



COMMUNITY DEVELOPMENT

DESCHUTES COUNTY PLANNING COMMISSION

5:30 PM, THURSDAY, JULY 27, 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/81430205504?pwd=NHIVUXpmQ3ZuWlYxc2RkcHR2OHQ4QT09>

Passcode: 364122

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: 814 3020 5504 and Passcode: 364122. Written comments can also be provided for the public comment section to planningcommission@deschutes.org by 5:00 p.m. on July 27. They will be entered into the record.

I. CALL TO ORDER

II. APPROVAL OF MINUTES - June 22

III. PUBLIC COMMENT

IV. ACTION ITEMS

1. Work Session: Tumalo Community Plan Update (*Peter Russell, Senior Transportation Planner*)
2. Deschutes 2040 Meeting #11 - Review of Comprehensive Plan Document (*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

DATE: July 20, 2023

TO: Deschutes County Planning Commission

FROM: Peter Russell, Senior Transportation Planner

RE: July 27, 2023, work session on Tumalo Community Plan update

The Planning Division is updating the 2010-2030 Tumalo Community Plan (TCP) to 2020-2040 due to changes in the community and passage of time. Additionally, the County received a \$75,000 Transportation Grant Management (TGM) from the State, of which \$50,000 was dedicated to update the bike/ped/transit, aka Active Transportation, element of the TCP. The County hired Kittelson and Associates (KAI) to do the work for the TGM grant.

The purpose of this memo is to summarize the public comments received regarding the TCP either in person or online, provide a recap of the June 8, 2022, walking tour done as part of the TGM grant, and summarize the County's continuing public outreach.

I. BACKGROUND

Tumalo is an Unincorporated Community under Oregon Administrative Rule (OAR) 660-022, meaning the land use pattern is quasi-urban in terms of density and land uses and predated the Oregon's land use system, which began in 1973. The state classifies Tumalo as a Rural Unincorporated Community¹ and the County administers it under Deschutes County Code (DCC) 18.67. The Tumalo Community Plan is Section 4.7 of the Comprehensive Plan and appears as Appendix B of the Comprehensive Plan. Of the \$75,000 TGM grant, \$50,000 was earmarked for the bike/ped/transit segment of the TCP.

Staff prepared a website, www.deschutes.org/tumaloplan, which featured a StoryMap that provided a narrative of the project, the community's history, the purpose of the TCP, occasional surveys, and an opportunity to leave a contact email.

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

Staff provided numerous methods for the public to provide input on what they wanted in the TCP, comments on the community vision as well as specific draft goals and policies. These ranged from traditional meetings in the Tumalo School Gym to face-to-face meetings at a local coffeehouse to Zoom meetings. Public outreach included mailers to Tumalo residents initially then emails via Constant Contact based on information from attendance sheets, contact info left at the website, or phone calls and/or emails to Planning staff. Outreach for specific events included:

- Tumalo StoryMap #1, April 27-May 25, 2022
- Tumalo Community Plan Open House #1, May 11, 2022 (Kick Off meeting)
- Meet A Planner, Tumalo Coffeehouse, Zoom, or phone, June 13-24, 2022
- Tumalo StoryMap #2, June 29-July 27, 2022
- Tumalo Community Plan Open House, #2, August 22, 2022 (Draft TCP, 1st version)
- Meet A Planner, Tumalo Coffeehouse, Zoom, or phone, May 2-9, 2023
- Tumalo StoryMap #3, April 23, 2023, to present
- Tumalo Open House #3, May 17, 2023, (Draft TCP, 2nd version)

II. KEY ASPECTS OF THE 2020-2040 TCP

The prevailing sentiment of the public who attended or commented was they wanted to preserve Tumalo's feel of being a small town. There were also concerns about the possibility of private sewer which serves the higher density residential neighborhood on the south side of U.S. 20 extending across the highway into Tumalo. Other concerns included balancing economic development with Tumalo's historically rural nature, the side effects of tourism, protecting the Deschutes River, and concerns about rising traffic volumes and the speed of traffic. Below is a summary of the differences between the current TCP and the draft update.

Differences Between Draft 2020 TCP and 2010 TCP

SECTION TITLE	GOALS			POLICIES			
	Same	Changed	New	Same	Changed	New	Deleted
Land Use		X		2	2		2
Natural Resources, Open Space, Rec			X	1	9	6	
Residential Area			X	2		2	4
Econ Development			X	2	3	1	1
Public Facilities		X			6	5	2
Transportation		X		NA	NA	NA	NA
Road Network	NA	NA	NA		3	1	1
Roads & sidewalks	NA	NA	NA	2	3	2	
Totals		3	3	9	26	17	10

The attached TCP is color-coded to show how various goals and policies address these and other issues. Additionally, the attached spreadsheet compares and contrasts the 2020-2040 TCP goals

and policies to the 2010-2030 TCP and provides a summary of why the text remained the same, was changed, or new language was added.

III. KEY ASPECTS OF THE TGM GRANT FOR BIKE/PED/TRANSIT IN TUMALO

The Tumalo portion of the TGM grant had an overlap with the Tumalo Community Plan, including having consultant staff at the May 11, 2022, Kick Off meeting. Other public outreach occurred via:

- Walking downtown tour of Tumalo, focusing on bike/ped/transit, June 8, 2022
- Interactive StoryMap, June 8-July 13, 2022
- Virtual Open House, October 5-24, 2022

The dominant themes were safety and improvements to lower speeds; pedestrian connectivity; location of future transit stop; and potential amendments to bike standards in Deschutes County Code (DCC) at 17.48, Table A (Road Standards) and Table B (Bikeway Standards). The specific recommendations are found in two memos, Final Concept Plan (December 7, 2022) and TCP Active Transportation Update and SCVAP Trails Expansion Outreach – Implementation Measures Deschutes County Code (January 31, 2023).

IV. RELATIONSHIP TO TUMALO SEWER FEASIBILITY STUDY

While the TCP and sewer feasibility unfolded at roughly the same time, they have no regulatory relationship. The sewer feasibility study was an economic analysis of various alternatives to bring sewer to Tumalo via either extension of Tumalo Property Owners Association (TPOA) existing private system; a new local and collector system; or having a pipeline connect to the City of Bend system. The study's assumption and conclusions can be found at this link:

[full_report_and_appendices.pdf \(deschutes.org\)](#)

While the sewer feasibility study was a separate process, staff repeatedly heard from the community about its concerns regarding cost, effect of development, and fees. Staff crafted policies in response to these concerns that appear in the TCP Public Facilities section.

V. NEXT STEPS

The Planning Commission will hold a public hearing on August 10. The Planning Commission has several options at the conclusion of the staff presentation and public comments. The Planning Commission 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 deliberations
- Close both the oral and written record and begin deliberations

VI. CONCLUSION

Staff is prepared to answer any questions.

ATTACHMENTS:

1. Draft Tumalo Community Plan (2020-2040)
2. Color-coded version of goals and policies
3. Spreadsheet of 2020 and 2010 TCP text with notes
4. Final memos for Tumalo bike/ped/transit portion of TGM grant
 - Final Concept Plan (December 7, 2022)
 - TCP Active Transportation Update and SCVAP Trails Expansion Outreach - Implementation Measures Deschutes County Code (January 31, 2023)

Deschutes County

Tumalo Community Plan

2020-2040



Deschutes County Community Development
Updated 2023

Introduction

The Tumalo Community Plan (Community Plan) is an integral part of the Deschutes County Comprehensive Plan and, upon adoption by the Board of County Commissioners, constitutes an official chapter (Section 4.7). The Community Plan may only be changed if it is reviewed through an official legislative plan amendment process. The Community Plan's goals and policies provide a decision-making guide for land use planning, capital improvements, and physical development during the next 20 years (2020 – 2040). It is anticipated that Deschutes County, Oregon Department of Transportation (ODOT), special districts, residents, and community leaders will consult the Community Plan when preparing land use or transportation projects in Tumalo.

Tumalo is a small rural community located approximately three miles northwest of Bend in the center of Deschutes County. Oregon Administrative Rules recognize areas in Deschutes County like Tumalo as an "Unincorporated Community" under OAR 660-022. Of the four types of unincorporated communities identified in OAR 660-022, Tumalo is a Rural Community. OAR 660-022 states a Rural Community is place "which consists primarily of permanent residential dwellings but also has at least two other land uses that provide commercial, industrial, or public uses (including but not limited to schools, churches, grange halls, post offices) to the community, the surrounding rural area, or to persons traveling through the area."



Image: Metal Statute, Photo Credit: Deschutes County Staff

Deschutes County plans and regulates land uses in Tumalo under this legal definition. The Deschutes River and U.S. 20 bisect Tumalo. Single-family home neighborhoods, a small commercial node, as well as Tumalo Community School all lie north of the highway and west of the river. Additional commercial and industrial properties are located on the south side of the highway. This includes a more recent residential neighborhood with higher densities than previously found in Tumalo. Although this Community Plan only addresses lands within the Tumalo boundary, access to U.S. 20, local businesses, district offices, Tumalo Community School, and Tumalo State Park create a hub that attracts nearby residents and visitors.

The Tumalo Community School, within the Redmond School District, had originally served children between kindergarten and 8th grade, with an approximate attendance of 407 students in 2010. Beginning in 2020, due to decreasing student attendance numbers, the school transitioned away from a middle school model and began serving around 250 students between kindergarten and 5th grade. The school's geographic service area extends to the outlying areas of Bend, in addition to Tumalo.

Just one mile away, Tumalo State Park encompasses approximately 156 acres with an addition 52 acres of contiguous surrounding land also owned and operated by the Oregon State Parks system. The park offers camping, picnicking, fishing, hiking, and wildlife viewing and hosted approximately 517,000 visitors in 2021. Its location provides an excellent place to camp while enjoying Central Oregon's surrounding amenities and year-round recreation. A 2.4-mile segment of the 12-mile Deschutes River Trail is accessible from a day-use area parking lot within Tumalo. The trail follows the Deschutes River south 1.4 miles to Riley Ranch Nature Reserve, which offers additional trails.

Between 2010 and 2020, Tumalo has undergone significant changes in terms of land use activities and transportation improvements. Several artisan shops have opened along Cook Avenue, there is a thriving food cart pod, the Twin Bridges State Scenic Bikeway rolls through Tumalo, and a two-lane roundabout is due to open in 2023/24 at US 20/Cook-OB Riley intersection. The County anticipates an additional roundabout at Cline Falls Highway/Tumalo Road intersection. A small-scale sewer system has developed that serves the higher-density neighborhood in an area bounded by the south side of US 20, Bailey Road, and OB Riley Road. Based on residents' requests, the County hired a consultant to conduct a sewer feasibility study, which was conducted in 2022. The sewer feasibility study provides a high-level assessment of the costs and potential for sewer expansion throughout Tumalo as many properties are on older septic systems. The feasibility study provided information to residents on potential next steps if the community chooses to form a sewer district.

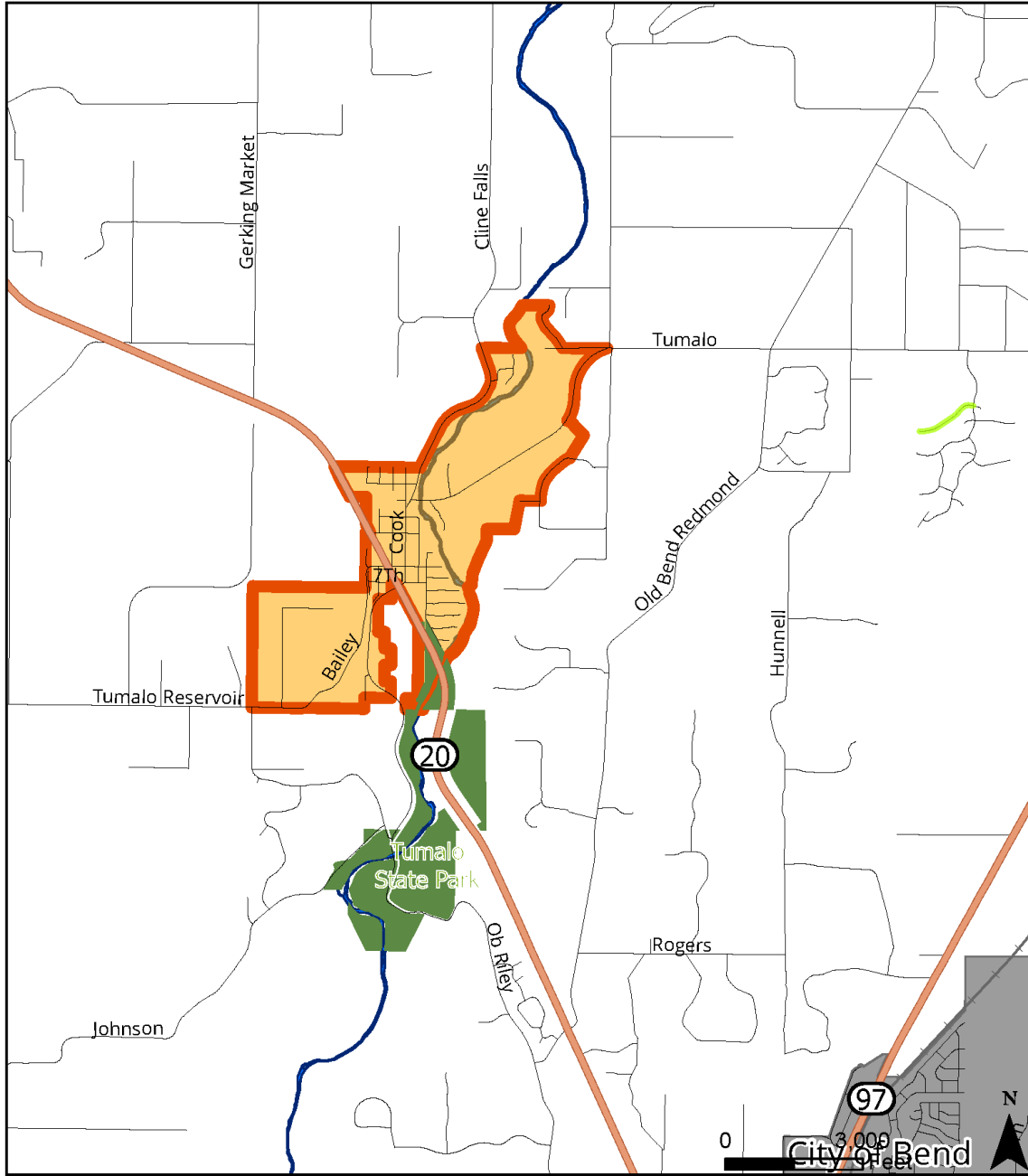
Based on the changes noted above and the population growth in the community, the County determined it was time to update the 2010-2030 TCP. The County also received a Transportation Growth Management (TGM) grant to focus on bicycling, walking, and transit, aka active transportation, in Tumalo. Both efforts involved extensive coordinated public outreach.

The TCP Open Houses occurred in the Tumalo Community School gym on May 11, 2022 (kickoff meeting); August 8, 2022 (draft goals and policies); and May 17, 2023 (revised draft goals and policies). Additionally, staff held Meet A Planner one-on-one sessions in Tumalo from June 13-24, 2022 and again from May 2-9, 2023. Finally, staff created public web pages and online story maps to summarize the project, conduct surveys, and provide updates.

The TGM grant took a similar approach to public outreach, including a June 8, 2022, walking tour of downtown Tumalo where the public provided comments and suggestions. The TGM bike/ped/transit grant also included a story map, a website, and stakeholder advisory committee meetings. The TGM grant's recommendations for bike/ped/transit are incorporated into the TCP.

DRAFT

Tumalo Vicinity Map



- Tumalo State Park
- City of Bend
- Unincorporated Community

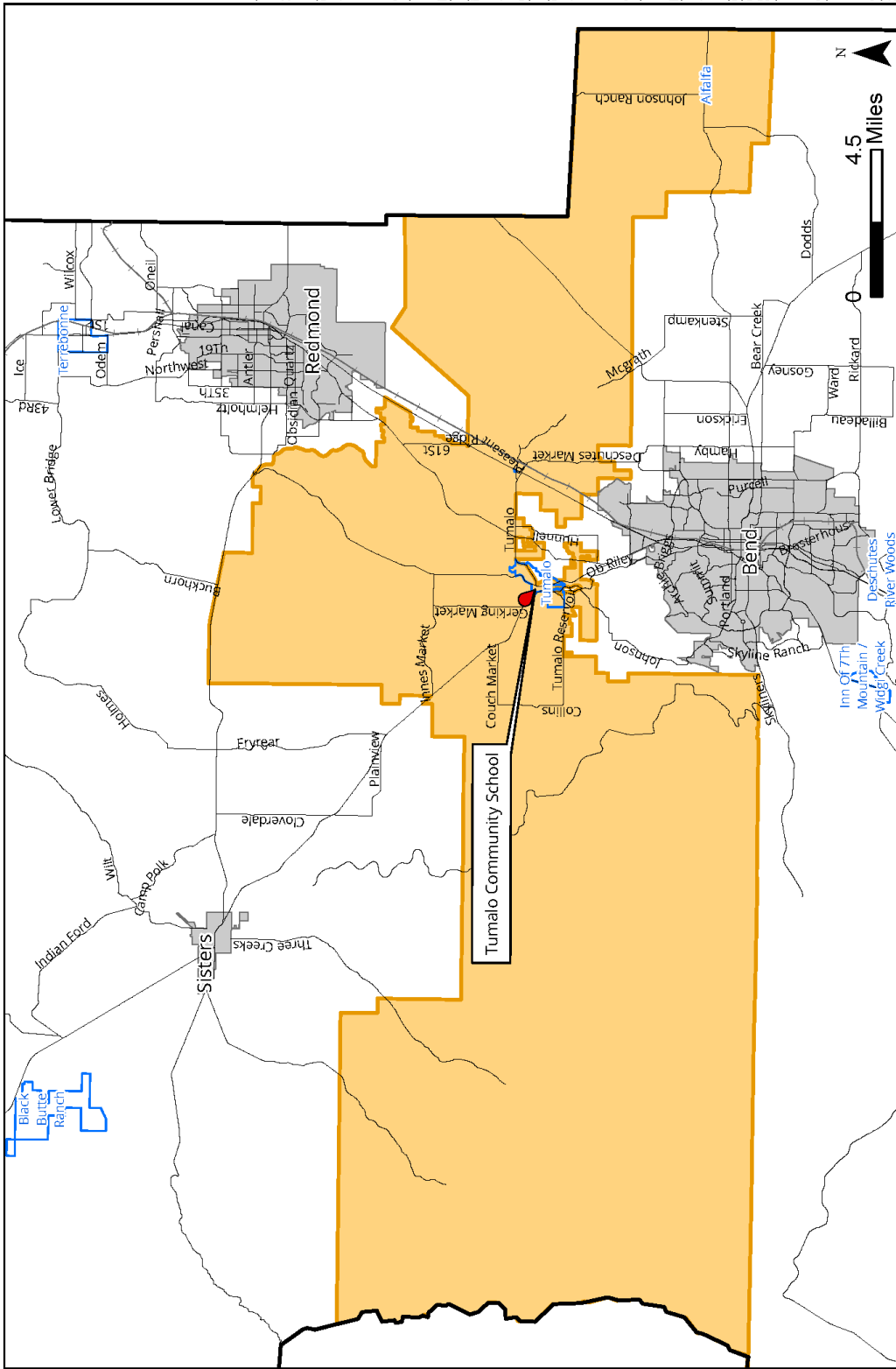
Tumalo Vicinity Map



6/15/2022







Tumalo Community School Student Boundary Map



Tumalo Community School Attendance Area

6/23/2022

-  Tumalo Community School
-  Tumalo School Attendance Area
-  Unincorporated Community
-  County Boundary

Community Vision Statement

Retain the livability of Tumalo as a rural small town, by ensuring safe and efficient public services and collaborating with the surrounding rural area.

Tumalo residents' input crafted this community vision for 2020 to 2040. It is their intent that the Community Plan, developed in cooperation with Deschutes County, will serve as a framework to realize this vision. The community input came from several public venues. These included public open houses, one-on-one meetings with County planners, public surveys, online comments, and e-mails to County staff. Input came from people who lived within the boundaries of Tumalo as well as those who live near Tumalo and either shop or work there or send their children to school there.

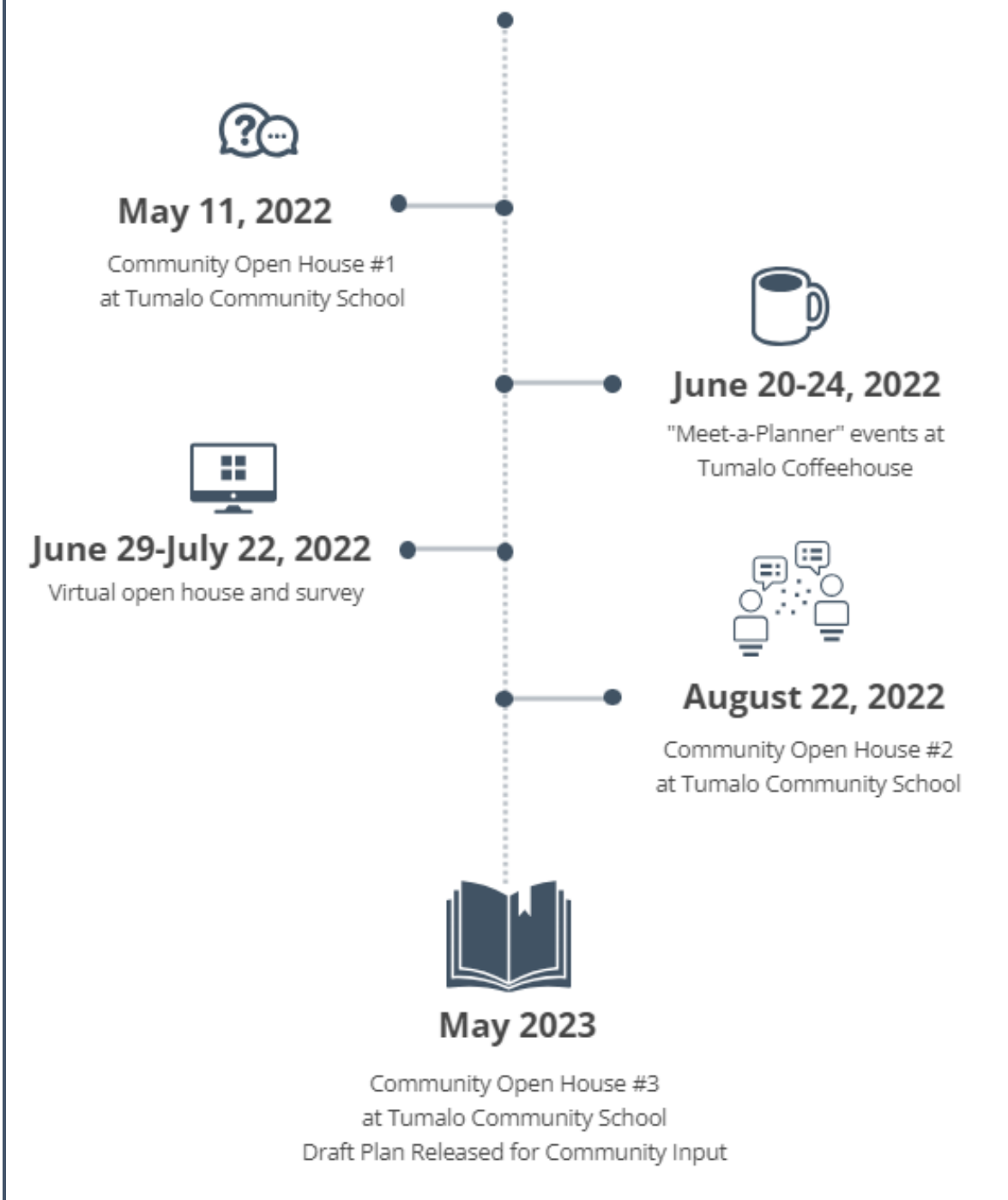
Notice of the first open house was mailed to every property (261 total) in Tumalo as well as flyers hung through the community. In-person open houses were held at the Tumalo Community School on May 11 and August 22, 2022, and averaged between 50 and 70 attendees at each meeting. A virtual open house and survey was held between June 29, 2022 - July 22, 2022, and gathered 55 responses related to the community vision and key issues facing Tumalo.

Staff held a one-on-one engagement series called "Meet A Planner", in which community members could have a 30-minute conversation with a planner to express the key issues, challenges, and concerns facing Tumalo. Seven meetings occurred between June 20-24, 2022, either in person at Tumalo Coffeehouse or virtually.

The County developed an e-mail listserv for the project updates by collecting emails through sign-in sheets at the open houses or directly via the project website. As of June 1, 2023, 181 community members subscribed for project updates. Nine total project updates were sent throughout the process to advertise in person and online engagement events.

The 2010-2030 and 2020-2040 Community Vision statements are practically identical. The only changes were directed at deletion of the hyphen in "small-town" and changing "rural community" to "rural area." The latter relates to Oregon Administrative Rule (OAR) 660-022 and how that provision clarifies that the word "community" refers to a more geographically limited area. Overall, respondents expressed a strong desire to keep the vision statement unchanged and for Tumalo to remain rural in nature. The intent to keep the community rural is consistent with OAR 660-022.

Community Input



History

Situated at an elevation of approximately 3,200 feet, Tumalo lies in the middle of the Upper Deschutes River Basin (river miles 157 and 158). The commercial core of Tumalo lies on an alluvial bowl bounded by the Laidlaw Butte and the bluff of the Deschutes River canyon. The Deschutes River bisects the community. Originally named Laidlaw, Tumalo was platted by the Laidlaw Townsite Company in 1904. However, development originally began in 1899 when the Three Sisters Irrigation Company incorporated. Under the Carey Act, they made plans for diverting water from Tumalo Creek and the Deschutes River to irrigate approximately 60,000 acres of arid land. As the town grew, it became a voting precinct in 1906, with 65 registered voters compared to Bend's 66. Out of nearly 900 platted lots, a third were sold by 1907.

Town founder A.W. Laidlaw of Portland and his investors believed that Tumalo would become the heart of Central Oregon. By 1909, the Laidlaw community aspired to establish the junction of two railroads, and thereby creating a new "metropolis" in Central Oregon. There were reasons for optimism as railroad magnates James Hill and E. H. Harriman were competing to finish a rail line from the mouth of the Deschutes River to Central Oregon. Mr. Laidlaw assumed the rail line would come south, up the Deschutes River canyon, into the newly platted town. Assertions were also made that the Laidlaw community would benefit from connection to another rail line, one that followed the North Santiam River and crossed over the Cascades.

Ultimately, neither of these two projects came to fruition. At the end of 1909, the Columbia Southern Railroad still ended in Shaniko, and the Corvallis and Eastern rail lines remained stalled at the foothills west of the Cascades. Both rail line projects ultimately languished for approximately 15 years. Following the announcement in 1910 that the Columbia Southern Railroad was connecting to Bend instead of Laidlaw, Bend began outpacing Laidlaw in population. As a result, Laidlaw's population decreased to 250 people, with many businesses relocating to Bend. The small town remained as Laidlaw until the Laidlaw Post Office closed in 1913. The post office eventually reopened in 1923 as the Tumalo Post Office, and the name of the town was changed to Tumalo.

In those early days, Laidlaw had a weekly newspaper, a barbershop, two-story hotel, lawyers' offices, wallpaper company, bakery, feed stores and bank. Today, legacy buildings include the Laidlaw Bank and Trust Property and Tumalo Community Church.

Land Use

The 1979 Deschutes County Comprehensive Plan designated Tumalo as a Rural Service Center because it contained a concentration of residential and commercial properties. A 1979 inventory showed Tumalo consisting of 491 acres and 288 tax lots. In 1994, the Oregon Land Conservation and Development Commission adopted a new Oregon Administrative Rule for unincorporated communities, instituting new land use requirements for Tumalo (OAR 660, Division 22). As part of periodic review, in 1997 Deschutes County updated its Comprehensive Plan and implemented zoning regulations to comply with these state requirements. Based on public input, Tumalo's boundary was amended to accommodate 504.11 acres and 321 tax lots. A 1999 amendment removed three tax lots that were accidentally included, leaving Tumalo with 318 tax lots as inventoried during the County's 2010 update to the Tumalo Community Plan. Deschutes County Code (DCC) 18.67 implements land use zoning in Tumalo while DCC 18.67 Table A sets road standards.

Since the 2010 Deschutes County Comprehensive Plan update, including updates to the Tumalo Community Plan, the total number of tax lots has increased to 361. The increase in tax lots can be attributed to land use patterns in the area including land divisions, property line adjustments, and property-specific tax lot review related to the original Laidlaw Town Plat.

Population and Demographic Data

Single-family residences are the predominant land use in Tumalo. Tables 1, 2 and 3 cite Deschutes County Assessor data and an adopted 20-year population forecast to estimate Tumalo's 2021, future build out, and 2040 population.

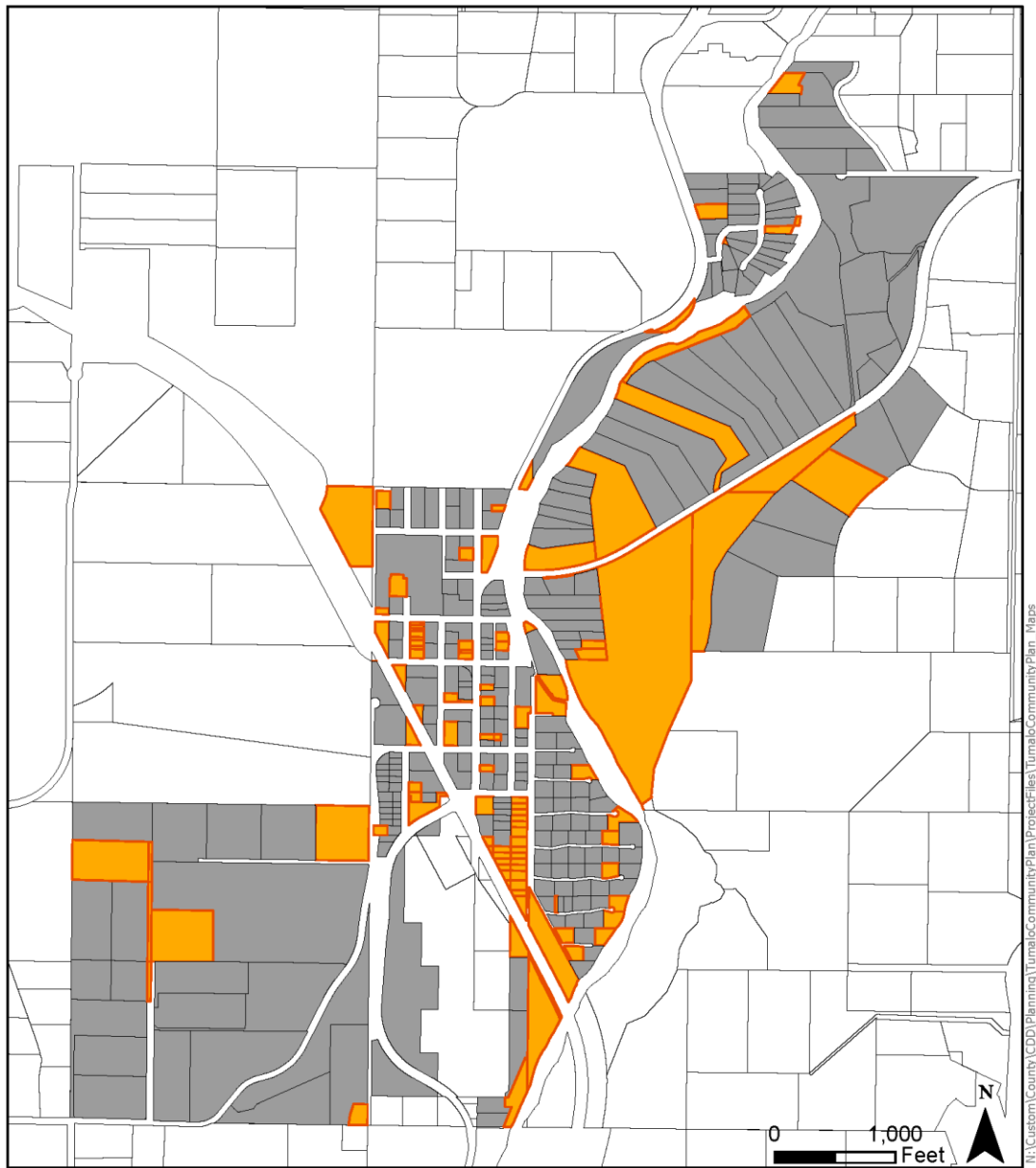
Table 1 - 2021 Tumalo Population Estimate

Housing Units*	Deschutes County 2020 Census (Persons Per House)	2021 Population Estimate
232	2.47*	574
*2021 Assessor's Data	*2020 Census Data	

Table 2 - Tumalo Projected Build Out

2021 Population Estimate	Potential Dwelling Units*	Deschutes County 2020 Census (Persons Per House)	Future Population on Undeveloped Lots	Build Out Population
574	101	2.47	250	824
*Assessor's Data 2021				

Tumalo Vacant Parcels and Projected Build-Out Map (2020)



Tumalo Comprehensive Plan 2020

-  Vacant
-  Built Out



6/15/2022

Table 3 - Tumalo Population Forecast

Year	Forecasted Population	Average Annual Growth Rate (AAGR)
2021	574	2.2%
2022	587	2.2%
2025	600	2.0%
2030	612	1.7%
2035	622	1.5%
2040	631	1.3%
2045	639	1.2%
2047	647	1.1%
2050	654	1.1%
2055	661	1.1%
2060	669	1.1%
2065	676	1.1%
2070	684	1.1%
2072	691	1.1%

County Population Forecast (Portland State University, 2022)

Tumalo's projected population for 2040 is 631. This projection is extremely conservative due to limited wastewater infrastructure discussed below in Public Facilities and Services. As Table 2 illustrates (and further detailed in Table 6), a vacant lands inventory performed in 2021 identified 105 undeveloped residential lots capable of supporting up to 101 potential dwelling units. If all 105 undeveloped lots become developed and household unit size remains at 2.47, Tumalo's population would increase by 250 people, bringing its total to 824. Under this scenario, Table 3 shows that full build out would not occur until after 2072. Since the 2020 Tumalo Community Plan adoption, Tumalo and the surrounding County jurisdiction are projected to experience the compounding factors of an aging population and a notably lower fertility rate. The age and fertility data combined with an overall expectation for increased population within cities and other sub-areas of Deschutes County results in a lower average annual growth rate than previous years. Other factors potentially affecting the relatively low forecasted population growth rate include housing availability and affordability challenges, the heightened cost of living, and the detrimental impacts of regional wildfires.

Race and Ethnicity

Tumalo is a predominantly white community, though the population growth over the past 10 years has seen an increase in racial and ethnic diversity, primarily among Hispanic or Latino community members. The percentage of Hispanic or Latino community members has increased from 3.3% (2010) to 6.6% (2020) of the total population. For the purposes of providing race and ethnicity data for Tumalo, population counts for the Tumalo Census Designated Place (CDP) are utilized below in Table 4, rather than the County's population estimate provided in referenced Tables 1 and 2. The most significant difference between

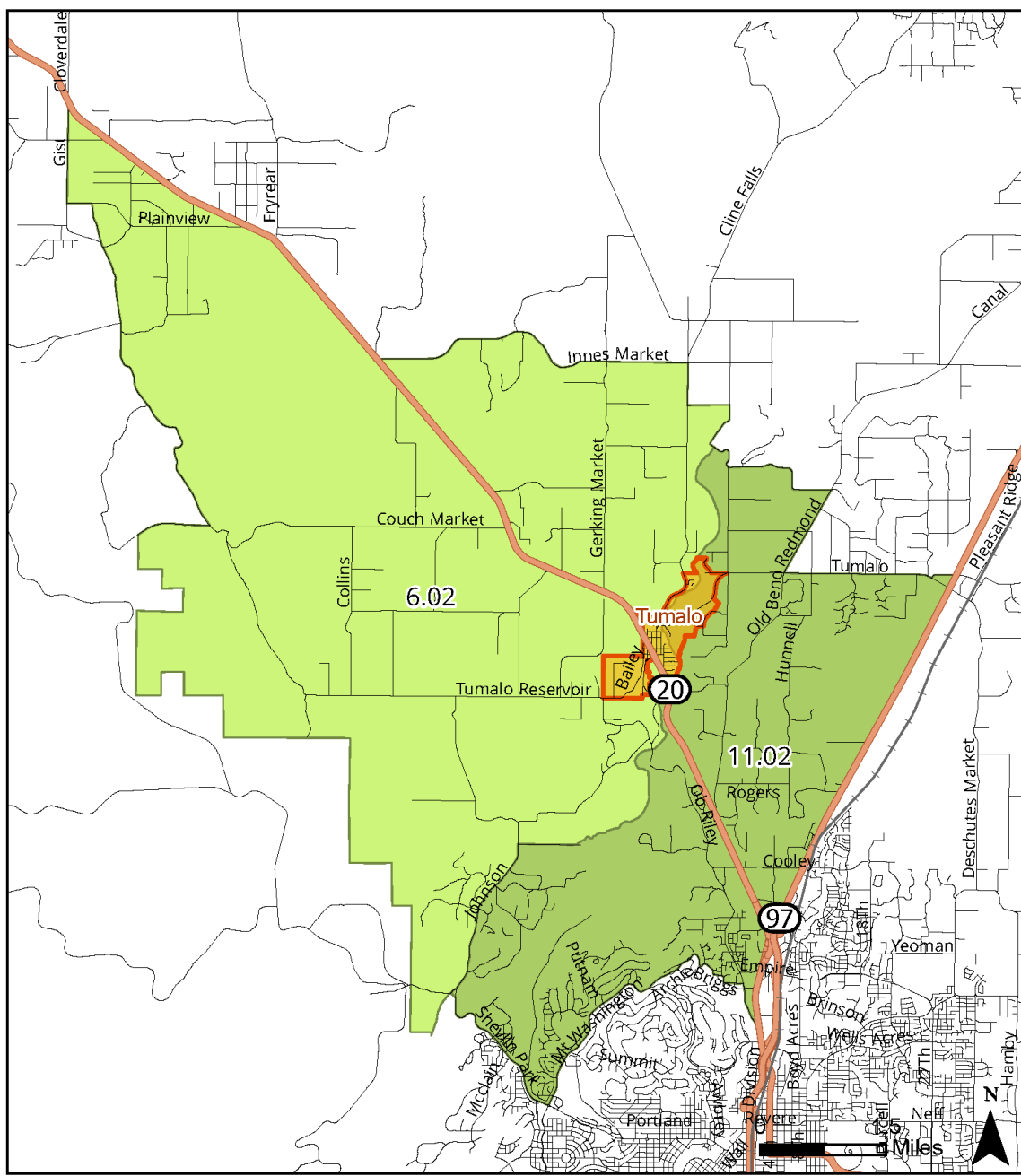
2010 and 2020 is seen in the “White alone” single-race individuals, with the percentage of individuals decreasing from 93.2% of the total population (2010) to 88.5% (2020).

Table 4 - Tumalo CDP Race and Ethnicity (2010 and 2020)

	Tumalo (2010)	Tumalo (2020)
Total Population:	488	558
Hispanic or Latino	16 (3.3%)	37 (6.6%)
Not Hispanic or Latino:	472 (96.7%)	521 (93.4%)
Population of one race:	460 (94.3%)	506 (90.7%)
White alone	455 (93.2%)	494 (88.5%)
Black or African American alone	1 (0.2%)	1 (0.2%)
American Indian and Alaska Native alone	3 (0.6%)	6 (1.1%)
Asian alone	1 (0.2%)	2 (0.4%)
Some Other Race alone	0	3 (0.5%)
Two or More Races:	12 (2.5%)	15 (2.7%)
Population of two races:	6 (1.2%)	12 (2.2%)
White; Black or African American	1 (0.2%)	1 (0.2%)
White; American Indian and Alaska Native	3 (0.6%)	6 (1.1%)
White; Asian	2 (0.4%)	0
White; Some Other Race	0	4 (0.7%)
Asian; Native Hawaiian and Other Pacific Islander	0	1 (0.2%)
Population of three races:	6 (1.2%)	3 (0.5%)
White; Asian; Native Hawaiian and Other Pacific Islander	6 (1.2%)	3 (0.5%)

2010 and 2020 US Decennial Census, Tumalo CDP-specific data

Tumalo Census Designated Place (CDP) Map



Tumalo Census Designated Place

- Tumalo Unincorporated Community
- 11.02
- 6.02



6/23/2022

Land Use Designations and Inventory

Deschutes County Comprehensive Plan designations identify general land uses for the community of Tumalo and provide the legal framework for establishing zoning districts. Zoning regulates land uses that are allowed in each respective district. Table 5 lists Tumalo comprehensive plan designations and corresponding zoning districts. Table 6 summarizes existing property inventories within those zoning districts, including those properties that may be encumbered by multiple zones. Detailed descriptions of the Tumalo Comprehensive Plan designations are provided below.

Table 5 - Tumalo Land Use Designations

Comprehensive Plan Designations	Zoning Districts
Commercial (TuC)	Commercial District (TuC)
Floodplain (FP)	Floodplain (FP)
Industrial (Tul)	Industrial District (Tul)
Research and Development (TURE)	Research and Development District (TURE)
Residential (TuR)	Residential District (TuR)
Residential 5 Acre Minimum (TUR5)	Residential Five Acre Minimum District (TUR5)

Table 6 - Tumalo Land Use Inventory

Zone	Residential Units / Number of Lots	Commercial & Industrial Developments / Number of Lots	Undeveloped Parcels	Total Number of Parcels
TUC	43 Units / 36 Lots	31 Buildings / 28 Lots	51	115
TUR	80 Units / 78 Lots		18	96
TUR/TUC	3 Units / 3 Lots		2	5
TUR/FP	27 Units / 27 Lots		10	37
TUR5	57 Units / 54 Lots		12	66
TUR5/FP	27 Units / 24 Lots		8	32
TURE		1 Building / 1 Lot	1	2
TUI		13 Buildings / 5 Lots	1	6
FP			2	2
Total	237 Units / 222 Lots	45 Buildings / 34 Lots	105	361

Assessor's Data 2021/2022

Commercial (TUC). A “Commercial” designation allows a range of limited commercial and industrial uses to serve Tumalo and the surrounding area. In general, the designation extends north from the approximate intersection of Riverview Ave and Cedar Lane (bound by U.S. 20 to the west) to 3rd Street between Wood and Wharton Avenues. Commercial lands

also comprise an area west of U.S. 20 between 5th and 8th Streets, bound on the west by Strickler Ave and Bailey Road.

This designation was originally intended to accommodate a mixture of small-scale commercial and limited industrial uses that historically existed within the community. The core commercial area initially encompassed lands adjacent to Cook Avenue, north of U.S. 20. The designation was ultimately expanded between Cook and Wharton Avenues, extending south to U.S. 20. This area includes the “Tumalo Mall,” an existing commercial and retail complex. The use of this building received authorization as a nonconforming use in 1986 and site plan alterations in 1987 and 1988. These land use actions brought the existing uses and structures into compliance with the commercial zone.

Currently, the core commercial area supports a variety of uses and development including cideries, a food cart pod, a greengrocer, the Tumalo Country Store gas station and general store, Tumalo Irrigation District office, a veterinary clinic, a second commercial complex at the intersection of 4th Street and Cook Ave, the Historic Tumalo Church buildings, vacant property owned and maintained by the Tumalo Community School, and a boutique leather goods manufacturer. The majority of these uses and structures have received land use approval within the past four years. The Tumalo commercial zoning district also allows for limited residential development and uses.



Photo: The Bite Food Cart Pod, Photo Credit: County Planning Staff

Floodplain (FP). A “Floodplain” designation protects the public and private property from hazards associated with floodplains; conserves important riparian areas along rivers and streams for fish and wildlife resources; and preserves significant scenic and natural resources. This designation follows the channel of the Deschutes River that bisects Tumalo. The areas of special flood hazard are identified by the Federal Insurance Administration in a report titled *Flood Insurance Study for Deschutes County, Oregon and Incorporated Areas*. This report was revised in September 2007, and includes accompanying Flood Insurance Rate Maps. The Flood Insurance Study is on file at the Deschutes County Community Development Department.

In 2020, the Deschutes Basin Habitat Conservation Plan (HCP) was finalized and approved by the U.S. Fish and Wildlife Service. The HCP, which is a 30-year plan, was part of an application for an Endangered Species Act incidental take permit (ITP) that authorizes incidental take, aka death, of listed species (Oregon spotted frog, bull trout, steelhead trout, and sockeye salmon) caused by covered activities. Based on the HCP, Wickiup Reservoir will alter its operation to improve conditions in the Deschutes River between the reservoir and Bend. The minimum flow will be 100 cubic-feet per second (cfs) in Years 1 through 7, 300 cfs in Years 8 through 12, and 400 cfs (with provisions for up to 500 cfs) in Years 13 through 30. These increases in winter flows will likely change floodplain patterns within range of the Tumalo community. Additionally, enhanced lidar terrain data derived from the Oregon Department of Geological and Mineral Industries (DOGAMI) may indicate a changing floodplain component of the Deschutes River within Tumalo. The existing FP zoning district is subject to goals and policies within this community plan and the Comprehensive Plan, are directed at producing the most accurate floodplain data possible for the Tumalo community.

