



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

09/09/2013

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 005-13

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: Tuesday, September 24, 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 05 2013

LAND CONSERVATION  
AND DEVELOPMENT

For Office Use Only

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-13-04**

Date of Adoption: **8/27/2013**

Date Mailed: **8/27/2013**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD?  Yes  No Date: 6/18/2013

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other:

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

The proposal includes amendments to the City of Redmond Zoning Map.

The City of Redmond wishes to update and rezone properties from various zones to "Park". These lands are already owned by the City and operated as city parks.

Also, the City is proposing to rezone property owned by the City of Redmond Airport from "M-1" Light Industrial to "Airport". The lands to be rezoned are located inside the Airport Security Fence, which cannot be developed as traditional property for security reasons.

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

Plan Map Changed from: (R1-R2-R4-C2-M-1), (M-1) to: (PARK), (AIRPORT)

Zone Map Changed from: (R1-R2-R4-C2-M-1), (M-1) to: (PARK), (AIRPORT)

Location: **See Attached**

Acres Involved: ~~148223~~ 148223

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

New: **N/A**

Applicable statewide planning goals:

- |                                     |                                     |                          |                          |                          |                          |                          |                                     |                                     |                                     |                                     |                          |                          |                          |                          |                          |                          |                          |                          |
|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| <b>1</b>                            | <b>2</b>                            | <b>3</b>                 | <b>4</b>                 | <b>5</b>                 | <b>6</b>                 | <b>7</b>                 | <b>8</b>                            | <b>9</b>                            | <b>10</b>                           | <b>11</b>                           | <b>12</b>                | <b>13</b>                | <b>14</b>                | <b>15</b>                | <b>16</b>                | <b>17</b>                | <b>18</b>                | <b>19</b>                |
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Was an Exception Adopted?  YES  NO

Did DLCD receive a Notice of Proposed Amendment...

DLCD File No. 005-13 (19837) [17594]

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:

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. 2013-09**

**AN ORDINANCE AMENDING THE CITY OF REDMOND'S COMPREHENSIVE PLAN MAP AND ZONING MAP (PARKS AND AIRPORT PROJECT)**

**WHEREAS**, the City of Redmond has adopted a Comprehensive Plan Map and Zoning Map, and supporting regulations in accordance with Oregon Revised Statutes Chapter 227 that regulate and control the development of land within the City; and,

**WHEREAS**, the City of Redmond City Council has an adopted set of goals that include: Comprehensive Planning Goal # 5 C *"Maintain an up-to-date Comprehensive Plan that meets the City's long term development goals."*; and

**WHEREAS**, the City of Redmond desires to update our Comprehensive Plan Map and Zoning Map to reflect the best possible information; and

**WHEREAS**, the City of Redmond proposes to update two areas of the City's Mapping System, these projects are defined as a "Parks Project" and an "Airport Project"; and

**WHEREAS**, over the past 10+ years the City of Redmond has acquired six (6) properties, comprising 14.68 acres in the City which have had a variety of zoning designations that have become public parks, and these properties are now owned and operated by the City as public parks, it is appropriate to rezone the properties to the Park designation; and

**WHEREAS**, the City Redmond has 222 acres of land zoned Industrial located inside the Redmond Airport security fence that is not available for traditional industrial development because of required airport security regulations. Due to the inability for industrial development on this land, it is appropriate and consistent for lands controlled and utilized by the Redmond Airport within the secured area to be rezoned to the Airport designation; and

**WHEREAS**, the Urban Area Planning Commission held a public hearing on June 18, 2013 and, after reviewing the record and supporting documentation, has recommended unanimously that the Redmond City Council adopt the map amendments to the Redmond's Comprehensive Plan Map and Zoning Map as set forth in this ordinance; and

**WHEREAS**, the Redmond City Council held a public hearing on August 27<sup>th</sup>, 2013 to consider the recommendation of the Urban Area Planning Commission, review the existing record; and

**WHEREAS**, the City Council concludes that the Findings support the proposed Comprehensive Plan Map and Zoning Map amendments in accordance with the City's Comprehensive Plan, the applicable State law, the Statewide Planning Goals and the City's standards and criteria for an amendment ; and

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

**SECTION ONE:** The City of Redmond hereby amends the City of Redmond’s 2020 Greater Redmond Area Comprehensive Plan Map and Zoning Map to reflect the identified changes described on the attached exhibits (“Exhibits A”- Parks and “Exhibit B”- Airport).

**SECTION TWO:** In support of the map 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 Redmond Development Code, Section 8.0760 – Criteria for Amendments, the City’s Comprehensive Plan, and the applicable Statewide Planning Goals 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.

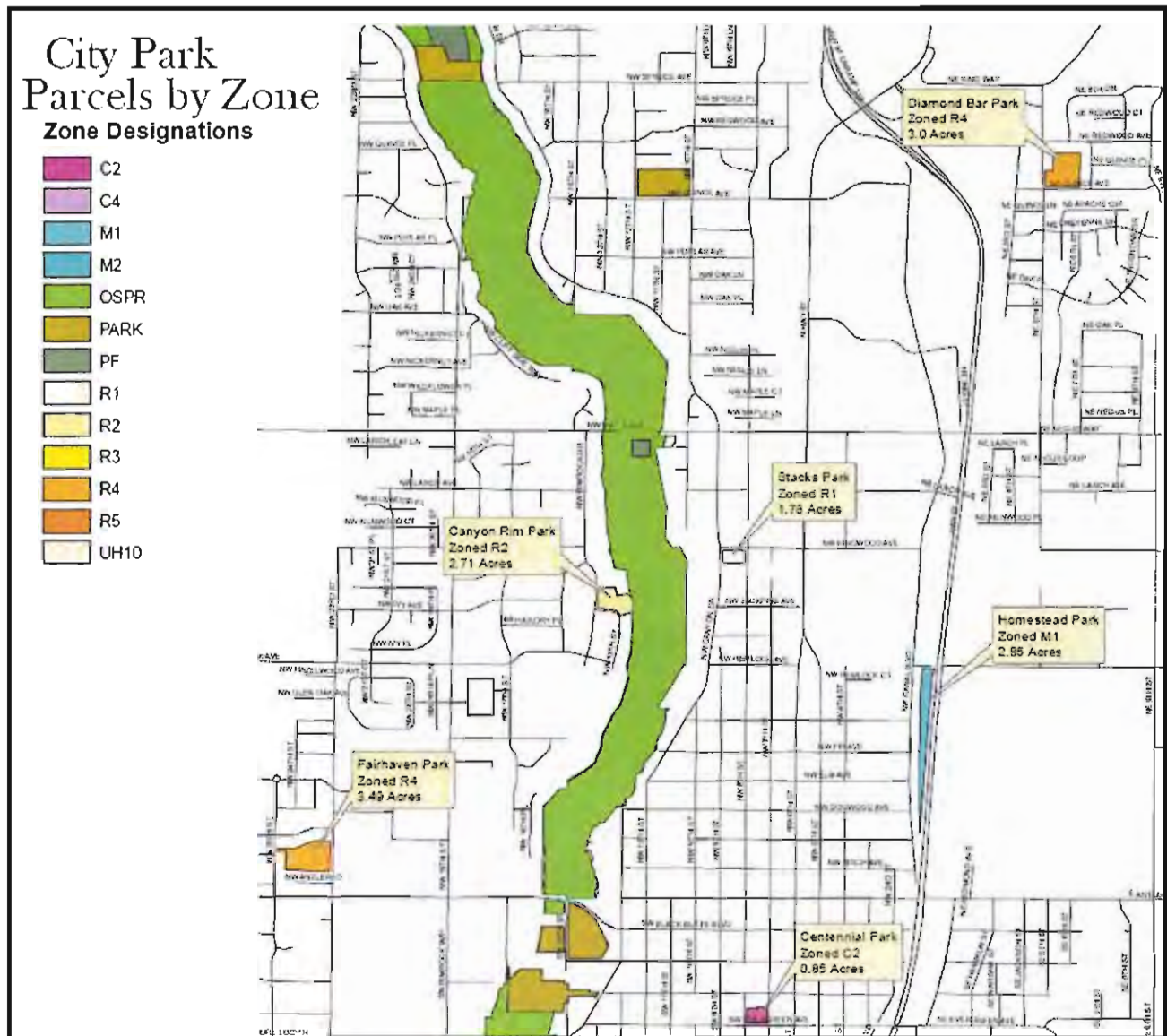
**PASSED** by the City Council and **APPROVED** by the Mayor this 27th day of August, 2013.

