

SUPPORTING OREGON SCHOOLS

DRAFT
SOUTH REDMOND TRACT
LAND USE AND MANAGEMENT PLAN

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Prepared by:



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Summary

The Oregon Department of State Lands (DSL) has undertaken a planning process to identify land use and management strategies for 945 acres of Common School Fund (CSF) lands to the southeast of the City of Redmond, Oregon. In addition, the planning area includes approximately 80 acres owned by Oregon Parks and Recreation Department (OPRD). Located directly south of the Deschutes County Fairgrounds and Exposition Center and south and east of the City of Redmond's Juniper Golf Course, DSL's South Redmond Tract (Tract) was acquired in 2007 from the U.S. Bureau of Land Management (BLM) as a land grant.

CSF lands are managed by the State Land Board as a "trust" to maximize short- and long-term revenues consistent with sound stewardship and business management principles. While the Tract is currently outside the Redmond urban growth boundary (UGB) and not designated as an urban area reserve (UAR), it can reasonably be expected to be developed for urban uses due its location adjacent to the UGB, city limits and existing and/or planned urban infrastructure. This Land Use and Management Plan (Plan) identifies strategies for both short and long-term management of the Tract, including a concept for urban development of the property based upon expansion of the Redmond UGB to include the Tract within the near term (4-5 years).

Both land use and land management concepts have been developed, the former defining proposed land uses focused on large-lot industrial development and the latter identifying land management strategies, including portions of the Tract to be considered for exchange to other entities versus retained in State ownership. This management direction is intended to generate the greatest possible revenues for the CSF, be compatible with community interests, and be consistent with Oregon land use law. A primary purpose is to ensure that no irretrievable commitments to land uses are made that could seriously diminish the potential of the South Redmond Tract to generate revenues for the CSF and benefits to the local community.

The South Redmond Tract's ownership, size and proximity to the City of Redmond make it unique in the Redmond area. The Tract has the potential for direct access to the Burlington Northern Santa Fe (BNSF) railroad, Roberts Field-Redmond Municipal Airport and potentially to U.S. Highway 97. The Tract is relatively level, there are few environmental or other development constraints and planned infrastructure for the Tract includes wastewater, sewer and roads. Undeveloped parcels of this size proximate to urban areas are very rare. There is no similar tract within the Redmond vicinity of this size in single ownership and with as few development constraints.

Among the key considerations affecting planning for the Tract:

- Inclusion of the 80-acre Juniper Scenic Wayside complex within the Plan's study area with the concurrence of Oregon Parks and Recreation Department but without any commitment to a non-park use or disposal of this land.
- Expressions of interest by Deschutes County and the Oregon Military Department for exchanges of lands within the Tract.

- Opposition of local officials to land uses, specifically residential development, that could conflict with use and expansion of Roberts Field-Redmond Municipal Airport.
- The Tract's strategic location adjacent to rail service and planned state and local transportation system improvements (19th Street Extension, U.S. Highway 97 Phase 2 Realignment and Pronghorn destination resort secondary access).
- DSL Trust obligations to plan for the highest and best use of this property in order to generate the greatest possible revenues for the Common School Fund.
- The Tract's role as a gateway to south Redmond.
- The opportunity to model responsiveness to global climate change and to integrate sustainability into all aspects of site planning and design.

Collaborative planning for the Tract was initiated with federal, state and local agencies prior to the property's acquisition from BLM. Alternative management options and development concepts were examined, offering different timing and land use scenarios for future urban development of the Tract. These concepts were intended to respond to a variety of planning considerations, including inclusion within Redmond's UGB in either the short or long terms. Through that collaborative process, the Tract has been identified as a potential site to meet the region's short-term needs for large-lot industrial development. Consequently, the Plan recommends pursuit of an economic opportunity amendment to the Redmond UGB to meet regional industrial land needs and subsequent development of the Tract for large-lot industrial uses. While other alternative development concepts developed during the planning process represent potential land use and management scenarios, this scenario best responds to current planning opportunities, community direction and the site's unique characteristics.

Additional planning will be required to refine a development scenario appropriate to market and planning considerations at the time the property is brought into the UGB and in accordance with its management as CSF Trust land.

Background

The South Redmond Tract is a 945-acre area owned by the State of Oregon located in Deschutes County southeast of the City of Redmond (Township 15S, Range 13E, Sections 32 and 33). This property was acquired in 2007 by the State Land Board, acting through the Department of State Lands (DSL) from the U.S. Bureau of Land Management (BLM) as an asset of the Common School Fund (CSF). This acquisition partially satisfies a 1991 court decision that the State of Oregon was owed approximately 5,200 acres of federal public domain land in what is known as the in-lieu or indemnity land selection process to satisfy obligations of the federal government stemming from the Oregon Admission Act of 1859. The South Redmond Tract was formerly managed by BLM's Prineville District as Community Expansion lands under the agency's 2005 Upper Deschutes Resource Area Management Plan.

The 945 acres is configured as a contiguous block that is located adjacent to and south of the Deschutes County Fairgrounds and Exposition Center, south and east of the City of Redmond's Juniper Golf Course, and southwest of Roberts Field-Redmond Municipal Airport

(Figures 1 and 2). The property is contiguous to but outside the Redmond city limits and UGB and is not designated within the city's 50-year UAR. It abuts the Burlington Northern-Santa Fe (BNSF) railroad mainline.

Oregon Parks and Recreation Department (OPRD) owns approximately 80 acres of land adjacent to the DSL property that has been included as part of the study area for this process. OPRD has made no commitment to sell or exchange this land, which comprises a component of the Juniper Scenic Wayside complex.

The South Redmond Tract is one of many properties throughout the state which are managed by the State Land Board (through DSL) to benefit the Common School Fund, with revenues dedicated to the support of K-12 public education in Oregon. CSF lands are managed by the State Land Board as a "trust" to maximize short- and long-term revenues consistent with sound stewardship and business management principles. As the trustee, the State Land Board has a duty to maximize the value of, and revenue from CSF lands over the long term.

As an implementation priority in DSL's *2006-2016 Asset Management Plan* (AMP), the Department is to develop an interim master plan that includes land classifications and management strategies for any property acquired through in-lieu selection. In addition, the AMP identifies the South Redmond Tract for site-specific land use and management planning as part of a Central Oregon Specific Area Management Plan.

As described below, this Land Use and Management Plan (Plan) has been developed through a collaborative planning effort with federal, state and local entities initiated in March, 2006, prior to acquisition of the Tract from the BLM. While the property is outside the Redmond UGB and not designated as an UAR, it can reasonably be expected to be developed for urban uses due its location adjacent to the UGB, city limits and existing and/or planned urban infrastructure. Planned City and County transportation, water and sewer system improvements on and through the Tract also suggest future urban level development. The Tract has been identified as a potential site to meet the region's short-term needs for large-lot industrial development. Thus, the Plan recommends a concept for urban development of the property based upon expansion of the Redmond UGB to include the Tract within the near term (4-5 years). This is predicated on DSL seeking an economic opportunity amendment to the Redmond UGB to meet regional industrial land needs and subsequent development of the Tract for large-lot industrial uses. Alternative management options and development concepts, offering different land use scenarios for future urban development of the Tract, are included for future consideration if UGB inclusion is determined to be infeasible in the short term. Ongoing collaborative planning will be required to select a development scenario appropriate to market and planning considerations at the time the property is brought into the UGB and in accordance with its management as CSF Trust land. Ultimately, the Land Board will make a decision that provides revenue to the CSF fund through lease or sale of the land, or a combination of both.

