC meeting.</i></p>
<p>Policy 3.1.1: Retain agricultural lands through Exclusive Farm Use zoning.</p>	<p><i>No change recommended.</i></p>
<p>Policy 3.1.2. Continue to apply Exclusive Farm Use sub-zones shall remain as described in the 1992 Farm Study and shown in the table below, unless adequate legal findings for amending the sub-zones are adopted or an individual parcel is rezoned as allowed by Policy 2.2.3. consistent with the County's most up-to-date adopted studies of agricultural land and as implemented through the County Development Code.</p> <p>Exclusive Farm Use Subzones</p> <ul style="list-style-type: none"> • Subzone Name , Minimum Acres , Profile • Lower Bridge , 130 , Irrigated field crops, hay and pasture • Sisters/Cloverdale , 63 , Irrigated alfalfa, hay and pasture, wooded grazing and some field crops • Terrebonne , 35 , Irrigated hay and pasture • Tumalo/Redmond/Bend , 23 , Irrigated pasture and some hay • Alfalfa , 36 , Irrigated hay and pasture • La Pine , 37 , Riparian meadows, grazing and meadow hay 	<p><i>Removed specific descriptive language which could change over time; referred to more general adopted study. Include subzone information in Comprehensive Plan narrative.</i></p>



Policy Language	Notes and Discussion
<ul style="list-style-type: none"> Horse Ridge East, 320, Rangeland grazing 	
<p><u>Policy 3.1.3 Explore the evaluation and potential redesignation of lands with a farm designation and poor soils and low productivity for protected open space, development of needed housing, or other uses that support community goals.</u></p> <p><u>Option A</u> Policy 3.1.3 Support residential development on farm lands with poor soils and low productivity through new comprehensive plan and zoning designations, or other means as appropriate.</p>	<p><i>Potential new policy option based on community feedback. Combined options discussed at PC. Remove options after internal discussion.</i></p> <p><i>Is this feasible/consistent with state law? How is this different from non-prime soils initiative?</i></p> <p><i>Would require more analysis if the County generally supports the intent of the policy option(s) within confines of state land use program</i></p> <p><i>Would this generate more tax dollars than other options?</i></p> <p><i>Expand to consider removing EFU designation and associated deferment for smallest parcels</i></p> <p><i>Do these properties already have established water rights; Would make a difference in whether housing is appropriate? Generally describing lands that haven't been irrigated or farmed.</i></p> <p><i>Will: Boulder example – take a look at that type of program here</i></p>
<p><u>Option B</u> Policy 3.1.3 Support preservation of open space on farm lands with poor soils and low productivity through new comprehensive plan and zoning designations, or other means as appropriate.</p>	<p><i>Potential new policy option based on community feedback</i></p> <p><i>Might be possible to do both A and B in a new high desert zone (e.g., set up a zone that allows other uses at</i></p>



Policy Language	Notes and Discussion
	<p><i>a lower density than 1 home per 10 acres, including through clustering or other means)</i></p> <p><i>Would this incorporate some kind of tax deferral?</i></p> <p><i>Like idea of considering high desert zone generally; question whether all land currently deemed not well-suited for agricultural only good for development?</i></p> <p><i>Question that assumption and don't see groundswell for that level of development.</i></p> <p><i>Like idea of exploring hybrid A/B option (option D)</i></p>
<p>Option C Policy 3.1.3. Allow comprehensive plan and zoning map amendments, including for those that qualify as non-resource land, for individual EFU parcels as allowed by State Statute, Oregon Administrative Rules and this Comprehensive Plan.</p>	<p><i>No change recommended at this time. Research intent and possibly consider refinements during subsequent rounds of policy review.</i></p> <p><i>Seeing an increase in non-resource lands designations; what should this land be if not agricultural? Should we explore alternative designations?</i></p> <p><i>This language emphasizes that property owners have an option to rezone land if they can show they don't have productive agricultural land</i></p> <p><i>Summary of history of establishment of EFU lands in 1970s by Commissioner Cyrus (over-designated EFU areas)</i></p>



Policy Language	Notes and Discussion
Option D Policy 3.1.3 Explore creation of new zoning classification intended to balance value of high desert environment while allowing for limited housing opportunities.	<i>Hybrid option of A/B, trying to get at a high desert zone policy that seeks to balance natural resource value with supporting some housing.</i>
Policy 3.1.3. Allow comprehensive plan and zoning map amendments, including for those that qualify as non-resource land, for individual EFU parcels as allowed by State Statute, Oregon Administrative Rules and this Comprehensive Plan.	Replaced with above.
Policy 3.1.4. Develop comprehensive <u>plan</u> policy criteria and code to provide clarity on when and how EFU parcels can be converted to other designations.	<i>No change recommended at this time. Consider refinements to address status of this work during subsequent rounds of policy review.</i>
Policy 3.1.5. Uses allowed in Exclusive Farm Use zones shall comply with State Statute and Oregon Administrative Rule.	<i>Policy not needed; all allowed uses must comply with state law. Recommend removing.</i>
Policy 3.1.6. Regularly review farm regulations to ensure compliance with changes to State Statute, Oregon Administrative Rules and case law.	<i>No change recommended.</i>
Policy 3.1.7. Encourage water projects that benefit agriculture.	<i>Recommend moving to a different section of the Plan that addresses water resources policies, given that water use is such a large issue in the County and likely warrants its own section or chapter.</i>
Policy 3.1.8. Support a variety of methods to preserve agricultural lands, such as: a. Support the use of grant funds and other resources to assist local farmers;	<i>Delete from this section but retain most of this policy language under a new and updated set of policies under Goal 2 of this chapter.</i>



Policy Language	Notes and Discussion
<p>b. Work cooperatively with irrigation districts, public agencies and representatives and land owners; c. Encourage conservation easements, or purchase or transfer of development rights programs; d. Control noxious weeds; e. Encourage a food council or 'buy local' program.</p>	
<p>Goal 2. Promote a diverse, sustainable, revenue-generating and thriving agricultural sector.</p>	<p><i>This policy was updated to address Planning Commission direction. Added more positive language rather than merely "Revenue-generating".</i></p>
<p>Policy 3.2.1. Encourage farming by promoting the raising and selling of crops, livestock and/or poultry.</p>	<p><i>No change recommended.</i></p>
<p>Policy 3.2.2. Support stakeholders in studying and promoting economically viable agricultural <u>agriculture through the use of grant funds, research, and other resources dedicated to agricultural community members and stakeholders, including but not limited to farmers, agricultural researchers, farm bureaus, and other organizations in studying and promoting economically viable agricultural opportunities and practices.</u></p>	<p><i>Expanded to add more specific language about stakeholder groups. Incorporated language from policy 3.1.8.a above.</i></p>
<p>Policy 3.2.3. <u>Support and encourage small farming enterprises through a variety of related strategies and programs,</u> including, but not limited to, niche markets, organic farming, <u>food council, buy local, farmers markets, farm-to-table activities, farm stands or value-added products, or other programs or strategies.</u></p>	<p><i>Expanded to add additional examples to reflect current practices and incorporated language from Policy 3.1.8.e above.</i></p>



Policy Language	Notes and Discussion
<p><u>Policy 3.2.4. Work cooperatively with irrigation districts, public agencies and representatives, and landowners to promote and support agricultural uses and operations, including through use of rural reserves, conservation easements, transfer of development rights programs, land acquisition, and other preservation strategies.</u></p>	<p><i>New policy incorporating language from policy 3.1.8.a and 3.1.8.b above.</i></p> <p><i>This policy was updated to address Planning Commission direction – including land acquisition as a listed strategy. Added reference to rural reserves to combine with 4.2.3</i></p>
<p><u>Policy 2.2.5. Support efforts to control noxious weeds and invasive species.</u></p>	<p><i>New policy incorporating language from policy 3.2.8.d and adding reference to invasive species.</i></p>
<p><u>Policy 3.2.6. Continue to review County Code and revise County Code as needed and consistent with state rules and regulations to permit alternative and supplemental farm activities that are compatible with farming, such as agri- tourism or commercial renewable energy projects. When a preferred alternative or supplemental use identified through a public process is not permitted by State regulations work with the State to review and revise their regulations.</u></p>	<p><i>Revised to make a continuing course of action, include language about consistency with state rules, and separate the two policy ideas currently listed into individual policies.</i></p>
<p><u>Policy 3.2.7. Work with the State to review and revise their regulations when a desired alternative or supplemental use identified by the County is not permitted by State regulations.</u></p>	<p><i>Revised to separate the two policy ideas currently listed above into individual policies and to clarify this should be done when the County has identified an activity as a desire use.</i></p>
<p><u>Policy 3.2.8. Use land use policy and development code requirements, including right-to-farm provisions, as well as coordination with other jurisdictions to minimize conflicts between</u></p>	<p><i>This policy was added to address Planning Commission direction to specifically call-out the impacts of sprawl and other uses on farm practices. No change since last PC meeting.</i></p>



Policy Language	Notes and Discussion
residential uses and agricultural uses and continue to promote the viable operation of agricultural uses.	
<u>Policy 3.2.9. Provide resources such as technical assistance and access to grants to support on-site efficiency upgrades relating to agriculture.</u>	<i>New policy based on community input</i> Added “access to grants” and/or “technical assistance”
Goal 3. Ensure Exclusive Farm Use policies, classifications, and codes are consistent with local and emerging agricultural conditions and markets.	<i>Oxford comma.</i> Consider moving policies regarding rezoning/evaluation of agricultural land to this section.
Policy 3.3.1. Identify and retain accurately designated agricultural lands.	<i>No change recommended.</i>
Policy 3.3.2. Continue to explore new methods of identifying and classifying agricultural lands. a. Apply for grants to review and, if needed, update farmland designations. b. Study County agricultural designations considering elements such as water availability, farm viability and economics, climatic conditions, land use patterns, accepted farm practices, and impacts on public services. c. Lobby for changes to State Statute regarding agricultural definitions specific to Deschutes County that would allow some reclassification of agricultural lands.	<i>No change recommended at this time. Minor revision (added “continue to”) to make a continuing course of action.</i>
Policy 3.3.3. Address land use challenges in the Horse Ridge subzone, specifically:	<i>No change recommended at this time. Consider revising during subsequent round of review to make a continuing</i>



Policy Language	Notes and Discussion
a. The large number of platted lots not meeting the minimum acreage; b. The need for non-farm dwellings and location requirements for farm dwellings; c. Concerns over the impact on private property from off-road vehicles, facilities, and trails located on adjacent public lands.	<i>course of action or to move to an action planning document.</i>
Policy 3.3.4. <u>Continue to</u> work with the State to review and revise accessory farm dwelling requirements to address the needs of local farmers.	<i>Made minor wording change to make a continuing course of action.</i>
Policy 3.3.5. Encourage coordination between agricultural interests and fish and wildlife management organizations, <u>including public agencies, non-governmental organizations and others.</u>	<i>Made minor wording changes for clarity.</i>



Policy Review – Group 2 Revised June 2023

TO: Deschutes 2040 Project Management Team
 FROM: Andrew Parish, Emma-Quin Smith, and Matt Hastie, MIG
 CC:
 DATE: June 15, 2023

INTRODUCTION

This memorandum includes existing and recommended policy language related to the following Deschutes County Comprehensive Plan topics:

1. Forest Lands
2. Natural and Other Resources
 - Goal 5 Resources
 - Water Resources
 - Wildlife
 - Open Space and Scenic Views
 - Energy
 - Environmental Policy
 - Surface Mining
 - Cultural and Historic Resources
3. Natural Hazards

POLICY REVIEW AND RECOMMENDATIONS

The following tables list existing policy language in underline and ~~strikeout~~, along with a column of notes and discussion describing changes and their rationale. Items that have changed since initial review by the Planning Commission are **highlighted** and policies that have been updated since the most recent PC meeting are noted in **bold text**. Changes are based on a review by County staff and the consultant team and public input to date. Additional changes may be identified through further community engagement and/or coordination with technical advisors. This is intended to be a



starting point for discussion with members of the Planning Commission. Numbering has been revised for consistency and navigation but likely will be updated again as the planning process proceeds.



Table 4. Forest Lands Policies

Policy Language	Notes and Discussion
<p>Goal 4.1: Protect and maintain forest lands for multiple uses <u>and objectives</u>, including forest products, watershed protection, conservation, recreation, and wildlife habitat protection, <u>forest health, and wildfire resilience</u>.</p>	<p><i>Revised to include forest health and wildfire resistance and to clarify that this policy refers to a mix of uses and objectives.</i></p>
<p>Policy 4.1.1 Retain forest lands through Forest 1 and Forest 2 zoning.</p>	<p><i>No change currently recommended.</i></p>
<p>Policy 4.1.2 To conserve and maintain unimpacted forest lands, retain Forest 1 zoning for those lands with the following characteristics: a. Consist predominantly of ownerships not developed by residences or non- forest uses; b. Consist predominantly of contiguous ownerships of 160 acres or larger; c. Consist predominantly of ownerships contiguous to other lands utilized for commercial forest or commercial farm uses; d. Are accessed by roads intended primarily for forest management; and e. Are primarily under forest management.</p>	<p><i>No change currently recommended. May update at a later time concurrent with development code updates to create broader policy language coupled with detailed code provisions.</i></p>
<p>Policy 4.1.3 To conserve and maintain impacted forest lands, retain Forest 2 zoning for those lands with the following characteristics:</p>	<p><i>No change currently. Consider broader language in future concurrent with development code updates, similar to policies above.</i></p>



Policy Language	Notes and Discussion
<p>a. Consist predominantly of ownerships developed for residential or non-forest uses;</p> <p>b. Consist predominantly of ownerships less than 160 acres;</p> <p>c. Consist of ownerships generally contiguous to tracts containing less than 160 acres and residences, or adjacent to acknowledged exception areas; and</p> <p>d. Provide a level of public facilities and services, including roads, intended primarily for direct services to rural residences.”</p>	
<p>Policy 4.1.4 Notwithstanding any other quasi-judicial plan or zone change criteria, lands designated as Forest under this Plan and zoned Forest 2 may upon application be redesignated and rezoned from Forest 2 to Exclusive Farm Use if such lands:</p> <p>a. Do not qualify under State Statute for forestland tax deferral,</p> <p>b. Are not necessary to permit forest operations or practices on adjoining lands and do not constitute forested lands that maintain soil, air, water and fish and wildlife resources,</p> <p>c. Have soils on the property that fall within the definition of agricultural lands as set forth in Goal 3,</p> <p>d. Are a tract of land 40 acres or less in size,</p> <p>e. Do not qualify under State Statute and the terms of the Forest 2 zone for a dwelling, and;</p> <p>f. Were purchased by the property owner after January 1, 1985 but before November 4, 1993.</p>	<p><i>No change recommended for now. Ultimately, recommend replacing this with broader language and reference to Development Code for rezoning criteria.</i></p>



