



Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

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Salem, OR 97301-2540

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NOTICE OF ADOPTED AMENDMENT

12/23/2013

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

FROM: Plan Amendment Program Specialist

SUBJECT: City of Redmond Plan Amendment
DLCD File Number 009-13

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: Thursday, January 02, 2014

This amendment was submitted to DLCD for review 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 Acknowledgment or 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. **NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.**

Cc: Heather Richards, City of Redmond
Gordon Howard, DLCD Urban Planning Specialist

Gary Fish, DLCD Transportation Planner

<paa> YA



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

FOR DLCD USE

File No.: 009-13 (20040)
[17715]
Received: 12/16/2013

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

Jurisdiction: City of Redmond

Local file no.: **PA-13-2**

Date of adoption: 12-10-2013 Date sent: 12/11/2013

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

- ☒ Yes: Date (use the date of last revision if a revised Form 1 was submitted): 10-8-2013
☐ No

Is the adopted change different from what was described in the Notice of Proposed Change? ☒ Yes ☐ No
 If yes, describe how the adoption differs from the proposal:

In addition to the actual Transportation Mitigation Plan being added to the Redmond TSP, additional introductory and explanatory text regarding the history and rationale for the amendment has also been added.

Local contact (name and title): James J. Lewis

Phone: 541-923-7724 E-mail: james.lewis@ci.redmond.or.us

Street address: 716 SW Evergreen Avenue City: Redmond Zip: 97756-

PLEASE COMPLETE ALL OF THE FOLLOWING SECTIONS THAT APPLY

For a change to comprehensive plan text:

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

The Change was to the Transportation System Plan (TSP), which is an element of the Comprehensive Plan, Chapter 12, Transportation. This corresponds with Statewide Planning Goal 12.

For a change to a comprehensive plan map:

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

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

Location of affected property (T, R, Sec., TL and address): N/A.

- ☐ The subject property is entirely within an urban growth boundary
☐ The subject property is partially within an urban growth boundary

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

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

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

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

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

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

N/A

For a change to a zoning map:

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

Change from	to	. Acres:
Change from	to	. Acres:
Change from	to	. Acres:
Change from	to	. Acres:

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

Overlay zone designation: . Acres added: . Acres removed:

Location of affected property (T, R, Sec., TL and address): N/A

List affected state or federal agencies, local governments and special districts: The proposal affects transportation facilities within the City of Redmond UGB under the jurisdiction of both the City of Redmond and ODOT.

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

See attached adopting ordinance (local), TSP text and findings.

NOTICE OF ADOPTED CHANGE – SUBMITTAL INSTRUCTIONS

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

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

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

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

This form is available here:

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

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

Submittals may also be uploaded to DLCD's FTP site at http://www.oregon.gov/LCD/Pages/papa_submittal.aspx.

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

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

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

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

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

7. Remember to notify persons who participated in the local proceedings and requested notice of the final decision. ([ORS 197.615](#))

If you have any questions or would like assistance, please contact your DLCD regional representative or the DLCD Salem office at 503-934-0017 or e-mail plan.amendments@state.or.us.

Notice checklist. Include all that apply:

- ☐ Completed Form 2
- ☐ A copy of the final decision (including the signed ordinance(s)). This must include city *and* county decisions for UGB and urban reserve adoptions
- ☐ The findings and the text of the change to the comprehensive plan or land use regulation
- ☐ If a comprehensive plan map or zoning map is created or altered by the proposed change:
 - ☐ A map showing the area changed and applicable designations, and
 - ☐ Electronic files containing geospatial data showing the area changed, as specified in [OAR 660-018-0040\(5\)](#), if applicable
- ☐ Any supplemental information that may be useful to inform DLCD or members of the public of the effect of the actual change

**CITY OF REDMOND
ORDINANCE NO. 2013-17**

AN ORDINANCE AMENDING THE CITY OF REDMOND'S TRANSPORTATION SYSTEM PLAN, TO ADOPT THE TRANSPORTATION MITIGATION PLAN OF CITY/ODOT INTERGOVERNMENTAL AGREEMENT #28621, AS REQUIRED BY OREGON SENATE BILL 1544.

WHEREAS, the City of Redmond has adopted An Urban Area Comprehensive Plan in accordance with Oregon Revised Statutes Chapter 227, and the Statewide Planning Goals that provides policy direction for the development of land within the City, and,

WHEREAS, as an element of the Urban Area Comprehensive Plan the City of Redmond has adopted a Transportation System Plan to fulfill the Oregon Administrative Rule requirements (the Transportation Planning Rule) to provide and encourage a safe, convenient and economic transportation system; and

WHEREAS, the Redmond City Council has an adopted set of goals that include: 1.) "Preserve and enhance the City's infrastructure to position the City for future growth"; 2.) "Encourage economic development by continuing to utilize business location incentives, ensuring an adequate supply of planned industrial, commercial and residential land, and supporting workforce development"; and, 3.) "Enhance the quality of life in the City through the adoption of programs, policies and standards that balance growth while maintaining the city's unique character" which is further implemented through the policy to "Maintain an up to date Comprehensive Plan that meets the City's long term development goals"; and,

WHEREAS, Oregon Senate Bill 1544 authorized a rezone of 465 acres of land known as the East Redmond Industrial Site with an exemption from compliance with the Transportation Planning Rule pursuant to execution of an Intergovernmental Agreement between the City of Redmond and the Oregon Department of Transportation; and,

WHEREAS, the City/ODOT executed Intergovernmental Agreement No. 28621 in September, 2013; and,

WHEREAS, the City/ODOT Intergovernmental Agreement included a Transportation Mitigation Plan specific to the anticipated traffic impacts from build-out of the rezoned land; and,

WHEREAS, the Transportation Mitigation Plan will work together with Alternative Mobility Standards approved by the Oregon Transportation Commission which authorizes a change to the Oregon Highway Plan for acceptance of higher levels of congestion at identified locations in Redmond; and,