Industrial (TUI). An “Industrial” designation allows a limited range of industrial uses to serve Tumalo and the surrounding area. The designation recognizes nonconforming industrial uses and properties suitable for limited amounts of additional industrial development. This designation is concentrated around the Knife River operation, which is technically outside of Tumalo, that fronts O.B. Riley Road and U.S. 20 and includes warehouse uses, mini-storage facilities, and other industrial-related development and uses.

Research and Development (TURE). A “Research and Development” designation allows research and development facilities requiring a more rural, non-industrial location to be sited in Tumalo. This designation contains two parcels in one ownership located on the southeast slope of Laidlaw Butte. It was originally created to accommodate a research and development site and associated uses predating Deschutes County’s 1979 zoning ordinance.

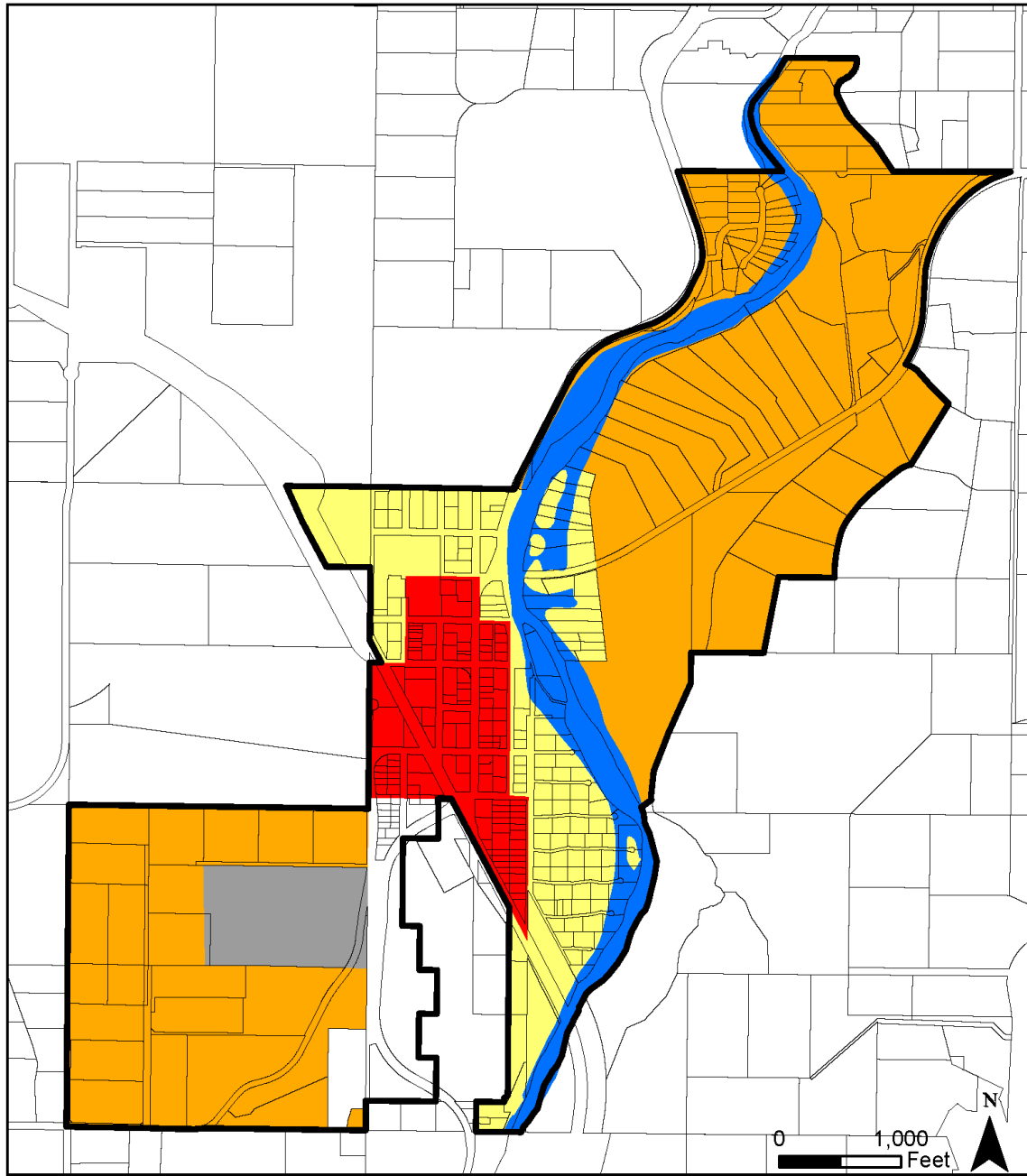
Residential (TUR). A “Residential” designation allows a mixture of housing types and densities suited to the level of available water and wastewater facilities. The purpose of this zoning district is to allow new residential development that is compatible with the rural character of the area. Originally, the residential district boundary coincided with the boundary of the old Laidlaw Plat including the Deschutes River Homesites platted between Riverview Avenue and

the Deschutes River. Today, it also includes the area surrounding the Knife River aggregate site south of U.S. 20.

Residential 5-Acre (TUR-5). A “Residential 5 Acre Minimum” designation retains large rural residential lots. The lands designated Residential-5 acre minimum include the larger parcels east of the Deschutes River and the southeast from Laidlaw Butte.



Tumalo Comprehensive Plan Map



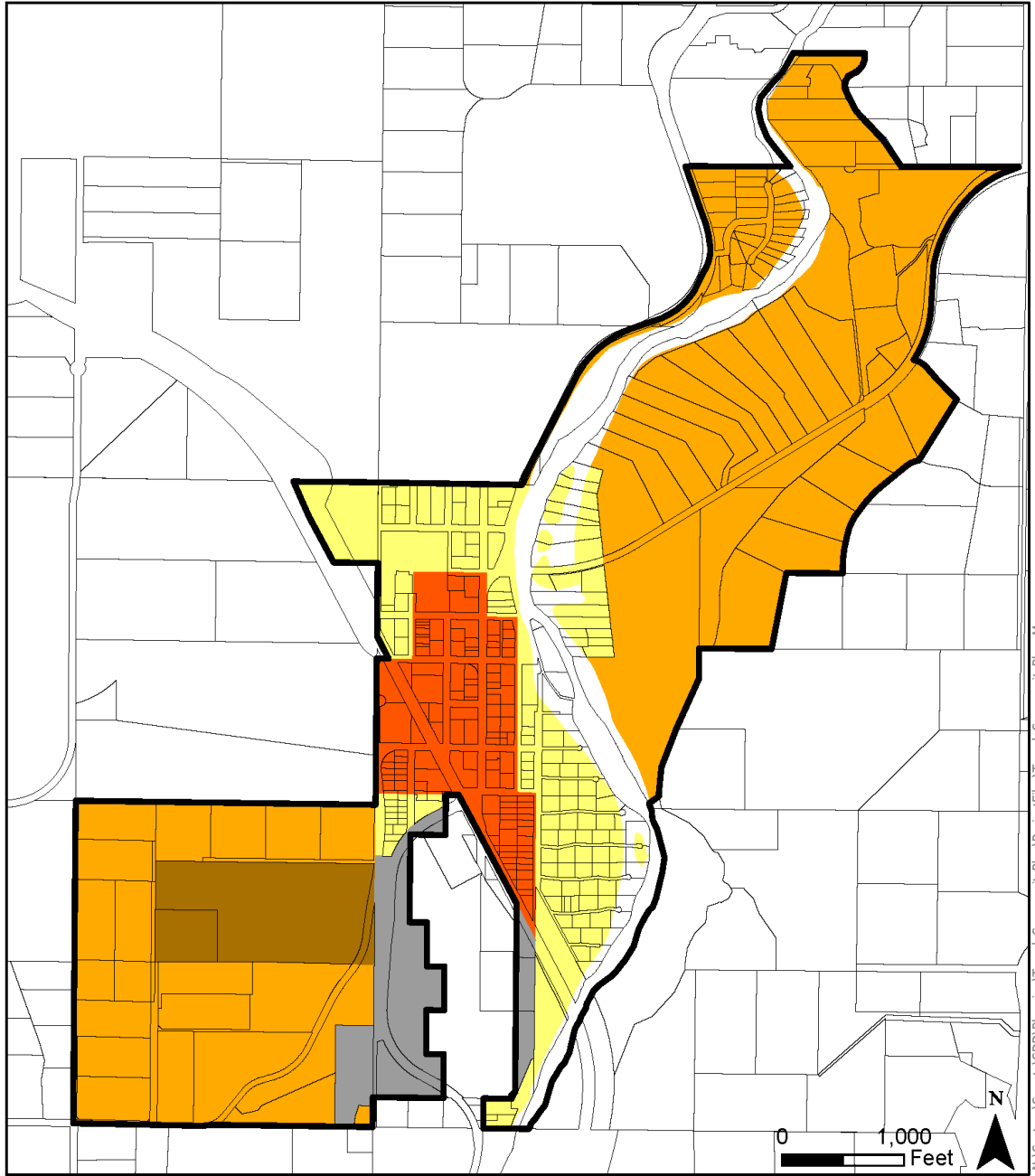
Tumalo Comprehensive Plan 2020

- FP - Flood Plain
- TUC - Tumalo Commercial
- TUR5 - Tumalo Residential 5 Acre Minimum
- TURD - Tumalo Research & Development
- TURM - Tumalo Residential - Medium Density



6/15/2022

Tumalo Zoning Map



Tumalo Comprehensive Plan 2020

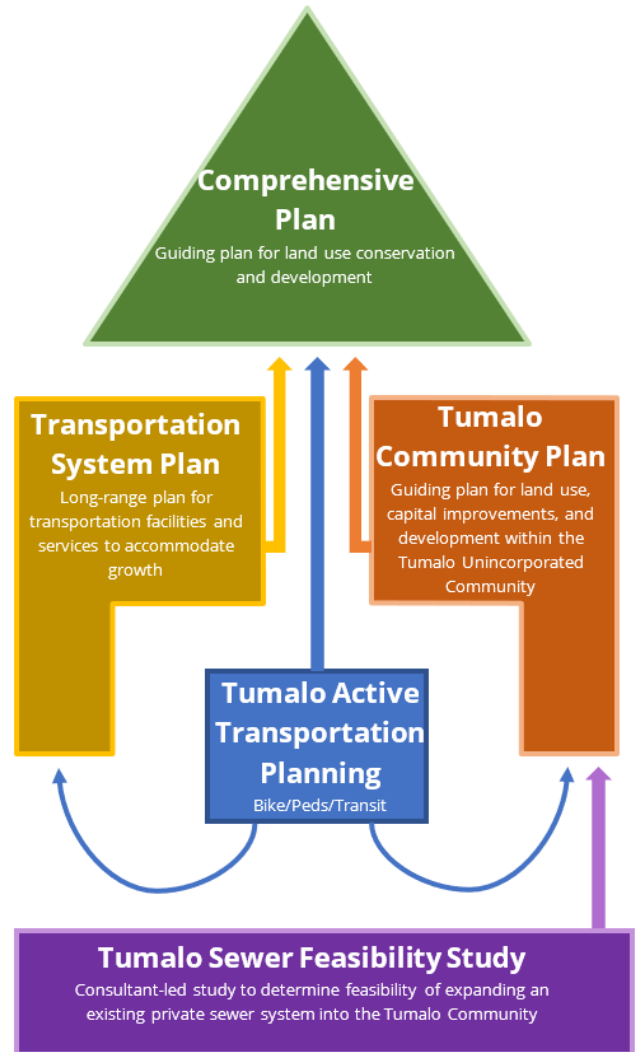
- TUC - Commercial
- TUR - Residential
- TUR5 - Residential 5 Acre Minimum
- TURE - Research & Development
- TUI - Industrial



6/15/2022

Relevant Studies and Planning Processes

The Tumalo Community Plan, as a subset of the Deschutes County Comprehensive Plan, relates directly to other relevant county plans and policies. These plans and policies include, but are not limited to, the County Transportation System Plan (TSP), Tumalo Active Transportation Planning efforts, and a Tumalo sewer feasibility study. The TSP is a long-range plan that identifies improvements to the County’s transportation facilities and services to accommodate projected population and employment growth within the County over a 20-year period. The Tumalo Active Transportation update is an effort to update the transportation element of the Tumalo Community Plan, specifically regarding active transportation such as biking, pedestrian access, and public transit. The Tumalo Sewer Feasibility Study is a consultant-led study to evaluate three potential sewer options for Tumalo. The graphic below illustrates how these various plans interact with one another and fit within the larger regional planning efforts.



Public Facilities and Services

Tumalo is served by six special districts: Laidlaw Water District; Deschutes County Rural Fire Protection District #2; Redmond School District; the Tumalo Town District Improvement Company, Tumalo Irrigation District (via the Rimrock Water Improvement District), and Swalley Irrigation District. Tumalo’s public facilities and services are described below in greater detail.

Domestic Water

The Laidlaw Water District serves the area identified as the old Laidlaw Plat, and the area described as T16S R12E section 29 (W1/2 SW1/4), section 30 (E1/2 SW 1/4), (SW 1/4 SE 1/4),

and section 31(NE1/4, N1/2 SE1/4), near Beaver Lane to the north of the core Tumalo community area. The power and authority given to Laidlaw Water Supply District as a government entity is vested and exercised by a board of commissioners, each of whom is an elector of the district. These commissioners have the authority under ORS Chapter 264 to determine rates and the type and extent of water supply facilities. Deschutes County coordinates with the Laidlaw Water Supply District when a property owner initiates a land use application within their district through noticing and the solicitation of agency comments. During the land use process, Laidlaw Water Supply District identifies conditions they will impose on the development proposal. The Laidlaw Domestic Water District currently depends on three groundwater wells.

The District's groundwater source does not exceed current EPA maximum contaminant limits. No treatment is performed and none has been required by the Oregon Health Division. Properties in Tumalo, but located outside Laidlaw District boundaries, rely on private domestic wells for drinking water. State law, Oregon Revised Statute 537.545, exempts private wells if domestic consumption is less than 15,000 gallons per day and irrigation of a lawn or noncommercial garden is less than one-half acre.

Wastewater

Tumalo does not have a community-wide wastewater facility. Instead, land uses in Tumalo currently rely on on-site wastewater systems, ranging from newer alternative treatment technologies (ATT) and filter systems, to older drainfields. Onsite systems in some cases, are insufficient and improper for a development site. According to the Deschutes County Onsite Wastewater Division, most of Tumalo's soils are rapidly draining, with rapid or very rapid permeability. Given these soil characteristics, standard septic systems can only be sited on lots greater than an acre. Smaller lots, between a half-acre and an acre are obligated to site more expensive onsite systems such as sand filters and ATTs. Additionally, there are circumstances in Tumalo where certain lots cannot be developed or redeveloped because they are too small or lack sufficient area to meet setback requirements for septic system drainfields.

Deschutes County zoning regulations restrict the type and intensity of allowed land uses to those which can be served by an Oregon Department of Environmental Quality (DEQ) approved onsite wastewater disposal system. The County does not allow uses or densities that are unable to obtain a permit for a DEQ approved onsite system. In addition, County zoning regulations set minimum lot sizes to ensure the onsite systems do not exceed soil capacity of treating wastewater effluent. These circumstances have prompted residents and business owners to express support for exploring funding opportunities to establish a community wastewater facility to maintain surface and groundwater quality.

The exception to the above is a small, privately owned wastewater system (Tumalo Property Owners Association or TPOA) that was approved in 2018 to service a compact residential development on the south side of U.S. 20 between essentially Bailey Road and O.B. Riley

Road. This private system also serves a strip mall and several other small businesses on that same south side of U.S. 20. TPOA is a Septic Tank Effluent Pumping (STEP) system, meaning biosolids are pretreated, placed in a septic tank, then the effluent is pumped into a pressurized pipe and sent up to a holding tank located on property owned by the Laidlaw Water District.

In 2022, at the request of property and business owners in Tumalo, Deschutes County, used American Rescue Plan Act monies to fund a feasibility study to evaluate possible ways to provide sewer service to Tumalo. The County selected the engineering firm Murraysmith (later absorbed by CONSOR) to perform the wastewater feasibility study with the results presented to the Board on December 21, 2022.¹ The feasibility study reviewed the following scenarios, all of which would require crossing U.S. 20:

1. Expand the TPOA system; establish a separate collection and treatment system within Tumalo;
2. Install a collection and disposal system in Tumalo with a connection to the City of Bend's North Interceptor line at Cooley Road/U.S. 20.

The feasibility study included additional concepts related to scale and/or phasing such as:

1. Providing service to only the commercial core along Cook Avenue;
2. Providing a larger system that would serve the Tumalo commercial core and residential areas west of the Deschutes River and north of U.S. 20.

The feasibility study provided cost estimates for construction and hook-up fees and monthly bills. The amounts vary widely depending on number of lots served, amount of grant funds acquired, connection fees, and monthly bills.

Community members have expressed concerns about being required to hook up to the system when a) their septic system begins to fail and b) the private system is within 300 feet or less to their property line and legally available. Staff received a massive stream of public comments expressing opposition toward a private system expanding into Tumalo and concerns about the private system being able to charge onerous fees to connect to the system. A smaller group, primarily those with commercial properties along Cook Avenue, supported the development of a sewer system.

The sewer feasibility study documented the estimated costs and timelines for a sewer system. Ultimately, whether a sewer authority is created, and a sewer system is provided in Tumalo will be a decision for the community, not the County.

¹ <https://online-voice.net/tumaloseweroptions/>

The formation of a sewer district is not a land use action and thus is outside the scope of the TCP. However, based on massive public input during the various TCP open houses, the TCP has added policy language specific to sewers.

Emergency Services

The Deschutes County Rural Fire Protection District #2, governed by an elected five-member volunteer Board of Directors, was established in 1952 to provide fire prevention, protection, and suppression services to residents living outside municipalities and areas not already served by established fire protection districts. In 1991, the district added emergency medical services. Today, District #2 covers approximately 140 square miles of suburban and forested land surrounding Bend and serves approximately 25,000 constituents. The average population of the district greatly increases seasonally due to tourism.

The actual delivery of fire and emergency medical services to district constituents is provided through a contract with the City of Bend Fire Department. Station 302 is located on 4th Street in Tumalo. The station was originally built in the early 1970s and a new building was constructed in 2019 to the immediate east. The station is staffed with an advance life support equipped fire engine, brush/interface pumper, and an ambulance.



Irrigation Water

Tumalo Town District Improvement Company (also known as the Tumalo Town Ditch Company) draws irrigation water based on three water right certificates with priority dates of 1904, 1905, 1938, 1950 and 1952. The system consists of a three-mile ditch that begins near the bridge at Tumalo State Park, parallels the river, crossing Bailey Road at the Tumalo Feed Company Restaurant, then continuing under U.S. 20 to the commercial district. The ditch serves approximately 43 customers and is used for irrigating lawns and gardens².

North of the Tumalo commercial core, within the unincorporated community boundary, is a small residential enclave centered around Beaver Lane located within the Rimrock Water Improvement District. This District is owned and managed by a private water patron who distributes purchased water deliveries from Tumalo Irrigation District (TID) to the residential properties within this residential area. TID, first established through the construction of canal infrastructure in 1883 and organization as a district by 1922, diverts water from Tumalo Creek below Shevlin Park and the Deschutes River near Pioneer Park, with additional water storage through the Crescent Lake impoundment system. TID serves approximately 7,400 acres of irrigated lands to support livestock, hay, alfalfa, garlic, lavender and other crops and farm uses³. There are approximately 685 customers served by TID.

East of the Deschutes River, within the Tumalo unincorporated community boundary, are properties located within the Swalley Irrigation District. Swalley draws water based on a priority water right certificate dated September 1, 1899, and was incorporated as a municipal irrigation district in 1994 after 95 years of private ownership and operation. Swalley Irrigation District currently serves approximately 4,333 acres of irrigated lands around the vicinity of Tumalo, east of the Deschutes River and west of Highway 97. There are approximately 668 customers served by the Swalley Irrigation District.

Recreational Trail

The Bend Metro Park and Recreation District (Park District) provides parks, trails and recreation programming for residents encompassing the Bend Urban Area. Tumalo is located outside the district boundary by approximately two miles. However, the Park District does have recreational interests that extend outside its current boundary. In 2002, the Park District and the City of Bend collaborated on the development of the Deschutes River Trail (DRT) Action Plan. This plan identified the desire to complete the Deschutes River Trail through Bend and connect it on both ends to destinations outside the urban area. The development of the Riley Ranch Nature Reserve between O.B. Riley Road and the Deschutes River at the north end of Bend has helped extend the DRT. The ultimate northern extent of the planned DRT follows the Deschutes River from the Bend Urban Growth Boundary to Tumalo State Park and on to Tumalo. The Park District continues to work with private property owners and the Oregon State Parks and Recreation Department in an ongoing

² <https://www.tumalo.org/files/98649cf93/Water+User%27s+Handbook.pdf>

³ <https://www.tumalo.org/about-us>

effort to assemble a continuous publicly owned corridor for the trail. Fortunately, the portions of the trail corridor closest to Tumalo are already in public ownership. The Park District and the County support the development of this trail corridor between Tumalo and Tumalo State Park as a hard-surfaced shared-use path that utilizes the current grade-separated crossing underneath the U.S. 20 bridge on the west bank of the Deschutes River. The State Historic Preservation Office (SHPO) has identified archeological resources that will need to be protected during the trail's construction and usage.

ODOT in 2022-23 is building a bicyclist/pedestrian-only underpass at U.S. 20/4th Street to make crossing the highway much easier. This multiuse path will connect to Bailey Road. The existing Twin Bridges State Scenic Bikeway would also utilize this shared-use path instead of the U.S. 20/Bailey-7th intersection as it does currently.

Transportation

Tumalo requires a transportation network that provides safe and efficient through movements for traffic traveling on U.S. 20. Equally important is maintaining local access to residential and commercial areas, as well as the Tumalo Community School. U.S. 20 runs diagonally east-west through Tumalo and contains two travel lanes and a center turn lane. Its volumes and speed make north-south street connections challenging. ODOT has a two-lane roundabout at U.S. 20/Cook-O.B. Riley programmed for construction in 2023. The roundabout will add sidewalks along U.S. 20 for several hundred feet as well as along O.B. Riley and Cook. The roundabout will help lower speeds on U.S. 20, which is now posted at 45 mph down from the earlier posting of 55 mph.

There are three access points to U.S. 20: 5th Street; 7th Street/Bailey Road; and Cook Avenue/O.B. Riley Road. The first two have turn restrictions and only Cook/O.B. Riley will allow all movements. Within Tumalo, there are several paved and unpaved streets, totaling approximately 4.7 miles.

Average daily traffic (ADT) counts measured the following vehicles:

- 5th Street recorded 3,118 ADT (2022)
- Bailey Road, 1,234 ADT (2022)
- Cline Falls Hwy, 4,039 ADT (2022)
- Cook Avenue, 6,697 ADT (2022)
- Tumalo Road, 3,753 ADT (2022)
- O.B. Riley, 2,061 ADT (2022)
- U.S. 20, 0.10 miles east of Cline Falls Hwy, 10,276 ADT (2021)
- U.S. 20, 0.10 miles west of Cline Falls Hwy, 6,837 ADT (2021)

To protect the function of a highway, it is often necessary to limit access and control turning movements. ODOT limited the movements at U.S. 20/Bailey-7th to right-in, right-out only (RIRO) for 7th and RIRO and left-in at Bailey. There is also a raised refuge for bicyclists and pedestrians at U.S. 20/Bailey-7th. The two-lane roundabout will make U.S. 20/Bailey-7th into

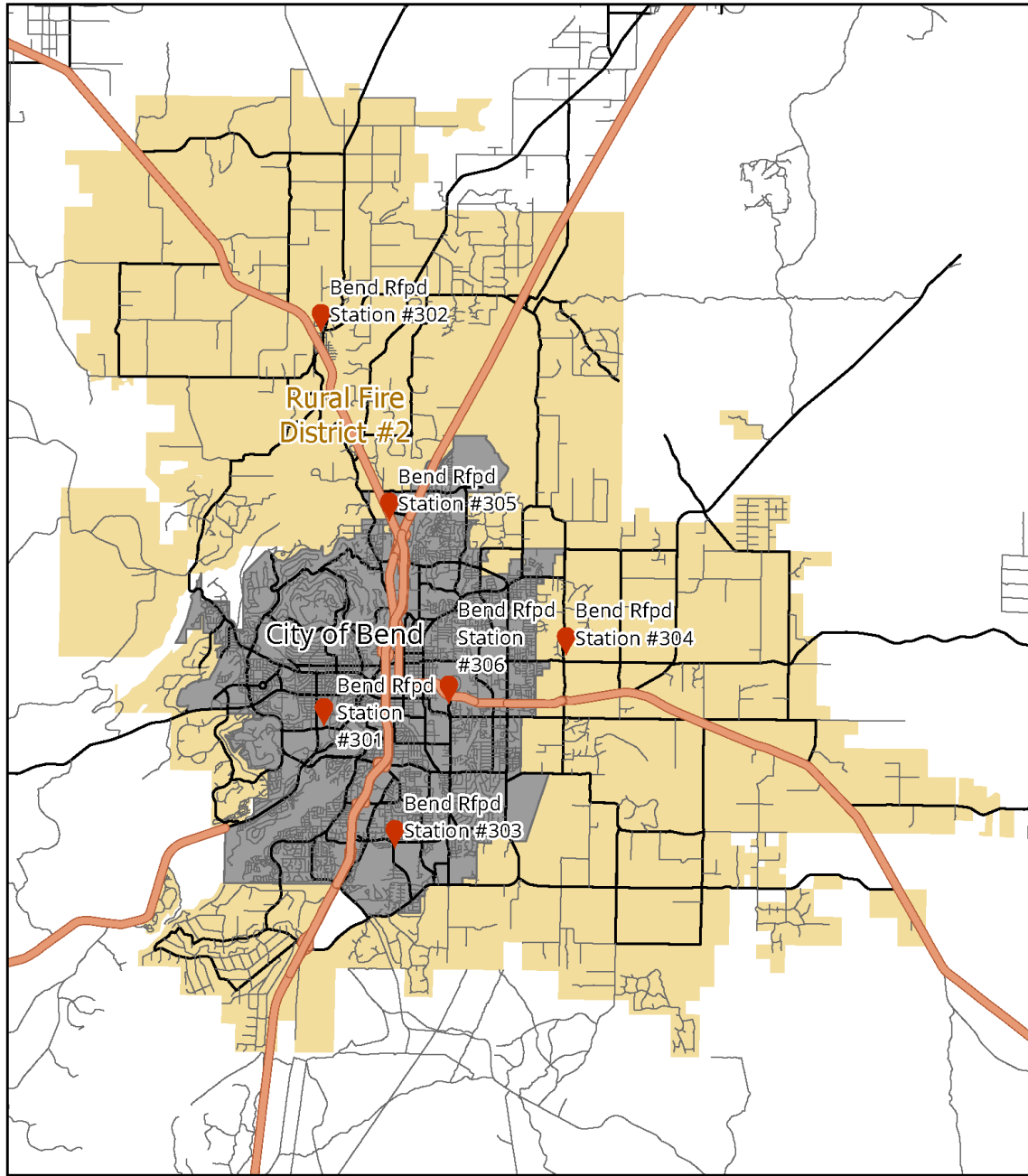
a RIRO intersection and Cook/8th will become a RIRO intersection as well. This will reduce the number of conflict points at these intersections. A conflict point is a location where vehicles turning or passing through can collide. By restricting turn movements or redirecting property access to side streets or alleys, the number of crashes on the highway and the local road system can be lowered. Implementing additional measures such as traffic calming, improved pedestrian crossings, or reducing the travel speed on the highway can benefit an entire community.

The County continues to provide sidewalk infill through both transportation improvements and requirements tied to land use approvals. Cascade East Transit (CET) master plan calls for examining a transit stop in Tumalo. Due to ADA requirements, the transit stop must be accessed via sidewalks. The current intent is to have the stop on Bruce Avenue between 5th and 7th once there is sidewalk.



The only change to the functional classification system was changing Cook Avenue from a collector to an arterial in the 2010-2030 Transportation System Plan (TSP).

DRAFT

Rural Fire Protection District #2 Map



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-  Fire Departments
-  Rural Fire District #2

Tumalo Fire District



6/23/2022

Surrounding Land Uses

Residents outside Tumalo identify with the area because it is where many buy certain goods and services, send their children to Tumalo Community School, attend church, or otherwise convene with other community members. The following Comprehensive Plan designations and related zoning districts are within a mile of the formal Tumalo unincorporated community boundary.

Agriculture

An “Agricultural” designation and Exclusive Farm Use (EFU) zone protect farmlands in Deschutes County pursuant to Statewide Planning Goal 3 (Agricultural Lands). As discussed in the Agricultural Lands Section of the Comprehensive Plan, protecting farmlands is one of the primary goals of Oregon’s land use system. When the Comprehensive Plan was first adopted in 1979, there was general consensus for an agricultural goal:

“To preserve agricultural land in Deschutes County for the production of farm and forestry products, as well as the public need for open space.”

In 1992, Deschutes County completed a farm study report. The purpose of the study was to ensure that EFU zoning and standards for farm divisions and dwellings were consistent with Goal 3 and relevant administrative rules. The study found that farms in Deschutes County usually contained irrigated and non-irrigated land, as well as soils of different classes. The study identified seven agricultural subzones. For each subzone, standards determined minimum parcel sizes for farm divisions to protect the commercial agricultural land base. The subzone immediately adjacent to Tumalo is the Tumalo/Redmond/Bend subzone (EFUTRB). The minimum acreage for this subzone is 23 acres of irrigated land. Approximately 2.5 miles farther east, there are approximately fourteen (14) Alfalfa area subzone parcels (EFUAL) that allow a minimum of 36 acres of irrigated land. The EFUAL subzone parcels are intermixed with EFUTRB subzone parcels.

Since the latest Tumalo Community Plan update in 2010, there have been increased numbers of land divisions approved in the vicinity of Tumalo, some of which are designed to support both nonfarm and farm-related dwellings and accessory structures. Home Occupations, or home-based business uses have become increasingly common within the surrounding EFU lands. In addition to the increasing number of approved land divisions, EFU dwellings, and Home Occupations, the EFU lands surrounding Tumalo have also seen an increase in marijuana and hemp-related farm uses and structures since the statewide legalization of recreational marijuana and the passage of the 2018 farm bill allowing hemp production. Please refer to the Agricultural Lands section of the Comprehensive Plan for more details about agricultural land in Deschutes County.

Rural Residential

A “Rural Residential Exception Area” designation and corresponding Multiple Use Agriculture (MUA-10) zone apply to lands for which Deschutes County justified an “exception” to Statewide Planning Goal 3. Multiple Use Agriculture applies to agricultural lands that have been demonstrated to be unsuitable for commercial farming, but retain enough agricultural practices that are compatible with rural development. The minimum lot size for new subdivisions in this zoning district is ten acres. There are several MUA-10 subdivisions within a mile of Tumalo. Approximately one-half mile south of Tumalo lies the Cascades Academy, located on MUA-10 zoned property. Cascades Academy is a pre-kindergarten through 12th grade independent private school⁴.

Surface Mining

Located just outside Tumalo, a “Surface Mining” designation and corresponding Surface Mining (SM) zone authorize surface mining activities. This district allows development and use of mineral and aggregate resources consistent with Statewide Planning Goal 5 (Natural Resources, Scenic and Historic Areas, and Open Spaces). It applies to two properties in the immediate vicinity, one at the north end of Tumalo, west of the Deschutes River and the other, adjacent to U.S. 20 and bisected by O.B. Riley Road, known as the Knife River operation. The Knife River properties are allowed through a limited combining zone to store, crush, process, sell and distribute aggregate minerals. One additional surface mine designated property of approximately 75 acres is located 1 mile south of the Tumalo community boundaries.

Flood Plain

Several properties within the Tumalo unincorporated community and multiple parcels to the south and north are located within the Flood Plain Zoning District. These parcels are exclusively associated with the Deschutes River corridor and surrounding low-lying areas. The purpose of this zoning district is to protect the public from the hazards associated with flood plains; to conserve important riparian areas along rivers and streams for the maintenance of the fish and wildlife resources; and to preserve significant scenic and natural resources while balancing the public interests with those of individual property owners in the designated areas. Given the purpose of the zoning district, a majority of the flood plain designated areas outside of Tumalo are maintained as open spaces or otherwise undeveloped land, including portions of Tumalo State Park.

⁴ <https://www.cascadesacademy.org/about>

Open Space & Conservation

Approximately one-half mile south of the Tumalo commercial core are properties within an “Open Space & Conservation” Zoning District, largely associated with the boundaries of Tumalo State Park and the contiguous Riley Ranch Nature Reserve, further south along the Deschutes River corridor. The purpose of this zoning district is to protect designated areas of scenic and natural resources; to restrict development in areas with fragile, unusual or unique qualities; to protect and improve the quality of the air, water and land resources and to plan development that will conserve open space⁵.



Photo: Tumalo State Park, Photo Credit: Hike Oregon

⁵ DCC 18.48.010

Conclusion

The TCP is the result of extensive outreach and interaction between staff and residents, business owners, property owners in Tumalo, and those who live near Tumalo and shop, recreate, or send their children to school there.

Nearly unanimously, respondents spoke of their deep affection for Tumalo and a sense of place. They valued the rural feel of Tumalo and appreciated the small-scale commercial core. Often they expressed a fear of not wanting Tumalo to become like Sisters or to be engulfed by Bend.

In updating the TCP, staff worked to balance the oft-expressed desire by the public for Tumalo to experience little to no change with a State land use system and County code that anticipates and legally must accommodate development. The Comprehensive Plan designations and the zoning designations for Tumalo in DCC 18.67 remain unchanged. Any application to amend the Comprehensive Plan or zoning designation would require public hearing before both the Deschutes County Planning Commission and the Board of County Commissioners. Those potential plan amendments and/or zone changes would have to demonstrate consistency with both the Comprehensive Plan and the TCP.

The TCP policies respond to public input regarding protecting the Deschutes River, concerns about the costs and timing of a future wastewater treatment system, the worries about traffic volumes, and the desire to protect the community and maintain its livability.

Goals and Policies

The following policies are designed to address issues specific to the Tumalo Rural Unincorporated Community. The policies supplement existing Comprehensive Plan policies and were developed from input received by community members, stakeholders, and input from relevant agency partners.

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Community Vision Statement

Retain the livability of Tumalo as a rural small town, through safe and efficient public services and collaborating with the surrounding rural area.

Land Use Goal

Continue to implement a clear and transparent planning process and policy framework reflective of the community's small-town rural character.

Land Use Policies

1. Conform land use regulations to the requirements of Unincorporated Communities as defined in OAR 660 Division 22 or any successor.
2. Ensure County plans and land use regulations comply with state requirements for agricultural uses in the Exclusive Farm Use (EFU) zones.
3. Encourage the preservation of historical structures such as the Tumalo Community Church (1905) and the Laidlaw Bank and Trust (1910).
4. Review the Tumalo Community Plan periodically to determine if it meets the current and future needs of the area.

Natural Resources, Open Space, and Recreation Goal

Support the preservation and conservation of natural resources, cultural resources, and open space while providing ample and diverse opportunities for recreation.

Natural Resources, Open Space, and Recreation Policies

1. Continue to support Tumalo as a regional bicycle destination.
2. Support community and agency partners in planning and development of a multiuse trail system from Tumalo State Park to Tumalo.
3. Encourage consolidation of designated access points to the Deschutes River and education of trail users to preserve riparian areas.
4. Encourage voluntary designation of open space and public access to Deschutes River on adjacent private properties.
5. Provide County perspective and support for community-based restoration projects to protect the health and vitality of the Deschutes River and its tributaries.
6. Preserve publicly owned lands along the Deschutes River as designated open space.
7. Collaborate with public, private, and nonprofit organizations on infrastructure improvements near recreation areas including formal river access points, wayfinding signage, lighting, or sanitary facilities.
8. Support community efforts to designate the segment of the Deschutes River through Tumalo as an Oregon Scenic Waterway for its recreational values.
9. Coordinate with community partners on the development of a trails and recreation master plan.
10. Assist in outreach to Oregon State Parks Department or municipal parks and recreation districts to explore the annexation of Tumalo into an existing district. Assess opportunities for access and parking improvements at heavily used river access points.
11. Explore whether the County should form a Parks and Recreation District as part of the County's Comprehensive Plan Update.
12. Coordinate with community partners on efforts to designate new parks and maintain local parks.
13. Encourage preservation or improvement of groundwater quality and the conservation of groundwater supplies.

14. Provide public educational outreach on the importance and benefits of water conservation, encouraging low water use, and drought tolerant landscaping.
15. Encourage Tumalo to become a fire-adapted community through the Firewise Program.

Residential Area Goal

Maintain the small-town character and feel of Tumalo, while accommodating the community's residential growth.

Residential Area Policies

1. Encourage density and design features that are compatible with existing development.
2. Permit livestock in the residential districts subject to use limitations.
3. Plan and zone for a diversity of housing types and densities suited to the capacity of the land to accommodate water and sewage requirements.

Economic Development Goal

Retain the economic vibrancy of Tumalo's historic core and industrial areas while providing economic development opportunities that are compatible with the small town rural character of the community.

Economic Development Policies

1. Encourage design standards in the commercial district so new development is compatible with the rural character of the community and reduces negative impacts on adjacent residential districts.
2. Explore alternatives to the solar setback standards for development within the commercial zoning districts of Tumalo.
3. Allow residential uses and mixed residential/commercial uses, without inhibiting future commercial development opportunities in the Commercial Zoning Districts.
4. Support economic development initiatives and tourism in the Tumalo area.
5. Allow for existing and future uses without producing adverse effects upon water resources or wastewater disposal. Coordinate with relevant agencies to ensure industrial uses meet requirements for water availability and wastewater disposal.
6. Limit industrial activities to low-impact uses that rely on rural resources as defined in OAR 660-004-0022(3)(a).

7. Limit industrial activities to low-impact uses that rely on rural resources as defined in OAR 660-004-0022(3)(a).

Public Facilities Goal

Ensure irrigation, domestic water, wastewater, and other utility systems are safe, efficient, and economical.

Public Facility Policies

1. Consider water and wastewater capacity when assessing development capabilities on individual lots in Tumalo.
2. Promote efficient water and wastewater systems in new development to manage water resources carefully.
3. Encourage early planning and acquisition of sites needed for public facilities.
4. Support replatting of lots in the area comprising the Laidlaw Plat and other lands designated commercial to create lots large enough to accommodate a DEQ approved on-site sewage disposal system, or connection to a public sewer system if available, consistent with the findings of the Tumalo Sewer Feasibility Study (2022).
5. Coordinate with local Irrigation Districts and the Tumalo Town Ditch to avoid adverse effects on their infrastructure and distribution systems.
6. Maintain efforts to ensure the Tumalo domestic water system complies with public health regulations and state and federal water quality regulations.
7. If Tumalo residents initiate district formation, coordinate with the residents and business owners on the creation of a public sewer district.
8. Explore legislative approaches to preclude non-voluntary connections to private sewer systems.
9. Explore with Department of Environmental Quality (DEQ) to determine whether a property owner can record a land use provision stating a private sewer is not lawfully available under Oregon Administrative Rule (OAR) 340-040-0160 unless the land owner voluntarily consents to the connection.
10. Prohibit private sewers in Tumalo, unless the property owners of the lots in the Laidlaw Plat, Deschutes River Tract, and Deschutes River Homesite Rimrock Addition form a district and vote on the issue.

Transportation Goal

Provide a safe and efficient system for all modes of transportation, including bicycle, pedestrian, and transit, to support local economic development, recreational uses, and community health.

Road Network Policies

1. Periodically review the Transportation System Plan policies and standards for Tumalo to reflect best practices.
2. Periodically review existing roadway design requirements to ensure complete streets which accommodate all modes of travel.
3. Collaborate with the Oregon State Police and Deschutes County Sheriff's Office to address speeding within Tumalo.
4. Encourage ODOT to use its "Blueprint for Urban Design" for U.S. 20 projects to enhance the roadside environment by signage, accommodating alternate modes, roadside amenities, and landscaping.

Road and Sidewalk Policies

1. Implement road development standards for Tumalo that are consistent with the small-scale character of the community.
2. Utilize land development and grant funding opportunities to improve street segments identified for improvement in the Transportation System Plan.
3. Provide functional, cost-effective sidewalks within the commercial core while preserving the rural character of the residential areas.
4. Provide sidewalks or multiuse paths where they are needed for safety, as set forth in the Transportation System Plan.
5. Construct sidewalks specified on community roads without curbs and gutters and allow adequate room for utilities.
6. Provide wayfinding signage and maintenance best practices on County arterials and collectors to ensure safe and accessible routes for all users.
7. Review Deschutes County Code (DCC) 17.48, Table B, Minimum Bikeway Design Standards, and consider revising widths of multiuse paths from 8 feet to 10 feet and up to 12 feet in areas with high mixed use.

Goals and Policies

Green = Unchanged language in 2010-2030 TCP or unchanged but in a new section

Blue = Language in 2010-2030 TCP, but slightly modified for tense, terms, clarity (See spreadsheet for actual changes and further details in “Notes” section)

Yellow = Brand new language for 2020-2040 TCP in response to public comments

The following policies and policies are designed to address issues specific to the Tumalo Rural Unincorporated Community. The policies supplement existing Deschutes County Comprehensive Plan policies and were developed from input received by community members, stakeholders, and input from relevant agency partners.

Community Vision Statement

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Land Use Goal

Continue to implement a clear and transparent planning process and policy framework reflective of the community’s small-town rural character.

Land Use Policies

1. Conform land use regulations to the requirements of Unincorporated Communities as defined in OAR 660 Division 22 or any successor.
2. Ensure County plans and land use regulations comply with state requirements for agricultural uses in the Exclusive Farm Use (EFU) zones.
3. Encourage the preservation of historical structures such as the Tumalo Community Church (1905) and the Laidlaw Bank and Trust (1910).
4. Review the Tumalo Community Plan periodically to determine if it meets the current and future needs of the area.

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Support the preservation and conservation of natural resources, cultural resources, and open space while providing ample and diverse opportunities for recreation.

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1. Continue to support Tumalo as a regional bicycle destination.
2. Support community and agency partners in planning and development of a multiuse trail system from Tumalo State Park to Tumalo.
3. Encourage consolidation of designated access points to the Deschutes River and education of trail users to preserve riparian areas.
4. Encourage voluntary designation of open space and public access to Deschutes River on adjacent private properties.
5. Provide County perspective and support for community-based restoration projects to protect the health and vitality of the Deschutes River and its tributaries.
6. Preserve publicly owned lands along the Deschutes River as designated open space.
7. Collaborate with public, private, and nonprofit organizations on infrastructure improvements near recreation areas including formal river access points, wayfinding signage, lighting, or sanitary facilities.
8. Support community efforts to designate the segment of the Deschutes River through Tumalo as an Oregon Scenic Waterway for its recreational values.
9. Coordinate with community partners on the development of a trails and recreation master plan.
10. Assist in outreach to Oregon State Parks Department or municipal– parks and recreation districts to explore the annexation of Tumalo into an existing district. Assess opportunities for access and parking improvements at heavily used river access points.
11. Explore whether the County should form a Parks and Recreation District as part of the County’s Comprehensive Plan Update.
12. Coordinate with community partners on efforts to designate new parks and maintain local parks.
13. Encourage preservation or improvement of groundwater quality and the conservation of groundwater supplies.
14. Provide public educational outreach on the importance and benefits of water conservation, encouraging low water use, and drought tolerant landscaping.
15. Encourage Tumalo to become a fire-adapted community through the Firewise Program.

Residential Area Goal

Maintain the small town character and feel of Tumalo, while accommodating the community's residential growth.

Residential Area Policies

1. Encourage density and design features that are compatible with existing development.
2. Permit livestock in the residential districts subject to use limitations.
3. Plan and zone for a diversity of housing types and densities suited to the capacity of the land to accommodate water and sewage requirements.

Economic Development Goal

Retain the economic vibrancy of Tumalo's historic core and industrial areas while providing economic development opportunities that are compatible with the small town rural character of the community.

Economic Development Policies

1. Encourage design standards in the commercial district so new development is compatible with the rural character of the community and reduces negative impacts on adjacent residential districts.
2. Explore alternatives to the solar setback standards for development within the commercial zoning districts of Tumalo.
3. Allow residential uses and mixed residential/commercial uses, without inhibiting future commercial development opportunities in the Commercial Zoning Districts.
4. Support economic development initiatives and tourism in the Tumalo area.
5. Allow for existing and future uses without producing adverse effects upon water resources or wastewater disposal. Coordinate with relevant agencies to ensure industrial uses meet requirements for water availability and wastewater disposal.
6. Limit industrial activities to low-impact uses that rely on rural resources as defined in OAR 660-004-0022(3)(a).
7. Limit industrial activities to low-impact uses that rely on rural resources as defined in OAR 660-004-0022(3)(a).

Public Facilities Goal

Ensure irrigation, domestic water, wastewater, and other utility systems are safe, efficient, and economical.