                  /s/ George Endicott                    
George Endicott, Mayor

ATTEST:

                  /s/ Kelly Morse                    
Kelly Morse, City Recorder

## EXHIBIT A Parks— ORDINANCE 2013-09

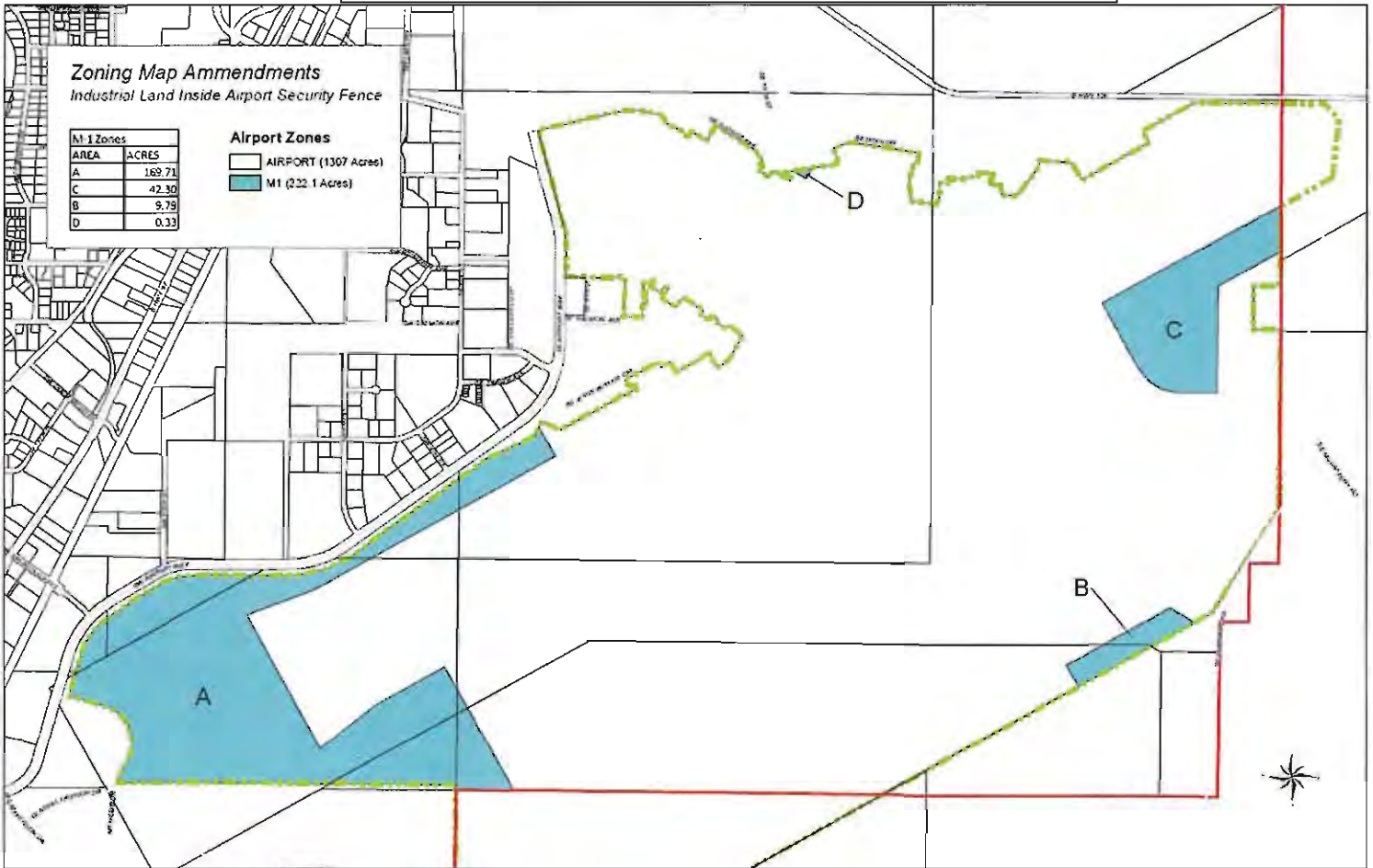


Name of Park	Size	Existing Zoning	Proposed (New) Zoning
Diamond Bar Park	3.0 Acres	R-4 (Residential)	PARK
Stack Park	1.78 Acres	R-1 (Residential)	PARK
Canyon Rim Park	2.71 Acres	R-2 (Residential)	PARK
Homestead Park	2.85 Acres	M-1 (Light Industrial)	PARK
Fairhaven Park	3.49 Acres	R-4 (Residential)	PARK
Centennial Park	0.85 Acres	C-2 (Commercial)	PARK

Total	14.68 Acres		
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## EXHIBIT B AIRPORT- ORDINANCE 2013-09



PROPERTY	SIZE	EXISTING ZONING	PROPOSED ZONING
Lands inside the Airport Security Fence	222.1 Acres	M-1 (Light Industrial)	AIRPORT



## EXHIBIT C TO ORDINANCE 2013-09

### FINDINGS OF THE REDMOND CITY COUNCIL REGARDING TA-13-04, MAP AMENDMENTS CITY OF REDMOND ORDINANCE #2013-09

#### AMENDMENTS TO THE CITY OF REDMOND'S COMPREHENSIVE PLAN MAP AND ZONING MAP (PARKS AND AIRPORT PROJECT)

File No. TA 13-04

Request: An amendment to the 2020 Greater Redmond Area Comprehensive Plan Map and Zoning Map to allow the following:

- 1.) Rezone certain property owned by the City of Redmond from various zones to "Park" zoning. The properties proposed (14.68 acres) for the rezoning are currently operated as public parks, yet the zoning map has not been updated to reflect the "Park" zoning.
- 2.) Rezone certain property owned by the City of Redmond (Airport) from "M-1" Light Industrial to "Airport". The lands to be rezoned (222.1 acres) are located inside the Airport Security Fence and as such cannot be developed as traditional industrial property because of security regulations.

