



Oregon

Theodore R. Kubongoski, 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

10/07/2013

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 006-13

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: Wednesday, October 16, 2013

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: James Lewis, City of Redmond
Gordon Howard, DLCD Urban Planning Specialist

<paa> YA



FORM **2**

DLCD

Notice of Adoption

in person electronic mailed

DEPT OF

SEP 30 2013

LAND CONSERVATION AND DEVELOPMENT

This Form 2 must be mailed to DLCD within **5-Working Days after the Final Ordinance is signed** by the public Official Designated by the jurisdiction and all other requirements of ORS 197.615 and OAR 660-018-000

Jurisdiction: **City of Redmond**

Local file number: **TA-13-5**

Date of Adoption: **9/24/2013**

Date Mailed: **9/25/2013**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Yes No Date: 3/18/2013

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other: **Amendment to Comp Plan**

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

The proposal includes amendment to the City of Redmond Comprehensive Plan to amend the Airport (Roberts Field) Master Plan (which is an adopted reference document to the City Comprehensive Plan). The specific changes are to the Airport Layout Plan (ALP) - which is the site/design component of the Airport Master Plan (specifically to make changes to the ALP that are required by the FAA). New policy text limiting review of FAA required changes is also included (red font). Ordinance #2013-10

Does the Adoption differ from proposal? No, no explanation is necessary

mailed 9/25/2013
[Signature]

Plan Map Changed from: **N/A**

to: **N/A**

Zone Map Changed from: **N/A**

to: **N/A**

Location: **N/A**

Acres Involved: **0**

Specify Density: Previous: **Did not affect density**

New: **N/A**

Applicable statewide planning goals:

- | | | | | | | | | | | | | | | | | | | |
|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
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Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

35-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

DLCD file No. _____

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Affects the City of Redmond, and the FAA per their required changes to the Airport Layout Plan and their requirement for local land use compliance/approval.

Local Contact: **James Lewis**

Phone: **(541) 923-7724** Extension:

Address: **716 SW Evergreen Avenue**

Fax Number: **541-548-0706**

City: **Redmond**

Zip: **97756-**

E-mail Address: **james.lewis@ci.redmond.or.us**

ADOPTION SUBMITTAL REQUIREMENTS

This Form 2 must be received by DLCD no later than 5 working days after the ordinance has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s) per ORS 197.615 and OAR Chapter 660, Division 18

1. This Form 2 must be submitted by local jurisdictions only (not by applicant).
2. When submitting the adopted amendment, please print a completed copy of Form 2 on light green paper if available.
3. Send this Form 2 and one complete paper copy (documents and maps) of the adopted amendment to the address below.
4. Submittal of this Notice of Adoption must include the final signed ordinance(s), all supporting finding(s), exhibit(s) and any other supplementary information (ORS 197.615).
5. Deadline to appeals to LUBA is calculated **twenty-one (21) days** from the receipt (postmark date) by DLCD of the adoption (ORS 197.830 to 197.845).
6. In addition to sending the Form 2 - Notice of Adoption to DLCD, please also remember to notify persons who participated in the local hearing and requested notice of the final decision. (ORS 197.615).
7. Submit **one complete paper copy** via United States Postal Service, Common Carrier or Hand Carried to the DLCD Salem Office and stamped with the incoming date stamp.
8. Please mail the adopted amendment packet to:

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

9. **Need More Copies?** Please print forms on 8½ -1/2x11 green paper only if available. If you have any questions or would like assistance, please contact your DLCD regional representative or contact the DLCD Salem Office at (503) 373-0050 x238 or e-mail plan.amendments@state.or.us.

**CITY OF REDMOND
ORDINANCE NO. 2013-10**

AN ORDINANCE AMENDING THE CITY OF REDMOND URBAN AREA COMPREHENSIVE PLAN, TO UPDATE THE AIRPORT LAYOUT PLAN OF THE AIRPORT MASTER PLAN, AND TO AMEND POLICY #6 OF CHAPTER 9, ECONOMIC DEVELOPMENT, REGARDING FUTURE AMENDMENTS TO THE AIRPORT MASTER PLAN.

WHEREAS, the City of Redmond has adopted a 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, the City of Redmond has adopted an Airport Master Plan for Roberts Field as a reference document to the Comprehensive Plan to specify future development plans; and,

WHEREAS, the City of 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" which is further implemented through the policy to "Continue to develop the City's backbone infrastructure to the extent economic conditions permit pursuant to the priorities identified in the City's infrastructure systems plan"; and, 2.) "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, amendments to the Airport Layout Plan component of the Airport Master Plan are periodically required by the Federal Aviation Administration for continued safe operation of the airport; and,

WHEREAS, amendments to the Airport Layout Plan component of the Airport Master Plan are periodically proposed by the City for the purpose of maintaining the economic viability and overall progressive operation of the airport; and,

WHEREAS, the Urban Area Planning Commission held a public hearing on August 20, 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 Comprehensive Plan, specifically the Airport Layout Plan component of the Airport Master Plan, and to the text of Policy #6 of Chapter 9, as set forth in Exhibits A and B; and

WHEREAS, the Redmond City Council held a public hearing on September 24, 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 Comprehensive Plan amendments would contribute to and further ensure the continued safe, efficient and economically viable operation of the Airport; and

WHEREAS, the City Council concludes that the Findings as set forth in Exhibit C to support the adoption of the Comprehensive Plan amendments regarding the changes to the Airport Layout Plan of the Airport Master Plan and the Policy change to Chapter 9, Economic Development 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 Comprehensive Plan; and,

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

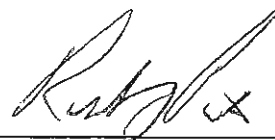
NOW, THEREFORE, THE CITY OF REDMOND ORDAINS AS FOLLOWS:

SECTION ONE: The City of Redmond hereby amends the Redmond Urban Area Comprehensive Plan, the Airport Master Plan, in order to maintain an up to date Comprehensive Plan, to comply with Federal Aviation Administration requirements, to comply with State Law and adopts a revised Airport Layout Plan and an amended policy #6 of Chapter 9, Economic Development, as attached hereto as "Exhibits A, and B."

SECTION TWO: In support of the Comprehensive Plan amendments in Section One, the City of Redmond hereby adopts the Findings which are attached hereto as "Exhibit C", 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.

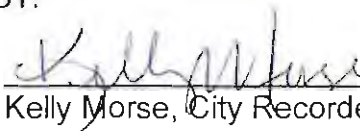
SECTION THREE: SEVERABILITY. The provisions of this Ordinance are severable. The invalidity of any section, clause, sentence, or provision of this Ordinance shall not affect the validity of any other part of this Ordinance which can be given without such invalid part or parts.

PASSED by the City Council and **APPROVED** by the Council President this 24th day of September, 2013.