Figure 1. Vicinity Map

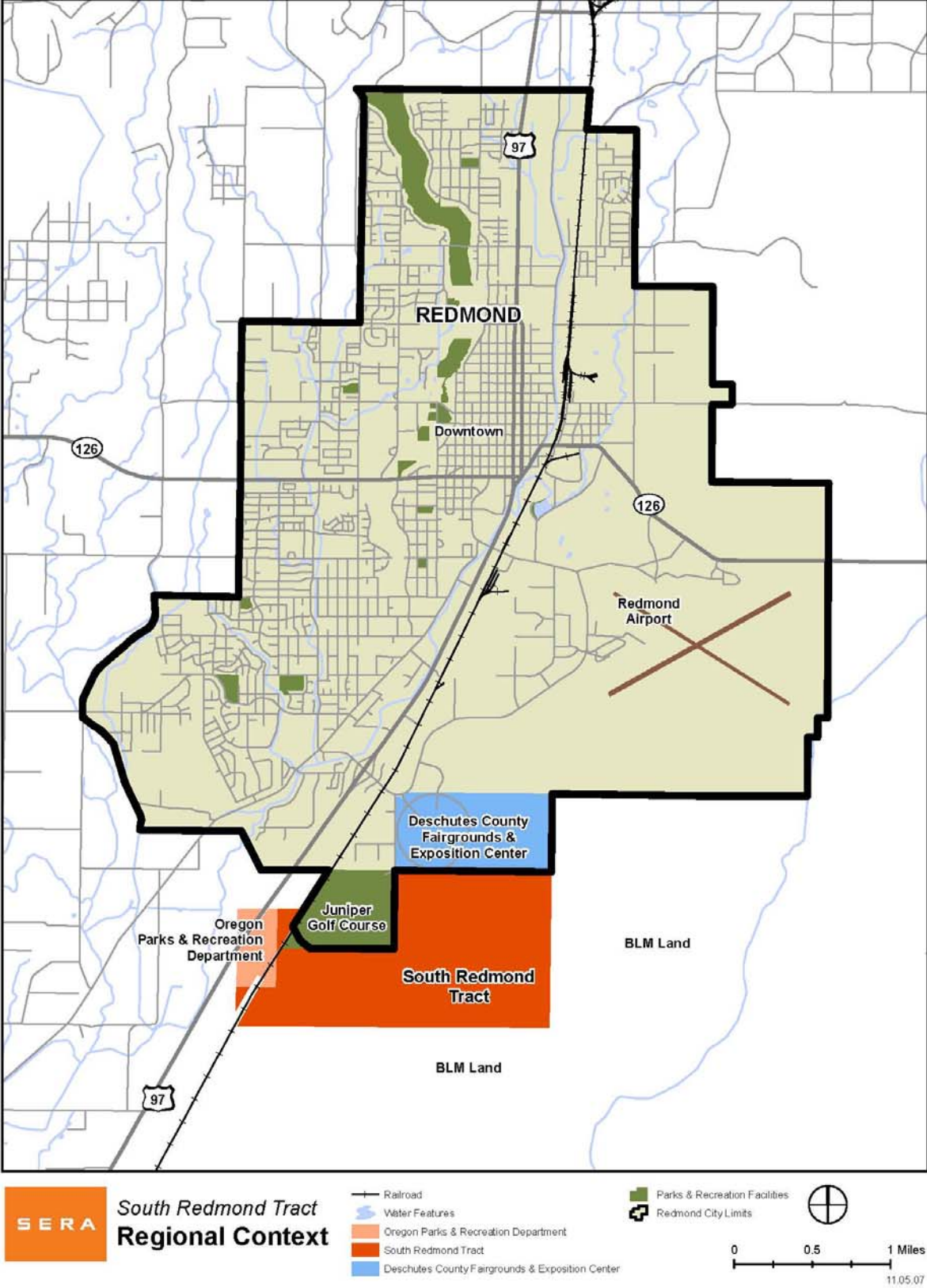
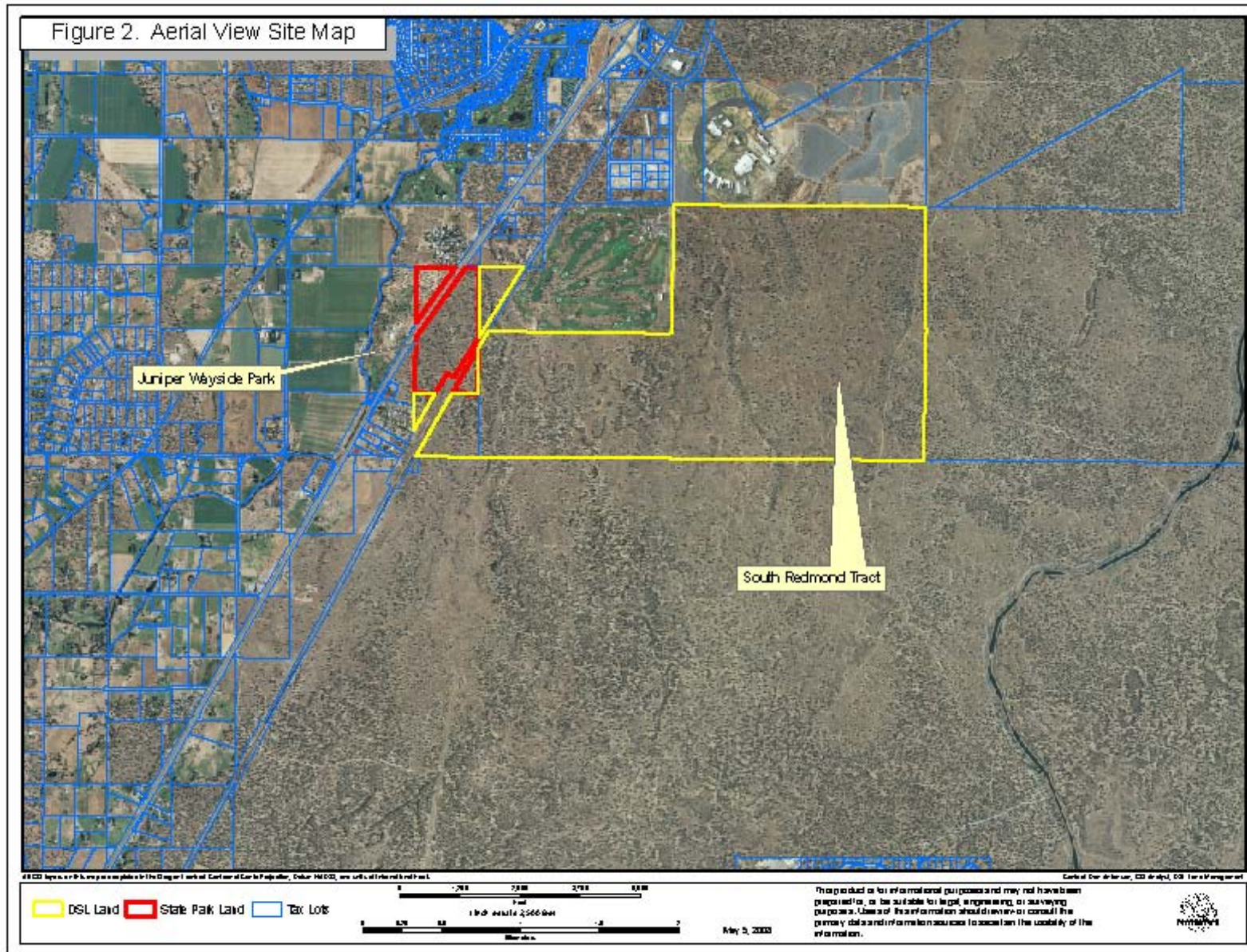


Figure 2. Aerial View Site Map



Project Purpose and Scope

The purpose of this Plan is to identify short and long-term management direction for the South Redmond Tract in conformance with DSL's *Asset Management Plan*. Planning goals for the Tract include:

- Identify recommended land use and land management concepts and management strategies that generate the greatest possible revenues for the Common School Fund, are compatible with community interests, and are consistent with Oregon land use law.
- Bring this property into the Redmond UGB and City limits at the earliest possible time and ensure that it is designated and used for urban uses that respond to community needs and generate revenue as soon as possible.
- Continue the collaborative planning process with federal, state and local agencies initiated prior to the property's acquisition.
- Ensure that a real estate market perspective is integrated into planning for the site.
- Ensure that short-term management decisions do not irrevocably commit or adversely affect the long-term revenue or value appreciation potential of the Tract.
- Integrate management strategies for this Tract with Redmond's long-term development and growth management needs.
- Facilitate development and implementation of a Central Oregon Strategy as identified in DSL's *Asset Management Plan*.
- Manage and plan for the Tract to be a model for responsiveness to sustainability principles and global climate change.

Process

The South Redmond Tract planning process was initiated by DSL in March, 2006 as a result of a multi-agency meeting organized by the Mayor of Redmond, the DSL Director and the Governor's Central Oregon Economic Revitalization Team (ERT) representative. In subsequent meetings (April and May, 2006), a steering group developed a work scope and Request for Proposals and advised DSL on selection of a consultant team.

In July, 2006, a consultant team led by Cogan Owens Cogan, LLC was selected to prepare a land use and management plan for the Tract. Team members include:

- Cogan Owens Cogan, LLC, - project management, process design and facilitation and land use;

- SERA Architects, Inc. -- site analysis and land management planning
- Johnson-Gardner, LLC -- real estate market analysis and economic planning;
- Century West Engineering -- engineering, master planning, and construction cost estimating; and
- Angelo Planning Group -- advisor on Redmond planning and zoning issues; and

The planning process has had three phases: (1) identification of opportunities and constraints, planning considerations, and other short and long-term land management issues; (2) agency and public review of alternative development concepts; and (3) development of a recommended short-term strategy for inclusion of the Tract within the Redmond UGB and subsequent development for large-lot industrial uses.

The planning process has included and, more accurately, relied upon significant interagency collaboration at each phase. At project inception, DSL met with partner agencies including OPRD, Oregon Department of Transportation (ODOT), City of Redmond, and Economic Development for Central Oregon (EDCO) to identify opportunities and constraints to consider in planning for future uses of the property and to review a proposed work scope and schedule. Alternative development concepts were developed in close coordination with these partners and the South Redmond Collaborative Planning Group. The strategy to pursue a short-term UGB amendment and large-lot industrial development responds to recommendations from the Collaborative and has been vetted with partner agencies and the Central Oregon ERT. Additional interagency collaboration has included:

- Charrette with DSL staff to identify opportunities and constraints and to brainstorm short and long-term management strategies.
- Interagency meeting with City of Redmond, Deschutes County, Department of Land Conservation and Development (DLCD), and BLM to address the anticipated timing for the South Redmond Tract to be brought in to the Redmond Urban Growth Boundary.
- Stakeholder interviews with state and local agency representatives.
- Throughout the planning process, presentations to the South Redmond Collaborative Planning Group as a regular feature of its agenda.
- Periodic presentations to the Central Oregon ERT.
- Briefings at joint meetings of the Redmond City Council and Deschutes County Board of Commissioners.
- Numerous briefings with state and local agency representatives.