Applicant: City of Redmond  
716 SW Evergreen Avenue  
Redmond, Oregon 97756

Owner: Same as Applicant

Reviewers: Sean Cook, Senior Planner  
James J. Lewis, Planning Manager

Hearings Body: Redmond Urban Area Planning Commission  
Redmond City Council

Date & Time: Planning Commission hearing was held on June 18, 2013 at 6:30 p.m.  
City Council hearing held on August 27, 2013 at 7:00 p.m.

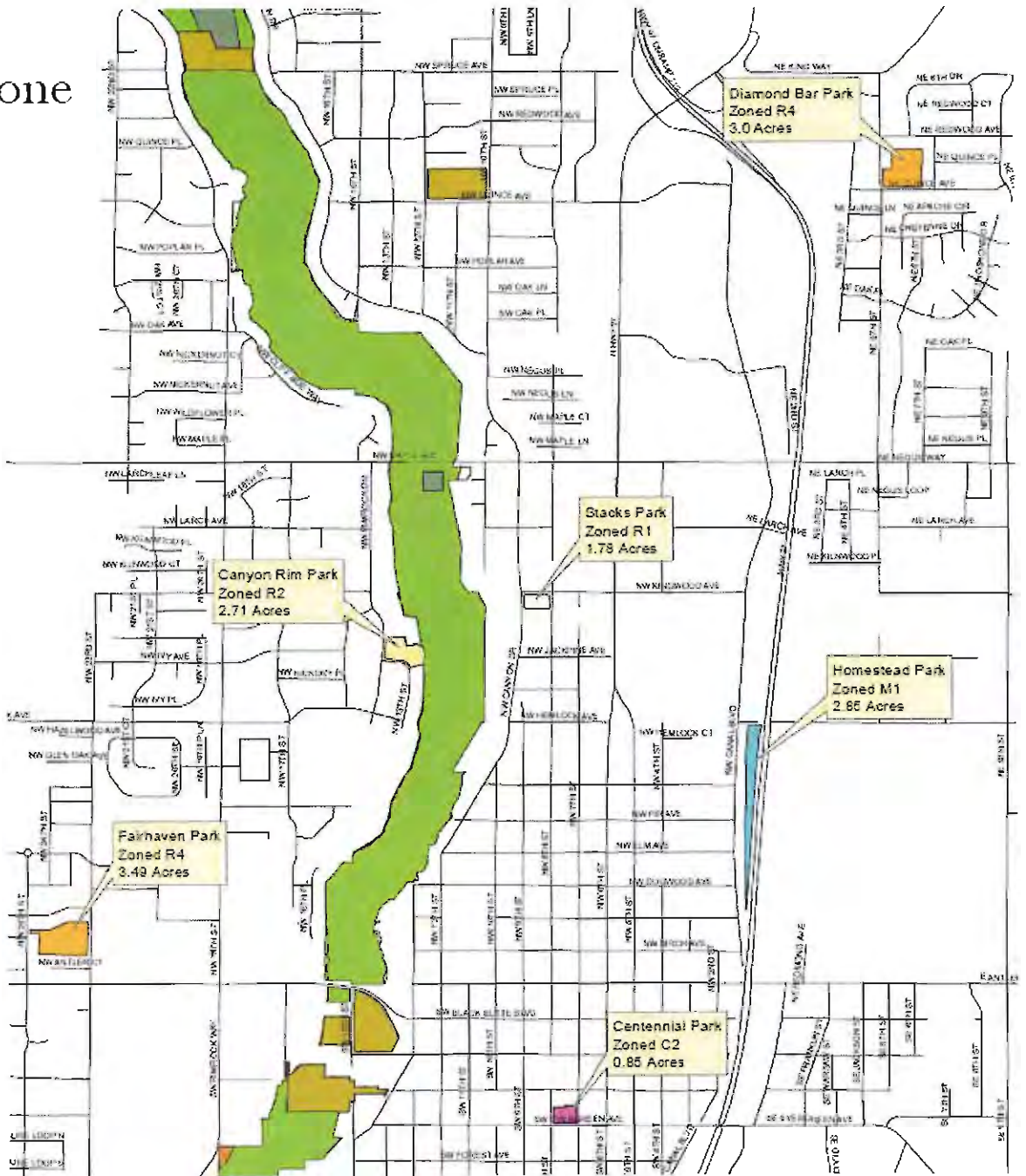
Location: City Council Chambers, 777 Deschutes Avenue, Redmond, Oregon

