



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us

NOTICE OF ADOPTED AMENDMENT

May 21, 2007

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Redmond Plan Amendment
DLCD File Number 003-07



The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: June 4, 2007

This amendment was submitted to DLCD for review 45 days prior to adoption. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist
Matthew Crall, DLCD Transportation Planner
Bob Cortright, DLCD Transportation & Growth Management Coordinator
Nick Leland, City of Redmond

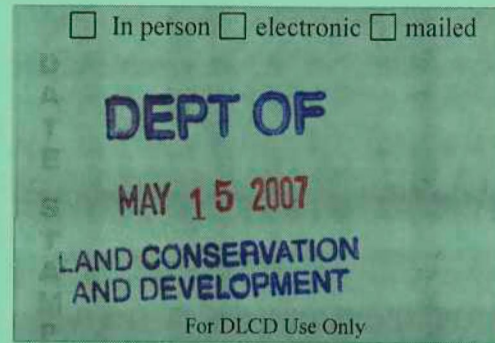
<paa> ya/

PROF 2

DLCD

Notice of Adoption

THIS FORM MUST BE MAILED TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18



Jurisdiction: City of Redmond Local file number: PA07-02; TA07-02

Date of Adoption: 5/8/2007 Date Mailed: 5/14/2007

Date original Notice of Proposed Amendment was mailed to DLCD: 3/1/2007

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

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

Amendments revise Comp Plan policies and Development code to limit access near North Redmond US 97 interchange; revises TSP to add local street connectivity plan, signal plan, and other street network projects. This was done in conjunction with the North Redmond Interchange Area Management Plan and per ODOT recommendations.

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

SAME

Plan Map Changed from: _____ to: _____

Zone Map Changed from: _____ to: _____

Location: _____ Acres Involved: _____

Specify Density: Previous: _____ New: _____

Applicable Statewide Planning Goals: 1, 2, 11, 12, 14

Was and Exception Adopted? YES NO

DLCD File No.: 003-07 (15914)

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

Forty-five (45) days prior to first evidentiary hearing? Yes No

If no, do the statewide planning goals apply? Yes No

If no, did Emergency Circumstances require immediate adoption? Yes No

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

ODOT, Deschutes County, Central Oregon Irrigation District

Local Contact: **Nick Lelack, Planning** Phone: **(541) 923-7718** Extension:

Manager

Address: **716 SW Evergreen Ave.** City: **Redmond, Or.**

Zip Code + 4: **97756-** Email Address: **nick.lelack@ci.redmond.or**

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and TWO (2) Copies of the Adopted Amendment to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

2. Submit **TWO (2) copies** the adopted material, if copies are bounded please submit **TWO (2) complete copies** of documents and maps.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can copy this form on to 8-1/2x11 green paper only; or call the DLCD Office at (503) 373-0050; or Fax your request to:(503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - ATTENTION: PLAN AMENDMENT SPECIALIST.

**CITY OF REDMOND
ORDINANCE NO. 2007-08**

AN ORDINANCE AMENDING THE REDMOND COMPREHENSIVE PLAN TEXT AND COMPREHENSIVE PLAN ADDENDUM TEXT AND ADDING PLANS AS PART OF THE TRANSPORTATION ELEMENT, ADOPTING POLICIES RELATED TO ACCESS MANAGEMENT, LOCAL STREET CONNECTIVITY, AND TRANSPORTATION PROJECTS, TO IMPLEMENT THE FINDINGS IN THE NORTH REDMOND US 97 INTERCHANGE AREA MANAGEMENT PLAN (IAMP).

WHEREAS, the City of Redmond participated with the Oregon Department of Transportation (ODOT) in the preparation of the "North Redmond US 97 Interchange Area Management Plan" (IAMP) dated November 2006; and

WHEREAS, the Oregon Transportation Commission adopted the IAMP on March 22, 2007, pending City of Redmond adoption of the Amendments in this Ordinance; and

WHEREAS, the Amendments in this Ordinance are required before ODOT constructs the North Redmond US 97 Reroute Interchange; and

WHEREAS, construction of the North Redmond US 97 Reroute Interchange is necessary to implement the City's Transportation System Plan and Transportation CIP; and

WHEREAS, the Amendments in this Ordinance originate from Appendix 7 of the IAMP, and City staff has reviewed said Appendix prior to proposing the Amendments in this Ordinance; and

WHEREAS, the Amendments in this Ordinance are found to be compliant with applicable statewide Planning Goals, Rules, Statutes, and applicable criteria in the City Comprehensive Plan and Comprehensive Plan Addendum based on Findings prepared by City staff; and

WHEREAS, the City of Redmond desires to adopt the Comprehensive Plan policies, projects, and plans in order to maintain efficient flow of traffic in and around the proposed North Redmond US 97 Reroute Interchange, and to provide for an orderly and efficient development of lands within the IAMP area to comply with the Statewide Planning Goals.

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

SECTION ONE: The City of Redmond hereby amends the Redmond Comprehensive Plan by adoption of the City of Redmond Comprehensive Plan Amendment Legislative Action to implement the North Redmond US 97 Interchange Area Management Plan which is dated March, 2007, and is attached hereto as "Exhibit A".