Public Facility Policies

1. Consider water and wastewater capacity when assessing development capabilities on individual lots in Tumalo.
2. Promote efficient water and wastewater systems in new development to manage water resources carefully.
3. Encourage early planning and acquisition of sites needed for public facilities.
4. Support replatting of lots in the area comprising the Laidlaw Plat and other lands designated commercial to create lots large enough to accommodate a DEQ approved on-site sewage disposal system, or connection to a public sewer system if available, consistent with the findings of the Tumalo Sewer Feasibility Study (2022).
5. Coordinate with local Irrigation Districts and the Tumalo Town Ditch to avoid adverse effects on their infrastructure and distribution systems.
6. Maintain efforts to ensure the Tumalo domestic water system complies with public health regulations and state and federal water quality regulations.
7. If Tumalo residents initiate district formation, coordinate with the residents and business owners on the creation of a public sewer district.
8. Explore legislative approaches to preclude non-voluntary connections to private sewer systems.
9. Explore with Department of Environmental Quality (DEQ) to determine whether a property owner can record a land use provision stating a private sewer is not lawfully available under Oregon Administrative Rule (OAR) 340-040-0160 unless the land owner voluntarily consents to the connection.
10. Prohibit private sewers in Tumalo, unless the property owners of the lots in the Laidlaw Plat, Deschutes River Tract, and Deschutes River Homesite Rimrock Addition form a district and vote on the issue.

Transportation Goal

Provide a safe and efficient system for all modes of transportation, including bicycle, pedestrian, and transit, to support local economic development, recreational uses, and community health.

Road Network Policies

1. Periodically review the Transportation System Plan policies and standards for Tumalo to reflect best practices.
2. Periodically review existing roadway design requirements to ensure complete streets which accommodate all modes of travel.
3. Collaborate with the Oregon State Police and Deschutes County Sheriff's Office to address speeding within Tumalo.
4. Encourage ODOT to use its "Blueprint for Urban Design" for U.S. 20 projects to enhance the roadside environment by signage, accommodating alternate modes, roadside amenities, and landscaping.

Road and Sidewalk Policies

1. Implement road development standards for Tumalo that are consistent with the small-scale character of the community.
2. Utilize land development and grant funding opportunities to improve street segments identified for improvement in the Transportation System Plan.
3. Provide functional, cost-effective sidewalks within the commercial core while preserving the rural character of the residential areas.
4. Provide sidewalks or multiuse paths where they are needed for safety, as set forth in the Transportation System Plan.
5. Construct sidewalks specified on community roads without curbs and gutters and allow adequate room for utilities.
6. Provide wayfinding signage and maintenance best practices on County arterials and collectors to ensure safe and accessible routes for all users.
7. Review Deschutes County Code (DCC) 17.48, Table B, Minimum Bikeway Design Standards, and consider revising widths of multiuse paths from 8 feet to 10 feet and up to 12 feet in areas with high mixed use.

TUMALO COMMUNITY PLAN REVISIONS TO GOALS AND POLICIES				
Action	2020 Text	2010 Text	Notes	Key
<i>GOAL AND POLICIES INTRO PARAGRAPH</i>				
Modification	The following goals and policies are designed to address issues specific to the Tumalo Rural Unincorporated Community. The policies supplement existing Deschutes County Comprehensive Plan policies and were developed with input received from community members, stakeholders, and relevant agency partners.	The following goals and policies were developed from community and stakeholder meetings, and input from ODOT and the Oregon Department of Land Conservation and Development. Staff also revisited Deschutes County's existing Comprehensive Plan and Transportation System Plan, as well as applicable state law and administrative rules.	Text specifies to area zoned as Tumalo; ODOT, DLCD minimally involved in update; deleted reference to state laws and administrative rules as staff found these redundant; the County would not create a plan that violated and was inconsistent with state laws and administrative rules.	Unchanged = 2020 & 2010 text is the same; Modification = Minor change in text; Revision = Major change in text; Addition = new text; Deletion = text eliminated
<i>COMMUNITY VISION STATEMENT</i>				
Modification	Retain the livability of Tumalo as a rural small town, by ensuring safe and efficient public services and collaborating with the surrounding rural area.	Retain the livability of Tumalo as a rural small-town, by ensuring safe and efficient public services and collaborating with the surrounding rural community.	Delete hyphen in small-town; change community to area as "community" has specific use in OAR 660-022; "area" consistent with intent of vision statement.	
<i>LAND USE GOAL</i>				
Revision	Continue to implement a clear and transparent planning process framework and policy reflective of the community's small town rural character.	Protect and enhance the rural small-town character of Tumalo by supporting public services, healthy active lifestyles and social connections among residents and stakeholders	2010 goal went far beyond land use; seemed to be more of a vision. 2020 text more closely related to land use planning.	
<i>LAND USE POLICIES</i>				
Unchanged	Conform land use regulations to the requirements of Unincorporated Communities as defined in OAR 660 Division 22 or any successor	2020 and 2010 language are the same	None	
Revision	Ensure County plans and land use regulations comply with state requirements for agricultural uses in the Exclusive Farm Use (EFU) zone; explore larger setback requirements structures from property lines shared with EFU properties.	Ensure County plans and land use regulations require that new uses authorized within Tumalo do not adversely affect agricultural uses in the surrounding exclusive farm use (sic) zones.	Edited for brevity, but consistent with intent of 2010 text.	
Unchanged	Encourage the preservation of historical structures such as the Tumalo Community Church (1905) and the Laidlaw Bank and Trust (1910).	2020 and 2010 language are the same	None	
Modification	Review the Tumalo Community Plan periodically to determine if it meets the current and future needs of the area.	Review the Tumalo community goals and policies every five years to determine if they meet the current and future needs of the area.	Changed goals and policies to entire plan; changed five years to periodically for flexibility; moved from 2010 Community Policies to 2020 Land Use Policies. Review could be sooner than five years or longer, depending upon circumstances.	
Deletion	N/A	Apply setbacks for homes built along the rim forming Deschutes River Canyon and Laidlaw Butte to protect scenic views visible from the community.	Issue addressed in Deschutes County Code (DCC) 18.116.160 for the river; a butte by geographic terms is not a rim.	

Deletion	N/A	Coordinate with Tumalo Community Association, Tumalo Business Association, and similar local organizations on land use issues, where appropriate.	TCA and TBA apparently no longer exist nor have any analogous entities appeared. DCC 22 requires notice of land use applications both by sign and mailed notice to properties within 250 feet of subject property and notices of public hearings. DCC 22.20 and 22.24 contain public notice requirements for quasi-judicial land use applications; DCC 22.12 sets notice requirements for legislative land use applications.
<i>NATURAL RESOURCES, OPEN SPACE, AND RECREATIONAL GOAL</i>			
Addition	Support the preservation and conservation of natural resources, cultural resources, and open space while providing ample and diverse opportunities for recreation.	None	Natural Resources, Open Space, and Recreation Goal added to 2020 plan; 2010 did not have one.
<i>NATURAL RESOURCES, OPEN SPACE, AND RECREATION POLICIES</i>			
Revision	Continue to support Tumalo as a regional bicycle destination.	Establish Tumalo as a regional bicycle destination through land use, transportation, and recreation policies and programs.	2020 language recognizes Tumalo's current status, especially after establishment of Twin Bridges State Scenic Bikeway through town.
Revision	Support community and agency partners in planning and development of a multi-use trail system from Tumalo State Park to Tumalo	Establish a multi-use trail system from Tumalo State Park to Tumalo.	New text recognizes County does not have Parks and Recreation District and thus cannot let, yet 2020 text remains consistent with intent of 2010 text.
Revision	Encourage consolidation of designated access points to the Deschutes River and education of trail users to preserve riparian areas.	Preserve public access to the river.	Addressed access to the Deschutes consistent with 2010 text, but added text about education and protecting banks of river.
Addition	Encourage voluntary designation of open space and public access to the Deschutes River on adjacent private properties.	None	Addresses community concerns about loss of undeveloped areas and access to river.
Addition	Provide County perspective and support for community-based restoration projects to protect the health and vitality of the Deschutes River and its tributaries.	None	Added language that can be cited to indicate County support when third parties seek grant applications.
Revision	Preserve publicly-owned lands along the Deschutes River as designated open space.	Preserve publicly owned lands along the Deschutes River by designating them as open space.	County-owned lands are currently zoned Flood Plain, which does act as open space. County parcels are 16-12-31A, TL 099 and 16-12-30, TL 1900.
Revision	Collaborate with public, private, and nonprofit organizations on infrastructure improvements near recreation areas including formal river access points, wayfinding signage, lighting, or sanitary facilities.	Support infrastructure improvements including formal access river points, public signage, sanitary facilities and improved parking conditions.	Add references to other parties to help with any grant applications as 2020 text indicates County support. Parking is addressed in a policy further down on Tumalo State Park and park districts.

Unchanged	Support community efforts to designate the segment of the Deschutes River through Tumalo as an Oregon Scenic Waterway for its recreational values.	2020 and 2010 language are the same	None
Revision	Coordinate with community partners on the development of a trails and recreation master plan.	Support the development of a trails and recreation master plan.	2020 text recognizes entities other than County would develop a plan given the County's lack of a Parks and Rec District, but is consistent with intent of 2010 text.
Revision	Assist in outreach to Oregon State Parks Department or municipal parks and recreation districts to explore annexation of Tumalo into an existing district. Support assessment opportunities for access and parking improvements at heavily used river access points.	Consider adding Tumalo State Park to the Tumalo Rural Community boundary.	2010 language was Community Policy 1. However, its is difficult under OAR 660-022-020 and 660-004-0022(4) to expand Tumalo UUC boundaries to include Tumalo State Park. Easier process for OSPRD to extend into Tumalo or have a local parks district annex Tumalo. New text captures intent of 2010 plan and adds parking. Topic moved from 2010 Community Polices to 2020 Natural Resources, Open Space, and Recreation Policies.
Revision	Assist in outreach to Oregon State Parks Department or municipal parks and recreation districts to explore annexation of Tumalo into an existing district. Support assessment opportunities for access and parking improvements at heavily used river access points.	Explore the future expansion of Bend Metro Park and Recreation District to include the Tumalo area.	2010 language was Open Space and Recreation Policy 16. 2020 text captures intent of 2010 plan but adds the potential of other districts annexing Tumalo as Tumalo Community School is in the Redmond School District.
Addition	Explore whether the County should form a Parks and Recreation District as part of the County's Comprehensive Plan Update.	N/A	Added text based on numerous public comments input pertaining to parks and open space and desire for the County to have a Parks and Rec district or department.
Revision	Coordinate with community partners on efforts to create and maintain new local parks.	Support community efforts to create and maintain local parks.	Word choice as "coordinate" implies earlier joint efforts while being consistent with 2010 text.
Addition	Encourage preservation or improvement of groundwater quality and the conservation of groundwater supplies.	N/A	Added text based on numerous public comments input pertaining to concerns about water and drought.
Addition	Provide public educational outreach on the importance and benefits of water conservation, encouraging low water use, and drought-tolerant landscaping.	N/A	Added text based on numerous public comments input pertaining to concerns about water and drought.
Addition	Encourage Tumalo to become a fire-adapted community through the Firewise Program.	N/A	Added text based on numerous public comments input pertaining to concerns about wildfire risks and drought.
<i>RESIDENTIAL AREA GOAL</i>			
Addition	Maintain the small town character and feel of Tumalo, while accommodating the community's residential growth.	N/A	2010 plan did not have a residential goal, only policies.

<i>RESIDENTIAL AREA POLICIES</i>			
Addition	Encourage density and design features that are compatible with existing development.	N/A	Added text based on public comments on concerns about future development to blending in with existing structures.
Unchanged	Permit livestock in the residential districts subject to use limitations.	2020 and 2010 language are the same	None
Unchanged	Plan and zone for diversity of housing types and densities suited to the capacity of the land to accommodate water and sewage requirements.	2020 and 2010 language are the same	None
Deletion	N/A	Designate residential lands on the comprehensive plan map with a corresponding residential district on the zoning map.	Action needs to be applicant initiated for his/her subject property(ies).
Deletion	N/A	Designate residential land so they are proximate to the commercial area.	Action needs to be applicant initiated for his/her subject property(ies).
Deletion	N/A	Designate Residential 5 acre lands on the perimeter of the community	Action needs to be applicant initiated for his/her subject property(ies).
Deletion	N/A	Designate higher density residential lands in the bowl formed by the Deschutes River canyon	Action needs to be applicant initiated for his/her subject property(ies). Unclear if there is adequate area for septic tanks to serve higher density lots.
<i>ECONOMIC DEVELOPMENT GOAL</i>			
Addition	Retain the economic vibrancy of Tumalo's historic core and industrial area while providing economic development opportunities that are compatible with the small town rural character of the community.	N/A	2010 plan did not have an Economic Development goal, only Commercial Area Policies.
<i>ECONOMIC DEVELOPMENT POLICIES</i>			
Unchanged	Explore design standards in the commercial district so new development is compatible with the rural character of the community and reduces negative impacts on adjacent residential districts.	Encourage design standards in the commercial district so new development is compatible with the rural character of the community and reduces negative impacts on adjacent residential districts.	Changed "Encourage" to "Explore"; moved text from 2010 Commercial Area Policies to 2020 Economic Development Policies.
Addition	Explore alternatives to the solar setback standards for development within the commercial zoning district of Tumalo.	N/A	Added based on public input on challenge of applying solar setbacks to the small lots of the Laidlaw plat.
Revision	Allow residential uses and mixed residential/commercial uses, without inhibiting future commercial development opportunities in the Commercial Zoning Districts.	Allow residential and mixed residential/commercial uses, while preventing residential uses from dominating or setting development standards in the commercial district.	Doubtful 2010 text is enforceable; 2020 revision captures intent of 2010 text of having the residential and commercial zoning districts' uses remain compatible.
Unchanged	Support economic development initiatives and tourism in the Tumalo area.	Support economic development initiatives and tourism in the Tumalo area.	Moved 2010 language from Community Policies to 2020 Economic Development Policies.

Deletion	N/A	Prohibit additional lands from being designated commercial until an economic analysis review is completed.	2010 policy's vagueness would make it difficult to implement. A plan amendment/zone change to commercial in the burden of proof must provide findings for Goal 9 (Economic Development) and Goal 12 (Transportation). Essentially, address the economic reason why the use should occur on this subject property and whether there are any adverse effects on transportation. If there are, explain how they will be mitigated. In other words, PAPA/ZC process would address 2010 intent.
Revision	Allow for existing and future uses without producing adverse effects upon water resources or wastewater disposal. Coordinate with relevant agencies to ensure proposed uses meet requirements for water availability and wastewater disposal.	New uses that will not exceed the capacity of water and sewer service available to the site on the effective date of this rule (OAR 660-004-0022(3)(a)); or, if such services are not available to the site, the capacity of the site itself to provide water and absorb sewage.	2010 text only applied to industrial zoned lands; 2020 text applies to all lands within Tumalo. 2010 language appeared in Industrial Policies Section, which has been replaced in 2020 by Economic Development Policies Section.
Revision	Limit industrial activities to low-impact uses that rely on rural resources.	Allow only the following new or expanded uses in the Tumalo rural community boundary: Uses authorized under Goals 3 and 4 (farm and forest uses); expansion of use existing on the date of this rule; small-scale, low impact uses; uses that require proximity to rural resources as defined in OAR 660-004-0022(3)(a). New uses that will not exceed the capacity of water and sewer service available to the site on the effective date of OAR 660-004-0022, or if such services are not available to the site, the capacity of the site itself to provide water and absorb sewage. Newer uses more intensive than this section, provided an analysis set forth in the Comprehensive Plan demonstrates, and land use regulations, ensure that such uses are necessary to provide employment that does not exceed the total projected work force within the community and the surrounding rural area; that such uses would not rely upon a work force employed by uses within urban growth boundaries; and that the determination of the work force of the community and surrounding rural area considers the total industrial and commercial employment in the community and is coordinated with employment projections for nearby urban growth boundaries.	2010 text edited for brevity while 2020 text remains consistent with intent of 2010 language. 2010 verbiage more akin to development code than a policy document and has requirements that are of dubious legality and/or difficult to demonstrably prove.

<i>PUBLIC FACILITY GOAL</i>			
Revision	Ensure irrigation, domestic water, wastewater, and other utility systems are safe, efficient, and economical.	Ensure water and sewage treatment systems encompass the appropriate scale and cost.	Based on massive public input about concerns of cost of sewer hook-ups, added the "economical" qualifier.
<i>PUBLIC FACILITY POLICIES</i>			
Addition	Consider water and wastewater capacity when assessing development capabilities on individual lots in Tumalo.	N/A	Based on public input regarding concerns about water and staff input on septic issues.
Addition	Promote efficient water and wastewater systems in new development to manage water resources carefully.	N/A	Based on public input regarding concerns about water and staff input on septic issues.
Revision	Encourage early planning and acquisition of sites needed for public facilities.	Encourage early planning and acquisition of sites needed for public facilities (e.g. school, roads, water supply facility, parks.)	Shortened 2010 text as County as school districts, water districts, and parks districts acquire their own properties based on their own master plans.
Revision	Support replatting of lots in the area comprising the Laidlaw Plat and other lands designated commercial to create lots large enough to accommodate a DEQ approved on-site disposal system, or connection to a public sewer system if available, consistent with the findings of the Tumalo Sewer Feasibility Study (2022).	Support replatting of lots in the area comprising the Laidlaw Plat and other lands designated commercial to create lots large enough to accommodate a DEQ approved on-site disposal system.	Added reference to a public sewer and Tumalo Sewer Feasibility Study based on public input against a private sewer system.
Modification	Coordinate with local irrigation districts and the Tumalo Town Ditch to avoid adverse effects on their infrastructure and distribution systems.	Coordinate development within the Laidlaw Water District to determine if connection to its water system is required. Support the protection of the Tumalo Town Ditch easement and its distribution system.	2020 text melds and shortens 2010 Public Facility Goals #4 and #6.
Revision	Maintain efforts to ensure the Tumalo domestic water system complies with public health regulations and state and federal water quality regulations.	Support the development and management of the domestic water system for Tumalo so that cumulative development will not result in public health hazards or adverse environmental impacts that violate state or federal water quality regulations.	2020 text edited 2010 language for brevity, but remains consistent with 2010 text's intent.
Revision	If Tumalo residents initiate district formation, coordinate with residents and business owners on the creation of a public sewer district.	Coordinate with the Tumalo residents and business owners on the creation of a sewer district, if the community initiates district formation.	2020 text shortens 2010 text, makes clear that community input was for a public sewer system; 2010 text did not have that distinction.
Addition	Explore legislative approaches to preclude non-voluntary connections to private sewer systems.	N/A	Policy is in response to community input on the topic of private sewers in Tumalo.

Addition	Explore with Department of Environmental Quality(DEQ) to determine whether a property owner can record a land use provision stating a private sewer is not lawfully available under Oregon Administrative Rule (OAR) 340-040-0160 unless the land owner voluntarily consents to the connection.	N/A	Policy is in response to community input on the topic of private sewers in Tumalo.
Addition	Prohibit private sewers in Tumalo, unless the property owners of the lots in the Laidlaw plat, Deschutes River Tract, and Deschutes River Homesite Rimrock Addition form a district and vote on the issue.	N/A	Policy is in response to community input on the topic of private sewers in Tumalo.
Deletion	N/A	Determine residential minimum lot sizes by the capacity of the land to accommodate available water and wastewater facilities.	Tumalo dimensional standards are already set forth in DCC 18.67.080 for all districts and DCC 18.67.020 and 18.67.030 for residential districts. County does not have staff expertise to conduct a study to determine minimum lot sizes by carrying capacity. Additionally, technological changes and/or sewer availability will change a lot's carrying capacity.
Modification		Ensure high quality fire protection in Tumalo and the surrounding area.	2010 text modified to call out Fire Wise program and moved to Natural Resources, Open Spaces and Recreation Policies.
Deletion	N/A	Encourage early planning and acquisition of sites needed for public facilities (e.g. school, roads, water supply facility, parks.)	County does not have the authority to acquire sites for schools, water supply facilities, or parks. County only plans for County facilities such as roads, but new roads would be in the Transportation System Plan (TSP).
TRANSPORTATION GOAL			
Modification	Provide a safe and efficient system for all modes of transportation, including bicycle, pedestrian, and transit, to support local economic development, recreational uses, and community health.	Provide a safe and efficient system for all modes of transportation, including active modes, to support local economic development, recreational uses, and community health.	2020 text specified modes for plain English rather than use 2010 phrase of "active modes".
ROAD NETWORK POLICIES			
Modification	Periodically review the Transportation System Plan policies and standards for Tumalo to reflect best practices.	Review the existing Transportation System Plan policies and standards for Tumalo.	2020 text added "periodically" to indicate this would happen more than once.
Modification	Periodically review existing roadway design requirements to ensure complete streets which accommodate all modes of travel.	Review existing roadway design requirements to ensure complete streets which accommodate all modes of travel.	2020 text added "periodically" to indicate this would happen more than once.

Addition	Collaborate with the Oregon State Police and Deschutes County Sheriff's Office to address speeding within Tumalo.	N/A	2020 text added after public concerns regarding speeding on Cook Avenue, Cline Falls Highway, Tumalo Road, and US 20. Consistent with 2010 plan's intent to lower speeds.
Deletion	N/A	Coordinate with the Tumalo community and Oregon Department of Transportation to implement both short- and long-term improvements to solve transportation problems, including at the Cook Avenue and US 20 intersection.	2010 US 20 Policy no longer needed with ODOT's construction of bike/ped refuge at US 20/Bailey Hill-7th; construction of a bike/ped underpass at US 20/4th; and the construction underway for a two-lane roundabout at US 20/Cook-O.B. Riley.
Revision	Encourage ODOT to use its "Blueprint for Urban Design" for US 20 projects to enhance the roadside environment by signage, accommodating alternate modes, and roadside amenities and landscaping.	Enhance the roadside environment, through tree planting, signage, or other means.	County does not have authority to require roadside amenities within US 20 right of way; reference to "Blueprint for Urban Design," which also includes amenities and all modes, and thus 2020 text is consistent with intent of 2010 text.
<i>ROAD AND SIDEWALK POLICIES</i>			
Modification	Implement road development standards for Tumalo that are consistent with the small-scale character of the community	Implement road development standards for Tumalo that minimize pavement width and are consistent with the small-scale character of the community.	2020 text deleted 2010 phrase "minimize pavement width" but remains consistent with intent of 2010 text.
Unchanged	Utilize land development and grant funding opportunities to improve street segments identified for improvements in the Transportation System Plan.	2020 and 2010 language are the same.	None
Revision	Provide functional, cost-effective sidewalks within the commercial core while preserving the rural character of the residential areas.	Provide functional cost effective sidewalks that are consistent with the rural character of the community.	2020 text addresses need for sidewalk in the commercial core while respecting public input on not wanting sidewalks in residential areas from Wharton to the river. 2020 language is consistent with the intent of 2010 text.
Unchanged	Provide sidewalks or multiuse paths where they are needed for safety, as set forth in the Transportation System Plan.	2020 and 2010 language are the same	None
Modification	Construct sidewalks specified on community roads without curbs and gutters and allow adequate room for utilities.	Construct sidewalks specified on community roads without curbs and gutters, distant from property lines, to allow for utilities.	2020 text deletes "distant from property lines" reference, but remains consistent with intent of 2010 text.
Addition	Provide wayfinding signage and maintenance best practices on County arterials and collectors to ensure safe and accessible routes for all users.	N/A	2020 text resulted from TGM Bike/Ped/Transit update, public input, especially for bicyclists, pedestrians, rafters, and tourists.
Addition	Review Deschutes County Code (DCC) 17.48, Table B, Minimum Bikeway Design Standards and consider revising widths of multiuse path from 8 feet to 10 feet and up to 12 feet in areas with high mixed use.	N/A	2020 text resulted from TGM Bike/Ped/Transit update.

May 17, 2023

Tumalo Community Plan (TCP) Trails Update

This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part by federal Moving Ahead for Progress in the 21st Century (MAP-21), local government, and State of Oregon funds.

The contents of this document do not necessarily reflect the views or policies of the State of Oregon.

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MEMORANDUM

Date: Tuesday, May 3rd, 2022

To: Project Management Team

From: Karen Swirsky, Carrie Theus, and Katie Popp, Kittelson & Assoc.

Subject: TCP Advisory Committee Meeting #1 Minutes

Attendees:

- Brandon Crawford, MIG bcrawford@migcom.com
- Carrie Theus, Kittelson & Associates ctheus@kittelson.com
- Chris Cheng, Oregon Department of Transportation (ODOT) Chris.CHENG@odot.state.or.us
- Devin Hearing, Oregon Department of Transportation (ODOT) devin.hearing@odot.oregon.gov
- Jim Crouch, Heritage Brand, jim@heritagebrand.com
- Karen Swirsky, Kittelson & Associates kswirsky@kittelson.com
- Katie Popp, Kittelson & Associates kpopp@kittelson.com
- Peter Russell, Deschutes County, peter.russell@deschutescounty.gov
- Rachel Zakem, Cascades East Transit (CET) rzakem@coic.org
- Susan Altman, Deschutes County Planning Commission dcpcsusan@gmail.com
- Tarik Rawlings, Deschutes County Planning tarik.rawlings@deschutes.org
- Theresa Conley, Oregon Department of Transportation (ODOT) Theresa.L.CONLEY@odot.state.or.us
- Tony DeBone, Deschutes County Board of County Commissioners Tony.DeBone@deschutescounty.gov
- Tony Vicknair, Tumalo School Tony.Vicknair@redmondschools.org (Note: Sam Platt will be taking over for Tony Vicknair after he retires this month)

Absent Committee Members:

- Andrea Breault, CET abreault@coic.org
- Steve Davidson, The Bite steven.davidson@fib.com
- Serena Gordon, Twin Bridges Scenic Highway serena@visitbend.com
- Dave Thomson, County Bicycle & Pedestrian Advisory Committee (BPAC) d.a.thomson@icloud.com

Notes:

Project Background, Objectives, and Desired Outcomes

- Karen Swirsky discussed project boundaries, background, and objectives ([See website for slides](#))
 - The Active Transportation component is just one sub-component of the planning updates to come in the Tumalo Community Plan (TCP) and Deschutes County Transportation Systems Plan (TSP)
- Objective of this project is to identify gaps in active transportation networks in Tumalo, develop a list of needed projects in Tumalo, and provide recommendations to the TCP and TSP for implementation

Background of Existing Plans

- Tumalo Health Impact Assessment (THIA) (2008)
- Tumalo Community Plan (TCP) update
 - Tumalo's long-term planning project, part of the county's comprehensive plan
 - Peter Russell - This project is one sub-set of the TCP and will inform the TCP for that Active Transportation segment.
 - There will be a TCP Open House on Wednesday, May 11th for the project team to collect input from community members and other stakeholders
 - Most accurate estimate of Tumalo population is 574, but future build-out population is estimated to be ~772
- Deschutes County Transportation System Plan Update
 - Anticipating that will be done late summer/ early Fall 2022
- Twin Bridges Scenic Bikeway
 - Chris Cheng - Currently the plan is to reroute the scenic bikeway through the proposed 4th Street underpass

Planned Projects

- US 20/ Cook Ave/ OB Riley Rd roundabout
- Tumalo Multi-Use Path & Underpass at 4th Street
 - Chris Cheng: Most of the funding for this project is coming from the county
- Cline Falls Rd/ Tumalo Rd/ Cook Ave Intersection Improvement
 - Potential roundabout or realignment of intersection
 - There's a takeout spot for people on the river located here, so this area could be more pedestrian-friendly
- Other sidewalk improvements (from the draft TSP)
 - Some of them will be accomplished as part of the roundabout project in 2023
- Cascades East Transit 2040 Master Plan
 - Rachel Zakem: CET is waiting for 2 roundabouts on US-20 to determine where the Tumalo stop will go
 - Rachel Zakem will touch base with Andrea Breault this week on any additional materials to provide to the project team

Other Needs?

- Karen Swirsky – Potential connection from the fitness track to 4th Street
 - Tony Vicknair – It's a walking track with several fitness stations. It's more popular with community members than with students at the school.
- Chris Cheng – A connection from the "downtown" Tumalo area to Tumalo State Park
 - There is a trail along the east side of the river that almost goes to the undercrossing. Connection could be used for people to get from campground to town, vice versa, without having to drive.
 - State parks used to own it the existing trail, then there was a jurisdictional transfer – Chris will send a state park contact to Karen.
- Devin Hearing - With the roundabout and undercrossing, wayfinding will be very important for bikes to continue to go to the undercrossing, not through the roundabout.
 - Peter Russell – The Tumalo trail idea [from Chris Cheng] was part of a discussion in 2009. The County got a grant from the state, but it was shut down by the State Historic Preservation Office (SHPO) because of the presence of artifacts (lithic scatter). The trail is probably feasible but may need environmental remediation which would add to the costs. Peter will look through his files and see if he can locate any documentation. Potential contact: Tumalo State Park Manager (Susan Bether)
- Peter Russell – How can the school drop-off/ pick-up be improved? Is a school traffic speed zone along Cook Avenue possible?
 - Cook Avenue is generally slow because of urban development, but Cline Falls Road has its challenges.
- Peter Russell – There are some pedestrian accommodations along the Tumalo Road bridge, but it's not comfortable at all due to fast drivers.
- Tony Vicknair – The school recently changed their school drop-off/ pick-up process, and it is working well. Parents drop-off along 2nd Street and loop around through the bus lane. Students cross the adjacent field to get to the buses.
 - There are only 4 buses, but ~170 parents in drop-off/ pick-up.
 - Bus drop-off is at 8:25am, pick-up at 3:25pm
 - The school would be enthusiastic about additional improvements to the drop-off/ pick-up process.
- Theresa Conley – Proposed a partnership between CET and school to propose a bus pull-out for student pickup and CET stop.
 - Karen Swirsky: Mini mobility hub that's multi-use if it's not too far away from the school.
 - Rachel Zakem: Not much more info on where to place the stop, just waiting to see the roundabouts.
 - Chris Cheng: Need to make sure there are walking/ biking facilities wherever the new stop is located.
- Tony Vicknair:
 - Since there will be bike and pedestrian facilities along 4th (Re: ODOT project), 4th/ Bruce/ SE side of the field would be a good location for a bus pull-out.
 - The field is very large and only used during the school day – so the school would be open to improvements along 4th Street.

- Jim Crouch - It would make a lot of sense to have a circular path that people could walk around – under the highway to 4th Street, walk under the bridge, back into the Bite, Cook Avenue, and loop around
 - There are many elderly people in Tumalo that would enjoy a walking loop – including Jim’s parents.
 - Lots of things long-term to think about as Tumalo continues to grow (commercial → industrial growth in southern part of Tumalo).
 - Karen asked Jim to provide a sketch of his proposed walking route.
- Peter Russell: SHPO and ODOT have certain requirements that could be challenging to the trail under the bridge.

Action Items

Need to follow up with:

- Tony Vicknair – share contact information for Sam Platt, incoming Tumalo Community School principal
- Peter Russell – send SHPO and other related documents (Re: Tumalo trail) to Karen Swirsky
- Rachel Zakem/ Andrea Breault (CET) – send any information on CET stop in Tumalo to Karen Swirsky
- Jim Crouch - sketch a potential walking loop in Tumalo on a map

Chat/Comment Log

[None]



MEMORANDUM

Date: Wednesday, June 22, 2022

To: Project Management Team

From: Karen Swirsky and Katie Popp, Kittelson & Assoc.

Subject: TCP Advisory Committee Meeting #2 Minutes

Attendees:

- Chris Cheng, Oregon Department of Transportation (ODOT) Chris.CHENG@odot.state.or.us
- Devin Hearing, Oregon Department of Transportation (ODOT) devin.hearing@odot.oregon.gov
- Jim Crouch, Heritage Brand, jim@heritagebrand.com
- Karen Swirsky, Kittelson & Associates kswirsky@kittelson.com
- Katie Popp, Kittelson & Associates kpopp@kittelson.com
- Peter Russell, Deschutes County, peter.russell@deschutescounty.gov
- Rachel Zakem, Cascades East Transit (CET) rzakem@coic.org
- Tarik Rawlings, Deschutes County Planning tarik.rawlings@deschutes.org
- Theresa Conley, Oregon Department of Transportation (ODOT) Theresa.L.CONLEY@odot.state.or.us
- Jeannie Fraley
- Gabriel Coler

Absent Committee Members:

- Nicole Mardell, Deschutes County Nicole.Mardell@deschutescounty.gov
- William Groves, Deschutes County William.Groves@deschutescounty.gov
- Andrea Breault, CET abreault@coic.org
- Steve Davidson, The Bite steven.davidson@fib.com
- Serena Gordon, Twin Bridges Scenic Highway serena@visitbend.com
- Dave Thomson, County Bicycle & Pedestrian Advisory Committee (BPAC) d.a.thomson@icloud.com
- Tony DeBone, Deschutes County Board of County Commissioners Tony.DeBone@deschutescounty.gov
- Sam Platt, Tumalo School samuel.platt@redmondschools.org

Notes:

StoryMap Overview

- [Tumalo Active Transportation StoryMap](#) is accepting input from the public until July 12th
- Advisory committee to spread the word about the StoryMap
- Theresa Conley – It would be helpful to have a visual/ story about what the transit stop would look like in Tumalo
 - Would look similar to Sisters and Redmond stops
 - Rachel – share some pictures of the raised stop in Sisters

Tumalo Open House Debrief

- Peter Russell and Tarik Rawlings – Great turnout for the Tumalo Open House. Attendees very very involved and provided a lot of input. There are clearly two differing viewpoints in Tumalo: (1) Keep Tumalo the way it is and (2) Wish for a bit more growth in Tumalo.
- Karen Swirsky and Katie Popp – Three emerging themes from Tumalo Open House and Tumalo Walking Tour

Three Emerging Themes from Public Events

- Speed Control & Safety
- Pedestrian Connectivity
- Transit

Speed Control & Safety

- Karen and Katie went through several potential concepts to address speed control and safety, including (1) traffic signal at Cook Ave and Cline Falls Hwy, (2) Roundabout at Cook Ave and Cline Falls Hwy, (3) Raised intersection at Cook Ave and 4th St, (4) Entryway art, (5) Safety improvements such as shoulder widening on Bailey Road and Tumalo Road.
- Raised intersection
 - Peter Russell: County would be okay with a raised intersection. Another option is rumble strips.
 - Gabriel: Dan of raised intersection but wouldn't be necessary with the roundabout.
 - Jim: Agreed with Gabriel – Raised intersection would not be necessary with the roundabout.
- Roundabout
 - Jim: Supportive of a roundabout at Cline Falls Hwy/ Cook Avenue. Roundabout would improve safety for pedestrians, especially those at the river takeout heading to Tumalo downtown.

Pedestrian Connectivity

- Karen discussed opportunities for additional sidewalk connectivity on Bruce Avenue, Cline Falls Hwy, and Tumalo Road. Possible 1-2 mile walking loop routes were presented.

Transit

- Karen discussed opportunities for additional sidewalk connectivity on Bruce Avenue, Cline Falls Hwy, and Tumalo Road. Possible 1-2 mile walking loop routes were presented.
- Rachel Zakem – Deschutes River Woods currently has a country store stop. Rachel connected with the country store owner who didn't seem opposed, but a follow-up conversation needs to follow.

- Gabriel – Tumalo country store has a large parking lot but it can get chaotic with people coming in and out during busy times.
 - Alternative: Right before the Tumalo country store entrance on 5th Street
- Rachel – Transit stop must have sidewalks that are ADA compliant and connect to the Tumalo sidewalk network
 - Jim – Is there a need for a transit stop?
 - Rachel – A stop in Tumalo has been on CET's radar for a few years based on input from the public that specifically request a stop in Tumalo.
 - Peter – Out of the 55 people who took the TCP survey, 29% said they wanted a transit stop in Tumalo
 - Karen – The transit vehicle is a Ford Transit van which is very small (transporting max. 7-8 people).
 - Rachel – The route would be 3 stops a day in both directions.

Discussion

- Jeanine would like to see a community survey on transit & roundabout at Cline Falls Hwy/ Tumalo Road
- Most seemed to like the roundabout; Devin Hearing (Deschutes County) shared concerns sight distance and the constraint of the river and Tumalo Road bridge
- Mixed reviews on raised intersection. Some were not big fans but others like; general consensus is that there isn't a need for both the raised intersection and the roundabout
- Roundabout could be a good thing for all the folks using the river put-in, encouraging them to walk to downtown instead of driving
- Agreement that sidewalks on Bruce are important, maybe just on one side
- Most favored transit stop is on Bruce across from the Church – but the Country store could be a good interim location until sidewalks are built on Bruce
 - Country store can be chaotic at peak times
- Lots of support for a connection from Tumalo State Park to Tumalo downtown area, possibly as part of the walking loop

Action Items

- Advisory committee to spread the word about the [StoryMap](#)
- Send StoryMap to TCP Advisory Committee

Need to follow up with:

- Rachel Zakem – Share photos of transit stops that are representative of the future Tumalo stop

Chat/Comment Log

[Katie Popp] How would walking & biking fit in with these concepts?

[Theresa Conley] There are numerous driveways along that stretch that people riding bikes & driving need to navigate, I think

[Theresa Conley] Webpage for the broader ODOT project: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=20011>

[Katie Popp] If you have more thoughts after the meeting, the StoryMap would be a great space to share



MEMORANDUM

Date: Wednesday, August 31, 2022

To: Project Management Team

From: Karen Swirsky and Katie Popp, Kittelson & Assoc.

Subject: TCP Advisory Committee Meeting #3 Minutes

Attendees:

- Andrea Breault, Cascades East Transit (CET) abreault@coic.org
- Chris Cheng, Oregon Department of Transportation (ODOT) Chris.CHENG@odot.state.or.us
- Dave Thomson, County Bicycle & Pedestrian Advisory Committee (BPAC) d.a.thomson@icloud.com
- Devin Hearing, Oregon Department of Transportation (ODOT) devin.hearing@odot.oregon.gov
- Gabriel Coler gabrielcoler@gmail.com
- Jeannine Fraley jeanninefraley@gmail.com
- Karen Swirsky, Kittelson & Associates kswirsky@kittelson.com
- Katie Popp, Kittelson & Associates kpopp@kittelson.com
- Peter Russell, Deschutes County, peter.russell@deschutescounty.gov
- Rachel Zakem, CET rzakem@coic.org
- Tarik Rawlings, Deschutes County Planning tarik.rawlings@deschutes.org
- Theresa Conley, Oregon Department of Transportation (ODOT) Theresa.L.CONLEY@odot.state.or.us

Notes:

Tumalo Open House Overview; Peter Russell, Deschutes County

There were approximately 45 people at the open house. Many were confused that it was a meeting about the sewer feasibility study.

The County presented draft goals and policies for transportation, natural resources, open space, land use, environment, etc. Focusing on active transportation, the following generalizations can be made:

- Many attendees expressed opposition to Recreation policy #1. Peter feels that this is a result of an anti-tourist sentiment. In particular, people were uncomfortable with proposed policies that could make Tumalo more of a destination. Specifically, designating the river as Wild and Scenic, improving access to the river, or advertising Tumalo as the key destination on the Twin Bridges Scenic Bikeway. However, most were supportive of wider shoulders for cyclists and pedestrians.

- On the topic of transit in Tumalo, some attendees expressed opposition to a transit stop in Tumalo, mostly on social concerns but also wondering if there is a real need.
- There was support for road standards consistent with rural policy and sidewalk infill – but residents do not want sidewalks in residential areas away from the commercial core.

The County's next steps with Goals and Policies is to take all the feedback and simplify the language. The County is going to wait until the sewer feasibility study is done to reduce confusion, sometime in October. Therefore, the Active Transportation work will probably have its own online Open House in October in order to meet the grant deadlines.

Initial Concept Plan

Karen Swirsky (Kittelton) walked through the three key topics in the initial concept plan. Discussions from the meeting are documenting as they relate to each topic.

1. Safety & Speed Improvements. *Advisory Committee support, no comments.*
2. Pedestrian Connectivity

Tumalo to Tumalo State Park Trail

Chris asks if we have run the "Reconsidering trail from Tumalo to Tumalo State Park" proposal by Oregon State Parks. It's possible that ODOT swapped right-of-way with Oregon State Parks. Kittelson will check to make sure OSP is okay with the inclusion of the trail concept in the County Transportation Plan. Chris suggested Peter Wanamaker at OSP as a potential contact.

Jeannie asked for clarification on what the issue is with having a trail to Tumalo State Park. Karen explained the known archaeological sites along the trail. Jeannie expressed support for a river trail but there is a greater need on OB Riley Road for a separated path or shoulder widening.

Gabe lives near the existing user trail in that neighborhood and feels that it would be great to have an established trail that is cleaner and nicer than the existing makeshift trail which is often used by dirt bikers. A designated trailhead with parking might attract too many people. The surface could be wood chips or rolled granite, Shevlin Parks style – something that would be better than the existing ankle-deep sand. He understands that everyone wants things to stay the way they are now, but right now they're not clean and could be nicer.

Transit

Jeannie noted that many people she's talked to are not positive about a stop in Tumalo.

Peter pointed out that the Bend MPO, city and county are under new pressure to provide transit under the new rules to reduce greenhouse gases.

Karen reminded the Committee that the final decision is with CET. Our scope is to identify a potential location for CET.

Andrea said that CET has been collecting customer comment forms for about 12 years and the need to stop in Tumalo has been brought up over the past decade. She will provide these comment to us.

Gabe feels that the Country Store location might induce more negativity from the public and that it might possibly be better to wait until the sidewalks along Bruce Avenue can be constructed.

Theresa asked if we know timing for constructing sidewalks on Bruce. Peter's response is that most County sidewalks are development-driven. However, in order for the stop to be accessible, the sidewalk would only have to go to the nearest intersection, such as from 7th to the Bruce stop.

Theresa suggested that examples of transit stops from Prineville and La Pine might be useful to illustrate the concept. Peter suggested that we also include a photo of the van that would be used so folks don't get the idea that it's going to be a large bus.

Action Items

- Kittelson to check to make sure OSP is okay with the inclusion of the trail concept in the County Transportation Plan. Chris suggested Peter Wanamaker at OSP as a potential contact.
- CET to provide Kittelson with customer comments from the past decade that are related to a stop in Tumalo.

Chat/Comment Log

[Monday 4:36 PM] CONLEY Theresa L

Do we know the timing for constructing sidewalks on Bruce?

[Monday 4:40 PM] CONLEY Theresa L

I agree and same with transit stops - what if we bring examples from Sisters, Prineville or La Pine on how the bus stops work and what the stops and stop usage looks like?



MEMORANDUM

Date: Wednesday, December 14, 2022

To: Project Management Team

From: Karen Swirsky and Katie Popp, Kittelson & Assoc.

Subject: TCP Advisory Committee Meeting #4 Minutes

Attendees:

- Dave Thomson, County Bicycle & Pedestrian Advisory Committee (BPAC) d.a.thomson@icloud.com
- Devin Hearing, Oregon Department of Transportation (ODOT) devin.hearing@odot.oregon.gov
- Jeannine Fraley, Tumalo Resident jeanninefraley@gmail.com
- Karen Swirsky, Kittelson & Associates kswirsky@kittelson.com
- Katie Popp, Kittelson & Associates kpopp@kittelson.com
- Peter Russell, Deschutes County, peter.russell@deschutescounty.gov
- Rachel Zakem, Cascades East Transit (CET) rzakem@coic.org
- Steve Davidson, The Bite steven.davidson@fib.com
- Tarik Rawlings, Deschutes County Planning tarik.rawlings@deschutes.org

Notes:

Update from County Staff (Peter Russell)

- The next steps for the Tumalo Community Plan-Active Transportation will be to present the plan to the Planning Commission as part of the overall TCP update in January or February when the Sewer Feasibility Study is completed
- The TCP recommendations will eventually be incorporated into the County Transportation System Plan (TSP)

Update from Consultants (Kittelson)

- Karen presented a summary of comments received via the [online open house](#) held from October 5th-24th, 2022
- Karen went through a brief overview of what is included in the Final Concept Plan. There have not been any significant changes from the Draft Concept Plan to the Final Concept Plan.
- The last major step of the project is the Implementation Plan (Development Code updates)

Questions/ Comments

- Peter Russell: Would a formal trailhead for the Tumalo to Tumalo State Park be required if that trail is developed along Riverview Ave?
- Karen Swirsky: That would be up to the County and State Park, but likely not.
- Steve Davidson: Riverview Avenue and surrounding roadways are on the border of county maintenance, so those roads are very rustic.
- Peter Russell: Yes, that's correct. These roads are local access roads, which means they're publicly maintained but the county does not spend money on them.

Next Steps

- Implementation Plan
- Final concept plan to decision makers
- Incorporation into the Tumalo Community Plan (TCP) update
- Revisions to the Deschutes County Transportation Plan (TCP)

Action Items

- None

Chat/Comment Log

- None



MEMORANDUM

Date: Wednesday, December 07, 2022

To: PMT and TCP Active Transportation Advisory Committee

From: Karen Swirsky and Katie Popp, Kittelson & Associates

Subject: Final Concept Plan

INTRODUCTION

Overview

The Tumalo Community Plan (TCP) Active Transportation Update project focuses on planning efforts for the Active Transportation component of the 2040 Tumalo Community Plan (TCP). Over the past two decades, there have been significant changes in and around Tumalo that have galvanized the transition of the Tumalo core into an active community center. These changes have warranted an update to the Active Transportation element of the Tumalo Community Plan (TCP) to support the growth of a vibrant, livable community with increased transportation choices, including to bicycling, walking, and transit.