## Parks Project

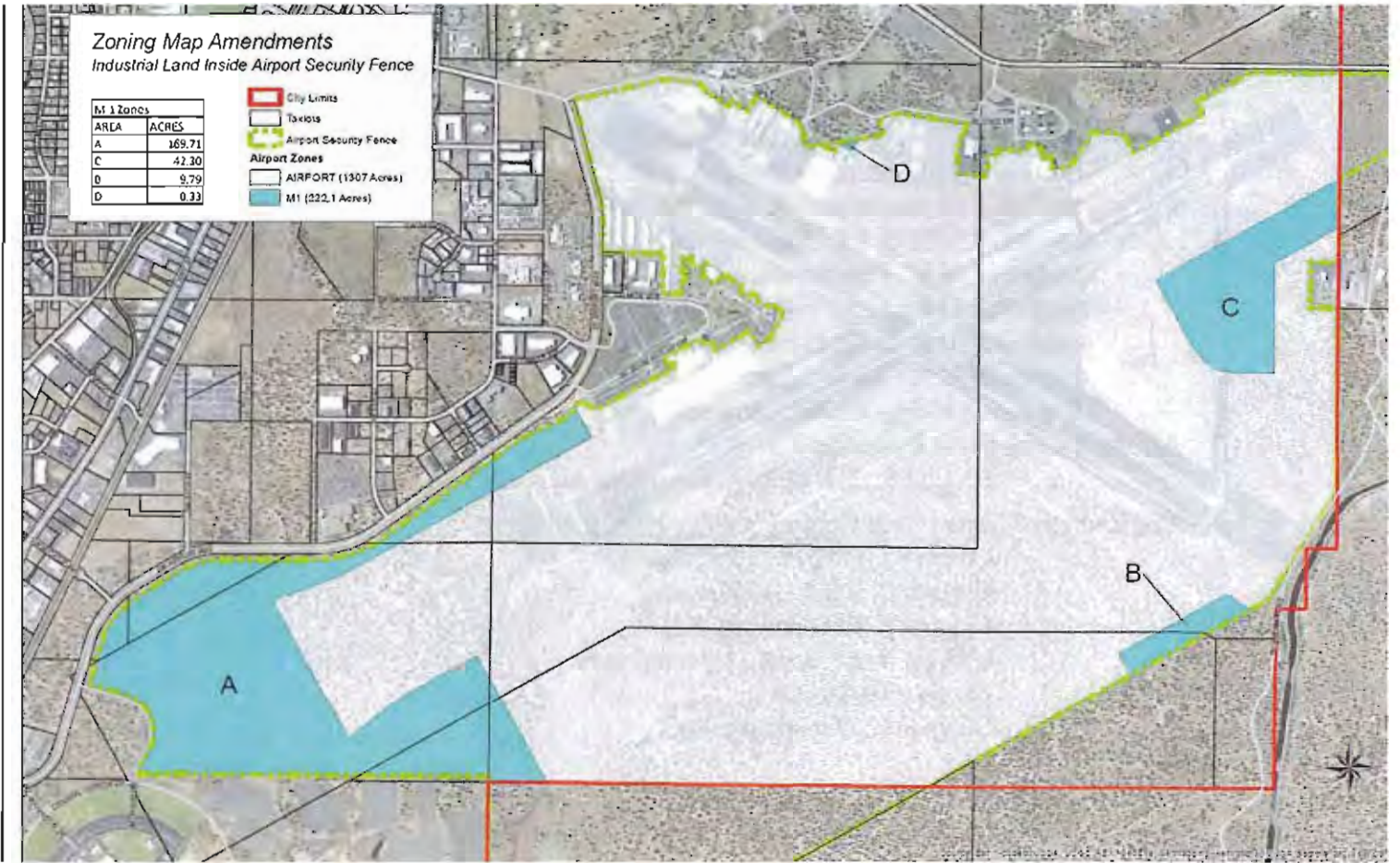
### City Park Parcels by Zone

#### Zone Designations

- C2
- C4
- M1
- M2
- OSPR
- PARK
- PF
- R1
- R2
- R3
- R4
- R5
- UH10



## Airport Project



## I. APPLICABLE CRITERIA:

Redmond Development Code, Chapter 8:

Article I - Zoning Standards

- Section 8.0100, Limited Residential R-1 Zone
- Section 8.0105, Limited Residential R-2 Zone
- Section 8.0115, General Residential R-4 Zone
- Section 8.0135 & 8.0140, Residential Zones Uses & Minimum Standards
- Section 8.0155; Central Business District (CBD) C-2 Zone
- Section 8.0180; Light Industrial, M-1
- Section 8.0190 & 8.0195 Uses Permitted & Minimum Standards
- Section 8.0235; Airport Zone
- Sections 8.0750 - 8.0775; Amendments

Article II - Land Use Procedures

- Section 8.1300 et. seq., Land Use Actions

The Redmond Urban Area Comprehensive Plan, including:

- Chapter 1, Citizen Involvement
- Chapter 2, Land Use Planning
- Chapter 8, Recreational Needs
- Chapter 9, Economic Development
- Chapter 10, Housing
- Chapter 12, Transportation

Redmond Urban Area Transportation Plan Map, adopted in 2005.

Oregon Revised Statutes (ORS), 2003 edition – ORS 197.610, 197.250, 197.763.

**II. BACKGROUND AND SUMMARY:**

As part of the Planning Commission’s 2013/2014 Work Plan, the City is working on updating the City of Redmond’s Comprehensive Plan Map and Zoning Map to reflect the best information available. Currently, these are the two projects.

- 1.) **Parks Project.** Over the past 10+ years, the City of Redmond has acquired various properties in the city for the use as public parks. Many of these properties were parks which were originally created through private Residential Planned Unit Developments (PUDs), which were subsequently transferred to the City as Public Parks. The properties were zoned mainly residential (or other) at the time of their development. However, now that they are owned by the City, the proposal is to rezone them to “Park”.
- 2.) **Airport Project.** As a part of the map amendments, the proposal is to rezone property owned by the City of Redmond (Airport) from “M-1” Light Industrial to “Airport”. The lands to be rezoned are located inside the Airport Security Fence and as such cannot be developed as traditional industrial property because of security regulations. In order for the City of Redmond to accurately plan for the future zoning needs of the City, we need solid figures about our current inventory of land for each zoning category (residential, industrial, etc.). With the current zoning map, we are showing that the City has approximately 222 acres of land allocated as available for industrial development. This, in fact, is misleading based on the location of this land inside the Airport Security Fence.

**III. PROPOSAL:** The applicant is requesting to rezone property as described below:

	NAME OF PARK	SIZE	EXISTING ZONING	PROPOSED ZONING
<b>Parks Project</b>	Diamond Bar Park	3.0 Acres	R-4 (Residential)	PARK
	Stack Park	1.78 Acres	R-1 (Residential)	PARK
	Canyon Rim Park	2.71 Acres	R-2 (Residential)	PARK
	Homestead Park	2.85 Acres	M-1 (Light Industrial)	PARK
	Fairhaven Park	3.49 Acres	R-4 (Residential)	PARK
	Centennial Park	0.85 Acres	C-2 (Commercial)	PARK
	<b>Total</b>	<b>14.68 Acres</b>		

	PROPERTY	SIZE	EXISTING ZONING	PROPOSED ZONING
<b>Airport Project</b>	Lands inside the Airport Security	222.1 Acres	M-1 (Light Industrial)	AIRPORT

Fence			
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**IV. EXHIBITS:** The following exhibits (on-file) make up the record in this matter:

1. Agency and departmental comments on file with the Planning Division.
2. 45 day notice to DLCD of Proposed Amendment (Sent May 8, 2013)
3. Notice of Public Hearing published in the Spokesman on June 5, 2013 (Planning Commission) and August 14, 2013 (City Council)

**ATTACHMENTS**

**Exhibit A (TA 13-04)** – Findings and Conclusions

**Exhibit B (TA 13-04)** – Airport Commission Support Letter, dated May 1, 2013

**Exhibit C (TA 13-04)** – ODOT Email/Letter dated May 16, 2013

**Exhibit D (TA 13-04)** – Description of subject property for “Parks Project”

**Exhibit E (TA 13-04)** – Description of subject property for “Airport Project”



## EXHIBIT A (TA 13-04): FINDINGS AND CONCLUSIONS

A. **REDMOND DEVELOPMENT CODE (RDC)**, Chapter 8, Sections 8.0750 through 8.0775 (Amendments) sets forth the procedure and standards for an amendment to the text of the Code or to the adopted zoning and plan map. Specifically, Section 8.0760 - Criteria for Amendments, sets forth the four (4) criteria that the applicant must meet to gain approval of change to the 2020 Greater Redmond Area Comprehensive Plan and Zone Map. The applicant shall show the proposed change is:

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 Code standards (sections 8.0750 to 8.0775, *Amendment Procedures and Notice Requirements*), and (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 Statute listed above.

With regard to the Statutory noticing requirements referenced above, notice of the proposed amendment has been provided to DLCDD and as required by State Statute.

With regard to the Statutory public hearing requirements referenced above, this proposal is legislative and as such follows Sections 8.1100 through 8.1125 of the Redmond Development Code. Subsequently, the Planning Commission and City Council's public hearing and review processes meet the Statutory requirements.

Based on the above findings and the findings below in the body of this report, this criterion is satisfied.