Policy Language	Notes and Discussion
Such changes may be made regardless of the size of the resulting EFU zoning district. Such changes shall be processed in the same manner as other quasi-judicial plan or zoning map changes.	
<p>Policy 4.1.5 <u>Ensure that criteria for and designation of Forest Lands are consistent with state administrative rules and statutes.</u></p>	<p><i>Recommended new policy to help sync up County policies and development code provisions with state requirements.</i></p>
<p>Policy 2.3.5 Uses allowed in Forest zones shall comply with State Statute and Oregon Administrative Rule.</p>	<p><i>Unnecessary policy.</i></p>
<p>Policy 4.1.6 Coordinate and cooperate with the U.S. Forest Service, the Bureau of Land Management and other public agencies to promote sustainable forest uses, including recreation <u>and biomass facilities</u>, on public forest land, including <u>currently adopted Forest and Land Management Plans prepared by the US Forest Service (USFS) and US Bureau of Land Management (BLM).</u> a. Using the Deschutes National Forest Land and Resource Management Plan, or its successor, as the basis for mutual coordination and cooperation with the U.S. Forest Service; b. Using the Prineville Bureau of Land Management Upper</p>	<p><i>Suggest changes to make more general and refer to currently adopted management plans of the BLM and USFS.</i> <i>Added biomass facilities per PC comments.</i></p>



Policy Language	Notes and Discussion
<p>Deschutes Resource Management Plan, or its successor, as the basis for mutual coordination and cooperation with the Bureau of Land Management. coordination and cooperation with the Bureau of Land Management.</p>	
<p>Policy 4.1.7 Notify affected agencies <u>and tribal governments</u> when approving reviewing land use applications and proposals for development that could impact Federal or State forest lands.</p>	<p><i>Revise to require notification as part of land use application review. Added reference to tribal governments as some ceded lands intersect with federal and state forest lands.</i></p>
<p>Policy 4.1.8 Support community partners in acquisition and/or the maintenance of the Skyline Forest as a Community Forest.</p>	<p><i>Removed. Same policy as 3.8.10 and is more applicable in that section. Relocated policy to 3.8.10</i></p>
<p>Policy 4.1.9 Support economic development opportunities that promote forest health, <u>create opportunities for local production of related forest products, and reduce the prevalence of invasive plant species that adversely affect forest health and soil quality.</u></p>	<p><i>Added more policy objectives per team member comments. Removed specific language per PC discussion (prior language copied below)</i></p> <p>Policy 4.1.9</p> <p>Support economic development opportunities that promote forest health, <u>create opportunities for local production of related forest products, and reduce the prevalence of juniper and other invasive plant species that adversely affect forest health and soil quality.</u></p>
<p>Policy 4.1.10 Provide input on public forest plans that impact Deschutes County.</p>	<p><i>No changes recommended.</i></p>



Policy Language	Notes and Discussion
<p>Policy 4.1.11 Apply for grants to review forest lands based on ORS 215.788-215.794 (2009 HB 2229).</p>	<p><i>Outdated policy, remove.</i></p>
<p>Policy 4.1.12 Coordinate with <u>community stakeholders</u> to support forest management plans and projects that <u>are consistent with the policies of this chapter and with local community forest management and wildfire protection plans.</u> a. Promote forest health and resilience to wildfire. b. Contribute to public safety by treating wildland hazardous fuels particularly in the designated Wildland Urban Interface as identified in the Community Wildfire Protection Plans described in Section 3.5 of this Plan; c. Retain fish and wildlife habitat.</p>	<p><i>Removed duplicative language and focused policy on coordination with local stakeholder and consistency with local forest and wildfire protection plans.</i></p>
<p>Policy 4.1.13 <u>Continue to review and revise the County Code and revise as needed to ensure development in forest zones minimizes and/or mitigates impacts, particularly impacts on fish and wildlife habitat, forest health, and wildfire resiliency</u> public fire safety.</p>	<p><i>Revised for clarity and to refer to forest health and wildfire resiliency, consistent with other policy revisions. Also reflective of community input regarding wildfire risk and development.</i></p>



Table 5. Goal 5 Program Policies

Policy Language	Notes and Discussion
<p>Goal 5.1: Protect Goal 5 Resources Maintain a current inventory of protected resources.</p>	<p><i>This goal and its policies are generally about creating and maintaining inventories so the Goal language has been modified accordingly. This goal is a requirement of Goal 5 compliance. Specific comments will be addressed in other policies.</i></p>
<p>Policy 2.4.1 Initiate a review of all Goal 5 inventories and protection programs.</p>	<p><i>Addressed in Goal language.</i></p>
<p>Policy 5.1.1 Until the County initiates amendments to the Goal 5 inventories and programs, all existing Goal 5 inventories, ESEEs and programs are retained and not repealed, except as noted in the findings for Ordinance 2011-003. Implement adopted Goal 5 inventories and their supporting findings as required by law to identify and regulate activities in areas with natural, scenic, cultural, and historic resources.</p>	<p><i>Replaced with more directive policy language. Removed "the most recently" to simplify language.</i></p>
<p>Policy 2.4.3 Review Goal 5 resources when a new Goal 5 resource is verified through the applicable state and county process, but at least every 10 years.</p>	<p><i>Addressed by overall goal; suggest not including specific timeframe for updating these inventories.</i></p>
<p>Policy 5.1.2 Provide and implement a process for new information to be considered for incorporation Incorporate new information into the County's Goal 5 resource inventory as requested by an applicant as available and as County staff resources allow.</p>	<p><i>Edited to make language broader and focus on process for changes to inventory. Added Goal 5 specifically.</i></p>



Policy Language	Notes and Discussion
<p>Policy 5.1.3 <u>Ensure consistency with the County's Goal 5 program as</u> As federal lands are sold to private owners, review the impacts to Goal 5 resources.</p>	<p><i>Minor edits for consistency.</i></p>

Table 6. Water Resources Policies

Policy Language	Notes and Discussion
<p>Goal 6.1 Develop regional, comprehensive water management policies that balance the diverse needs of water users and recognize Oregon water law.</p>	<p><i>No changes recommended.</i></p> <p>Lots of the items listed under this section are addressed by County Soil and Water Conservation District; SWCD can participate in these efforts; include them in policies in this section.</p> <p>People do want to do right by their property. Getting to a website to know what they can do would be really helpful and finding useful digestible info.</p> <p>Public comment: Appropriate to put a lot of emphasis on this topic in the Comp Plan. Water rights are a complex issue but there are strategies to address these issues. Sense that may be federal money available in future to address this issue. Discussion of storage as a potential strategy. Take advantage of federal money if/when it comes.</p>



Policy Language	Notes and Discussion
<p>Policy 6.1.1 Participate in Statewide and regional water planning including, <u>but not limited to</u>:</p> <p>a. Work cooperatively with stakeholders, such as the tribal governments, irrigation districts, Oregon Water Resources Department (OWRD), the Deschutes Water Alliance <u>Basin Water Collaborative</u>, <u>the County Soil and Water Conservation District</u>, and other non-profit water organizations <u>and stakeholders</u>;</p> <p>b. Supporting the creation and continual updating of development and implementation of Upper Deschutes Basin Study, Habitat Conservation Plan, and Biological Opinion from National Marine Fisheries Service for the middle and lower Deschutes Rivers.</p>	<p><i>Minor changes to broaden recommended participation and reflect current program and organization names.</i></p> <p>Added SWCD per PC comments.</p> <p>Called out tribal government and irrigation districts as requested during stakeholder meetings.</p> <p>Updated studies.</p>
<p>Policy 6.1.2 Support grants for water system infrastructure improvements, upgrades, or expansions.</p>	<p><i>No changes recommended.</i></p>
<p>Policy 6.1.3 <u>Consider potential impacts on water quality and availability in surrounding areas as part of the Destination Resort siting, planning, and approval processes.</u></p>	<p><i>New policy based on Phase 2 outreach results.</i></p>
<p>Policy 2.5.3 Goal 5 inventories, ESEEs and programs are retained and not repealed.</p>	<p><i>These ESEE policies are unnecessary and removed in several locations.</i></p>
<p>Goal 6.2 Increase water conservation efforts.</p>	



Policy Language	Notes and Discussion
<p>Policy 6.2.1</p> <p>Promote <u>Support</u> efficient water use through targeted conservation, educational and, as needed, regulatory or incentive programs.</p> <p>a. Review County Code and revise as needed to e <u>Ensure</u> new development incorporates recognized efficient water use practices for all water uses.</p> <p>b. Encourage the reuse of grey water for landscaping.</p> <p>c. <u>Encourage and educate the community about thinning or reduction of plant species (e.g., juniper) that adversely impact forest health, water availability, and soil quality.</u></p> <p>d. <u>Encourage and educate the community about on-farm efficiency measures, including upgrades to equipment.</u></p> <p>e. <u>Encourage and educate the community about use of voluntary metering of water use to monitor seasonal impacts on water use.</u></p> <p>f. <u>Provide access to educational materials and tools related to water conservation including publications, information about grant opportunities, and/or partner with organizations on educational events.</u></p>	<p><i>Added language related to juniper thinning in response to expert guidance and community input, educational content, and minor edits.</i></p> <p>Added more emphasis on education, per PC comments.</p>
<p>Policy 6.2.3</p> <p>Promote a <u>coordinated</u> regional water conservation efforts <u>and implementation by regional and local organizations and agencies,</u> that <u>including increasing public awareness of and implementing</u> water conservation tools, <u>incentives,</u> and <u>best</u> practices.</p>	<p><i>Expanded language related to partnering with other agencies.</i></p>
<p>Policy 6.2.4</p>	<p><i>Revised to add specific language related to piping of canals and other onsite efficiency measures.</i></p>



Policy Language	Notes and Discussion
<p>Support conservation efforts by irrigation districts and property owners, including programs to provide incentives for water conservation, <u>including piping of canals and laterals, water banking, exchanges of water rights, voluntary transfers of in-stream flows, onsite efficiency measures, and other means.</u></p>	<p><i>Added other conservation means per PC comments. Added reference to property owners for private piping projects per irrigation districts request.</i></p>
<p>Goal 6.3 Maintain and enhance a healthy ecosystem in the Deschutes River Basin.</p>	
<p>Policy 6.3.1 The County shall Notify the Oregon Division Department of State Lands and other state and federal agencies as appropriate and the Oregon Department of Fish and Wildlife of any development applications for land within a wetland identified on the statewide wetland inventory maps, National Wetland Inventory or South Deschutes County Local Wetland Inventory maps.</p>	<p><i>Minor changes for consistency; removed references to ODFW since they are not typically involved in wetland regulation and broadened language to reference appropriate state and federal agencies.</i></p>
<p>Policy 6.3.2 Work with stakeholders to restore, maintain and/or enhance healthy river and riparian ecosystems and wetlands, including the following: a. Encourage efforts to address fluctuating water levels in the Deschutes River system; b. Cooperate to improve surface waters, especially those designated water quality impaired under the federal Clean Water Act; c. Support research on methods to restore, maintain and enhance</p>	<p><i>Minor revisions to address staff and team member recommendations.</i></p>



Policy Language	Notes and Discussion
<p>river and riparian ecosystems and wetlands; d. Support restoration efforts for river and riparian ecosystems and wetlands; e. Inventory and consider protections for cold water springs; f. Evaluate waterways <u>in coordination with OPRD</u> for possible designation under the Scenic Waterways program; g. In collaboration with stakeholders, map channel migration zones and identify effective protections; h. Develop comprehensive riparian management or mitigation practices that enhance ecosystems, such as criteria for removal of vegetation <u>that adversely impacts water availability and soil health.</u></p>	
<p>Policy 6.3.3 Support studies of the Deschutes River ecosystem and incorporate <u>strategies from current</u> watershed studies that provide new scientific information on about the Deschutes River ecosystem, such as the 2010 Local Wetland Inventory adopted in Ordinance 2011-008.</p>	<p><i>Updated to make more general and remove references to older studies.</i></p>
<p>Policy 6.3.4 Support educational efforts and identify areas where the County could provide information on the Deschutes River ecosystem, including rivers, riparian areas, floodplains and wetlands.</p>	<p><i>Minor revisions for clarity.</i></p>



Policy Language	Notes and Discussion
<p>a. Explore methods of ensuring Support efforts to educate property owners know and to understand regulations for pertaining to rivers, riparian areas, floodplains and wetlands.</p>	
<p>Policy 6.3.5 In coordination with OWRD, sSupport the current high priority actions and strategies within the Upper Deschutes Basin Study developed by the OWRD and Deschutes Basin Water Collaborative for from the Deschutes River and its tributaries Mitigation and Enhancement program Committee's 2008 Upper Deschutes River Restoration Strategy.</p>	<p><i>Remove policy. This policy was intended to target M&E committee, but no longer a necessary policy.</i></p>
<p>Goal 6.4 Maintain and enhance fish and riparian-dependent wildlife populations and riparian habitat.</p>	<p><i>Revised language to include riparian-dependent wildlife populations.</i></p>
<p>Policy 6.4.1 Coordinate with stakeholders to protect and enhance fish and wildlife habitat in river and riparian habitats and wetlands.</p>	<p><i>No changes recommended.</i></p>
<p>Policy 6.4.2 Promote healthy fish populations through incentives and education.</p>	<p><i>No changes recommended.</i></p>
<p>Policy 6.4.3 Support healthy native fish populations through coordination with stakeholders who provide fish habitat management and restoration.</p>	<p><i>No changes recommended.</i></p>



Policy Language	Notes and Discussion
<p>a. Review, and apply where appropriate, strategies for protecting fish and fish habitat.</p> <p>b. Promote salmon recovery through voluntary incentives and encouraging appropriate species management and habitat restoration.</p>	
<p>Policy 6.4.4 Review Habitat Conservation Plans for species listed under the Endangered Species Act, to identify appropriate new policies or codes.</p> <p>a. Spawning areas for trout should be considered significant habitat and should be protected in rivers and streams.</p> <p>b. Cooperate with irrigation districts in preserving spawning areas for trout, where feasible.</p>	<p><i>No changes recommended.</i></p>
<p>Policy 6.4.5 Use a combination of incentives and/or regulations to mitigate development impacts on river and riparian ecosystems and wetlands.</p>	<p><i>No changes recommended.</i></p>
<p>Policy 6.4.6 Support plans, cooperative agreements, education, water quality monitoring and other tools that protect watersheds, reduce erosion and runoff, <u>enhance riparian vegetation</u>, and protect <u>other</u> natural water systems/processes that filter and/or clean water and preserve water quality.</p>	<p><i>Added language from recent water quality enhancement documents (from Oregon Department of Agriculture).</i></p>



Policy Language	Notes and Discussion
<p>Policy 6.4.7 Coordinate with the Oregon Department of Environmental Quality and other stakeholders on regional water quality maintenance and improvement efforts such as identifying and abating point (<u>single-source</u>) and non-point (<u>unidentified or multiple-source</u>) pollution or developing and implementing Total Maximum Daily Load and Water Quality Management Plans.</p>	<p><i>Added definitions of point and non-point pollution.</i></p>
<p>Policy 6.4.8 Coordinate with stakeholders to address water-related public health issues. a. Support amendments to State regulations to permit centralized sewer systems in areas with high levels of existing or potential development or identified water quality concerns. b. If a public health hazard is declared in rural Deschutes County, expedite actions such as legislative amendments allowing sewers or similar infrastructure.</p>	<p><i>No changes recommended.</i></p>
<p>Policy 2.5.20 Work with the community to expand the range of tools available to protect groundwater quality by reviewing new technologies, including tools to improve the quality and reduce the quantity of rural and agricultural stormwater runoff.</p>	<p><i>Deleted and replaced with new policy 6.4.10 below.</i></p>
<p>Policy 6.4.9</p>	<p><i>Minor text change for clarity</i></p>