Robert J. Patrick, Council President

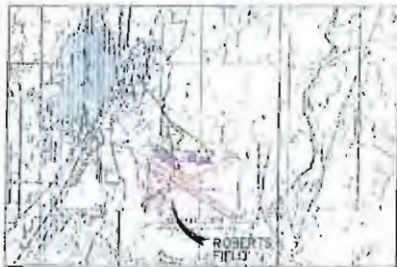
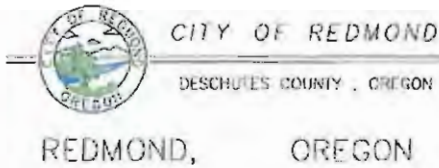
ATTEST:



Kelly Morse, City Recorder

EXHIBIT A TO ORDINANCE 2013-10

AIRPORT LAYOUT PLAN AT ROBERTS FIELD



VICINITY MAP



LOCATION MAP

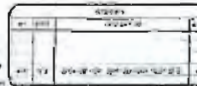
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	AIRPORT LAYOUT PLAN
2A	AIRPORT LAYOUT PLAN
3	AIRPORT LAYOUT DATA SUMMARIES
4	AIRPORT AIRSPACE DRAWING RW END 4L & 4R
5	AIRPORT AIRSPACE DRAWING RW END 22R & 22L
6	AIRPORT AIRSPACE PROFILES RUNWAY 10/28 & 4L/22R
7	AIRPORT AIRSPACE PROFILES RUNWAY 4R/22L
8	RUNWAY 4L/22R INNER PORTION OF THE APPROACH SURFACE
9	RUNWAY 10/28 INNER PORTION OF THE APPROACH SURFACE
10	RUNWAY 4R/22L INNER PORTION OF THE APPROACH SURFACE
11	TERMINAL AREA PLAN
12	TERMINAL AREA PLAN
13	LAND USE
14	AIRPORT PROPERTY MAP (EXHIBIT "A")

NOTICE

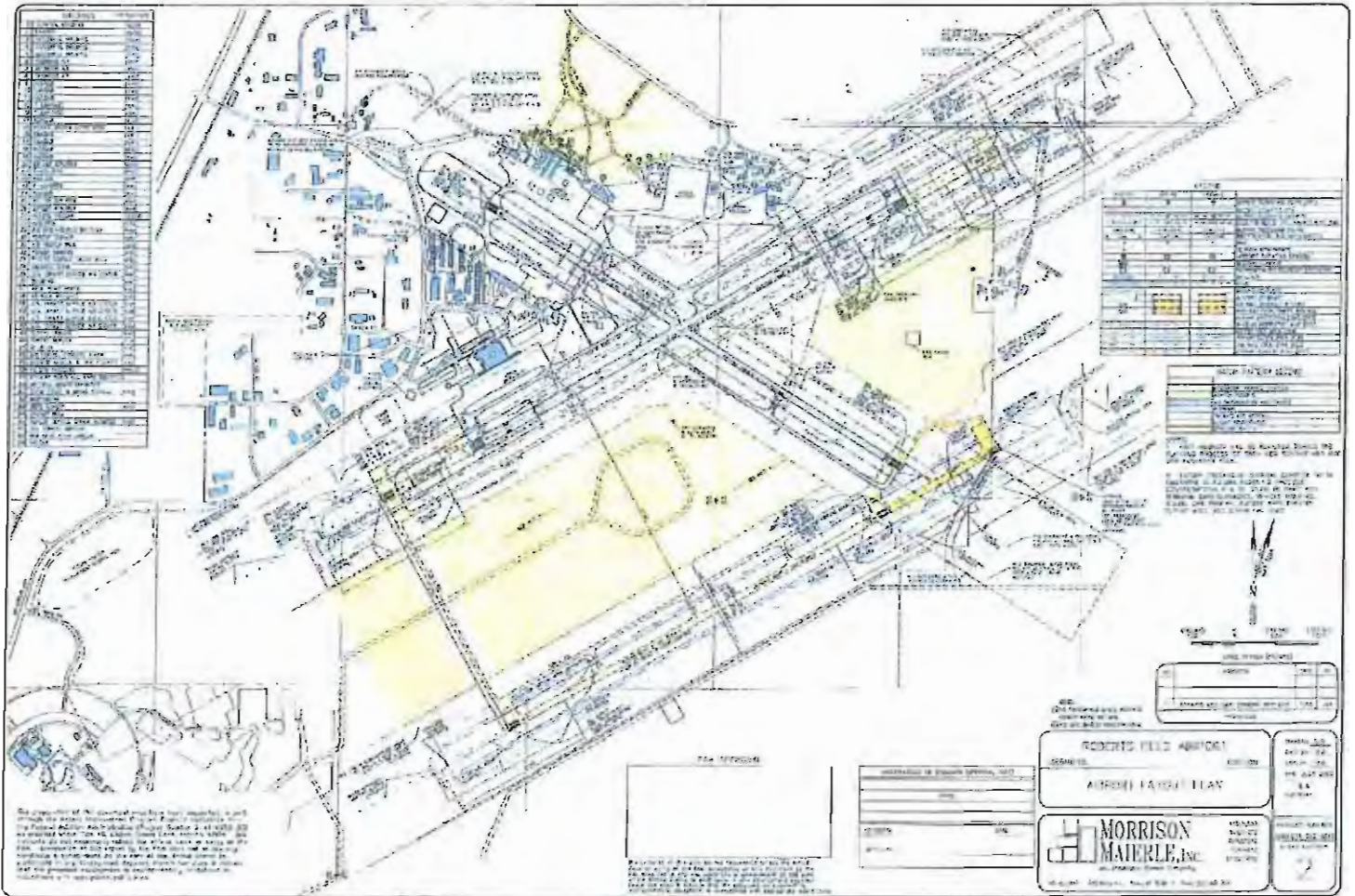
THIS AIRPORT LAYOUT PLAN (ALP) IS A TECHNICAL DRAWING AND IS NOT TO BE USED FOR ANY OTHER PURPOSE. THE ALP IS THE PROPERTY OF THE CITY OF REDMOND AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE CITY OF REDMOND. THE CITY OF REDMOND IS NOT RESPONSIBLE FOR ANY DAMAGE TO PERSONS OR PROPERTY THAT MAY BE CAUSED BY THE USE OF THIS ALP.