The desired outcomes of this project include:

1. Reviewing state, regional, and local plans regarding active transportation
2. Identifying gaps in the Tumalo bicycle and sidewalk system
3. Reaching out to Tumalo residents and business owners regarding active transportation needs
4. Recommending improvements to infrastructure to support active modes of transportation within Tumalo, including potential transit access
5. Creating a list of needed active transportation projects in Tumalo
6. Providing materials and exhibits for amendments to the Tumalo Community Plan and County Transportation System to implement the suggested recommendations for active transportation (provided as separate memorandum to the County)

This Final Concept Plan addresses the outcomes of parts 1-5 of this project, which were accomplished with multiple virtual and in-person Tumalo public engagement events and discussions with the Tumalo Active Transportation Advisory Committee and Project Management Team. These outcomes are organized into three themes for active transportation that emerged throughout the public engagement process:

1. Safety and Speed Improvements
2. Pedestrian Connectivity
3. Transit

Public Outreach

This section discusses public input from multiple public engagement events, including:

1. Tumalo Active Transportation Walking Tour (Wednesday, June 8th, 2022)
2. Interactive StoryMap (June 8th – July 13th, 2022)
3. Virtual open house (October 5th- 24th, 2022)

The Tumalo Community Plan Open House, walking tour, and interactive StoryMap supported the development of the Initial Concept Plan. The Initial Concept Plan was then presented in the virtual open house, which gave the public the opportunity to comment on the initial plan and provide any additional feedback to be included in the development of this Final Concept Plan.

In addition to the three public events that were specifically created to receive public input on the Tumalo Active Transportation Plan update, Deschutes County held an Open House for the entire Tumalo Community Plan Update on Wednesday, May 11th, 2022. The Open House included a table introducing the Active Transportation plan update.

Public Event #1: Tumalo Active Transportation Walking Tour

On Wednesday, June 8th from 2-4pm, Kittelson hosted a Tumalo Active Transportation Walking Tour for community members and project stakeholders to share their input on walking, biking, and transit infrastructure in the community. The tour had at least 10-15 participants at a time, with some people joining the tour later and others dropping off before it was complete. The tour started at the fire station and traveled west on 4th Street, then north to the Fit trail Park and Tumalo Community School, east on 2nd Street to Cline Falls Highway and Tumalo Road intersection, then south on Cook Avenue to end at The Bite. Due to time constraints, the tour did not walk along Bruce Avenue, but sidewalks and a CET stop on Bruce were discussed and input is summarized in this memorandum. A map of the walking tour is shown in Figure 1.

While passing by the Tumalo Community School, the tour group observed the afternoon pick-up process. A teacher at the school emphasized that the current process, which has vehicle pick-up at the front of the school and bus pick-up behind the school field on 4th Street, is the most pick-up/ drop-off strategy for student safety and general efficiency.

SAFETY AND SPEED IMPROVEMENTS

Cline Falls Hwy/ Tumalo Road Intersection

Over the past decade, Tumalo has seen significant growth in its core business area along Cook Avenue. In conjunction with its role as the community's core business area, Cook Avenue north of 4th Street provides a connection to the rural area outside of the Tumalo core via Cline Falls Highway, a rural two-lane roadway with a posted speed of 45mph north of Tumalo Road. Based on input from public events and the online StoryMap tool, many residents are concerned about high vehicle speeds traveling southbound on Cline Falls Highway and eastbound on Tumalo Road.

On Tumalo Road, the 45 mph posted speed limit sign is located before a curve that limits sight distance for all modes of transportation as vehicles are increasing their speed heading eastbound. The Cline Falls Highway and Tumalo Road intersection is especially challenging for pedestrians and cyclists because of high speeds and lack of dedicated infrastructure to separate active modes of transportation from vehicular travel. Additionally, a popular river takeout located on the northeast corner of the intersection prompts pedestrian crossings through the intersection to access the Tumalo core area from the takeout. Improved active transportation infrastructure at the intersection would provide a vital connection to neighborhoods east of the river and the Tumalo Community School.

Residents suggest (1) implementing variable speed warning signs and/or (2) relocating existing posted speed limit signs so that vehicles are not prompted to increase their speeds from 25 mph to 45 mph so close to the intersection, as they do today. Based on discussions with the County, relocating existing posted speed limit signs is not a feasible option due to Speed Zone Orders adopted by the Oregon Department of Transportation (ODOT). However, due to the challenges of the intersection as a transition from a business area to more rural land use patterns, a more significant treatment at the intersection is warranted to enhance the safety of pedestrians and cyclists as well.

Several intersection alternatives for the Cline Falls Highway and Tumalo Road intersection were considered, including a traffic signal, all-way stop, turn lanes, and a roundabout. Based on discussions with the public, project management team, and Active Transportation Advisory Committee, a roundabout is the preferred alternative due to the safety benefits for both motorized and non-motorized transportation users. In further support of the roundabout alternative, a preliminary analysis of projected safety benefits of each potential intersection alternative was conducted using ODOT's Crash Reduction Factors (CRFs) from the All Roads Transportation Safety Program¹. The CRF estimates the projected percent decrease in crashes that would result from converting the existing intersection (side street stop control intersection in a rural area) to a given alternative. For example, a CRF of 82% for a roundabout alternative indicates that converting an intersection that has stop control on the side street (such as the Cline Falls Highway/ Tumalo Road intersection) to a roundabout is expected to reduce the number of crashes at the intersection by 82%. CRFs are often used to

¹ Oregon Department of Transportation (ODOT) (2020). *HSIP Countermeasures and Crash Reduction Factors*. <<https://www.oregon.gov/odot/Engineering/ARTS/CRF-Appendix.pdf>>.

quantify safety benefits of an intersection improvement alternative. A summary of CRFs for each of the initial alternatives considered is shown in Table 1.

Table 1. Crash Reduction Factors (CRFs) of Intersection Alternatives

Alternative	Crash Reduction Factor
All Way Stop Control	48% for all crashes, all severities
Traffic Signal	77% for angle crashes, -58% for rear end crashes ¹
Turn Lanes	37% ² for all crashes, all severities
Roundabout	82% for all crashes, all severities

¹ A traffic signal would reduce the number of angle crashes by 77% but increase the number of rear-end crashes by 58%.

² Combined CRF of installing a right turn lane on a single major road approach and a left turn lane on a single major road approach (Cline Falls Hwy). The CRF was calculated using guidance from FHWA and the CMF Clearinghouse.

Kittelson & Associates, Inc. is working with Deschutes County to develop a preliminary roundabout concept at Cline Falls Hwy and Tumalo Road. In the short term, variable speed warning signs or a raised intersection at Cook Avenue and 4th Street may be appropriate interim traffic calming treatments that could be implemented before a more significant treatment is developed.

Enhanced Entry Statement

The Cline Falls Highway and Tumalo Road intersection serves as the northern entry point to the Tumalo business area, which has become a popular spot for locals and visitors to shop and eat over the past few years. In addition to speed control and safety measures at the intersection, a more significant entry statement could signify to vehicles entering from the surrounding rural area that the environment is shifting to a downtown/business area, thus prompting lower speeds. Examples of significant entry statements for nearby communities include roundabout art at Prineville/Tom McCall Road and an archway in Redmond, shown in Figure 2. A similar treatment for Tumalo is suggested as a possible treatment to signify the change in environment for all modes of transportation and provide an opportunity for a public art display that embodies the unique character of the Tumalo community.



Figure 2. Examples of entry statements signifying a change of setting.

Shoulder Widening

The project team received several comments in support of widening the shoulders along Cline Falls Highway and Tumalo Road to enhance safety for bicyclists. Both roadways are popular routes for bicyclists and Tumalo Road is included as a segment in the most current map of the Twin Bridges Scenic Bikeway. Widening the shoulders could reduce vehicle-bicycle conflict on these roadways, which are both rural two-lane highways with vehicles traveling at higher speeds.

Safety and Speed Improvement Recommendations

The Safety and Speed Improvements concept is comprised of the following recommendations shown in Figure 3:

- Intersection improvement at Cline Falls Highway and Tumalo Road (roundabout concept)
- Implement a raised intersection at Cook Avenue and 4th Street as an interim treatment before a more significant improvement is developed
- Implement variable speed warning signs on Cline Falls Highway and Tumalo Road
- Enhanced Entry statement at Cline Falls Hwy/ Tumalo Road as a suggestion to signify a change of setting
- Widen shoulders on Tumalo Road from the Deschutes River bridge to Swalley Road (approx. 1 mile)
- Widen shoulders on Cline Falls Highway from Tumalo Road to Highland Drive

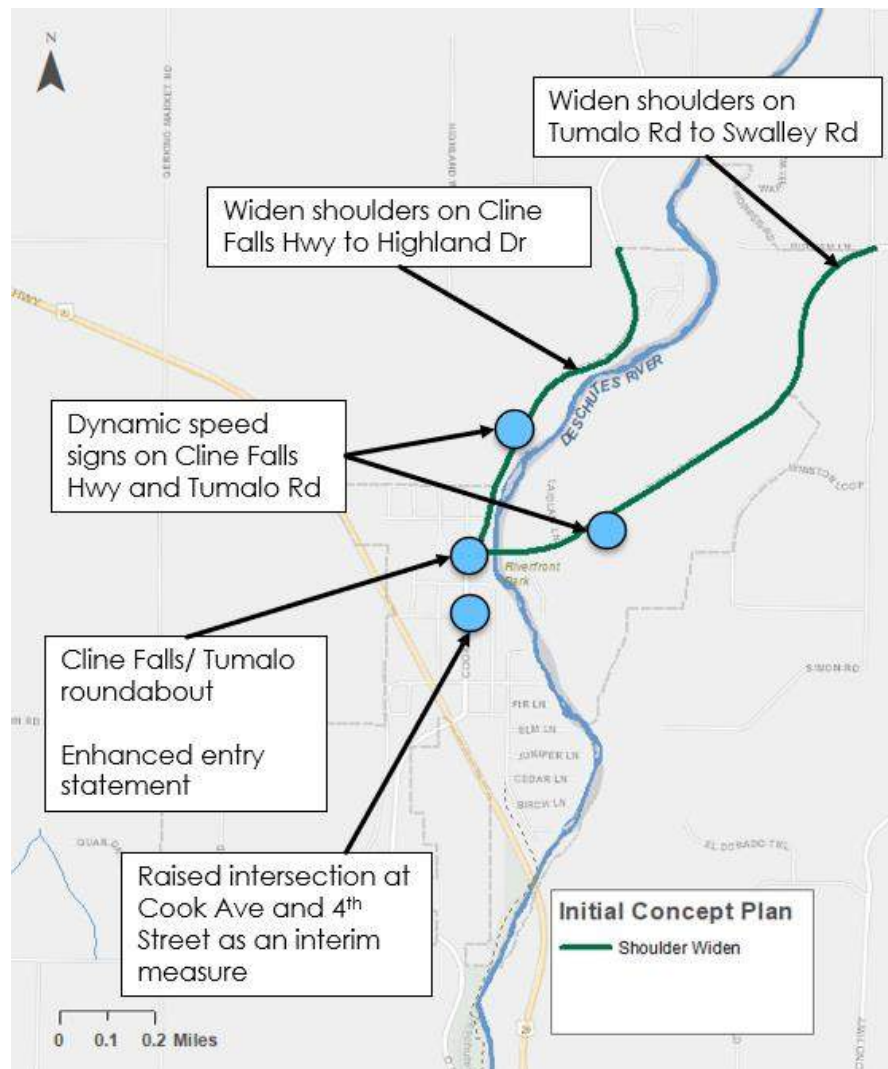


Figure 3. Safety and Speed Improvement Concept #2: Pedestrian Connectivity

PEDESTRIAN CONNECTIVITY

Existing pedestrian infrastructure in Tumalo is primarily located on Cook Avenue from 7th Street to 4th Street with some east-west extensions off Cook Avenue on 4th Street towards the school and on 7th Street along The Bite property. Currently, pedestrian infrastructure consists mainly of curbed sidewalks. The planned ODOT US 20/4th Street bike/ped underpass offers an opportunity to develop a more complete pedestrian network that targets better access to the Tumalo Community School and accommodates continued growth of businesses in downtown Tumalo that are starting to expand outside of Cook Avenue. The following gaps are identified as priorities for the improvement of the pedestrian infrastructure in Tumalo.

Bruce Avenue

Bruce Avenue is a north-south roadway that parallels Cook Avenue to the west. Several businesses, Tumalo Community Church, and the west boundary of parking lots for The Bite, Tumalo Country Store, and a commercial area at 5th Street/Cook are located along Bruce Avenue between 7th Street and 4th Street. As business continues to grow in the Tumalo core area and abutting properties are zoned commercial, Bruce Avenue will likely transition to a more developed business corridor like Cook Avenue. Consequently, incorporating Bruce Avenue into the pedestrian infrastructure network will accommodate growing foot traffic throughout the core area. Bruce Avenue connects to the back side of Tumalo Community School at 4th Street and would provide an additional connection to the planned 4th Street underpass. Bruce Avenue is also a viable candidate for a CET stop in Tumalo, as described in the *Transit* section.

4th Street to Fitness Trail

A connection between the planned US 20/4th Street underpass and the Fit Trail Park on the west side of the school is a feasible addition to the active transportation network in Tumalo (Figure 4). The connection would require paving approximately 200 feet of a dirt path that already connects the Fit Trail Park to 4th Street, which is a welcomed connection for residents that frequent the Fit Trail.



Figure 4: Fit Trail Park connection to planned 4th Street underpass

Wharton Avenue

Based on input from public events and the online StoryMap, Wharton Avenue is identified as a roadway in need of sidewalks to accommodate future development in Tumalo. Wharton Avenue is a north-south roadway that parallels Cook Avenue to the east. Today, Wharton Avenue is primarily residential. However, Heritage Brand is constructing a 10,000-square-foot facility on the corner of 7th Street and Wharton Avenue that could bring more foot traffic to Wharton Avenue. Additionally, a river access point is located on Wharton Avenue where it transitions to 4th Street. Like Bruce Avenue, Wharton Avenue will likely see additional development as properties on the west side are zoned commercial and an increased need for pedestrian infrastructure as Tumalo’s main business area continues to grow and expand past Cook Avenue.

Tumalo Walking Loop

There is support from local residents for a formalized 1-2 mile walking loop through Tumalo that would promote physical fitness for residents of all ages. With the construction of the planned 4th Street underpass and US20/Cook roundabout, there are opportunities to incorporate the new infrastructure into a walking loop identified by wayfinding signage. The walking loops would be established using existing infrastructure in addition to new infrastructure that will be developed with the 4th Street Underpass and US20/ Cook Avenue roundabout. Residents also identified the frequent use of makeshift dirt trails to access Tumalo State Park at the southern end of the Tumalo unincorporated community boundary. Based on discussions within the

Advisory Committee, some suggested walking loop routes are identified in Figure 5. Ultimately, any formalized walking route loops will be decided by the community.



Figure 5: Walking loop routes

Tumalo to Tumalo State Park Trail

A formalized trail connection to Tumalo State Park from the Tumalo core area has been a recurring topic of discussion in the community over the past two decades. A few years ago, the County received a grant from the state to further explore the possible connection. However, the idea was shut down by the State Historic Preservation Office (SHPO) due to the presence of artifacts. The forthcoming update to the Tumalo Community Plan has revived discussions about the potential trail connection. The proposed trail connection would likely utilize existing makeshift trails along Riverview Avenue in southwest Tumalo that connect to State Park via an undercrossing at US20. Based on input through several public outreach events, support for the proposed trail is divided amongst community members. Those against the proposed trail expressed concerns about a trailhead located in the residential area along Riverview Avenue. Trails that pass through County-administered land or private property in unincorporated areas must go through County land use review and approval processes. Trails that pass through Tumalo State Park will need to be approved by

Oregon State Parks. Trails that pass through or along ODOT rights-of-way will need to be approved by the ODOT.

Based on the recommendation of the Advisory Committee, a Tumalo to Tumalo State Park Trail connection is included in this Final Concept Plan. However, due to the mixed support from the community, future planning efforts including additional community engagement would be necessary prior to identifying a final alignment and initiating local, state, or federal approvals.

Pedestrian Connectivity Recommendations

The Safety and Speed Improvements concept is comprised of the following recommendations shown in Figure 6:

- Sidewalk on both sides of Bruce Avenue. For project prioritization purposes, sidewalk should be prioritized on the east side if funds are limited.
- Walkway/ multi-use path on west side of Wharton Avenue.
- Continuation of pedestrian facilities north of 4th Street to 2nd Street on both sides (to tie into selected improvement at Cline Falls Hwy/ Tumalo Road).
- Wayfinding for a walking loop in Tumalo.
- Consider opportunities to develop a trail from Tumalo to Tumalo State Park (though much of the trail would be outside of the Tumalo unincorporated community boundaries)

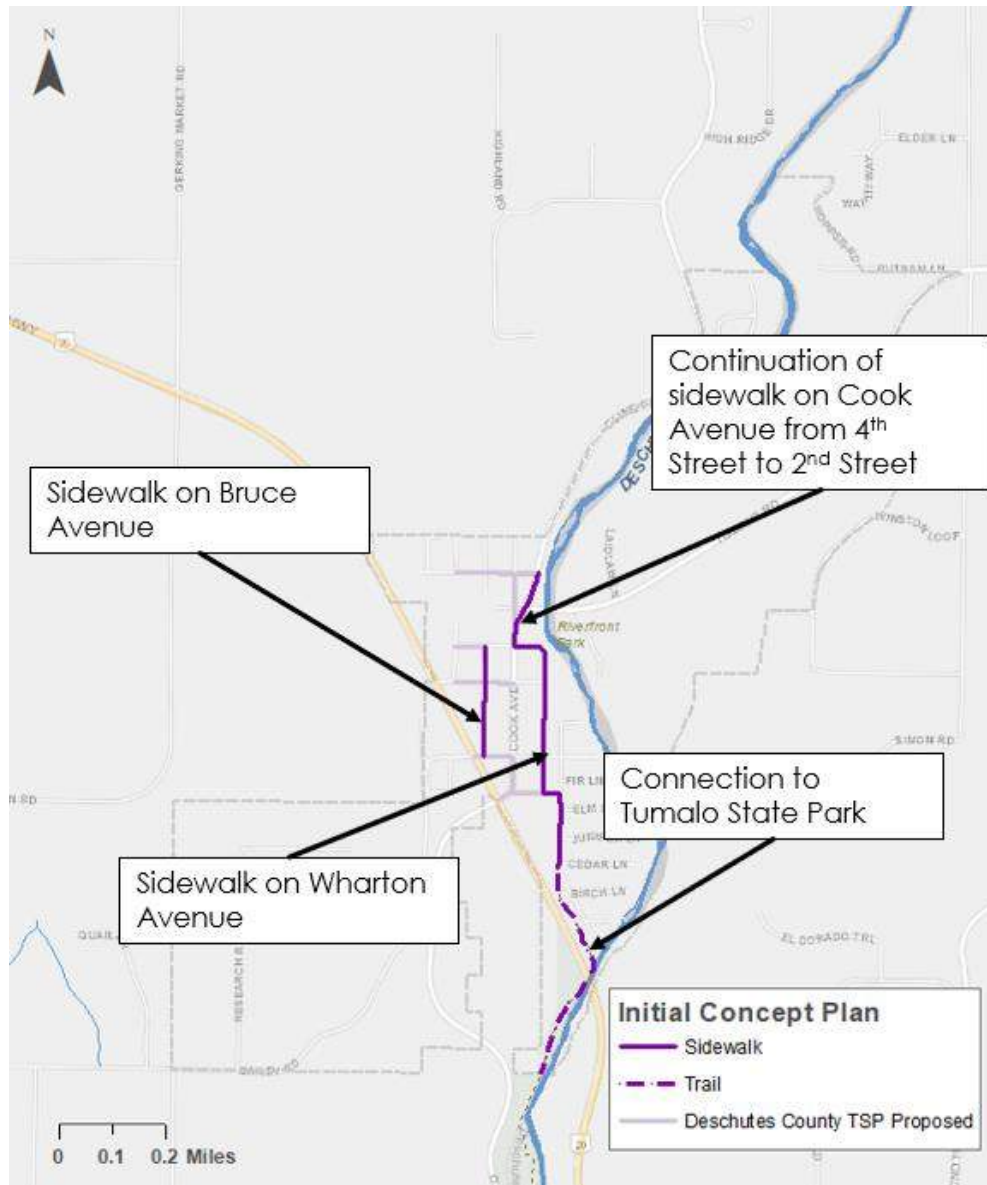


Figure 6. Pedestrian Connectivity Concepts

TRANSIT

CET has identified a stop in Tumalo as a new addition to Route 29 as part of the 2040 Master Plan. At the public event, several residents expressed concerns about locating a stop near the school. With those concerns in mind, the following locations are under initial consideration. Ultimately, the location will be decided by CET. The CET vehicle for this new connection in Tumalo would be a Ford Transit van, which has a maximum capacity of 8 people. Additionally, the CET stop must be ADA accessible and connect to a sidewalk network.

Bruce Avenue Stop

The east side of Bruce Avenue between 7th Street and the Tumalo Community Church has been identified as a viable location for a CET stop due to its proximity to downtown Tumalo. This stop would be located behind the parking lot for The Bite which is a primarily commercial area of town. A stop on Bruce Avenue would necessitate the construction of sidewalks on the east side of the street before the development of the stop.

Country Store (5th Street) Stop

The Tumalo Country Store is identified as a potential interim location for a CET stop before pedestrian facilities on Bruce Avenue are improved. CET has partnered with Country Stores in the past and is in favor of locating a stop where drivers can access a restroom and food.

Transit Recommendations

Both the Bruce Avenue and 5th Street stops are viable options for a CET stop in Tumalo, as shown in Figure 7. Ultimately, the location of the stop will be decided by CET.



Figure 7. Transit stop recommended locations



APPENDIX A

StoryMap Comments Summary

A summary of the StoryMap comments is shown in Table 2.

Table 2. StoryMap comments summary.

#	Comment	Likes
1	Add sidewalk to Bruce Avenue between 4 th and ultimately 7th	1
2	Is it possible to improve ped facilities on the Tumalo Bridge to get across the Deschutes River? Add a ped walkway to the outside of the existing structure on either both sides or one side?	2
3	As traffic increases on Cook, should Wharton receive more bike/ped amenities as a parallel alternate route to Cook? <i>Reply: There absolutely needs to be additional alternatives to get through town. Traffic on Cook has increased tremendously and bikes aren't safe on the road. (3 likes)</i>	1
4	Where practical, widen shoulders on Tumalo Road between Putnam/Tumalo Road and Cline Falls Hwy/Tumalo Road intersections <i>Reply: Immediately after the bridge on Tumalo road there are about 3 main neighborhoods where people use Tumalo road to walk towards town. There isn't a great shoulder for pedestrians or bikes so the walk is pretty dangerous. Would be great to have wider shoulders and more accessible walking conditions (i.e. flatter). (1 like)</i>	1
5	Any safety improvements to this busy intersection would be great. RAB is the best option in my opinion. <i>Reply: need electronic speed control..by the time they reach this intersection they are speeding up Cline falls road or Tumalo road, I believe this road is not designed for this much traffic...We need a bi-pass away from downtown Tumalo</i>	3 3
6	If Bruce Rd is to house a future transit stop, it will be critical to ensure that the stop is connected to the sidewalk network. It may be a good idea to include sidewalk improvements to Bruce in your plan.	1
7	This stretch of Cline Falls is very close to the river and it would be good to see active measures taken to prevent road pollution from entering the waterway. Aside from exhaust, oil, grease, and trash, tire fragments have been shown to make their way to the water in high concentrations. Ideally the road could be moved away from the river. <i>Reply: The noise pollution on this road as people speed up the hill is also out of control. Would be ideal to have stronger speed enforcement around this corner. It's also very dangerous for the wildlife crossing here - which happens very often - because people are just flooring it as soon as they get out of town.</i>	2 2
8	The speed limit jumps from 25 to 40 here when heading east. Cars are approaching the bridge from the west at 40 mph. There are often pedestrians on the bridge, or on the northwest side of the river with little protection. There is a house east of the sign that is only 30 feet from the road and on the curve. There are several other houses that are not setback too far from the road further to the east. I think it would be good to move the 40mph speed limit further east.	2

	<i>Reply: I agree with this.</i>	1
13	Great idea to have a bus stop in Tumalo for Route 29. Please consider a small covered and safe bus stop station either at 4th St near the pedestrian underpass and/or at the Cline Falls/Hwy20 round about. <i>Reply: The risks associated with homeless people getting access to our town far outweigh the benefits for the couple of people in Tumalo who would make use of public transport. It is essential that the consultant run a cost versus benefit analysis on any such investments.</i>	1
14	Large commercial building (Heritage Brand) is nearing completion on corner of 7th and Wharton. It appears there will be several driveway entries for this business. As a result, traffic will increase on 7th Street, on Wharton Ave., and on Cook Avenue. Please consider sidewalk needs on 7th and on Wharton.	1
15	I see only one proposed pedestrian path (providing sidewalks) that will cross Cook Ave. And that is the one marked at 8th Street. 8th Street is only a few car lengths off of Hwy. 20; and with the Hwy 20 round-about, I question crossing safety. Especially for children who walk or ride bikes to school. Cook Ave. (at any intersection) can be difficult to cross for pedestrians and bikers.	1
17	Please complete continuous sidewalk son Cook Ave. from Tumalo Road to the OB Riley Rd/HWY 20 round about.	0
18	Please add bike lanes to Tumalo Road between Cline Falls and the community boundary.	0
19	Public trail access along the Deschutes, connecting to the street ends (Pine, Fir, etc.) would enhance the rural village feel of Tumalo. Please add trail access to the west side of the river within the community boundary.	0
21	County nor consultant seem to understand that most of the 'bicycling' actually consists of amateur cyclists using the farm roads outside of Tumalo unincorporated. It's not people on eBikes getting their lunch at a food cart. The real issue to be addressed is coexistence between cyclist and farm equipment on rural roads	0
22	Highly congested with parked vehicles from river rafters. Congestion causes blind spots (ie: difficult crossing and pull-out) for vehicles, bicycles, and cars.	0



APPENDIX B

Open House Comments Summary

The Tumalo Community Plan (TCP) Active Transportation Update [virtual open house](#) was open from October 5-24, 2022. Visitors were introduced to the three leading topics included in the draft concept, including (1) Safety and Speed Improvements; (2) Pedestrian Connectivity; and (3) Transit in Tumalo. The open house received 23 total comments shown in Table 3.

Table 3. Virtual Open House Comments

No.	Response	Comments
1	I don't like this	A roundabout at tumalo road is not needed, a 3 way stop would be more than adequate, and utilize the tax payers money much better. A raised intersection isn't necessary either the stop at tumalo road would take care of this as well. Your roundabout plan would cause all traffic to go through the front lawn of two homes, are they ok with this? Pretty sure no one asked them.
2	I like this	I would like to see the speed limit reduced to 25 MPH for the first 2 tenths of a mile past the river while heading east on Tumalo road. There is housing density and activity for almost a quarter of a mile there. It would be even better if there was some law enforcement to support the speed limit already in place. Currently 40 MPH
3	I don't like this	I dont agree that a roundabout is the best solution for the TumaloRd/Cline Falls intersection. Most roundbouts in Bend are already obsolete by the time they are built and put into use. Also, they are expensive and will encroach on residential properties. A roundabout should be a LAST resort -- after all other means of controlling traffic there have been exhausted. How about a 3 way stop, or traffic light? Other options deserve to be explored!
4	I like this	I live off Swalley so having a roundabout at Tumalo and Cline falls Highway would be a great benefit as cars come fast from both directions and the back-up wait is getting worse. With all the bicyclists would be nice to have shoulders on Swalley as well. Slowing cars down on Cook through downtown with better crosswalks is an excellent idea. With Knife River and other similar rock companies in area the amount of rocks thrown from these trucks onto many of the roads in Tumalo is unbelievable. The new roundabouts are only going to make this worse. As a daily on-road motorcyclist I have almost gone down three times from hitting a patch of lose

		gravel. Please do something about better street cleaning and start charging these companies a surcharge for this or have them coverer their loads. My calls about this issue fall on deaf ears.
5	I like this	<p>I like the idea of the raised intersection; the ones I've encountered seem effective, and it's a minimal modification.</p> <p>I'm skeptical of an enhanced entry - I feel like that's been tried with the granite Tumalo sign at the Cook/Tumalo Ave. intersection, and at least 2 people have run right into it! I'd rather not see a grand entry like the Prineville or Redmond examples - that seems too grand for Tumalo. There are so many changes coming - it'd be nice to retain Tumalo's humble character.</p> <p>I used to be an avid cyclist in Portland, and to this day I'd feel more comfortable riding in traffic there than I do on the scenic bikeway in Tumalo. Traffic simply moves too fast all along Cline Falls Hwy, much further than a wide shoulder is proposed. I don't think the shoulder will do anything to slow speeds or cure the aggressive drivers who seem to not want to share the road. Having a few extra feet of space would not make me feel any safer, or markedly change my reluctance to ride. I live on the bikeway and find this really unfortunate.</p>
6	-	<p>I have lived in Tumalo on 7th Street for 36 years. Mule deer have migrated through the proposed new roundabout area</p> <p>forever. I think a couple deer crossing signs are needed in this area if no signs are in the area yet when the new roundabout goes in this December.</p> <p>Regards, Jim Mooers</p> <p>[Submitted via email – not part of open house comments]</p>
Pedestrian Connectivity Concept Map		
6	I like this	It's ok, I didn't gather really one way or another from the residents I spoke with on this. It was mixed comments.
7	I don't like this	<p>I agree sidewalks need to be improved in town.</p> <p>But the trail connection to the State park is asinine! Have you considered the effects of this "walkway" to the residents on 4th street and the school? including: light pollution, invitation to homeless to sleep in the tunnel, and a general increase in foot traffic in front of all those folk's homes and the school? Seems like the trail could be moved close to the river -- Adjacent to the Antique store just South of Cook Ave.</p>
8	I like this	Isn't there a pedestrian path planed for under hwy 20? If not, that was an excellent idea.

9	I don't like this	I oppose the pedestrian trail running the length of Riverview Avenue -- which in the map is the north-south (vertical) dotted line between Fir and Birch Lanes. Riverview Avenue is a private, unimproved road that homeowners and nearby property owners already have to deal with wear-and-tear issues such as dust and pothole problems. Again, Riverview is NOT a public road -- how can a trail be established on private property?
10	I like this	Support this!
11	-	Regarding a trail connection to Tumalo State Park, several years ago a similar plan was overwhelmingly rejected by the neighborhoods on streets connected to Riverview Drive. That plan included a trailhead West of the river and north of the Hwy 20 bridge. I personally canvassed the neighborhood collecting signatures against. These were provided to Anthony Raguine and, consequently, the plan was abandoned. Re-writing the trail connection effort will still bring folks driving to the pathway and parking in our neighborhood. Be SURE to include road improvements, parking, security and sanitary considerations with any trail connection thoughts, and then still plan for an overwhelming push-back from the neighborhood.
12	-	The trail connection should be a real trail. Not too sure about the sidewalk on Wharton Avenue..... At least enough room to walk on. Another issue I have that I want this to get to the right people.....Tumalo is a small community and we need to route all the very large trucks..(like knife river trucks) bypass this town. They all need to be on the big hwys not driving down our small town pass small houses. I come from the Portland area and I have not seen anything like it..... Thx Larry
13	I like this	Connectivity to Tumalo State Park will be nice.
14	I like this	Looks great. Downtown Tumalo needs a park as this community is underserved for parks in Bend. Having these pedestrian trails connect to a park in downtown would be ideal.
15	I like this	I am all for accessibility and sidewalks. I would love to see sidewalks continued up Cline Falls so that folks who live less than a mile from Tumalo didn't have to drive to the Bite! I am concerned that a walkway on Wharton, past a popular river access point at 4th and Wharton, and then again by the Hwy 20 bridge might bring undesirable impacts on the riverbank and the river itself. The informal parking area at Cook Ave. and Tumalo Ave. is overused, dangerous for drivers and pedestrians, and is a disaster for the riverbank and the riparian area alongside. Is there any work being done to mitigate the impacts of creating access to a part of the river that will see an increase of traffic?

		I would also love to be able to walk to Tumalo State Park from its namesake town, but my above concerns apply here, as well.
Transit Concept		
16	I don't like this	From the people who I have talked to about this, only 3 out of 79 thought this was a good idea. That is only 3.7%. This shows me that a transit stop is not necessary for Tumalo. This would cause a much larger carbon footprint than we currently have.
17	I don't like this	I STRONGLY oppose a transit stop in Tumalo. And I am not sure why Tumalo would need one -- it is not really a "destination" for shopping or services. You are inviting trouble into this tiny rural hamlet. Mass transit will bring homeless, drugs, and crime. My experiences in Bend with Hawthorne station have been horrific! I was assaulted by a homeless man while walking my young children to Juniper, and refuse to shop in that area due to it being unsafe, presence of drug paraphernalia, theft, violence, and loitering of unsavory characters. This is NOT wanted or needed in Tumalo!
18	I don't like this	I don't see the need for this.
19	I like this	I think it's important to have transit in Tumalo, either location seems fine -- Country Store and gas station is currently super congested as it is, so maybe Bruce?
20	I don't like this	No transit bus stops in Tumalo. I do not believe these are necessary and will only invite homeless people to Tumalo.
21	I like this	Either location. Needs to include parking.
22	I like this	I'm happy to have transit at all! Seems like the Bruce Ave. option might be better in terms of not disrupting the flow of traffic within Tumalo - there's less traffic on Bruce Ave, while the 5th St/Cook Ave intersection sees quite a bit of turning traffic, both for the gas station and due to 5th ave being the safer street from which to make a left turn onto Hwy 20. I know the left turn issue will be resolved by a roundabout, but it seems like the gas station traffic might be snarled by having a close bus stop.
23	I don't like this	Tumalo doesn't really have a draw for Transit. Those that live here have cars to go to town for groceries and socialization. A bus transit stop would bring transient persons into town. We are so small we don't have the infrastructure to care for those individuals. We also don't need transients hanging around town with our children at the school so close. Nor do we need to foster any ideas of a houseless camp in Tumalo on any private or public land.

TCP Active Transportation Update/ SCVAP Trails Outreach Update - Adoption



MEMORANDUM

Date: Tuesday, January 31, 2023

To: Peter Russell, Nicole Mardell, and Tarik Rawlins, Deschutes County
Devin Hearing, ODOT

From: Karen Swirsky and Katie Popp, Kittelson and Associates, Inc.
Brandon Crawford and Matt Hastie, MIG | APG

Subject: TCP Active Transportation Update and SCVAP Trails Expansion Outreach – Implementation Measures (Deschutes County Code)

INTRODUCTION

This memo provides proposed amendments to the Deschutes County Code (DCC) to support implementation of the Tumalo Community Plan (TCP) Active Transportation Update and the Sisters Country Vision Action Plan (SCVAP) Trails Expansion project.

The proposed amendments are a result of a thorough review of Oregon county and state codes, design standards, and active transportation guidance that aligns with the context of Tumalo and Sisters Country. The reviewed documents include:

- Oregon Bicycle and Pedestrian Design Guide (2011)
- AASHTO Guide for Development of Bicycle Facilities, 4th Edition (2012)
- Hood River County Bicycle Plan (2010)
- Clackamas County Active Transportation Plan (2015)
- Lane County Bicycle Master Plan (2022)
- Washington County Road Design and Construction Standards (2011)
- Washington County Bicycle Facility Design Toolkit (2012)

Proposed Amendments to the Deschutes County Code (DCC)

The County may consider amendments to the Minimum Road Design Standards (DCC 17.48 Table A) and the Minimum Bikeway Design Standards (DCC 17.48 Table) to support implementation of the TCP Active Transportation Update and Sisters Country Vision Action Plan (SCVAP) Trails Expansion project. The proposed amendments as a result of the outcomes of both projects are discussed in this section.

Tumalo Community Plan (TCP) Active Transportation Update

The proposed amendments associated with the outcomes of the TCP Active Transportation Update support the ongoing effort to develop a safe, livable, and connected active transportation network in the growing Tumalo unincorporated community. Based on outcomes from the project and a review of state and county design guidance, amendments to both Table A (Minimum Road Design Standards) and Table B (Minimum Bikeway Design Standards) are proposed. Proposed deletions are shown in ~~strikeout~~ and additions are shown in underline.

Proposed amendments for the Tumalo section of DCC 17.48 Table A:

1. Update the Tumalo Incorporated Community section of DCC 17.48 Table A to include guidance specific to arterials. Based on the Deschutes County “Roads Under Deschutes County Jurisdiction” document updated in September 2022, both Cook Avenue from Cline Falls Highway to US20 and Cline Falls Highway from the northern Tumalo – UGB boundary to Tumalo Road are designated urban arterials.
2. Update the minimum paved width of Path/ Trail to 10 feet for paved paths. Add language that defines the minimum separation from roadways for both trails and paths as 2 feet. Remove language about an 8’ minimum paved path from footnote (23), shown with the ~~strikeout~~ text below.
 - a. ~~(23) The minimum width is 8 ft. However, 8 ft. wide multiuse paths are not recommended in most situations because they may become over crowded. They should only be constructed as short connectors, or where long term usage is expected to be low, and with proper horizontal and vertical alignment to assure good sight distances.~~ 10 ft is the standard width for a two-way multi-use path but they should be 12 ft wide in areas with high mixed-use. Optimum use should be based on the relative use by cyclists and pedestrians. High use by skaters may also require greater width.

The proposed DCC 17.48 Table B (Minimum Bikeway Standards) amendments support the implementation of both the TCP Active Transportation Plan Update and the SCVAP Trails Expansion Outreach project and are shown in **17.48 Table** (after the “SCVAP Trails Expansion Outreach” section).

SCVAP Trails Expansion Outreach

The County should consider updates to the County Bikeway Design Standards (DCC 17.48 Table B Minimum Bikeway Design Standards) to support implementation of proposed trails in Sisters Country and the rest of the County. Given the relatively large portion of Forest Service land in the region, the County should consider adopting trail/bikeway design standards and guidelines that are consistent with US Forest Service Standard Trail Plans and Specifications to help ensure consistent trail designs and dimensions.¹

18.48.140 Bikeways

E. Mountain Bike Trails.

1. Mountain bike (dirt or other unpaved surface) trails may be used as recreational or interim transportation facilities.

¹ <https://www.fs.usda.gov/managing-land/trails/trail-management-tools/trailplans>

2. Trails used for transportation shall have a two-foot minimum tread width and a six-foot minimum clearing width centered over the trail, and a minimum overhead clearance of seven feet. ~~Trails used solely for recreational use may be narrower with less clearing of vegetation.~~

3. Trail design specifications are encouraged to follow USDA Forest Service Standard Trail Plans and Specifications to ensure a consistent and coherent bike trail network between County and Forest Service lands throughout Deschutes County.



17.48 Table B. Minimum Bikeway Design Standards

Type	Stripe	On/Off Road	Width ¹			Vertical Clearance		Lateral Clearance		Cross Slope Grade	Grade	Pavement Structure	Multi-use	ROW		
			Min.	Stand.	High Use	Min.	Stand.	Min.	Stand.						Stand.	Max.
Paved Multiuse Path		Off	Min.	Stand.	High Use	Min.	Stand.	Min.	Stand.	2%	Stand.	Max.	Aggregate Base	A. C.	Yes	Min.
			8' 10'	10' 12'	12' 14'	8'	10'	2'	3'		5%	>5% up to distance of 500'				
Mt. Bike Trail ²		Off		2'		7'	10'								Yes	
Bike Lane	8" with painted stencil	On	4' w/open shoulder 5' w/curb or parking	6'								Use on <i>urban</i> arterial or major collector, or rural roads near urban areas with high anticipated bike use	Same as parent roadway		No	
Shoulder Bikeway	4"	On	4' minimum or 6' on high volume roads (state highway or arterials), roads with high use of heavy trucks, buses, and recreational vehicles (Washington Co & Oregon Bicycle and Pedestrian Plan), or on a steep grade (Hood River)	6' standard. 4' w/open shoulder 5' w/curb or other barrier	6' 8'							Recommended on higher speed, and traffic volume rural roads	Same as parent roadway		No	
Shared Roadway		On										Recommended only on local roads with speeds of 25 mph or less, and <3,000 ADT 14-15' lanes preferred; max 16' (Oregon Bicycle and Pedestrian Plan) 10-14' travel lanes with shared land markings and other traffic calming measures to ensure slow speeds; 12-20' total roadway width, if there is no centerline stripe (not including parking lane)	Same as parent roadway		Yes	

Note: A.C. is asphalt-concrete

¹ 10 ft is the standard width for a two-way multi-use path; they should be 12 ft wide in areas with high mixed-use. Faster moving bicyclists require greater width than pedestrians; optimum width should be based on the relative use by these two modes. High use by skaters may also require greater width. ~~The minimum width is 8 ft. However, 8 ft. wide multi-use paths are not recommended in most situations because they may become over-crowded. They should only be constructed as short connectors, or where long term usage is expected to be low, and with proper horizontal and vertical alignment to assure good sight distances.~~

² Mountain bike trails and other trails may follow the design specifications of the US Forest Service Standard Trail Plans and Specifications in lieu of County standards. In some cases, US Forest Service standards may be required where trails span County and Forest Service land.



MEMORANDUM

Date: Tuesday, January 31, 2023

To: Peter Russell, Nicole Mardell, and Tarik Rawlins, Deschutes County
Devin Hearing, ODOT

From: Karen Swirsky and Katie Popp, Kittelson and Associates
Brandon Crawford and Matt Hastie, MIG | APG

Subject: TCP Active Transportation Update and SCVAP Trails Expansion Outreach – Implementation Measures (Deschutes County TSP)

INTRODUCTION

This memo provides recommendations for implementing the Sisters Country Vision Action Plan (SCVAP) Trails Expansion Concept Plan and the Tumalo Community Plan (TCP) Active Transportation Final Concept into the Deschutes County Transportation Systems Plan (TSP). The County is currently updating its TSP, and updated goals, policies, and projects should consider the proposed trails and recommendations from both the SCVAP and TCP Active Transportation Concept Plans.

TSP COORDINATION

SCVAP Trails Expansion Outreach

In early 2022, Deschutes County received a Transportation and Growth Management Grant to implement Action 4.1 of the Sisters Country Vision Action Plan¹. The strategy reads:

Livable Sisters Strategy 4 Action 4.1 (Trails Expansion Outreach)

“Conduct community outreach to gain input for trail connections between Sisters and Sisters Country.”

Community engagement and outreach was conducted via an online open house and survey that was designed to gather input on Sisters Country trail needs and to solicit feedback on conceptually proposed

¹ Sisters Country Vision Action Plan: https://www.ci.sisters.or.us/sites/default/files/fileattachments/community_development/page/12721/scv-final-action-plan-updated_june_2019.pdf

trails. The open house and survey collected 83 comments. A stakeholder advisory committee² was also formed to help inform and guide trail proposal recommendations over 3 meetings. Stakeholder advisory committee and community involvement helped inform the Sisters Country Trails Expansion Concept Plan.

TSP Adoption Recommendations

Proposed trails will be identified in the TSP in the form of a Sisters subarea trails map showing potential alignments (Figure 1³).