WHEREAS, amendments to the Transportation System Plan will memorialize the necessary transportation improvements, and will specify timing, phasing and costs

associated with each item listed therein as related to the development of the rezoned land; and,

WHEREAS, the Urban Area Planning Commission held a public hearing on November 19, 2013, and, after reviewing the record and providing an opportunity for public testimony, has recommended that the Redmond City Council adopt the amendments to the Transportation System Plan, specifically the Transportation Mitigation Plan, as set forth in City/ODOT Intergovernmental Agreement #28621; and

WHEREAS, the Redmond City Council held a public hearing on December 10, 2013, to consider the recommendation of the Urban Area Planning Commission, review the existing record and gather additional evidence and public testimony; and

WHEREAS, the City Council has received the Planning Commission's recommendation and, after receiving additional evidence and testimony, determined that the requested Transportation System Plan amendments would contribute to and further enhance the continued economic viability of Redmond; and

WHEREAS, the City Council concludes that the Findings as set forth in Exhibit D to support the adoption of the Transportation System Plan amendments regarding the Transportation Mitigation Plan, as set forth in City/ODOT Intergovernmental Agreement #28621, have fully addressed the City's Comprehensive Plan, the applicable State Law, and the Statewide Planning Goals as the applicable criteria for an amendment to the Redmond Transportation System Plan; and,

WHEREAS, the City Council finds that the attached Transportation System Plan amendments are necessary to further these interests.

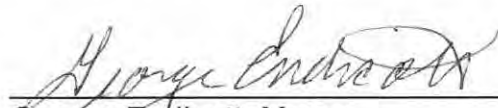
NOW, THEREFORE, THE CITY OF REDMOND ORDAINS AS FOLLOWS:

SECTION ONE: The City of Redmond hereby amends the Redmond Urban Area Comprehensive Plan, to adopt the Transportation Mitigation Plan of City/ODOT Intergovernmental Agreement #28621, and corresponding text to Chapter 9, Transportation Master Plan of the Transportation System Plan attached hereto as "Exhibit A."

SECTION TWO: In support of the Transportation System Plan amendments in Section One, the City of Redmond hereby adopts the Findings which are attached hereto as "Exhibit B", which were prepared by City staff, reviewed by the Planning Commission and demonstrate compliance with the City's Comprehensive Plan, and the applicable Statewide Planning Goals, Administrative Rules and Statutes.

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

PASSED by the City Council and **APPROVED** by the Mayor this 10th day of December, 2013.


George Endicott, Mayor

ATTEST:


Kelly Morse, City Recorder

EXHIBIT A TO ORDINANCE 2013-17

Transportation System Plan Amendments (new text is red; deleted text is strikethrough, unless otherwise stated)

** Excerpt from Redmond Transportation System Plan Chapter 9 (beginning on TSP page 9-24)*

Motor Vehicle Master Plan

The improvements identified to meet 2030 system demand combine both facility widening or extension and local intersection capacity improvement projects. These improvements are listed in Tables 9-6, 9-8, 9-9, 9-10, and 9-11. Some of these projects (such as US 97 Reroute Phase II) represent solutions to long-term needs that are not expected to be funded by the 2030 horizon of this TSP. Since Reroute Phase II is not expected to be funded by 2030, the City is constructing/improving parallel facilities to accommodate traffic (such as Westside arterial, SW 19th Street extension, S Canal Boulevard, and Quartz connection). The Motor Vehicle Action Plan contains a list of projects that are reasonably expected to be funded by 2030. The facility projects that compose the Motor Vehicle Action Plan are shown in Figure 9-8 and are referenced by the project numbers provided in Tables 9-6, 9-8, and 9-9.

The cost estimates shown in these tables are estimated by DKS Associates using standard assumptions for new facilities. Further refinements should be made of these estimates prior to capital budgeting. As noted, some project cost estimates are based on the Capital Improvement Plan (CIP) project list costs¹.

Inclusion of an improvement project in the TSP does not commit the City or ODOT to construct or participate in funding the specific improvement. For projects on the local street system, inclusion in the Action Plan indicates that funding is reasonable likely. Projects on the State Highway System that are contained in the TSP are not considered to be reasonably likely to be funded unless they are programmed in the Statewide Transportation Improvement Plan (STIP) or unless ODOT provides written statement that they are reasonably likely to be funded. While the planning horizon of this TSP is year 2030, STIP inclusion is based on a four-year cycle. Many of the improvements listed on state facilities will be developer driven and funded as identified by the City. Unanticipated issues related to project funding, as well as the environment, land use, the economy, changes in the use of the transportation system, or other concerns may be causes for re-evaluation of alternatives discussed below and possible removal of a project from consideration for funding or construction. Highway projects that are programmed to be constructed may have to be altered or canceled at a later time to meet changing budgets or unanticipated conditions.

The City proposes to enter into a Memorandum of Understanding (MOU) with ODOT to identify specific State Highway Projects which the City is collecting System Development Charge

¹ An annual factor of 8% was applied to 2004 CIP costs to account for inflation.

funding for future improvements. The MOU will outline how the City will collect and set aside funding for these projects and how the City and ODOT will agree to expend funds in the future. The MOU will detail compliance with the “reasonably likely” language contained in 660-012-0060 (3)(e); (4)(b)(D); (4)(c)(A); and/or (4)(e) relating to state transportation facilities.