SECTION TWO: The City of Redmond hereby amends the Redmond Comprehensive Plan Addendum by adoption of the City of Redmond Comprehensive Plan Amendment Legislative Action to implement the North Redmond US 97 Interchange Area Management Plan which is dated March, 2007, and is attached hereto as "Exhibit A".

SECTION THREE: The City of Redmond City Council adopted by Resolution 2007-13 the findings set forth in the City of Redmond Findings for Comprehensive Plan and Development Code Amendments to implement the North Redmond US 97 Interchange Area Management Plan which was prepared by City of Redmond staff and Adams Planning & Development Services, dated March, 2007. The City Council hereby recognizes and incorporates herein by reference those findings in support of the amendments to the Comprehensive Plan and Comprehensive Plan Addendum in Sections One and Two of this Ordinance.

PASSED by the City Council and **APPROVED** by the Mayor this ____ day of May, 2007.

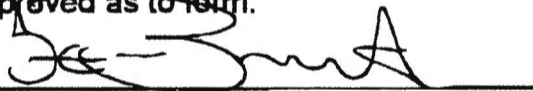


Alan Unger, Mayor

ATTEST:


Patricia Freauff, City Recorder

Approved as to form:



City Attorney

5/9/07

Date

Exhibits:

- A. Comprehensive Plan Amendment, March, 2007

EXHIBIT A

City of Redmond

Comprehensive Plan Amendment

Legislative Action to implement the North Redmond US 97
Interchange Area Management Plan

Prepared by City of Redmond CDD

March, 2007

File No: PA 07-02 Comprehensive Plan Amendment

Applicant: City of Redmond Community Development Department
716 SW Evergreen Avenue
P O Box 726
Redmond, OR 97756
Phone: (541) 923-7710
Fax: (541) 548-0706

Request: To amend the City of Redmond Comprehensive Plan to revise and add to the transportation and urbanization elements related to the North Redmond US 97 Interchange Area Management Plan (IAMP).

Location: North Redmond US 97 IAMP Area

Introduction

The City of Redmond is proposing a Comprehensive Plan Amendment (PA 07-02) along with a companion Development Code Amendment (TA 07-02). This Comprehensive Plan Amendment does the following:

- Adds a Local Street Connectivity Plan for the IAMP area as part of the Transportation Element,
- Adds a Traffic Signal Plan for the IAMP area as part of the Transportation Element,
- Adds transportation improvement projects for the IAMP area as part of the Transportation Element,
- Adds Access Management Policies for access near the interchange ramps as part of the Transportation Element, and
- Adds access management policy to the Urbanization Element.

The City of Redmond participated with ODOT in the development of the “North Redmond US 97 Interchange Area Management Plan” (IAMP). The Plan was prepared in November 2006 and was adopted by the Oregon Transportation Commission on March 22, 2007 (pending City approval of the Comprehensive Plan amendments contained herein). An IAMP is required for all grade-separated structures on Oregon Highways, as stated in the Oregon Highway Plan. The IAMP was required for the proposed north Redmond Interchange on US 97 at milepost 119.

Appendix 7 of the IAMP includes a list of implementing measures specific to the City of Redmond. They include updates to the transportation and urbanization elements of the Comprehensive Plan, and Development Code. This Comprehensive Plan Amendment is intended to address implementing measures related to transportation and urbanization elements of the Comprehensive Plan. The City’s Transportation System Plan (TSP) is composed of Chapter 12 TRANSPORTATION of the Comprehensive Plan; Chapter 9 TRANSPORTATION ELEMENT of the Comprehensive Plan addendum; and the Redmond Urban Area Transportation Plan map.

An update of the City’s Transportation System Plan (TSP) is currently underway. Several of the required changes (relating to transportation) listed in Appendix 7 of the IAMP are being included in the TSP update. The TSP update is expected to be adopted by the City Council later in 2007.

Comprehensive Plan Amendments (new text is underlined):

1. **Add the following to Chapter 9 TRANSPORTATION ELEMENT (of the Comprehensive Plan Addendum). Add under the existing heading of THE STREET SYSTEM before the sub-heading of Arterial Streets:**

North Redmond US 97 Interchange Area Management Plan (IAMP)

- The Local Street Connectivity Plan (figure 1) for the IAMP area shall guide the access and local street decisions for properties abutting US 97. The Local Street Connectivity Plan shall be an addendum to the Redmond Area Transportation Plan.
- The Traffic Signal Plan (figure 2) for the IAMP area shall guide traffic signal planning and installation on US 97 and North Canal Boulevard, subject to traffic analysis and funding in the Transportation Capital Improvement Plan (CIP).
- Pershall Way/O'Neil Highway (Hwy 370) at US 97:
 - a) At time of development or redevelopment, the City of Redmond, with concurrence from ODOT, shall restrict turning movements to right-in and right-out (RIRO) after local connectivity has been established to provide parallel routes to US 97 for properties adjacent to US 97 north of the US 97 Reroute interchange and south of Pershall Way/O'Neil Highway. This shall be based on a traffic analysis of the subject property(s).
 - b) At the time US 97 at O'Neil Highway intersection is converted to RIRO movements only, ODOT, in conjunction with the City of Redmond shall evaluate rerouting the O'Neil Highway (Hwy 370) south on North Canal Boulevard to the US 97 Reroute interchange.
 - c) The City of Redmond commits to participate, subject to funding, with ODOT on a long-term improvement to disconnect Pershall Way/O'Neil intersection from US 97 and construct an overpass.
- The City of Redmond shall install a traffic signal (when warranted) with separate left turn lanes on the Kingwood Avenue approaches to US 97 (6th Street). This shall be based on a traffic analysis and funding in the Transportation CIP.
- The City of Redmond shall construct a traffic signal (when warranted) at the intersection of Maple Avenue and NW 9th Street. This shall be based on a traffic analysis and funding in the Transportation CIP.
- The following Access Management Policies shall apply to street, access, and land development decisions within the IAMP area:

- a) For US 97 (6th Street) from the southbound interchange ramp terminal to a distance of 1,320 feet to the south, the spacing standards from OAR 734-051-0125(2), Table 8 and Figure 4 apply, which would restrict all access for the full distance of 1,320 feet. Proposed deviation from this standard requires approval from ODOT.
- b) For Canal Boulevard from the northbound interchange ramp terminal to a distance of 1,320 feet to the north, the spacing standards from OAR 734-051-0125 (2) Table 7 and Figure 3 apply, which would restrict all access for the full distance of 1,320 feet, with a right-in/right-out access allowed on the southbound side of Canal Boulevard no closer than 990 feet from the interchange ramp terminal.

2. **Add** the following to **Chapter 9 TRANSPORTATION ELEMENT** (of the Comprehensive Plan Addendum). Add as a new section under the existing heading of **FINDINGS**:

North Redmond US 97 Interchange Area Management Plan (IAMP)

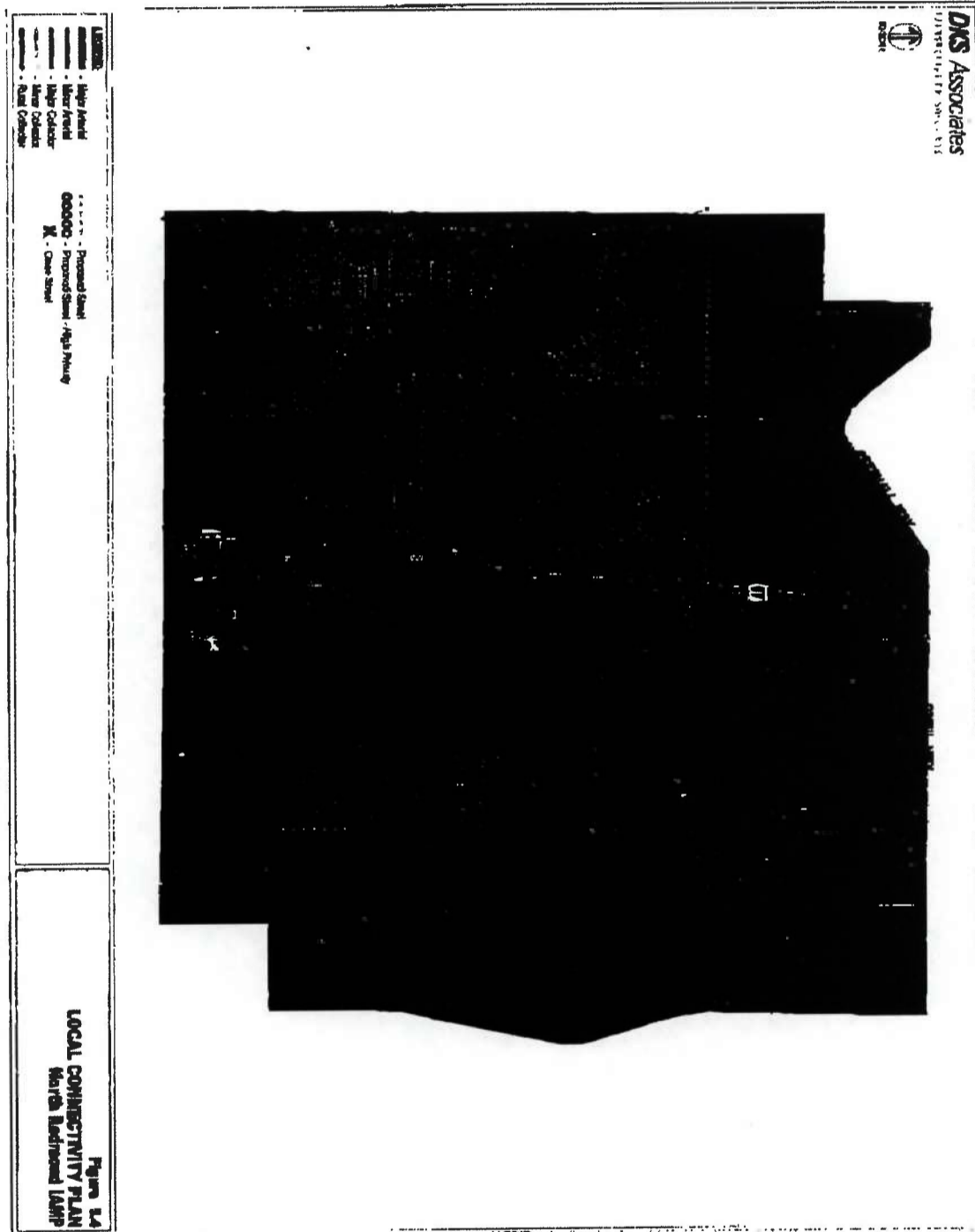
The policies, projects, and standards adopted into the Transportation Element are based on the City of Redmond's participation with ODOT in the North Redmond IAMP. The North Redmond IAMP is a policy document that was prepared to guide future transportation, access and development decisions as a result of the interchange for the US97 Reroute project. The IAMP, in appendix 7, recommended several Comprehensive Plan and Transportation Plan changes, which are incorporated herein as amendments. The "North Redmond US 97 Interchange Area Management Plan", dated November 2006 is the basis for policies, projects, and standards within the Comprehensive Plan.