2. *In conformity with the Statewide planning goals whenever they are determined to be applicable.*

**Finding:** Planning staff finds that Goals 1, 2, 8, 9, 10, & 12 are the applicable statewide Planning Goals, as follows:

### **Statewide Goal 1 -Citizen Involvement.**

*\* This Goal applies to the Parks and Airport Project*

**Finding:** The City's land use process provides for public notice of the proposed map amendments and opportunities for citizen involvement that meet the State's Goal 1 criteria. This application is consistent with those land use processes. The City provided published notice of



the public hearing in the local newspaper. Additional, information about this application can be found on the city website under Planning Commission and/or City Council meeting information. All interested or affected parties have been afforded the opportunity to appear in person or in writing before the Planning Commission and the City Council.

**Statewide Goal 2- Land Use Planning.**

*\* This Goal applies to the Parks and Airport Project*

**Finding:** The City’s existing land use planning process and policy framework has been applied in this application. At least two public hearings will be held on this application. The City has taken care to provide information about the map amendments to the public and to address the applicable criteria. Any changes to the Comprehensive Plan Map and Zoning Map will occur only after the Planning Commission makes a recommendation to the City Council and the Council enacts the change by Ordinance. (The Planning Commission made such a recommendation (for approval) on June 18, 2013.) The City Council will adopt findings that explain the Council’s decision and the facts that the Council relied on in making that decision.

**Statewide Goal 8- Recreational Needs**

*\* This Goal applies to the Parks Project*

**Finding:** The City of Redmond’s Comprehensive Plan has been adopted by the Redmond City Council and acknowledged by Oregon’s Land Conservation and Development Commission (LCDC). Therefore, the City’s Comprehensive Plan has been found to implement the Statewide Planning Goals. Thus, by demonstrating compliance with the adopted and acknowledged City of Redmond Comprehensive Plan, the proposal will be in compliance with the Statewide Planning Goal. The findings demonstrating compliance with the Comprehensive Plan are included in Criterion # 3 below and are incorporated by reference herein.

**Statewide Goal 9- Economic Development**

*\* This Goal applies to the Airport Project*

**Finding:** The City of Redmond’s Comprehensive Plan has been adopted by the Redmond City Council and acknowledged by Oregon’s Land Conservation and Development Commission (LCDC). Therefore, the City’s Comprehensive Plan has been found to implement the Statewide Planning Goals. Thus, by demonstrating compliance with the adopted and acknowledged City of Redmond Comprehensive Plan, the proposal will be in compliance with the Statewide Planning Goal. The findings demonstrating compliance with the Comprehensive Plan are included in Criterion # 3 below and are incorporated by reference herein.

**Statewide Goal 10- Housing**

*\* This Goal applies to the Parks Project*

**Finding:** The City of Redmond’s Comprehensive Plan has been adopted by the Redmond City Council and acknowledged by Oregon’s Land Conservation and Development Commission

(LCDC). Therefore, the City's Comprehensive Plan has been found to implement the Statewide Planning Goals. Thus, by demonstrating compliance with the adopted and acknowledged City of Redmond Comprehensive Plan, the proposal will be in compliance with the statewide Planning Goal. The findings demonstrating compliance with the Comprehensive Plan are included in Criterion # 3 below and are incorporated by reference herein.

**Statewide Goal 12- Transportation:**

*\* This Goal applies to the Airport Project*

**Finding:** The City of Redmond's Comprehensive Plan has been adopted by the Redmond City Council and acknowledged by Oregon's Land Conservation and Development Commission (LCDC). Therefore, the City's Comprehensive Plan has been found to implement the Statewide Planning Goals. Thus, by demonstrating compliance with the adopted and acknowledged City of Redmond Comprehensive Plan, the proposal will be in compliance with the Statewide Planning Goal. The findings demonstrating compliance with the Comprehensive Plan are included in Criterion #3 below and are incorporated by reference herein, with the exception of the following TPR finding:

**Transportation Planning Rule (TPR)**

**OAR 660-012-0060 Analysis:**

**Plan and Land Use Regulation Amendments**

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

*(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*

*(b) Change standards implementing a functional classification system; or*

*(c) As measured at the end of the planning period identified in the adopted transportation system plan:*

*(A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*

*(B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or*

*(C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.*

**Finding:** Staff has reviewed the effects of the proposal against the above standards. The proposed changes from Industrial to Airport, and from various zones to Park are both “down zoning” (meaning fewer permitted uses) of the properties. When reviewing the potential trip generation from the uses allowed under the proposed zone against the existing zone, there will be no expected increase in overall trip generation as a result of the zone change. As such, the proposal does not have a significant affect as it relates to the Transportation Planning Rule. Oregon Department of Transportation (ODOT) has submitted written comment (Exhibit C) that also states agreement with the above findings. As such, the proposal is compliant with the State Goal.

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

**Chapter 1 – Citizen Involvement**

*\* This section applies to the Parks and Airport Project*

**Finding:** The City's land use process provides for public notice of proposed zone changes and opportunities for citizen involvement that meet the State’s Goal 1 criteria. This application is consistent with those land use processes. The City provided published notice of the public hearing in the local newspaper. Additional, information about this application can be found on the city website under Planning Commission and/or City Council meeting information. All interested or affected parties have been afforded the opportunity to appear in person or in writing before the Planning Commission and the City Council.

**Chapter 2 – Land Use Planning**

*\* This section applies to the Parks and Airport Project*

**Finding:** The City’s existing land use planning process and policy framework has been applied in this application. At least two public hearings will be held on this application. The City has taken care to provide information about the map amendments to the public and to address the applicable criteria. Any changes to the Comprehensive Plan Map and Zoning Map will occur only after the Planning Commission makes a recommendation to the City Council and the Council enacts the change by Ordinance. (The Planning Commission made such a recommendation (for approval) on June 18, 2013.) The City Council will adopt findings that explain the Council’s decision and the facts that the Council relied on in making that decision.

**Chapter 8 – Recreational Needs**

*\* This section applies to the Parks Project*

**GOALS**

**The Redmond Urban Growth Boundary park system should enhance the livability in the Redmond UGB by:**

- 1. Providing quality green spaces, natural areas, and recreation sites for passive and active recreation through public and private park land throughout the community.**
- 2. Neighborhood park, or park site, should be provided within one-half mile of every home.**

### **POLICIES**

#### **Park and recreation facilities acquisition and planning**

- 4. A program for the acquisition and development of park and recreation facilities shall be developed by the City.**
- 8. A neighborhood park should be located within one-half mile of each dwelling unit in the UGB.**
- 9. As opportunities occur for development of small mini-parks not shown on the plan, consideration should be given to their incorporation into the park system.**

**Finding:** As shown above, the goals and policies in regards to recreational needs show the strong necessity and support for development and acquisition of parks in the community (Policy 1). As such, the City has acquired property currently developed as parks for park uses over the last 10+ years (Policy 2 and 9). These properties, which are the subject of this request, are all currently City owned parks as listed in the summary section of this report and as shown in Exhibit D. The current proposal is to simply rezone the park properties from their various zones to the “Park” zone to accurately show the existing parks as “Parks” on the zoning map. Therefore, this proposal is in conformance with the Comprehensive Plan.