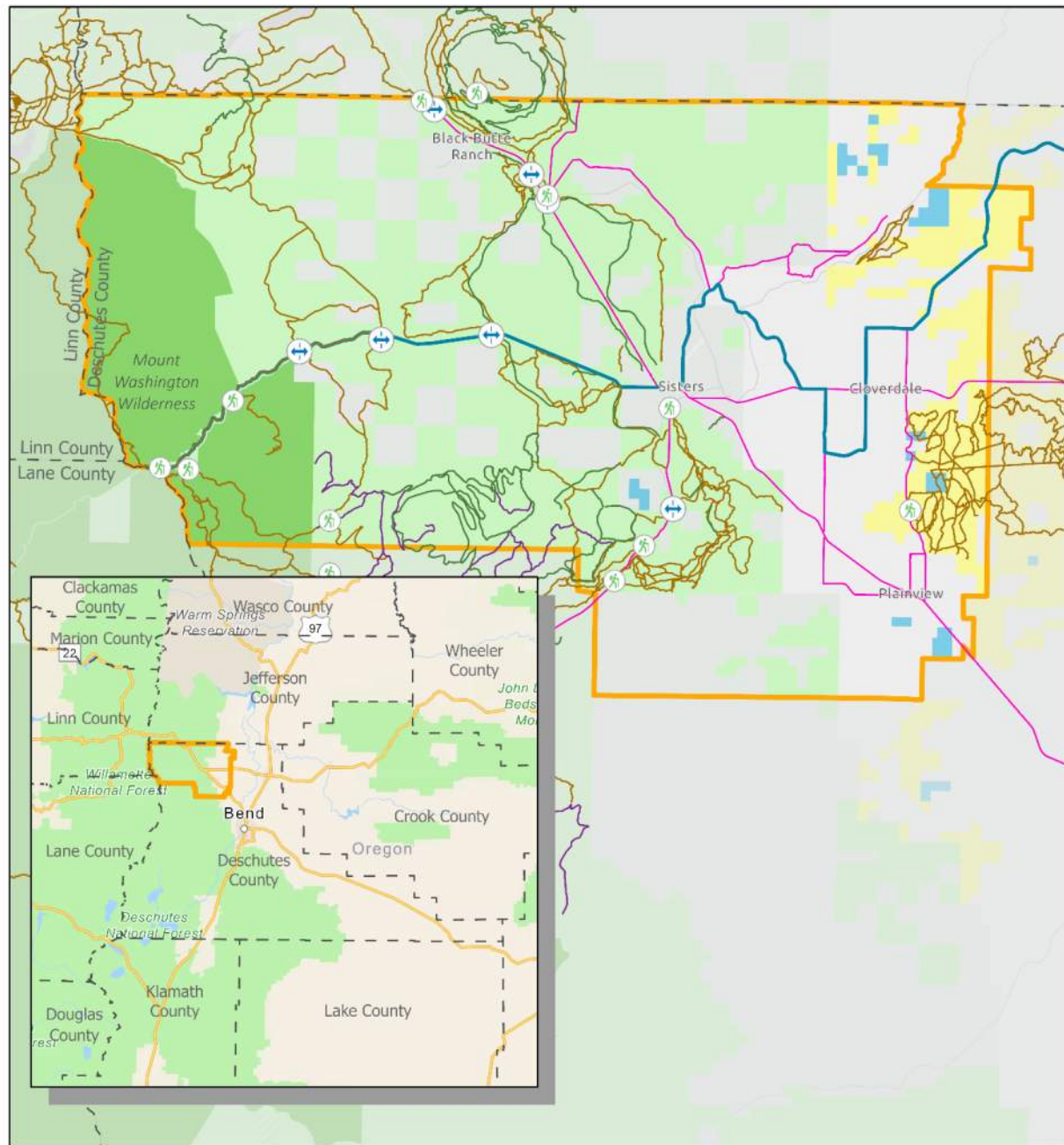
In addition to the proposed trails, the County may consider adopting policies based on the outcomes of this project. This could be done by incorporating those findings directly into a section of the TSP devoted to this topic or the Concept Plan could be cited in the TSP as a supporting document and potentially included as an appendix or exhibit to the TSP. Specific policy recommendations for incorporation in the TSP include the following:

- Consider input from regional non-motorized trails advocacy organizations, such as the STA, COTA, and OET regarding new trails, trail connections, and trail improvements.
- Provide trails that are safe and accessible for bicyclists, pedestrians, and equestrian users.
- Support trail connections to the County’s regional services and amenities.
- Support a trail system that includes trails that are accessible to all users and abilities.
- Coordinate with neighboring counties and other jurisdictions on inter-county or inter-jurisdictional trails.

² The advisory committee included representatives from the following entities: BOCC, US Forest Services, City of Sisters, ODOT, Deschutes County, BPAC, Equestrian Board, Sisters Trails Alliance, COTA, and Sisters District, among other community representatives.

³ Note this map is only for reference. The adopted regional trails map for the TSP will be in a different format.

Figure 1: Sisters Trails System



Sisters Country Trail System

- | | |
|----------------------------|-------------------------------------|
| Existing Trails | National Wilderness |
| State Scenic Bikeway | BLM |
| Proposed Equestrian Trails | National Forest |
| Proposed Bike/Hike Trails | Trailhead |
| Sisters Country | Crossing Points/Potential Crossings |
| County Boundaries | |
| State Land | |

Tumalo Community Plan (TCP) Active Transportation Update

Over the past decade, the Tumalo unincorporated community has seen significant growth in its core area, including several new businesses, restaurants, and other amenities. As a result of this growth, Deschutes County is currently going through the process of updating the 2010-2030 Tumalo Community Plan (TCP) to 2020-2040⁴. The County received a Transportation Grant Management (TGM) from the State, of which a portion is dedicated to updating the active transportation element (bike/ped/transit) of the Tumalo Community Plan.

Two public engagement opportunities and discussions with the TCP Active Transportation Advisory committee informed the Final Concept Plan, which established recommendations for sidewalk, trail, traffic calming, and bicycle improvements in Tumalo. The Final Concept Plan will be identified in the TSP in the form of a Tumalo area map showing proposed improvements to active transportation facilities in Tumalo, shown in Figure 2⁵.

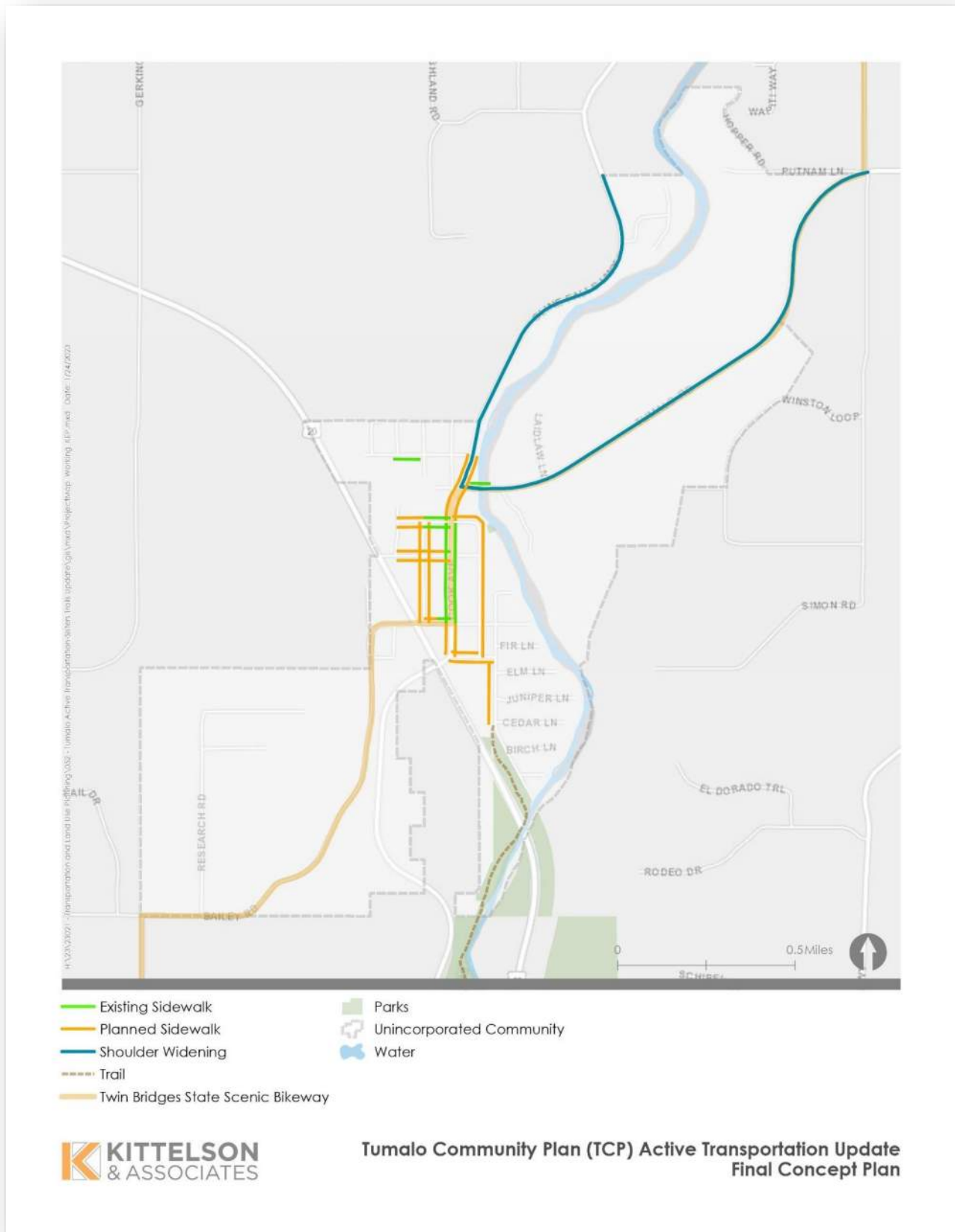
TSP Adoption Recommendations

The project team does not recommend any additional recommendations beyond Figure 2 to incorporate into the TSP as a result of this project.

⁴ Tumalo Community Plan (TCP) update website: <https://www.deschutes.org/cd/page/tumalo-community-plan-update>

⁵ Note this map is only for reference. The adopted regional trails map for the TSP will be in a different format.

Figure 2: TCP Active Transportation Update Final Concept





Project Overview

The Tumalo Community Plan (TCP) Active Transportation Update project focuses on planning efforts for the Active Transportation component of the 2040 Tumalo Community Plan (TCP). Over the past two decades, there have been significant changes in and around Tumalo that have galvanized the transition of the Tumalo core into an active community center. These changes have warranted an update to the Active Transportation element of the Tumalo Community Plan (TCP) to support the growth of a vibrant, livable community with increased transportation choices, including to bicycling, walking, and transit.



15 people attended the Tumalo Active Transportation Walking Tour held on June 8th, 2022, to identify needs and deficiencies in the active transportation network in Tumalo.

Analysis

- Review state, regional, and local plans regarding active transportation (bicycle, pedestrian, and transit) for relevant goals, policies, and objectives.
- Identify context sensitive projects related to Safety and Speed Improvements, Pedestrian Connectivity, and Transit to address existing gaps and deficiencies in the active transportation network in Tumalo.

Key Elements

- Active community engagement (virtual and in-person)
- Improve safety, access, and mobility for people walking, and biking in Tumalo.
- Identify a preferred intersection improvement for the Cline Falls Highway and Tumalo Road intersection.
- Identify a preferred transit stop location if a transit stop is added to a Cascade East Transit (CET) route.

Outreach and Public Involvement

Public involvement and outreach for the TCP Active Transportation Update project included the following:

1. Tumalo Active Transportation Walking Tour (Wednesday, June 8th, 2022)
2. Interactive Virtual StoryMap (June 8th – July 13th, 2022)
3. Virtual open house (October 5th- 24th, 2022)

The Tumalo Community Plan Open House, walking tour, and interactive StoryMap supported the development of the Initial Concept Plan. The Initial Concept Plan was then presented in the virtual open house, which gave the public the opportunity to comment on the initial plan and provide any additional feedback to be included in the development of the Final Concept Plan.

In addition to the three public events that were specifically created to receive public input on the Tumalo Active Transportation Plan update, Deschutes County held an Open House for the entire Tumalo Community Plan Update on Wednesday, May 11th, 2022. The Open House included a table introducing the Active Transportation plan update.

The TCP Active Transportation Advisory Committee also met four times throughout the project. The Committee consisted of community, regional, and State agencies with local and technical expertise related to active transportation in Tumalo. Some of the interests represented included school districts, local businesses, bicycle and pedestrian advocates, and County and State agencies. Committee members were responsible for reviewing and providing input on various elements of the project.



Tumalo Community Plan (TCP) Active Transportation Update

Project Information Sheet

March 2023

Project Overview

The Tumalo Community Plan (TCP) Active Transportation Update project focuses on planning efforts for the Active Transportation component of the 2040 Tumalo Community Plan (TCP). Over the past two decades, there have been significant changes in and around Tumalo that have contributed to the transition of the Tumalo core into an active community center. These changes have warranted an update to the Active Transportation element of the Tumalo Community Plan (TCP) to support the growth of a vibrant, livable community with increased active transportation choices including bicycling, walking, and transit.



Looking at east sidewalks on 4th Street east of the downtown core.

Project Outcomes

- Reviewed state, regional, and local plans regarding active transportation (bicycle, pedestrian, and transit) for relevant goals, policies, and objectives.
- Provided multiple opportunities for public engagement and involvement, including virtual and in-person engagement opportunities.
- Developed a Final Concept Plan that identifies context sensitive projects related to Safety and Speed Improvements, Pedestrian Connectivity, and Transit to address existing gaps and deficiencies in the active transportation network in Tumalo.
- Provided materials and exhibits for amendments to the Tumalo Community Plan (TCP) and County Transportation System Plan (TSP) to implement the suggested recommendations for active transportation.

Outreach and Public Involvement

Public involvement and outreach for the TCP Active Transportation Update project included the following:

1. Tumalo Active Transportation Walking Tour (Wednesday, June 8th, 2022)
2. Interactive Virtual StoryMap (June 8th – July 13th, 2022)
3. Virtual open house (October 5th- 24th, 2022)

In addition to the three public events that were specifically created to receive public input on the Tumalo Active Transportation Plan update, Deschutes County held an Open House for the entire Tumalo Community Plan Update on Wednesday, May 11th, 2022. The Open House included a table introducing the Active Transportation plan update.

The TCP Active Transportation Advisory Committee also met four times throughout the project. The Committee consisted of community, regional, and State agencies with local and technical expertise related to active transportation in Tumalo. The interests represented included residents, school districts, local businesses, bicycle and pedestrian advocates, and County and State agencies. Committee members were responsible for reviewing and providing input on various elements of the project.

What's Next?

The County will consider adopting the revised Active Transportation Elements map as part of the County Transportation Plan Update, with adoption expected the spring of 2023.



MEMORANDUM

TO: Deschutes County Planning Commission

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

DATE: July 27, 2023

SUBJECT: Deschutes 2040 Meeting #11– Review of Comprehensive Plan Document

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 has progressed to phase four, focusing on compilation of the full draft Comprehensive Plan document. Staff is requesting the Planning Commission conduct their final review of the entire draft Deschutes County 2040 document, including goals, policies, and chapter content.

II. PRIOR PLANNING COMMISSION REVIEW

The Planning Commission provided initial comments and suggested edits to policies at the meetings listed below. Staff has utilized the information collected at these meetings, in combination with community and technical advisor input, to produce the final draft of the entire document.

- 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
- June 22, 2023: Secondary Review of All Goals and Policies

III. NEXT STEPS

Following Planning Commission review of the final draft document, staff will continue to work on the layout and design of the document including incorporation of graphic design elements, photos, and tables and release the full draft for public review. At least 35 days in advance of the initial public hearing, staff will initiate a Post Acknowledgement Plan Amendment, creating the formal hearing record.

Table 1 – Tentative Dates for Comprehensive Plan Update Meetings

Activity Description	Start Date
	2023
PC Meeting #12 – Preparation for Public Hearing	October 12
PC Meeting #13 – Initial Public Hearing	October 26

Attachment

Draft Deschutes County 2040 Comprehensive Plan
Layout Example



Deschutes County Comprehensive Plan

This version of the Deschutes County Comprehensive Plan (7.20.2023) contains draft narrative, goals, and policies. Updated layout and additional graphics including photographs, maps, charts, and tables will be included in subsequent versions.

Cover Page

Acknowledgements

Revisions

Comprehensive Plan Chapters

- **Chapter 1:** Community Involvement
- **Chapter 2:** Land Use and Regional Coordination
- **Chapter 3:** Farm and Forest Resources
- **Chapter 4:** Mineral and Aggregate Resources
- **Chapter 5:** Natural Resources
- **Chapter 6:** Historic Resources
- **Chapter 7:** Natural Hazards
- **Chapter 8:** Recreation
- **Chapter 9:** Economic Development
- **Chapter 10:** Housing
- **Chapter 11:** Unincorporated Communities and Destination Resorts
- **Chapter 12:** Public Facilities
- **Chapter 13:** Transportation
- **Chapter 14:** Energy

Appendices

- **Appendix A:** Goal 5 Inventories
- **Appendix B:** Transportation System Plan
- **Appendix C:** Tumalo Community Plan
- **Appendix D:** Terrebonne Community Plan
- **Appendix E:** Newberry Country Plan

Deschutes County Comprehensive Plan

Draft Comprehensive Plan Chapters

Chapter 1: Community Engagement

Opportunities, Challenges, and Considerations

Community engagement is the touchstone of planning in Oregon. As Deschutes County grows and its population changes over the course of the next 20 years, the County must be prepared to find innovative ways to keep community members involved in the planning process and provide ample and accessible ways to find and digest information. Challenges including funding, resources, and ongoing state appeals might pose challenges to this work. The County has an opportunity to plan for adequate resources and staffing to support a robust public engagement program.



Statewide Planning Goal 1 calls for "the opportunity for citizens to be involved in all phases of the planning process." It requires each city and county to have a citizen involvement program that addresses:

- Opportunities for widespread public involvement
- Effective two-way communication with the public
- The ability for the public to be involved in all phases of the planning process
- Making technical information easy to understand
- Feedback mechanisms for policy-makers to respond to public input, and
- Adequate financial support for public involvement efforts



Context

A far-reaching community conversation was a vital part of updating the Deschutes County Comprehensive Plan. This effort included:

- Two phases of engagement – one focusing on long-range vision, opportunities, and challenges; and another phase focusing on important and controversial topics.
- Outreach events in all parts of the County.
- A deliberate audit of engagement activities to learn and build on successes.
- Engagement infographic

Involving the public in planning is a critical part of Oregon's land use system. Statewide Planning Goal 1, Citizen Involvement, is intended to ensure that the public has the opportunity to be meaningfully involved in all phases of the land use planning process. Creating these opportunities requires time and energy on the part of County staff, as well as systems to incorporate that input in a meaningful way.

Whether it be focus groups for a larger planning project, email notification lists for department activities, or mailed notices of public hearings, local governments need to be aware of changing technologies and best practices to involve the community. To participate in planning actions, the public needs to be notified of the proposal or project, understand the legal framework for the decision and understand the implications of the decision.

Regulatory Framework

Statewide Planning Goal 1 – Citizen Involvement lays the groundwork for the County's public involvement program. Jurisdictions are required to establish a Citizen Involvement Program that provides widespread community involvement, ensures two-way communication with appropriate feedback mechanisms, provides opportunities for engagement in all phases of the planning process, makes technical information available in an intelligible form, and is adequately funded.

Deschutes County's Community Involvement Program

Statewide Planning Goal 1 is implemented by Deschutes County's Community Involvement Program, as described below.

[Graphic/flowchart of public engagement opportunities.]

Deschutes County Planning Commission

The Deschutes County Planning Commission serves as the County's Committee for Community Involvement (CCI). The Planning Commission is composed of seven volunteer members appointed to four-year terms by the Board of County Commissioners (Board).



Membership of the commission is representative of the various geographic areas of the County. Members are selected through an open process that aims to balance the diverse views of Deschutes County residents.

The purpose of the CCI is to create a direct and transparent connection between County decision-making and the public by providing regular updates, speakers, panel discussions, and handouts on land use law and policy. The CCI aims to make materials intelligible and convenient for the public and to provide a venue for civil discourse on important issues for the County.

Historic Landmarks Commission

The Historic Landmarks Commission serves as a hearings body for matters concerning historical districts, structures and sites within unincorporated Deschutes County as well as the city of Sisters. The Landmarks Commission is composed of nine voting and several non-voting ex-officio members who have demonstrated expertise in historic preservation related disciplines. Commissioners serve four-year terms.

Other Land Use Related Advisory Groups

Project Wildfire is a committee formed to coordinate, develop and implement strategies to mitigate the effects of losses due to natural disasters that strike Deschutes County. Project Wildfire is composed of 15 to 27 members who reside or represent agencies within Deschutes County. All members are appointed by the Board and serve four years (see also Chapter 7 Natural Hazards).

The Deschutes River Mitigation and Enhancement Program helps achieve Oregon Department of Fish and Wildlife (ODFW) habitat and management goals and objectives within the Upper Deschutes River sub-basin, consistent with an agreement between the Central Oregon Irrigation District (COID) and ODFW. As part of that agreement COID provides ODFW with funds to develop and implement a fish and wildlife habitat mitigation and enhancement program for the Upper Deschutes River Basin. The Deschutes River Mitigation and Enhancement Committee has seven voting members appointed to three-year terms by the Board (see also Section 2.5).

In addition to convening these groups, Deschutes County engages with the public through numerous methods, including:

- Conducting regular work sessions and hearings
- Providing timely public notice of important items
- Maintaining the County Website at www.deschutes.org, including the planning departments “Community Engagement Center” page.



- Advertising events and engaging with constituents through social media channels
- Coordinating with media organizations, such as local newspapers.
- Meeting with individuals and small groups to get feedback on important issues.

These activities were part of the most recent update of this Comprehensive Plan.

Key Community Issues

Deschutes County is changing and community members are seeking new ways to engage in key issues. To provide ample opportunities to engage, new tools and technologies will be needed to engage new groups. Issues that the policies in this section address include:

- Continuing to simplify materials to use plain language and be accessible to a variety of audiences
- Continuing to maintain a presence throughout the County, including holding meetings and events throughout the County
- Supporting engagement activities that allow community members to participate virtually and at the time of their choosing.

With these issues in mind, Deschutes County has adopted the following goals and policies:

Goals and Policies

Goal 1.1: 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.

- **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.
- **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.
- **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.
- **Policy 1.1.4.** Provide property information to the public in an intuitive and easy-to-use manner.



- **Policy 1.1.5.** Coordinate with developers before submitting applications as required or recommended by the County Development Code to identify and discuss project requirements and impacts.
- **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.
- **Policy 1.1.7.** Promote opportunities for community members to have civil dialogue around key community issues.
- **Policy 1.1.8.** Explore new and innovative ways to reach community members and promote participation in the planning process.

Goal 1.2: Support the activities of the Committee for Community Involvement

- **Policy 1.2.1.** Maintain adequate funding and staffing support for the Committee.
- **Policy 1.2.2.** Provide regular updates, speakers, panel discussions, and handouts on land use law and policy.
- **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.
- **Policy 1.2.4.** Meet with the Board of County Commissioners at least once a year to coordinate planning policies and activities.
- **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.
- **Policy 1.2.6.** Maintain open and civil discourse among Committee members and with the public.



Deschutes County Comprehensive Plan

Draft Chapters

Chapter 2: Land Use Planning and Regional Coordination Opportunities, Challenges, and Considerations.

Deschutes County has been one of the most rapidly growing parts of Oregon for many years. This growth can cause tension and highlight trade-offs between community priorities, such as the need for housing, preservation of natural resources, adequate infrastructure, and intergovernmental collaboration. To manage this growth, the County partners with its cities, special districts, and state and federal agencies to ensure a collaborative approach to development activities. As the County continues to navigate emerging issues, intergovernmental agreements and new partnerships will be key.

One purpose of the Deschutes County Comprehensive Plan is to provide a blueprint for land use throughout the County. This is accomplished through goals and policies that tell a cohesive story of where and how development should occur and what places are expected to remain undeveloped. The Plan provides a legal framework for establishing more specific land use actions and regulations.

Deschutes County regulates and manages the use of land in the unincorporated parts of the County. This is accomplished by:

- Implementing state policy and laws and furthers local planning goals by maintaining, updating and applying County land use policies, standards and regulations in its zoning codes and this Comprehensive Plan.
- Reviewing development and land use proposals and help applicants to navigate the application process.
- Coordinating with other local jurisdictions on issues of regional growth management, infrastructure, and public services.
- Coordinating land use and transportation planning efforts in rural areas including planning for farm and forest lands and natural resource management and protection.
- Administering land use regulations for unincorporated communities in the County.

The policies contained in this chapter, as well as all chapters in this Plan, establish the legislative policy basis for the County's land use planning program. The program is implemented primarily through application of the County's Zoning Code, regulatory maps,



and development permitting application and approval procedures. In addition, these policies establish important criteria to be used when initiating regulatory changes or reviewing and developing code, map, and policy amendments.

Context

Comprehensive Plan Designations

Comprehensive Plan designations provide a high-level policy basis for more detailed zoning regulations – each Comprehensive Plan designation may be implemented by one or more specific zones.

Comprehensive plan designations in Deschutes County are shown in the figure below and described in the following table. Comprehensive Plan designations within the Bend, Redmond, Sisters, and La Pine Urban Growth Boundaries are excluded – local jurisdictions have responsibility for comprehensive planning within Urban Growth Boundaries.

[Map of comprehensive plan designations]

Comprehensive Plan Designation	Purpose Statement
County-wide Designations	
Agriculture	To preserve and maintain agricultural lands for farm use.
Airport Development	To allow development compatible with airport use while mitigating impacts on surrounding lands.
Forest	To conserve forest lands for multiple forest uses.
Open Space & Conservation	To protect natural and scenic open spaces, including areas with fragile, unusual or unique qualities.
Rural Residential Exception Area	To provide opportunities for rural residential living outside urban growth boundaries and unincorporated communities, consistent with efficient planning of public services.
Surface Mining	To protect surface mining resources from development impacts while protecting development from mining impacts.
Resort Community	To define rural areas with existing resort development that are not classified as a destination resort.
Rural Community Rural Service Center Urban Unincorporated Community	To define rural areas with limited existing urban-style development.
Urban Designations	



Deschutes County coordinates with cities to adopt comprehensive plan designations for areas within Urban Growth Boundaries or as part of Rural Reserves. These designations are reflected in the Deschutes County GIS database.

Area Specific Designations

Parts of Deschutes County (Sunriver for example) have area-specific Comprehensive Plan designations. These are detailed in Chapter 11, Unincorporated Communities of this Comprehensive Plan.

Zoning Designations

Zoning designations in Deschutes County are shown in the figure below and described in the following table. Zones within the Bend, Redmond, Sisters, and La Pine Urban Growth Boundaries are excluded - local jurisdictions have responsibility for zoning within Urban Growth Boundaries.

[Table and map of zoning designations]

Overlay Zones

Deschutes County has the following overlay zones, which apply in addition to the base zone of a given property.

- **Airport Safety:** The purpose of the AS Zone is to restrict incompatible land uses and airspace obstructions around airports in an effort to maintain an airport’s maximum benefit.
- **Destination Resort:** The purpose of the Destination Resort Combining Zone is to identify lands eligible for siting a Destination Resort and establish procedures and standards for establishing this type of development.
- **Landscape Management:** The purposes of the Landscape Management Combining Zone are to maintain scenic and natural resources of the designated areas and to maintain and enhance scenic vistas and natural landscapes as seen from designated roads, rivers, or streams.
- **Greater Sage-Grouse Combining Zone.** The purpose of the Greater Sage-Grouse Combining Zone is to fulfill obligations of OAR 660-23-0115. This state rule requires



seven Oregon counties to mitigate impacts of large-scale development on sage-grouse habitat.

- **Sensitive Bird and Mammal Habitat:** The purpose of the Sensitive Bird and Mammal Combining Zone is to insure that sensitive habitat areas identified in the County's Goal 5 sensitive bird and mammal inventory as critical for the survival of the northern bald eagle, great blue heron, golden eagle, prairie falcon, osprey, great grey owl, and the Townsend's big-eared bat are protected from the effects of conflicting uses or activities which are not subject to the Forest Practices Act.
- **Surface Mining Impact Area:** The purpose of the SMIA zone is to protect the surface mining resources of Deschutes County from new development which conflicts with the removal and processing of a mineral and aggregate resource while allowing owners of property near a surface mining site reasonable use of their property.
- **Wildlife Area:** The purpose of the Wildlife Area Combining Zone is to conserve important wildlife areas in Deschutes County; to protect an important environmental, social and economic element of the area; and to permit development compatible with the protection of the wildlife resource.

Sidebar: Land Use Planning in Oregon

The foundation of statewide program for land use planning in Oregon is a set of 19 Statewide Land Use Planning Goals. The goals express the state's policies on land use and related topics, like citizen involvement, housing, and natural resources.

Oregon's statewide goals are achieved through local comprehensive planning. State law requires each city and county to adopt a comprehensive plan and the zoning and land-division ordinances needed to put the plan into effect.

Local comprehensive plans must be consistent with the Statewide Planning Goals. Plans are reviewed for such consistency by the state's Land Conservation and Development Commission (LCDC). When LCDC officially approves a local government's plan, the plan is said to be acknowledged. It then becomes the controlling document for land use in the area covered by that plan.

The goals relevant to Deschutes County are:

- Goal 1 Citizen Involvement
- Goal 2 Land Use Planning
- Goal 3 Agricultural Lands



- Goal 4 Forest Lands
- Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces
- Goal 6 Air, Water and Land Resources Quality
- Goal 7 Areas Subject to Natural Hazards
- Goal 8 Recreational Needs
- Goal 9 Economic Development
- Goal 10 Housing
- Goal 11 Public Facilities and Services
- Goal 12 Transportation
- Goal 13 Energy Conservation
- Goal 14 Urbanization

City Coordination

Deschutes County includes the following jurisdictions, each with their own authority and needs. The role of the County is largely one of coordination across these multiple communities.

Deschutes County contains four incorporated cities. The County, per statute, is responsible for coordinating with cities on growth related issues including urban growth boundary and urban reserve planning. The County maintains intergovernmental agreements with each city to define land use authority for lands outside of city limits and within urban growth boundaries.

City of Bend - Bend is the largest incorporated area in Deschutes County. It is centrally located in the county, with Highways 20 and 97 crossing paths through the center of the city. Bend has experienced rapid growth in the last few years, accelerated by the COVID-19 pandemic and “Zoom Town” remote working trends. The 2022 estimated population of the Bend UGB is 103,976. The Bend UGB accounts for most of the population share among all UGBs in Deschutes County with a population of 225,619 (57.4% of the population) by 2072.

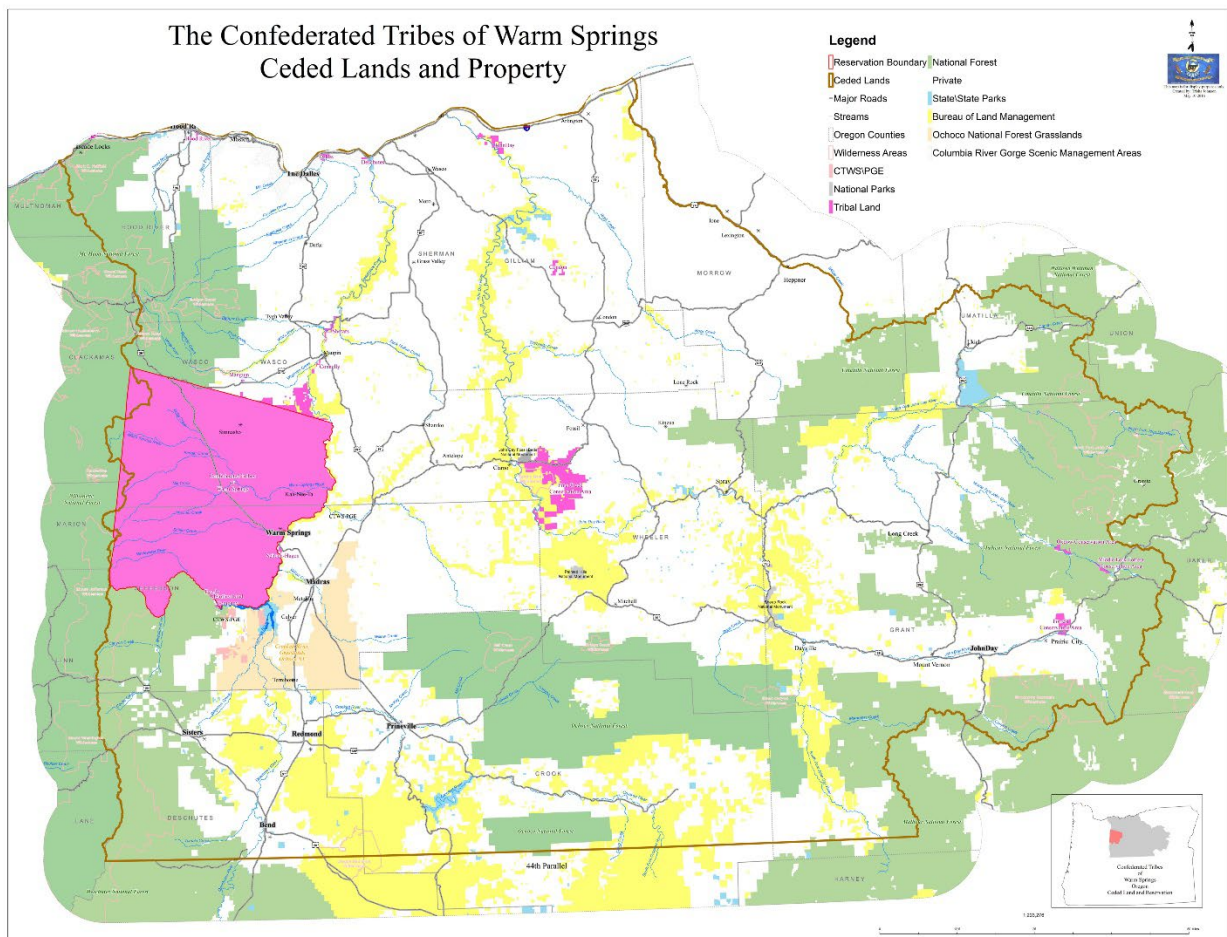
City of La Pine - The City of La Pine is located close to the southern edge of the county along Hwy. 97. The current (2022) estimated population of the La Pine UGB is 2,736. The population of the La Pine UGB is projected to increase by 87% to 5,129 in 2047. By 2072, the population is projected to be 8,336.

City of Redmond - Redmond is located northeast of Bend with Hwy. 97 running through the center of town. The current (2022) estimated population of the Redmond UGB is 37,342. The population of the Redmond UGB is projected to increase by 121% to 82,601 in the next 50 years. By 2047 it is estimated that the population of the Redmond UGB will increase to 60,060.

City of Sisters - Sisters is located on the eastern edge of the Willamette National Forest and Cascade Mountains. The current (2022) estimated population of the Sisters UGB is 3,437. The Sisters UGB is projected to increase by 130%, to 7,911 in 2047, and to 14,881 by 2072.

Tribal Coordination

In the Treaty of 1855, the Confederated Tribes of Warm Springs ceded approximately 10.2 million acres to the United States Government in exchange for creation of the Warm Springs Reservation. As part of this agreement, the Tribes maintained rights to hunt, fish, gather, and graze on these ceded lands. The map below identifies the location of these ceded areas in Deschutes County, which primarily intersect with publicly owned lands. Coordination with the Confederated Tribes of Warm Springs on growth and development related issues is important to ensure consistency with these treaty rights.





Key Community Considerations

The rapid pace of growth in Deschutes County and its impacts on urban, rural, natural, and recreational areas has been one of the most significant – and at times the most controversial – topics of discussion among the community. Some topics and comments include:

- Strong desire by some for greater densities in urban areas, in order to accommodate growth while preserving open space and resource land in rural areas.
- A similarly strong feeling by some that the cities in Deschutes County are becoming too urban already.
- Concern about the amount and distribution of benefits and burdens created by destination resorts and tourism-related activities in rural areas.
- Strong desire for interagency collaboration to manage growth in a coordinated manner.

With these ongoing conversations in mind, Deschutes County drafted and refined the following goals and policies to guide the growth of our community for the next 20 years.

Goals and Policies

Goal 2.1: Maintain an open and public land use process in which decisions are based on substantial evidence and a balancing of community needs.

- **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.
- **Policy 2.1.2.** Review the Comprehensive Plan periodically in order to address current conditions, issues, and opportunities.
- **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.
- **Policy 2.1.4.** 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.
- **Policy 2.1.5.** Explore methods to integrate carrying capacity into County land use decision making.



Goal 2.2: Coordinate and support regional planning efforts relating to growth, natural resources, recreation, and major infrastructure investments.

- **Policy 2.2.1.** Periodically review and update intergovernmental and urban management agreements to coordinate land use review on land inside urban growth boundaries and outside city limits.
- **Policy 2.2.2.** Help coordinate regional planning efforts with other agencies on land use policies and actions that impact their jurisdictions.
- **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.
- **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.
- **Policy 2.2.5.** Encourage cities to conduct, in collaboration with Deschutes County, urban reserve planning to facilitate orderly and thoughtful management of growth and infrastructure needs.
- **Policy 2.2.6.** Collaborate with federal agencies on land management issues including homelessness, sustainable recreation expansion, and energy projects.
- **Policy 2.2.7.** Collaborate with tribal governments on regional issues, particularly those that impact ceded lands or shared natural resources.
- **Policy 2.2.8.** Support efforts to reduce barriers to regional infrastructure projects with community benefit while mitigating negative impacts.
- **Policy 2.2.9.** Support updates to unincorporated community area plans.
- **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.
- **Policy 2.2.11:** The County and City shall periodically review the agreement associated with the Redmond Urban Reserve Area (RURA). The following land use policies guide zoning in the RURA.



- 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.
- b. Parcels shall be a minimum of ten acres.
- 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.
- d. For Exclusive Farm Use zones, partitions shall be allowed based on state law and the County Zoning Ordinance.
- e. 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.
- f. Existing and future arterial and collector rights-of-way, as designated on the County's Transportation System Plan, shall be protected from development.
- g. A single-family dwelling on a legal parcel is permitted if that use was permitted before the RURA designation.

Additionally, the County will coordinate planning efforts and development goals with the City of Redmond prior to bringing County-owned property into Redmond's urban growth boundary.

Goal 2.3: 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.

- **Policy 2.3.1.** Manage lands with a park designation consistent with the goals and policies in Chapter 5 Natural Resources.
- **Policy 2.3.2.** Support the efforts of park districts, state and/or federal agencies to identify additional properties along rivers, streams, or creeks, or containing significant wildlife, scenic resources, or open space resources to designate as park land.

Goal 2.4: Minimize onerous barriers to land use application and development review processes.

- **Policy 2.4.1.** Explore opportunities to build or obtain specialty planning knowledge and experience among staff within CDD in related fields such as wildlife, natural resources, and/or agricultural practices.



- **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.



Deschutes County Comprehensive Plan

Chapter 3: Farm and Forest Resources

Opportunities, Challenges, and Considerations.

Farm and forestry resources and operations continue to play an important role in the character and economy of Deschutes County. However, a variety of ongoing and forecasted trends will impact the viability and vitality of these industries and the people who contribute to them. A number of these trends and challenges are described below and more information about some issues is found in the Water Resources section of this Plan (see Chapter 5: Natural Resources).

Prevalence of small farming operations and hobby farms. The 2017 Census of Agriculture profiles Deschutes County as primarily consisting of small acreage, hobby farms and other relatively small agricultural operations. As of 2017, there were approximately 1,484 farms, an increase of 16% from 2012. Although the average size of a farm in Deschutes County is 91 acres, the majority of acreage (about 85%) is in farms of 10 acres or less in size.

Marginal or low productivity soils. While a large proportion of the County is zoned for exclusive farm use, much of the land in these areas has marginal soils which provide limited productivity, particularly for higher value crops. Limited access to water rights and irrigation can further hamper productivity in some areas. Deschutes County attempted to reclassify certain agricultural lands through a nonresource lands program. This approach was rejected at the state level. Since that time, some landowners have successfully redesignated property, primarily to residential zones, through an applicant-initiated process.

Financial challenges. According to the 2017 Agricultural Census, agricultural producers in Deschutes County are often operating in the red. The per-farm average of market value of products sold was \$19,386, a 21% increase from 2012, and average production expenses of \$34,748. This results in a deficit of approximately \$12,866 per farm per year. Government payments help cover a portion of this deficit, with the average farm receiving \$7,477 in assistance. The costs of operating continue to be a major challenge from small family operations, resulting in approximately 46% of farms in Deschutes County reporting under \$2,500 in sales.

Declining forest products industry. Approximately 1,032,436 acres of Deschutes County area zoned for Forest Use. Historically, forestry on public and private land was a primary



industry in Central Oregon with key mill sites along the Deschutes River in Bend. Over time, species protections, international competition, and new technologies have reduced the overall footprint of the timber industry in Central Oregon. Recently, land uses are shifting toward recreation and residential development in these natural resource areas.

Water supply and irrigation. Much of Deschutes County is served by six irrigation districts – these are special entities created for the purpose of delivering water to their patrons. These districts are effectively non-profit water user associations. In addition to irrigation, these districts also supply other services including municipal, industrial, and pond maintenance. The total water available for irrigation and other human uses in Deschutes County is fixed under the current water regime. No additional water rights can be issued without the decommissioning of a previous claim. Therefore, there is little opportunity to expand irrigated farming in the County. Existing farms with senior water rights in general have relatively generous irrigation rights, which have rarely been fully utilized, and are expected to have sufficient water to cope with increasing temperatures and drought conditions in the future. Junior water right holders, associated with Arnold Irrigation District and North Unit Irrigation District, have recently seen challenges with water delivery due to limited availability and drought.

[Map of districts]

Conflicts with other uses. Agricultural uses continue to be affected by conflicts with adjacent or surrounding non-farm uses (primarily new rural homes). In some cases, new residents object to impacts of common farming practices, such as noise, dust, and odors related to farm activity.

Changes in climate conditions. A number of forecasted trends may impact agriculture and forestry resources and production either positively or negatively by the middle of this century, including the following:

- *Drought conditions.* Increasing temperatures will lead to an increase in the length of the growing season and a slight change in the cold hardiness zones throughout the County. The ongoing patterns of drought and lack of sufficient water for irrigation in some districts is likely to be exacerbated by increasing temperatures.
- *Growing season.* Projected increases in average temperature will have the effect of drastically increasing the length of the growing season. For example, currently the region around Bend has a growing season of just under 100 days a year, but that will increase by more than a month to between 133 to 143 days a year. The eastern part of the county will likely see an even more marked increase from a brief 35 days to between 85 and 100 days. This may increase potential agricultural productivity in parts of the County.



- *Water demand and availability.* Water demand is likely to increase due to increased temperatures. Warmer days and warmer nights will increase evaporation and transpiration, requiring an increase in irrigation and recreational consumption. Because the total volume of water available for agricultural and human use is fixed, strategies to decrease water usage (capping irrigation channels, irrigation timing strategies, water conservation) will become more crucial.

Context

Agriculture and ranching operations in Deschutes County vary widely based on water availability, soil, and microclimate. The following subzones were created through a commercial farm study conducted in 1992. This study concluded that irrigation is a key factor to viability of operations, and opted for smaller acreages than allowed by state law to provide additional flexibility.

Subzone Name	Minimum Parcel Size (<i>for farm divisions and farm-related dwellings</i>)	Profile
Lower Bridge	130	Irrigated field crops, hay pastures
Sisters/Cloverdale	63	Irrigated alfalfa, hay and pastures, 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
Horse Ridge East	320	Rangeland grazing

Additional information about farm and forest resources is provided in the tables and charts below.