3. **Add** the following to **Chapter 14 URBANIZATION ELEMENT**, Policy 12 (of the Comprehensive Plan):

- n) North Redmond US 97 Interchange Area Management Plan (IAMP) Compliance. The Master Plan shall comply with the following policies: Any property to be master planned within newly annexed areas within the IAMP area shall have:
 - 1) Direct Access to a local public street other than a state highway for all or part of the Master Planned area consistent with the Local Street Connectivity Plan; and,
 - 2) Any property to be annexed to the City shall relinquish all direct access rights to a state highway as a condition of development approval (when a legal alternative access exists).

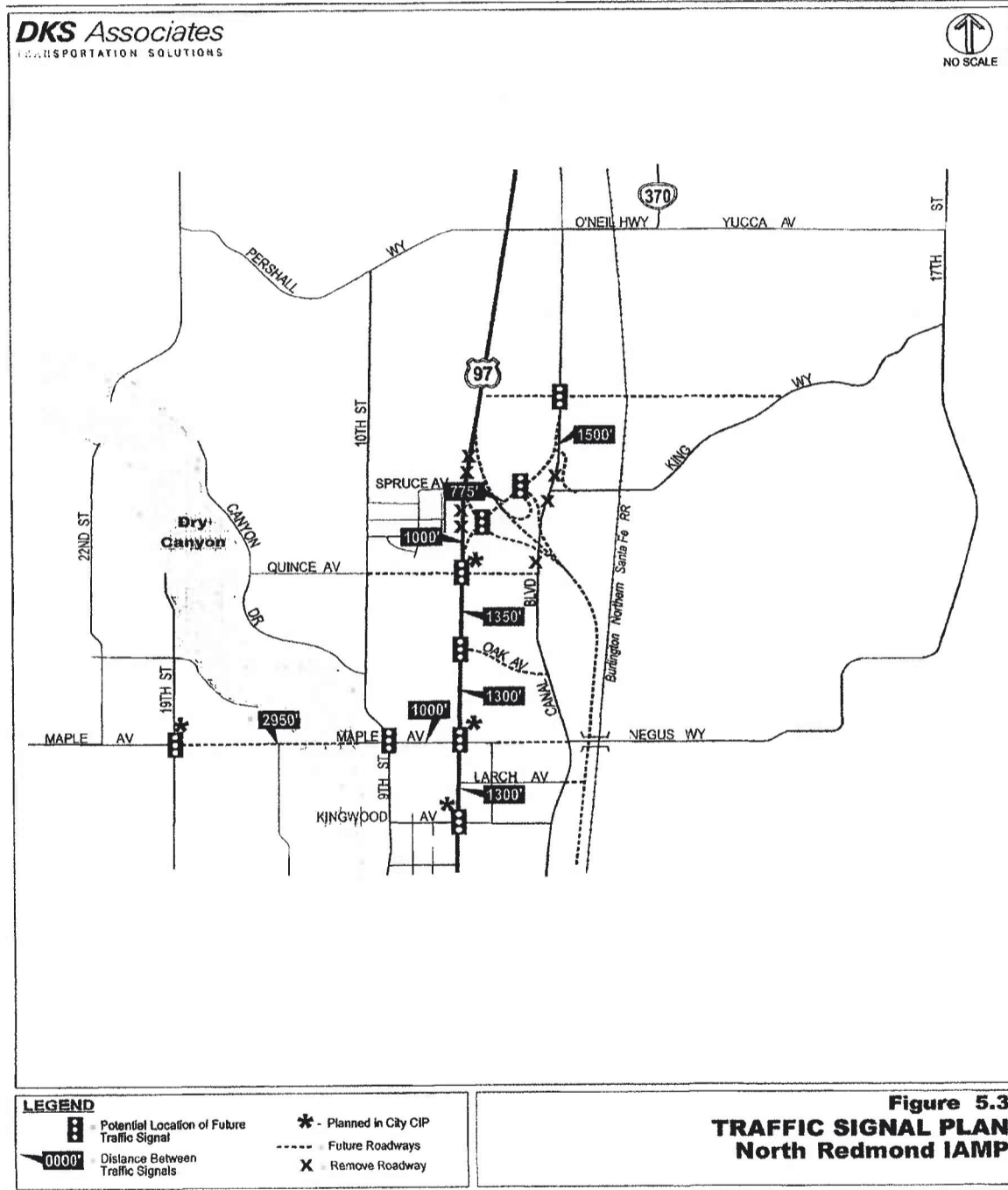
Urban Area Transportation Plan Addendum -- figure 1