As noted above, a range of alternative development concepts was originally developed for interagency and public review. These concepts represented differing responses to planning considerations identified early in the planning process, including inclusion within Redmond's UGB in either the short or long terms. Four alternative development

concepts were incorporated into a public review draft Plan and are included here as Appendix E.

Public review of a draft Plan, including alternative development concepts, was initiated in October 2007 and input solicited through posting of the draft Plan and an invitation to comment on the Department's Web site, presentations to state and local officials, and a public meeting in Redmond on November 6, 2007 (see Appendix A for a summary).

Based upon input received, the Tract has been identified as a potential site to meet the region's short-term needs for large-lot industrial development. Consequently, the Plan recommends pursuit of an economic opportunity amendment (EOA) to the Redmond UGB to meet regional industrial land needs and subsequent development of the Tract for large-lot industrial uses. The alternative development concepts developed during the earlier phases of the planning process represent potential land use and management scenarios should an EOA and UGB inclusion in the near-term prove infeasible. Re-evaluation of the Plan would be necessary if DSL is unable to move forward with the proposed land management and land use concepts in the short-term.

Site Characteristics

Current and Historical Use

Past and recent uses of the South Redmond Tract have been wildlife habitat, rangeland, open space for recreation, and military training by the Oregon National Guard and Army Reserve units. During BLM management, the Tract was subject to a livestock grazing allotment.

A Burlington Northern-Santa Fe (BNSF) railroad right-of-way crosses the Tract at its west end. Deschutes County maps indicate the existence of an expanded railroad right-of-way that extends through portions of the Tract. This wider area may indicate a site for a railroad station grounds and an opportunity for rail spur service to the site. Electric utility lines parallel the railroad right-of-way and Bonneville Power Administration and Central Electric Cooperative electric transmission lines extend through the property. An old 4x4 dirt road parallels the east side of the Tract. There are no current leases or other developed uses on the Tract.

Informal uses include hiking and horseback riding. Unauthorized uses include firewood cutting, temporary shelters and trash dumping. There are currently no restrictions on vehicle use or target shooting on the Tract.

Surrounding lands to the south and east are managed by BLM and are undeveloped. Military training maneuvers are the primary use of these lands. The Tract is bordered on the north by Juniper Golf Course and the Deschutes County Fairgrounds and Exposition Center. OPRD lands (Juniper Scenic Wayside) border on the west. A fence separates the Tract from adjacent BLM lands along its south border.

Access

Access to the property is limited to a dead end on 19th Street. An extension of 19th Street to the south through the South Redmond Tract is expected to be constructed over the next few years. On the north, 19th Street provides direct access to Airport Way and the Yew Avenue interchange at US 97. The City has approved an extension of Elkhorn Way from the west that will intersect 19th Street at the northwest corner of the Tract. There also is frontage on the BNSF railroad.

Zoning

The Tract is zoned by Deschutes County for Exclusive Farm Use (EFU) with an Alfalfa Subzone and a minimum lot size of 80 acres if not irrigated or 36 acres if irrigated. The property is not included within a Destination Resort Overlay Zone.

The very northeast portion of the property is within an Airport Safety Combining Zone for Roberts Field-Redmond Municipal Airport that restricts the height of buildings and other structures to 35 feet for areas nearest to the runway. Allowed uses in this zone are defined by the underlying EFU zone. A map of airport overlay zones is included as Appendix C.

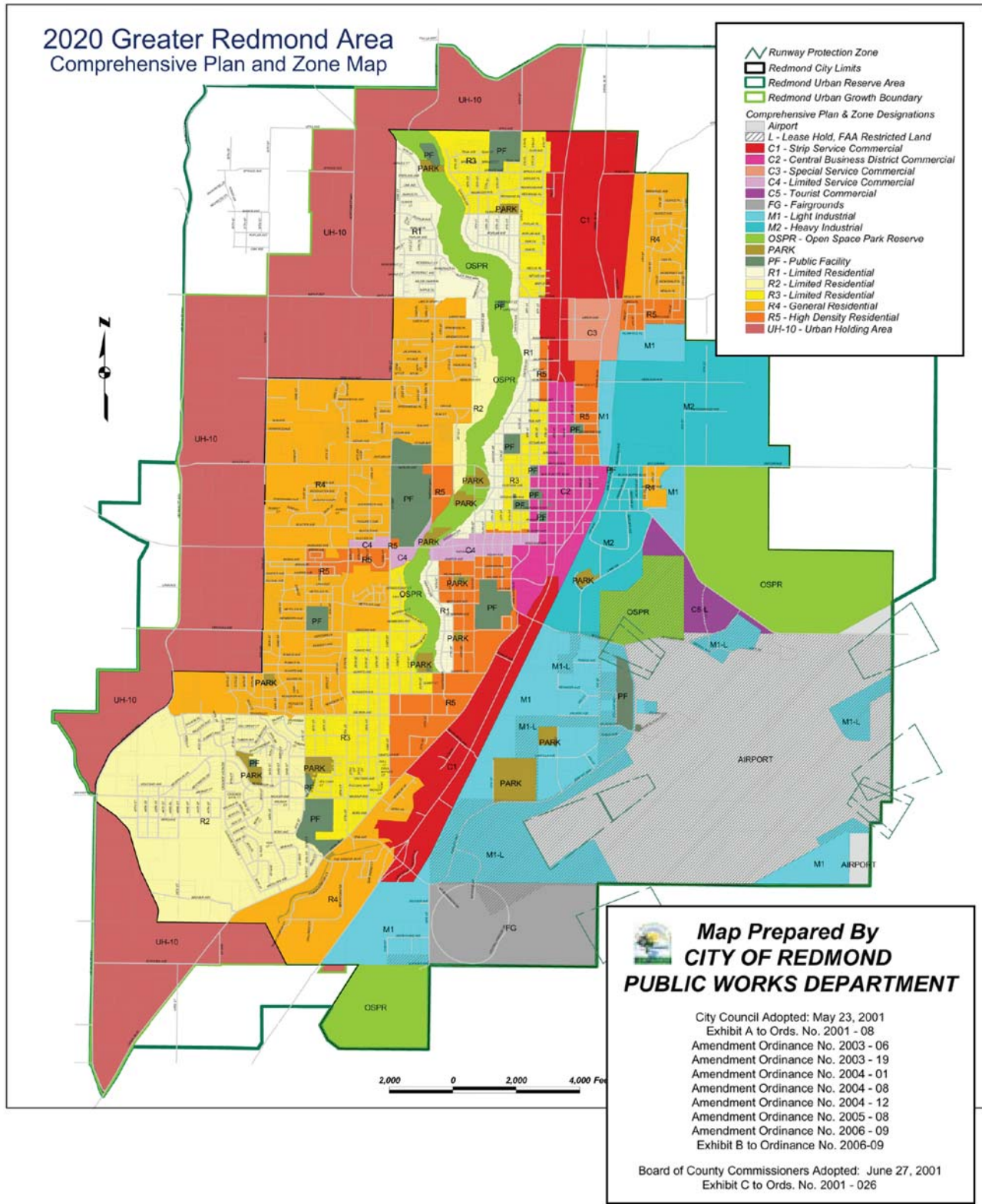
The minimum lot size for a non-irrigated land division in an EFU zone is 80 acres, however land divisions creating non-farm parcels less than the minimum size may be allowed under certain conditions including that the remaining parcel be at least 80 acres in size. Two non-farm parcels could likely be created in accordance with the current County zoning ordinance, as the Tract is considered unsuitable for the production of farm crops and livestock or merchantable tree species (Title 18, Deschutes County Zoning Ordinance; Title 17, Deschutes County Subdivision/Partition Ordinance).

Adjacent Uses

Surrounding lands to the south and east are managed by BLM and are undeveloped. Military training maneuvers are the primary use of these lands. A fence separates the Tract from adjacent BLM lands along its south border. The Tract is bordered on the north by Juniper Golf Course and the Deschutes County Fairgrounds and Exposition Center. The BNSF railroad mainline and OPRD lands (Juniper Scenic Wayside) border on the west.

Comprehensive plan designations and zoning for adjacent and nearby lands within the Redmond UGB are depicted in Figure 3.

Figure 3. Comprehensive Plan and Zone Map



Physical Characteristics

The property is relatively level with scattered lava rock outcrops. Surrounding the rock outcrops are level areas of shallow, sandy soils. Elevation ranges from 3,050 to 3,180 feet. It is physically characterized as juniper woodland and considered to be Class VII and Class VIII rangeland sites. Vegetation includes western juniper and sagebrush and the soils are mostly sandy loam with basalt outcrops.

Located two miles east of the Deschutes River and nine miles south of the Crooked River, the Tract has no evidence of permanent or seasonal water and there are no water rights associated with this property. The National Wetlands Inventory Map does not identify wetlands on the Tract.

There are no known sensitive, threatened or endangered plant or animal species, hazardous or solid wastes, nor wilderness values on the Tract. There are no designated flood hazard zones.