Notwithstanding the rationale for other improvements listed in the TSP, the City entered into an intergovernmental agreement (IGA #28621, September, 2013) with the State of Oregon (Oregon Department of Transportation) regarding traffic mitigation necessary for a rezone of 465 acres on the City’s eastside from Open Space Park Reserve to Light Industrial, Heavy Industrial and Limited Service Commercial. The authorization for the IGA and transportation mitigation plan included therein (the transportation mitigation plan is included as Exhibit B to IGA #28621) is enabled by Oregon Senate Bill 1544 (May, 2012). The transportation mitigation plan lists 13 necessary improvement projects, with the phasing, timing and cost estimates for each included therein. These mitigation items are currently included in the TSP but have been changed to be specific to the impacts associated with the zone change authorized by S.B. 1544. Pursuant to the Senate Bill and the terms of the agreement, it is necessary that the transportation mitigation plan be added to the City of Redmond TSP in order to allow the property to be developed subsequent to rezoning (Table 9-16). The amendment of the TSP by City of Redmond Ordinance No. 2013-17 to include the transportation mitigation plan as Table 9-16 fulfills the requirements of IGA #28621 as specified therein. Additionally, it is noted that by including the transportation mitigation plan as Table 9-16 of the TSP, the TSP is further amended to incorporate those items specifically listed in Table 9-16 as items 1, 2 and 3.

Table 9-8: Motor Vehicle Master Plan Improvements – ODOT Facilities

Location	Description	Master Plan Project	Action Plan Project (#)	Planning Cost (x\$1,000)
Hwy 126*	Widen to 3 lanes from Helmholtz to 35 th Avenue	X	8	\$1,555
Hwy 126*	Widen to 5 lanes from 35 th Avenue to Rimrock Way	X	9	\$5,330
Hwy 126*	Widen to 3 lanes from US 97 Reroute to Vet Way	X	10	\$7,535
US 97 Reroute Extension**	Extend Reroute Alt 3B to Quarry interchange (no Airport Way interchange)	X		\$226,140***
Airport Interchange**	Reroute interchange at Airport Avenue	X		\$6,450***
US 97/Quarry Ave	Westside Arterial/Quarry Ave Interchange	X	13	\$11,250
Master Plan Total				\$258,260
Action Plan Total				\$18,135

* Discussions regarding alternatives to widening this facility are presented in Chapter 5

** Included in Master Plan but not reflected in Action Plan or intersection performance listed in Table 9-7.

*** Provided in US 97 Refinement Plan Study for Alternative 3B. Airport Way interchange cost removed and listed separately.

Table 9-9: Motor Vehicle Master Plan Improvements – City of Redmond Facilities

Location	Description	Master Plan Project	Action Plan Project (#)	Planning Cost (x\$1,000)
NW Upas Ave	Grade-separated crossing of US 97	X	14	\$3,940
Westside Arterial	O'Neil to Quarry	X	(see below)	\$50,575
(itemized)	Pershall Way – 3 lanes from US 97 to Dry	X	21	\$2,220
	Pershall Way – 3 lanes through Dry Canyon	X	22	\$3,090
	Pershall Way – 3 lanes from Dry Canyon (E) to	X	23	\$2,590
	NW 27 th St – 5 lanes from Pershall Way to Maple	X	24	\$5,260
	NW Maple Ave – 5 lanes from 27 th St to 35 th St	X	25	\$2,640
	NW Maple Ave – 3 lanes from 35 th St to	X	26	\$3,595
	Helmholtz Way – 5 lanes from Maple Ave to	X	27A	\$2,835
	Helmholtz Way – 5 lanes from Antler Ave to Hwy	X	27B	\$5,665
	Helmholtz Way – 5 lanes from Hwy 126 to	X	28A	\$2,785
	Helmholtz Way – 5 lanes from Obsidian to	X	28B	\$6,750
	Helmholtz Way – 5 lanes from Wickiup to Elkhorn	X	28C	\$5,570
	Helmholtz Way – 3 lanes from Elkhorn to S Canal	X	29	\$3,145
	Helmholtz Way – 3 lanes from S Canal to Quarry Ave	X	30	\$4,430
NW 27 th Ave	Widen to 3 lanes from Maple Avenue to Greenwood	X	15	\$2,640
SW Canal Blvd	Widen to 3 lanes from SW Obsidian Ave to Yew Ave	X	16	\$7,560
SW 19 th St	Extend to Deschutes Market Road as 2-lane collector	X	17	\$7,250
SW Quarry Rd	Connect US 97 to 19 th Street extension	X	18	\$2,730
NW O'Neill Ave	Grade-separated crossing of US 97	X	19	\$7,430
NE 17 th St	Eastside collector from OR 126 to Antler Ave	X	20	\$3,200
SE 9 th St	Extend from Veterans Way to OR 126 as Minor Art	X	31	\$2,925
E 9 th St	Improvements from OR 126 to Hemlock Ave	X	33	\$2,730*
SW Odem Medo Rd	Corridor Improvements	X	35	\$1,040*
SW 15 th St	Improvements from SW Quartz to SW Obsidian Ave	X	36	\$480*
Forked Horn Butte	Wickiup Ave to S Canal Blvd Connection	X	37	\$2,650
SW Elkhorn Ave	Helmholtz Way to S Canal Blvd	X	60	\$1,735
SW Obsidian Ave	W UGB to 35 th Street	X	62	\$1,520
W Antler Ave	Helmholtz to 35 th Street	X	63	\$1,520
NW 35 th St	NW Hemlock to NW Oak Avenue	X	64	\$2,150
NW Spruce Ave	NW 22 nd to NW 33 rd	X	65	\$1,430
NW 10 th St	NW Upas Ave to NW Pershall Way	X	66	\$1,140
NE 5 th St	NE Hemlock to E Antler Avenue	X	67	\$1,230
SW Canal Blvd	Widening from SW Yew Ave to SW Badger Ave	X	68	\$3,785

SW Canal Blvd	SW Badger Ave to SW Helmholtz Way	X	69	\$4,465
SW Wickiup Ave/ Reservoir Dr	SW 31 st to SW 35 th	X	70A	\$745
SW Wickiup Ave/ Reservoir Dr	SW 39 th to Helmholtz Way	X	70B	\$2,045
SW Veterans Way	Add a center turn lane from RxR to SE 1 st St	X	71	\$1,375
5 th /6 th	Reconstruction	X	72	\$8,500