North Redmond Interchange Area Management Plan area
Local Street Connectivity Plan



Urban Area Transportation Plan Addendum – figure 2

**North Redmond Interchange Management Plan area
Traffic Signal Plan**



**CITY OF REDMOND
ORDINANCE NO. 2007-09**

AN ORDINANCE AMENDING THE REDMOND DEVELOPMENT CODE, CHAPTER 8, ARTICLE I, ARTICLE III, AND ARTICLE IV BY ESTABLISHING STANDARDS FOR ACCESS MANAGEMENT AND LOCAL STREET CONNECTIVITY, TO IMPLEMENT THE FINDINGS IN THE NORTH REDMOND US 97 INTERCHANGE AREA MANAGEMENT PLAN (IAMP).

WHEREAS, the City of Redmond participated with the Oregon Department of Transportation (ODOT) in the preparation of the "North Redmond US 97 Interchange Area Management Plan" (IAMP) dated November 2006; and

WHEREAS, the Oregon Transportation Commission adopted the IAMP on March 22, 2007, pending City of Redmond adoption of the Amendments in this Ordinance; and

WHEREAS, the Amendments in this Ordinance are required before ODOT constructs the North Redmond US 97 Reroute Interchange; and

WHEREAS, construction of the North Redmond US 97 Reroute Interchange is necessary to implement the City's Transportation System Plan and Transportation CIP; and

WHEREAS, the Amendments in this Ordinance originate from Appendix 7 of the IAMP, and City staff has reviewed said Appendix prior to proposing the Amendments in this Ordinance; and

WHEREAS, the Amendments in this Ordinance are found to be compliant with applicable statewide Planning Goals, Rules, Statutes, and applicable criteria in the City Comprehensive Plan and Comprehensive Plan Addendum based on Findings prepared by City staff; and

WHEREAS, the City of Redmond desires to adopt the Development Code standards in order to maintain efficient flow of traffic in and around the proposed North Redmond US 97 Reroute Interchange, and to provide for an orderly and efficient development of lands within the IAMP area to comply with the Statewide Planning Goals.

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

SECTION ONE: The City of Redmond hereby amends Chapter 8 Articles I, III, and IV of the Redmond Development Code (RDC) by adoption of the text amendments, which are attached hereto as "Exhibit A".

SECTION TWO: The City of Redmond City Council adopted by Resolution 2007- 13 the findings set forth in the City of Redmond Findings for Comprehensive Plan and Development Code Amendments to implement the North Redmond US 97 Interchange Area Management Plan which was prepared by City of Redmond staff and Adams

Planning & Development Services, dated March, 2007. The City Council hereby recognizes and incorporates herein by reference those findings in support of the amendments to the Redmond Development Code in Section One of this Ordinance.

PASSED by the City Council and **APPROVED** by the Mayor this 8th day of May, 2007.



Alan Unger, Mayor

ATTEST:



Patricia Freauff, City Recorder

Approved as to form:



City Attorney

5/9/07

Date

Exhibits:

- A. Development Code Text Amendment, March 2007

EXHIBIT A

City of Redmond

Development Code Text Amendment

Legislative Action to implement the North Redmond US 97
Interchange Area Management Plan

Prepared by City of Redmond CDD

March, 2007

File No: TA 07-02 Development Code Amendment

Applicant: City of Redmond Community Development Department
716 SW Evergreen Avenue
P O Box 726
Redmond, OR 97756
Phone: (541) 923-7710
Fax: (541) 548-0706

Request: To amend the City of Redmond Development Code to revise and add standards and criteria related to the North Redmond US 97 Interchange Area Management Plan (IAMP)

Location: North Redmond US 97 IAMP

Introduction

The City of Redmond is proposing a Development Code Amendment (TA 07-02) along with a companion Comprehensive Plan Amendment (PA 07-02). This Development Code Amendment does the following:

- Adds access management standards,
- Adds language for developments to conform to the Transportation System Plan,
- Adds language for developments to conform to the Local Street Connectivity Plan, and
- Adds language for developments to conform to specific policies of the Comprehensive Plan.

The City of Redmond participated with ODOT in the development of the “North Redmond US 97 Interchange Area Management Plan” (IAMP). The Plan was prepared in November 2006 and was adopted by the Oregon Transportation Commission on March 22, 2007 (pending City adoption of these amendments). An IAMP is required for all grade-separated structures on Oregon Highways, as stated in the Oregon Highway Plan. The IAMP was required for the proposed north Redmond Interchange on US 97 at milepost 119.

Appendix 7 of the IAMP includes a list of implementing measures specific to the City of Redmond. They include updates to the transportation and urbanization elements of the Comprehensive Plan, and updates to the Development Code. This Development Code Amendment is intended to address implementing measures related to access management and land development standards within the Code.