### **Chapter 9 – Economic Development**

***\* This section applies to the Airport Project***

### **GOALS**

- 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.**

### **POLICIES**

#### **Lands**

- 3. Industrial areas should be set aside primarily for industrial activities. Other supporting uses, including some retail uses, may be allowed if limited to sizes and locations intended to serve the primary uses and the needs of people working or living in the immediate industrial areas.**

#### **Airport**

- 7. An Airport Zone shall be established for those lands committed for the airport and aviation uses.**

**Finding:** The proposed project is, in fact, establishing an Airport Zone on lands committed for airport and aviation uses (Policy 7). This proposal will change land zoned Industrial, which is located inside the Airport Security Fence, to Airport. The Airport zoning is the appropriate zoning for lands located inside the Airport Security Fence. The Redmond Airport Commission supports this proposal as presented in Exhibit B.

This proposal is further supported by the fact that industrial areas should be available for industrial use (Policy 3). Currently these lands are not. Their location inside a restricted area is not compatible with industrial development. The proposed change from Industrial to Airport will more accurately show the availability of actual industrial land in the City. Currently, the City's Industrial inventory is not representative of actual buildable industrial land based on the constraints of the land inside the Airport Security Fence. The proposal will amend the fact that 222.1 acres of industrial land is not feasible for standard development.

According to the 2005 City of Redmond Urbanization Study, Redmond has 802 acres of vacant available industrial lands today. The projected need for industrial land to accommodate the projected population growth and employee forecast (for 2025) is only 397 acres. Redmond has double the amount of land today, as projected to be needed by 2025. Therefore, the reduction of 222 acres of constrained industrial land, does not bring our inventory below the needed levels for current and future industrial land. Therefore, this proposal is in conformance with the Comprehensive Plan.

#### **Chapter 10 – Housing**

*\* This section applies to the Park Project*

#### **GOALS**

- 1. Establish residential neighborhoods that are safe, convenient, and attractive places to live, which are located close to schools, services, parks, shopping and employment centers.**
- 2. Disperse housing for the elderly, disabled, developmentally challenged and low income citizens of the community throughout Redmond's residential neighborhoods which are**

close to schools, services, parks, shopping and employment centers rather than concentrating these dwellings in areas.

4. Provide for higher densities in proximity to schools, services, parks, shopping, employment centers, and public transit.

## POLICIES

### Uses Permitted in Residential Areas/Zones

13. Public and semi-public uses and services, parks and schools, should be permitted within residential areas and shall have development standards which recognize the residential character of the neighborhood. Development standards shall be established for such uses that should provide off street parking and maneuvering, landscaping, access control, sign regulations, design review, and limitations relative to scale and services provided.

**Finding:** The Housing goals and policies firmly establish that parks are an essential component of a residential neighborhood. This proposal is supportive of this position. The proposal is simply to rezone property, which are currently developed as City parks, to “Park” in support of developing neighborhoods (Exhibit D). Since parks are a part of the residential design, the conversion of the proposed residentially zoned property from Residential to Park has no significant impact, since parks are an outright permitted use.

Further, in 2006, the City of Redmond expanded its UGB to add land for primarily residential uses to meet its 20-year housing need based on population projections. Parks were considered a valid component of lands designated for residential use in the UGB expansion. Therefore, the map change from residential to park does not affect the needed land supply for residential lands. Therefore, this proposal is in conformance with the Comprehensive Plan.

## Chapter 12 – Transportation

*\* This section applies to the Airport Project*

## POLICIES

### 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.

**Finding:** By changing the maps from Industrial to Airport, this project will protect and assure land uses are compatible with the operation of the Redmond Airport. The “Airport” zone was

designed with uses which are compatible with airport operations. Therefore, this proposal is in conformance with the Comprehensive Plan.

4. *That there is a change of circumstances or further studies justifying the amendment or mistake in the original zoning.*

**Finding:** There has been a change of circumstances justifying the proposed amendment.

The change in circumstance for the Parks Project is that the lands have changes hands from private owners to City ownership and have been developed as City Parks. The zoning for “Park” is indicative of public ownership.

In regards to the Airport Project, the change of circumstance is the recent identification of the exact location of the Airport Security Fencing as it relates to the Comprehensive Plan Map and Zoning Map. With this new information, the amendment is being proposed to change the maps to reflect the realities of the restrictions association with the Airport Security Fence. The Airport Zone is the appropriate zoning for lands inside their security fence. As such, this request demonstrates the change in conditions as required by this standard. This standard is met.

#### **ADDITIONAL FINDINGS AND CONCLUSION:**

1. Redmond’s Comprehensive Plan Map and Zoning Map are instruments designed to promote and provide for development that is orderly and beneficial to the community. The Comprehensive Plan and associated mapping are dynamic documents. It is routinely updated as needed to reflect growth and changes that are in the City’s interest to track and to plan for. When necessary and as circumstances change, the City will review proposals to change the plan and zone designations for specific properties and decide if the change is warranted.
2. The proposal is consistent with City Council Goal 5 (2013/2014) – Comprehensive Planning which directs us to *“maintain an up-to-date Comprehensive Plan that meets the City's long term development goals.”*
3. Staff has submitted findings for the Planning Commission and City Council to adopt that demonstrate that the Comprehensive Plan Map and Zoning Map Amendment can be approved in compliance with the decision criteria and standards that govern such changes.



**EXHIBIT B (TA 13-04) - Airport Commission Support Letter**



**CITY OF REDMOND**  
Roberts Field Airport

2522 SE Jesse Butler Circle  
Redmond OR 97756  
(541) 504-3499  
Fax (541) 548-0591  
rdm@ci.redmond.or.us  
www.flyrdm.com

May 1, 2013

Heather Richards  
Community Development Director  
City of Redmond  
716 SW Evergreen Avenue  
Redmond, OR 97756

SUBJ: Rezone of M1 zoned property inside Roberts Field security fence to Airport zone

Dear Heather:

This letter is to advise you that on April 11, 2013, at the Airport Commission meeting, the commissioners approved your recommendation per your Staff Report, to initiate the evaluation of rezoning all M1 zoned land located inside the Roberts Field security fence to Airport zone.

The recommendation will be noted in the April 11, 2013 Airport Commission meeting notes, which are still being finalized.

Thank you for your efforts in rezoning Airport property. Please let me know if you need any further information.

Sincerely,

Kim Dickie  
Airport Director  
(541) 504-3496



**CITY OF REDMOND**  
Community Development Department

716 SW Evergreen Avenue  
Redmond, OR 97756  
(541) 923-7721  
Fax: (541) 548-0706  
[www.ci.redmond.or.us](http://www.ci.redmond.or.us)