Table 9-10: Master/Action Plan Intersection Improvement Projects - ODOT Facilities

Location	Description	Master Plan	Action Plan	Planning Cost (x\$1,000)
SW 15 th Avenue/ Highland (OR 126)	Restripe (no widening) and modify signal to add northbound/southbound left turn lanes	X	X	\$50
SW Rimrock Way/ Highland Ave (OR 126)	Add southbound right turn lane and overlap	X	X	\$250
	Add a westbound right turn lane (includes fill and retaining wall)	X	X	\$1,000
US 97/ Veterans Way**	Add a southbound right turn lane		X	\$250
	Add a westbound right turn lane*		X	\$0
	Add a second eastbound left turn lane and widen canal structure		X	\$1,250
US 97/Odem Medo**	Add a second northbound left turn lane		X	\$250
	Add a second receiving lane to west leg and drop lane at parking access (275 ft)		X	\$500
	Add an eastbound left turn lane*		X	\$0
	Widen structure over canal to support additional lanes*		X	\$0
	Add a southbound right turn lane*	X	X	\$0
US 97/Quartz St	Add a westbound left turn lane	X	X	\$250
US 97 Reroute/ Highland Ave	Add a single eastbound right turn lane	X	X	\$250
US 97 Reroute/ Evergreen Ave	Add a westbound right turn lane	X	X	\$250
SW Helmholtz Way/ Highland (OR 126)	Add a traffic signal	X	X	\$250
	Add a westbound right turn lane*	X	X	\$500
	Add a northbound right turn lane	X	X	\$500
SW 27 th Ave/ Highland (OR 126)	Add a traffic signal*	X	X	\$0 ²
US 97 (SB)/Yew Ave	Add a traffic signal*	X	X	\$350
US 97 (NB)/Yew Ave	Add a traffic signal*	X	X	\$350
E 9 th Ave/OR 126	Add a traffic signal	X	X	\$250
	Add a northbound right turn lane	X	X	\$250
	Add an eastbound right turn lane	X	X	\$250
	Add a westbound right turn lane	X	X	\$250
	Add eastbound/westbound left turn lanes	X	X	\$500
SE Lake Rd/OR 126	Disconnect Lake Road when SE 9 th Street extension is completed or restrict access to right-in-right-out	X	X	\$250
Master Plan Total				\$5,750
Action Plan Total				\$8,000

Note: * planned for 2008

** If US 97 Reroute Phase II is constructed (as in Master Plan), some of these additional projects are not needed. However these projects are included as Action Plan projects since US 97 Reroute Phase II is not in Action Plan.

² Cost included with Action Plan project #2 – 27th Street extension from Highland Avenue to Antler Avenue

Table 9-11: Master/Action Plan Intersection Improvements – City of Redmond Facilities

Location	Description	Master Plan	Action Plan	Planning Cost (x\$1,000)
SW 5 th St (Business 97 NB)/Black Butte Ave	Remove parking and restripe to add an eastbound left turn lane Add a traffic signal	X X	X X	\$50 \$250
NW 27 th St/Maple Ave	Add a roundabout with two circulating and two entry and exit	X	X	\$1,200
NW 10th St/ Pershall Way	Add an eastbound right turn lane	X	X	\$250
SW Helmholtz Way/ S Canal Blvd	Add a single-lane roundabout	X	X	\$800
W 27 th St/Antler Ave	Add a traffic signal	X	X	\$250
SW 27 th St/ S Canal Blvd	Add a single-lane roundabout	X	X	\$800
NW 19 th St/Maple	Add a traffic signal	X	X	\$250
NW 9 th St/Maple Ave	Add a traffic signal	X	X	\$250
SW Canal Blvd/Quartz Ave	Add a traffic signal	X	X	\$250
SW Canal Blvd/ Odem Medo Ave	Add a traffic signal Add a westbound left turn lane*	X X	X X	\$250 \$0 ³
SE 9 th St/ Veterans Way	Add a single-lane roundabout	X	X	\$800
SW 19 th St/Airport	Add a single-lane roundabout*	X	X	\$800
SE Lake Rd/ Veterans Way	Add a southbound right turn lane	X	X	\$250
Master Plan Total				\$6,450
Action Plan Total				\$6,450

Note: * planned for 2008

Traffic Control Master Plan

In addition to mitigation that was triggered due to performance deficiencies in the operations analysis, several locations that are currently all-way-stop-controlled may be signalized in the future as traffic signals are warranted. Traffic signals were not assumed at these locations in the capacity analysis, however signalized operations are listed in Table 9-7. Figure 9-7 shows the future traffic control for study intersections. This traffic control master plan considers facility type, spacing, capacity, traffic demand, future land use⁴ and other needs related to intersection traffic control. Note that the land use and traffic volumes are based on 2030 projections.

³ Cost included with Action Plan #35 – Odem Medo Rd corridor improvements

⁴ The future signal at OR 126/Helmholtz Way is based on adjacent development creating an urbanized setting. The 2030 land use and development projections assume the increased urbanization, which leads to an increase in traffic volumes and the need for traffic signal control at this location. The current rural

Figure 9-7: Traffic Control Master Plan (GRAPHIC IS UNAVAILABLE ELECTRONICALLY)

Table 9-12: Signalization Projects (When Warranted)