Policy Language	Notes and Discussion
<p>Explore Continue to evaluate and/or implement adoption of new ordinances-regulations, such as a wellhead protection ordinance for public water systems, in accordance with applicable Federal and/or State requirements.</p>	
<p><u>Policy 6.4.10</u> <u>Coordinate and work with the Oregon Department of Agriculture and agricultural uses to support and implement proven new technologies and best practices to maintain and enhance water quality, such as minimizing nitrate contamination, maintaining streamside vegetation, reducing streambank soil erosion and runoff, limiting livestock access to riparian areas, and minimizing weeds and bare patches in grazing areas.</u></p>	<p><i>New policy based on ODA water quality management recommendations. Incorporated relevant language from policy 2.5.20.</i></p>
<p>Policy 6.4.11 Support regulations, education programs and cleaning procedures at public and private boat landings.</p>	<p><i>Moved here from following section.</i></p>
<p>Goal 6.5 <u>Coordinate land use and water policies to address management and allocation of water in Deschutes County.</u></p>	<p><i>Minor changes to clarify intent of goal and subsequent policies.</i></p>
<p>Policy 6.5.1</p>	<p><i>No changes.</i></p>



Policy Language	Notes and Discussion
<p>Coordinate with other affected agencies when a land use or development application may impact river or riparian ecosystems or wetlands.</p>	
<p>Policy 6.5.2 Encourage <u>Regulate</u> land use patterns and promote <u>best</u> practices to preserve the integrity of the natural hydrologic system, and recognize the relationship between ground and surface water, and <u>address water impacts of new land uses and developments, including water-intensive uses.</u></p>	<p><i>Updated for clarity and combined with policy below.</i></p>
<p>Policy 2.5.24 Ensure water impacts are reviewed and, if necessary, addressed for significant land uses or developments.</p>	<p><i>Combined with policy above.</i></p>
<p>Policy 6.5.3 Evaluate methods of modeling the cumulative impacts of new land uses or developments on water quality and quantity. <u>Support OWRD’s efforts to update and modernize Oregon’s groundwater allocation rules and policies to protect existing surface water and groundwater users and to maintain sustainable groundwater resources.</u></p>	<p><i>Recommend updating based on review of OWRD Deschutes Groundwater Mitigation program documents.</i></p>
<p>Policy 6.5.4 <u>Support efforts by the OWRD in collaboration with Central Oregon Cities Organization and non-governmental organizations to revisit the Deschutes Basin Groundwater Mitigation Program.</u></p>	<p><i>New policy incorporating overall goals from Deschutes Groundwater Mitigation program, focused on collaborative efforts.</i></p>



Policy Language	Notes and Discussion
<p>Policy 6.5.5 Explore an intergovernmental agreement Coordinate with the irrigation districts for to ensure ing irrigated land partitions and lot line adjustments are not approved without notice to and comment by the affected district.</p>	<p><i>Minor revisions for clarification and to reflect current efforts.</i></p>
<p>Policy 6.5.6 Explore Utilize Central Oregon Stormwater Manual to incorporate apply appropriate stormwater management practices into land use Deschutes County Code. <u>decisions.</u></p>	<p><i>Minor revisions for clarity.</i></p>
<p>Policy 6.5.7 Support Allow for development of wastewater facilities and improvements where warranted <u>needed or required to address water quality issues and maintain water quality, consistent with state and local wastewater system requirements.</u></p>	<p><i>Revised to clarify intent and to reference reasons and limitations associated with allowing facility improvements.</i></p>
<p>Policy 2.5.29 Support regulations, education programs and cleaning procedures at public and private boat landings.</p>	<p><i>Moved to water quality section.</i></p>



Table 7. Wildlife Policies

Policy Language	Notes and Discussion
<p>Goal 7.1 <i>Maintain and enhance a diversity of wildlife and habitats.</i></p>	<p><i>No proposed changes.</i></p>
<p>Policy 2.6.1 Goal 5 wildlife inventories, ESEEs and programs are retained and not repealed.</p>	<p><i>This and other duplicative ESEE policies removed.</i></p>
<p>Policy 7.1.2 Promote stewardship of wildlife habitats and corridors, particularly those with significant biological, ecological, aesthetic and recreational value through incentives, public education, and development regulations.</p>	<p><i>Simplified language and added specific types of strategies.</i> <i>Phase 2 outreach shows support for a combination of regulation and incentives to help protect wildlife</i></p>
<p>Policy 7.1.3 Ensure Goal 5 wildlife inventories and habitat protection programs are up-to-date through public processes, expert sources, and current or recently adopted plans and studies, such as the 2009 Interagency Report.</p>	<p><i>Removed reference to potentially outdated report.</i></p>
<p>Policy 7.1.4 Support Provide incentives for new development to be compatible with and to enhance wildlife habitat for restoring and/or preserving significant wildlife habitat by traditional means such as zoning or innovative means, including land swaps, conservation easements,</p>	<p><i>Made more general; cited specific strategies in other policies.</i></p>



Policy Language	Notes and Discussion
transfer of development rights, tax incentives or purchase by public or non-profit agencies.	
<p>Policy 2.6.5 Assist in providing information and education on wildlife and habitat protection.</p>	<p><i>Incorporated in Policy 7.1.2.</i></p>
<p>Policy 2.6.6 Review the Oregon Conservation Strategy when amending the Wildlife section of this Plan.</p>	<p><i>Removed specific reference in case of renaming or future updates.</i></p>
<p>Policy 2.6.7 Promote stewardship of wildlife habitat through incentives, public education, and development regulations.</p>	<p><i>Removed; duplicative of Policy 7.1.2.</i></p>
<p>Policy 7.1.5 <u>Require, incentivize, or encourage clustering of development (structures, infrastructure, and other activities with a negative habitat impact) in inventoried wildlife areas to reduce impacts to wildlife populations.</u></p>	<p><i>New policy from community input.</i> Added language in response to PC discussion.</p>
<p>Goal 7.2 <i>Balance protection of wildlife and habitat with the economic and recreational benefits of wildlife and habitat.</i></p>	<p><i>Added language about balancing these goals.</i></p>
<p>Policy 7.2.1</p>	<p><i>Added "responsible," "sustainable," and "and recreation."</i></p>

Policy Language	Notes and Discussion
Encourage <u>responsible and sustainable</u> wildlife related tourism <u>and recreation</u> .	
Policy 7.2.2 Coordinate with stakeholders to ensure access to <u>appropriate recreational opportunities within significant</u> wildlife and riparian habitat through public or non-profit ownership.	<i>Added specificity.</i>
Goal 7.3. Support retaining populations of Federal and State protected and endangered species. Comply with federal and state regulations related to threatened, endangered, and protected species.	<i>Edits to reflect PC discussion.</i>
Policy 7.3.1 <u>Coordinate with Federal and State agencies</u> to develop local approaches in coordination with Federal and State agencies strategies to protect Federal or State Threatened or Endangered Species, or Species of Concern.	<i>Minor edit for clarity.</i>
Policy 7.3.2 Address Mitigate potential conflicts between large-scale development and sage grouse habitat. using Ordinances Nos. 2015-010 and 2015-011, which are consistent with OAR 660-023-0115.	<i>Eliminated references to specific ordinances and OARs.</i>
Policy 7.3.4	<i>Minor changes for clarity. Moved here from water resources section.</i>



Policy Language	Notes and Discussion
<p>Consider adopting regulations for support recommendations from dock construction based on recommendations of the Oregon Department of Fish and Wildlife and the Deschutes River Mitigation and Enhancement Program <u>in dock construction.</u></p>	<p>Reverted some language to original policy language to reflect concerns over safety of ODFW dock design specifications. The County would not be able to “support” the guidelines without updating county code.</p>

Table 8. Open Space, Scenic Views Policies

Policy Language	Notes and Discussion
<p>Goal 8.1 Coordinate with property owners to protect open spaces, scenic views, and scenic sites <u>areas and corridors.</u></p>	<p><i>Minor edits.</i> <i>Options for minor language change per Commissioner Cyrus’ comments:</i> <i>Option A: Coordinate with property owners to protect open spaces, scenic views, and scenic <u>areas and corridors.</u></i> <i>Option B: Coordinate with property owners to protect open spaces, scenic views, and scenic <u>areas and corridors through incentive programs.</u></i></p>
<p>Policy 2.7.1 Goal 5 open spaces, scenic views and sites inventories, ESEEs and programs are retained and not repealed.</p>	<p><i>These ESEE policies are duplicative.</i></p>
<p>Policy 8.1.1 Cooperate with stakeholders to establish a comprehensive system of connected open spaces.</p>	<p><i>Reworded for clarity, intent.</i> <i>Options for minor language change per Commissioner Cyrus’ comments:</i></p>

Policy Language	Notes and Discussion
<p><u>Work with stakeholders to create and maintain a system of connected open spaces.</u></p>	<p><i>Option A: Work with stakeholders to create and maintain a system of connected open spaces.</i> <i>Option B: Work with stakeholders to create and maintain a system of connected open spaces while recognizing private property rights.</i></p>
<p>Policy 8.1.2 Support efforts to identify and protect significant open spaces and visually important areas including those that provide a visual separation between communities such as <u>Work to maintain the visual character and rural appearance of open spaces such as the area along Highway 97 that separates the communities of Bend and Redmond or lands that are visually prominent.</u></p>	<p><i>Converted to an explicit policy about the area between Bend and Redmond. Additional wording changes for clarity.</i> <i>Added language to leave policy open to additional areas.</i></p>
<p>Policy 8.1.3 Encourage a variety of approaches that Protect significant open spaces, scenic views, and scenic sites <u>by encouraging new development to be sensitive to these resources.</u></p>	<p><i>Revised wording and consolidated with policy 2.7.5 below.</i> <i>This policy and 8.1.4 are similar but also get at different things to some degree.</i></p>
<p>Policy 2.7.5 Encourage new development to be sensitive to scenic views and sites.</p>	<p><i>Included in previous policy.</i></p>
<p>Policy 8.1.4 Review County Code and revise as needed to protect open space and scenic views and sites, including:</p>	<p><i>Eliminated as completed; replaced with more general policy language.</i></p>



Policy Language	Notes and Discussion
<p>a. Provide incentives to locate structures in forests or view corridors so as to maintain the visual character of the area;</p> <p>b. Work with private property owners to provide incentives and mitigations for protecting visually important areas from development impacts;</p> <p>c. Maintain and revise if needed, the Landscape Management Combining Zone code to effectively protect scenic views while minimizing impacts on property owners;</p> <p>d. Review County Code, including sign and cell tower code and proposed wind turbine code, to effectively protect scenic views while minimizing impacts on property and business owners;</p> <p>e. Review County Code for ways to mitigate for developments that significantly impact scenic views.</p> <p><u>Incentivize the placement of structures in a way that is sensitive of view corridors to maintain the visual character of the area.</u></p>	

Table 9 Energy Policies

Policy Language	Notes and Discussion
<p>Goal 9.1 Promote Energy Conservation and Alternative Energy Production</p>	<p><i>Current Policies in this goal intermingle conservation and alternative energy production.</i></p>
<p>Policy 9.1.1</p>	<p><i>Changed verbiage to reflect ongoing efforts.</i></p>



Policy Language	Notes and Discussion
<u>Continue to incorporate</u> energy conservation into the building and management of all County operations and capital projects using regular energy audits to refine the results.	
Policy 9.1.2 Reduce energy demand by supporting energy efficiency in all sectors of the economy.	<i>No changes recommended.</i>
Policy 9.1.3 Encourage energy suppliers to explore innovative alternative energy conservation technologies and provide energy audits and incentives <u>to patrons.</u>	<i>Minor changes recommended.</i>
Policy 9.1.4 Support stakeholders that promote energy conservation.	<i>Remove to reduce redundancy.</i>
Policy 9.1.4 Review County Code and revise as needed to ensure effective energy conservation regulations, such as revising County Code on solar energy to create flexibility and permit exceptions for small properties and sites with specific anomalies. <u>Provide flexibility and exemptions for small properties and anomalous sites in the development code to promote energy conservation.</u>	<i>Revised to be more directive</i>
Goal 9.2	<i>Added oxford comma. Combined with Goal 3.</i>



Policy Language	Notes and Discussion
<p>Promote affordable, efficient, reliable, and environmentally sound <u>commercial</u> energy systems for individual homes, and business consumers.</p>	
<p>Policy 9.2.1 Review the development code to permit p <u>Promote development of solar, hydropower, wind, geothermal, biomass and other alternative energy systems for homes and businesses while mitigating impacts on neighboring properties and the natural environment.</u></p>	<p><i>Minor rewording for clarity and to cite examples of alternative energy sources and systems.</i> Edits for clarity. Added hydropower.</p>
<p>Policy 9.2.2 Support <u>Provide incentives for homes and businesses to install small-scale on-site alternative energy systems consistent with adopted County financing programs.</u></p>	<p><i>Changed to "Provide incentives" and reference adopted County programs.</i></p>
<p>Policy 9.2.3 <u>Support development of electric vehicle charging stations and facilities to help promote use of electric vehicles.</u></p>	<p><i>Added as placeholder; may move or remove later if duplicated in TSP.</i></p>
<p>Goal 9.3 Promote affordable, efficient, reliable, and environmentally sound commercial energy facilities</p>	<p><i>Deleted and combined with Goal 2.</i></p>
<p>Policy 9.2.4 Review <u>Use the development code to promote commercial renewable energy projects that address all project components</u></p>	<p><i>Changed from a one-time action to a continuing course of action and made other minor revisions.</i></p>



Policy Language	Notes and Discussion
<p>while addressing <u>and mitigating social impacts on the community</u> and natural environment.</p>	
<p>Policy 9.2.5 Support commercial renewable energy projects, including the following a. Review the concept of Rural Renewable Energy Development Zones ; b. Support studies that identify and inventory potential significant commercial energy resource sites; c. Examine alternatives to protect identified significant commercial energy resource sites; d. Support the use and marketing of methane gas from County Landfills.</p> <p><u>Use Oregon's Rural Renewable Energy Development Zones to support the creation of renewable energy projects.</u></p>	<p><i>Split into multiple policies</i></p>
<p><u>Policy 9.2.6</u> <u>Identify, protect, and support the development of significant renewable energy sites and resources.</u></p>	<p><i>New policy based on (b) above with minor edits.</i></p>
<p>Policy 2.8.10 Encourage commercial renewable energy providers to supply local power.</p>	<p><i>Removed as unnecessary.</i></p>



Policy Language	Notes and Discussion
<p>Policy 2.8.11 Goal 5 energy inventories, ESEEs and programs are retained and not repealed.</p>	<p><i>These ESEE policies are redundant; replaced with blanket policy elsewhere. Replaced with blanket policy elsewhere.</i></p>