## STAFF REPORT

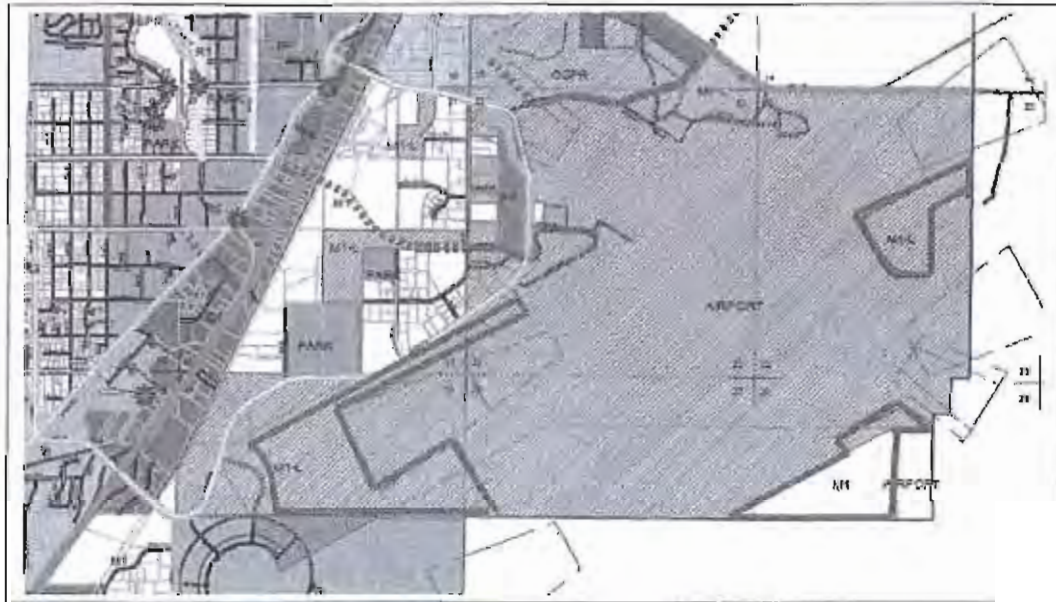
**DATE:** April 11, 2013  
**TO:** Airport Commissioners  
**THROUGH:** Kim Dickie, Airport Director  
**FROM:** Heather Richards, Community Development Director  
**SUBJECT:** Consideration of rezone of M1 zoned property inside the Roberts Field security fence to Airport Zone.

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### Report in Brief:

This is a request to consider support of an effort to rezone 229.9 acres of M1 (Light Industrial) zoned property inside the Roberts Field security fence to Airport Zone.

Map:



**Attachment A: Redmond Development Code, Airport Zone**

**8.0235 Airport Zone.** In an Airport Zone, the following regulations shall apply:

1. Purpose. The purpose of the Airport Zone is:
  - A. To protect the airport from encroachment of incompatible, non-airport and non-aviation uses.
2. Uses Permitted Outright. In an Airport Zone, the following uses and accessory uses are permitted subject to the provisions of subsection (4) of this section:
  - A. Airfields
  - B. General Aviation Facilities
  - C. Passenger Terminal Complexes
  - D. Air Cargo/Airline Maintenance Facilities
  - E. Support Facilities including Aircraft Rescue and Firefighting (ARFF) facilities.
  - F. Any compatible use which compliments aviation uses.
3. Limitations on Use.
  - A. All uses must meet local, state and federal environmental standards relating to noise, smoke, odor, water, sewage, air emissions, dust and hazardous waste.
  - B. Materials shall be stored and grounds shall be maintained in a manner which will not attract or aid the propagation of insects or rodents or otherwise create a health hazard.
  - C. All parking and loading demand created by any use permitted by this section shall be accommodated on the subject premises entirely off-street.
  - D. No use permitted by this section shall require the backing of traffic onto a public street or road right-of-way for access to any use on the premises thereof.
4. Dimensional Standards. In an Airport Zone, the following dimensional standards shall apply:
  - A. The minimum lot size shall be determined in accordance with the provisions of this section relative to setback requirements, off-street parking and loading, and as deemed necessary by the Hearings Body to maintain air, water and land resource quality and to protect adjoining and area land uses.
  - B. The minimum building setback between a structure and an arterial street shall be 50 feet unless a greater setback is required for compliance with the Comprehensive Plan policies or criteria, and 25 feet from a collector.
  - C. The right-of-way between the property line and the edge of the improved street shall be landscaped and maintained by the contiguous property owner in accordance with the provisions of the Site and Design Review Standards.
5. Yards. Except as provided by Sections 8.0550-8.0575, in an Airport Zone, the minimum side yard shall be 10 feet from the foundation for one and two story buildings and 15 feet from the foundation for three story buildings; and front and rear yards shall be a minimum of 10 feet or as approved by the Hearings Body.
6. Height of Buildings. In an Airport Zone, all building shall meet the requirements set forth in the Airport Control (AC) zone.
7. Off-Street Parking and Loading. In an Airport Zone, off-street parking and loading.

**Background:**

In the State of Oregon, communities are limited to the amount of industrially zoned land they can host in land supply. Currently there are 229.9 acres of M1 (Light Industrial) zoned property inside the security fence at Roberts Field that due to security reasons cannot be developed for light industrial reasons. The Community Development Department would like to rezone this property to the Airport zone which is more appropriate for inside the security fence development. If at some time in the future, the Airport relocates the security fence and wished to rezone the Airport zoned property to Light Industrial we can rezone it at that time.

**Discussion:**

As part of the evaluation of Airport owned lands for the Roberts Field Land Development Strategy, it was discovered that there is a large amount of acreage inside the security fence encumbered in a M1 Light Industrial that is undevelopable for light industrial purposes due to security issues. Since it is not developable for light industrial uses it should not be zoned as such. The City of Redmond has an Airport zone that would be more appropriate for this property. The uses of which are outlined below. The Planning Commission is initiating an effort to evaluate the zoning in the City of Redmond and rectify any obvious zoning issues. As part of this effort, they would like to initiate a legislative rezone process for the 229.9 acres of M1 land inside the airport security fence. The Planning Commission has tentatively scheduled a work session on May 21, 2013, to discuss this issue and a public hearing scheduled for June 18, 2013. However, prior to proceeding with their work session and public hearing, the Planning Commission would like to know if the Airport Commission support's their effort in this regard.

Land Uses Allowed in the Airport Zone: "O" = allowed as an Outright Use

Land Use	Allowance
Airfields	O
General Aviation	O
Passenger Terminal Complexes	O
Air Cargo & Maintenance Facilities	O
Support Facilities (Airlife, Fire, etc)	O
Any use complimentary to Aviation	O

**Recommendation/Suggested Motion:**

"I move to initiate the evaluation of rezoning all M1 zoned land located inside the Roberts Field security fence to the Airport zone."

Heather Richards,  
Community Development Director

**EXHIBIT C (TA 13-04) – ODOT Email/Letter dated May 16, 2013**

**From:** BRYANT James R [mailto:James.R.BRYANT@odot.state.or.us]  
**Sent:** Thursday, May 16, 2013 2:15 PM  
**To:** Sean Cook  
**Subject:** RE: Zoning Map amendments (TA 13-04)

Thanks Sean -- I agree. By definition there is no adverse impact if you rezoning to a less intensive land use zone.

*Jim*

James R. Bryant  
Interim Planning Manager  
ODOT Region 4  
63085 N. Hwy 97, Ste. 107  
Bend, OR 97701  
(541) 388-6437  
[james.r.bryant@state.or.us](mailto:james.r.bryant@state.or.us)

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**From:** Sean Cook [mailto:Sean.Cook@ci.redmond.or.us]  
**Sent:** Thursday, May 16, 2013 2:05 PM  
**To:** BRYANT James R  
**Subject:** Zoning Map amendments (TA 13-04)

Hi Jim,

I just wanted to send you a notice about a Zoning Map amendment that will be moving forward in June-August 2013. It is a very simple change, the City is rezoning various city owned property which are actually parks to the zoning "PARK". Currently, they are zoned mostly Residential, with one commercial and one industrial property. See Attachment 1. We are just updating the map. The second amendment is to rezone city owned land INSIDE the Airport Security Fence from M-1 Light Industrial to "Airport". Since this property is inside the Security Fence it can't really be developed so we are proposing to change it to "Airport", which is the actual and realistic use of the property. See Attachment 2.