Location	Description	Planning Cost (x\$1,000)
SW 27 th St/Obsidian Ave	Add a traffic signal when warranted	\$250
SW 27 th St/Salmon Ave	Add a traffic signal when warranted	\$250
SW 27 th St/Wickiup Ave	Add a traffic signal when warranted	\$250
S Canal Blvd/ SW Obsidian Ave	Add a traffic signal when warranted	\$250
NE 9 th St/Hemlock Ave	Add a traffic signal when warranted	\$250
NE 9 th St/Antler Ave	Add a traffic signal when warranted	\$250
NW 35 th St/Maple Ave	Add a traffic signal when warranted	\$250
SW Helmholtz Way/Wickiup Ave	Add a traffic signal when warranted	\$250
US 97 Business/Kingwood Ave	Add a traffic signal when warranted	\$455
OR 126/SE Veterans Way	Add a traffic signal when warranted	\$250
NW 27 th St/Hemlock Ave	Add a traffic signal when warranted	\$250
OR 126/ SW 35 th St	Add a traffic signal when warranted	\$250
N Canal Blvd/King Way (realigned)	Add a traffic signal when warranted	\$250
US 97 Reroute NB/ US 97 Business	Add a traffic signal when warranted	\$250
US 97 Reroute SB/ US 97 Business	Add a traffic signal when warranted	\$250
Total		\$3,705

Table 9-13 lists the various components of the Motor Vehicle Master Plan and the summarized costs that are presented in the preceding tables.

Table 9-13: Motor Vehicle Master Plan Cost Summary

Project Type	Cost
Currently Funded CIP Projects	\$18,850,000
ODOT Facility Capacity Improvements - Local Match*	\$24,585,000
City of Redmond Facility Capacity Improvements	\$126,790,000
ODOT Facility Intersection Improvements – Local Match*	\$5,750,000
City of Redmond Facility Intersection Improvements	\$6,450,000
Additional Signalization Projects	\$3,705,000
Total Motor Vehicle Master Plan Cost	\$188,380,000

**provided in Draft City of Redmond CIP Update*

Motor Vehicle Action Plan

A motor vehicle system action plan project list was created to identify motor vehicle projects that are reasonably expected to be funded by the year 2030, which meets the requirements of the

setting and roadside culture is not one that would not likely be approved for signalization by the State Traffic Engineer.

updated Transportation Planning Rule⁵. Several improvements identified for construction (Action Plan project numbers 13, 17, 18 and 30 as shown in Figure 9-8) are outside UGB. To address this issue, planning of these facilities should occur within the Deschutes County TSP process and may require an exception to the Statewide Planning Goals and/or additional UGB expansion to encapsulate the alignments.

In addition to facility capacity needs previously discussed in the Master Plan, the City has modernization and reconstruction needs for existing facilities. The City of Redmond CIP currently identifies several locations for modernization/reconstruction improvements as listed in Table 9-14. The costs of the remaining components (capacity projects) of the Motor Vehicle Action Plan are summarized in Table 9-15. The inclusion of the action plan projects is reflected in the intersection performance listed in Table 9-7 and shown in Figure 9-6. Figure 9-8 shows the location of the action plan projects.

Table 9-14: Facility Modernization/Reconstruction – Included in CIP

CIP No	Action Plan No	Project Description	Cost (x\$1,000)*
9	50	SW 27th St reconstruction and extension from Yew Ave Interchange to Highland Ave.	\$7,000
2002-6	51	Maple Ave reconstruction from NW 19th St to NW 27th St	\$680
2002-9	52	Antler Ave Modernization: Extend to E UGB	\$1,610
8	53	N Canal Blvd reconstruction from Antler Ave to US 97 Reroute	\$2,695
A	54	Airport Way reconstruction south of airport	\$1,670
2002-8	55	Hemlock Avenue Modernization Project	\$2,600
2002-10	56	Obsidian Avenue Modernization/Street In-fill	\$120
2002-13	58	NW 35th Street Modernization	\$1,795
Total of Current Modernization/Reconstruction CIP Projects			\$18,170

Note: *An annual factor of 8% was applied to 2004 CIP costs to account for inflation.

Table 9-15: Motor Vehicle Action Plan Cost Summary

Project Type	Cost
Currently Funded CIP Capacity Projects	\$18,850,000
ODOT Facility Capacity Improvements - Local Match*	\$18,135,000
City of Redmond Facility Capacity Improvements	\$126,790,000
ODOT Facility Intersection Improvements – Local Match*	\$5,750,000
City of Redmond Facility Intersection Improvements	\$6,450,000
Additional Signalization Projects	\$3,705,000
Total Motor Vehicle Action Plan Cost	\$179,680,000

*provided in Draft City of Redmond CIP Update

⁵ OAR Chapter 660, Department of Land Conservation and Development, Division 012, Transportation Planning, adopted on March 15, 2005, effective April 2005.

Figure 9-8: Motor Vehicle Action Plan (GRAPHIC IS UNAVAILABLE ELECTRONICALLY)

City/ODOT Intergovernmental Agreement #28621 – Redmond Eastside Industrial Zone Change

The City and State (Oregon Department of Transportation), entered into an Intergovernmental Agreement (IGA #28621) in September, 2013 for the purpose of establishing the mitigation necessary for traffic impacts anticipated from the rezone of 465 acres from Open Space Park Reserve to Light Industrial, Heavy Industrial and Limited Service Commercial. The IGA includes a transportation mitigation plan as Exhibit B which establishes the 13 necessary improvements, with the phasing, timing and cost estimates for each included therein. These mitigation items are currently included in the TSP but have been changed to be specific to the impacts associated with the zone change authorized by S.B. 1544. The transportation mitigation plan is based on a Traffic Impact Analysis which evaluated the amount and types of traffic expected to be generated within and from the rezone of the subject area – referred to as the East Redmond Industrial Site (ERIS). The City and ODOT have agreed that the traffic analysis was done in accordance with Oregon Senate Bill 1544 which authorized specific actions related to the analysis, including the establishment of a transportation mitigation plan (Table 9-16) and, ultimately, the acceptance of higher levels of congestion through the development of alternative mobility standards (which are not part of the City TSP, but are anticipated for inclusion into the Oregon Highway Plan upon approval by the Oregon Transportation Commission). Together, the elements of the transportation mitigation plan (Table 9-16) and the alternative mobility standards are deemed appropriate solutions for the traffic impacts anticipated from the rezone of the ERIS. Following the formal rezone of the ERIS, the development thereof shall be subject to the provisions (improvement projects, phasing, timing, estimated costs) included in the transportation mitigation plan Table 9-16).