There is no current or historic record of any mining activity on or near the Tract. As part of the in-lieu selection process, BLM assessed the property's mineral potential and determined that the Tract had none.

Agricultural Potential

Soils on the Tract are designated as Class VII and VIII. A vegetation survey was completed by DSL in 2007 and found no special values. The land is not recommended for grazing due to a lack of water and proximity to urban uses. There is limited agricultural potential.

The Tract has never been farmed and is not suitable for agricultural production. From DSL's 2006 archaeological survey:

Despite the proclivity for homestead claims during this era (1910-1920), the property was apparently considered too difficult to farm even while many areas bordering the project area were being cultivated. According to the BLM Historical Index, no homestead claims were filed in or within the immediate vicinity.

Archaeological and Cultural Resources

A surface survey of cultural resources was conducted in May-June 2006 by DSL. Two extensive archaeological surveys were also completed by BLM in 1983 and 1997. These surveys indicate that the Tract was utilized rather than occupied by both prehistoric and historic peoples. That is, the Tract has served as an area to be "gotten through" rather than lived in. The Huntington Wagon Road passed through the Tract but was eliminated as an Area of Critical Environmental Concern (ACEC) by BLM because it is no longer historically significant. Isolated artifacts and historic dumping sites found during the 2006 survey are considered ubiquitous in central Oregon and not eligible for inclusion in the National Registry.

Encumbrances

A right-of-way for railroad purposes extends for approximately 1,000 feet through the west end of the Tract. The total right-of-way width is 200 feet and comprises 4.59 acres.

A 69 kv electric transmission line was granted to Pacific Power in 1979 for a term of 30 years. The right-of-way is 50 feet wide and extends for 660 feet through the Tract, comprising 0.75 acre.

Exceptions/easements attached to the deed transfer from BLM to DSL are identified in Appendix B.

Valuation

A 2005 summary valuation report prepared by PGP Valuation, Inc. for DSL valued the South Redmond Tract at \$15,000-\$25,000 per acre, for a total value of \$13.2-\$22 million. As part of the in-lieu land selection process, BLM valued the Tract at \$10,000-\$15,000 per acre, for a total valuation of \$9.45-14.18 million. Neither of these valuations was conducted as market appraisals.

Planning Considerations

An early step in the planning process was the identification of a variety of issues to address in the development of land use and land management strategies, as well as opportunities and constraints to site development. These have been reframed below as planning considerations.

DSL Trust Obligations

DSL has a Trust and legal responsibility to plan for the highest and best use of this property in order to generate the greatest possible revenues for public schools.

Unlike other state-owned lands that can be managed for a variety of public purposes, legal and policy mandates require that these Common School Fund lands be managed to generate the greatest potential revenues possible, balancing revenue enhancement and resource stewardship. DSL needs to view the development potential of these lands similar to that of a private developer.

Issues associated with the DSL's Trust obligations include:

- In considering land exchanges and acquisitions (e.g., OPRD property to the west, County land exchange, Armory siting), DSL should strive to retain the greatest amount of contiguous, developable acreage as possible in order to maximize the opportunities for future development. Similarly, CSF revenue

generation potential will be directly related to the amount of land retained for future urban uses.

- Property values can be expected to significantly increase over time due to the Tract's proximity to the UGB and planned transportation improvements.

Juniper Scenic Wayside

As previously noted, OPRD owns the 80-acre Juniper Scenic Wayside to the west and contiguous with the South Redmond Tract. The OPRD agreed to allow this parcel to be considered in this planning process but has made no commitment to a non-park use or disposal. Recommended management strategies assume that DSL pursues a land exchange for the entire 80 acres.

Issues associated with the OPRD land include:

- OPRD has made no commitment to sell or exchange this land.
- The location of the OPRD land adjacent to the BNSF railroad right-of-way and U.S. Highway 97 limits the types of land uses that would be compatible with those existing uses. Direct access to U.S. Highway 97 may be limited by Oregon Department of Transportation access management policies.
- Inclusion of this land as part of the planning area provides the opportunity to unite disparate DSL properties and provide the South Redmond Tract with greater rail and highway access.

Railroad

The Burlington Northern Santa Fe (BNSF) railroad mainline extends through the western portion of the Tract, with an expanded railroad right-of-way through a portion of the Tract. The City of Prineville Railroad connection to the mainline is north of the City of Redmond. To reduce vehicle/train conflicts, local officials are assessing the feasibility of rerouting the existing railroad alignment to the east of the airport and potentially through the South Redmond Tract. To that end, the Central Oregon Area Commission on Transportation (COACT) has submitted a grant application to the Oregon Department of Land Conservation and Development (DLCDD) for project funding. The study will analyze and provide recommendations for enhancing freight mobility, including the possibility of establishing a regional railroad hub. The study will address Statewide Planning Goal 9, as well as other issues and questions raised by Central Oregon jurisdictions regarding rail freight mobility and industrial lands.

Issues associated with the railroad include:

- Although use of the mainline is expected to increase, access to sidings for local industry has diminished in recent years. There is a potential opportunity to develop a siding on the Tract.
- The South Redmond Tract has not yet been identified as a preferred location for any major new regional rail hub.
- The railroad right-of-way limits the potential for connections to the OPRD property and for access to U.S. Highway 97.

- Large, undeveloped parcels with access to rail service are very limited in the region.

Transportation System Improvements

Rights-of-way for proposed transportation system improvements will consume a considerable amount of land. The most significant of these include the planned extension of 19th Street to the south and a potential rerouting of U.S. Highway 97 from northeast to southwest through some portion of the Tract in the long term. Consequently, it is critical to ensure that the siting of these facilities does not isolate or otherwise diminish the development potential of the South Redmond Tract.

U.S. Highway 97 Phase 2 Realignment

ODOT, Deschutes County and the City of Redmond are considering options for a realignment of U.S. Highway 97 which is identified in an update to the City's Transportation Systems Plan (TSP). As currently proposed, ODOT's Alternative 3B would run north-south through the northeast portion of the Tract, then east-west along the south side of Juniper Golf Course before turning south. No interchange is proposed on DSL property.

Issues associated with the proposed alignment include:

- A considerable amount of developable land could be consumed with right-of-way acquisition for the proposed highway facility.
- Any realignment of Highway 97 through the Tract should be sited to minimize "carving up" the DSL property and to avoid land locking the area on its east side.
- Direct access to the Highway 97 realignment may be critical to successful development of the Tract, especially given that the preliminary proposed route would segregate land uses to the east of the alignment.
- A right-of-way along the Juniper Golf Course would preclude development of a critically located and highly valuable portion of the Tract.
- An alignment through the OPRD property would largely negate potential recreational or urban development opportunities on those lands.
- Re-routing onto BLM land may require amendment of the Upper Deschutes Resource Area Management Plan.
- Re-routing may/may not facilitate development of a Quarry Road interchange as envisioned by City and County planners.

19th Street Extension

19th Street is planned for a southward extension by Deschutes County in the near future. In the City's preliminary Transportation Systems Plan (TSP), the 19th Street Extension would hug the east boundary of the Juniper Golf Course, then bisect the western portion of the South Redmond Tract before heading south in a corridor along the railroad right-of-way. .

The County has identified the 19th Street extension to the south as its highest priority transportation project and is currently preparing the necessary environmental documentation. The County plans to extend 19th Street to Deschutes Junction along the east side of the railroad right-of-way at a date to be determined as an alternative route to/from the Deschutes County Fairgrounds and Exposition Center and the Redmond Municipal Airport.

Issues related to the alignment of the 19th Street extension through the South Redmond Tract include:

- Highly valuable developable land could be consumed with right-of-way acquisition.
- An alignment of 19th Street along the Juniper Golf Course would eliminate a prime development area. A re-route more to the east of the golf course, then down through the center of the Tract would provide better access to the rest of the tract.
- The County's proposed 19th Street Extension should be aligned to facilitate site access and to serve as a catalyst for urban development. A centrally-located alignment would provide access to the western portion of Tract.
- Designed as a boulevard, 19th Street could serve as a defining feature of site development.

Pronghorn Secondary Access

Located 1.5 miles south of the Tract, the Pronghorn Destination Resort is required by a condition of approval imposed by Deschutes County to develop a second access route upon reaching 50 percent buildout. Pronghorn and Deschutes County have expressed interest in extending a road north from the development and through the South Redmond Tract to 19th Street as the required second access route. A route to 19th Street could provide highway connectivity that extends in a north-south direction between Bend and Redmond.

As initially proposed by Pronghorn, this secondary access road would run through the lower middle of the Tract before intersecting with the 19th Street extension near the southeast corner of the golf course.

Issues associated with the alignment of this access road include:

- Highly valuable developable land could be consumed with right-of-way acquisition for the proposed facility.
- The proposed Pronghorn secondary access extension from the south should be aligned to connect with the 19th Street extension from the north so as to maximize site development options while providing efficient traffic circulation and safe access.
- An alignment that connects to 19th Street off the Tract or in the southwest corner of the Tract may require amendment of BLM's Upper Deschutes Resource Area

Management Plan and would eliminate access from the south to the middle of the Tract.