Table 10. Environmental Quality Policies

Policy Language	Notes and Discussion
<p>Goal 10.1 Maintain and improve <u>upon</u> the quality of air and land water in Deschutes County.</p>	<p><i>Deleted water since water quality is addressed under water quality goal within water resources section.</i> <i>Include references to air quality impacts of wildfires in the natural hazards section.</i></p>
<p>Policy 10.1.1 Support environmental stewardship in County operations and capital projects, including where feasible, using resource-efficient building techniques, materials and technologies in County building projects. <u>Use building techniques, materials, and technologies in existing and future County operations and capital facilities that help maintain and improve environmental quality.</u></p>	<p><i>More active language; applied to current and future facilities and operations.</i></p>
<p>Policy 10.1.2 Maintain County noise and outdoor lighting codes and revise as needed.— <u>Implement a dark skies educational and or incentive program and periodically update the Dark Skies ordinance to reduce the impacts</u></p>	<p><i>Revised to target dark skies based on community input.</i></p>

Policy Language	Notes and Discussion
<u>of light pollution and reduce lighting impacts on adjacent properties.</u>	
<p>Policy 2.9.3 Where research identifies environmentally sensitive areas, work with agencies and stakeholders to protect those areas or minimize adverse land use or development impacts.</p>	<p><i>Removed to reduce redundancy. Addressed in Goal 5 policies and elsewhere.</i></p>
<p>Policy 10.1.3 <u>Coordinate with agency partners to educate residents about controlled burning projects and air quality concerns.</u></p>	<p><i>New policy added based on community input. Draft text for now to address concerns from residents that we've heard for air quality related to wildfire/burning.</i></p>
<p>Policy 10.1.4 Be a leader in the control of noxious weeds and invasive species through education and regulations. a. Support education for the community and for County departments on how to recognize and report on noxious weeds. <u>Use public education, education for County departments, and regulations to control noxious weeds and invasive species.</u></p>	<p><i>Rephrased for consistency.</i></p>
<p>Policy 10.1.5 Monitor and mitigate the impacts of wildfire-related air quality impacts in the County, to the extent possible.</p>	<p><i>Recommend removing this policy, it is covered in the natural hazards section.</i></p>
<p>Goal 10.2 Promote sustainable building practices that minimize the impacts of <u>development</u> on the natural environment.</p>	<p><i>Slight wording change.</i></p>
<p>Policy 10.2.1</p>	<p><i>Changed from a one-time action to a continuing course of action and made other minor revisions.</i></p>

Policy Language	Notes and Discussion
<p>Review Use the County Code and educational materials to promote the use of resource-efficient building and landscaping techniques, materials, and technologies that minimize impacts to environmental quality.</p>	
<p>Policy 10.2.2 Encourage and support reuse and recycling of consumer goods, green waste, construction waste, hazardous waste, and e-waste through education and enhanced recycling opportunities through the Recycling Program.</p> <ul style="list-style-type: none"> a. Provide convenient recycling at all County events and in all County facilities. b. Provide convenient opportunities to recycle materials and compost green waste in locations at transfer stations and through home pick up. c. Provide convenient opportunities for disposal of hazardous waste and e-waste. d. Aim for 80% recycling of construction waste in all County building projects. e. Promote 20% recycling of construction waste in all projects requiring a building permit. f. Support businesses and industries that utilize recyclable materials. 	<p><i>Edited to streamline policy language. Specific program initiatives can be called out in more detail in recycling program documents.</i></p> <p><i>Policies are similar to 3.6 (Goal 2) – consider relocating.</i></p>
<p>Policy 10.2.3 Support the process for siting new County solid waste management facilities in rural Deschutes County, consistent with facility needs</p>	<p><i>Added new policy associated with siting of new solid waste facilities.</i></p>



Policy Language	Notes and Discussion
<u>and County standards for the location and approval of such facilities.</u>	<i>Do we need any policies related to management of the facility (e.g., implement best practices related to solid waste management).</i>
Policy 10.2.4 <u>Implement best practices in solid waste management throughout the County.</u>	<i>New policy per PC discussion.</i>
Policy 10.2.4 <u>Develop and implement a Climate Action Plan to address the potential future impacts of climate change on Deschutes County.</u>	<i>New policy per Phase 2 outreach results.</i>
Policy 10.2.5 <u>Promote and incentivize green infrastructure in new development to improve stormwater management.</u>	<i>New policy.</i> <i>Moved from Natural Hazards section.</i>

Table 11. Surface Mining Policies

Policy Language	Notes and Discussion
Goal 11.1 Protect and utilize mineral and aggregate resources while minimizing adverse impacts of extraction, processing and transporting the resource.	<i>No changes recommended.</i>
Policy 2.10.1 Goal 5 mining inventories, ESEEs and programs are retained and not repealed. <u>Implement adopted Goal 5 Surface Mining inventories.</u>	<i>These ESEE policies are redundant. Replaced with blanket policy elsewhere.</i>



Policy Language	Notes and Discussion
<p>Policy 11.1.1 Cooperate and Coordinate with the Oregon Department of Geology and Mineral Industries (DOGAMI) on mining regulations and studies.</p>	<p><i>Minor rewording</i></p>
<p>Policy 11.1.2 Balance protection of mineral and aggregate resources with conflicting resources and uses.</p>	<p><i>No change recommended.</i></p>
<p>Policy 11.1.3 Review surface mining codes and revise as needed to consider especially mitigation factors, imported material and reclamation. <u>Use the development code to address mitigation, aggregate transportation, and aggregate site reclamation.</u></p>	<p><i>Revised for clarity.</i></p>
<p>Policy 2.10.5 Review surface mining site inventories as described in Section 2.4, including the associated Economic, Social, Environmental and Energy (ESEE) analyses.</p>	<p><i>Removed as redundant.</i></p>
<p>Policy 11.1.4 Support by private property owners and appropriate regulatory agencies to address the required reclamation of mining sites following approved under 660-016 mineral extraction.</p>	<p><i>Removed specific OAR references.</i></p>



Table 12. Cultural and Historic Resources

Policy Language	Notes and Discussion
<p>Goal 12.1 Promote the preservation of designated historic and cultural resources through education, incentives, and voluntary programs.</p>	<p><i>Added Oxford comma.</i></p> <p><i>Per review of these policies with the County Historic Landmarks Commission and SHPO, no changes are recommended.</i></p>
<p>Policy 12.1.1 The Historic Landmarks Commission shall take the lead in promoting historic and cultural resource preservation as defined in DCC 2.28.</p> <p>a. Support incentives <u>from the State Historic Preservation Office (SHPO) or other agencies</u> for private landowners to protect and restore historic resources.</p> <p>b. Support the Historic Landmarks Commission to promote educational programs to inform the public of the values of historic preservation.</p> <p>c. Support improved training for the Historic Landmarks Commission.</p> <p>d. <u>Support the goals, objectives, and actions of the Historic Preservation Strategic Plan.</u></p>	<p><i>Added references to SHPO and the County's Historic Preservation Strategic Plan.</i></p>
<p>Policy 12.1.2 Coordinate cultural and historic preservation with the Oregon State Historic Preservation Office.</p> <p>a. Maintain Deschutes County as a Certified Local Government,</p>	<p><i>Minor changes.</i></p>



Policy Language	Notes and Discussion
<p>which includes the City of Sisters.</p> <p>b. Encourage private property owners to coordinate with the State Historic Preservation Office.</p>	
<p>Policy 2.11.3 Goal 5 historic inventories, ESEEs and programs are retained and not repealed, except for the amendment noted in Ordinance 2011-003.</p>	<p><i>Redundant. Replaced with blanket policy elsewhere.</i></p>
<p><u>Policy 12.1.3</u> <u>Coordinate with Native American tribes tribal governments and SHPO to adopt a program to identify and protect archaeological and cultural resources, as appropriate, and prevent conflicting uses from disrupting the scientific value of known sites.</u></p>	<p><i>Recommended new policy.</i> <i>Amended language for consistency with other policies.</i></p>

Table 13. Natural Hazards Policies

Policy Language	Notes and Discussion
<p>Goal 13.1 Protect people, property, infrastructure, the economy and the environment from natural hazards. <u>Develop policies, partnerships, and programs to increase resilience and response capacity in order to protect people, property, infrastructure, the economy, natural resources, and the environment from natural hazards.</u></p>	<p><i>Revised to be consistent with policy language in Natural Hazards Mitigation Plan. Goal focuses on partnerships and coordination.</i></p>



Policy Language	Notes and Discussion
<p>Policy 13.1.1 Adopt by reference the most recent Deschutes County Natural Hazards Mitigation Plan into this Plan. a. Review and evaluate this Section of the Comprehensive Plan every five years. b. Adopt by reference Community Wildfire Protection Plans and revisions into this Plan. <u>Partner with county, state, and regional partners to regularly update and implement the Deschutes County Natural Hazards Mitigation Plan.</u></p>	<p><i>Removed outdated policies. Replaced with references to the NHMP.</i></p>
<p>Policy 13.1.2 <u>Collaborate with federal, state, and local partners to maintain updated mapping of high wildfire risk areas, floodplains, and other high risk natural hazard areas within the county per SB 762.</u></p>	<p><i>Reflects current state requirements and language from Natural Hazards Mitigation Plan.</i></p>
<p>Policy 13.1.3 <u>Communicate and cooperate with stakeholders federal, state, and local entities to clarify responsibilities regarding wildfire mitigation and suppression to improve fire protection services.</u> a. Analyze and address natural hazards; b. Raise public awareness of natural hazards; c. Support research or studies on natural hazard issues and solutions.</p>	<p><i>Revised to reflect policy language specifically related to wildfire mitigation and suppression. Other items from this policy are included in updated policies below.</i></p>
<p>Policy 3.5.3 Coordinate with emergency service providers when new development is proposed.</p>	<p><i>Moved to Goal 2, reworded for clarity.</i></p>



Policy Language	Notes and Discussion
<p>Policy 13.1.4 Use the development code to pProvide incentives and, if needed, regulations, to manage development in areas prone to natural hazards.</p>	<p><i>Tied policy to the development code and emphasized regulatory action.</i></p>
<p>Policy 13.1.5 <u>Work with agency partners to address and respond to increased episodes of poor air quality resulting from wildfires in the region.</u></p>	<p><i>New policy addressing air quality. Consider cross-referencing with air quality section at some point.</i></p>
<p>Policy 13.1.6 Balance protection <u>Protect</u> of wildlife with wildland fire mitigation measures on private lands in the designated Wildland Urban Interface.</p>	<p><i>Broadened policy to address all private lands and moved here from an earlier section. Shifted from wildlife section.</i> <i>Changed “responsibilities” to “measures.”</i></p>
<p>Policy 3.5.5 Development should be designed to minimize alteration of the natural land form in areas subject to slope instability, drainage issues or erosion.</p>	<p><i>Moved to Goal 2.</i></p>
<p>Policy 3.5.6 Critical facilities (schools, churches, hospitals and other facilities as defined by the Federal Emergency Management Agency) should be located outside high risk natural hazard areas, where possible.</p>	<p><i>Replaced by a policy in Goal 2.</i></p>



Policy Language	Notes and Discussion
<p>Policy 13.1.7 Address wildfire danger <u>threats</u> particularly in the wildland urban interface. a. Survey and map wildfire hazard at risk areas using the Wildfire Hazard Identification and Mitigation System b. Survey and map all areas not protected by structural fire protection agencies.</p>	<p><i>Moved secondary policy language to a new policy.</i></p>
<p>Policy 13.1.8 Identify all areas not protected by structural fire protection agencies <u>and promote discussions to address fire protection in unprotected lands in the County.</u></p>	<p><i>Expanded policy language to emphasize need to address currently unprotected areas.</i></p>
<p>Policy 13.1.9 Support forest management practices that reduce severe wildfire hazards. areas, as identified by the Wildfire Hazard Identification and Mitigation System, to a low or moderate rating, particularly in areas with development.</p>	<p><i>See above.</i></p>
<p>Policy 13.1.10 Support local fire protection districts and departments in providing and improving fire protection services.</p>	<p><i>No changes recommended.</i></p>
<p>Policy 3.5.10 Regulate development in designated floodplains identified on the Deschutes County Zoning Map based on Federal Emergency Management Act regulations.</p>	<p><i>Moved to Goal 2</i></p>

Policy Language	Notes and Discussion
<p>a. Participate in and implement the Community Rating System as part of the National Flood Insurance Program.</p> <p>b. Cooperate with other stakeholders to identify alternatives for acquiring and/or relocating existing structures prone to flooding.</p>	
<p>Policy 13.1.11</p> <p><u>Continue</u> to review and revise County Code as needed to:</p> <p>a. Ensure that land use activities do not aggravate, accelerate or increase the level of risk from natural hazards.</p> <p>b. Address wildfire concerns to and from development, through consideration of site location, building construction and design, landscaping, defensible space, fuel management, access and water availability.</p> <p>b. Require development proposals to include an impact evaluation that reviews the ability of the affected fire agency to maintain an appropriate level of service to existing development and the proposed development.</p> <p>c. Minimize erosion from development and ensure disturbed or exposed areas are promptly restored to a stable, natural and/or vegetated condition using natural materials or native plants.</p> <p>d. Ensure drainage from development or alterations to historic drainage patterns do not increase erosion on-site or on adjacent properties.</p> <p>e. Make the Floodplain Zone a combining zone and explore ways to minimize and mitigate floodplain impacts. Reduce problems associated with administration of the Floodplain Zone.</p> <p>f. Require new subdivisions and destination resorts to achieve</p>	<p><i>Various components moved to new policies in other sections. Specific edits to Floodplain and Fire Mitigation Standards policies.</i></p>



Policy Language	Notes and Discussion
<p>FireWise Standards <u>or other currently accepted fire mitigation standards</u> from the beginning of the projects and maintain those standards in perpetuity.</p>	
<p>Goal 13.2 <u>Ensure the County’s built environment and infrastructure are adequately prepared for natural disasters.</u></p>	<p><i>New goal language focusing on the built environment.</i></p>
<p><u>Policy 13.2.1</u> <u>Increase the quality, resiliency, diversity, and redundancy of utility and transportation infrastructure to increase chances of continued service following a natural disaster.</u></p>	<p><i>New policy.</i></p>
<p><u>Policy 13.2.2</u> <u>Prohibit the development of new essential public facilities and uses that serve vulnerable populations from being located within areas at high risk of flooding and wildfire, and aim to relocate existing uses in these areas.</u></p>	<p><i>Update of Policy 3.5.6</i> Removed “landslides, liquefaction”</p>
<p><u>Policy 13.2.3</u> <u>Support siting of Central Oregon Ready, Responsive, Resilient (CORE3) regional coordinated emergency services training facility.</u></p>	<p><i>New policy. (reviewed at 12.8 meeting, spelled out acronym for clarity).</i></p>
<p><u>Policy 13.2.4</u> <u>Coordinate with emergency service providers when new development is proposed to ensure that response capacity can meet the needs of the new development.</u></p>	<p><i>Formerly Policy 3.5.3. Reworded for clarity.</i></p>