**Table 9-16: East Redmond Industrial Site Transportation Mitigation Plan
(City/ODOT IGA #28621)**

Summary of Projects, Needs, and Phasing:

#	Improvement Identified	Phasing Options	Timing	Estimated Construction Cost
1	Amend TSP to include construction of new north-south turn lanes and signalize the 9 th Street/Hemlock intersection when warranted	None	Initial approval	\$0
2	Amend TSP to retain full access at Lake	None	Initial approval	\$0
3	Amend TSP to retain Veteran's Way/Airport Road alignment	None	Initial approval	\$0
4	Adopt alternate mobility standards for US 97 between Evergreen Avenue and Veteran's Way	Consider interim alt. mobility until adoption of updated TSP	Initial approval	\$0
5	Install new left-turn lanes and a westbound right-turn lane at the OR 126/Veteran's Way Intersection	None	Initial site development	\$500,000
6	TDM Measures, such as carpool matching, improved transit service, multimodal infrastructure, information/outreach, shift scheduling	Program elements can be added over time and as development occurs	Unknown	Unknown
7	Modify the all-way stop-controlled intersection of Veteran's Way/10 th Street to provide uncontrolled through movements	None	Prior to 757 weekday p.m. peak hour trips	Varies based on option selected, est. \$50,000
8	Install a northbound left-turn lane at the 9 th Street intersection with Antler Avenue	None	Prior to 757 weekday p.m. peak hour trips	\$250,000
9	Install new left-turn lanes and reconfigure the OR 126/9 th Street intersection	None	Prior to 757 weekday p.m. peak hour trips	\$1,500,000
10	Complete the 9 th Street Extension between OR 126 and Airport Way	None	Prior to 757 weekday p.m. peak hour trips	\$2,925,000
11	Signalize the OR 126 Intersection with 9 th Street	None	With 9 th Street extension project	\$350,000
12	Construct a single lane roundabout at the Airport Way/Veteran's Way/9 th Street intersection	None	With 9 th Street extension project	\$1,200,000
13	Signalize the OR 126 Intersection with Veteran's Way when warranted, provide additional widening for turn lanes (as needed), and construct approach treatments	Approach treatments could occur prior to signalization	When warranted	\$500,000

EXHIBIT B TO ORDINANCE 2013-17

FINDINGS OF THE REDMOND CITY COUNCIL REGARDING PA-13-2, REDMOND TRANSPORTATION SYSTEM PLAN AMENDMENT CITY OF REDMOND ORDINANCE #2013-17

AN AMENDMENT TO THE REDMOND TRANSPORTATION SYSTEM PLAN TO ADOPT A TRANSPORTATION MITIGATION PLAN AS AN ELEMENT OF AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF REDMOND AND THE STATE OF OREGON-OREGON DEPARTMENT OF TRANSPORTATION.

FILE NO. PA 13-2

REQUEST: A Legislative Amendment to the City of Redmond Transportation System Plan (TSP - which is an component of the Redmond Comprehensive Plan), to adopt a Transportation Mitigation Plan which is an element of Intergovernmental Agreement (IGA) between the City of Redmond and the State of Oregon.

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

LOCATION: The proposal is not site specific.

STAFF: James Lewis, Planning Manager
Heather Richards, Community Development Director

**HEARINGS
BODY:** Redmond Planning Commission
Redmond City Council

DATE& TIME: Planning Commission – November 19, 2013 at 6:30 p.m.
LOCATION: City Council – December 10, 2013 at 7:00 pm
City Council Chambers, 777 Deschutes Avenue, Redmond, Oregon

I. APPLICABLE PLAN/CODE SECTIONS AND CRITERIA:

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

The Redmond Transportation System Plan

-Chapter 9, Motor Vehicle Master Plan

The Redmond Urban Area Comprehensive Plan, including:

-Chapter 1, Citizen Involvement

-Chapter 2, Land Use Planning

-Chapter 12, Transportation

Oregon Administrative Rule (OAR), LCDC, Division 15, Statewide Planning Goals and Guidelines – OAR 660-015-0000 (as applicable).

Not Applicable

Oregon Administrative Rule (OAR), LCDC, Division 12, Statewide Planning Goals and Guidelines – OAR 660-012-0000 (specifically OAR 660-012-0060, Transportation Planning Rule) is not applicable because the proposal is not property specific and does not include any zoning changes, or changes to the allowable uses in a zone that would affect the number of trips or functional classifications of roads/streets in Redmond. Rather, the proposal is to adopt mitigation necessitated through an IGA between the City of Redmond and the Oregon Department of Transportation to implement the provisions of Senate Bill 1544 which exempts a rezone of 465 acres known as the East Redmond Industrial Site from compliance with the Transportation Planning Rule.

II. BACKGROUND & HISTORY: During the 2012 legislative session, the Oregon Legislature passed Senate Bill 1544 which authorized the rezone of approximately 465 acres of land on Redmond's east side from OSPR to M1, M2 and C4A. The Senate Bill specifically authorized such rezone without the necessity to strictly adhere to the provisions of OAR 660-012, the Transportation Planning Rule (TPR). Past efforts to rezone the property have not been feasible because of constraints associated with the ability to fund transportation system improvements identified as necessary mitigation for future traffic impacts through compliance with the TPR. Included among the identified improvements was the construction of the southern half of the US Highway 97 re-route (Phase 2) at an estimated cost that reached into the hundreds of millions of dollars. Through the Senate Bill, it was determined that the site had the potential as leverage for regional, national and global business recruitment opportunities and the inability to rezone the property because of any feasible compliance with the TPR would have a derogatory effect on the economies of Redmond, the Central Oregon region and the State of Oregon. As a result of these factors, the legislature concluded through Senate Bill 1544 that alternative measures for mitigating traffic resulting from build out of the rezoned land were appropriate and that compliance with the TPR was not required as a precursor to rezoning. Ultimately, alternative mitigation (as proposed for inclusion in the TSP through this amendment), as well as alternative mobility standards decided through a separate process with the Oregon Transportation Commission, were deemed appropriate.