Roberts Field-Redmond Municipal Airport

Roberts Field-Redmond Municipal Airport is located to the northeast and is not contiguous with the Tract. The airport serves corporate flight needs and is the region's only commercial service airport with Horizon Airlines and United Express providing daily direct flights to Seattle, Washington; Portland, Oregon; Salt Lake City, Utah; and San Francisco California. A portion of the Tract is included in an Airport Safety Combining Zone which is intended to limit the height of trees, buildings, structures, or other items which may intrude into areas used by aircraft (Appendix C). A limit of 35 feet is imposed on structures nearest to the runway by this zone. No use shall be allowed in an A-H zone that could reasonably be expected to endanger the safety of aircraft.

The City has recently updated its Master Plan and is expanding Roberts Field-Redmond Municipal Airport. Terminal expansion and the construction of an expanded parking lot at the airport are planned to meet growing customer demand. The airport terminal will be increased by 136,000 square feet. Although the proposed runway expansion does not affect the South Redmond Tract, airport zoning and flight paths would affect types of uses permitted/desired.

Issues associated with the airport include:

- While only a small portion of the Tract is located within designated airport safety zones, the airport manager and local officials have expressed concerns about the location of housing within the airport's flight path and potential conflicts with airport use and expansion. There is a strong preference that no residential development be sited on the South Redmond Tract.
- There also is a request to avoid locating U.S. Highway 97 or related roadway system within the runway approach zones if they extend into the South Redmond Tract.
- Precluding residential uses of the Tract could restrict the Department's ability to generate revenues for the Common School Fund and would continue Redmond's pattern of concentrating its residential development on the west side of U.S. 97, thus limiting the ability to provide live/work opportunities.
- Convenient access to air services enhances the value of the Tract for any type of land use.

Deschutes County Land Exchange

The Deschutes County Fairgrounds and Expo Center is a 132-acre site located adjacent and to the north of the study area and is adjacent and west of the Roberts Field-Redmond Municipal Airport. The facility has a total of over 100 acres of parking. Fairground representatives have stated a desire to expand to the south by acquiring a portion of the South Redmond Tract in order to provide for new uses and buffer its facilities from future adjacent uses. County officials have requested consideration in the Plan of a possible land exchange between the Department and the County for, as

yet, undisclosed uses. Any land exchange would require a pre-exchange agreement and Land Board approval and be carried out in accordance with the *2006-2016 Asset Management Plan* and the Board's administrative rules.

Issues associated with a land exchange with the County include:

- An exchange of land with the County could remove a significant portion of developable land from the South Redmond Tract, depending on its scale.
- Any portion of the Tract that is not designated for industrial or supportive commercial uses would not be eligible to be brought into the UGB in the short-term through an EOA for large-lot industrial uses. Thus, the area subject to a land exchange may not be eligible for inclusion in the UGB in the short-term as part of the Plan's EOA/UGB amendment strategy. A separate EOA for strategically located non-employment center uses (possible County land exchange uses and relocated Oregon Military Department Armory) would need to be pursued as a concurrent yet separate endeavor to bring the land exchange area within the UGB in the short term.

Oregon Military Department (OMD) Uses

The surrounding BLM lands are designated for military training operations in BLM's *Upper Deschutes Resource Area Management Plan*. The OMD currently leases and conducts exercises on land to the east and southeast. The OMD has identified a need for up to 10 acres for a new armory to replace its current facility in downtown Redmond.

DSL has been working with OMD, Deschutes County and the City of Redmond to find an appropriate location for the future armory. Several sites on the South Redmond Tract have been considered. It is likely that direct negotiations between DSL (or possibly Deschutes County) and OMD for sale or exchange of land will eventually take place.

Issues associated with location of OMD facilities on the Tract include:

- If Military Department were accommodated on a portion of the area identified for potential exchange with Deschutes County, less developable land would be lost.
- If a portion of the Tract separate from that identified for exchange with the County was exchanged with OMD, it likely would be subject to the same limitations described above for short-term UGB inclusion.
- The compatibility of OMD Armory operations with future urban uses on the South Redmond Tract will need to be considered.

Juniper Golf Course Expansion

The City of Redmond's municipal golf course lies to the north and west of the Tract. Although DSL has received testimony seeking land to expand the existing course to the south and/or east, neither the City nor the Golf Course Governing Board has shown interest in pursuing this course of action.

Issues associated with golf course expansion onto the Tract include:

- Land values adjacent to the golf course can be expected to be greater than elsewhere on the Tract.
- The golf course is an amenity that would serve users of the South Redmond Tract and the City as a whole.
- An exchange or sale of land with the City for golf course expansion could remove a highly valuable portion of developable land from the South Redmond Tract, depending on its scale.
- Any portion of the Tract that is not designated for industrial or supportive commercial uses may not be eligible to be brought into the UGB as part of the regional employment lands EOA initiative.

Availability of Infrastructure

Water

There are no water rights associated with the Tract. Obtaining water is not seen as a development constraint. It is anticipated that water infrastructure would be installed concurrent with construction of the 19th Street Extension and, thus, be readily available to serve the Tract.

Wastewater

Redmond is currently preparing a new Sewer Master Plan. DSL has calculated estimated sewer and water demands associated with the alternative development scenarios described below and requested that the projected sewer demand be considered in the City's Facility Master Planning process. The City has agreed to estimate associated infrastructure needs and costs, including the costs of pipe oversizing and any additional line depth needed.

The draft Sewer Master Plan currently considers a westside interceptor as the first option for providing sewer service to the South Redmond Tract. However, more recent City information indicates that the existing southeast interceptor will be extended to serve the south Redmond area in about five years, which is much earlier than a westside interceptor would be extended. The southeast interceptor will be extended south between the railroad and U.S. Highway 97 and could be ready to serve the Tract in about five years. It is anticipated that local, on-site sewer infrastructure would be installed concurrent with construction of the 19th Street Extension.

Other Utilities

Electric utility lines bisect the South Redmond Tract in two locations. A Central Electric Cooperative, Inc. transmission line parallels the railroad right-of-way in a north-south direction. A transmission line owned by Bonneville Power Administration (BPA) runs east-west through the Tract. There is a gas line approximately two miles east of the area.

Issues associated with transmission lines include:

- If the adjacent OPRD lands are not acquired, the Central Electric Cooperative line creates an isolated and likely undevelopable parcel.
- Development would be precluded within the buffer for the BPA line.

Responsiveness to Global Climate Change

The South Redmond Tract offers a unique opportunity to model responsiveness to global climate change and to integrate sustainability into all aspects of site planning and design. The Tract's ownership, size and lack of environmental or other development constraints create a situation where aggressive planning and design practices to reduce carbon footprints and integrate sustainability principles at all levels can readily be accomplished. For example, the design of new transportation facilities through the property offers an opportunity to implement the Governor's transportation-global climate change initiative. The property also lends itself to leading-edge solar energy production and utilization practices to enhance environmental sustainability and create revenue generation opportunities. These could include concentrated solar power generation, distributed solar power generation, and passive solar design. Of note is the recent identification by EDCO representatives of alternative energy as key to transforming the region's economy in the same way that the semiconductor industry pulled the state out of the timber-based economy in the 1990s.

Issues related to responsiveness to global climate change include:

- Potential conflicts between DSL's Trust obligations to generate the greatest possible revenues for the CSF could affect the willingness to investigate new, untested sustainability and carbon reduction practices.
- DSL lacks authority to require carbon reduction, sustainability and other global climate change measures be applied to proposed transportation facilities owned and operated by other entities.

Role as a Gateway to South Redmond

Surrounded by BLM lands to the south and east, this property can be expected to represent the boundary of urban development in southeast Redmond for a long time into the future. With the extension of 19th Street, the possible rerouting of U.S. Highway 97, and the development of a secondary Pronghorn access route, it will also be the primary gateway into south Redmond.

Issues associated with serving as the gateway to south Redmond include:

- Typical industrial or commercial development could create an unfriendly landscape for those traveling on 19th Street, U.S. Highway 97, or the Pronghorn secondary access road. Conversely, thoughtful design and landscaping could create a visually welcoming setting.
- The adjacent BLM lands are unlikely to be urbanized for some time into the future. Development on the South Redmond Tract should be designed to visually transition into the BLM open space rather than establish a stark transition from such to urban development.

Development Timeframe

As previously described, the South Redmond Tract is located adjacent to but outside of the City of Redmond's UGB. The UGB is established to identify land sufficient to accommodate population and employment needs for the next 20 years. Furthermore, the Tract is not identified as an Urban Reserve Area (UAR). UARs are established to include a 50-year supply of land beyond the 20-year time frame of the UGB.

The City has established the following urbanization strategy:

- UARs will be included within the UGB on a phased basis as the need for urbanizable land warrants. The City and County may establish a strategy and priority for expanding the UGB based on factors such as proximity to existing urban development and ability to extend public facilities and services in an orderly and efficient manner.
- Property owners have the opportunity to request that land within a designated UAR be included within the UGB, based on consideration of the following factors outlined in Statewide Goal 14:
 - a) Demonstrated need to accommodate urban population growth requirements;
 - b) Need for housing, employment opportunities and livability;
 - c) Orderly and economic provision of public facilities of services;
 - d) Maximum efficiency of land uses;
 - e) Retention of agricultural land;
 - f) Compatibility of urban uses with nearby agricultural activities; and
 - g) Environmental, energy, economic and social consequences.
- The City and County will favor UGB additions that are of sufficient size and scale to be integrated into the urban area as complete neighborhoods or other community elements rather than isolated individual development projects. Privately initiated requests for UGB amendments should include a minimum of 200 acres.