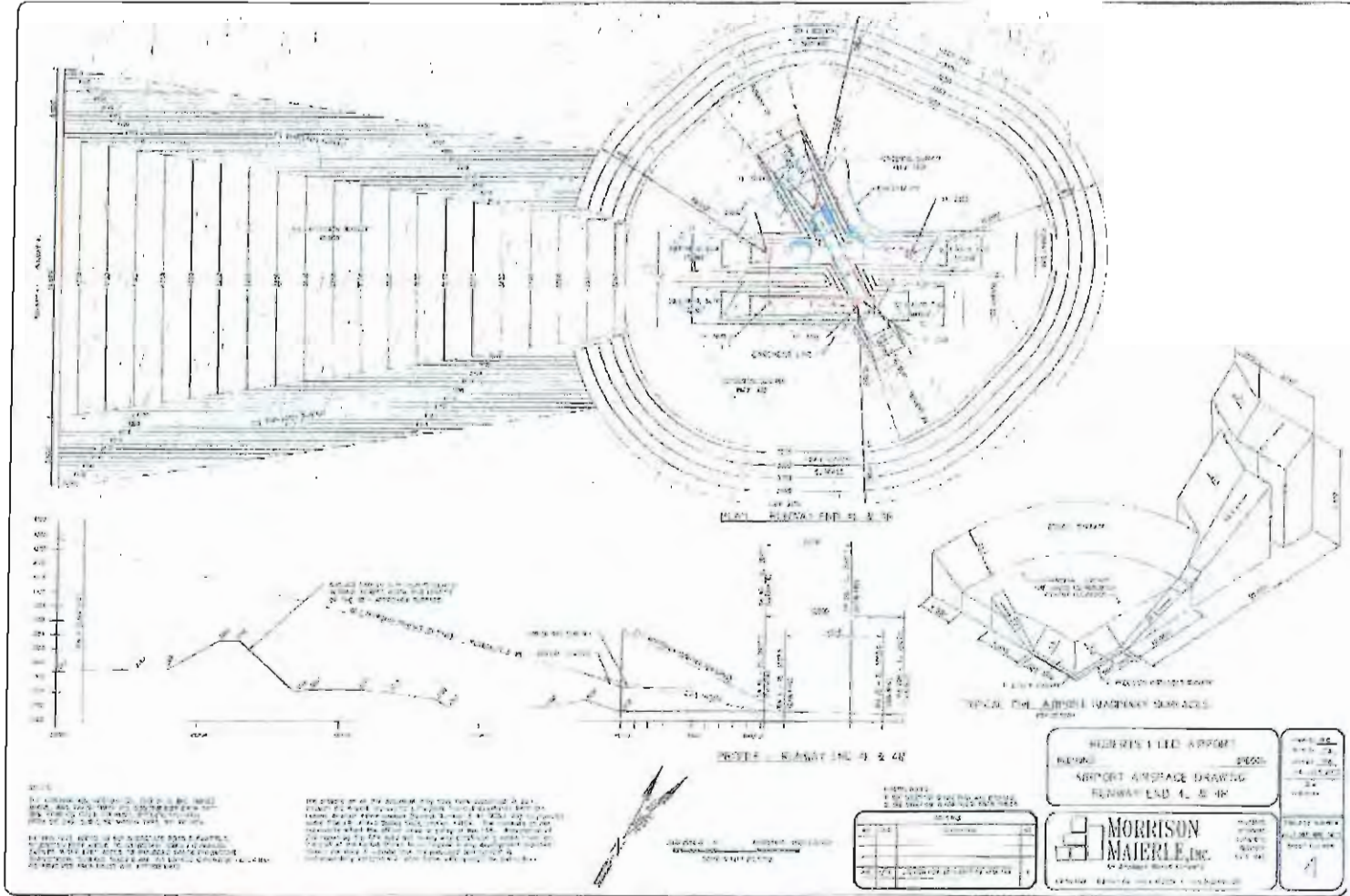
AIRPORT PROPERTY MAP (EXHIBIT "A")

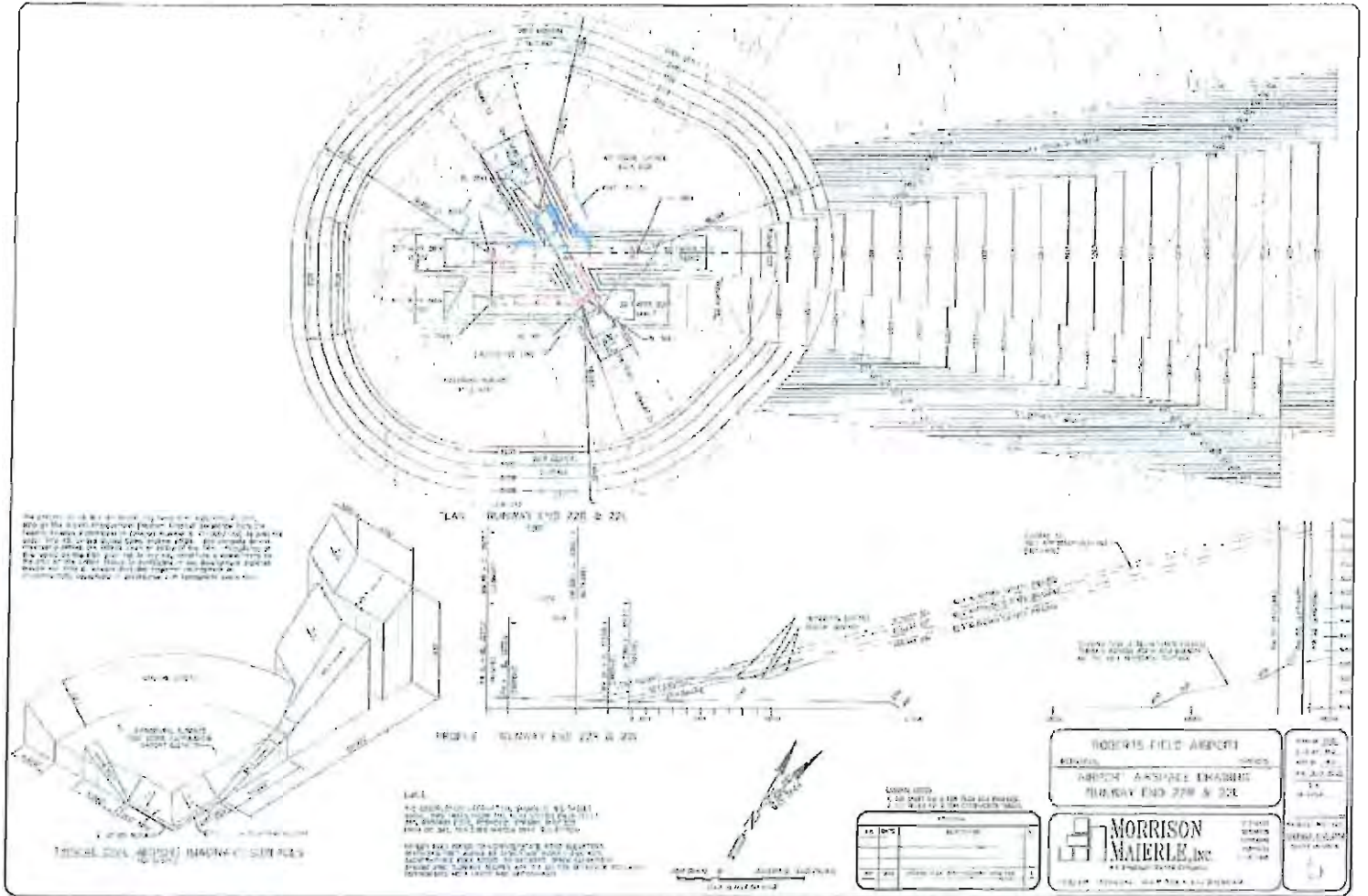
THIS MAP IS A TECHNICAL DRAWING AND IS NOT TO BE USED FOR ANY OTHER PURPOSE. THE MAP IS THE PROPERTY OF THE CITY OF REDMOND AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE CITY OF REDMOND. THE CITY OF REDMOND IS NOT RESPONSIBLE FOR ANY DAMAGE TO PERSONS OR PROPERTY THAT MAY BE CAUSED BY THE USE OF THIS MAP.