Policy Language	Notes and Discussion
<p><u>Policy 13.2.5</u> Require new development to follow home hardening, defensible space, and other resilient design strategies in areas prone to wildfires and other natural hazards.</p>	<p><i>Previously part of Policy 3.5.11.</i></p>
<p><u>Policy 13.2.6</u> Encourage and incentivize development that exceeds minimum building code standards and promote retrofitting of existing development for better natural disaster resiliency.</p>	<p><i>New policy.</i></p>
<p><u>Policy 13.2.7</u> Promote and incentivize green infrastructure in new development to improve stormwater management.</p>	<p><i>New policy.</i> Moved to environmental quality section.</p>
<p><u>Policy 13.2.8</u> Require development to be designed to minimize alteration of the natural landform in areas subject to slope instability, drainage issues or erosion.</p>	<p><i>Formerly Policy 3.5.5.</i></p>
<p><u>Policy 13.2.9</u> Regulate development in designated floodplains identified on the Deschutes County Zoning Map based on Federal Emergency Management Act regulations. a. Continue evaluation of participation in and implementation of the Community Rating System as part of the National Flood Insurance Program.</p>	<p><i>Formerly Policy 3.5.10.</i></p>



Policy Language	Notes and Discussion
<p>b. <u>Cooperate with other stakeholders to identify alternatives for acquiring and/or relocating existing structures prone to flooding.</u> c. <u>Continue to coordinate with stakeholders and agency staff to correct mapping errors.</u></p>	
<p><u>Goal 13.3</u> <u>Develop programs that inform the public about the increased risks from natural hazards.</u></p>	<p><i>New goal focusing on involving the public.</i></p>
<p><u>Policy 13.3.1</u> <u>Identify high risk, high need populations and ensure equitable access to emergency preparedness and recovery services. Increase outreach and education for hazard awareness and natural disaster preparedness, especially for low-income, elderly, non-English speaking, and other vulnerable populations.</u></p>	<p><i>New policy.</i></p>
<p><u>Policy 13.3.2 Increase outreach and education for hazard awareness and natural disaster preparedness, especially for low-income, elderly, non-English speaking, and other vulnerable populations.</u></p>	<p><i>New policy split from 13.3.1.</i></p>
<p><u>Policy 13.3.2</u> <u>Expand partnerships with government agencies, utilities, and other groups that can help Deschutes County residents prepare for natural disasters.</u></p>	<p><i>New policy.</i></p>
<p><u>Policy 13.3.3</u></p>	<p><i>New policy.</i></p>



Policy Language	Notes and Discussion
<u>Work with regional partners to establish and maintain adequate support for a Deschutes County Community Emergency Response Team (CERT) to aid in responding to natural hazard events.</u>	
Policy 13.3.4 <u>Promote and support business resilience planning.</u>	<i>New policy.</i>



Policy Review – Group 3 Updated

June 2023

TO: Deschutes 2040 Project Management Team
 FROM: Andrew Parish, Emma-Quin Smith, and Matt Hastie, MIG
 CC:
 DATE: June 15, 2023

INTRODUCTION

This memorandum includes existing and recommended policy language related to the following Deschutes County Comprehensive Plan topics:

1. Housing
2. Jobs and Economy
3. Public Facilities and Services
4. Recreation and Tourism
5. Destination Resorts
6. Area Specific Policies

POLICY REVIEW AND RECOMMENDATIONS

The following tables list existing policy language in underline and ~~strikeout~~, along with a column of notes and discussion describing changes and their rationale. Items that have changed since initial review by the Planning Commission are **highlighted** and policies that have been updated since the most recent PC meeting are noted in **bold text**. Changes are based on a review by County staff and the consultant team and public input to date. Additional changes may be identified through further community engagement and/or coordination with technical advisors. This is intended to be a starting point for discussion with members of the Planning Commission. Numbering has been revised for consistency and navigation but likely will be updated again as the planning process proceeds.



Table 1. Housing Policies

Policy Language	Notes and Discussion
<p><i>Goal 3.1. Maintain the rural character and Support housing opportunities and choices for rural County residents in unincorporated Deschutes County, while meeting health and safety concerns, minimizing environmental and resource land impacts.</i></p>	<p><i>Revised to focus on addressing housing opportunities and also noting the need to minimize impacts and meet state requirements. Removed mention about “Complying with state requirements,” as that is a given, for brevity.</i></p>
<p>3.3.1 Except for parcels in the Westside Transect Zone, the minimum parcel size for new rural residential parcels shall be 10 acres.</p>	<p><i>Assume this is addressed in the Development Code; recommend deleting to avoid stating code requirements in policy.</i></p>
<p>3.1.1 Incorporate annual farm and forest housing reports into a wider system for tracking the cumulative impacts of rural housing development.</p>	<p><i>Retain with no changes, assuming this annual tracking still occurs and/or is desirable.</i></p>
<p>3.1.2 Continue to update the County zoning ordinance and work with partnering organizations to address health and safety issues associated with housing. address health and safety issues associated with housing raised by the public, such as a. The number of large animals that should be permitted on rural residential parcels; or b. The properties south of La Pine, in Township 22S, Range 10E, Section 36, many of which are not in compliance with planning and building codes.”</p>	<p><i>Eliminated issues already addressed in the zoning ordinance and/or overly specific. Broadened language to include more general issues identified during Comp Plan update process.</i></p> <p><i>Simplified policy language to direct an updated zoning ordinance that addresses health and safety issues, rather than listing numerous topics.</i></p>



Policy Language	Notes and Discussion
<p>3.1.3 Encourage and/or require, <u>where consistent with County policies and requirements</u>, new subdivisions to incorporate alternative development patterns, such as cluster development, that mitigate community and environmental impacts.</p>	<p><i>Incorporated “require” language with caveats re: when something would be required (vs. encouraged).</i></p>
<p>3.1.4 Maintain the rural character of the County while ensuring a diversity of housing opportunities, including initiating discussions to amend State Statute and/or Oregon Administrative Rules to permit accessory dwelling units in Exclusive Farm Use, Forest and Rural Residential zones. <u>Implement legislation allowing accessory dwelling units in rural areas to expand housing choices.</u></p>	<p><i>Updated to reflect current ADU state rules and code update process.</i></p>
<p>3.1.5 Create and encourage opportunities for flexibility in rural housing including development of manufactured home parks, safe parking sites, and RV parking areas.</p>	<p><i>New policy based on community input. No changes since last PC.</i></p>
<p><u>3.1.6 Allow housing development and supporting services (such as locally serving medical offices or similar uses) in unincorporated communities.</u></p> <p>3.1.6 (alternative) <u>Reduce barriers to housing development and supporting services (such as locally serving medical offices or similar uses) in unincorporated communities.</u></p>	<p><i>New policy based on community input. Added an alternative option for discussion based on PC conversation.</i></p>
<p>3.1.7 Explore grants and funding opportunities for ongoing maintenance and rehabilitation of existing housing stock.</p>	<p><i>New policy based on community input. No changes since last PC.</i></p>



Policy Language	Notes and Discussion
<p>3.1.8 Evaluate the impacts of short-term rentals and consider regulations to mitigate impacts, as appropriate.</p>	<p><i>New policy based on community input. Updated language to call for evaluation and regulations if appropriate.</i></p>
<p>Goal 3.2: Support agencies and non-profits that provide affordable housing.</p>	
<p>3.2.1 Support Central Oregon Regional Housing Authority and other stakeholders to meet the housing needs of all Deschutes County residents <u>by assisting as needed in coordinating and implementing housing assistance programs.</u></p> <p>a. Assist as needed in coordinating and implementing housing assistance programs.</p> <p>b. Support efforts to provide affordable and workforce housing in urban growth boundaries and unincorporated communities.</p>	<p>Removed (b) due to new policy 3.4.2 below. Reworded to remove sub bullets.</p>
<p>3.2.2 Utilize block grants and other funding to assist in providing and maintaining low- and moderate-income <u>housing in partnership with Housing Works and other housing agencies and providers in Deschutes County.</u></p>	<p><i>Updated to reference Housing Works and other community partners.</i></p>
<p>Goal 3.3 The transect concept provides a range of development patterns from most to least developed. The Westside Transect Zone implements the transect concept by providing a rural, low density range at the western edge of the Bend UGB adjacent to the urban transect typology inside the Bend UGB and extending</p>	<p><i>Converted to a Goal to precede the following policies and made more general. Some of the existing descriptive language should be pulled into Comp Plan narrative.</i></p>



Policy Language	Notes and Discussion
<p>outward westerly to the public and forested lands. The Westside Transect Policies set forth below and the zoning ordinance provisions implementing those policies are specific to Regulate the location and density of housing in the area located between the Bend UGB and Shevlin Park through Westside Transect policies (3.3.1-3.3.x) and do not apply to other areas adjacent to the Bend UGB.</p>	
<p>3.3.1 Protect the sensitive eco-systems and interrelationships of the urban/rural interface on the west side of Bend between the urban area and Shevlin Park and the public and forestlands to the west.</p>	<p><i>No changes recommended.</i></p>
<p>3.3.2 Protect natural resources and environmentally sensitive areas and provide special setbacks between development and Shevlin Park, Tumalo Creek, and forestlands.</p>	<p><i>No changes recommended.</i></p>
<p>3.3.3 Development patterns shall reflect the protection of land with environmental significance and fire-wise <u>and other fire prevention</u> community design best practices.</p>	<p><i>Revised to add other fire prevention best practices.</i></p>
<p>3.3.4 Limit residential development to 200 single-family residential lots.</p>	<p><i>No changes recommended.</i></p>
<p>3.3.5 Manage all areas outside of the structural building envelopes on residential lots for wildfire mitigation and wildlife habitat in</p>	<p><i>No change recommended at this time. This language is very specific but seems like a good policy.</i></p>



Policy Language	Notes and Discussion
<p>accordance with coordinated plans prepared by professionals, reviewed annually with reports submitted to the County every three years. The wildfire mitigation and wildlife habitat plans shall be funded through homeowner assessments and administered and enforced by a homeowners association established at the time of creation of any residential lots.</p>	
<p>3.3.6 Reduce the impact of construction by using best management practices to minimize site disturbance during construction and construction impacts (i.e., erosion) on Shevlin Park, Tumalo Creek, and forestlands.</p>	<p><i>No changes recommended.</i></p>
<p>3.3.7 Coordinate with the City of Bend for mitigation of impacts to City infrastructure from development within the Transect.</p>	<p><i>No changes recommended.</i></p>
<p><u>Goal 3.4 Participate in regional efforts to plan for housing.</u></p>	<p><i>New goal based on community feedback. No changes since last PC.</i></p>
<p><u>3.4.1 Collaborate with cities and private sector partners on innovative housing developments to meet the region’s housing needs.</u></p>	<p><i>New policy based on community feedback. No changes since last PC.</i></p>
<p><u>3.4.2 Partner with cities to incentivize development within urban growth boundaries and reduce infrastructure costs for workforce and affordable housing.</u></p>	<p><i>New policy based on community feedback. No changes since last PC.</i></p>



Policy Language	Notes and Discussion
3.4.3 Partner with local, state, and federal agencies to address and limit nuisance and public health issues related to homelessness.	New policy based on community feedback. No changes since last PC.
3.4.4 Utilize County owned land in city limits for affordable and workforce housing, where appropriate.	New policy based on community feedback. No changes since last PC.
3.4.5 Promote regional housing planning, including urban reserve planning for cities, to allow for longer term and multi-jurisdictional housing strategies.	New policy based on community feedback. No changes since last PC.
3.4.6 Limit parcelization and development adjacent to cities or in conflict with planned and/or known road/utility corridors to preserve land for future urban development.	New policy based on community feedback. Removed the word "cluster" development based on recent feedback from the PC.

Table 2. Jobs and Economy Policies

Policy Language	Notes and Discussion
Section 3.4 Rural Economy Policies	
Goal 1 Maintain a stable, and sustainable, and thriving rural economy, compatible with rural lifestyles and a healthy environment.	Added "Thriving" language per PC discussion.



Policy Language	Notes and Discussion
<p>3.4.1 Promote rural economic initiatives, including home-based businesses, that maintain the integrity of the rural character and natural environment.</p> <p>A. Review land use regulations to identify legal and appropriate rural economic development opportunities.</p>	<p><i>Struck language is an action item. Could be part of an action plan.</i></p>
<p>3.4.2 Work with stakeholders to promote new recreational and tourist initiatives that maintain the integrity of the natural environment</p>	<p><i>Move to recreation section</i></p>
<p>3.4.3 Support a regional approach to economic development in concert with Economic Development for Central Oregon or <u>and</u> similar organizations.</p>	<p><i>Minor change for broader applicability</i></p>
<p>3.4.4 Support <u>growth and expansion of colleges and universities, regional educational facilities,</u> and workforce training programs.</p>	<p><i>Minor changed based on community input, oxford comma. Additional wording to capture COCC and OSU.</i></p>
<p>3.4.5 Support renewable energy generation as an important economic development initiative, <u>while taking other community goals and concerns into consideration.</u></p>	<p><i>Compare with Energy policies to ensure consistency. Added additional language to note community concern about visual/wildlife impacts.</i></p>
<p>3.4.6 Support and participate in master planning for airports in Deschutes County, <u>including expansion of noise impact boundaries and upgrades to facilities as airports continue to grow.</u></p>	<p><i>Updated based on local government/agency comments.</i></p>



Policy Language	Notes and Discussion
3.4.7 Within the parameters of State land use regulations, permit limited local-serving commercial uses in higher-density rural communities. Support limited and locally-serving commercial uses in appropriate locations.	<i>"Within the parameters...." is not necessary. Consider further defining "Appropriate locations". No change since last PC.</i>
3.4.8 Support expansion of high-speed internet in rural areas and integrate infrastructure such as fiber-optic cables into new development and road projects.	<i>New policy based on community input. No change since last PC.</i>
3.4.9 Support funding and development of childcare locations across the County to support families in the workforce.	<i>New policy based on community input. No change since last PC.</i>
3.4.10 Explore need for master planning for rural economic development lands, including Deschutes Junction.	<i>New policy – simplified, based on current area specific policy. No change since last PC.</i>
3.4.11 Recognize the importance of maintaining a large-lot industrial land supply that is readily developable in Central Oregon, and support a multi-jurisdictional cooperative effort to designate these sites.	<i>Moved and combined from 4.2.13 and 4.2.12, same language. No change since last PC.</i>
<u>Lands Designated and Zoned Rural Commercial</u> <u>Goal 2: Support creation and continuation of rural commercial areas that support rural communities while not adversely affecting nearby agricultural and forest uses.</u>	<i>Change "sub header" into new goal language.</i>
3.4.8 Update the policies for lands designated Rural Commercial as needed.	<i>Unnecessary</i>
3.4.9 Rural Commercial designated lands located outside of urban growth boundaries shall allow uses less intense than those allowed in unincorporated communities as defined by Oregon Administrative Rule 660-22 or its successor. Rural Commercial	<i>Simplified language. Minor rewording.</i>