Based upon prior input from County, City and DLCDD staff, the expectation is that the Tract would not be brought into Redmond's UGB within the next 20 years based on conventional land use needs determination and standards. Given that the current Redmond UARs were designated in 1995, that the latest UGB amendment (focusing on residential lands) was in 2006, and considering other planning processes in the region, the consensus is that it will likely be a minimum of 20 years before a need for UGB expansion in this area can be justified based on historic development and trends. This presumption did not include any consideration of regional employment land and large-lot industrial lands needs.

An option identified to expedite this timeframe is an economic opportunity analysis (EOA), as provided for in OAR 660, Divisions 9 and 24, to meet regional industrial land needs. A specific, unmet need for large-lot industrial uses would have to be established and documented. An economic opportunities analysis of regional needs would be

required, factoring in the potential for industrial development at other available and comparable sites in the region. A distinct economic strategy focusing on large-lot industrial development will need to be developed and refined.

The City anticipates that it has a sufficient supply of conventional or ordinary (not large-lot) industrial land for the 20 year planning period. However, large industrial tracts, especially those with potential rail access, are unavailable. Expanding and new industries seeking large-lot industrial sites do not have an adequate supply of sites to select from.

The South Redmond Tract is strategically located for large-lot industrial employment as it is in close proximity to the Roberts Field-Redmond Municipal Airport and adjacent to both the existing (and a realigned) U.S. Highway 97 and the BNSF mainline railroad, with sufficient right-of-way for the development of a rail siding that complements current rail operations and practices. In addition, the 19th Street Extension will provide major street access. State and local planners and officials have noted that the Tract's large size and single ownership make it especially conducive to large-lot industrial development over the long term.

Issues associated with the development timeframe include:

- The Tract is not located within the City of Redmond's UGB (20-year land supply) or its urban reserve (50-year land supply).
- Designating the Tract for large-lot industrial use has been identified as the only viable strategy to bring the Tract into Redmond's UGB in the short-term (within the next 20 years), assuming a regional unmet need for such use can be demonstrated and that it cannot be met elsewhere by lands either within a UGB or designated as UAR.
- Development and maintenance logistics needed to facilitate the construction of planned (and needed) City and/or County roads through the Tract may expedite the anticipated development timeframe.
- The designation of portions of the Tract to other uses, e.g. land exchanges for County needs or OMD armory, will likely add elements and/or components of the EOA/UGB amendment process unless these areas are excluded at this juncture and pursued at a different, later time.

Proposed Management Strategy

A proposed management strategy has been developed through the collaborative planning process with state and local stakeholders previously described. This strategy is based on a short-term timeframe for inclusion of the South Redmond Tract within the Redmond UGB and City limits.

The Plan proposes that DSL aggressively pursue an amendment to the Redmond UGB in the short-term (and a possible land exchange with OPRD) based upon: (1) a regional

economic opportunity analysis for large-lot industrial uses and (2) the planned 19th Street extension by the City and County. A proposed Land Management Concept (Figure 4) identifies lands to be retained by the Department, possible exchange and acquisition lands, and proposed transportation corridors. A proposed Land Use Concept (Figure 5) designates the entire Tract, except for lands identified for exchange to Deschutes County and the Oregon Military Department, for employment uses, primarily large-lot industrial.

Among the rationale for this management strategy are:

- The 2006-2016 Asset Management Plan directs the Department to pursue, as a priority, urbanization of lands within or proximate to urban areas
- Costs associated with holding land and obligation to seek return at earliest possible time
- Generating revenues from development increases the value of the CSF and increases distributions to schools.
- Strong support for this strategy has been expressed by the South Redmond Collaborative Planning Group, the Central Oregon ERT, the City of Redmond and economic development professionals in the region.
- The ownership, size, location and other features of the Tract create a unique opportunity to cooperate with local and regional governments to address unmet regional economic needs.
- The provision of “shovel-ready” industrial lands has been identified as a state economic development priority.
- Recent administrative rules (OAR Division 24) provide a well-defined process for pursuing an EOA based upon regional employment land needs.

Short-Term UGB Amendment Based on EOA

As previously discussed, an economic opportunity amendment to the Redmond UGB to meet regional industrial lands needs has been identified as the only viable means to expedite the South Redmond Tract’s inclusion into the Redmond UGB. The EOA would need to establish a specific, unmet need for large-lot industrial uses in the region; a distinct economic strategy focused on large-lot industrial development would also be required. An EOA work program including data gathering, evaluation, and analysis necessary to justify and implement a UGB expansion is described in Appendix D.

Following approval of this Plan by the State Land Board, DSL proposes initiating work on the regional EOA in conjunction with the City of Redmond, Deschutes County and DLCD. The EOA will identify economic opportunities for large-lot industrial lands in the Central Oregon region and identify potential sites to accommodate those opportunities. DSL intends to complete the EOA process within one year of plan approval at which time it is expected that the City of Redmond will initiate the UGB amendment process.

The South Redmond Tract is strategically located for large-lot industrial employment due to its close proximity to the Roberts Field-Redmond Municipal Airport and both the existing (and a realigned) U.S. Highway 97 and the BNSF mainline railroad, with sufficient right-of-way for the development of a rail siding. In addition, the 19th Street Extension will provide major street access. State and local planners and officials have noted that the Tract's large size, single ownership, access to infrastructure, adjacency to city limits and urban development and lack of environmental and other development constraints make it especially conducive to large-lot industrial development.

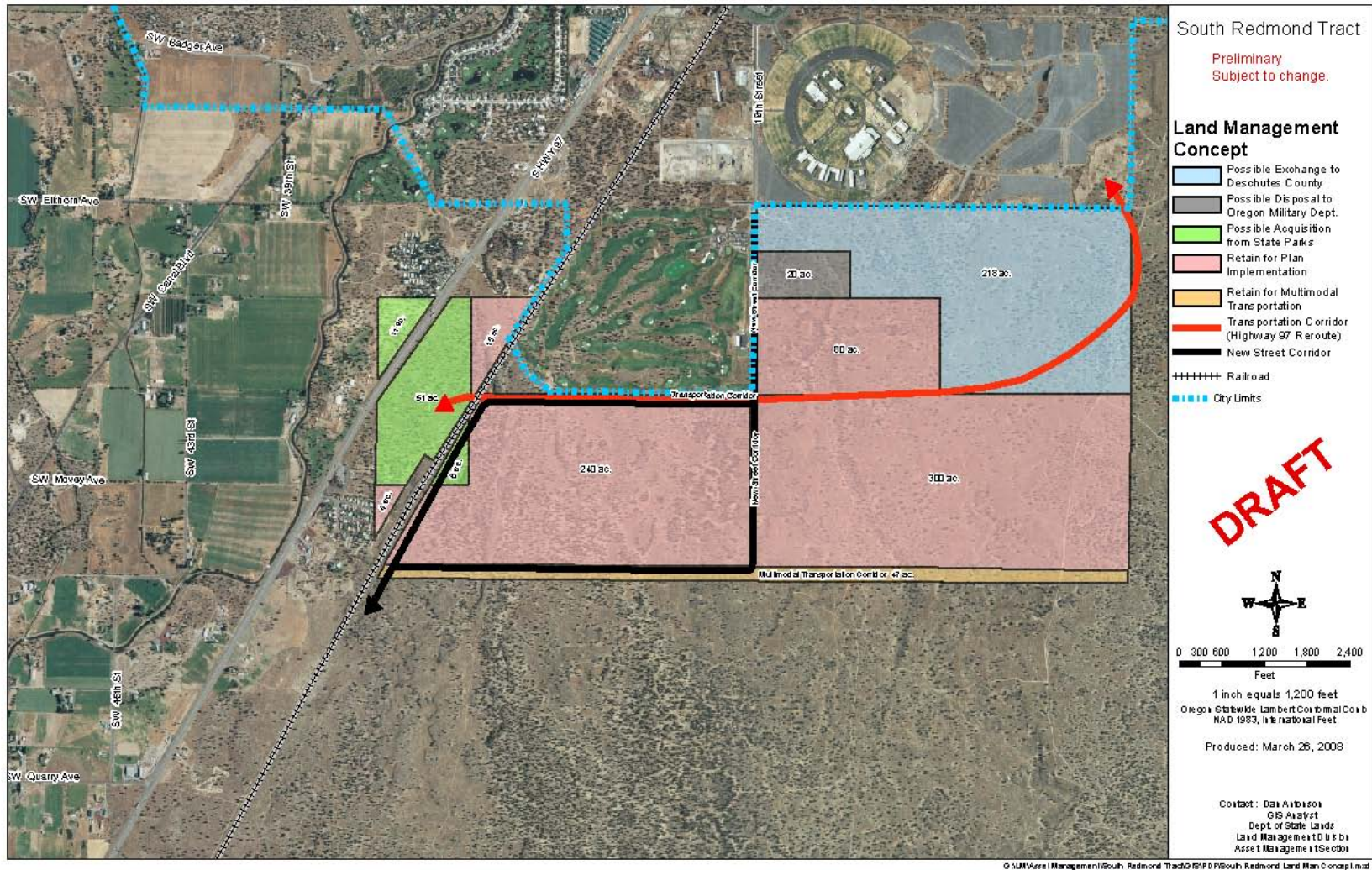
The proposed strategy assumes that, upon approval of the EOA by the Land Conservation and Development Commission, the City of Redmond would expeditiously initiate the process to amend its UGB to include the Tract.