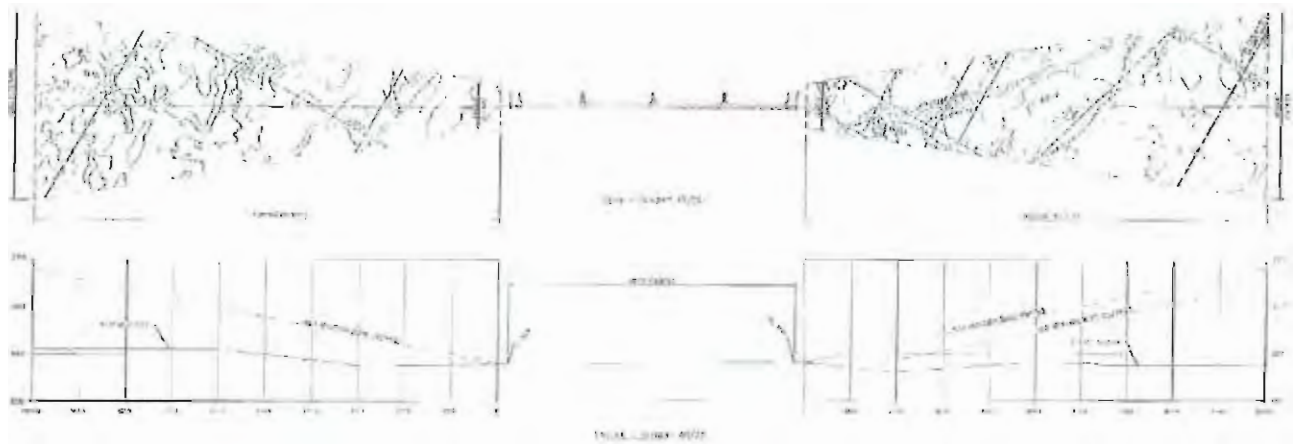


ROBERTS FIELD AIRPORT		PROJECT NO.	10-2013-10
TITLE SHEET		DATE	08/27/13
MORRISON MAIBLE INC.		SCALE	AS SHOWN
22 S. 21st		PHONE	503.255.2200









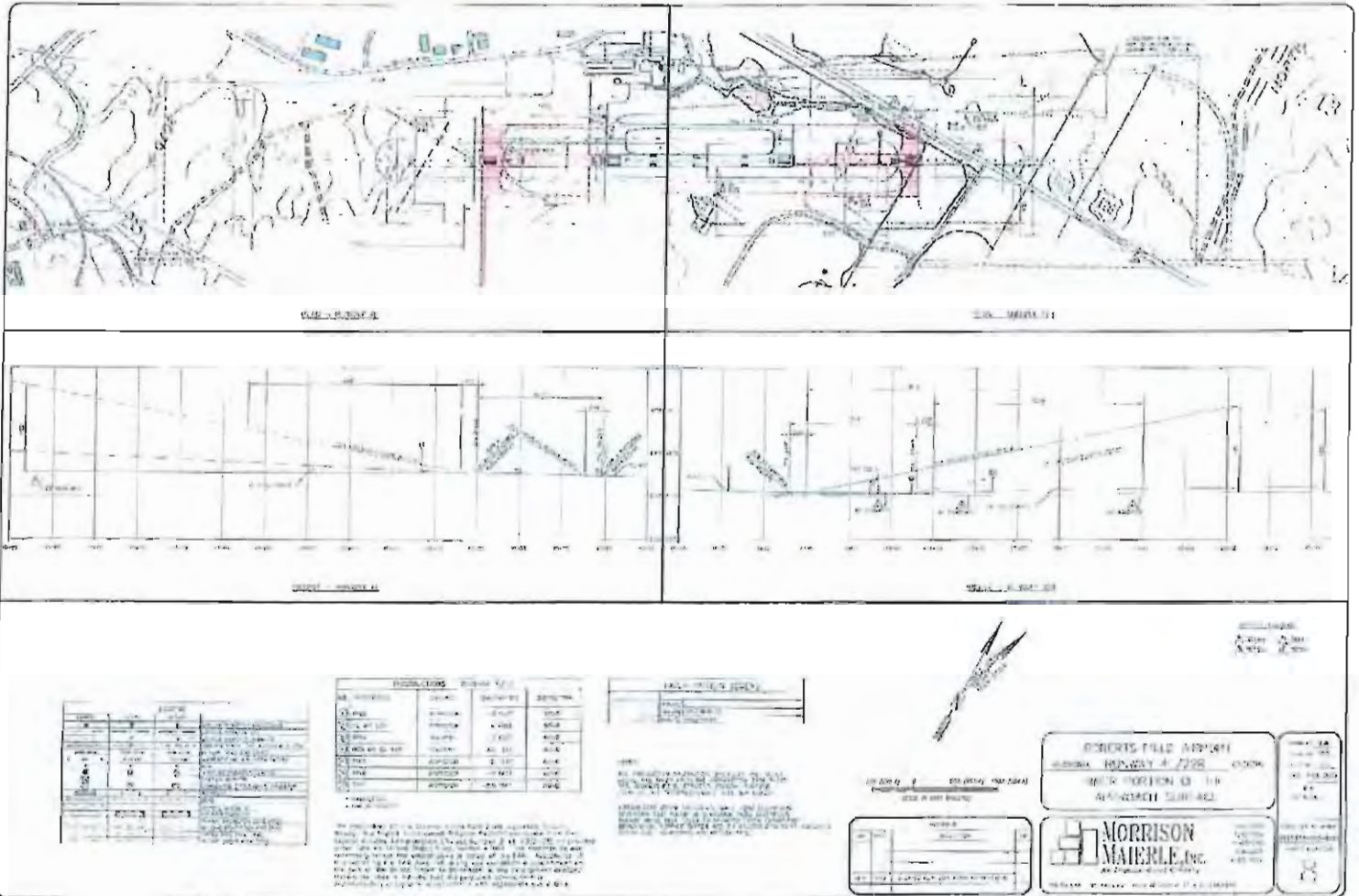
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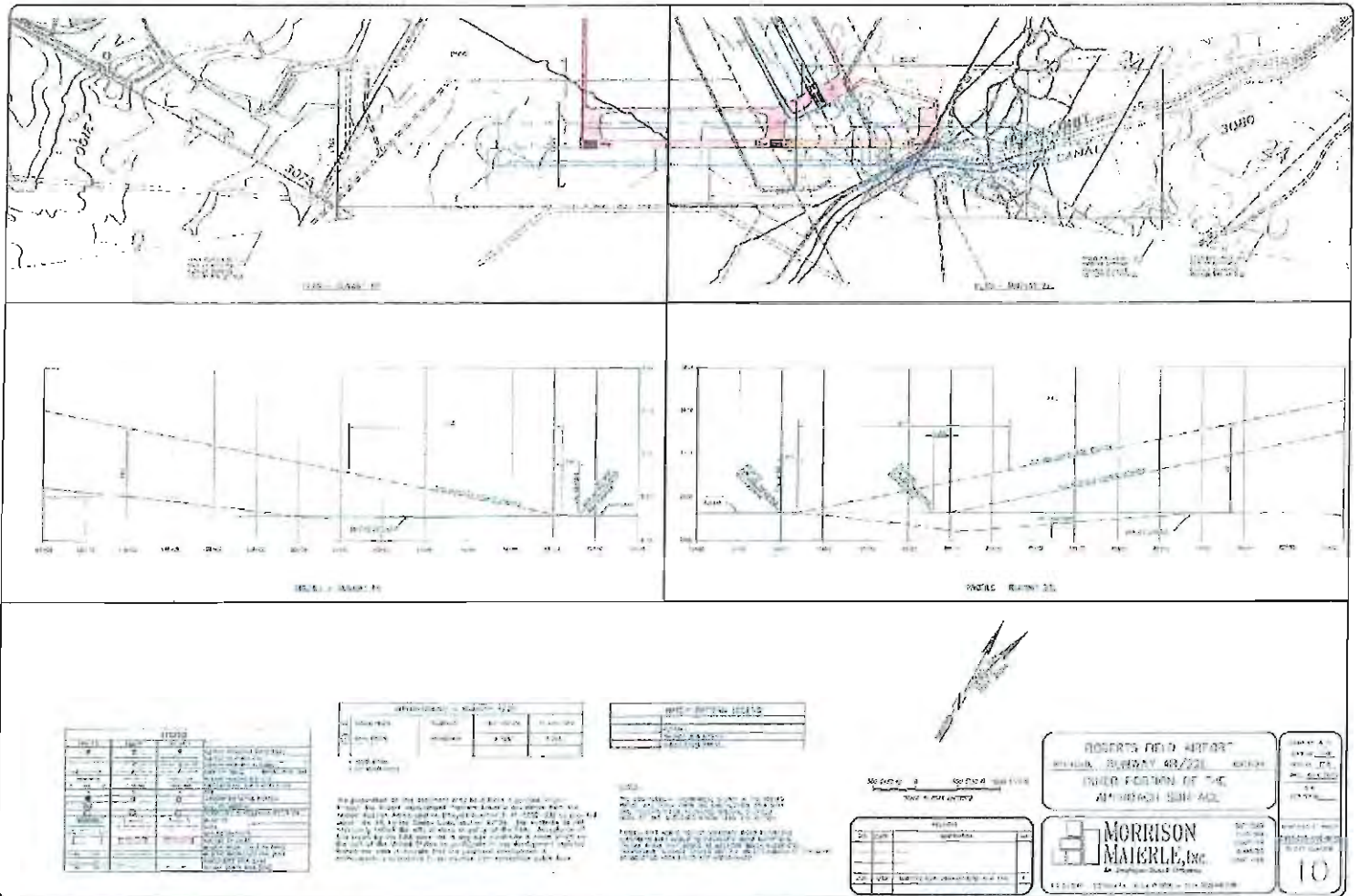
The engineer or architect shall be responsible for the accuracy of the information shown on this drawing. The engineer or architect shall also be responsible for the accuracy of the information shown on this drawing. The engineer or architect shall also be responsible for the accuracy of the information shown on this drawing.