III. PROPOSAL: A Legislative Amendment to the City of Redmond Transportation System Plan (TSP - which is an component of the Redmond Comprehensive Plan), to adopt a Transportation Mitigation Plan which is an element of Intergovernmental Agreement (IGA) between the City of Redmond and the State of Oregon.

IV. JURISDICTIONAL COORDINATON: This proposal is resulting directly from Oregon Senate Bill 1544 which directed the City and ODOT to enter into an Intergovernmental Agreement regarding necessary mitigation for the rezone of the East Redmond Industrial Site. As a result of the execution of the agreement between both parties, the mitigation is proposed for inclusion in the City TSP as presented herein.

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

1. Proposed Findings and Conclusions included herein.
2. Senate Bill 1544.
3. Intergovernmental Agreement #28621 between the City of Redmond and ODOT, specifically Exhibit B thereto
4. The City of Redmond Transportation System Plan, specifically Chapter 9.
5. Notice of Planning Commission Public Hearing - Redmond Spokesman- November 19th, 2013 hearing date (file).
6. Notice of City Council Public Hearing - Redmond Spokesman- December 10th, 2013 hearing date (file).
7. Planning Commission Work Session/Public Hearing Staff Reports.
8. City Council Work Session/Public Hearing Staff Reports.

VI. SUMMARY:

1. The proposal includes a Legislative Amendment to the City of Redmond Transportation System Plan, to adopt a Transportation Mitigation Plan as a requirement of Intergovernmental Agreement #28621 between the City of Redmond and ODOT.
2. Oregon Senate Bill exempted a rezone of 465 acres known as the East Redmond Industrial Site from compliance with the Oregon Transportation Planning Rule.
3. Pursuant to Oregon Senate Bill 1544, the Transportation Mitigation Plan is authorized as adequate mitigation for anticipated impacts associated with the rezone of the East Redmond Industrial Site. S.B. 1544 authorized such mitigation (through the IGA), as well as alternative mobility standards adopted as part of the Oregon Transportation Plan via a separate process with the Oregon Transportation Commission.

4. By adopting the Transportation Mitigation Plan as part of the City TSP, Redmond will be memorializing the necessary transportation improvements to adequately mitigate the traffic impacts with future build-out of the subject property.

VII. FINDINGS AND CONCLUSIONS:

1. In conformity with all applicable State statutes;

Finding: The State statutes that directly apply to this application include ORS 197.610, *Local Government Notice of Amendment or New Regulation*; ORS 197.250, *Compliance with Goals Required*, and ORS 197.763, *Conduct of Local Quasi-Judicial Land Use Hearings; Notice Requirements*. The applicable City of Redmond Development Code standards (sections 8.1100 through 8.1125, *Legislative Procedures*), were developed in compliance with the applicable State Statutes listed above regarding noticing and public hearings. Applicability of the Statewide Planning Goals is addressed in greater detail below – those findings, incorporated by reference herein, show compliance with the applicable Statutes listed above.

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

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

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

Conclusion:

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

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

Finding: The proposed amendments do not directly implement a specific comprehensive planning requirement of the Statewide Planning Goals, State Statutes or Administrative Rules concerning the necessary provision for TSP's – the Transportation Mitigation Plan does not

include provisions that are directly applicable to the substantive “land use” elements of the Goals, meaning that such improvements are not specifically required as elements of the local TSP. Rather, the mitigation plan is authorized via Senate Bill 1544 which directed a specific agreement between the City and ODOT regarding a specific zone change of property. The mitigation plan is however required to ensure adequate function of the City and State transportation facilities similar to but in lieu of demonstrating compliance with the Transportation Planning Rule (the Senate Bill exempted the zone change from TPR compliance). Notwithstanding this finding, Goal 12 is addressed herein to further demonstrate that the inclusion of the Transportation Mitigation Plan as part of the TSP is addressing the intent of Goal 12 to tie land use and transportation impacts in a cohesive plan. Thus, the only applicable Statewide Planning Goals addressed in this findings document are: Goal 1 (Citizen Involvement); 2 (Land Use Planning); and, Goal 12 (Transportation). All the listed Goals are addressed below.

Goal 1- Oregon’s Statewide Planning Goals: Citizen Involvement.

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

Finding: The Urban Area Planning Commission serves as the City’s formal citizen advisory committee to fulfill Goal 1, and is made up of Redmond area residents. The City conducted public meetings (a Planning Commission work session and public hearing) in November, 2013, regarding the proposal. Public notices and agendas for Planning Commission meetings where the proposed amendments were discussed were provided. All documents were available for the public review. Further, public notice advertising the public hearing was published in the local newspaper, the Redmond Spokesman. Additionally, a public hearing was held before the City Council, with required public notice provided. Thus, the City provided public review and involvement opportunities during/via the public work sessions and public hearings both at the Planning Commission level and City Council level as deemed necessary by such bodies. Based on these actions, Oregon Planning Goal 1 for Citizen Involvement has been met.

Goal 2- Oregon’s Statewide Planning Goals: Land Use Planning.

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

Finding: The staff, the Redmond Urban Area Planning Commission and the Redmond City Council, have received input from other City staff and residents of the community as part of this proceeding. Because the Transportation System Plan (TSP) is an element of the Comprehensive Plan, the required formal process has been followed for the amendments to the TSP Plan as required by the City’s Land Use Procedures Ordinance. Ultimately, the proposed amendments will better implement policies of the Comprehensive Plan regarding the function of the City’s overall transportation system under the IGA with ODOT. Based on these findings, the proposed amendments are in conformance with Goal 2.