Land Management Concept

The proposed land management concept depicted in Figure 4 includes the following key elements:

- Retention by the Department of approximately two-thirds (640 acres) of the Tract;
- Identification of approximately one-quarter (238 acres) of the Tract for consideration for exchange to Deschutes County and the Oregon Military Department;
- Identification of OPRD lands (Juniper Scenic Wayside) for potential acquisition by the Department; and
- Identification of key future transportation corridors.

Figure 4. Proposed Land Management Concept

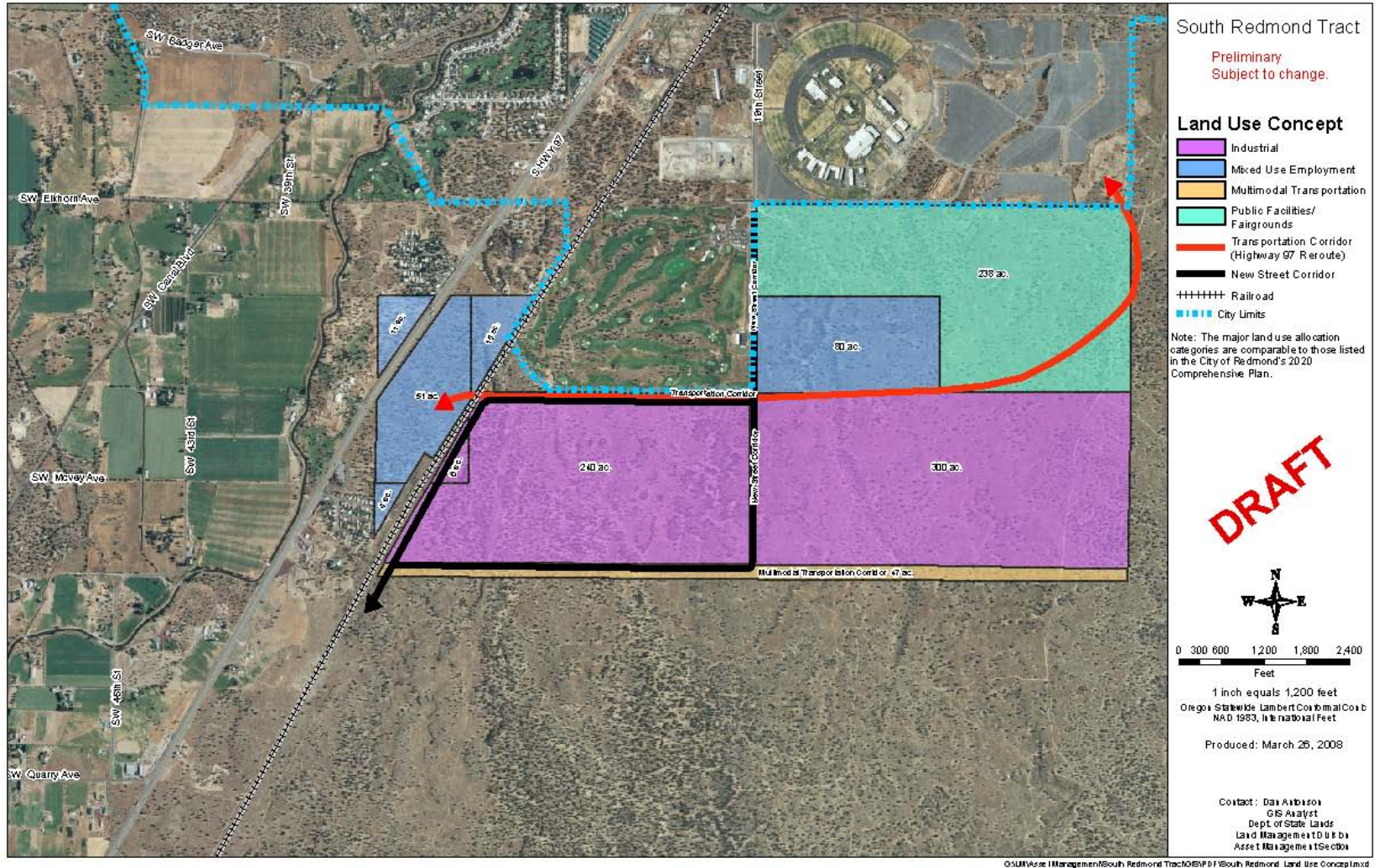


Land Use Concept

To implement the proposed land management concept, a proposed land use concept, shown in Figure 5, has been developed that designates land uses and transportation corridors. Key elements include:

- Industrial (large-lot) land uses for the majority (approximately 640 acres) of the lands to be retained by the Department, with a portion (approximately 80 acres) in the middle of the Tract designated for mixed-use employment. This area would provide for commercial and small-lot industrial uses in support of adjacent large-lot industrial uses, taking advantage of its proximity to the 19th Street Extension.
- Mixed-use employment uses on those parcels west of the BNSF railroad, including lands to be acquired from OPRD;
- A multi-modal transportation corridor (approximately 47 acres) along the southern boundary of the Tract; and
- New transportation corridors for the 19th Street Extension and proposed U.S. Highway 97 Phase 2 Realignment that reflect alignments identified in Redmond's draft Transportation Systems Plan.

Figure 5. Proposed Land Use Concept



Plan Implementation

The following management actions will be undertaken to implement the Plan following its approval by the State Land Board.

Land Management

- In accordance with DSL's *2006-2016 Asset Management Plan*:
 - Apply a DSL land classification of Industrial/Commercial/Residential (ICR) to the South Redmond Tract (excluding OPRD lands included in the planning area).
 - Identify for "Retention" all lands beyond those shown as candidate for exchange/sale to OMD of Deschutes County.
 - Manage in accordance with ICR General Strategies.
 - Apply an "Active" management category.
- Review existing administrative rules and procedures and revise as needed to restrict unauthorized activities on the Tract (e.g. overnight camping).
- Aggressively pursue an amendment to the Redmond UGB in the short-term (and a possible land exchange with OPRD) based upon: (1) a regional economic opportunity analysis for large-lot industrial uses and (2) the planned 19th Street extension by the City and County.

Land Exchanges

- Based upon the acquisition standards in the *2006-2016 Asset Management Plan*, continue deliberations with Deschutes County and the Oregon Military Department on a land exchange, lease, or combination of the two to accommodate County needs and the siting of a new armory and associated facilities.
- Pursue a land exchange with OPRD for the entire 81-acre Juniper Scenic Wayside complex. Alternatively, seek to acquire all OPRD land on the east side of the railroad right-of-way and the parcel west of US Highway 97.

Transportation Improvements

- Assist Redmond and Deschutes County in locating an extension of 19th Street based upon the draft Redmond Transportation Systems Plan.
- Coordinate with Redmond, Deschutes County and ODOT regarding the U.S. Highway 97 Phase 2 Realignment. As part of the planning process, pursue negotiations with ODOT for needed right-of-way land acquisition in support of a realigned U.S. Highway 97 Phase 2 through the Tract.
- Coordinate with Deschutes County and Pronghorn Destination Resort to identify a secondary Pronghorn access road that maximizes site development options while providing efficient traffic circulation and safe access.
- Cooperate in the Central Oregon Area Commission on Transportation (COACT) assessment of regional rail needs and the feasibility of rerouting the

existing railroad alignment. Also cooperate in the Statewide Freight Mobility Study being initiated by the Oregon Department of Transportation.

- Ensure that planning and future development protect the utility of the railroad alignment, including the area identified as having potential for a railroad siding.

Cooperative Planning

- Continue to actively participate in the South Redmond Collaborative Group planning process.
- In the interim before its inclusion within the Redmond UGB, investigate the establishment by Deschutes County of an Urban Transition overlay designation for the Tract.
- Monitor and participate in the Redmond and Deschutes County UGB and UAR amendment processes with the goal of inclusion of the entire Tract within the Redmond UGB at the earliest possible date.
- Actively participate in Redmond's infrastructure and capital improvement planning to ensure that City sewer, stormwater and water facilities are appropriately located and sized to serve urban-level development of the South Redmond Tract. Financially participate in the funding of needed service extensions and sizing if it is determined that such investments meet DSL investment standards.

Funding

- Budget for a subsurface water reconnaissance study and initiate the process for obtaining water rights, if warranted.
- Budget for an increase in land management costs to control access; for site management functions such as vegetation management and trash removal; and to protect against wildfire and unauthorized uses such as firewood cutting, off-road vehicles, unregulated target shooting, overnight camping temporary shelters and trash dumping.