Figure 1. Land in Farms by Use

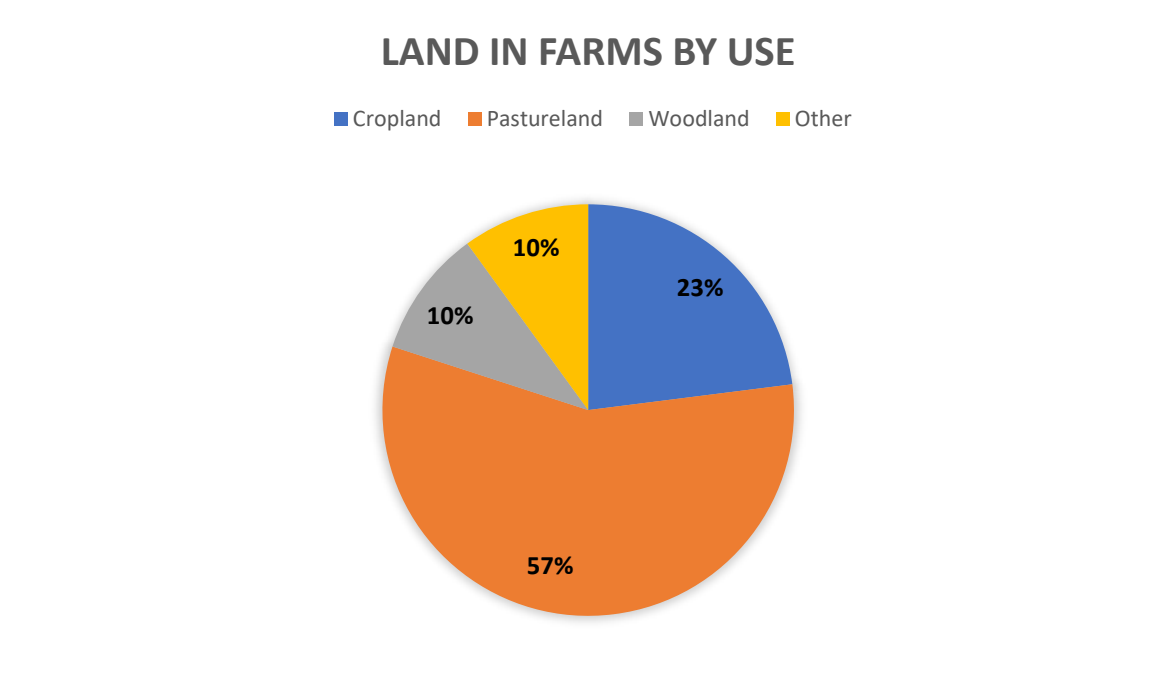


Figure 2. Farms by Value of Sales

FARMS BY VALUE OF SALES

■ Less than \$2,500 ■ \$2,500 to \$4,999 ■ \$5,000 to \$9,999 ■ \$10,000 to \$24,999
 ■ \$25,000 to \$49,999 ■ \$50,000 to \$99,999 ■ \$100,000 or more

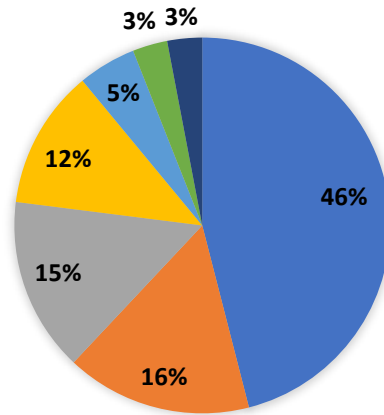
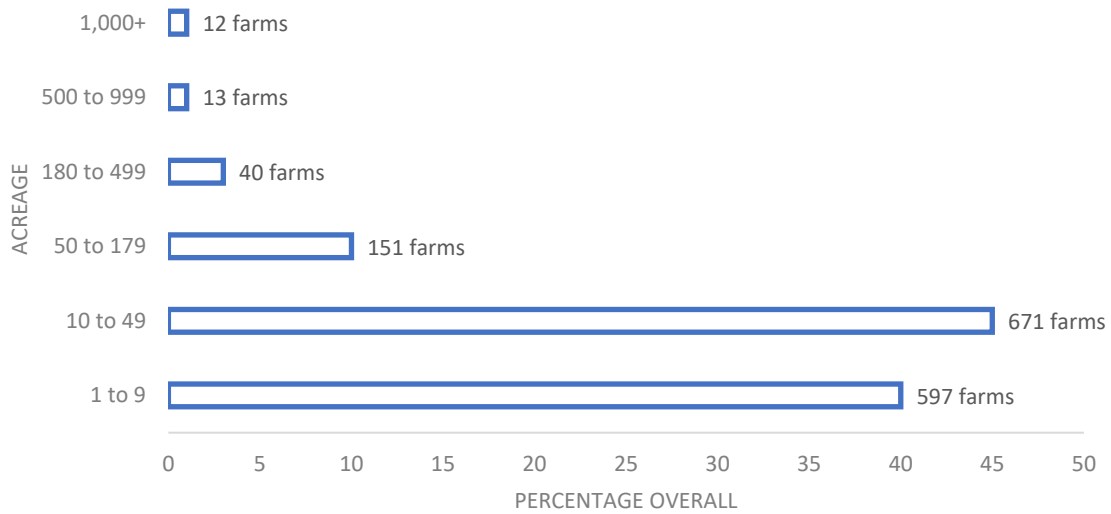


Figure 3. Farms by Size

Farms by Size (acres)



Forest Lands



Deschutes County classifies Forest land in one of two zones. Forest 1 zoning is intended for land that is primarily used for forest management or commercial forestry, with a lot size over 160 acres, and not developed with residential or non-forest uses. Forest 2 zoning is intended for land that does have residential or non-forest uses, is less than 160 acres, and may contain roads or other public facilities that serve the property.

State regulations limit residential and non-forestry related development on forest lands and the County sees only a few applications for development in these areas each year. Even with this limitation on development, forest managers and service providers continue to express concern with wildfire risk associated with residential development in heavily wooded areas.

Most lands in either of these classifications within Deschutes County are federally owned and managed by the US Forest Service. Historically, forest lands were used for timber production. As timber harvesting decreases, other uses for forest lands are emerging. State regulations permit five general types of uses, including forest operations; environmental, agricultural or recreational uses; two types of dwellings and locally dependent uses. Permitted uses are defined and clarified in OAR 660-006. The following uses have continued to be

Secondary forest products (forest operations): There is an increasing use of secondary forest products, such as hog fuel (chipped wood) or wood slash. This type of product is generally seen as providing dual benefit, by providing economic opportunity while also reducing wildfire risk through thinning projects.

Alternative Energy: Biomass is an emerging technology for renewable energy and can also be integrated with these products. The first biomass facility in the County is currently under development through a partnership with Mt. Bachelor Ski Resort and the US Forest Service.

Recreation (environmental, agricultural and recreation uses): The proximity of federal forests for hiking, mountain biking, skiing, hunting, fishing, wildlife viewing and other outdoor recreation draws tourists and residents alike. Skyline Forest, a 33,000-acre privately owned property in the Forest 1 zone has been identified as a potential community asset, with several groups and nonprofits seeking to acquire and utilize the property as a community forest. In 2022, Deschutes Land Trust facilitated a community visioning process to identify preferred community uses if land were to be purchased as a privately held recreational asset.



Key Community Considerations.

Given the range of issues and conditions discussed above and, this plan includes a variety of policies to support farm and forest operations in Deschutes County. Additional related policies also are found in Chapter 2: Land Use and Regional Coordination, Chapter 5: Natural Resources, and Chapter 9: Economic Development. These strategies are underpinned by the following results of Comprehensive Plan outreach efforts.

- Community members opposed rezoning low productivity farmland with poor soil to allow greater opportunities for housing, while supporting rezoning of this land to preserve open space.
- There is strong support for conduct educational outreach to encourage water conservation and on-farm efficiency measures.
- Community members also strongly support allowing greater flexibility for income-producing supplemental activities on farms such as farm-to-table dinner, farm stands, weddings, or similar events.
- Outreach participants expressed support for investment in the agricultural economy through grants or exploring a farmland conservation program.

Farm and Forest Resources Goals and Policies

Farm Resources Goals and Policies

Goal 3.1: Preserve and maintain agricultural lands, operations, and uses to support Deschutes County's agricultural economy

- **Policy 3.1.1.** Retain agricultural lands through Exclusive Farm Use zoning.
- **Policy 3.1.2.** Continue to apply Exclusive Farm Use sub- consistent with the County's most up-to-date adopted studies of agricultural land and as implemented through the County Development Code.
- **Policy 3.1.3.** Develop comprehensive plan policy criteria and code to provide clarity on when and how EFU parcels can be converted to other designations.
- **Policy 3.1.4.** Regularly review farm regulations to ensure compliance with changes to State Statute, Oregon Administrative Rules and case law.

Goal 3.2: Promote a diverse, sustainable, and thriving agricultural sector.



- **Policy 3.2.1.** Encourage farming by promoting the raising and selling of crops, livestock and/or poultry.
- **Policy 3.2.2.** Support 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.
- **Policy 3.2.3.** Support and encourage small farming enterprises through a variety of related strategies and programs, including, but not limited to, niche markets, organic farming, food council, buy local, farmers markets, farm-to-table activities, farm stands or value-added products, or other programs or strategies.
- **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.
- **Policy 3.2.5.** Support efforts to control noxious weeds and invasive species.
- **Policy 3.2.6.** Continue to review 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.
- **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.
- **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 residential uses and agricultural uses and continue to promote the viable operation of agricultural uses.
- **Policy 3.2.9.** Provide resources such as technical assistance and access to grants to support on-site efficiency upgrades relating to agriculture.



Goal 3.3: Ensure Exclusive Farm Use policies, classifications, and codes are consistent with local and emerging agricultural conditions and markets.

- **Policy 3.3.1.** Identify and retain accurately designated agricultural lands.
- **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.
- **Policy 3.3.3.** Address land use challenges in the Horse Ridge subzone, specifically:
 - 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.
- **Policy 3.3.4.** Continue to work with the State to review and revise accessory farm dwelling requirements to address the needs of local farmers.
- **Policy 3.3.5.** Encourage coordination between agricultural interests and fish and wildlife management organizations, including public agencies, non-governmental organizations and others.
- **Policy 3.3.6.** 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 as follows.
 - A. 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.
 - B. Explore creation of a new zoning classification intended to balance value of high desert environment while allowing for limited housing opportunities and applying this designation through coordination with interested and willing property owners.



Forest Resources Goals and Policies

Goal 4: Protect and maintain forest lands for multiple uses and objectives, including forest products, watershed protection, conservation, recreation, wildlife habitat protection, carbon sequestration, forest health, and wildfire resilience.

- **Policy 4.1.** Retain forest lands through Forest 1 and Forest 2 zoning.
- **Policy 4.2.** 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.
- **Policy 4.3.** 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."
- **Policy 4.4.** 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:
 - a. Do not qualify under State Statute for forestland tax deferral,
 - 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,
 - c. Have soils on the property that fall within the definition of agricultural lands as set forth in Goal 3,
 - d. Are a tract of land 40 acres or less in size,
 - e. Do not qualify under State Statute and the terms of the Forest 2 zone for a dwelling, and;



- f. Were purchased by the property owner after January 1, 1985 but before November 4, 1993.
- 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.
- **Policy 4.5.** Ensure that criteria for and designation of Forest Lands are consistent with state administrative rules and statutes.
 - **Policy 4.6.** 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 and biomass facilities, on public forest land, including currently adopted Forest and Land Management Plans prepared by the US Forest Service (USFS) and US Bureau of Land Management (BLM).
 - 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 Deschutes Resource Management Plan, or its successor, as the basis for mutual coordination and cooperation with the Bureau of Land Management.
 - **Policy 4.7.** Notify affected agencies and tribal governments when reviewing land use applications and proposals for development that could impact Federal or State forest lands.
 - **Policy 4.8.** Support economic development opportunities that promote forest health, 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.
 - **Policy 4.9.** Provide input on public forest plans that impact Deschutes County.
 - **Policy 4.10.** Coordinate with community stakeholders to support forest management plans and projects that are consistent with the policies of this chapter and with local community forest management and wildfire protection plans.
 - 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 Chapter 13, Natural Hazards, of this Plan.



- c. Retain fish and wildlife habitat.
- **Policy 4.11.** Continue to review and revise the County Code as needed to ensure development in forest zones minimizes and/or mitigates impacts on fish and wildlife habitat, forest health, and wildfire resiliency



Deschutes County Comprehensive Plan

Draft Comprehensive Plan Chapters

Chapter 4: Aggregate and Mineral Resources

Opportunities, Challenges, and Considerations.

Surface mining provides non-renewable resources, such as pumice, cinders, building stone, sand, gravel and crushed rock. The extraction of these materials provides employment as well as products important to local economic development. However, mining of mineral and aggregate resources creates noise, dust and traffic and potential pollution that can conflict with neighboring land uses, particularly residential uses.

Oregon Department of Geology and Mineral Industries (DOGAMI) regulates surface mining sites in Deschutes County. The last available published analysis of mineral resources in Deschutes County was completed by DOGAMI in 1976. No updates have been completed during that time due to limited staff. A continued challenge is monitoring the availability of this resources.

When a mineral resource is exhausted, the site is required to submit a reclamation plan to Deschutes County and DOGAMI. This plan identifies how the site will be closed for mineral operations, environmental impacts will be mitigated, and steps to be taking to return the site to a new use. As mineral and aggregate resources are exhausted, property owners often rezone the site from the "Surface Mine" designation to a new zone (often a residential zone), to allow for new development to occur. Coordination with DOGAMI and property owners is imperative to ensure this reclamation process occurs in an efficient and environmentally focused manner.

Context

Surface mining is protected through Statewide Planning Goal 5, Natural Resources, Scenic and Historic Areas and Open Spaces and the associated Oregon Administrative Rule (OAR) 660-023 (this rule replaced 660-016 in 1996). Mineral and aggregate resources are included on the list of Statewide Goal 5 resources that the County must inventory and protect.

The County maintains an inventory of surface mining sites as part of its Goal 5 program. There are currently 59 mining sites identified in the Deschutes County GIS data, and 8 sites that have been reclaimed.

Mining sites are subject to a Surface Mining Impact Area Combining Zone that applies within ½ mile of the mining site boundary. This combining zone limits new uses and expansion of existing uses that may be impacted by mining activities and are not in



compliance with the site-specific Economic, Social, Environmental, and Energy (ESEE) analysis for nearby mining sites.

[Map of aggregate sites, buffer zones]

Surface Mining in 2023

- Number of Active Mining Sites: 59
- Number of Reclaimed Sites: 8
- Acres in Surface Mining Zone (including Black Butte Ranch Surface Mine/Limited Use Zone): 9235.25
- Acres in the Surface Mining Impact Area Combining Zone (SMIA): 58,881

Source: Deschutes County GIS information

Key Community Considerations.

Transportation agencies expressed concern regarding the impact of depleting mineral resources on road operations, including the use of cinder for winter maintenance and other resources for use in new road projects. The topic of mineral and aggregate resources was not a focus of community discussion as part of this Comprehensive Plan update, though the priorities of a diverse economy and protected natural areas for habitat and open space are interrelated with this subject. The following goals and policies represent a balance of these community interests.

Goals and Policies

Goal 4.1: Protect and utilize mineral and aggregate resources while minimizing adverse impacts of extraction, processing and transporting the resource.

- **Policy 4.1.1:** Implement adopted Goal 5 Surface Mining inventories.
- **Policy 4.1.2:** Coordinate with the Oregon Department of Geology and Mineral Industries (DOGAMI) on mining regulations and studies.
- **Policy 4.1.3:** Balance protection of mineral and aggregate resources with conflicting resources and uses.
- **Policy 4.1.4:** Support the required reclamation of mining sites following mineral extraction.



Deschutes County Comprehensive Plan

Draft Comprehensive Plan Chapters

Chapter 5: Natural Resources Opportunities, Challenges, and Considerations

Natural resources in Deschutes County are abundant. Wildlife, scenic views of forests and peaks, and open spaces to preserve habitat and native vegetation are among the County's top assets.

Oregon Statewide Planning Goal 5 governs Natural Resources, Scenic and Historic Areas, and Open Spaces. Through this goal, the County maintains inventories and regulatory protections to preserve these many resources. These regulations are created by weighing Economic, Social, Environmental, and Energy (ESEE) consequences associated with protection of a resources.

Topics covered in this chapter include:

- Protected Wildlife Resources
- Open Space and Scenic Views
- Water Resources

Protected Wildlife Resources

Deschutes County has some of the broadest and most robust wildlife protections in the state, covering a variety of species. The County has development protections within and surrounding numerous wildlife habitats. Some of these habitats have mapped geographic boundaries such as Deer Winter Range, Deer Migration Range, Antelope Habitat, Golden Eagle – Sensitive Bird Habitat, and Elk Habitat.

Other species are commonly found in protected riparian areas, such as wetlands and floodplains. Deschutes County contains unmapped habitats for fish, fur-bearing animals, waterfowl, and upland game birds.

A continued challenge to wildlife resources is rural development and impacts on habitat. Mule deer are seeing steady declines, approximately 10% each year per Oregon Department of Fish and Wildlife biologists. These declines in population are due to a variety of factors, including but not limited to loss of habitat, predation, and disease.



Context

Protected Wildlife Resources

Wildlife diversity is a major attraction of Deschutes County. The key to protecting wildlife is protecting the habitats each species needs for food, water, shelter, and reproduction. Also important is retaining or enhancing connectivity between habitats to protect migration routes and avoid isolated populations.

In considering wildlife habitat, counties rely on the expertise of the Oregon Department of Fish and Wildlife (ODFW) and U.S. Fish and Wildlife Service (USFWS). Those agencies provide information for the required wildlife inventory and recommendations on how to protect wildlife habitat on private lands.

Statewide Planning Goal 5

Oregon land use planning protects wildlife with Statewide Planning Goal 5 and the associated Oregon Administrative Rule (OAR) 660-023. Goal 5 includes a list of resources which each local government must inventory, including wildlife habitat.

The Goal 5 process requires local governments to inventory wildlife habitat and determine which items on the inventory are significant. For sites identified as significant, an Economic, Social, Environmental and Energy (ESEE) analysis is required. The analysis leads to one of three choices: preserve the resource, allow proposed uses that conflict with the resource or strike a balance between the resource and the conflicting uses. A program must be provided to protect the resources as determined by the ESEE analysis.

Appendix A of the Comprehensive Plan contains the full ESEE ordinances for the County's protected Goal 5 resources.

A summary of Deschutes County's wildlife protection programs follows:

Mule Deer: Migration corridors and winter range are essential habitats needed to support mule deer in Deschutes County. The Bend/La Pine migration corridor is approximately 56 miles long and 3 to 4 miles wide and parallels the Deschutes and Little Deschutes Rivers. The corridor is used by deer migrating from summer range in the forest along the east slope of the Cascades to the North Paulina deer winter range. Deschutes County adopted a "Deer Migration Priority Area" based on a 1999 ODFW map submitted to the South County Regional Problem Solving Group. This specific sub-area is precluded from destination resorts.



The ODFW identified the Metolius, Tumalo and North Paulina deer winter ranges during Deschutes County's initial comprehensive plan creation. The boundaries of these winter ranges are shown on the Big Game Sensitive Area map in the 1978 Comprehensive Plan and have been zoned with the Wildlife Combining Zone since 1979. The winter ranges support a population of approximately 15,000 deer. In 1992, ODFW recommended deer winter range in the northeast corner of the county, in the Smith Rock State Park area, be included in the Deschutes County inventory and protected with the same measures applied to other deer winter range. This area was officially included and mapped on the Wildlife Combining Map when Ordinance 92-040 was adopted by the Board of County Commissioners.

Sensitive Birds: Nest sites for the northern bald eagle, osprey, golden eagle, prairie falcon, great grey owl, and great blue heron rookeries are inventoried by the County. The area required for each nest site varies between species. The minimum area required for protection of nest sites has been identified by the ODFW in their management guidelines for protecting colony nesting birds, osprey, eagles, and raptor nests.

Elk: The Land and Resource Management Plan for the Deschutes National Forest identifies 6 key elk habitat areas in Deschutes County. The ODFW also recognizes these areas as critical elk habitat for calving, winter or summer range. The following areas are mapped on the Big Game Habitat Area map and in the Deschutes National Forest Land and Resource Management Plan:

- Tumalo Mountain
- Kiwa
- Ryan
- Crane Prairie
- Fall River
- Clover Meadow

Antelope: The Bend and Ochoco District offices of the ODFW provided maps of the antelope range and winter range. The available information is adequate to indicate that the resource is significant. The antelope habitat is mapped on Deschutes County's Big Game Habitat-Wildlife Area Combining Zone Map.

[Map - wildlife zones]

Scenic Views and Open Space

Deschutes County has a rich abundance of open space. Open spaces are generally undeveloped areas that are being maintained for some other purpose, such as farms, parks, forests, or wildlife habitat. Besides the value that stems from the primary use of the



land, open spaces provide aesthetically pleasing undeveloped landscapes. Because these areas are undeveloped, they also provide additional benefits such as water recharge, buffers from habitat, and safety zones from natural hazards such as flooding.

Open spaces and scenic views are an important draw for visitors and are often mentioned as important to the area's quality of life. The backdrop of the Cascade Mountains, with its vast forest and sagebrush landscapes and riparian and wetland habitats, all provide an inspirational setting for visitors and residents alike. Statewide Planning Goal 5 recommends, but does not require, creating an inventory and protections for open spaces, scenic views and sites. Oregon Administrative Rule (OAR) 660-023 defines open space designations as parks, forests, wildlife preserves, nature sanctuaries, and golf courses.

Open spaces are protected through an Open Space and Conservation map designation and zoning district. Scenic view protection is implemented through the Landscape Management Combining Zone regulations.

[Map: Landscape Management Roads and Rivers, Open Space and Conservation districts]

Water Resources

Deschutes County's Role in Water Management is described below.

Regulatory Agencies. The primary state regulator of water availability is the Oregon Water Resources Department (OWRD). The Oregon Department of Environmental Quality (DEQ) leads the monitoring and enforcement of water quality standards. The Oregon DEQ is required to comply with the Federal Environmental Protection Agency.

Statewide Planning Goals. There are two Statewide Planning Goals relating to the protection of water resources. *Goal 5 (Natural Resources, Scenic and Historic Areas, and Open Spaces)* requires an inventory and protection of the following water resources. In Deschutes County, these inventories have been completed and acknowledged by the Land Conservation and Development Commission (See Appendix A for Goal 5 Inventories). *Goal 6 (Air, Land, and Water Resources Quality)* requires comprehensive plans to be consistent with state and federal pollution regulations.

The policies in this section relating to water provide the framework for evaluating land use actions and define the responsibility of the County to work in partnership with cities, agencies, non-profits and others to achieve efficient use of water resources and effective management of water quality in the Upper Deschutes Basin.

It is important to underscore that the primary water resource management process occurs outside of the state land use planning system. Oregon land use and water management



are not integrated; there are no overarching administrative rules that consider statewide water management in conjunction with land use planning.

Deschutes Basin Hydrogeology

The Deschutes River Basin, from its headwaters to the Columbia River, encompasses 10,400 square miles of the north central part of the State. Nearly 91% of Deschutes County lies within the Deschutes Basin. The upper Deschutes River Basin is characterized by recent volcanic activity and strong and rapid groundwater flows. The geologic conditions lead to a strong connection between surface and ground water (see also Section 3.10).

Groundwater flows eastward from the Cascade Range through permeable volcanic rocks out into the basin and then generally northward. Groundwater recharge comes from precipitation in the Cascade Range, inter-basin flow and leaking irrigation canals. No long-term water-level declines attributable to groundwater pumping were found in the upper Deschutes Basin. Approximately one-half of the ground water flowing from the Cascade Range discharges to spring-fed streams along the margins of the range. The remaining groundwater flows through the subsurface, and eventually discharges to streams near the confluence of the Deschutes, Crooked, and Metolius Rivers.

The large amount of groundwater discharge in the confluence area is primarily caused by geologic factors. The Deschutes River flows north through permeable rock until it hits a region of low-permeable rock near the confluence area. There the permeable rock strata terminates, forcing water to the surface. Virtually all of the regional groundwater in the upper Deschutes Basin discharges to streams south of the area where the Deschutes River enters this low- permeability terrain, at roughly the location of Pelton Dam.

[Water Use](#)

The Deschutes aquifer has a recharge rate of roughly 3 million acre feet per year. The current water usage comes to roughly 720 thousand acre feet per year. Roughly 40 to 50 thousand acre feet of that water goes toward municipal and non-agricultural use, while the remaining goes toward crop and pasture irrigation. The majority of that municipal water use goes towards outdoor watering (gardens, sports fields, etc.). As an example: the City of Bend uses 5 times as much water in the summer as in the winter.

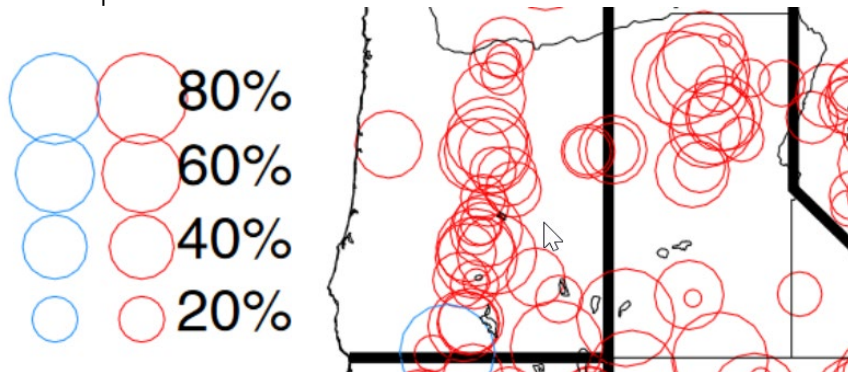
[Snowpack](#)

Although there is expected to be a slight increase in winter precipitation by the middle of the century, snowpack is expected to decline throughout the Cascades. The decline in

snowpack (which has already been observed, see figure below)¹ is due largely to increasing temperatures causing some precipitation to fall as rain rather than snow. This has the double effect of decreasing snowfall and melting the previously fallen snow. At the Mt Bachelor Ski Resort, April snowpack is expected to decline between 11% and 18% by the middle of the century and between 18% and 43% by the end of the century.

Snowpack Change 1955-2016

Gain | Loss



Lava Sponge

Deschutes county is fortunate to be underlain on the Western side by relatively young volcanic lava sponge. This sponge is highly porous and is able to absorb large quantities of water during the wet season and gradually release it via abundant springs along the eastern slope. The great advantage this provides is that the resulting summer flows into the Deschutes basin are not as dependent on overground flow of snowmelt, and therefore are expected to maintain a relatively stable water supply even as snowpack decreases into the next century.

Groundwater

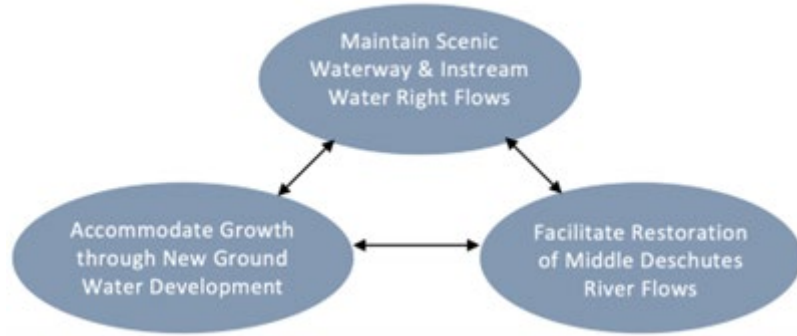
The groundwater aquifer is roughly 1000 feet thick and is replenished yearly by the Cascades' precipitation. Recent years of "exceptional drought" have lowered the aquifer level by roughly 30 feet, resulting in a small percentage of wells running dry, and raising concerns about available groundwater for new developments. Although it is likely that some wells will need to be deepened to cope with increasing temperatures and drought frequency, there is likely to remain ample sustainable groundwater supply.

Because the groundwater in the Deschutes Basin is directly connected to the flow of the Deschutes River, all additional groundwater use must be mitigated by decreased use of

¹¹ Adapted from Mote, P.W., Li, S., Lettenmaier, D.P. et al. Dramatic declines in snowpack in the western US. *npj Clim Atmos Sci* 1, 2 (2018). <https://doi.org/10.1038/s41612-018-0012-1>



groundwater elsewhere through the Oregon Water Resources Department’s Deschutes Groundwater Mitigation program. This can include retiring of other water rights, or the release of water into the waterway. A mitigation permit must be obtained before a new groundwater right can be accessed.²



Reservoirs

The majority of the irrigation in Deschutes County comes from reservoirs which are mostly spring fed from the Cascades. Reservoirs serve the dual purpose of supplying water for irrigation and ensuring sufficient streamflow in the lower Deschutes River. The water levels in these lakes have been low in recent years due to drought in the region. When water is limited, the supply rate is determined by the age of water rights, with the more senior water permits having priority over the youngest. The Swalley and Central Irrigations are the most senior in the county, while the North Union Irrigation District is the most junior.

Algal Blooms

Algal blooms have been a problem for recreational lakes in the cascade mountains in recent years. Since 2007, the Wickiup Reservoir, Crane Prairie Reservoir, and Paulina Lake have experienced algal or bacteria blooms that required a health advisory.³

Although not all algal blooms are toxic, they interfere with recreation and aesthetic enjoyment. In general, algal blooms are caused by elevated nutrients, elevated temperature, and still water. Algal blooms in other parts of the state have led to drinking water concerns, but Deschutes County cities are supplied by groundwater and so the risk in algal blooms is mainly to recreation.

Key Community Considerations.

Natural resources for recreation, passive enjoyment, habitat protection, and economic production are a fundamental part of life in Deschutes County, and as such were a key part of the community conversation in this Comprehensive Plan update. Highlights of this conversation include:

² Information from the Oregon Water Resources Board Mitigation Program.

³

<https://www.oregon.gov/oha/PH/HEALTHYENVIRONMENTS/RECREATION/HARMFULALGAEBLOOMS/Pages/archive.aspx>



- Concern about the ability of the County’s water supply to accommodate more residents, visitors, and water-intensive jobs in the future
- Interest in a re-evaluation of water rights for urban, agricultural, and “hobby farm” uses.
- A robust discussion around wildlife inventories, habitat conservation, open space regulations, and impacts on private property owners. The topic of habitat conservation came up frequently, with most respondents saying that further protections are needed. However, there was some push back related to the burden these protections may put on property owners.

Goals and Policies

Water Policies

Goal 5.1: Develop regional, comprehensive water management policies that balance the diverse needs of water users and recognize Oregon water law.

- **Policy 5.1.1.** Participate in Statewide and regional water planning including, but not limited to:
 - a. Work cooperatively with stakeholders, such as the tribal governments, the US Fish and Wildlife District, irrigation districts, Oregon Water Resources Department (OWRD), the Deschutes Basin Water Collaborative, the County Soil and Water Conservation District, and other non-profit water organizations and stakeholders;
 - b. Support the 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.
- **Policy 5.1.2.** Support grants for water system infrastructure improvements, upgrades, or expansions.
- **Policy 5.1.3.** Consider potential impacts on water quality and availability in surrounding areas as part of the siting, planning, and approval processes for Destination Resorts and other large-scale developments.

Goal 5.2: Increase water conservation efforts.

- **Policy 5.2.1.** Support efficient water use through targeted conservation, educational and, as needed, regulatory or incentive programs.
 - a. Encourage new development incorporates efficient water use practices for all water uses.



- b. Encourage the reuse of grey water for landscaping.
 - c. Encourage and educate the community about the relative impacts of thinning or reduction of plant species that adversely impact forest health, water availability, and soil quality.
 - d. Encourage and educate the community about on-farm efficiency measures, including upgrades to equipment.
 - e. Encourage and educate the community about use of voluntary metering of water use to monitor seasonal impacts on water use.
 - f. 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.
 - g. Encourage and educate community members on stewardship of wetlands and waterways.
- **Policy 5.2.2.** Promote coordinated regional water conservation efforts and implementation by regional and local organizations and agencies, including increasing public awareness of and implementing water conservation tools, incentives, and best practices.
 - **Policy 5.2.3.** Support conservation efforts by irrigation districts and property owners, including programs to provide incentives for water conservation, such as piping of canals and laterals, water banking, exchanges of water rights, voluntary transfers of in-stream flows, onsite efficiency measures, and other means.

Goal 5.3: Maintain and enhance a healthy ecosystem in the Deschutes River Basin.

- **Policy 5.3.1.** Notify the Oregon Department of State Lands and other state and federal agencies as appropriate-of any development applications for land within a wetland identified on the statewide wetland inventory maps.
- **Policy 5.3.2.** 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 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 in coordination with OPRD 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 that adversely impacts water availability and soil health.
- **Policy 5.3.3.** Support studies of the Deschutes River ecosystem and incorporate strategies from current watershed studies that provide new scientific information about the Deschutes River ecosystem.
 - **Policy 5.3.4.** Support educational efforts and identify areas where the County could provide information on the Deschutes River ecosystem, including rivers, riparian areas, floodplains and wetlands.
 - a. Support efforts to educate property owners to understand regulations pertaining to rivers, riparian areas, floodplains and wetlands.

Goal 5.4: Maintain and enhance fish and riparian-dependent wildlife habitat.

- **Policy 5.4.1.** Coordinate with stakeholders to protect and enhance fish and wildlife habitat in river and riparian habitats and wetlands.
- **Policy 5.4.2.** Promote healthy fish populations through incentives and education.
- **Policy 5.4.3.** Support healthy native fish populations through coordination with stakeholders who provide fish habitat management and restoration.
 - a. Review, and apply where appropriate, strategies for protecting fish and fish habitat.



- b. Promote salmon recovery through voluntary incentives and encouraging appropriate species management and habitat restoration.
- **Policy 5.4.4.** Review Habitat Conservation Plans for species listed under the Endangered Species Act, to identify appropriate new policies or codes.
 - a. Spawning areas for salmonids should be considered significant habitat and should be protected in rivers and streams.
 - b. Cooperate with irrigation districts in preserving spawning areas for trout, where feasible.
- **Policy 5.4.5.** Use a combination of incentives and/or regulations to mitigate development impacts on river and riparian ecosystems and wetlands.
- **Policy 5.4.6.** Support plans, cooperative agreements, education, water quality monitoring and other tools that protect watersheds, reduce erosion and runoff, enhance riparian vegetation, and protect other natural water systems/processes that filter and/or clean water and preserve water quality.
- **Policy 5.4.7.** 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 (single-source) and non-point (unidentified or multiple-source) pollution or developing and implementing Total Maximum Daily Load and Water Quality Management Plans.
- **Policy 5.4.8.** 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.
- **Policy 5.4.9.** Continue to evaluate and/or implement regulations, such as a wellhead protection ordinance for public water systems, in accordance with applicable Federal and/or State requirements.
- **Policy 5.4.10.** 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.

- **Policy 5.4.11.** Support regulations, education programs, and cleaning procedures at public and private boat landings.

Goal 5.5: Coordinate land use and water policies to address management and allocation of water in Deschutes County.

- **Policy 5.5.1.** Coordinate with other affected agencies when a land use or development application may impact rivers or riparian ecosystems or wetlands.
- **Policy 5.5.2.** Regulate land use patterns and promote best practices to preserve the integrity of the natural hydrologic system, recognize the relationship between ground and surface water, and address water impacts of new land uses and developments, including water-intensive uses.
- **Policy 5.5.3.** 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.
- **Policy 5.5.4.** Support efforts by the OWRD in collaboration with Central Oregon Cities Organization and non-governmental organizations to revisit the Deschutes Basin Groundwater Mitigation Program.
- **Policy 5.5.5.** Coordinate with the irrigation districts to ensure irrigated land partitions and lot line adjustments are not approved without notice to the affected district.
- **Policy 5.5.6.** Utilize Central Oregon Stormwater Manual to apply appropriate stormwater management practices land use decisions.
- **Policy 5.5.7.** Allow for development of wastewater facilities and improvements where needed or required to address water quality issues and maintain water quality, consistent with state and local wastewater system requirements.

Open Space and Scenic Views Goals & Policies



Goal 5.6: Coordinate with property owners to protect open spaces, scenic views, and scenic areas and corridors through a combination of incentives and/or educational programs.

- **Policy 5.6.1.** Work with stakeholders to create and maintain a system of connected open spaces while balancing private property rights with community benefits.
- **Policy 5.6.2.** 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.-
- **Policy 5.6.3.** Work to maintain and protect the visual character and rural appearance of visually prominent open spaces within the County, particularly those that are identified in the Goal 5 inventory.
- **Policy 5.6.4.** Seek to protect the cultural identity of rural communities, such as the Highway 97 area/corridor between Bend and Redmond, and others.
- **Policy 5.6.5.** Protect significant open spaces, scenic views, and scenic sites by encouraging new development to be sensitive to these resources.
- **Policy 5.6.6.** Incentivize the placement of structures in a way that is sensitive of view corridors to maintain the visual character of the area.

Wildlife Goals & Policies

Goal 5.7: Maintain and enhance a diversity of wildlife and habitats.

- **Policy 5.7.1.** Promote stewardship of wildlife habitats through incentives, public education, and development regulations.
- **Policy 5.7.2.** 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.
- **Policy 5.7.3.** Provide incentives for new development to be compatible with and to enhance wildlife habitat.
- **Policy 5.7.4.** Require, incentivize, or encourage clustering of development in inventoried wildlife areas to reduce impacts to wildlife populations.

Goal 5.8: Balance protection of wildlife and habitat with the economic and recreational benefits of wildlife and habitat.



- **Policy 5.8.1.** Encourage responsible and sustainable wildlife related tourism and recreation.
- **Policy 5.8.2.** Coordinate with stakeholders to ensure access to appropriate recreational opportunities within significant wildlife and riparian habitat through public or non-profit ownership.

Goal 5.9: Comply with federal and state regulations related to sensitive, threatened, and endangered species, including the Endangered Species Act, the Bald and Golden Eagle Protection Act, the Migratory Bird Treaty Act, and others as applicable.

- **Policy 5.9.1.** Coordinate with Federal and State agencies to develop strategies to protect Federal or State Threatened or Endangered Species, or Species of Concern.
- **Policy 5.9.2.** Mitigate conflicts between large-scale development and sage grouse habitat.
- **Policy 5.9.3.** Consider adopting recommendations from Oregon Department of Fish and Wildlife and the Deschutes River Mitigation and Enhancement Program in dock construction.

Environmental Quality Goals & Policies

Goal 5.10: Maintain and improve upon the quality of air and land in Deschutes County.

- **Policy 5.10.1.** Use building techniques, materials, and technologies in existing and future County operations and capital facilities that help maintain and improve environmental quality.
- **Policy 5.10.2.** Implement a dark skies educational and or incentive program and periodically update the Dark Skies ordinance to reduce the impacts of light pollution and reduce lighting impacts on adjacent properties.
- **Policy 5.10.3.** Coordinate with agency partners to educate residents about controlled burning projects and air quality concerns.
- **Policy 5.10.4.** Use public education, education for County departments, and regulations to control noxious weeds and invasive species.

Goal 5.11: Promote sustainable building practices that minimize the impacts of development on the natural environment.



- **Policy 5.11.1.** 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.
- **Policy 5.11.2.** 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.
- **Policy 5.11.3.** Support the process for siting new County solid waste management facilities in rural Deschutes County, consistent with facility needs and County standards for the location and approval of such facilities.
- **Policy 5.11.4.** Implement best practices in solid waste management throughout the County.
- **Policy 5.11.5.** Develop and implement a Climate Action Plan to address the potential future impacts of climate change on Deschutes County.
- **Policy 5.11.6.** Promote and incentivize green infrastructure in new development to improve stormwater management.

Deschutes County Comprehensive Plan

Draft Comprehensive Plan Chapters

Chapter 6: Historic and Cultural Resources

Opportunities, Challenges, and Considerations.

Deschutes County is a certified local government (CLG), as designated by the State of Oregon Historic Preservation Office. This certification recognizes the County’s commitment to implementing and maintaining a formal historic resources program. Deschutes County has 13 nationally registered historic and cultural sites and 35 locally significant historic sites. The County currently administers grant programs and zoning requirements to preserve and restore these sites.

Historic resources are recognized by Statewide Planning Goal 5, Natural Resources, Scenic Views and Historic Areas and Open Spaces, and Oregon Administrative Rule (OAR) 660-023. The Statewide Goal and OAR recommend cities and counties inventory and protect historic and cultural sites. Recognizing the value and importance of having a connection to our past, Deschutes County chose to implement and maintain a historic preservation program and Historic Preservation Strategic Plan (Adopted 2022).



Camp Abbot Site, Officers’ Club



Allen Ranch Cemetery

The 2022 Historic Preservation Strategic Plan identified three overarching goals to guide historic and cultural resource preservation in Deschutes County: collaborate, coordinate, and educate. The plan identifies opportunities to strengthen relationships between historic preservation and community partners, and to involve community members in historical and cultural preservation efforts. Improving access to historic resource information and providing content in an easily accessible format will be paramount to preservation efforts and increase community appreciation for resources. Along with improved educational resources, more outreach and education opportunities could be explored.

[Other Captioned photos of historic resources]



Context

Deschutes County has several notable historical and cultural sites. These sites receive special protections to avoid land use or development activity that may disturb the historical or educational resources existing on site.

Locally Significant Historic Sites

Deschutes County has 35 locally significant sites including cemeteries, ranches, dams, bridges, schools, and granges among numerous historic homesteads and homesites.

Nationally Registered Sites

Deschutes County has 13 sites that have completed the national register process, including highways, bridges, lodges, and rock gardens.

[Map of historic and cultural sites]

One of the primary sites of historic and cultural learning in the county is the nationally acclaimed High Desert Museum. The museum is dedicated to broadening the understanding of the High Desert's wildlife, culture, art, and natural resources. In doing so, it strives to promote thoughtful decision making to sustain the region's natural and cultural heritage.

Key Community Considerations

As part of the 2023 Comprehensive Plan update, community members shared their vision for the protection of historic and cultural resources. Comments included:

- The importance of county-wide coordination on cultural and historic, as well as increased representation of the indigenous history of Central Oregon.
- Acknowledging previous landowners and preserving the County's historical and cultural resources are both important.
- A county-wide historic and cultural resource signage program was also suggested.
- The community shared an interest in capitalizing on the High Desert Museum to continue to support indigenous culture and Central Oregon's history.

Historic and Cultural Resources Goals and Policies

Goal 6.1: Promote the preservation of designated historic and cultural resources through education, incentives, and voluntary programs.

- **Policy 6.1.1.** The Historic Landmarks Commission shall take the lead in promoting historic and cultural resource preservation as defined in DCC 2.28.



- a. Support incentives from the State Historic Preservation Office (SHPO) or other agencies for private landowners to protect and restore historic resources.
 - b. Support the Historic Landmarks Commission to promote educational programs to inform the public of the values of historic preservation.
 - c. Support improved training for the Historic Landmarks Commission.
 - d. Support the goals, objectives, and actions of the Historic Preservation Strategic Plan.
- **Policy 6.1.2.** Coordinate cultural and historic preservation with the Oregon State Historic Preservation Office.
 - a. Maintain Deschutes County as a Certified Local Government, which includes the City of Sisters.
 - b. Encourage private property owners to coordinate with the State Historic Preservation Office.
- **Policy 6.1.3.** Coordinate with Native American tribes 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.

Deschutes County Comprehensive Plan

Draft Comprehensive Plan Chapters

Chapter 7: Natural Hazards

Opportunities, Challenges, and Considerations

Central Oregon is a dynamic region formed and shaped by the powerful forces of nature. Deschutes County residents and visitors rely on the County and its partners to plan for hazardous events and limit harm to people and property.

Continued rapid population growth, development in wildfire-prone areas, and an increased frequency of natural hazard events make planning for and mitigating risks ever more important. As temperatures rise globally, Central Oregon will face challenges due to drought, wildfire, heat events, and storms. The impacts a major Cascadia Subduction Zone earthquake would have on Deschutes County would be substantial as well.

In order to plan for and address natural hazards, Deschutes County has partnered with local jurisdictions to create its Natural Hazards Mitigation Plan (NHMP). Additional opportunities exist to create greater defensible spaces, encourage fire hardening, utilize grant programs, and pursue education measures to reduce these impacts over time.

Statewide Planning Goal 7 requires local comprehensive plans to address Oregon's natural hazards. Protecting people and property from natural hazards requires knowledge, planning, coordination, and education. Good planning does not put buildings or people in harm's way. Planning, especially for the location of essential services like schools, hospitals, fire and police stations, is done with sensitivity to the potential impact of nearby hazards.

According to the NHMP, the hazards with greatest risk in Deschutes County are:

- **Winter Storm.** Destructive storms producing heavy snow, ice and cold temperatures occurred throughout the County's history. Increases in population and tourism make potential impacts to shelter, access to medical services, transportation, utilities, fuel sources, and telecommunication systems more acute. The relative frequency of these events combined with their widespread impacts make winter storms the highest-ranked hazard in the NHMP.
- **Wildfire.** Historically, wildland fires have shaped the forests and wildlands valued by residents and visitors. These landscapes, however, are now significantly altered due to increased rural development and a general lack of large-scale treatments,



resulting in overgrown forests with dense fuels that burn more intensely than in the past.

- **Windstorm.** A windstorm is generally a short duration event involving straight-line winds and/or gusts in excess of 50 mph. Although windstorms can affect the entirety of Deschutes County, they are especially dangerous in developed areas with significant tree stands and major infrastructure, especially above ground utility lines.
- **Drought.** Periods of drought can have significant impacts on public health, agriculture, and industry. Many counties in eastern Oregon are experiencing more frequent and severe droughts than is historically the norm, and many climate predictions see this trend continuing into the future.
- **Earthquake.** The Pacific Northwest is located at a convergent plate boundary, called the Cascadia Subduction Zone, where the Juan de Fuca and North American tectonic plates meet. This fault line is subject to rare but potentially very large earthquakes. Such an event would impact Deschutes County communities both directly through damage to infrastructure and property, as well as economically and socially as the broader region recovers from the disaster.

Context

Informed by an understanding of natural hazards, Deschutes County can reduce the risks to property, environmental quality, and human safety through land use planning and review of specific development proposals. The County's policies provide the framework for the County's natural hazards review program. This includes: identification of areas subject to natural hazards, regulations for evaluating land use actions for how they may result in exposure to potential harm from natural hazards, and programmatic elements including partnerships and funding opportunities to support natural hazard risk reduction.

Deschutes County has taken on a number of proactive projects, including:

- 2021 Natural Hazards Mitigation Plan (NHMP)
- 2019 Wildfire Mitigation Advisory Committee
- Project Wildfire, a County-led wildfire education and mitigation program has been in operation since 2012 and has been very successful in changing attitudes towards wildfire and prevention.
- Community Wildfire Protection Plans (CWPP) for many communities, including:
 - Greater Bend CWPP (2016, expected revision 2021)
 - Greater La Pine CWPP (2020, expected revision 2025)
 - Greater Redmond CWPP (2018, expected revision 2023)
 - Greater Sisters Country CWPP (2019, expected revision 2024)
 - Sunriver CWPP (2020, expected revision 2025)
 - East and West Deschutes County CWPP (2018, expected revision 2023)
 - Upper Deschutes River Coalition CWPP (2018, expected revision 2023)

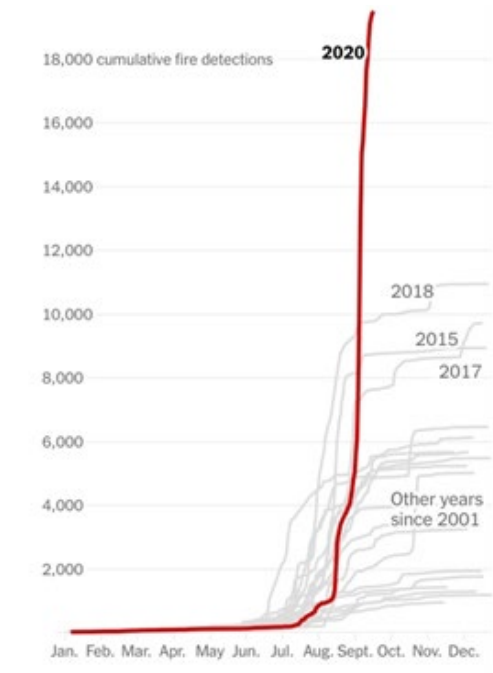
In addition, dozens of neighborhoods are pursuing or have received FireWise certification through the National Fire Protection Association. The County also supports the Heart of Oregon and Youth Conservation Corps crews in fuels reduction work and other mitigation efforts, with financial assistance from other entities.