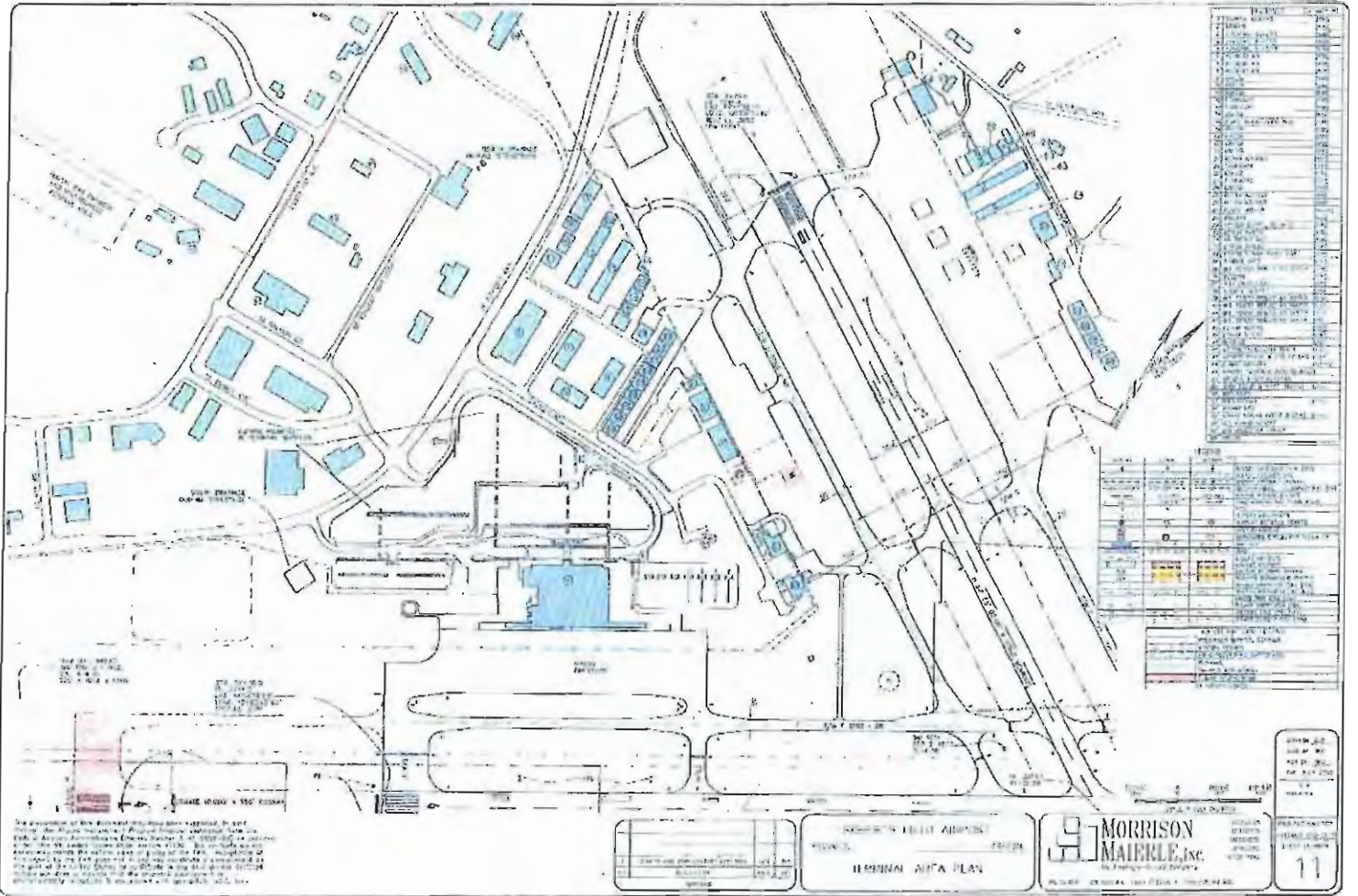
NOTES:
 1. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE IN FEET.
 2. ALL DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROAD.
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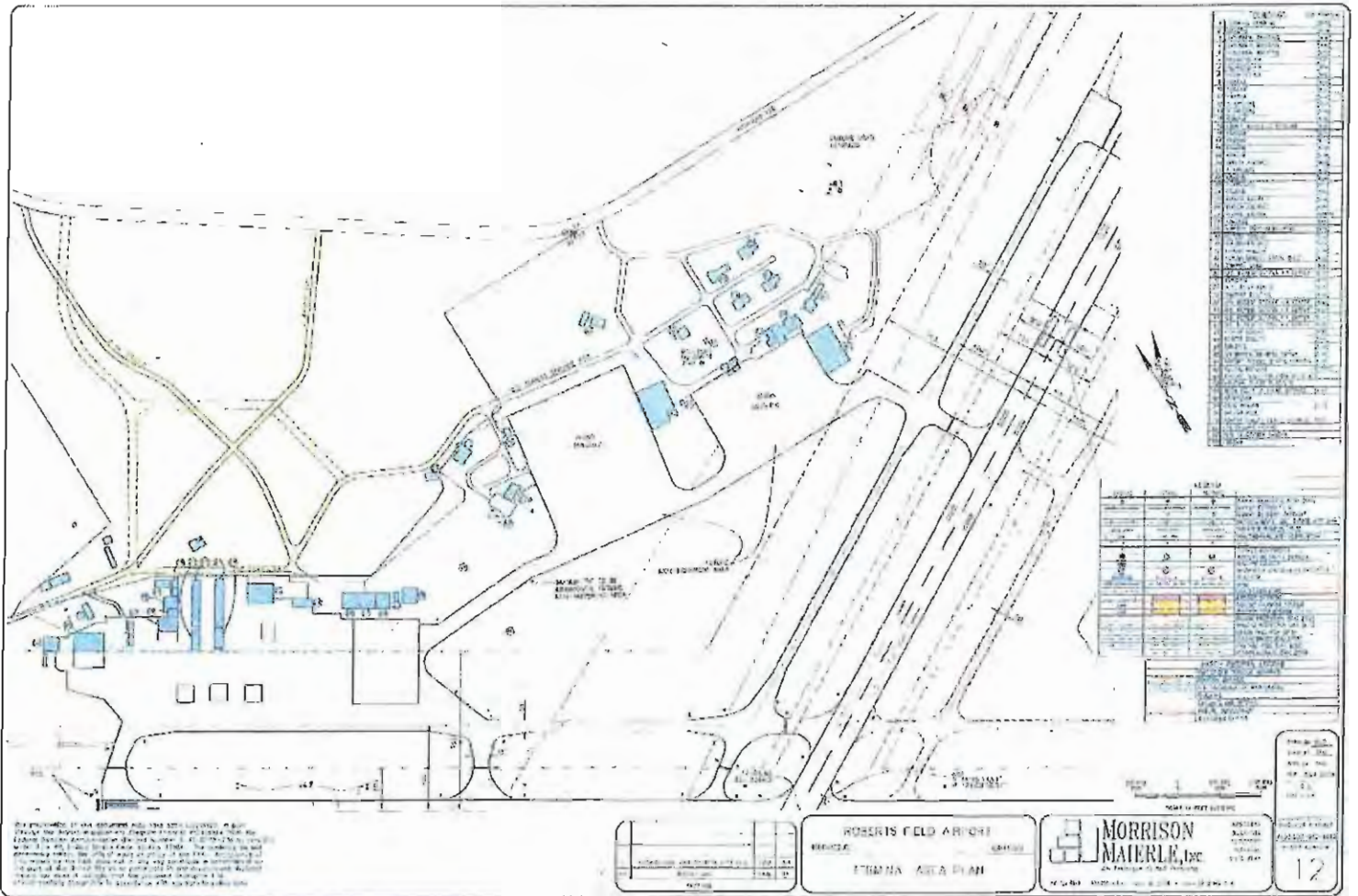