Responsiveness to Global Climate Change/Sustainability

- Model responsiveness to global climate change and integrate sustainability into all aspects of site planning and design.
- Ensure that planning and designing for new transportation facilities through the Tract serves as a model for implementation of the Governor's transportation-global climate change initiative.
- Aggressively pursue leading-edge solar energy production and utilization practices to enhance environmental sustainability and create revenue generation opportunities.
- Apply a variety of sustainability principles, including:
 - Integration of multi-modal transportation facilities, e.g. future transit and passenger rail opportunities.
 - Energy-efficient building materials and construction practices.

- Power generation from alternative energy sources, including solar power.
- Incorporation of solar energy principles in design of street layouts, building orientation, and building design during the early planning and design stages.
- Native vegetation and other landscaping practices that minimize irrigation needs.
- Natural and other drainage facilities and practices that retain stormwater within the site and minimize drainage impacts (e.g., bio-swales, detention ponds, rolled curbs).
- Permeable or semi-permeable surfaces for low impact areas such as driveways, bike paths or similar areas.
- Irrigation using “gray” water for landscaping or other feasible uses.

Marketing

- Develop marketing partnerships with EDCO and others.

Plan Updates

- Update the Land Use and Management Plan every 5-8 years.

Land Use Compatibility

Pursuant to DSL’s 2006 State Agency Coordination Program, the following findings and conclusions are made regarding the compatibility of this Land Use and Management Plan with the comprehensive plans and land use ordinances for the City of Redmond and Deschutes County:

- The Tract is zoned by Deschutes County for Exclusive Farm Use (EFU), and has a minimum lot size of 80 acres. The Tract has not historically nor is currently used for agriculture. The EFU zoning was applied because of its past federal ownership. Conceptual Master Plan uses would not be in compliance with current EFU zoning and could not be pursued without inclusion of the property within the Redmond UGB and city limits.
- While the Plan is not in compliance with current City and County zoning, development is not being proposed at this time and would not be pursued in the future under current zoning. Upon inclusion within the Redmond UGB and city limits, DSL would seek approval by the City of Redmond of Comprehensive Plan designations and zoning needed to accommodate proposed land uses, based upon refined planning for the entire Tract and/or refinement plans for specific portions of the Tract.

For More Information

In addition to managing Common School Fund lands, the Department of State Lands provides some direct services to the public and regulates certain aspects of the protection of Oregon's waterways. DSL administers Oregon's Removal-Fill Law, which requires a permit to remove, fill, or alter more than 50 cubic yards of material in the state's waterways. Wetlands conservation and management also is a key responsibility of DSL. DSL also acts as a trustee for unclaimed property, administers estates with no known heirs, manages the South Slough National Estuarine Research Reserve (near Coos Bay), and provides support to the Oregon Natural Heritage Advisory Council. Moreover, DSL also maintains historical records on all state land transactions.

Contact DSL's Salem office for further information about this Plan or any of the other services DSL provides. You may also access the Plan on the Department's Web site: <http://www.oregonstatelands.us>.

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APPENDICES

APPENDIX A: Public Meeting Summary

APPENDIX B: Exceptions/Easements

APPENDIX C: Airport Safety Combining Zone

APPENDIX D: Economic Opportunities Analysis Scope of Work

APPENDIX E: Alternative Development Concepts

Note: Appendices B, C, D and E are not provided with this draft.

APPENDIX A: Public Meeting Summary

South Redmond Tract Draft Land Use and Management Plan Public Meeting

**Deschutes County Fairgrounds and Expositions Center
Tuesday, November 6, 2007; 6pm to 8pm**

Introduction and Meeting Objectives

The Department of State Lands (DSL) held a public hearing on November 6, 2007 concerning a Draft Land Use and Management Plan for the South Redmond Tract in Redmond. The results of the public hearing are being used to revise the Plan and to determine compatibility with the Redmond and Deschutes County comprehensive land use plan.

The public comment period closed December 7, 2007 at 5:00pm.

Public Notice

Notice of the public meeting was provided through a November 2 press release and through direct notice to neighbors and other interested parties. *The Bulletin* ran a front-page story on the meeting and plan on October 28.

Meeting Notes

John Lilly, DSL Asset Management Section Manager, gave a brief overview of the purpose of the Plan, providing easy-to-understand information on the Common School Fund, DSL's management of Trust lands, and the reasoning behind in-lieu lands. Jim Owens of Cogan Owens Cogan explained the four Land Use Concepts developed for the South Redmond Tract draft Master Plan including their features, underscoring that they are just that – concepts.

Questions and comments

- Will DSL sell this land or establish long-term leases? (Answer: most likely a mixture of both.)
- Will tax revenue be derived from this land? (Answer: this parcel is no different from other land concerning potential taxes levied after it is developed.)
- There was some confusion about DSL recommending one concept to the Land Board – John explained that we plan to recommend all four to the board in February or April.
- Comment: Juniper Golf Course aspires to be expanded, contrary to what John discussed in the slide presentation. There is a need in Central Oregon to provide golf opportunities for the “common man.”

- Comment: Keep the plan dynamic – don't get locked in to the four concepts. Bounce ideas off developers – reach out to the private sector for ideas.
- How do plans to build a new high school (the site is about one mile west of the Tract) fit into planning for this tract? (Answer: No provisions have been made regarding the new high school in any of the Land Use Concepts.)
- Are there specific criteria for potential land exchanges with the county? (Answer: Normally, we exchange land of equal value after negotiations and concurrence of the Land Board. It's a multi-faceted process with much review.)
- The chair of the County Commission (Mike Daly) and a member of the Redmond City Council voiced support for developing the area for recreation. Could the county offer other lands in the Redmond area that could be exchanged for this parcel in order to keep the focus on recreation? Some voiced concern about siting an armory on the Tract. There was significant discussion about the armory's needs, military equipment, etc.
- Why are the two dates under discussion so far apart? (February 2008 for the LB decision on approving the plan and 20+ years from now for development.) What are the critical dates for key management decisions? Do we have a timeline established? (Answer: We want to at least adopt the potential development scenarios so we can continue to move forward with planning, UGB discussions, etc.)
- There was some confusion about the Land Board's involvement and the process.
- Key point: DSL needs to have development scenarios (the four concepts) in place so we can have a "voice at the table" in discussions with ODOT, local governments, etc. If we have nothing in place, we will have very little influence over decisions about the relocation of Highway 97 for example. We need to be able to articulate how the realignment would potentially impact our ability to develop the tract.
- How do the airport's "fly zones" affect development? It was brought up that the airport doesn't support residential development within the Tract. Where is the airport going to expand? How much influence has the airport had on residential development being downplayed?
- Why don't we maximize land along Highway 97 – this seems a natural, given that the corridor is already commercially developed? (Answer: DSL doesn't own that land – yet – as it's OPRD land.)
- There were lingering questions about the four concepts. DSL staff reinforced that all four will be presented to the Land Board for adoption so that we can continue to move forward on planning scenarios and be ready for opportunities when they arise (such as the property coming into the UGB earlier than anticipated).
- Comment: Transportation planning is critical. Working closely with ODOT is a must.

- Overall, the attendees thought the meeting was well organized, and felt their comments were heard and carefully considered. Very few – if any – feelings of opposition were expressed.

Summary of Written Comments

Public Meeting Comments

CONCEPT A

- I love this concept.... Mixed use, prime residential, great commercial appeal! (Mark Crose, President Juniper Golf Course)
- I don't believe this region is suitable for residential. It is more suitable for "recreational," particularly because the region has a start at recreational due to golf course, water park, etc.

CONCEPT B

- Redmond's growth makes preserving recreational areas very important. The city will need a 2nd golf course in the not too distant future. This plan would work. (Mark Crose)

CONCEPT C

- Prefer to reduce the campus industrial area, to be replaced with park/golf course/other recreational facilities.

CONCEPT D

- Specific designation of provision for Fairgrounds expansion in future desirable. Another idea is consideration for outdoor athlete facility with seating for larger events that can be held in city parks. Provision for other recreation business that compliments golf course and water park. Perhaps a little less campus industrial to accomplish the above. Like this concept best of the four.
- Prefer to expand the area labeled "park," the expansion to be used as park or other recreational facility.

Written Correspondence

Letter #1 Concerns about city expanding to the south. Would like to see tract preserved "as is" for the benefit of wildlife. An exception would be a 19th Street expansion to help alleviate traffic on Highway 97.

Letter #2 The plan should address long-term goals for enhanced recreational opportunities, including expansion of the Juniper Golf Course and associated facilities. Also sees a need to extend 19th Street to Pronghorn and opportunities for residential development at the south end of the property.

Letter #3 Concerns about sewer service in the area. Also concerned about Highway 97 alignment. Prefers Concepts C and D.

- Letter #4 Deschutes County Board of Commissioners hopes to acquire from DSL between 142 and 320 acres immediately south of the Fair and Expo Center. They support the 19th Street Extension alignment and maximizing active and passive recreational uses.
- Email #1 Redmond Airport opposes housing in the Tract.
- Email #2 Concerns about adequate access to the Deschutes County Fair and Expo Center from Highway 97.
- Email #3 The City of Redmond supports Concept D as a viable long-range plan that reflects the needs of the community and the City of Redmond.
- Email #4 The Oregon Military Department supports Concept D. Concerns about the alignment of Highway 97 and the proposed alignment of the Pronghorn Secondary Access.