Wildfire

According to the Natural Hazards Mitigation Plan, wildfire is the second most significant hazard to the county (after winter storms) and was the most discussed natural hazard discussed during outreach events. Throughout the 20th century, the years with warm and dry conditions corresponded with larger fires that have burned greater areas. Figure 1 shows the devastation of the 2020 fire season compared to all other years earlier in the century.¹ Overall increases in heat will also lengthen growing seasons - building greater fuel loads and decreasing soil and fuel moisture, thereby increasing the likelihood of larger fires. By mid-century, the annual potential for very large fires is projected to increase by at least 350% over the 20th century average.²

The annual frequency of very high and extreme fire danger days is expected to increase by 10-15 additional days per year by mid-century⁴ (up from 36 currently). These trends are due to exacerbated conditions with a combination of high air temperatures and very low fuel moisture, which increases the likelihood of fire starts that can spread. As Deschutes County communities have experienced, increased fire activity - even at quite a distance - will impact air quality, increasing public health risks and impacting aspects of everyday life.

Figure 1. 2020's Record Fire Year in the Western US, New York Times



¹ From the New York Times, "Record Wildfires on the West Coast Are Capping a Disastrous Decade" By Blacki Migliozi, Scott Reinhard, Nadja Popovich, Tim Wallace and Allison McCann Sept. 24, 2020

² Halofsky, J. Peterson, D, Harvey, B. "Changing Wildfire, changing forests: the effects of climate change on fire regimes and vegetation in the Pacific Northwest, USA. [Fire Ecology. 2020.](#)

Research indicates that in regions where fire has moved through the landscape with increased severity, regrowth is changing the species composition of the forests, which are likely to be more resilient to future fires.³ Other compounding factors, like drought and pest outbreaks, will continue to build fuel loads in the forests and change the forest's composition. Post-fire landscapes in Deschutes County will likely see increases in the prevalence of invasive and pioneer tree species, and a reduction in fire-susceptible species

such as western hemlock, subalpine fir, and some spruce. Fire resistant species like mature Douglas fir and western larch will have greater survival capacity to fire,⁴ but perhaps not to other stressors. Larger fires that occur over shorter intervals will negatively impact seed dispersion capacity, and reduced moisture available in ponderosa forest regions will be vulnerable to reforestation failures, leading to conversion to other ecosystem types. In the mountain forests, the average yearly area burned is expected to nearly double by mid-century, while the area burned in the grass/shrub plateau areas is likely to decrease slightly by mid-century. This is partly due to extended drought decreasing plant growth and therefore available fuel. The risk of unusually severe fires is expected to increase across large swaths of Oregon, including Deschutes County (Figure 2).⁵

Figure 2: Increasing risk of extreme fires

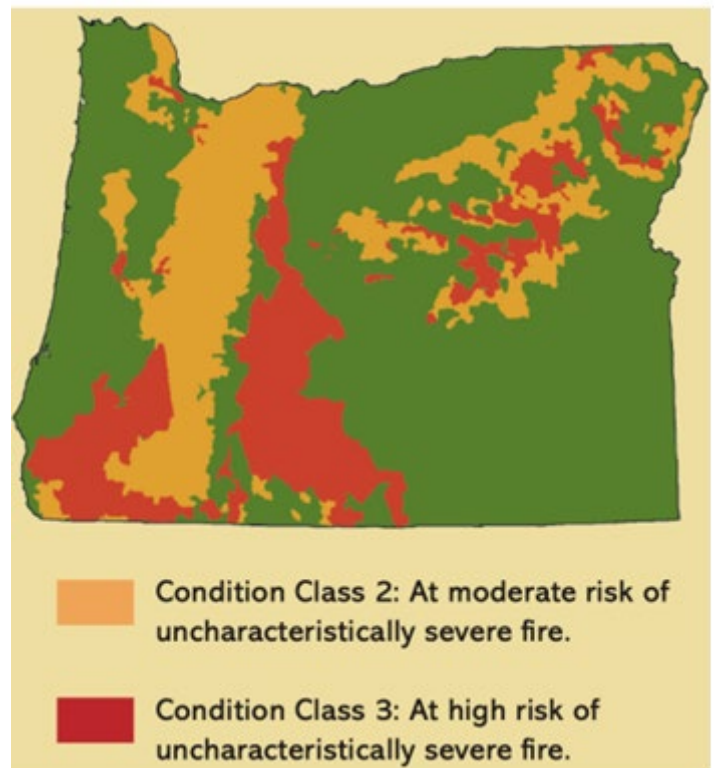
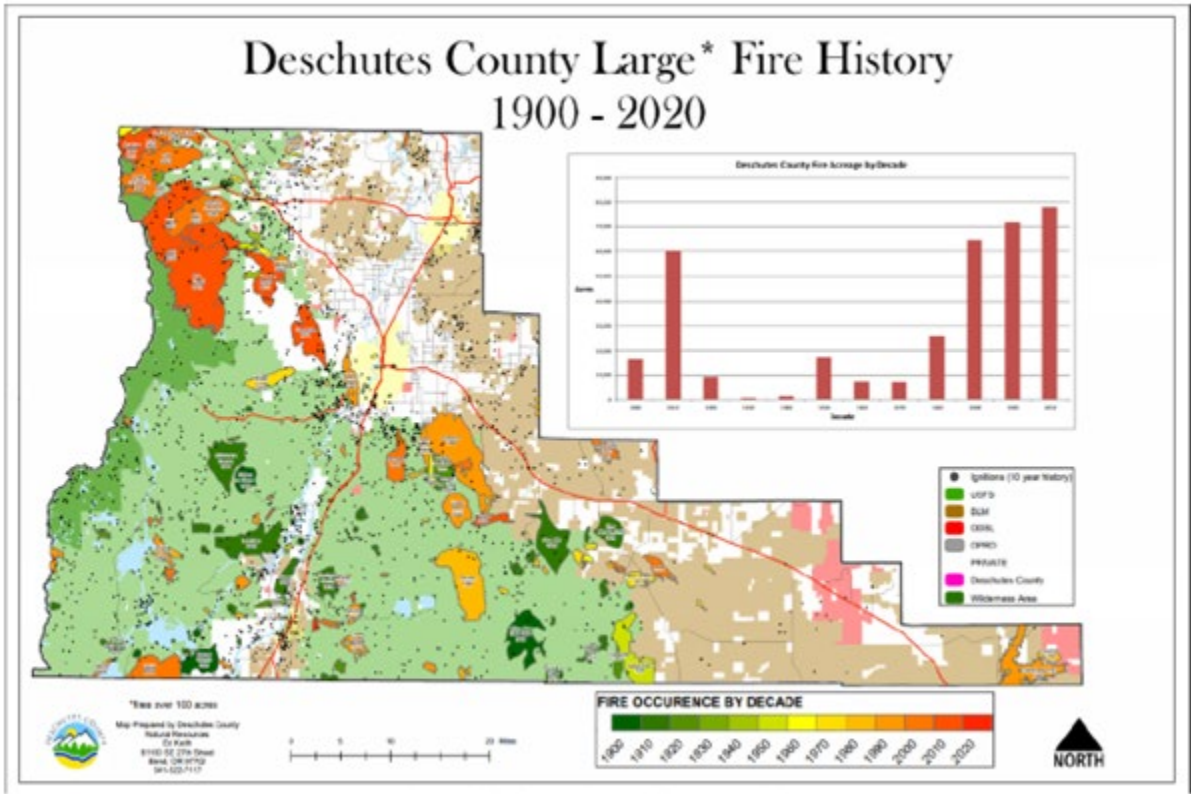


Figure 3: Deschutes County Large Fire History

³ Sebastian U. Busby, Kevan B. Moffett, Andrés Holz. High-severity and short-interval wildfires limit forest recovery in the Central Cascade Range. *Ecosphere*, 2020; 11 (9) DOI: [10.1002/ecs2.3247](https://doi.org/10.1002/ecs2.3247)

⁴ [Halofsky et al. 2020.](#)

⁵ Oregon Forest Resources Institute Fact Sheet



Source: Deschutes County Forester, 2021.

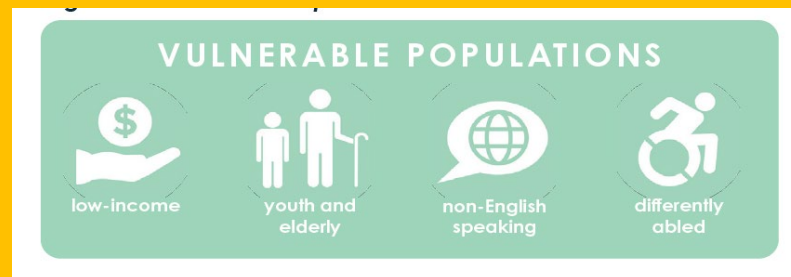
Wildfire And Heat

By the middle of this century, increasing temperatures are expected to drive increasing wildfire risk, especially in the Cascades. The yearly percentage of area burned is likely to increase in the mountains and the interval of return (years between fires) is expected to decrease across the county. Both the highest and lowest summer temperatures will increase, leading to more extreme heat days and reducing the historical nighttime cooling effect of the high desert.

Under all change projections, there will be an increase in the number of days with a heat index above both 90° and 100°F by mid-century.⁸ By 2100, Deschutes County can expect summer maximum temperatures to be 12°F hotter than current highs. Overall, extreme heat is not considered a human health risk in Deschutes County because of low night temperatures and the low humidity in the region. However, the Redmond airport, which sees the hottest temperatures in the county, will likely start to see occasional temperatures above 105° every few years by mid-century, and at least once a year by 2100. In addition, summer night lows are likely to increase by up to 5° degrees by mid-century, reducing the cooling effect of the high desert climate.

Vulnerable Populations (Sidebar)

The socio-demographic qualities of the community population such as language, race and ethnicity, age, income, and educational attainment are significant factors that can influence the community's ability to cope, adapt to and recover from natural disasters. A disproportionate burden is placed upon special needs groups, particularly children, the elderly, the disabled, minorities, and low-income persons. Population vulnerabilities can be reduced or eliminated with proper outreach and community mitigation planning. For planning purposes, it is essential that Deschutes County and the cities of Bend, La Pine, Redmond, and Sisters consider both immediate and long-term socio-demographic implications of hazard resilience



Key Community Issues

Community conversations related to natural hazards have centered around the following topics:

- **Impacts of Climate Change.** Throughout the community engagement process, community members spoke to the importance of recognizing and addressing the impacts of climate change in Deschutes County and its relationship with natural hazard events.



- **Education and Communication.** Providing information about potential risks to residents and visitors can help the community as a whole be more prepared for natural hazards.
- **Development Code Regulations and Incentives.** Some community members expressed a desire for stricter regulations and additional incentives about “fire-wise” construction and defensible space practices.
- **Limiting Development in hazard-prone areas.** Increased development in remote areas of the County, where life-saving services may be scarce and human impacts may exacerbate risks, was a concern for some.

Goals, Policies, and Strategies

Goal 7.1: 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.

- **Policy 7.1.1.** Partner with county, state, and regional partners to regularly update and implement the Deschutes County Natural Hazards Mitigation Plan.
- **Policy 7.1.2.** Collaborate with federal, state, and local partners to maintain updated mapping of high wildfire risk areas, floodplains, and other natural hazard areas within the county.
- **Policy 7.1.3.** Communicate and cooperate with federal, state, and local entities to clarify responsibilities regarding wildfire mitigation and suppression to improve fire protection services.
- **Policy 7.1.4.** Use the development code to provide incentives and regulations to manage development in areas prone to natural hazards.
- **Policy 7.1.5.** Work with agency partners to address and respond to increased episodes of poor air quality resulting from wildfires in the region.
- **Policy 7.1.6.** Protect wildlife with wildland fire mitigation measures on private lands.
- **Policy 7.1.7.** Address wildfire risk, particularly in the wildland urban interface.
- **Policy 7.1.8.** Identify all areas not protected by structural fire protection agencies and promote discussions to address fire protection in unprotected lands in the County.



- **Policy 7.1.9.** Support forest management practices that reduce wildfire risk.
- **Policy 7.1.10.** Support local fire protection districts and departments in providing and improving fire protection services.
- **Policy 7.1.11.** Continue to review and revise County Code as needed to:
 - a. Ensure that land use activities do not aggravate, accelerate or increase the level of risk from natural hazards.
 - 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.
 - 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.
 - d. Ensure drainage from development or alterations to historic drainage patterns do not increase erosion on-site or on adjacent properties.
 - e. Reduce problems associated with administration of the Floodplain Zone.
 - f. Require new subdivisions and destination resorts to achieve FireWise Standards or other currently accepted fire mitigation standards from the beginning of the projects and maintain those standards in perpetuity.

Goal 7.2: Ensure the County’s built environment and infrastructure are adequately prepared for natural disasters.

- **Policy 7.2.1.** Increase the quality, resiliency, diversity, and redundancy of utility and transportation infrastructure to increase chances of continued service following a natural disaster.
- **Policy 7.2.2.** 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.
- **Policy 7.2.3.** Support siting of Central Oregon Ready, Responsive, Resilient (CORE3) regional coordinated emergency services training facility.
- **Policy 7.2.4.** Coordinate with emergency service providers when new development is proposed to ensure that response capacity can meet the needs of the new development.



- **Policy 7.2.5.** Require new development to follow home hardening, defensible space, and other resilient design strategies in areas prone to wildfires and other natural hazards.
- **Policy 7.2.6.** Encourage and incentivize development that exceeds minimum building code standards and promote retrofitting of existing development for better natural disaster resiliency.
- **Policy 7.2.7.** Require development to be designed to minimize alteration of the natural landform in areas subject to slope instability, drainage issues or erosion.
- **Policy 7.2.8.** 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.
 - b. Cooperate with other stakeholders to identify alternatives for acquiring and/or relocating existing structures prone to flooding.
 - c. Continue to coordinate with stakeholders and agency staff to correct mapping errors.

Goal 7.3: Develop programs that inform the public about the increased risks from natural hazards.

- **Policy 7.3.1.** Identify high risk, high need populations and ensure equitable access to emergency preparedness and recovery services.
- **Policy 7.3.2.** Increase outreach and education for hazard awareness and natural disaster preparedness, especially for low-income, elderly, non-English speaking, and other vulnerable populations.
- **Policy 7.3.3.** Expand partnerships with government agencies, utilities, and other groups that can help Deschutes County residents prepare for natural disasters.
- **Policy 7.3.4.** 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.
- **Policy 7.3.5.** Promote and support business resilience planning.

Deschutes County Comprehensive Plan

Chapter 8: Recreation

Opportunities, Challenges, and Considerations

Recreation is an important quality of life issue for Deschutes County and recreational tourism is a key part of the local economy. Both residents and visitors are drawn by the County's extensive public lands, seasonal climate, and wide variety of activities and settings. Recreational opportunities include places set aside for specific activities such as campgrounds or sports fields as well as passive spaces such as natural areas.

The primary focus of recreation in rural Deschutes County is outdoor recreation. Outdoor activities promote healthy communities by encouraging people to enjoy an active lifestyle and by providing opportunities to reconnect with the natural world.



Deschutes County does not have a parks department; instead, it coordinates with the federal and state agencies, local park districts, and private entities that provide park and recreational opportunities. Coordination assures that resources are used efficiently, and



duplication is avoided. With a holistic view of recreation in Deschutes County, the County can also provide other agencies and jurisdictions with guidance for service gaps to fill.

Sidebar/Box: Statewide Planning Goal 8, Recreation and Oregon Administrative Rule (OAR) 660-034 address recreation, but do not require local governments to provide park and recreation services. Several agencies and special districts already provide recreation services in Deschutes County. These include Bend Parks and Recreation District, La Pine Parks and Recreation District, Sunriver Parks and Recreation District, and Oregon Parks and Recreation Department.

The health of the County's recreational assets and industry is inexorably tied to the health of the land, forests, and waterways of Central Oregon. The effects of human activity - from development pressures and overuse of recreational facilities to resource extraction and climate change - will have a significant impact on recreation in Deschutes County. Some of these impacts include:

- Changes in precipitation affecting the timing and conditions for winter sports
- Loss of habitat
- Wildfire and risk of wildfire limiting recreational access
- Increased number of dangerously warm days

Future Challenges to Recreation. The health of the County's recreational assets and industry is inexorably tied to the health of the land, forests, and waterways of Central Oregon. The effects of human activity - from development pressures and overuse of recreational facilities to resource extraction and climate change - will have a significant impact on recreation in Deschutes County.

There are several environmental concerns that may affect parks and recreation in Deschutes County in the future. Activities such as hiking, hunting, fishing, swimming, and foraging are an important part of recreation in Deschutes County - these activities are likely to be impacted by future changes to the climate.

Fishing may be impacted by drought as water bodies warm and seasonally drop. Foraging animals, like deer and elk, may express changing behavior like earlier-season high elevation foraging and increased interactions with agricultural communities due to drought. Drought also severely reduces the prominence of fruiting fungi for annual mushroom hunters, and may increase pressure on the remaining harvest areas. Fungi are crucial to the health of the forest ecosystem, adapting and responding to changing conditions and disease.

These conditions may also lead to greater frequency and severity of algal and bacterial blooms in fresh water. Algal blooms in other parts of the state have led to drinking water

concerns, but Deschutes County cities are supplied by groundwater and so the risk in algal blooms is mainly to recreation – boaters, swimmers, anglers, and campers may be less motivated to visit.

Winter Sports. Snow sports are a significant component of recreation in Deschutes County. Overall decline in snow pack is expected in the coming decades, which will heavily impact winter sports that rely on snowpack in the Cascades. At the Mt. Bachelor Ski Resort, April Snowpack is expected to decline between 11% and 18% by the middle of the century and between 18% and 43% by the end of the century. Additionally, inconsistent snowpack buildup will increase due to more precipitation falling as rain instead of snow throughout the season, making winter sports seasons less predictable.



Summer Recreation. The summer outdoor season has additional risks from degraded to severely degraded air quality due to wildfire throughout the west coast. With degraded air quality, outdoor recreators may avoid the region, impacting regional income and generally degrading the perception of the county as a retreat to the natural world. Additionally, an increase in the frequency of very high temperature days may impact the safety and desirability of outdoor recreation.



Context

Deschutes County does not directly provide parks and recreation services. The only public parks the County maintains are a section of the County Fairgrounds and the Worrell Wayside in downtown Bend. Although there is no County parks department, there are County-owned properties which are designated as park lands. Parks and recreation services are provided by the following entities.

Oregon Parks and Recreation Department: OPRD owns and manages several key parks and scenic areas in the County. These include state parks such as line Falls State Scenic Viewpoint, La Pine State Park, Pilot Butte State Scenic Viewpoint, Smith Rock State Park, and Tumalo State Park. In addition, they also manage the Upper and Middle Deschutes River Scenic Waterway segments, and Cascade Lakes and McKenzie Pass-Santiam Pass Scenic Byways.



The Bend Parks and Recreation Special District (BPRD) owns and maintains approximately 3,035 acres of parkland including 81 parks and 70 miles of trails. The largest park district in the County, the taxing district follows the City of Bend Urban Growth Boundary closely, although extends past the UGB to the west and east to include several properties outside of city limits.

The La Pine Parks and Recreation Special District operates in 85 square miles and 11 parks and recreation facilities in southern Deschutes County including the City of La Pine.

The Redmond Area Parks and Recreation Special District operates five recreational facilities including the Cascade Swim Center and extends beyond city limits to Tetherow Crossing. In 2022, the district received voter approval for a general obligation bond to build a new community center with a variety of recreational, fitness, and therapeutic activities.

The Sisters Park and Recreation Special District operates approximately 15 acres of land within City of Sisters city limits, including Bike Park 242, Hyzer Pines Disc Golf Course, a playground, a skatepark, and Coffield Community Center. The district boundary extends far past city limits, serving approximately 14,000 residents through programming and activities.

The U.S. Forest Service, Bureau of Land Management: Approximately 76% of the County's total land area is owned by the federal government, primarily these two agencies. Community members seek out extensive recreation activities in these areas, including skiing, mountain biking, hiking, backpacking, fishing, hunting, kayaking, and off-road vehicle riding.

County-Owned Open Space. Starting in 1994 the County received donation of several properties along rivers, creeks, or streams or with wildlife, wetlands, or other value as park lands. The intent of this donation was not to develop these lands for park use but rather to preserve lands with valuable resources, which were protected through deed restrictions. The park designation means that the lands would be retained in public ownership unless there was a public hearing and the Board of County Commissioners determined that selling was in the best interest of the public.

ORS 275.330 governs the disposal of these lands, stating that if they are sold the proceeds must be dedicated to park or recreation purposes. As of 2009, there were approximately 70 properties designated as park lands.

County Fairground and Expo Center. The 132-acre County Fairground and Expo Center site is located southwest of the Redmond airport, and it is placed strategically at the hub of the tri-county area (Deschutes, Jefferson, Crook Counties). The facility is used for a variety

of public and private events. Each of its lawn areas can be rented exclusively by groups for different events, which range from weddings, picnics, reunions, car shows, RV / motorcycle rallies, animal shows, and outdoor trade shows, among others.



Key Community Considerations

Recreation and access to nature is a key component of life in Deschutes County and a primary attraction for both residents and visitors. As part of this Comprehensive Plan update, community members noted concerns about increasing recreational use or overuse, conflicts among different users, and the need for permitting or other strategies to manage use, particularly in popular locations.

Because the county does not have a parks and recreation department, community members have identified service gaps and lack of continuity of trail networks, habitat and species preservation, and land access policies. Residents are concerned with private recreation development and use of natural resources such as land and water.

The tension between resource use of forest land and water, recreational use of these areas, and natural resource protection is evident among members of the community

Community members also noted that it is imperative for all special districts and agencies providing park services to coordinate on integrated services. These partnerships will be key to ensure sustainable recreation and land stewardship as the County continues to grow.

Goals and Policies



Goal 8.1: Increase affordable, sustainable, and diverse recreation opportunities through partnerships with government and private entities.

Policy 8.1.1: Reduce barriers to regional parks and recreation projects in Deschutes County, including acknowledgement or adoption of federal, state and local parks district trail and facility plans.

Policy 8.1.2: Collaborate with partners to develop a regional system of trails and open spaces, prioritizing recommendations from local parks districts, County,-state, and federal recreational plans and studies.

Policy 8.1.3: Encourage coordination between the U.S. Forest Service, the Bureau of Land Management and recreational use interest groups to minimize environmental degradation, agricultural fragmentation and user conflicts on public and private land.

Policy 8.1.4: Support the creation and improvement of accessible park and recreation opportunities in compliance with the Americans with Disabilities Act.

Policy 8.1.5: Support efforts to coordinate recreation planning between the County, park and recreation districts, school districts, irrigation districts, unincorporated communities, and cities.

Policy 8.1.6: Support the development of parks and trails identified in locally-adopted plans.

Policy 8.1.7: Coordinate with unincorporated communities to identify opportunities for parks, trails, open spaces, and community centers.

Policy 8.1.8: Establish trail design standards and identify specific funding sources for trails as part of future transportation system planning efforts to ensure development of identified priority rural trail segments and bicycle routes.

Policy 8.1.9: 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.

Policy 8.1.10: Support community efforts for acquisition and management of Skyline Forest as a community amenity.

Policy 8.1.11: Work with stakeholders to promote new recreational and tourist initiatives that maintain the integrity of the natural environment.



Deschutes County Comprehensive Plan

Draft Comprehensive Plan Chapters

Chapter 9: Economic Development

Opportunities, Challenges, and Considerations.

Statewide Planning Goal 9 provides guidance on economic development for Oregon jurisdictions. This goal is intended to “provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon’s citizens.” For Deschutes County, implementing Goal 9 is focused on ensuring opportunities for economic development, while protecting rural land uses.

In Deschutes County, several areas are designated for rural industrial and rural commercial activities to allow for activities such as manufacturing or resource processing. Additionally, unincorporated communities and rural service centers allow for limited commercial opportunities, including restaurants, services, and retail stores.

Economic development agencies in Central Oregon cite the tremendous natural resource access and amenities to be essential for drawing in new businesses and workers. As the County grows, childcare will continue to be challenge for rural residents along with access to high speed and reliable internet services.

A continued challenge for Deschutes County will be to balance adequate economic opportunity for rural residents, with protection of natural resource lands. Community members have expressed interest in providing for new and emerging economic opportunities through renewable energy development, including potential for biomass, solar, geothermal, and wind projects that may be compatible with rural uses.

Context

Background. Deschutes County’s economy was initially built around farming and logging. As those sectors declined in the 20th century, recreation and tourism increased as people were drawn to the beauty and opportunities to recreate on public lands. Deschutes County’s high quality of life became a draw for employers and employees alike. In the 2000’s, the building sector boomed as new housing was built to meet both increased housing demand and the real estate speculation that followed. Housing prices rose so high that workforce housing became a limiting factor in economic growth. The period of strong growth ended with the national recession that began in late 2007, leading to falling housing prices and rising unemployment. The 2010’s and early 2020’s have proven to be another period of booming economic growth for Deschutes County, exacerbated by the COVID-19 pandemic and the dramatic increase in remote work.



Primary Industries. Deschutes County is known for its abundant natural resources, though the County continues to balance its economy through a variety of industries. The top 10 industries overall in Deschutes County (including those within urban areas) are:

1. Trade, transportation, utilities (15,742 jobs)
2. Education/Health Services (13,479 jobs)
3. Goods-producing (13,169 jobs)
4. Leisure and hospitality (12,990 jobs)
5. Health care and social assistance (12,541 jobs)
6. Retail trade (11,714 jobs)
7. Accommodation and food services (10,718 jobs)
8. Professional/business services (10,067 jobs)
9. Food services/drinking places (8,304 jobs)
10. Local government (7,396 jobs)

Employers in Deschutes County: Currently, the largest private employers in Central Oregon include:

[Insert table of employers]

Deschutes County's economy remains strong compared to Oregon as a whole, as shown in the following statistics:

- Median Household Income: \$74,082 (\$70,084 in Oregon)
- 9.4% of county population experiencing poverty (12.1% in Oregon)
- 63.3% of population in civilian workforce (62.6% in Oregon)

Tourism. Tourism continues to be a major facet of Central Oregon's economy, with approximately 4.5 million visitors entering Central Oregon each year. The majority of those visitors travel to Bend and Deschutes County in particular but other communities in the County also are popular destinations, including Sisters, Redmond and Terrebonne, as well as destination resort such as Sunriver, Eagle Crest, Pronghorn and others. In addition, recreational opportunities throughout the County also attract a multitude of visitors, from skiing on Mt. Bachelor, hiking in the Three Sisters Wilderness, and rafting the Deschutes River, to fishing, hunting and camping at dispersed sites on National Forest and BLM land throughout the County.



Resource Land. While much of the County’s economic activity occurs in urban areas, County administration of farmland, forest land, and natural resources plays a vital role in protecting and enhancing the economic development potential of the area.

Coordination. A key partner for the County in promoting a healthy economy is Economic Development for Central Oregon (EDCO). This private non-profit organization is dedicated to diversifying the tri-county regional economy by attracting new investment and jobs. This organization also tracks the local economy.

Connections to Other Comprehensive Plan Chapters. Much of the County’s economic development activity is directly related to farmland (Chapter X), forest land (Chapter X), mineral and aggregate resources (Chapter X), and natural resources (Chapter X). Additional information can be found in these sections.

Key Community Considerations.

As part of this comprehensive plan update, community members expressed the following:

- A recognition that tourism is an important industry in the County, but some concern that the interests of tourism-related activity play an outsized role in the County.
- Desire for a strong and diverse economy that benefits local residents.
- Strong interest in expanding access to childcare for rural residents, especially those who travel into incorporated cities for employment.
- Interest in exploring new economic opportunities including renewable energy development.
- Desire for additional educational and job training opportunities, including expansion of colleges and universities.

Goals and Policies

Goal 9.1: Maintain a stable, and sustainable, and thriving rural economy, compatible with rural lifestyles and a healthy environment.

- **Policy 9.1.1.** Promote rural economic initiatives, including home-based businesses, that maintain the integrity of the rural character and natural environment.
- **Policy 9.1.2.** Support a regional approach to economic development in concert with Economic Development for Central Oregon or and similar organizations.
- **Policy 9.1.3.** Support growth and expansion of colleges and universities, regional educational facilities, and workforce training programs.



- **Policy 9.1.4.** Support renewable energy generation as an important economic development initiative, while taking other community goals and concerns into consideration.
- **Policy 9.1.5.** Support and participate in master planning for airports in Deschutes County, including expansion of noise impact boundaries and upgrades to facilities as airports continue to grow.
- **Policy 9.1.6.** 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.
- **Policy 9.1.7.** Support expansion of high-speed internet in rural areas and integrate infrastructure such as fiber-optic cables into new development and road projects.
- **Policy 9.1.8.** Support funding and development of childcare locations across the County to support families in the workforce.
- **Policy 9.1.9.** Explore need for master planning for rural economic development lands, including Deschutes Junction.
- **Policy 9.1.10.** 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.



Deschutes County Comprehensive Plan

Draft Comprehensive Plan Chapters

Chapter 10: Housing

Opportunities, Challenges, and Considerations

Deschutes County faces a variety of housing demands, issues, and challenges. The County continues to be a desirable and attractive place to live, with access to jobs, recreation, beautiful natural landscapes, and a variety of other amenities. The County’s population is projected to continue to grow in the coming decades. At the same time, there are several challenges to the development of housing in the County. Some of the key issues the County faces today include:

- Increased demand for rural housing.
- Housing affordability.
- State planning requirements related to Urban Growth Boundaries, farm and forest land, destination resorts, and others.
- Water Availability
- Issues related to homelessness.

What type of housing is allowed in unincorporated Deschutes County? (Sidebar)

Residential development in Deschutes County is less dense than the Cities of Bend, La Pine, Redmond and Sisters due to state land use rules. Single family homes are most common type of housing throughout the county in all zones. Recreational vehicles are allowed to be placed on property for temporary living situations or as medical hardship dwellings for family members but are not intended to be permanent living situations. Accessory Dwelling Units or ADUs, also known as “granny flats” or “carriage houses” are smaller secondary residences on a property. In 2021, the Oregon legislature passed Senate Bill 391 which allows for rural ADUs with certain parameters, and Deschutes County is currently in the process of implementing this legislation.

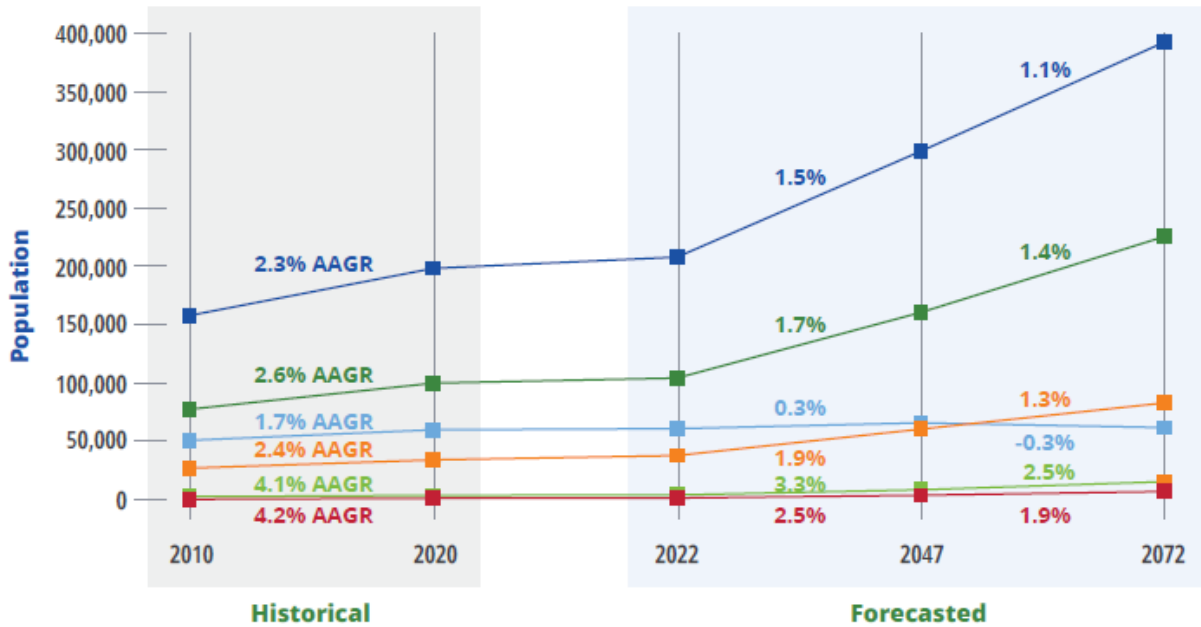
Context

Projected population growth in unincorporated Deschutes County. Deschutes County is one of the fastest growing counties in Oregon, and that trend is expected to continue. Significant growth is expected to occur in Deschutes County in the coming years (over 90,000 new residents in the next 25 years). However, the majority of this growth is forecasted to happen in urban areas with a more modest amount occurring in



unincorporated parts of the County (about 5,000 additional people during the same period).

Historical and Forecasted Population and AAGR in Deschutes County and its Sub-Areas



	Historical			Forecasted				
	2010	2020	AAGR (2022-2047)	2022	2047	2072	AAGR (2022-2047)	AAGR (2047-2072)
Deschutes County	157,733	198,253	2.3%	207,921	298,937	392,790	1.5%	1.1%
Larger Sub-Areas:								
Bend	77,122	99,598	2.6%	103,976	160,361	225,619	1.7%	1.4%
Redmond	26,508	33,608	2.4%	37,342	60,060	82,601	1.9%	1.3%
Larger Sub-Areas:								
La Pine	1,653	2,512	4.2%	2,736	5,129	8,336	2.5%	1.9%
Sisters	2,038	3,064	4.1%	3,437	7,911	14,881	3.3%	2.5%
Outside UGBs	50,412	59,471	1.7%	60,430	65,476	61,352	0.3%	-0.3%

Source: Portland State University Population Research Center



Increased demand for rural housing. Between 2010 and 2022, Deschutes County processed seven applications to rezone approximately 1,200 acres of property from a non-residential zone to a residential zone, with several more applications recently submitted and under review. Most of these applicants requested rezonings of farmland due to poor soil quality for farming. This trend is likely to continue.

Housing affordability. The median value of owner-occupied housing units in Deschutes County (including cities), is significantly higher than that of the State of Oregon (\$435,600 compared to \$362,200 according to 2017-2021 Census figures), and consistently increasing. In July 2023, Becon Appraisal Group reported an all-time high median home value for Bend area homes, in the amount of \$785,000. The same report estimated a median home price as \$694,000 for Sisters area homes, \$473,000 for Redmond area homes, and \$401,000 for La Pine area homes. Given that median income is generally on par with the state as a whole, high housing prices are likely an indicator of an inadequate supply of housing affordable to many residents of the Deschutes County, particularly those with low to moderate incomes.

State Planning Requirements. Although Deschutes County has numerous prospects to expand residential development, some of these opportunities face challenges with respect to state rules and regulations. The Oregon land use system is designed to concentrate most growth within Urban Growth Boundaries. A variety of statewide planning goals, laws, and administrative rules designed to protect farm and forest land, regulate destination resorts, and ensure cost-effective provision of infrastructure limit where and how housing can be built outside of urban areas.

Water availability and consumption. A growing demand for water for residential, business, recreation, and agricultural uses; changes in water table depth; allocation of water rights; and potential future changes in water supply related to climate change all may impact the availability of water to support new housing. Water resources are discussed in Chapter 5 in more detail.

Homelessness. The incidence and impacts of homelessness have been rising in Deschutes County, as well as across the state and nation in recent years. A variety of factors have contributed to this trend, including rising housing costs, increasing income disparities, and limited transitional housing and supportive resources. As a result, impacts on both urban areas and natural resources have increased, with elevated levels of community concern and support for more action by the County and its partners to address these issues.

Balancing residential development opportunities with visitor accommodations.

Although population growth in unincorporated Deschutes County is forecasted to be relatively limited, rural parts of the County, including several destination resorts, include significant capacity for new residential development. Community members have expressed concern regarding the use of these homes as primary residences, second homes, or vacation rentals.

[chart or infographic that summarizes info in tables shown below – show table totals or subtotals by category of area or community (e.g., destination resorts, resort communities, rural residential zones, etc.)]

Table 1. Vacant Lots in Resort Areas, Source: Deschutes County 2020 Housing Profile

Table 8, Resort Areas	Number of Vacant Lots
Destination Resorts	
Caldera Springs	101
Eagle Crest	139
Pronghorn	285
Tetherow	200
Resort Communities	
Black Butte	27
Inn of the 7th Mountain/Widgi Creek	12
Urban Unincorporated Area	
Sunriver	118
Total Vacancies, Resort Areas	882

Table 2. Vacant Lots in Rural Residential Areas, Source: Deschutes County 2020 Housing Profile

Table 9, Rural Residential Areas	Number of Vacant Lots
Rural Residential Zones	
Rural Residential	2439
Multiple Use Agriculture	518
Suburban Low Density Rural Residential	32
Urban Area Reserve	292
Rural Communities	
Tumalo (TUR/TUR5)	32
Terrebonne (TER/TER5)	134
Total Vacancies, Rural Residential Areas	3447

Table 3. Expected Future Opportunities for Rural Residential Lots, Source: Deschutes County 2020 Housing Profile

Table 10, Future Opportunities for Rural Residential Lots	Count
Thornburgh Destination Resort	950
Caldera Springs Destination Resort Phase 2	340
West Side Transect	187
Tumalo Irrigation District Rezoned Parcel	72
Gopher Gulch (North of Bend)	10
Future Opportunities, Rural Residential Lots	1,559

Recent changes in County housing rules. The County has recently adopted and/or is currently considering new rules related to development and regulation of different types of housing. These include:

- Changes to where accessory dwelling units are allowed.
- Repeal of the County's "Conventional Housing Combining Zone" which prohibited manufactured homes in three large unincorporated areas east and west of Tumalo and east of Bend.

Key Community Considerations

Given the range of issues and conditions discussed related to this important topic, the Comprehensive Plan includes a variety of policies to guide future development of housing and address impacts to residents in rural areas. Additional related policies are found in



Chapter 2 (Land Use) and Chapter 13 (Transportation). These strategies are underpinned by community sentiment, as described below.

- Some community members expressed support for allowing or encouraging growth in rural areas, particularly to alleviate housing pressure and provide larger-lot options. However, engagement showed greater opposition to residential development outside of Urban Growth Boundaries.
- Overall support for allowing a wider range of types of housing (e.g., accessory dwelling units, manufactured homes, recreational vehicles, etc.), but concerns about the quality of this housing and additional rural residential development in general.
- Concern about homelessness and its impacts, coupled with strong support for a proactive approach by the County to work with partner agencies and groups to address this issue.
- Relatively strong opposition for rezoning low productivity farmland with poor soil to allow greater opportunities for housing, due to negative impact on open space, habitat, transportation, and active farm practices.

Housing Goals and Policies

Goal 10.1: 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.

- **Policy 10.1.1.** Incorporate annual farm and forest housing reports into a wider system for tracking the cumulative impacts of rural housing development.
- **Policy 10.1.2.** Continue to update the County zoning ordinance and work with partnering organizations to address health and safety issues associated with housing.
- **Policy 10.1.3.** Encourage and/or require, where consistent with County policies and requirements, new subdivisions to incorporate alternative development patterns, such as cluster development, that mitigate community and environmental impacts.
- **Policy 10.1.4.** Implement legislation allowing accessory dwelling units in rural areas to expand housing choices.
- **Policy 10.1.5.** Create and encourage opportunities for flexibility in rural housing including development of manufactured home parks, safe parking sites, and RV parking areas.



- **Policy 10.1.6.** Reduce barriers to housing development and supporting services (such as locally serving medical offices or similar uses) in unincorporated communities.
- **Policy 10.1.7.** Explore grants and funding opportunities for ongoing maintenance and rehabilitation of existing housing stock.
- **Policy 10.1.8.** Evaluate the impacts of short-term rentals and consider regulations to mitigate impacts, as appropriate.

Goal 10.2: Support agencies and non-profits that provide affordable housing.

- **Policy 10.2.1.** Support Central Oregon Regional Housing Authority and other stakeholders to meet the housing needs of all Deschutes County residents by assisting, as needed, in coordinating and implementing housing assistance programs.
- **Policy 10.2.2.** Utilize block grants and other funding to assist in providing and maintaining low- and moderate-income housing in partnership with Housing Works and other housing agencies and providers in Deschutes County.

Goal 10.3: Regulate the location and density of housing in the area located between the Bend UGB and Shevlin Park through Westside Transect policies

- **Policy 10.3.1.** 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.
- **Policy 10.3.2.** Protect natural resources and environmentally sensitive areas and provide special setbacks between development and Shevlin Park, Tumalo Creek, and forestlands.
- **Policy 10.3.3.** Development patterns shall reflect the protection of land with environmental significance and fire-wise and other fire prevention community design best practices.
- **Policy 10.3.4.** Limit residential development to 200 single-family residential lots.
- **Policy 10.3.5.** Manage all areas outside of the structural building envelopes on residential lots for wildfire mitigation and wildlife habitat in 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.

- **Policy 10.3.6.** 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.
- **Policy 10.3.7.** Coordinate with the City of Bend for mitigation of impacts to City infrastructure from development within the Transect.

Goal 10.4: Participate in regional efforts to plan for housing.

- **Policy 10.4.1.** Collaborate with cities and private sector partners on innovative housing developments to meet the region's housing needs.
- **Policy 10.4.2.** Partner with cities to incentivize development within urban growth boundaries and reduce infrastructure costs for workforce and affordable housing.
- **Policy 10.4.3.** Partner with local, state, and federal agencies to address and limit nuisance and public health issues related to homelessness.
- **Policy 10.4.4.** Utilize County owned land in city limits for affordable and workforce housing, where appropriate.
- **Policy 10.4.5.** Promote regional housing planning, including urban reserve planning for cities, to allow for longer term and multi-jurisdictional housing strategies.
- **Policy 10.4.6.** 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.



Deschutes County Comprehensive Plan

Draft Comprehensive Plan Chapters

Chapter 11: Unincorporated Communities and Destination Resorts

Opportunities, Challenges, and Considerations

Deschutes County is home to numerous unincorporated communities, which contain urban levels of development outside of city limits. Many of these communities provide services and amenities to rural residents. As the county continues to grow, many residents are concerned about increasingly dense development in these unincorporated areas which may feel out of scale with the surrounding rural uses. However, many residents also see the need for more opportunities for small-scale rural services and retail opportunities to serve existing and future community members. Deschutes County will need to continue to refine the vision and guidelines for development in these areas while balancing infrastructure needs, protection of natural resources and rural land uses, and community desires.

In addition to these unincorporated communities, Destination Resorts are another form of development outside of urban areas. In recent years, community members have expressed concern about the creation of new resorts for a variety of reasons. While Destination Resorts are an opportunity for economic development and housing in the rural County, many residents have expressed opposition to additional development of this type.

[Map - Unincorporated Communities and Destination Resorts]

Context

Unincorporated Communities

Deschutes County's unincorporated communities generally pre-date Oregon's statewide land use system and have more urban-scale uses in outer-lying rural areas, within a defined geographic boundary.

In 1994, Oregon Administrative Rules (OARs) were amended to define unincorporated communities and the types of uses that could be allowed in these areas. The OARs established four types of unincorporated communities, all of which were required to be in existence at the time of the change - the Rule did not allow for new rural communities to be established. These community types are described below.



- **Urban Unincorporated Community** - this is a community which contains at least 150 permanent dwelling units, a mixture of land uses, and contains a community water and sewer system. Sunriver is an Urban Unincorporated community. One parcel just outside of the City of La Pine was mistakenly left outside of the City's urban growth boundary, and is technically under this classification as well.
- **Rural Community** - this is a community which consists of permanent residential dwellings and at least two other types of land uses – such as commercial, industrial, or public uses provided to the community or travelers. Terrebonne and Tumalo are Rural Communities.
- **Resort Community** - this type of community was established for a recreation-related use on private land prior to 1989 when the state adopted its Destination Resort rules. Black Butte Ranch and Inn of the 7th Mountain/Widgi Creek are Resort Communities. It's important to note that there are several other resort style developments in the County on private lands called "Destination Resorts." See the next section for more information.
- **Rural Service Center** – this is an unincorporated community that has primarily commercial or industrial uses that provide goods and services to the surrounding rural area and travelers. These are the most common type of unincorporated community in Deschutes County and include Alfalfa, Brothers, Hampton, Millican, Whistlestop, and Wildhunt.