Policy Language	Notes and Discussion
<p>zoning shall be applied to any new properties that are approved for Rural Commercial designation as allowed by State Statute, Oregon Administrative Rules and this Comprehensive Plan.</p> <p><u>Allow for new Rural Commercial zoning designations if otherwise allowed by Oregon Revised Statute, Administrative Rule, and this Comprehensive Plan.</u></p>	
<p>3.4.10 Rural Commercial zoning shall be applied to Deschutes Junction, Deschutes River Woods Store, Pine Forest, Rosland and Spring River</p>	<p><i>Remove, assuming this has occurred.</i></p>
<p>3.4.11 In Spring River there shall be a Limited Use Combining Zone.</p>	<p><i>Keep this language for now; flag for potential elimination at a future date once it is conformed that this is fully embedded in the Development Code or that "backstop" policy language is not needed.</i></p>
<p>3.4.12 County Comprehensive Plan policies and land use regulations shall ensure that new uses authorized on Rural Commercial designated lands do not adversely affect agricultural and forest uses in the surrounding areas.</p> <p><u>Ensure new uses permitted on Rural Commercial lands do not adversely affect nearby agricultural and forest uses.</u></p>	<p><i>Simplified language.</i></p>



Policy Language	Notes and Discussion
<p>3.4.13 Zoning in the area shall ensure that the uses allowed are rural as required by Goal 14, Urbanization, and less intensive than those allowed for unincorporated communities as defined in OAR 660-22. New commercial uses shall be limited to those that are intended to serve the surrounding rural area or the travel needs of people passing through the area. <u>Ensure new commercial uses on Rural Commercial lands are limited to those intended to serve the surrounding rural area and/or the needs of the traveling public.</u></p>	<p><i>Simplified language removing references to State planning goals and rules.</i></p>
<p>3.4.14 New commercial uses shall be limited in size to 2,500 square feet or if for an agricultural or forest-related use, 3,500 square feet.</p>	<p><i>No change currently.</i></p>
<p>3.4.15 A lawful use existing on or before November 5, 2002 that is not otherwise allowed in a Rural Commercial zone, may continue to exist subject to the county's nonconforming use regulations.</p>	<p><i>No change currently.</i></p>
<p>3.4.16 An existing lawful use may expand up to 25 percent of the total floor area existing on November 5, 2002</p>	<p><i>No change currently.</i></p>
<p>3.4.17 The Rural Commercial zoning regulations shall allow a mixed use of residential or rural commercial uses.</p>	<p><i>Same comment as for policy 3.4.14.</i></p>
<p>3.4.18 Residential and commercial uses shall be served by DEQ approved on-site sewage disposal systems.</p>	<p><i>Same comment as for policy 3.4.14.</i></p>
<p>3.4.19 Residential and commercial uses shall be served by on-site wells or public water systems.</p>	<p><i>Same comment as for policy 3.4.14.</i></p>



Policy Language	Notes and Discussion
3.4.20 Community sewer systems, motels, hotels and industrial uses shall not be allowed.	<i>No change</i>
3.4.21 Recreational vehicle or trailer parks and other uses catering to travelers shall be permitted.	<i>No change</i>
<p>Lands Designated and Zoned Rural Industrial Goal 3: Support the creation and continuation of rural industrial areas that support rural communities while not adversely affecting nearby agricultural and forest uses.</p>	<i>Update subsection into new goals.</i>
3.4.21 Update the policies for lands designated Rural Industrial as needed <u>to limit and control industrial uses through the use of the Rural Industrial designation and development standards.</u>	<i>Added additional general language which can help replace more detailed language in the future.</i>
3.4.22 To assure that urban uses are not permitted on rural industrial lands, land use regulations in the Rural Industrial zones shall ensure that the uses allowed are less intensive than those allowed for unincorporated communities in OAR 660-22 or any successor.	<i>Keep this language for now; flag for potential elimination at a future date once it is conformed that this is fully embedded in the Development Code or that “backstop” policy language is not needed. Ultimately, suggest consolidation and simplification of these policies and referring to a map for Limited Use Combining Zones.</i>
3.4.23 Limited Use Combining zones shall be applied to the Redmond Military (Tax lot 1513000000116), Deschutes Junction (Tax lot 161226C000301, Tax lot 161226C000300, Tax lot 161226C000111 and Tax lot 161226A000203) to ensure permitted uses are compatible with surrounding farm and forest lands.	<i>Same comment as for policy 3.4.22.</i>



Policy Language	Notes and Discussion
<p>3.4.24 To ensure that the uses in Rural Industrial zone on tax lot 16-12-26C-301, as described in Exhibit “C” and depicted on Exhibit “D” attached to Ordinance 2009-007 and incorporated by reference herein, are limited in nature and scope, the Rural Industrial zoning on that site shall be subject to a Limited Use Combining Zone which will limit the uses to storage, crushing, processing, sale and distribution of minerals.</p>	<p><i>Same comment as for policy 3.4.22.</i></p>
<p>3.4.25 To ensure that the uses in Rural Industrial zone on tax lot 16-12-26C-301, as described in Exhibit “C” and depicted on Exhibit “D” attached to Ordinance 2009-007 and incorporated by reference herein, are limited in nature and scope, the Rural Industrial zoning on that site shall be subject to a Limited Use Combining Zone which will limit the uses to storage, crushing, processing, sale and distribution of minerals.</p>	<p><i>Same comment as for policy 3.4.22.</i></p>
<p>3.4.26 26 To ensure that the uses in the Rural Industrial Zone on Tax Lot 300 on Assessor’s Map 16-12-26C-300 and Tax Lot 203 on Assessor’s Map 16-12-26A-300 and portions of Tax Lot 111 on Assessor’s Map 16-12-26C-111 as described in Exhibit ‘D’ and depicted in Exhibit ‘E’ attached to Ordinance 2010-030 and incorporated by reference herein, are limited in nature and scope, the Rural Industrial zoning on the subject parcel shall be subject to a Limited Use Combining Zone, which will limit the uses to storage,</p>	<p><i>No change currently because this is not yet reflected elsewhere in the code.</i></p>



Policy Language	Notes and Discussion
<p>crushing, processing, sale and distribution of minerals, subject to conditional use and site plan approval.</p>	
<p>3.4.27 Land use regulations shall ensure that new uses authorized within the Rural Industrial sites do not adversely affect agricultural and forest uses in the surrounding area. <u>Ensure new uses on Rural Industrial lands do not adversely affect nearby agricultural and forest uses.</u></p>	<p><i>Simplified language</i></p>
<p>3.4.28 New industrial uses shall be limited in size to a maximum floor area of 7,500 square feet per use within a building, except for the primary processing of raw materials produced in rural areas, for which there is no floor area per use limitation.</p>	<p>Staff recommends retaining language.</p>
<p>3.4.29 A lawfully established use that existed on or before February 2, 2003 not otherwise allowed in a Rural Industrial zone may continue to exist subject to the county's non-conforming use regulations</p>	<p>Staff recommends retaining language.</p>
<p>3.4.30 A lawfully established use that existed on or before February 2, 2003 may be expanded to occupy a maximum of 10,000 square feet of floor area or an additional 25 percent of the floor area currently occupied by the existing use, whichever is greater.</p>	<p>Staff recommends retaining language.</p>
<p>3.4.31 Residential and industrial uses shall be served by DEQ approved on-site sewage disposal systems. <u>Ensure new uses on Rural Industrial lands are served by on-site sewage disposal systems approved by the Department of Environmental Quality (DEQ).</u></p>	<p><i>If this policy applies to lands beyond industrial land, consider duplicating or moving.</i></p>



Policy Language	Notes and Discussion
3.4.32 Residential and industrial uses shall be served by on-site wells or public water systems.	Staff recommends retaining as-is.
3.4.33 Community sewer systems shall not be allowed in Rural Industrial zones.	<i>No change</i>
3.4.34 A 2009 exception (Ordinance 2009-007) included an irrevocably committed exception to Goal 3 and a reasons exception to Goal 14 to allow rural industrial use with a Limited Use Combining Zone for storage, crushing, processing, sale and distribution of minerals.	<i>No change</i>
3.4.35 A 2010 exception (Ordinance 2010-030) took a reasons exception to Goal 14 with a Limited Use Combining Zone for storage, crushing, processing, sale and distribution of minerals.	<i>No change</i>
3.4.36 Properties for which a property owner has demonstrated that Goals 3 and 4 do not apply may be considered for Rural Industrial designation as allowed by State Statute, Oregon Administrative rules and this Comprehensive Plan. Rural Industrial zoning shall be applied to a new property that is approved for the Rural Industrial Plan designation.	<i>No change</i>
<p>Section 4.9 Rural Service Center Policies Goals and Policies <u>Goal 1: Support the creation and continuation of rural service centers that support rural communities while not adversely affecting nearby agricultural and forest uses.</u></p>	<i>Added goal for this section.</i>



Policy Language	Notes and Discussion
<p>4.9.1 Land use regulations shall conform to the requirements of OAR 660, Division 22 or any successor.</p>	<p><i>Unnecessary, remove.</i></p>
<p>4.9.2 Rural Service Centers zoning shall be applied to Alfalfa and Brothers and shall consist of three districts: Commercial/Mixed Use; Residential; and Open Space. in Alfalfa, Brothers, Hampton, Wilstlestop, and Wildhunt are identified on the Comprehensive Plan Map and shall have zoning consistent with Comprehensive Plan designations.</p>	<p><i>Consolidation of policy with the following policy.</i></p>
<p>4.9.3 Rural Service Center zoning shall be applied to Hampton, Whistlestop and Wildhunt and shall consist of a single Commercial/Mixed Use District.</p>	<p><i>See above.</i></p>
<p>4.9.4 The area in the Brothers Rural Service Center Boundary that is north of Highway 20 and east of Camp Creek Road shall be zoned as Rural Service Center – Open Space District (RSC-OS).</p>	<p><i>Recommend removing. Should already be captured in Zoning map and also can be cited in narrative.</i></p>
<p>4.9.5 In April 2002, Alfalfa area residents expressed a desire to keep the community “the way it is” and to limit commercial activity to 2-acres south of Willard Road that is the site of the Alfalfa Community Store and the community water system. These two acres are designated as a mixed used commercial district in the Comprehensive Plan and shall be zoned mixed use commercial. The remaining 20 acres of the Rural Service Center will continue to be zoned Rural Service Center – Residential District, with a 5-acre minimum lot size. Since the Board of County Commissioners finds it</p>	<p><i>Staff recommends retaining language or potentially removing some of the narrative but retaining the final sentence.</i></p>



Policy Language	Notes and Discussion
<p>may be necessary to accommodate the need for future commercial expansion 2 acres north of Willard Road are being designated on the Comprehensive Plan for future commercial uses. A zone change to mixed use commercial can be considered only for a specific use and upon findings that the existing commercial area is fully developed.</p>	
<p>4.9.6 County Comprehensive Plan policies and land use regulations shall ensure that new uses authorized within the Alfalfa, Brothers, Hampton, Millican, Whistlestop and Wildhunt <u>Ensure that land uses at Rural Service Centers do not adversely affect agricultural and forest uses in the surrounding areas.</u></p>	<p><i>Simplify and generalize language.</i></p>
<p>4.9.7 Zoning in the rural service areas shall promote the maintenance of the area’s rural character. New commercial uses shall be limited to small-scale, low impact uses that are intended to serve the community and surrounding rural area or the travel needs of people passing through the area. The commercial/mixed use zoning regulations shall allow a mixed use of residential or small-scale commercial uses <u>such as health and retail services.</u></p>	<p><i>Minor changes recommended for clarity at this time; consider incorporating this language in a future “purpose statement for this zoning designation in the Development Code. More general policy language could say: “Maintain the rural character of Rural Service Centers though appropriate land use regulations.”</i> Addition of “such as health and retail services.” Consider RC, RI, and RSC language together.</p>
<p>4.9.8 Residential and commercial uses shall be served by DEQ approved on-site sewage disposal systems.</p>	<p>Staff recommends retaining language as-is.</p>
<p>4.9.9 Residential and commercial uses shall be served by onsite wells or public water systems.</p>	<p>Staff recommends retaining language as-is.</p>



Policy Language	Notes and Discussion
4.9.10 Community water systems, motels, hotels and industrial uses shall not be allowed.	Staff recommends retaining language as-is.
4.9.11 Recreational vehicle or trailer parks and other uses catering to travelers shall be permitted.	Staff recommends retaining language as-is.
4.9.12 The County shall consider ways to improve services in the area consistent with the level of population to be served.	<i>Revised policy based on community feedback. Removed due to combination with 4.9.7</i>

Table 3. Public Facilities and Services Policies

Policy Language	Notes and Discussion
<i>Goal 1 Support the orderly, efficient, and cost-effective siting of rural public facilities and services.</i>	<i>Oxford comma</i>
3.6.1 Encourage the formation of special service districts to serve rural needs rather than have the County serve those needs. <u>Encourage and support the formation of special service districts to serve the need for public facilities in rural areas.</u>	<i>Minor changes</i>
3.6.2 Encourage early planning and acquisition of sites needed for public facilities, such as roads, water and wastewater facilities. <u>Encourage and support planning for and acquisition of sites needed for public facilities, such as transportation, water, and wastewater facilities.</u>	<i>Minor changes for clarity</i>



Policy Language	Notes and Discussion
3.6.3 Support the <u>siting of community health clinics, hospitals, and private medical practices to serve rural residents throughout the County.</u>	Updated language for clarity to reflect PC discussion
3.6.4 Where possible, maintain County offices in locations convenient to all areas of the county.	<i>Consider removing.</i>
3.6.5 Continue to s Support the County Fairgrounds as a community gathering place, event facility and home to the annual County Fair.	<i>Minor change</i>
3.6.6 Maintain the County Fairgrounds as an emergency readiness location <u>and staging area in the event of a Cascadia Subduction Zone earthquake or other large disaster.</u>	<i>Elaboration of policy</i>
3.6.7 Before <u>Prior to disposing of County-owned property,</u> consider review whether the land is appropriate for needed public projects such as schools, health clinics, fire stations, or senior centers, <u>or affordable housing.</u>	<i>Added housing as a potential project.</i>
3.6.8 Coordinate with rural service districts and providers to ensure new development is reviewed with consideration of service districts and providers needs and capabilities. <u>review development proposals.</u>	<i>Simplified language.</i>



Policy Language	Notes and Discussion
<p>3.6.9 New development shall address impacts on existing facilities and plans through the land use entitlement process. Use the land use entitlement process to ensure new development addresses and mitigates impacts on existing and planned public facilities.</p>	<p><i>Rewording.</i></p>
<p>3.6.10 Support education districts, library districts and recreation districts in meeting community needs, such as meeting spaces.</p>	<p><i>No changes.</i></p>
<p>3.6.11 Where practicable possible, locate utility lines and facilities on within or adjacent to existing public or private right-of-ways rights-of-way and to avoid dividing farm or forest lands.</p>	<p><i>Minor changes.</i></p>
<p>3.6.12 Review public facilities and services to minimize impacts of the facilities on the larger community. a. Review and revise as needed County Code to require screening of public facilities including power generating facilities and sewage treatment plants, and to address impacts from cell towers. Use the development code to mitigate visual and other impacts of public facilities and cell towers.</p>	<p><i>Rephrase from one-time action. Added "cell towers"</i></p>
<p>3.6.13 Support the creation of a landfill overlay zone.</p>	<p><i>Remove. Moved as an option under Goal 2</i></p>
<p>3.6.14 Guide the location and design of rural development so as to minimize the public costs of facilities and services. Use the Comprehensive Plan and Development Code to guide rural</p>	<p><i>Suggested rewording.</i></p>