We don't believe we are tripping TPR, as we are just updating the zoning map to reflect parks being "PARK" zoned.

Also, the change from M-1 (light industrial) to Airport is a downzoning of allowable uses. Incidentally, the uses are inside the Airports Security Fence.

See review and send me any comments.

Thanks!

Sean Cook, Senior Planner, City of Redmond

**EXHIBIT D (TA 13-04)**

## City Park Parcels by Zone

### Zone Designations



Name of Park	Size	Existing Zoning	Proposed (New) Zoning
Diamond Bar Park	3.0 Acres	R-4 (Residential)	PARK
Stack Park	1.78 Acres	R-1 (Residential)	PARK
Canyon Rim Park	2.71 Acres	R-2 (Residential)	PARK
Homestead Park	2.85 Acres	M-1 (Light Industrial)	PARK
Fairhaven Park	3.49 Acres	R-4 (Residential)	PARK
Centennial Park	0.85 Acres	C-2 (Commercial)	PARK
Total	14.68 Acres		



# MINI PARKS

## STACKS PARK

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**Location:** 850 NW Kingwood Ave.

**Status:** Developed

**Site Features:**

- Open Space with Mature Landscaping
- Space to Host Events

**Description:** This site was donated to the City in 2007. Stacks park can be reserved for weddings and receptions.



# NEIGHBORHOOD PARKS

## WEST CANYON RIM PARK

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**Location:** NW 19th St. & Rimrock Ave.

**Status:** Developed

**Site Features:**

- Restrooms
- Play Structures
- Benches
- Basketball Courts
- Open Lawn/Play Area

**Description:** West Canyon Rim Park provides several opportunities for active recreation along with a connection to the Dry Canyon trail.



# NEIGHBORHOOD PARKS

## DIAMOND BAR RANCH PARK

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**Location:** NE 5th St. & NE Quince Ave.

**Status:** Developed

**Site Features:**

- Restrooms
- Walking Paths
- Play Structure
- Basketball Court
- Natural Area

**Description:** Diamond Bar Ranch Park provides a play structure, basketball court, restroom and walking paths.



## FAIRHAVEN PARK

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**Location:** 370 NW 25th St.

**Status:** Partially Developed

**Site Features:**

- Restrooms
- Play Structures
- Basketball Court

**Description:** Fairhaven Park site has a restroom, play structures and an open field. A portion of this park is undeveloped.



Homestead Linear Park (also known as Frank and Josephine Linear Park)  
 Location: Along N. Canal Blvd between NW Hemlock and NW Dogwood

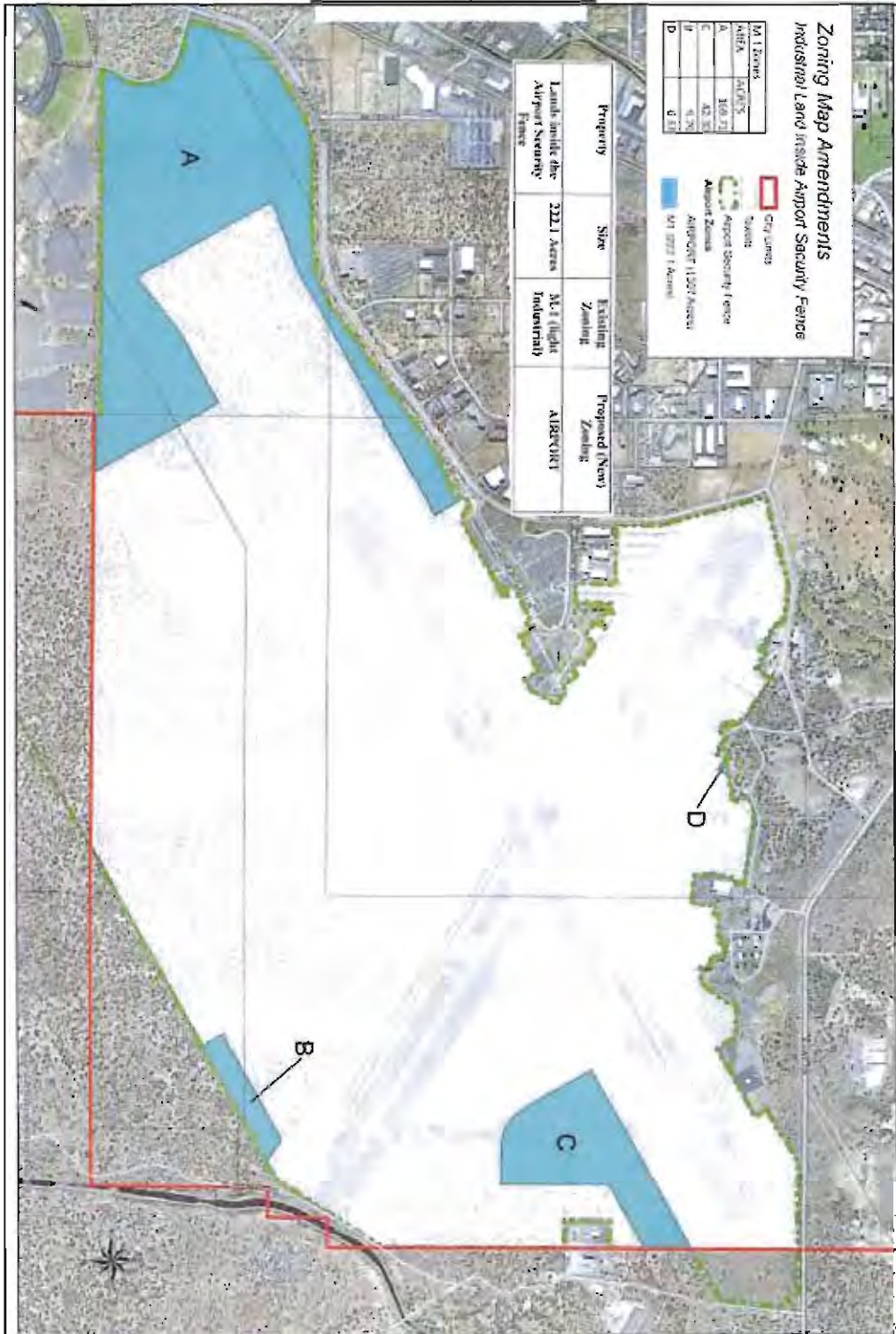




**Centennial Park**  
**Location: 7<sup>th</sup> & SW Evergreen**



**EXHIBIT E (TA 13-04)**



84-1000

ATTENTION: PLANNING DIVISION  
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT  
635 CAPITOL STREET, SUITE 150  
SALEEM, OREGON 97301-2540