Goal 12 - Oregon's Statewide Planning Goals: Transportation.

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

Finding: The proposed amendments will alter the Comprehensive Plan by acknowledging changes to the Transportation System Plan (which is an element of the Comprehensive Plan) pursuant to the IGA with ODOT - which further implements Senate Bill 1544. These changes have been deemed necessary as traffic mitigation for transportation impacts resulting from a zone change of 465 acres of property known as the East Redmond Industrial Site. The changes will memorialize the necessary transportation improvements, and will specify timing, phasing and costs associated with each item listed therein. Ultimately, the transportation mitigation plan added to the TSP will allow a continued enhancement of the local economy while ensuring a safe and convenient transportation system in the City.

Conclusion:

Based on these findings, the proposed Transportation System Plan (Comprehensive Plan) amendments conform to the applicable Statewide planning goals addressed herein.

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

Chapter 1 – Redmond Comprehensive Plan: Citizen Involvement.

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

Finding: The Urban Area Planning Commission serves as the City's formal citizen advisory committee (as required by State Administrative Rule) and is made up of Redmond area residents. The Planning Commission is formally recognized through City Code and was appointed by the City Council. Thus, the Planning Commission is the appropriate public review and recommendation body to/of the City to meet this Comprehensive Plan policy.

The City, through the Planning Commission, conducted an initial public meeting (work session) and a public hearing over the past month regarding the proposed amendments. Public notices and agendas for Planning Commission meetings where the proposed amendments were discussed were provided. All documents were available for the public review. Further, a notice of the initial public hearing was published in the local newspaper, the Redmond Spokesman, as required. The City has continually provided opportunities for public review and involvement during the public work sessions and public hearings both at the Planning Commission and City Council levels as deemed necessary by such bodies.

The proposed amendments serve the following Policies of Chapter 1 of the Redmond Comprehensive Plan.

1. The City shall establish a citizen involvement program to provide for widespread citizen involvement.
2. The citizen involvement program shall involve a cross-section of affected citizens in all phases of the planning process.
3. The City shall assign the Redmond Urban Area Planning Commission as its officially recognized committee for citizen involvement (CCI).
4. The City shall establish mechanisms to assure two-way communications between citizens and elected and appointed officials.
5. The City shall provide the opportunity for citizens to be involved in all phases of the planning process.
6. The City shall assure that technical information is available to citizens in an understandable form.
7. The City shall assure that recommendations resulting from the citizen involvement program shall be retained and made available for public assessment. Citizens who have participated in this program shall receive a response from policy-makers.
8. The City shall allocate adequate human, financial and informational resources for the citizen involvement program.

Subsequent to the Planning Commission review process outlined above, the same process was followed with the City Council prior to adoption of Ordinance 2013-17 adopting the amendments.

Chapter 2 – Redmond Comprehensive Plan: Land Use Planning.

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

Finding: The staff, the Planning Commission and the City Council have provided opportunities for public input throughout the review process. Based on this opportunity, the City Council finds that the proposed amendment process is necessary to implement Chapters 1 and 2 of the City of Redmond's Comprehensive Plan, specifically, and other Chapters through the adoption of necessary transportation mitigation for continued function of the City's transportation system. The City Council has further determined that enough factual and policy basis exists to support the proposed TSP/Comprehensive Plan amendments. The proposed amendments will more specifically implement the necessary mitigation for anticipated traffic impacts associated with the East Redmond Industrial Site zone change and will provide clear requirements listed in the TSP for the City staff to administer.

The proposed amendments serve the following Policies of Chapter 2 of the Redmond Comprehensive Plan.

2. The plan shall be the basis for specific implementation measures. These measures shall be consistent with and adequate to carry out the plans. Each plan and related implementation measure shall be coordinated with the plans of affected governments.
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.
4. Opportunities shall be provided for review and comment by citizens and affected governmental units during preparation, review and revisions of plans and implementing ordinances
5. To provide a sound basis for orderly and efficient urbanization by establishing proper relationships between residential, commercial, industrial, public and open land uses, and transportation uses.

Chapter 12 – Redmond Comprehensive Plan: Transportation.

Finding: The proposed amendments will alter the Comprehensive Plan by acknowledging changes to the Transportation System Plan (which is an element of the Comprehensive Plan) pursuant to the IGA with ODOT - which further implements Senate Bill 1544. These changes have been deemed necessary as traffic mitigation for transportation impacts resulting from a zone change of 465 acres of property known as the East Redmond Industrial Site. The changes will memorialize the necessary transportation improvements, and will specify timing, phasing and costs associated with each item listed therein. Ultimately, the transportation mitigation plan added to the TSP will allow a continued enhancement of the local economy while ensuring a safe and convenient transportation system in the City.

The proposed amendments serve the following Policies of Chapter 12 of the Redmond Comprehensive Plan.

Transportation System Management

1. Plan or ordinance amendments which significantly affect a transportation facility shall assure that the allowed land uses are consistent with the identified function, capacity and level of service of the facility. This shall be accomplished by either:
 - a) Limiting allowed land uses to be consistent with the present function, capacity and level of service of the facility, or

- b) Amending the TSP and capital improvement programs to provide the transportation facilities adequate to support the proposed land uses, or
- c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.

Conclusion:

Based on the findings provided above, the proposed amendment conforms with the existing Redmond Comprehensive Plan policies, and further the intent of such policies by the specific amendment proposed to the TSP.

CONCLUSION:

The Redmond City Council concludes that the above findings demonstrate that the proposed amendment to the City of Redmond Transportation System Plan/Comprehensive Plan, the adoption of a Transportation Mitigation Plan as a component of City/ODOT Intergovernmental Agreement #28621, satisfy all applicable local and state requirements as described herein.

Redmond
Lewis
V Evergreen Avenue
ond, OR 97756



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12/11/2013

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DEC 16 2013

LAND CONSERVATION
AND DEVELOPMENT

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