Policy Language	Notes and Discussion
development in a manner that supports the orderly and cost-efficient provision of public facilities and services.	
3.6.15 Support siting and development of city owned water and wastewater facilities on rural lands, including innovative facilities that include additional community amenities.	<i>New policy based on local government feedback. Note: This policy is similar to policy 6.5.7 and may be deleted or combined with that policy in a subsequent draft.</i>
<u>Goal 2. Pursue sustainable, innovative, and cost-effective waste management practices</u>	<i>New goal based on community feedback Added "innovative" per PC comments.</i>
3.6.16 Allow for siting of waste management facilities on rural lands, including but not limited to landfill facilities, transfer stations, organics management facilities, material recovery facilities, and recycling modernization facilities, in a manner that is sensitive to environmental and community concerns.	<i>New policy based on community feedback</i>
3.6.17 Provide incentives, education, and resources to promote reuse and recycling of construction waste	<i>New policy based on community feedback Reworded based on PC discussion to mention "reuse and recycling" and "education"</i>
3.6.18 Encourage waste reduction through community education and partnerships with community groups such as the Environmental Center	<i>New policy based on community feedback</i>
3.6.19 Support the creation of a landfill overlay zone.	<i>Option for PC - moved from prior goal.</i>
<u>Goal 3. Serve as conduit for countywide resources</u>	<i>New goal based on community feedback. Recommend moving to a more appropriate section in subsequent</i>



Policy Language	Notes and Discussion
	<i>draft but included as a placeholder in this section for now.</i>
3.6.20 Provide resources to connect community members with a variety of housing and health related issues in Deschutes County	<i>New policy based on community feedback</i>

Table 4. Recreation & Tourism Policies

Policy Language	Notes and Discussion
Section 3.8 Rural Recreation Policies	
<u>Goal 1 Increase affordable, sustainable, and diverse recreation opportunities through partnerships with government and private entities. Promote a variety of passive and active park and recreation opportunities through a regional system that includes federal and state parks and local park districts.</u>	<i>Amended language based on community feedback</i>
3.8.1 <u>Reduce barriers to regional parks and recreation projects, including acknowledgement or adoption of federal, state and local parks district trail and facility plans. Cooperate with public agencies and local park districts to provide park and recreation lands, facilities and opportunities.</u>	<i>Simplify language.</i>



Policy Language	Notes and Discussion
<p>a. The Statewide Comprehensive Outdoor Recreation Plan and State Park Master Plans shall serve as a basis for coordination on County-wide park and recreation issues.</p> <p>b. Support exceptions to Statewide Planning Goals for urban fringe areas owned or acquired and operated by park and recreation districts.</p>	
<p>3.8.2 Work cooperatively with public agencies to promote standards for consolidation of public land access and to ensure recreational entry to those lands, especially along rivers and streams</p> <p><u>3.8.2 Collaborate with partners to develop a regional system of trails and open spaces, prioritizing recommendations from County, state, and federal recreational plans and studies.</u></p>	<p><i>Simplify language.</i></p>
<p>3.8.3 Encourage coordination between the U.S. Forest Service, the Bureau of Land Management and <u>recreational use interest groups</u> off-road vehicle organizations to regulate use of motorized vehicles, including motorbikes, ATVs and snowmobiles in order to minimize environmental degradation, agricultural fragmentation and user conflicts on public and private land property.</p>	<p><i>Simplified language.</i></p>



Policy Language	Notes and Discussion
3.8.4 Participate in federal recreation planning on federal lands and state park planning on State lands.	<i>Consolidated with policy above.</i>
3.8.5 Support <u>the creation and improvement of</u> accessible park and recreation opportunities in compliance with the Americans with Disabilities Act.	Added additional language per PC comments
3.8.6 Support efforts to coordinate recreation planning between <u>the County</u> , park and recreation districts, school districts, irrigation districts, <u>unincorporated communities</u> , and cities.	<i>Minor addition</i> Added "County"
3.8.7 Work with Unincorporated Communities that express an interest in parks, open spaces and community centers. Coordinate with unincorporated communities to identify opportunities for parks, trails, open spaces, and community centers.	<i>Rewording</i>
3.8.8 Coordinate trail design and funding with transportation system plans and support efforts to provide and manage rural trail segments and bicycle routes. <i>Alternative language:</i> 3.8.8 <i>Establish trail design standards and identify specific funding sources for them as part of future transportation system planning</i>	<i>Added potential stronger language for discussion.</i>



Policy Language	Notes and Discussion
<i>efforts to ensure development of identified priority rural trail segments and bicycle routes.</i>	
3.8.9 Support the Committee on Recreational Assets in identifying priority recreational projects, including incorporating as appropriate, elements of the Committee on Recreational Assets into this Plan.	<i>Remove policy – committee is no longer active.</i>
3.8.10 Update County Code as needed to define rural recreational uses such as private parks.	<i>Remove</i>
3.8.9 <u>Explore creation of a County Parks and Recreation Department to increase the County’s role in recreation and natural resource management and implement if deemed appropriate.</u>	<i><u>New policy based on community input.</u></i>
3.8.10 <u>Support community efforts for acquisition and management of Skyline Forest as a community amenity.</u>	<i><u>New policy based on community input. Same policy is in Forest section – better suited here.</u></i>
3.4.2 <u>Work with stakeholders to promote new recreational and tourist initiatives that maintain the integrity of the natural environment</u>	<i><u>Moved policy from Economic Development section</u></i>

Table 5. Destination Resort Policies

Policy Language	Notes and Discussion
Section 3.9 Destination Resorts	



Policy Language	Notes and Discussion
<p>Goal 1 To provide <u>Provide</u> for development of destination resorts in the County consistent with Statewide Planning Goal 8 in a manner that will be compatible with farm and forest uses, existing rural development, and in a manner that will maintain important natural features, such as including <u>including</u> habitat of threatened or endangered species, streams, rivers, and significant wetlands.</p>	<p>Goal structure is different from other Plan sections. Multiple goals up front with policies following. Edits for clarity, consider cutting further.</p>
<p>3.9.x Goal 2 To provide <u>Provide</u> a process for the siting of destination resorts <u>facilities that enhance and diversify the recreational opportunities and economy of Deschutes County</u>, on rural lands that have been mapped by Deschutes County as eligible for this purpose.</p>	<p><i>Change from a goal to a policy under the above goal. Combine with language from Goal 3.</i></p>
<p>Goal 3 To provide for the siting of destination resort facilities that enhances and diversifies the recreational opportunities and economy of Deschutes County.</p>	
<p>Goal 4 To provide for development of destination resorts consistent with Statewide Planning Goal 12 in a manner that will ensure the resorts are supported by adequate transportation facilities.</p>	<p>Staff recommends keeping as-is <i>Change from goal to policy.</i></p>
<p>3.9.1 Destination resorts shall only be allowed within areas shown on the “Deschutes County Destination Resort Map” and when the resort complies with the requirements of Goal 8, ORS 197.435 to 197.467, and Deschutes County Code 18.113.</p>	<p>Staff recommends keeping as-is</p>



Policy Language	Notes and Discussion
<p>3.9.2 Applications to amend the map will be collected and will be processed concurrently no sooner than 30 months from the date the map was previously adopted or amended.</p>	<p><i>Provision better suited for development code.</i></p>
<p>3.9.3 <u>Create and implement additional limitations on the siting and development of destination resorts that go beyond current state regulations to ensure protection of water quality, recreational resources, and other County resources and values.</u></p>	<p><i>New policy based on Phase 2 outreach results.</i></p>
<p>3.9.4 <u>Ensure that destination resort developments support and implement strategies to provide workers with affordable housing options within or in close proximity to the resorts.</u></p>	<p><i>New policy based on Phase 2 outreach results.</i></p>
<p>3.9.5 Mapping for destination resort siting. a. To assure that resort development does not conflict with the objectives of other Statewide Planning Goals, destination resorts shall pursuant to Goal 8 not be sited in Deschutes County in the following areas: 1. Within 24 air miles of an urban growth boundary with an existing population of 100,000 or more unless residential uses are limited to those necessary for the staff and management of the resort; 2. On a site with 50 or more contiguous acres of unique or prime farm land identified and mapped by the Soil Conservation Service or within three miles of farm land within a High-Value Crop Area;</p>	<p><i>General recommendation is to remove statute/code language items from comprehensive plan policies. However, this is expected to be item of further discussion with PC/BOCC.</i></p>



Policy Language	Notes and Discussion
<p>3. On predominantly Cubic Foot Site Class 1 or 2 forest lands which are not subject to an approved Goal exception;</p> <p>4. On areas protected as Goal 5 resources in an acknowledged comprehensive plan where all conflicting uses have been prohibited to protect the Goal 5 resource;</p> <p>5. Especially sensitive big game habitat, and as listed below, as generally mapped by the Oregon Department of Fish and Wildlife in July 1984 and as further refined through development of comprehensive plan provisions implementing this requirement.</p> <ul style="list-style-type: none"> i. Tumalo deer winter range; ii. Portion of the Metolius deer winter range; iii. Antelope winter range east of Bend near Horse Ridge and Millican; <p>6. Sites less than 160 acres.</p> <ul style="list-style-type: none"> b. To assure that resort development does not conflict with Oregon Revised Statute, destination resorts shall not be sited in Deschutes County in Areas of Critical State Concern. c. To assure that resort development does not conflict with the objectives of Deschutes County, destination resorts shall also not be located in the following areas: <ul style="list-style-type: none"> 1. Sites listed below that are inventoried Goal 5 resources, shown on the Wildlife Combining Zone, that the County has chosen to protect: 	



Policy Language	Notes and Discussion
<p>i. Antelope Range near Horse Ridge and Millican; ii. Elk Habitat Area; and iii. Deer Winter Range; 2. Wildlife Priority Area, identified on the 1999 ODFW map submitted to the South County Regional Problem Solving Group; 3. Lands zoned Open Space and Conservation (OS&C); 4. Lands zoned Forest Use 1 (F-1); 5. Irrigated lands zoned Exclusive Farm Use (EFU) having 40 or greater contiguous acres in irrigation; 6. Non-contiguous EFU acres in the same ownership having 60 or greater irrigated acres; 7. Farm or forest land within one mile outside of urban growth boundaries; 8. Lands designated Urban Reserve Area under ORS 195.145; 9. Platted subdivisions; d. For those lands not located in any of the areas designated in Policy 3.9.5(a) though (c), destination resorts may, pursuant to Goal 8, Oregon Revised Statute and Deschutes County zoning code, be sited in the following areas: 1. Forest Use 2 (F-2), Multiple Use Agriculture (MUA-10), and Rural Residential (RR-10) zones; 2. Unirrigated Exclusive Farm Use (EFU) land;</p>	



Policy Language	Notes and Discussion
<p>3. Irrigated lands zoned EFU having less than 40 contiguous acres in irrigation;</p> <p>4. Non-contiguous irrigated EFU acres in the same ownership having less than 60 irrigated acres;</p> <p>5. All property within a subdivision for which cluster development approval was obtained prior to 1990, for which the original cluster development approval designated at least 50 percent of the development as open space and which was within the destination resort zone prior to the effective date of Ordinance 2010-024 shall remain on the eligibility map;</p> <p>6. Minimum site of 160 contiguous acres or greater under one or multiple ownerships;</p> <p>e. The County shall adopt a map showing where destination resorts can be located in the County. Such map shall become part of the Comprehensive Plan and Zoning Ordinance and shall be an overlay zone designated Destination Resort (DR).</p>	
<p>3.9.6 Ordinance provisions.</p> <p>a. The County shall ensure that destination resorts are compatible with the site and adjacent land uses through enactment of land use regulations that, at a minimum, provide for the following:</p> <p>1. Maintenance of important natural features, including habitat of threatened or endangered species, streams, rivers, and significant</p>	<p><i>Keep for now, explore opportunities to integrate into development code and remove from comprehensive plan through a separate project.</i></p>

Policy Language	Notes and Discussion
<p>wetlands; maintenance of riparian vegetation within 100 feet of streams, rivers and significant wetlands; and</p> <p>2. Location and design of improvements and activities in a manner that will avoid or minimize adverse effects of the resort on uses on surrounding lands, particularly effects on intensive farming operations in the area and on the rural transportation system. In order to adequately assess the effect on the transportation system, notice and the opportunity for comment shall be provided to the relevant road authority.</p> <p>3. Such regulations may allow for alterations to important natural features, including placement of structures, provided that the overall values of the feature are maintained.</p> <p>b. Minimum measures to assure that design and placement of improvements and activities will avoid or minimize the adverse effects noted in Policy 3.9.4(a) shall include:</p> <p>1. The establishment and maintenance of buffers between the resort and adjacent land uses, including natural vegetation and where appropriate, fenced, berms, landscaped areas, and other similar types of buffers.</p> <p>2. Setbacks of structures and other improvements from adjacent land uses.</p>	



Policy Language	Notes and Discussion
<p>c. The County may adopt additional land use restrictions to ensure that proposed destination resorts are compatible with the environmental capabilities of the site and surrounding land uses.</p> <p>d. Uses in destination resorts shall be limited to visitor- oriented accommodations, overnight lodgings, developed recreational facilities, commercial uses limited to types and levels necessary to meet the needs of visitors to the resort, and uses consistent with preservation and maintenance of open space.</p> <p>e. The zoning ordinance shall include measures that assure that developed recreational facilities, visitor-oriented accommodations and key facilities intended to serve the entire development are physically provided or are guaranteed through surety bonding or substantially equivalent financial assurances prior to closure of sale of individual lots or units. In phased developments, developed recreational facilities and other key facilities intended to serve a particular phase shall be constructed prior to sales in that phase or guaranteed through surety bonding.</p>	

Table 6. Sunriver Policies

Note – no changes are proposed to these policies at this time, though a larger cleanup as part of a future process is recommended. Existing policies are shown below.