REGISTERED PROFESSIONAL ARCHITECT ARCHITECT ADDRESS: 12345 MAIN ST. CITY: ANYTOWN, STATE: CA 90001		PROJECT NO.: 12345 SHEET NO.: 1 OF 1
MORRISON MAIRLE, Inc. ARCHITECTS		PROJECT NO.: 12345 SHEET NO.: 1 OF 1









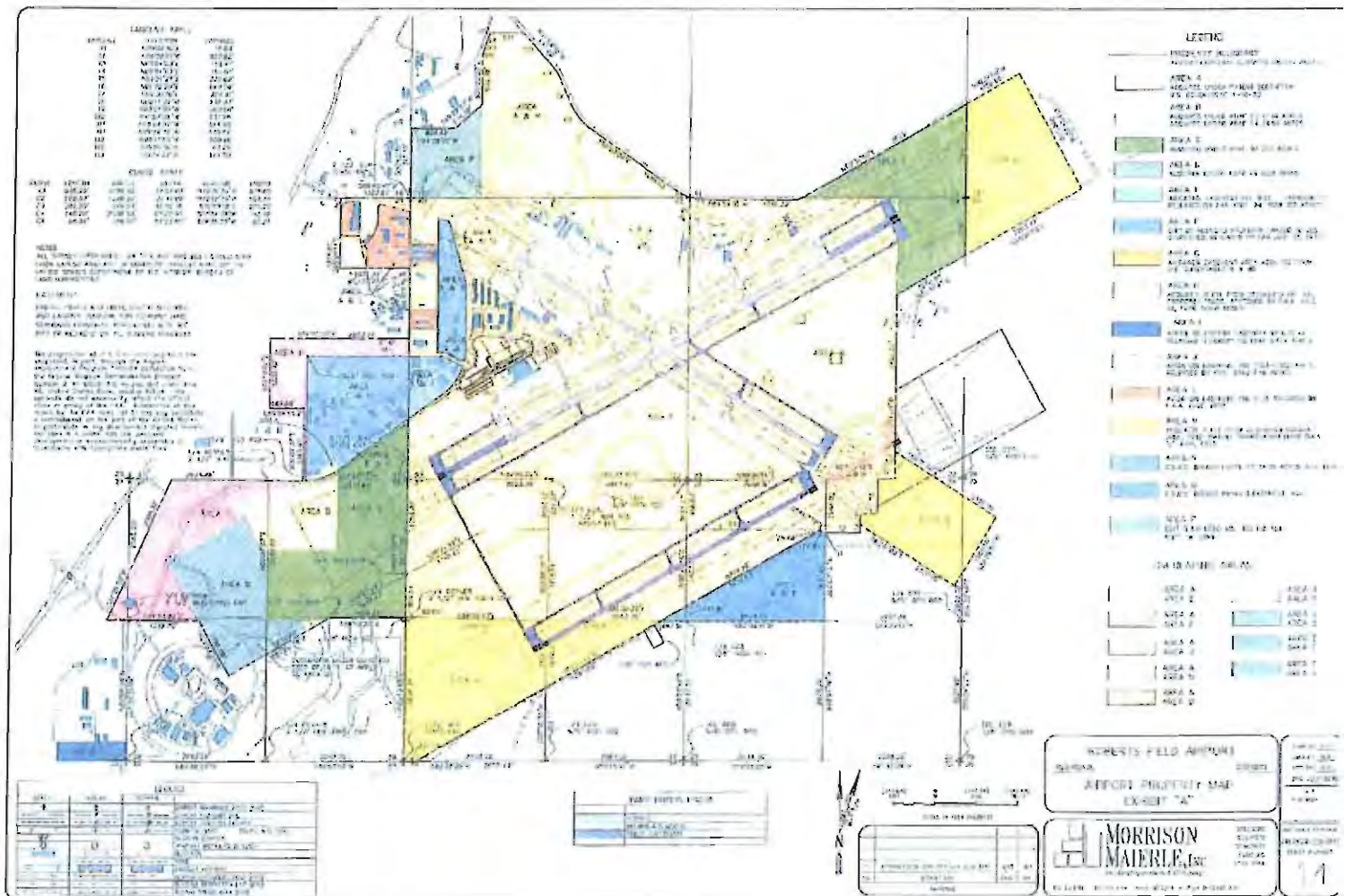


EXHIBIT B TO ORDINANCE 2013-10

An amendment to the text of the City of Redmond Comprehensive Plan:

Policy #6 in Chapter 9, Economic Development, to read as follows (proposed text shown in red):

6. The Airport Master Plan for Roberts Field shall be adopted by reference as part of the Comprehensive Plan. Updates to the Airport Master Plan shall be treated as amendments to the Comprehensive Plan, excepting changes to the Plan required by the Federal Aviation Administration (FAA), or insignificant changes such as (including but not limited to): changes to air carriers, amended passenger forecasts, changes to flight schedules, and other such changes that do affect the overall airport operation as contemplated in the adopted Airport Master Plan. Not included among the exceptions are changes to Airport Layout Plan that were not required by the FAA, or any physical changes that were not included or contemplated in the adopted Airport Master Plan. Notwithstanding these exceptions, all changes shall be included in the Airport Master Plan as the plan is updated on a periodic basis.

EXHIBIT C TO ORDINANCE 2013-10

FINDINGS OF THE REDMOND CITY COUNCIL REGARDING TA-13-5, REDMOND COMPREHENSIVE PLAN AMENDMENT, CITY OF REDMOND ORDINANCE #2013-10

AN AMENDMENT TO THE REDMOND URBAN AREA COMPREHENSIVE PLAN TO UPDATE THE AIRPORT LAYOUT PLAN COMPONENT OF THE AIRPORT MASTER PLAN, AND TO AMEND THE TEXT OF POLICY #6 OF CHAPTER 9, ECONOMIC DEVELOPMENT

FILE NO. TA 13- 5

REQUEST: A Legislative Amendment to the City of Redmond Comprehensive Plan, an update of the Airport Layout Plan (ALP), which is a component of the Airport Master Plan (AMP) for Roberts Field. Also, an amendment to Policy #6 of Chapter 9, Economic Development, regarding the requirement for amendments to the Airport Master Plan.

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

LOCATION: The proposal applies to Redmond Airport (Roberts Field).

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

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

DATE& TIME: Planning Commission – August 20, 2013 at 6:30 p.m.
LOCATION: City Council – September 24, 2013 at 7:00 pm
City Council Chambers, 777 Deschutes Avenue, Redmond, Oregon

I. APPLICABLE CODE SECTIONS AND CRITERIA:

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

The Redmond Urban Area Comprehensive Plan, including:

- Chapter 1, Citizen Involvement
- Chapter 2, Land Use Planning
- Chapter 9, Economic Development
- Chapter 12, Transportation

Oregon Revised Statutes (ORS) – ORS 197.250, 197.610, 197.763.

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) is not applicable because the proposal does not include any changes to the allowable uses that would affect the number of trips or functional classifications of roads/streets in Redmond. The proposal is merely limited to basic design elements appurtenant to physical development within the confines of the Redmond Airport as specifically directed by the Federal Aviation Administration for continued airport function in conformance with federal regulations.

II. BACKGROUND & HISTORY: The existing Airport Layout Plan is a 2011 update of a plan developed in 2005 (Attachment A). The 2005 plan, but not the updated plan from 2011, is included as part of the existing Airport Master Plan that is adopted as a reference document to the City Comprehensive Plan. The specific changes to the 2005 that resulted in the 2011 plan are noted in Attachment B. The Comprehensive Plan includes the following policies that directly reference the Airport (Roberts Field):

Chapter 9. Economic Development

6. The Airport Master Plan for Roberts Field shall be adopted by reference as part of the Comprehensive Plan.
7. An Airport Zone shall be established for those lands committed for the airport and aviation uses.

Chapter 12. Transportation

50. The function of Roberts Field, Redmond’s Municipal Airport, shall be protected through the application of appropriate land use designations to assure future land uses are compatible with continued operation of the airport.

These policies indicate that there is an integral tie between the transportation opportunities that the airport (Roberts Field) provides and the economy of Redmond and the Central Oregon region. Further, the policies direct that a specific plan be done for airport development, and that the ability for the airport to continue to operate be protected through land use regulations within and surrounding the airport.

The FAA recently conducted a review of the 2011 updated ALP and submitted a letter (April 13, 2012) with comments regarding the completed and planned improvements at the airport (Attachment C) – *although this letter references an updated plan from January 2012, it is actually the November 2011 plan that was reviewed.* The comments include required changes to the ALP to conform with the standards in AC 150/5300-13 Airport Design (federal airport design requirements). Those required changes to the plan are included in the updated ALP that is the subject of this proposal. A subsequent letter (June 4, 2012) from the FAA (Attachment D), indicated FAA approval of some already completed projects (the 2011 updated ALP “as-built” plans) but also referenced the April 13, 2012 letter and those additional required changes to the 2011 updated ALP. Also, the June 4, 2012 letter states “[t]his approval is also conditioned on acceptance of the plan under local land use laws.” This is interpreted to mean that the ALP must be approved by the City as part of the Airport Master Plan

(as part of the Comprehensive Plan), and that all subsequent development at the airport receives applicable planning approvals.

III. PROPOSAL: The proposal includes a Legislative Amendment to the City of Redmond Comprehensive Plan, an update of the Airport Layout Plan (ALP), which is a component of the Airport Master Plan (AMP) for Roberts Field. Also, the proposal includes an amendment to Policy #6 of Chapter 9, Economic Development, regarding the requirement for amendments to the Airport Master Plan. The specific amendment to the Policy is as follows (proposed text shown in Red):

Chapter 9, Economic Development

6. The Airport Master Plan for Roberts Field shall be adopted by reference as part of the Comprehensive Plan. Updates to the Airport Master Plan shall be treated as amendments to the Comprehensive Plan, excepting changes to the Plan required by the Federal Aviation Administration (FAA), or insignificant changes such as (including but not limited to): changes to air carriers, amended passenger forecasts, changes to flight schedules, and other such changes that do affect the overall airport operation as contemplated in the adopted Airport Master Plan. Not included among the exceptions are changes to Airport Layout Plan that were not required by the FAA, or any physical changes that were not included or contemplated in the adopted Airport Master Plan. Notwithstanding these exceptions, all changes shall be included in the Airport Master Plan as the plan is updated on a periodic basis.

IV. AREA DESCRIPTION: As stated above, this proposal (an Amendment to the Redmond Comprehensive Plan) is applicable to the Master Plan for the Redmond Airport, specifically the Airport Layout Plan (the physical site development of the restricted airport development area), and an amendment to a policy of the Comprehensive Plan. Thus, the proposal does not include any specific Comprehensive Plan map or Zoning map changes.