Development Code Amendments (new text is underlined):

1. **Add the following to Chapter 8, Article I Zoning Standards, Section 8.0367 Public Works Standards and Specifications:**
 - (3) All property within the North Redmond US 97 Interchange Area Management Plan (IAMP) area, and annexed to the City, shall have a Master Plan that stipulates the property, as a condition of development approval, shall:**
 - (a) Have immediate direct access to a local public street other than a state highway.**
 - (b) Comply with the IAMP Local Street Connectivity Plan (Comprehensive Plan Addendum Chapter 9 Transportation Element figure 1), and**
 - (c) Relinquish all direct access rights to a state highway when a legal alternative access exists.**
2. **Amend Chapter 8, Article III Subdivision & Partition Standards, Section 8.2120 Master Development Plan, subsection (4), to read:**
 - (4) Overall transportation and traffic pattern plan showing compliance with grid street standards, and for land within the North Redmond US 97 Interchange Area Management Plan (IAMP), compliance with the Local Street Connectivity Plan (Comprehensive Plan Addendum Chapter 9 Transportation Element figure 1).**
3. **Amend Chapter 8, Article III Subdivision & Partition Standards, Section 8.2135 Required Findings for Tentative Subdivision Approval, subsection (1)(a), to read:**
 - (a) Proposal is in compliance with ORS Chapter 92, the Comprehensive Plan, the Transportation System Plan (TSP) and applicable zoning.**
4. **Amend Chapter 8, Article III Subdivision & Partition Standards, Section 8.2310 Requirements for Tentative Partition Approval, subsection (1) (a), to read:**
 - (a) Proposal is in compliance with ORS Chapter 92, the Comprehensive Plan, the Transportation System Plan (TSP) and applicable zoning.**
5. **Add the following to Chapter 8, Article III Subdivision & Partition Standards, Section 8.2400 Compliance Required:**

(h) All proposed or required streets and alleys shall comply with Section 8.2465 Access Management Standards, the Transportation System Plan, and with Local Street Connectivity Plans adopted as part of the transportation element of the Comprehensive Plan.

6. **Add** the following to Chapter 8, Article III Subdivision & Partition Standards, Section 8.2405 Streets, subsection (1) General:

(1) General. Streets shall be in conformance with Local Street Connectivity Plans adopted as part of the transportation element of the Comprehensive Plan.

7. **Add** the following to Chapter 8, Article III Subdivision & Partition Standards, Section 8.2465 City of Redmond Access Management Standards:

(k) Access within the North Redmond US 97 Interchange Area Management Plan (IAMP) shall also conform to the “North Redmond US 97 Interchange Area Management Plan (IAMP)” provisions of Chapter 9 Transportation Element of the Comprehensive Plan Addendum and Policy 12 n of Chapter 14 of the Comprehensive Plan.

8. **Add** the following to Chapter 8, Article IV Site & Design Review Standards, Section 8.3035. 9 City of Redmond Access Management Standards:

(k) Access within the North Redmond US 97 Interchange Area Management Plan (IAMP) shall also conform to the “North Redmond US 97 Interchange Area Management Plan (IAMP)” provisions of Chapter 9 Transportation Element of the Comprehensive Plan Addendum and Policy 12 n of Chapter 14 of the Comprehensive Plan.

(h) All proposed or required streets and alleys shall comply with Section 8.2465 Access Management Standards, the Transportation System Plan, and with Local Street Connectivity Plans adopted as part of the transportation element of the Comprehensive Plan.

6. Add the following to Chapter 8, Article III Subdivision & Partition Standards, Section 8.2405 Streets, subsection (1) General:

(1) General. Streets shall be in conformance with Local Street Connectivity Plans adopted as part of the transportation element of the Comprehensive Plan.

7. Add the following to Chapter 8, Article III Subdivision & Partition Standards, Section 8.2465 City of Redmond Access Management Standards:

(k) Access within the North Redmond US 97 Interchange Area Management Plan (IAMP) shall also conform to the "North Redmond US 97 Interchange Area Management Plan (IAMP)" provisions of Chapter 9 Transportation Element of the Comprehensive Plan Addendum and Policy 12 n of Chapter 14 of the Comprehensive Plan.

8. Add the following to Chapter 8, Article IV Site & Design Review Standards, Section 8.3035. 9 City of Redmond Access Management Standards:

(k) Access within the North Redmond US 97 Interchange Area Management Plan (IAMP) shall also conform to the "North Redmond US 97 Interchange Area Management Plan (IAMP)" provisions of Chapter 9 Transportation Element of the Comprehensive Plan Addendum and Policy 12 n of Chapter 14 of the Comprehensive Plan.

CITY OF REDMOND
RESOLUTION NO. 2007-13

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDMOND, OREGON,
ADOPTING THE CITY OF REDMOND FINDINGS FOR COMPREHENSIVE PLAN AND
DEVELOPMENT CODE AMENDMENTS TO IMPLEMENT THE NORTH REDMOND US 97
INTERCHANGE AREA MANAGEMENT PLAN IN CONJUNCTION WITH AMENDMENTS TO
THE CITY OF REDMOND COMPREHENSIVE PLAN AND DEVELOPMENT CODE.