Destination Resorts

[Images of existing destination resorts, map of destination resorts and other areas that are similar but don't fall under that definition, table with information of proposed/platted/developed lots]

Since 1979 destination resorts have increased in importance to the economy of Deschutes County. In 1989, recognizing the importance of tourism to the economy of the State of Oregon, the state legislature and the Land Conservation and Development Commission (LCDC) took steps to make it easier to establish destination resorts on rural lands in the state. Statewide Planning Goal 8, the recreation goal, was amended to specify a process for locating destination resorts on rural land without taking an exception to Goals 3, 4, 11 and 14, which govern development in rural resource lands. Under these changes, destination resorts may be sited in EFU zones where they weren't previously allowed. In 1990, LCDC amended the rule for siting destination resorts on forest lands as well.

Eagle Crest Resort, although it had existed prior to these changes, applied for legislative changes to comply with these new rules and expand onto adjacent lands.



In 2010, Deschutes County completed an amendment to its destination resort mapping process, adding “clear and objective” requirements for eligible and ineligible sites, and the process for amending the destination resort map based on changes in state law. Since that time, Pronghorn, Caldera Springs, and Tetherow resorts have gone through the siting process. Resorts existing prior to the legislative change, such as Black Butte, Sunriver, and the Inn of the Seventh Mountain have also expanded and been rezoned to Urban Unincorporated Community and Resort Community, respectively. Thornburgh Resort has received preliminary approvals, but has not yet broken ground.

Key Community Considerations

Unincorporated Communities are limited in their development potential due to their specific geographic footprint. Protecting open space and natural resources while providing economic opportunities in these unincorporated areas continues to be a balancing act.

As additional rural development occurs, so does the demand for services and goods that can be reached without having to drive to an incorporated city. Aging residents have expressed a desire for additional medical care and offices in rural areas to support aging in place. On the other hand, many residents would prefer limiting development in unincorporated communities in order to preserve the rural of the area.

Destination Resort development continues to be a contentious issue. Community members have expressed concern regarding the water use of large-scale development – specifically the effects to groundwater for neighboring property owners. Many community members have expressed a desire to further limit destination resorts, golf courses, and visitor accommodations in order to preserve water access and availability for year-round residents.

Goals and Policies

Destination Resorts Policies

Goal 11.1: Provide for development of destination resorts in the County 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 including habitat of threatened or endangered species, streams, rivers, and significant wetlands.

- **Policy 11.1.1.** Provide a process for the siting of destination resorts facilities that enhance and diversify the recreational opportunities and economy of Deschutes County, on lands that have been mapped by Deschutes County as eligible for this purpose.



Goal 11.2: 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.

- **Policy 11.2.1.** 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.
- **Policy 11.2.2.** 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.
- **Policy 11.2.3.** Ensure that destination resort developments support and implement strategies to provide workers with affordable housing options within or in close proximity to the resorts.
- **Policy 11.2.4.** 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;
 - 3. On predominantly Cubic Foot Site Class 1 or 2 forest lands which are not subject to an approved Goal exception;
 - 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;
 - 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.
 - 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;



- 6. Sites less than 160 acres.
 - 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:
 - 1. Sites listed below that are inventoried Goal 5 resources, shown on the Wildlife Combining Zone, that the County has chosen to protect:
 - 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;
 - 3. Irrigated lands zoned EFU having less than 40 contiguous acres in irrigation;
 - 4. Non-contiguous irrigated EFU acres in the same ownership having less than 60 irrigated acres;
 - 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;



visitors to the resort, and uses consistent with preservation and maintenance of open space.

- 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.

Sunriver Policies

General Sunriver Policies

- **Policy 11.3.1.** Land use regulations shall conform to the requirements of OAR 660 Division 22 or any successor.
- **Policy 11.3.2.** 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.
- **Policy 11.3.3.** 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.
- **Policy 11.3.4.** 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.
- **Policy 11.3.5.** Public access to the Deschutes River shall be preserved.
- **Policy 11.3.6.** The County supports the design review standards administered by the Sunriver Owners Association.

Sunriver Residential District Policies

- **Policy 11.4.1.** Areas designated residential on the comprehensive plan map shall be developed with single family or multiple family residential housing.

Sunriver Commercial District Policies

- **Policy 11.5.1.** 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 and the travel needs of people passing through the area.

- **Policy 11.5.2.** No additional land shall be designated Commercial until the next periodic review.
- **Policy 11.5.3.** 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.
- **Policy 11.5.4.** 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.

Sunriver Town Center District Policies

- **Policy 11.6.1.** 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.
- **Policy 11.6.2.** 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:
 - 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.
 - b. Develop a commercial mixed-use area that is safe, comfortable and attractive to pedestrians.
 - c. Encourage efficient land use by facilitating compact, high-density development that minimizes the amount of land that is needed for development.
 - d. Provide both formal and informal community gathering places.
 - e. Provide visitor accommodations and tourism amenities appropriate to Sunriver.



- f. Provide design flexibility to anticipate changes in the marketplace.
 - g. Provide access and public places that encourage pedestrian and bicycle travel.
 - h. Provide road and pedestrian connections to residential areas.
 - i. Facilitate development (land use mix, density and design) that supports public transit where applicable.
 - 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.
- **Policy 11.6.3.** 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.

Sunriver Resort District Policies

- **Policy 11.7.1.** 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.

Sunriver Business Park District Policies

- **Policy 11.8.1.** 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.
- **Policy 11.8.2.** 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.
- **Policy 11.8.3.** Small-scale, low-impact industrial uses should be allowed in conformance with the requirements of OAR Chapter 660, Division 22.

Sunriver Community District Policies

- **Policy 11.9.1.** 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.



- **Policy 11.9.2.** 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.
- **Policy 11.9.3.** 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.

Sunriver Airport District Policies

- **Policy 11.10.1.** 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.
- **Policy 11.10.2.** Future development should not allow uses which would result in large concentrations or gatherings of people in a single location.

Sunriver Utility District Policies

- **Policy 11.11.1.** 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.

Sunriver Forest District Policies

- **Policy 11.12.1.** 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.
- **Policy 11.12.2.** 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.
- **Policy 11.12.3.** 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.

Sunriver General Public Facility Policies

- **Policy 11.13.1.** 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.



- **Policy 11.13.2.** 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.
- **Policy 11.13.3.** 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.

Sunriver Water Facility Policies

- **Policy 11.14.1.** Water service shall continue to be provided by the Sunriver Utilities Company.

Sunriver Sewer Facility Policies

- **Policy 11.15.1.** Sewer service shall continue to be provided by the Sunriver Utilities Company.

Sunriver Transportation System Maintenance Policies

- **Policy 11.16.1.** Privately-maintained roads within the Sunriver Urban Unincorporated Community boundary shall continue to be maintained by the Sunriver Owners Association.
- **Policy 11.16.2.** 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.
- **Policy 11.16.3.** 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.
- **Policy 11.16.4.** 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.

Resort Community Policies

General Resort Community Policies

- **Policy 11.17.1.** Land use regulations shall conform to the requirements of OAR 660 Division 22 or any successor.



- **Policy 11.17.2.** Designated open space and common area, unless otherwise zoned for development, shall remain undeveloped except for community amenities such 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.
- **Policy 11.17.3.** 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.
- **Policy 11.17.4.** 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.
- **Policy 11.17.5.** 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.

Black Butte Ranch General Policies

- **Policy 11.18.1.** 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.
- **Policy 11.18.2.** The County supports the design review standards administered by the Architectural Review Committee.
- **Policy 11.18.3.** 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.
- **Policy 11.18.4.** 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.
- **Policy 11.18.5.** Employee housing shall be located in the area zoned Black Butte Ranch-Utility/Limited Use Combining District (Black Butte Ranch-U/LU).
- **Policy 11.18.6.** 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.



- **Policy 11.18.7.** 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.
- **Policy 11.18.8.** 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.
- **Policy 11.18.9.** 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.
- **Policy 11.18.10.** 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).
- **Policy 11.18.11.** Surface mining within the Black Butte Ranch community boundary shall adhere to the following Goal 5 ESEE “Program to Meet Goal” requirements:
 - 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.



- i. DOGAMI requirements for a permit once mining affects more than five acres outside the 8.6-acre exemption area shall be met.
- 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.

Black Butte Ranch Public Facility Policies

- **Policy 11.19.1.** Police protection services shall be provided by the Black Butte Ranch Police Services District.
- **Policy 11.19.2.** 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.
- **Policy 11.19.3.** The Black Butte Ranch Water Distribution Company shall provide water service for the Black Butte Ranch Resort Community.
- **Policy 11.19.4.** The Black Butte Ranch Corporation shall provide sewer service for Black Butte Ranch.
- **Policy 11.19.5.** The Black Butte Ranch Fire Protection District shall provide fire protection services for Black Butte Ranch.
- **Policy 11.19.6.** 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.

Inn of the 7th Mountain Widgi Creek General Policies

- **Policy 11.20.1.** 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.
- **Policy 11.20.2.** 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.

Inn of the 7th Mountain/Widgi Creek Public Facility Policies



- **Policy 11.21.1.** Police protection services shall be provided under contract with the Deschutes County Sheriff.
- **Policy 11.22.2.** Water service shall be supplied by on-site wells for the Inn/Widgi Resort Community.
- **Policy 11.22.3.** 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.
- **Policy 11.22.4.** 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.
- **Policy 11.22.5.** The Resort Community, not Deschutes County, shall maintain roads in the community.
- **Policy 11.22.6.** The bicycle/pedestrian path system shall be maintained by the Inn/Widgi Owners Association.
- **Policy 11.22.7.** 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



Deschutes County Comprehensive Plan

Draft Chapters

Chapter 12: Public Facilities and Services Opportunities, Challenges, and Considerations.

Public facilities and services provide the basic infrastructure for urban and rural development. These systems include water and sewer systems, police and fire protection, health and social services, schools, and libraries. The transportation system is also a public facility – the County has developed and maintains a Transportation System Plan that is included as Appendix B.

These public services are provided by a variety of entities, each with their own jurisdiction, funding sources, and regulatory requirements. Overall, the provision of facilities and services is more efficient and cost-effective in urban areas than in rural development, where ratepayers may be few and far between. In some areas of the County, particularly east County, available services are limited due to lower population density and distance from urban centers. Many of the people who choose to reside there consider the limited availability of services and facilities as an acceptable tradeoff for a rural lifestyle.

Statewide Planning Goal 11, Public Facilities and Services and the associated Oregon Administrative Rule 660-011 specify that facilities and services should be appropriate for, but limited to, the needs and requirements of rural areas to be served. Public facility plans are not required (with some exceptions); in fact, Goal 11 and the associated rule set limits to the provision of sewers and water systems in rural areas, in order to limit rural growth.

There are several important issues relating to the provision of public facilities and services that this Comprehensive Plan addresses, including:

- Meeting the needs of county residents while supporting the protection of resource lands;
- Maintaining health, safety, and security throughout the county; and
- Cooperation among the various providers of public services.

Context

Deschutes County plays a role in ensuring that public facilities and services are planned for, however the facilities and services are often not provided by county government directly. The discussion below highlights who provides the services listed and how the County will manage development impacts on existing facilities and services.

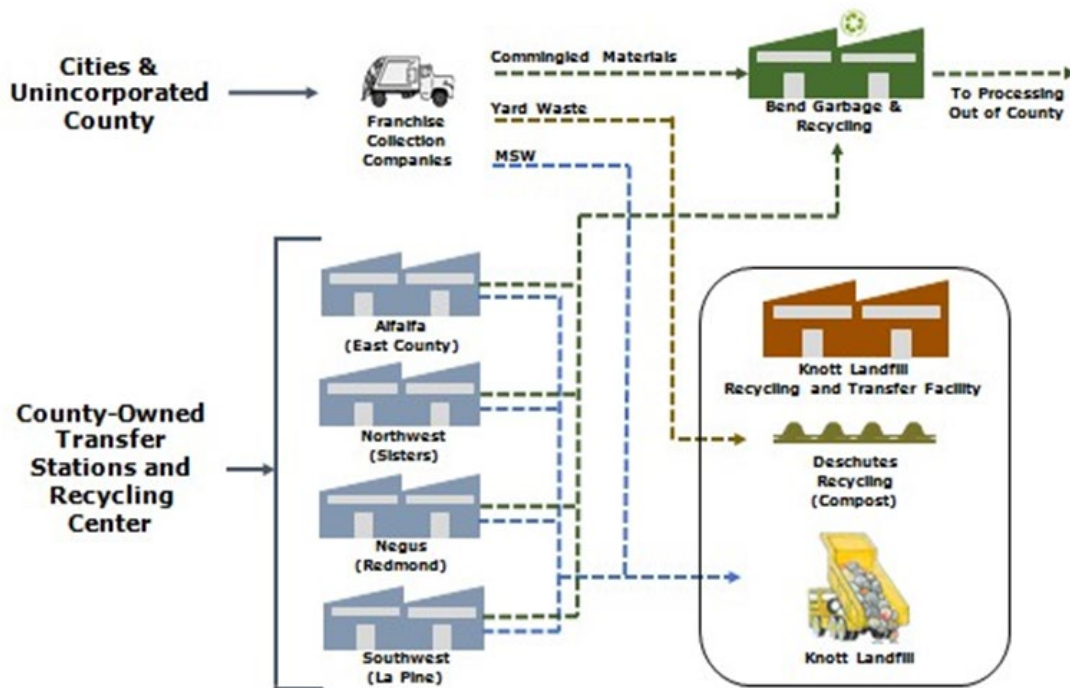
County Facilities and Services

Law Enforcement: The Deschutes County Sheriff’s Office is a full service organization providing patrol, traffic team, criminal investigations, corrections, civil and search and rescue. Special operations include a Marine Patrol, K-9 units, and Forest Patrol. The Sheriff is an elected public official who serves a four-year term. Housed within the Sheriff’s office is the County’s Emergency Management Unit, which coordinates the countywide response to natural hazards events.

Solid Waste: The County manages Knott Landfill Recycling and Transfer Station, which is the only landfill in Deschutes County. In addition to this, the department manages four additional transfer stations throughout the County which gather waste in convenient locations, before transferring to the Knott Landfill facility. Operations at the landfill include recycling, hazardous waste disposal, and composting. This landfill site is anticipated to remain open until 2029 at which time it is projected to reach maximum capacity.

The Deschutes County Solid Waste Department is currently undertaking a new landfill siting process, which is anticipated to be completed in 2024. In the future, the County will likely need to site addition facilities to support composting, recycling, and waste stream diversion facilities.

Figure x: Deschutes County Solid Waste System, Source: Solid Waste Management Plan, 2019





County Health Department: Deschutes County Health Services has a primary responsibility to help address the basic health and wellness of Deschutes County residents. The department offers services at more than 40 locations in Deschutes County including public schools; health clinics in Bend, La Pine, Redmond and Sisters; five school-based health clinics; agencies such as the KIDS Center and the State of Oregon Department of Human Services; area hospitals; care facilities and homes.

Fairgrounds: The County maintains the County Fairgrounds and Expo Center. With panoramic views of the snow-capped Cascade range, the Deschutes County Fair and Expo Center is situated on the outskirts of Redmond just off of Hwy 97 and adjacent to the Redmond Municipal Airport. Due to its central location, the fairgrounds also serves as an emergency center. The fairgrounds hosts the annual County Fair and numerous other events throughout the year.

Other Agency Facilities and Services

Where other agencies provide facilities and services, the County coordinates with numerous other providers of facilities and services for the benefit of County residents. Where there are gaps in the coverage for specific areas, the County can work with providers to fill them. A selection of other agencies and entities are noted below.

Central Oregon Intergovernmental Council (COIC): COIC began serving the residents and communities of Central Oregon in 1972 as a Council of Governments organized under ORS 190 by Crook, Deschutes and Jefferson Counties and Bend, Culver, Madras, Metolius, Prineville, Redmond and Sisters. COIC provides a wide variety of educational and economic development services such as workforce training, alternative high school education, business loans and public transportation. COIC continues to evolve to meet the needs of Central Oregon.

COIC is governed by a 15-member board made up of elected officials who are appointed by each of the member governments as well as appointed representatives of key economic sectors – business and industry, tourism and recreation, agribusiness and agriculture, timber and wood products, and the unemployed/underemployed.

School Districts: There are three school districts in Deschutes County:

- Bend-La Pine (SD 1),
- Redmond (SD 2J) and
- Sisters (SD 6).

Additionally, the Brothers Community School is owned and operated by Crook County School District (SD 15). The High Desert Education Service District (ESD) partners with the



districts to provide support services such as special education, school improvement, administrative and legal services.

Fire Districts: The following fire districts support rural residents: Bend Fire Department, Black Butte Ranch Rural Fire Protection District, Cloverdale Rural Fire Protection District, Crooked River Ranch Rural Fire Protection District, Deschutes County Rural Fire Protection District #1 and #2, La Pine Rural Fire Protection District, Sisters-Camp Sherman Rural Fire Protection District, and Sunriver Service District. Public lands are protected by federal agencies. There are some areas in Deschutes County that are not covered by a fire district. (See Chapter 7 for more on fire protection.)

Irrigation Districts: Irrigation districts in Oregon are organized as Special Districts under ORS Chapter 545. Six irrigation districts operate in Deschutes County: Arnold, Central Oregon, North Unit, Swalley, Tumalo, Three Sisters Irrigation Districts. They are public corporations under Oregon Law, with prescribed rules for purpose, boards, elections, staffing, charges, etc. The districts are created for the purpose of delivering water to their patrons. As such they are effectively non-profit water user associations. In addition to irrigation uses, these districts also supply a number of other services, including municipal, industrial, and pond maintenance, warranting coordination with municipalities.

Libraries: Deschutes Public Library has branches in Bend, Redmond, Sisters, La Pine and Sunriver. They also operate a bookmobile program that focuses on children and parenting books and a program for supplying books to homebound residents.

Higher Education: Deschutes County is home to Oregon State University Cascades Campus (Bend) and Central Oregon Community College (Bend and Redmond). These campuses are expected to grow significantly in the future.

Soil and Water Conservation District: Soil and Water Conservation Districts are authorized by the State of Oregon to provide for the conservation of its soil and water resources. Working in cooperation with stakeholders, the districts address issues such as control and prevention of soil erosion, conservation and development of water resources, water quality, and wildlife preservation. The Deschutes Soil and Water Conservation District is a legally defined subdivision of the state government, but, like all soil and conservation districts, functions as a local unity led by a locally elected board of directors who serve without pay.

Public Water Systems: Public Water Systems are defined as those that have more than three connections, supply water at least 60 days/year and are used by at least 10 persons/day. All water systems are regulated under the federal 1974 Safe Drinking Water Act and 1981 Oregon Drinking Water Quality Act. Public Water Systems serving over 3,300



people are overseen by the Oregon Department of Human Services Drinking Water Program. The County acts as a contractor for the Department of Human Services to monitor approximately 180 Public Water Systems. Some privately owned systems are, for various reasons, regulated by the Public Utility Commission, which sets rates and rules for public utilities.

Privately Owned Facilities and Services

Utilities

Electric: Electricity is provided by Pacific Power around Bend and Redmond. Central Electric Cooperative and Midstate Electric provide service in the rest of the County. Phone service is provided by Qwest and numerous cell phone providers. Cable is provided by Bend Cable and satellite providers. Internet access is provided by a variety of entities.

Hospitals: Cascade Healthcare Community manages two hospitals: St. Charles Bend and St. Charles Redmond. Additionally there are numerous health providers and clinics in the County.

Sewer Districts: Creating or expanding existing sewer systems outside an urban growth boundary or unincorporated community is governed by Statewide Goal 11 and OAR 660-011-0060. In order to protect rural areas from urban-style development, the rules regulate where and when rural sewers are appropriate. Some sewer districts, such as Oregon Water Wonderland Unit 2, have used the Statewide Goal 2 exception process to create or expand a sewer system.

Individual Facilities and Services

Private wells: Most rural properties are served by private wells that are approved and managed by the Oregon Water Resources Department. The County currently does not track the number of wells.

Individual septic systems: Most rural properties are served by septic systems that are approved by the County Environmental Soils Division.

Key Community Considerations

The role that Deschutes County plays in the provision of public facilities and services was part of the community discussion during the update of this Comprehensive Plan. Highlights included:

- City governments currently own property outside of urban growth boundaries and within County jurisdiction. In some instances, these lands are used for water and wastewater treatment facilities. As the County continues to grow, additional facilities



are likely to be needed, and coordination among jurisdictions regarding placement of these facilities will be key.

- Significant population growth will lead to an increase in solid waste, requiring at minimum the siting of a new landfill. Community members expressed a desire for consideration of livability among other factors when considering the placement of key public facilities.

Goals and Policies

Goal 12.1 Support the orderly, efficient, and cost-effective siting of rural public facilities and services.

- **Policy 12.1.1.** Encourage and support the formation of special service districts to serve the need for public facilities in rural areas.
- **Policy 12.1.2.** Encourage and support planning for and acquisition of sites needed for public facilities, such as transportation, water, and wastewater facilities.
- **Policy 12.1.3.** Support the siting of community health clinics, hospitals, and private medical practices to serve rural residents throughout the County.
- **Policy 12.1.4.** Continue to support the County Fairgrounds as a community gathering place, event facility and home to the annual County Fair.
- **Policy 12.1.5.** Maintain the County Fairgrounds as an emergency readiness location and staging area in the event of a Cascadia Subduction Zone earthquake or other large disaster.
- **Policy 12.1.6.** Prior to disposing of County-owned property, consider whether the land is appropriate for needed public projects such as schools, health clinics, fire stations, senior centers, or affordable housing.
- **Policy 12.1.7.** Coordinate with rural service districts and providers to review development proposals.
- **Policy 12.1.8.** Use the land use entitlement process to ensure new development addresses and mitigates impacts on existing and planned public facilities.
- **Policy 12.1.9.** Support education districts, library districts and recreation districts in meeting community needs, such as meeting spaces.



- **Policy 12.1.10.** Where practicable, locate utility lines and facilities within or adjacent to existing rights-of-way to avoid dividing farm or forest lands.
- **Policy 12.1.11.** Use the development code to mitigate visual and other impacts of public facilities and cell towers.
- **Policy 12.1.12.** Use the Comprehensive Plan and Development Code to guide rural development in a manner that supports the orderly and cost-efficient provision of public facilities and services.
- **Policy 12.1.13.** Support siting and development of city owned water and wastewater facilities on rural lands, including innovative facilities that include additional community amenities.

Goal 12.2. Pursue sustainable, innovative, and cost-effective waste management practices

- **Policy 12.2.1.** 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.
- **Policy 12.2.2.** Provide incentives, education, and resources to promote reuse and recycling of construction waste.
- **Policy 12.2.3.** Encourage waste reduction through community education and partnerships with community groups such as the Environmental Center
- **Policy 12.2.4.** Support the creation of a landfill overlay zone.

Goal 12.3. Serve as a conduit for countywide resources.

- **Policy 12.3.1.** Provide resources to connect community members with a variety of housing and health related issues in Deschutes County

Deschutes County Comprehensive Plan

Draft Comprehensive Plan Chapters

Chapter 13: Transportation

The Deschutes County transportation system includes roadways, bicycle facilities, pedestrian facilities, and transit facilities, as well as rail, air, marine, and pipeline systems. In general, the County only owns, manages, and maintains facilities in the unincorporated portions of the County. Facilities within the Urban Growth Boundaries of the incorporated cities of Bend, Redmond, Sisters, and La Pine are managed and maintained by those cities. In addition, the Oregon Department of Transportation (ODOT) owns and maintains a number of state highways throughout the County.

Information about existing conditions, planned investments, and policies related to transportation are contained in the Deschutes County Transportation System Plan (TSP), which is adopted as Appendix B of this Comprehensive Plan.





Deschutes County Comprehensive Plan

Draft Comprehensive Plan Chapters

Chapter 14: Energy

Opportunities, Challenges, and Considerations

The amount, source, and distribution of energy used in Deschutes County is a fundamental component of how we live our lives, and it is influenced by land use and other decisions made at the County level. The State of Oregon requires land uses to be managed with an eye to their energy impacts.

Statewide Planning Goal 13: Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.

In Deschutes County, the key energy issues include:

- Community design in more urban areas to limit the need for large vehicles (generally powered with fossil fuel) for everyday tasks.
- Generating, transporting, and storing energy locally from a variety of sources, and managing the impacts of these facilities.
- Conservation of energy through building design and orientation, the use of energy-efficient technologies, and incentives/regulations/education to encourage others to do so.

Deschutes County coordinates with utility providers that serve the area, including:

- Central Electric Cooperative
- Midstate Electric Cooperative
- Pacific Power (PacifiCorps)
- Cascades Natural Gas

Context

The role of Deschutes County in planning for energy is addressed in more detail below.

Solar Orientation

The solar orientation of structures can create significant energy savings and allows for photovoltaic energy generation. The County has long promoted energy conservation through a passive solar code that requires new structures to be sited so that they do not block the sun from falling on adjacent properties.



Siting Large-Scale Energy Facilities

In general, cities and counties have siting authority over energy projects below a certain size or generating capacity. This includes individual projects powering or supplementing homes and businesses or small commercial projects which produce energy for sale. Larger facilities are regulated by the Oregon Energy Facility Siting Council. The thresholds for Siting Council jurisdiction are determined by the Legislature and are defined in Oregon Revised Statutes (ORS) 469.300. The Siting Council does not regulate hydroelectric development. Instead, the Oregon Water Resources Commission has the authority to issue licenses for hydroelectric development.

Deschutes County currently has five developed large-scale energy facilities, primarily located on the eastern side of the County, approved between 2015-2017. In 2018, the Department of Land Conservation and Development altered statewide rules related to these types of large-scale energy facilities on high value farmland, limiting development opportunities in parts of the County. Community members have expressed concern regarding impacts of these facilities on wildlife habitat and aesthetics.

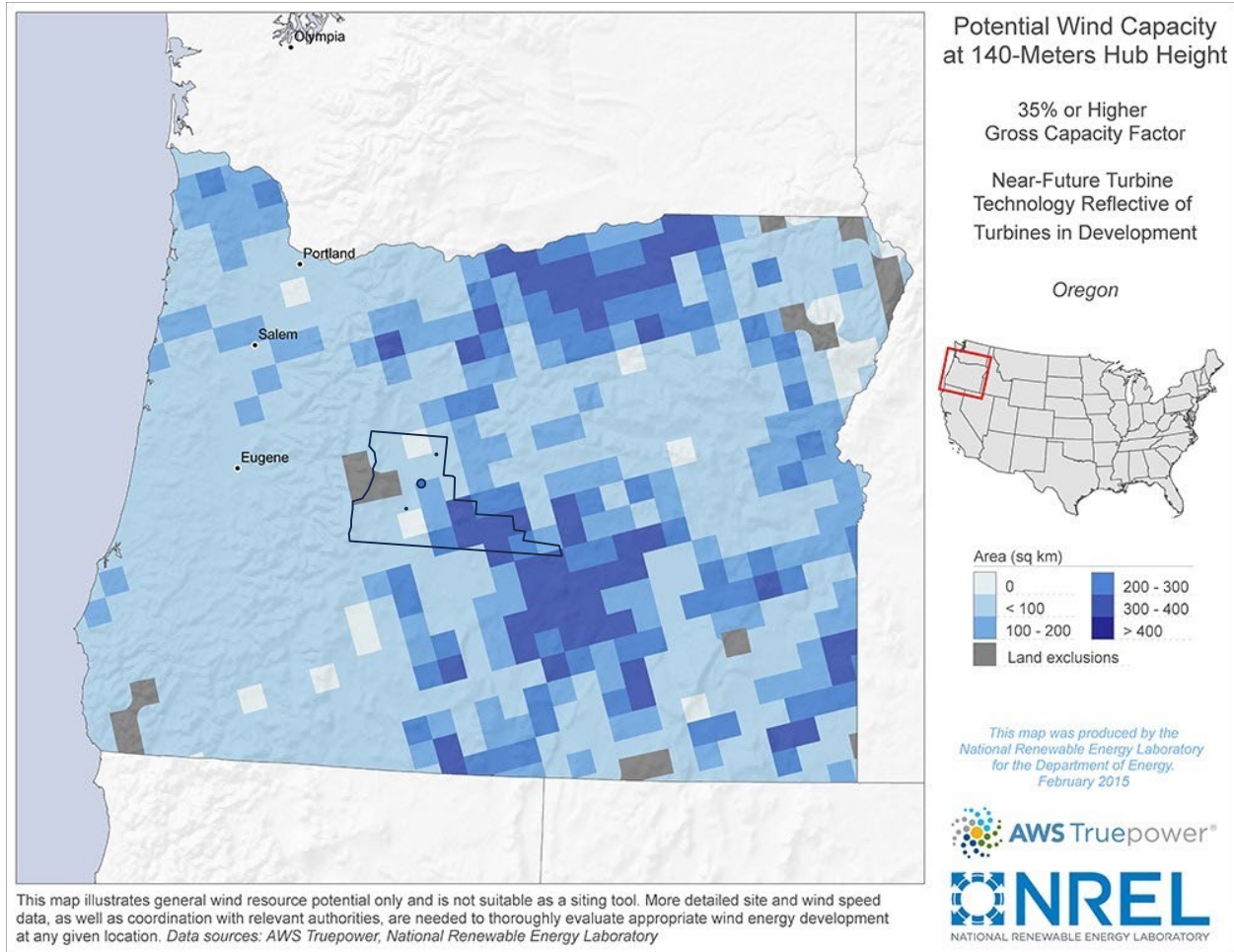
In addition to solar, several irrigation districts have developed in conduit hydroelectric facilities in which existing canals are upgraded with equipment for power generation. Three of these facilities currently exist, two of which are owned and operated by Central Oregon Irrigation District, and the third owned and operated by Three Sisters Irrigation District.

Small-Scale Residential, Business, and Commercial Energy Generation

The State oversees construction and approval of large commercial energy facilities, as noted above. However, there is a role for local governments to oversee smaller commercial projects. Commercial energy generation is considerably more complex than permitting small projects for homes and businesses. From a land use perspective, the scale, extended time frame, investment required and required off-site components all complicate the approval process. For example, to move the electricity generated at an alternative energy facility to market there is often a need for approval of roads, transmission lines or substations. The accessory facilities may or may not be in place at the same site as the main facility, but are an integral part of the project and are currently reviewed separately, based on State regulations.

Wind Energy Generation

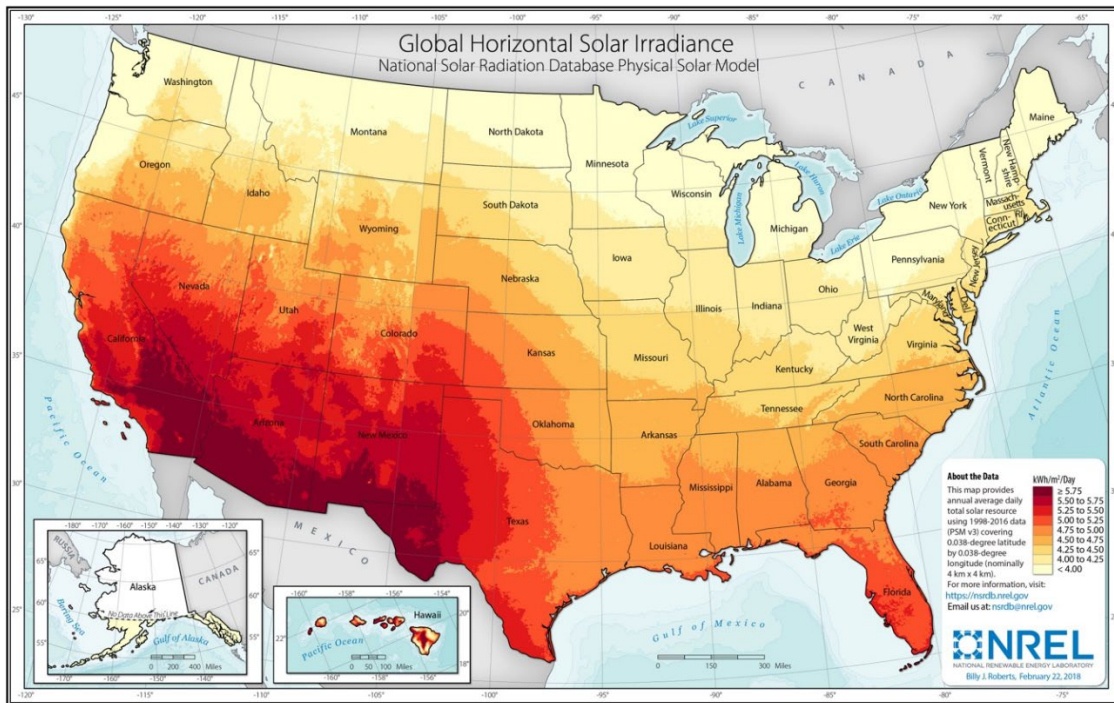
As shown in the following figure, wind energy is most abundant in the eastern portion of Deschutes County.



Potential impacts of this type of facility include temporary construction impacts, habitat loss and animal fatalities due to collision with turbines, visual impacts from towers and accessory structures, and noise. Deschutes County regulates small scale wind energy development generating less than 100 kilowatts of power. This allowance was added to the Deschutes County Code in 2010, although since that time no applications have been received to establish this type of facility.

Solar Energy Generation

The following figure gives a broad sense of where in the US solar irradiance is highest, and therefore where solar generation will be most efficient. Deschutes County is generally favorable to solar generation.



Potential impacts of this type of facility include temporary construction impacts, habitat loss, animal fatalities due to reflected sunlight (for some solar facilities), and visual impacts. As noted previously, the Department of Land Conservation and Development amended its rules in 2018 to limit solar development on high value farmland. Typically, solar developments require large acreage and relatively flat terrain for their operations. This requirement is a limiting factor in Deschutes County, as many of the properties that would meet large acreage and terrain requirements are actively used for farming purposes. The Bureau of Land Management is exploring an amendment to its rules to allow for greater opportunity for solar development in the western United States. The County anticipates limited solar development on private land going forward and an increase of leased BLM land for this type of development in the future.

Commercial Biomass

Commercial biomass uses organic material such as wood, agricultural waste or crop residues to power boilers to generate heat. According to the Oregon Forest Resources Institute an estimated 4.25 million acres (about 15% of Oregon's forestland) have the potential to provide useful woody biomass through thinning to reduce the risk of uncharacteristic forest fires.



Potential impacts include temporary construction impacts, transportation impacts (as materials need to be transported to a central location), visual impacts, and air quality and climate impacts due to combustion of biofuels.

The County's first biomass facility is under construction through a partnership with the Deschutes National Forest and Mt. Bachelor Ski Resort. The project is located on federal land and outside of the purview of Deschutes County regulations.

Geothermal Energy Generation

Geothermal energy is a form of renewable energy derived from heat in the earth. This heat is transferred to water through various means and the steam produced is used to produce electricity. Geothermal energy is dependent on the location of geothermal resources; central Oregon may contain some of the best prospects for geothermal exploration in the continental United States.

Potential impacts include construction and visual impacts of geothermal facilities. Deschutes County regulates geothermal energy in accordance with state law, although no geothermal development projects have been proposed to date.

Hydroelectric Energy Generation

Several water districts in Deschutes County have implemented hydropower projects to harness the energy of moving water. These projects may have impacts on wildlife habitat and migration, as well as construction, visual, and noise impacts.

Currently, Deschutes County has three approved "in conduit" hydroelectric facilities that are owned and operated by irrigation districts within existing irrigation district canals. Approval of these facilities have previously been contentious with many community members expressing concern about wildlife and impacts to other basin users. Irrigation districts have expressed interest in reducing barriers to permitting these types of developments to promote renewable energy development using man-made waterways.

Key Community Considerations

Community discussions related to energy have revolved around the following topics:

- Interest in planning for and adapting to climate change, including using more renewable energy sources.
- Concern about the design and location of energy facilities and their impacts on environmental resources and scenic views.
- Preparation for more use of electric vehicles in the future, which often require specialized charging infrastructure.

Goals and Policies



Goal 14.1: Promote Energy Conservation and Alternative Energy Production

- **Policy 14.1.1.** Continue to incorporate energy conservation into the building and management of all County operations and capital projects using regular energy audits to refine the results.
- **Policy 14.1.2.** Reduce energy demand by supporting energy efficiency in all sectors of the economy.
- **Policy 14.1.3.** Encourage energy suppliers to explore innovative alternative energy conservation technologies and provide energy audits and incentives to patrons.
- **Policy 14.1.4.** Provide flexibility and exemptions for small properties and anomalous sites in the development code to promote energy conservation.

Goal 14.2: Promote affordable, efficient, reliable, and environmentally sound commercial energy systems for individual homes, and business consumers.

- **Policy 14.2.1.** Promote development of solar, hydropower, wind, geothermal, biomass and other alternative energy systems while mitigating impacts on neighboring properties and the natural environment.
- **Policy 14.2.2.** Provide incentives for homes and businesses to install small-scale on-site alternative energy systems consistent with adopted County financing programs.
- **Policy 14.2.3.** Support development of electric vehicle charging stations and facilities to help promote use of electric vehicles.
- **Policy 14.2.4.** Use the development code to promote commercial renewable energy projects while addressing and mitigating impacts on the community and natural environment.
- **Policy 14.2.5.** Use Oregon's Rural Renewable Energy Development Zones to support the creation of renewable energy projects.
- **Policy 14.2.6.** Identify, protect, and support the development of significant renewable energy sites and resources.



DESCHUTES
COUNTY
2040

Deschutes County Comprehensive Plan



1.0

Public Engagement



A PLAN FOR THE FUTURE

1 Sign In

Let us know you're here! This helps the project team ensure we are talking to lots of different members of the Deschutes County community.

2 Learn about the issues

The Comprehensive Plan update will focus on the following topics:



3 Share your ideas!

For each topic we have a few questions we want your opinion on. Your feedback informs the policies the County will work to implement through the Comprehensive Plan. Place a dot along the line to let us know how much you agree with a question. Then, use the sticky notes to share your other thoughts on each question or topic, and any other ideas you have! See the example below.

EXAMPLE: Middle Sister is the Best Sister
The County and its member jurisdictions should make sure to only depict Middle Sister in any marketing materials.

Consider this!



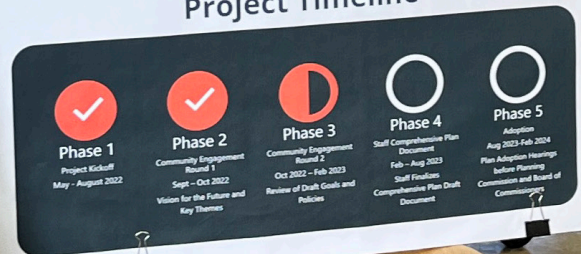
Keep the conversation going!
Before you leave, scan this QR code with your phone camera to join the conversation on our Consider platform. Share more ideas with County staff and see what your neighbors have to say about the project.



DESCHUTES COUNTY
2040

A PLAN FOR THE FUTURE

Project Timeline



Water Use

you think?



Item #IV.2.

Opportunities, Challenges, and Considerations

Public engagement is the touchstone of planning in Oregon. As Deschutes County grows and its population changes over the course of the next 20 years, the County must be prepared to find innovative ways to keep community members involved in the planning process and provide ample and accessible ways to find and digest information. Challenges including funding, resources, and ongoing state appeals might pose challenges to this work. The County has an opportunity to plan for adequate resources and staffing to support this work.

Context

A far-reaching community conversation was a vital part of updating the Deschutes County Comprehensive Plan. This effort included:

- Two phases of engagement – one focusing on long-range vision, opportunities, and challenges; and another phase focusing on important and controversial topics.
- Outreach events in all parts of the County.
- A deliberate audit of engagement activities to learn and build on successes.
- Engagement infographic



Involving the public in planning is a critical part of Oregon's land use system. Statewide Planning Goal 1, Citizen Involvement, is intended to ensure that the public has the opportunity to be meaningfully involved in all phases of the land use planning process. Creating these opportunities requires time and energy on the part of County staff, as well as systems to incorporate that input in a meaningful way.

Whether it be focus groups for a larger planning project, email notification lists for department activities, or mailed notices of public hearings, local governments need to be aware of changing technologies and best practices to involve the community. To participate in planning actions, the public needs to be notified of the proposal or project, understand the legal framework for the decision and understand the implications of the decision.

Regulatory Framework

Statewide Planning Goal 1 – Citizen Involvement lays the groundwork for the County's public involvement program. Jurisdictions are required to establish a Citizen Involvement Program that provides widespread community involvement, ensures two-way communication with appropriate feedback mechanisms, provides opportunities for engagement in all phases of the planning process, makes technical information available in an intelligible form, and is adequately funded.

STATEWIDE PLANNING GOAL 1

Statewide Planning Goal 1: To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

Deschutes County's Community Involvement Program

Statewide Planning Goal 1 is implemented by Deschutes County's Community Involvement Program, as described in the following.

Deschutes County Planning Commission

The Deschutes County Planning Commission serves as the County's Committee for Community Involvement (CCI). The Planning Commission is composed of seven volunteer members appointed to four-year terms by the Board of County Commissioners (Board).

Membership of the commission is representative of the various geographic areas of the County. Members are selected through an open process that aims to balance the diverse views of Deschutes County residents.

The purpose of the CCI is to create a direct and transparent connection between County decision-making and the public by providing regular updates, speakers, panel discussions, and handouts on land use law and policy. The CCI aims to make materials intelligible and convenient for the public and to provide a venue for civil discourse on important issues for the County.

Historic Landmarks Commission

The Historic Landmarks Commission serves as a hearings body for matters concerning historical districts, structures and sites within unincorporated Deschutes County as well as the city of Sisters. The Landmarks Commission is composed of nine voting and several non-voting ex-officio members who have demonstrated expertise in historic preservation related disciplines. Commissioners serve four-year terms.

Other Land Use Related Advisory Groups

Project Wildfire is a committee formed to coordinate, develop and implement strategies to mitigate the effects of losses due to natural disasters that strike Deschutes County. Project Wildfire is composed of 15 to 27 members who reside or represent agencies within Deschutes County. All members are appointed by the Board and serve four years (see also Chapter X, Natural Hazards).

The Deschutes River Mitigation and Enhancement Program helps achieve Oregon Department of Fish and Wildlife (ODFW) habitat and management goals and objectives within the Upper Deschutes River sub-basin, consistent with an agreement between the

Central Oregon Irrigation District (COID) and ODFW. As part of that agreement COID provides ODFW with funds to develop and implement a fish and wildlife habitat mitigation and enhancement program for the Upper Deschutes River Basin. The Deschutes River Mitigation and Enhancement Committee has seven voting members appointed to three-year terms by the Board (see also Section 2.5).

In addition to convening these groups, Deschutes County engages with the public through numerous methods, including:

- Conducting regular work sessions and hearings
- Providing timely public notice of important items
- Maintaining the County Website at www.deschutes.org, including the planning departments “Community Engagement Center” page.
- Advertising events and engaging with constituents through social media channels
- Coordinating with media organizations, such as local newspapers.
- Meeting with individuals and small groups to get feedback on important issues.

These activities were part of the most recent update of this Comprehensive Plan.



Key Community Issues

Deschutes County is changing and community members are seeking new ways to engage in key issues. To provide ample opportunities to engage, new tools and technologies will be needed to engage new groups. Issues that the policies in this section address include:

- Continuing to simplify materials to use plain language and be accessible to a variety of audiences
- Continuing to maintain a presence throughout the County, including holding meetings and events throughout the County
- Supporting engagement activities that allow community members to participate virtually and at the time of their choosing.

With these issues in mind, Deschutes County has adopted the following goals and policies:

Goals and Policies

Goal 1: 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.

Policy 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.

Policy 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.

Policy 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.

Policy 4. Provide property information to the public in an intuitive and easy-to-use manner.

Policy 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.

Policy 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.

Policy 7. Promote opportunities for community members to have civil dialogue around key community issues.

Policy 8. Explore new and innovative ways to reach community members and promote participation in the planning process.

Goal 2: Support the activities of the Committee for Community Involvement

Policy 1. Maintain adequate funding and staffing support for the Committee.

Policy 2. Provide regular updates, speakers, panel discussions, and handouts on land use law and policy.

Policy 3. Appoint members through an open and public process to reflect the diverse geographic regions, demographics, and values of Deschutes County residents.

Policy 4. Meet with the Board of County Commissioners at least once a year to coordinate planning policies and activities.

Policy 5. Complete periodic reports on community involvement implementation for the State Citizen Involvement Advisory Committee, the Board of County Commissioners, and the public.

Policy 6. Maintain open and civil discourse among Committee members and with the public.

Engagement



23

Months



1,500

Unique Website
Visitors



466

Email Contact List



29,000

Social Media
Impressions



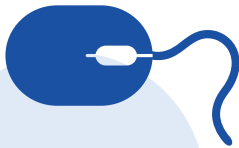
296

In-Person Attendees
at Open Houses



13

News Stories



361

Online Open House
Survey Responses



8

Planning
Commission
Meetings



55

Small-Group Meetings
and Stakeholder
Discussions



254

Small Group
Attendees



2

Staff Community
Engagement Trainings



3

Board
Worksessions

Timeline