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

1. Proposed Findings and Conclusions included herein.
2. The existing and proposed text of Policy #6 of Chapter 9 of the Comprehensive Plan, Economic Development, regarding the requirement for amendments to the Airport Master Plan.
3. Overall updated 2011 Airport Layout Plan.
4. Updated 2011 Airport Layout Plan with specific notes regarding changes from 2005 plan.
5. April 13, 2012 Letter from the Federal Aviation Administration.
6. June 4, 2012 Letter from the Federal Aviation Administration.
7. Notice of Planning Commission Public Hearing - Redmond Spokesman- August 7, 2013 (file).
8. Notice of City Council Public Hearing - Redmond Spokesman- September 11, 2013 (file).
9. Planning Commission Work Session/Public Hearing Staff Reports.
10. City Council Work Session/Public Hearing Staff Reports.

VI. SUMMARY:

1. The proposal includes a Legislative Amendment to the City of Redmond Comprehensive Plan, an update of the Airport Layout Plan (ALP), which is a component of the Airport Master Plan (AMP) for Roberts Field. Also, the proposal includes an amendment to Policy #6 of Chapter 9, Economic Development, regarding the requirement for amendments to the Airport Master Plan.

2. The intent of the proposed amendments are to comply with Federal Aviation Administration (FAA) requirements for compliance with Airport Layout Plan design.
3. The proposal is only applicable to the physical design elements within the restricted area of the airport within the security fence.
4. The findings, the approval letters from the FAA for the Airport layout Plan, the proposed Comprehensive Plan text, and supporting materials, all demonstrate that the proposed Comprehensive Plan amendments are consistent with the Statewide Planning Goals, the Redmond Comprehensive Plan, and all other applicable policies adopted by the City.

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.

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 airports – the amended plan does not include provisions that are directly applicable to the

substantive “land use” elements of the Goals, meaning that such facilities are not specifically required as economic development or transportation amenities. Rather, when airports are provided, they are required to be addressed under Goal 12, and can have applicable elements under Goal 9 (Economic Development). Also, airports do fall within the “procedural” Statewide Planning Goal requirements applicable to the development of land. Thus, the only applicable Statewide Planning Goals addressed in this findings document are: Goal 1 (Citizen Involvement); 2 (Land Use Planning); Goal 9 (Economic Development); 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 July and August, 2013 respectively, 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 work session and public hearing were held before the City Council, with required 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. Because the Airport Master Plan is an element of the Comprehensive Plan, a formal process has been followed for the amendments to the Airport Layout Plan element of the Airport master Plan as required by the FAA. Additionally, a proposed amendment to an existing Comprehensive Plan policy regarding further amendments to the Airport Master Plan (for FAA, or other required or insignificant amendments) will specify that additional legislative process to formally amend the Comprehensive Plan will not be required when such changes meet the definitional standards included therein. Ultimately, the proposed amendments will better implement policies of the Comprehensive Plan regarding the function of the airport under an approved Master Plan and will provide clearer regulations for the City staff to administer. Based on these findings, the proposed amendments are in conformance with Goal 2.

Goal 9 - Oregon’s Statewide Planning Goals: Economic Development.

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon’s citizens.

Finding: The proposed amendments will implement the City of Redmond Comprehensive Plan by continuing to allow for the operation of the Redmond Airport (Roberts Field) according to a Master Plan which includes an Airport Layout Plan that is in conformance with all FAA requirements. By complying with all FAA requirements, continued operation of the airport in a manner that ensures commercial aviation operations will

provide direct economic stimulus to the community in a variety of ways – direct dollars through airport operations, tourist dollars, business dollars, etc. Overall, by amending the Comprehensive Plan as proposed, the City will be encouraging continued and increased economic activity that is desirable for the community and meets the citizen’s needs. Based on these findings, the proposed amendments are in conformance with Goal 9.

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 Airport Layout Plan (as the physical airport design component of the Airport Master Plan) that are required and have already been approved by the FAA. These changes are to the physical elements necessary for continued safe operation of the airport for both commercial and private aviation activities. The changes will allow the airport (as an acknowledged transportation component in Redmond) to continue to enhance the local economy by providing convenient air service as a direct economic stimulus for Redmond and the entire Central Oregon region.

Conclusion:

Based on these findings, the proposed 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 the City to meet this Comprehensive Plan policy.

The City, through the Planning Commission, conducted an initial public meeting and a public hearing over the past few months 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.

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 amendments are necessary to implement Chapters 1 and 2 of the City of Redmond’s Comprehensive Plan, specifically, and other Chapters through the support of necessary design principles for continued function of the airport. The City Council has further determined that enough factual and policy basis exists to support the proposed Comprehensive Plan amendments. The proposed amendments will better implement the true intent of the Comprehensive Plan policies for the airport and will provide clearer regulations 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 9 – Redmond Comprehensive Plan: Economic Development.

Finding: The proposed amendments will implement the City of Redmond Comprehensive Plan by continuing to allow for the operation of the Redmond Airport (Roberts Field) according to a Master Plan which includes an Airport Layout Plan that is in conformance with all FAA requirements. By complying with all FAA requirements, continued operation of the airport in a manner that ensures commercial aviation operations will provide direct economic stimulus to the community in a variety of ways – direct dollars through airport operations, tourist dollars, business dollars, etc. Overall, by amending the Comprehensive Plan as proposed, the City will be encouraging continued and increased economic activity that is desirable for the community and meets the citizen’s needs. Based on these findings, the proposed amendments are in conformance with Chapter 9 of the Redmond Comprehensive Plan.

The proposed amendments facilitate further implementation of the following Goals of Chapter 9 of the Redmond Comprehensive Plan.

9. Provide, maintain, and promote the enhancement of state of the art infrastructure, including, but not limited to, transportation systems, sewer, water, natural gas, power, telecommunications and air service to support the commercial and industrial needs of the community.

The proposed amendments serve the following Policies of Chapter 9 of the Redmond Comprehensive Plan.

Airport

6. The Airport Master Plan for Roberts Field shall be adopted by reference as part of the Comprehensive Plan.
7. An Airport Zone shall be established for those lands committed for the airport and aviation uses.

Chapter 12 – Redmond Comprehensive Plan: Transportation.

Finding: The proposed amendments will alter the Comprehensive Plan by acknowledging changes to the Airport Layout Plan (as the physical airport design component of the Airport Master Plan) that are required and have already been approved by the FAA. These changes are to the physical elements necessary for continued safe operation of the airport for both commercial and private aviation activities. The changes will allow the airport (as an acknowledged transportation component in Redmond) to continue to enhance the local economy by providing convenient air service as a direct economic stimulus for Redmond and the entire Central Oregon region.

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

Air Transportation

50. The function of Roberts Field, Redmond’s Municipal Airport, shall be protected through the application of appropriate land use designations to assure future land uses are compatible with continued operation of the airport.

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 policy #6 of Chapter 9.

CONCLUSION:

The Redmond City Council concludes that the above findings demonstrate that the proposed amendment to the City of Redmond Comprehensive Plan, an update of the Airport Layout Plan (ALP), which is a component of the Airport Master Plan (AMP) for Roberts Field, as well as an amendment to Policy #6 of Chapter 9, Economic Development, regarding the requirement for amendments to the Airport Master Plan, satisfy all applicable local and state requirements as described herein.

City of Redm
716 SW Evergreen Ave.
Redmond, OR 97756



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DEPT OF
SEP 30 2013
LAND CONSERVATION
AND DEVELOPMENT

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