WHEREAS, the City of Redmond participated with the Oregon Department of Transportation (ODOT) in the preparation of the "North Redmond US 97 Interchange Area Management Plan" (IAMP) dated November 2006; and

WHEREAS, the Oregon Transportation Commission adopted the IAMP on March 22, 2007, pending City of Redmond adoption of the Amendments in Ordinances 2007-08 and 2007-09; and

WHEREAS, construction of the North Redmond US 97 Reroute Interchange is necessary to implement the City's Transportation System Plan and Transportation CIP; and

WHEREAS, in conjunction with adoption of amendments to the Comprehensive Plan (Ordinance 2007-08) and Development Code (Ordinance 2007-09), the City must adopt Findings of Compliance with Statewide Planning Goals, the Redmond Comprehensive Plan, and the Redmond Development Code.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF REDMOND CITY COUNCIL AS FOLLOWS:

SECTION ONE: The City of Redmond Findings for Comprehensive Plan and Development Code Amendments to Implement the North Redmond US 97 Interchange Area Management Plan, which was prepared by City of Redmond staff and Adams Planning & Development Services, dated March, 2007 and is attached hereto as "Exhibit A" is hereby adopted.

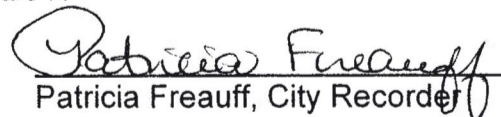
SECTION TWO: This Resolution shall be effective from and after its adoption by the Council and signature by the Mayor.

ADOPTED by the City Council and **SIGNED** by the Mayor this 8th day of May, 2007.



Alan Unger, Mayor

ATTEST:


Patricia Freauff, City Recorder

Exhibits:

- A. City of Redmond Findings for Comprehensive Plan and Development Code Amendments to Implement the North Redmond US 97 Interchange Area Management Plan

EXHIBIT A

City of Redmond

**Findings for Comprehensive Plan and Development Code
Amendments to implement the North Redmond US 97
Interchange Area Management Plan**

Prepared by City of Redmond CDD

March, 2007

File No: PA 07-02 Comprehensive Plan Amendment; TA 07-02 Development Code Amendment

Applicant: City of Redmond Community Development Department
716 SW Evergreen Avenue
P O Box 726
Redmond, OR 97756
Phone: (541) 923-7710
Fax: (541) 548-0706

Request: Adopt findings in support of the Comprehensive Plan amendment to revise and add transportation and urbanization policies and the Development Code amendment to add standards - related to the North Redmond US 97 Interchange Area Management Plan (IAMP).

Location: North Redmond US 97 IAMP Area

Introduction

The City of Redmond is proposing a Comprehensive Plan Amendment (PA 07-02) along with a companion Development Code Amendment (TA 07-02) to do the following:

- For the Comprehensive Plan amendment: add a Local Street Connectivity Plan and Traffic Signal Plan for the IAMP area as part of the Transportation Element; add transportation improvement projects to the Transportation Element; add Access Management Policies for access near the interchange ramps as part of the Transportation Element; and add access management policy to the Urbanization Element.
- For the Development Code amendment, adds access management and development standards for development within the IAMP area.

The City of Redmond participated with ODOT in the development of the North Redmond US 97 Interchange Area Management Plan (IAMP). The Plan was prepared in September 2006 and was adopted by the Oregon Transportation Commission on March 22, 2007 (pending City approval of the Comprehensive Plan and Development Code amendments being proposed). An IAMP is required for all grade-separated structures on Oregon Highways, as stated in the Oregon Highway Plan. The IAMP was required for the proposed north Redmond Interchange on US 97 at milepost 119.

Appendix 7 of the IAMP includes a list of implementing measures specific to the City of Redmond. They include updates to the transportation and urbanization elements of the Comprehensive Plan and standards within the Development Code. This findings document is intended to provide findings in support of the necessary Comprehensive Plan and Development Code amendments.

The following narrative provides findings in support of the proposed amendments with respect to Statement Planning Goals, applicable state statutes, and the City's Comprehensive Plan.

I. Conformance with applicable Statewide Planning Goals:

Goal 1: Citizen Involvement.

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

Response:

Although this planning project was initiated by ODOT, the City has participated in the project to the extent that it affects the City. There have been a number of announcements of public meetings ODOT held during the development of the IAMP. In addition, the City has provided public review and involvement opportunities during the public hearings for the proposed amendments.

Goal 2: Land Use Planning.

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

Response:

The basis for the changes proposed in the amendments are contained in the Report titled "North Redmond US 97 Interchange Area Management Plan, dated November 2006", which Report is adopted and incorporated herein by this reference. This document provides a factual basis for the proposed amendments to the City's Comprehensive Plan and Development Code. The proposed Comprehensive Plan and Development Code amendments provide new policies and standards for development and access that implement the North Redmond IAMP. The underlying documentation in the IAMP demonstrates that the proposed amendments are consistent with Goal 2.

Goal 12: Transportation.

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

Response:

The City's acknowledged Comprehensive Plan contains a transportation element and transportation plan map which acts as its Transportation System Plan (TSP). The City is concurrently in the process of amending and updating the TSP. The proposed amendments contained within PA 07-02 may be incorporated into the updated TSP. In order for the City to meet Goal 12, it must rely on ODOT for the components related to state highways because of ODOT's jurisdiction and authority in this area. ODOT's Highway Plan requires an IAMP for all grade separated interchanges. The North

Redmond IAMP has documented that a grade separated interchange is necessary for traffic to function properly on US Highway 97 north of downtown to the northern city limits. The proposed amendments provide new transportation projects, street connectivity, and access management policies necessary to implement the North Redmond IAMP. The access management amendments to the Development Code are also necessary to implement the IAMP. Such amendments are consistent with and necessary to meet Goal 12.