Policy Language	Notes and Discussion
<p>Section 4.5 Sunriver Policies</p> <p>4.5.1 Land use regulations shall conform to the requirements of OAR 660 Division 22 or any successor.</p> <p>4.5.2 County comprehensive plan policies and land use regulations shall ensure that new uses authorized within the Sunriver Urban Unincorporated Community do not adversely affect forest uses in the surrounding Forest Use Zones.</p> <p>4.5.3 To protect scenic views and riparian habitat within the community, appropriate setbacks shall be required for all structures built on properties with frontage along the Deschutes River.</p> <p>4.5.4 Open space and common area, unless otherwise zoned for development, shall remain undeveloped except for community amenities such as bike and pedestrian paths, and parks and picnic areas.</p> <p>4.5.5 Public access to the Deschutes River shall be preserved.</p> <p>4.5.6 The County supports the design review standards administered by the Sunriver Owners Association.</p>	
<p>Residential District Policies</p> <p>4.5.7 Areas designated residential on the comprehensive plan map shall be developed with single family or multiple family residential housing.</p>	
<p>Commercial District Policies</p> <p>Policy 4.5.8 Small-scale, low-impact commercial uses shall be developed in conformance with the requirements of OAR Chapter 660, Division 22. Larger, more intense commercial uses shall be permitted if they are intended to serve the</p>	



Policy Language	Notes and Discussion
<p>community, the surrounding rural area and the travel needs of people passing through the area.</p> <p>Policy 4.5.9 No additional land shall be designated Commercial until the next periodic review.</p> <p>Policy 4.5.10 Multiple-family residences and residential units in commercial buildings shall be permitted in the commercial area for the purpose of providing housing which is adjacent to places of employment. Single-family residences shall not be permitted in commercial areas.</p> <p>Policy 4.5.11 Approval standards for conditional uses in the commercial district shall take into consideration the impact of the proposed use on the nearby residential and commercial uses and the capacity of the transportation system and public facilities and services to serve the proposed use.</p>	
<p>Town Center District Policies</p> <p>Policy 4.5.12 Small-scale, low-impact commercial uses shall be developed in conformance with the requirements of OAR Chapter 660, Division 22. Larger, more intense commercial uses shall be permitted if they are intended to serve the community, the surrounding rural area or the travel needs of people passing through the area.</p> <p>Policy 4.5.13 Development standards in the town center district should encourage new development that is compatible with a town center style of development that serves as the commercial core of the Sunriver Urban Unincorporated Community. The following policies should guide development in the Town Center District in Sunriver:</p>	



Policy Language	Notes and Discussion
<p>a. Combine a mixture of land uses that may include retail, offices, commercial services, residential housing and civic uses to create economic and social vitality and encourage pedestrian use through mixed use and stand alone residential buildings.</p> <p>b. Develop a commercial mixed-use area that is safe, comfortable and attractive to pedestrians.</p> <p>c. Encourage efficient land use by facilitating compact, high-density development that minimizes the amount of land that is needed for development.</p> <p>d. Provide both formal and informal community gathering places.</p> <p>e. Provide visitor accommodations and tourism amenities appropriate to Sunriver.</p> <p>f. Provide design flexibility to anticipate changes in the marketplace.</p> <p>g. Provide access and public places that encourage pedestrian and bicycle travel.</p> <p>h. Provide road and pedestrian connections to residential areas.</p> <p>i. Facilitate development (land use mix, density and design) that supports public transit where applicable.</p> <p>j. Develop a distinct character and quality design appropriate to Sunriver that will identify the Town Center as the centerpiece/focal point of the community.</p> <p>Policy 4.5.14 Development within the Town Center (TC) District will be substantially more dense than development elsewhere in Sunriver. This increased density will require changes to existing topography and vegetation in the TC District to allow for screened, underground parking. The requirements of the County's site plan ordinance shall be interpreted to reflect this fact.</p>	
Resort District Policies	



Policy Language	Notes and Discussion
<p>Policy 4.5.15 Areas designated resort on the comprehensive plan map shall be designated resort, resort marina, resort golf course, resort equestrian or resort nature center district on the zoning map to reflect a development pattern which is consistent with resort uses and activities.</p>	
<p>Business Park District Policies</p> <p>Policy 4.5.16 A variety of commercial uses which support the needs of the community and surrounding rural area, and not uses solely intended to attract resort visitors, should be encouraged.</p> <p>Policy 4.5.17 Allow small-scale, low-impact commercial uses in conformance with the requirements of OAR Chapter 660, Division 22. Larger more intense commercial uses shall be permitted if they are intended to serve the community, the surrounding rural area and the travel needs of people passing through the area.</p> <p>Policy 4.5.18 Small-scale, low-impact industrial uses should be allowed in conformance with the requirements of OAR Chapter 660, Division 22.</p>	
<p>Community District Policies</p> <p>Policy 4.5.19 Areas designated community on the comprehensive plan map shall be designated community general, community recreation, community limited or community neighborhood district on the zoning map to reflect a development pattern which is consistent community uses and activities.</p> <p>Policy 4.5.20 Lands designated community shall be developed with uses which support all facets of community needs, be they those of year-round residents or part-time residents and tourists.</p>	



Policy Language	Notes and Discussion
<p>Policy 4.5.21 Development shall take into consideration the unique physical features of the community and be sensitive to the residential development within which the community areas are interspersed.</p>	
<p>Airport District Policies</p> <p>Policy 4.5.22 Future development shall not result in structures or uses which, due to extreme height or attraction of birds, would pose a hazard to the operation of aircraft.</p> <p>Policy 4.5.23 Future development should not allow uses which would result in large concentrations or gatherings of people in a single location.</p>	
<p>Utility District Policies</p> <p>Policy 4.5.24 Lands designated utility shall allow for development of administrative offices, substations, storage/repair yards, distribution lines and similar amenities for services such as water, sewer, telephone, cable television and wireless telecommunications.</p>	
<p>Forest District Policies</p> <p>Policy 4.5.25 Uses and development on property designated forest that are within the Sunriver Urban Unincorporated Community boundary shall be consistent with uses and development of other lands outside of the community boundary which are also designated forest on the Deschutes County comprehensive plan map.</p> <p>Policy 4.5.26 Forest district property shall be used primarily for effluent storage ponds, spray irrigation of effluent, biosolids application and ancillary facilities necessary to meet Oregon Department of Environmental Quality sewage disposal regulations.</p>	



Policy Language	Notes and Discussion
<p>Policy 4.5.27 The development of resort, residential or non-forest commercial activities on Forest district lands shall be prohibited unless an exception to Goal 14 is taken.</p>	
<p>General Public Facility Policies</p> <p>Policy 4.5.28 Residential minimum lot sizes and densities shall be determined by the capacity of the water and sewer facilities to accommodate existing and future development and growth.</p> <p>Policy 4.5.29 New uses or expansion of existing uses within the Sunriver Urban Unincorporated Community which require land use approval shall be approved only upon confirmation from the Sunriver Utility Company that water and sewer service for such uses can be provided.</p> <p>Policy 4.5.30 Expansion of the Sunriver Water LLC/Environmental/LLC Water and Sewer District outside of the historic Sunriver boundaries shall adequately address the impacts to services provided to existing property owners.</p>	
<p>Water Facility Policies</p> <p>Policy 4.5.31 Water service shall continue to be provided by the Sunriver Utilities Company.</p>	
<p>Sewer Facility Policies</p> <p>Policy 4.5.32 Sewer service shall continue to be provided by the Sunriver Utilities Company.</p>	
<p>Transportation System Maintenance Policies</p>	



Policy Language	Notes and Discussion
<p>Policy 4.5.33 Privately-maintained roads within the Sunriver Urban Unincorporated Community boundary shall continue to be maintained by the Sunriver Owners Association.</p> <p>Policy 4.5.34 The bicycle/pedestrian path system in Sunriver shall continue to be maintained by the Sunriver Owners Association or as otherwise provided by a maintenance agreement.</p> <p>Policy 4.5.35 The County will encourage the future expansion of bicycle/pedestrian paths within the Sunriver Urban Unincorporated Community boundary in an effort to provide an alternative to vehicular travel.</p> <p>Policy 4.5.36 All public roads maintained by the County shall continue to be maintained by the County. Improvements to County maintained public roads shall occur as described the County Transportation System Plan.</p>	

Table 7. Resort Community Policies

Note – no changes are proposed to these policies at this time, though a larger cleanup as part of a future process is recommended. Existing policies are shown below.

Policy Language	Notes and Discussion
<p>General Resort Community Policies</p> <p>Policy 4.8.1 Land use regulations shall conform to the requirements of OAR 660 Division 22 or any successor.</p> <p>Policy 4.8.2 Designated open space and common area, unless otherwise zoned for development, shall remain undeveloped except for community amenities such</p>	



Policy Language	Notes and Discussion
<p>as bike and pedestrian paths, park and picnic areas. Areas developed as golf courses shall remain available for that purpose or for open space/recreation uses.</p> <p>Policy 4.8.3 The provisions of the Landscape Management Overlay Zone shall apply in Resort Communities where the zone exists along Century Drive, Highway 26 and the Deschutes River.</p> <p>Policy 4.8.4 Residential minimum lot sizes and densities shall be determined by the capacity of the water and sewer facilities to accommodate existing and future development and growth.</p> <p>Policy 4.8.5 The resort facility and resort recreation uses permitted in the zoning for Black Butte Ranch and the Inn of the Seventh Mountain/Widgi Creek shall serve the resort community.</p>	
<p>Black Butte Ranch General Policies</p> <p>Policy 4.8.6 County comprehensive plan policies and land use regulations shall ensure that new uses authorized within the Black Butte Ranch Resort Community do not adversely affect forest uses in the surrounding Forest Use Zones.</p> <p>Policy 4.8.7 The County supports the design review standards administered by the Architectural Review Committee.</p> <p>Policy 4.8.8 Residential, resort and utility uses shall continue to be developed in accordance with the Master Design for Black Butte Ranch and the respective Section Declarations.</p> <p>Policy 4.8.9 Industrial activities, including surface mining, shall only occur in the area zoned Black Butte Ranch Surface Mining, Limited Use Combining District (Black Butte Ranch SM/LU) located in the northwest corner of Black Butte Ranch.</p>	



Policy Language	Notes and Discussion
<p>Policy 4.8.10 Employee housing shall be located in the area zoned Black Butte Ranch-Utility/Limited Use Combining District (Black Butte Ranch-U/LU).</p> <p>Policy 4.8.11 Any amendment to the allowable use(s) in either the Resort Community District or the Limited Use Combining District shall require an exception in accordance with applicable statewide planning goal(s), OAR 660-04-018/022 and DCC 18.112 or any successor.</p> <p>Policy 4.8.12 The westerly 38-acres zoned Black Butte Ranch Surface Mining, Limited Use Combining District (Black Butte Ranch SM/LU) shall be used for the mining and storage of aggregate resources. Uses that do not prevent the future mining of these resources, such as disposal of reclaimed effluent and woody debris disposal from thinning and other forest practices may be allowed concurrently. Other resort maintenance, operational and utility uses, such as a solid waste transfer station, maintenance facility or equipment storage may be allowed only after mining and reclamation have occurred.</p> <p>Policy 4.8.13 The 18.5 acres zoned Black Butte Ranch-Utility/Limited Use Combining District (Black Butte Ranch-U/LU) may be used for the disposal of reclaimed sludge.</p> <p>Policy 4.8.14 The area west of McCallister Road and east of the area zoned Black Butte Ranch may be used for large equipment storage, general storage, maintenance uses, RV storage, telephone communications, administration offices, housekeeping facilities and employee housing.</p>	



Policy Language	Notes and Discussion
<p>Policy 4.8.15 Employee housing shall be set back at least 250 feet from the eastern boundary of the area zoned Black Butte Ranch Surface Mining, Limited Use Combining District (Black Butte Ranch SM/LU).</p> <p>Policy 4.8.16 Surface mining within the Black Butte Ranch community boundary shall adhere to the following Goal 5 ESEE “Program to Meet Goal” requirements:</p> <ul style="list-style-type: none"> a. Only the western most 38 acres of the site shall continue to be mined. b. Setbacks shall be required for potential conflicting residential and other development. A minimum 50-foot setback shall be maintained from the perimeter of tax lot 202 for all surface mining activity. c. Noise impact shall be mitigated by buffering and screening. d. Hours of operation shall be limited to between 7:00 a.m. and 6:00 p.m. weekdays. No operations shall be allowed on weekends and holidays. e. Processing shall be limited to 45 days in any one year, to be negotiated with Deschutes County in the site plan process in consultation with the Oregon Department of Fish and Wildlife (ODFW). f. The conditions set forth in the August 10, 1989, letter of ODFW shall be adhered to. g. Extraction at the site shall be limited to five acres at a time with on-going incremental reclamation (subject to DOGAMI review and approval). h. Mining operations, siting of equipment, and trucking of product shall be conducted in such a manner that applicable DEQ standards are met and minimizes noise and dust. 	



Policy Language	Notes and Discussion
<p>i. DOGAMI requirements for a permit once mining affects more than five acres outside the 8.6-acre exemption area shall be met.</p> <p>j. A conditional use permit shall be obtained from Deschutes County, under the provisions of section 18.128.280. Surface mining of resources exclusively for on-site personal, farm or forest use or maintenance of irrigation canals, before mining activity affects more than five acres outside the 8.6-acre exempt area.</p>	
<p>Black Butte Ranch Public Facility Policies</p> <p>Policy 4.8.17 Police protection services shall be provided by the Black Butte Ranch Police Services District.</p> <p>Policy 4.8.18 The Black Butte Ranch Water Distribution Company and the Black Butte Ranch Corporation shall confirm the water and sewer service, respectively, can be provided for new uses or expansion of existing uses that require land use approval.</p> <p>Policy 4.8.19 The Black Butte Ranch Water Distribution Company shall provide water service for the Black Butte Ranch Resort Community.</p> <p>Policy 4.8.20 The Black Butte Ranch Corporation shall provide sewer service for Black Butte Ranch.</p> <p>Policy 4.8.21 The Black Butte Ranch Fire Protection District shall provide fire protection services for Black Butte Ranch.</p> <p>Policy 4.8.22 The roads and the bicycle/pedestrian path system within the Black Butte Ranch Resort Community boundary shall be maintained by the Black Butte Ranch Owners Association.</p>	
<p>Inn of the 7th Mountain Widgi Creek General Policies</p>	



Policy Language	Notes and Discussion
<p>Policy 4.8.23 Any amendment to the allowable uses in either the Resort Community District or the Widgi Creek Residential District shall require an exception in accordance with applicable statewide planning goal(s), OAR 660-04-018/022 or any successor, and DCC 18.112 or any successor</p> <p>Policy 4.8.24 The County shall encourage and support land exchanges efforts by and between private property owners, public agencies and public trusts for the purpose of fostering public access to and protection of natural resources, such as rivers, streams, caves, areas/features of historical importance and other natural features.</p>	
<p>Inn of the 7th Mountain/Widgi Creek Public Facility Policies</p> <p>Policy 4.8.25 Police protection services shall be provided under contract with the Deschutes County Sheriff.</p> <p>Policy 4.8.26 Water service shall be supplied by on-site wells for the Inn/Widgi Resort Community.</p> <p>Policy 4.8.27 New uses or expansion of existing uses that require land use approval shall be approved only upon confirmation from the City of Bend that sewer service can be provided.</p> <p>Policy 4.8.28 Fire protection services for the Inn/Widgi shall be provided through a contract with the City of Bend until such time as Inn/Widgi develops another plan to provide adequate fire protection.</p> <p>Policy 4.8.29 The Resort Community, not Deschutes County, shall maintain roads in the community.</p>	



Policy Language	Notes and Discussion
<p>Policy 4.8.30 The bicycle/pedestrian path system shall be maintained by the Inn/Widgi Owners Association.</p> <p>Policy 4.8.31 Emergency access between Widgi Creek and the Inn of the Seventh Mountain shall be provided in accordance with the approved development plan for the Elkai Woods town homes. The respective resort property owners shall maintain emergency access between the Inn and Widgi Creek.</p>	

Table 8. Terrebonne and Tumalo Policies

Policy Language	Notes and Discussion
<p>Section 4.6 – Background The Terrebonne Community Plan was adopted in Ordinance 2010-012 and is hereby incorporated into this Plan as Appendix A.</p>	<p><i>The Terrebonne and Tumalo Community Plans are incorporated as appendices. These sections are not needed.</i></p>
<p>Section 4.7 – Background The Tumalo Community Plan was adopted in Ordinance 2010-027 and is hereby incorporated into this Plan as Appendix B.</p>	