Goal 14: Urbanization.

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

Response:

The City's acknowledged Comprehensive Plan contains urban land use development policies and criteria necessary to meet Goal 14. The proposed amendment to the urbanization element of the Comprehensive Plan is necessary to provide access management and street connectivity measures to assure implementation of the IAMP. Proposed Development Code amendments are necessary to ensure future development supports the function of the major streets, US 97, and the Reroute interchange. The amendments are consistent with and necessary to meet Goal 14.

II. Conformance with applicable state planning statutes:

ORS 197.307(3)(b): *"A local government shall attach only clear and objective approval standards or special conditions regulating, in whole or in part, appearance or aesthetics to an application for development of needed housing or to a permit, as defined in ORS 215.402 or 227.160, for residential development. The standards or conditions may not be attached in a manner that will deny the application or reduce the proposed housing density provided the proposed density is otherwise allowed in the zone";*

ORS 197.307(4): *"Subsection (3) shall not be construed as an infringement on a local government's prerogative to: (a) Set approval standards under which a particular housing type is permitted outright; (b) Impose special conditions upon approval of a specific development proposal; or (c) Establish approval procedures."*

Response:

The proposed amendments to the Development Code are clear and objective in that they establish access standards that are specific and measurable. The standards are required to implement the Comprehensive Plan and the requirements of the IAMP. The City views these amendments as approval standards under ORS 197.307 (4) (a) and as special conditions under ORS 197.307 (4) b) above. The amendments conform to the above state statutes.

ORS 197.610(1): "A proposal to amend a local government acknowledged comprehensive plan or land use regulation or to adopt a new land use regulation shall be forwarded to the Director of the Department of Land Conservation and Development at least 45 days before the first evidentiary hearing on adoption . . ."

Response:

The City provided notice to the Director of the Department of Land Conservation and Development a minimum of 45 days before the first hearing on adoption. The City's first hearing on the proposal was conducted on April 16, 2007 and notice was provided on March 1, 2007 (47 days before the hearing).

III. Conformance with applicable state planning rules:

OAR 660-12-0015 Preparation and Coordination of Transportation System Plans.

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

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

Response:

The City of Redmond participated with ODOT in the preparation of the North Redmond IAMP and planning for the US97 Reroute and interchange. The IAMP, which is incorporated herein by this reference, includes an analysis of traffic alternatives, an analysis of needed projects, and recommendations for amendments to the City TSP. The proposed amendments to the City Comprehensive Plan, including the transportation element, and the Development Code are based on the IAMP and conform to the above rule because they are necessary to meet identified transportation needs and are consistent with the state TSP and Highway Plan.

OAR 660-12-0060 Plan and Land Use Regulation Amendments

(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g., level of service, volume to capacity ration, etc.) of the facility. . .

Response:

The City of Redmond's proposed amendments to its Comprehensive Plan and Development Code (land use regulation) are necessary to implement the North Redmond US 97 Interchange Area Management Plan (IAMP). The proposed amendments do not "significantly affect" an existing or planned transportation facility in the manner provided in the rule above. The amendments, if anything, will serve to protect the function, capacity, and performance standards of US 97, the interchange, and major streets in the area, based on the IAMP. Therefore, the proposed amendments conform with the above rule.

IV. Conformance with the City Comprehensive Plan:

Comprehensive Plan Chapter 2 LAND USE PLANNING

Policy 3. *All land use plans and implementation ordinances shall be adopted by the governing body after public hearing and shall be reviewed and, as needed, revised on a periodic cycle to take into account changing public policies and circumstances, in accord with a schedule set forth in the plan.*

Policy 4. *Opportunities shall be provided for review and comment by citizens and affected governmental units during preparation, review and revisions of plans and implementing ordinances.*

Response:

The City participated in the development of the North Redmond US 97 Interchange Area Management Plan (IAMP) with ODOT, Deschutes County and other agencies. The Planning Commission, at an April 16, 2007 public hearing, recommended the proposed amendments to the City Council. The City Council is holding a public hearing before adopting the proposed amendments. The proposed amendments are the result of changing policies and circumstances, and are required to implement the IAMP. Such amendments were not contemplated when the current Comprehensive Plan and Development Code were adopted. The amendments are therefore consistent with the above policies.

Comprehensive Plan Chapter 12 TRANSPORTATION

Transportation System Management

Policy 3. *The function of existing and planned roadways as identified in the Redmond Urban Area Transportation Plan shall be protected through the application of appropriate access control measures.*

State Highways

Policy 20. *Wherever practical, access to the highway will be provided via frontage roads, alternative local roads, or other means, rather than direct access to the highway.*

Response:

The proposed amendments include limits on access to the state highway in the area of the interchange. The amendments also include a number of transportation projects to the existing state highway and street system in the area of the interchange. Such limits and projects are necessary to protect the Highway 97 and the Reroutes' function, capacity, and performance levels. The amendments also propose that new development comply with a Local Street Connectivity Plan and access controls in the area of the interchange. The proposed amendments implement and are consistent with the two policies above.

Conclusion

The above findings demonstrate that the proposed amendments conform to all approval standards and criteria.