



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

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NOTICE OF ADOPTED AMENDMENT

03/31/2014

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 001-14

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: Friday, April 18, 2014

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

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

\*NOTE: The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

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

<paa> YA



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

FOR DLCD USE
File No.: 001-14 (20188)
Received: [17823] 3/28/2014

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

Jurisdiction: City of Redmond

Local file no.: PA-14-1

Date of adoption: 03/25/2014

Date sent: 3/28/2014

Handwritten note: Marked 3/28/14 with initials.

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

Yes: Date (use the date of last revision if a revised Form 1 was submitted): N/A
No

Is the adopted change different from what was described in the Notice of Proposed Change? Yes No

If yes, describe how the adoption differs from the proposal:

Local contact (name and title): James Lewis

Phone: 541-923-7724

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

Street address: 716 SW Evergreen Avenue

City: Redmond

Zip: 97756-

PLEASE COMPLETE ALL OF THE FOLLOWING SECTIONS THAT APPLY

For a change to comprehensive plan text:

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

Chapter 12, Transportation (State Goal 12)

For a change to a comprehensive plan map:

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

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

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

The subject property is entirely within an urban growth boundary

The subject property is partially within an urban growth boundary

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

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

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

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

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

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

**For a change to a zoning map:**

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

Change from	to	Acres:

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

Overlay zone designation:	Acres added:	Acres removed:
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Location of affected property (T, R, Sec., TL and address):

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List affected state or federal agencies, local governments and special districts: Affects only the City of Redmond

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

See attached adopting ordinance, Comprehensive Plan text, and findings

**CITY OF REDMOND  
ORDINANCE NO. 2014-04**

**AN ORDINANCE AMENDING THE REDMOND COMPREHENSIVE PLAN TO ADD NEW TRANSIT SUPPORTIVE LAND USE POLICIES TO CHAPTER 12, TRANSPORTATION.**

**WHEREAS**, the City of Redmond has adopted A Comprehensive Plan, and zoning and planning 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 includes: "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"; and,

**WHEREAS**, the Urban Area Planning Commission held a public hearing on March 3, 2014, and, after reviewing the record, has recommended that the Redmond City Council adopt the proposed text amendments to the Redmond Comprehensive Plan as set forth in Exhibit A; and

**WHEREAS**, the Redmond City Council held a public hearing on March 25, 2014, 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 a goal of the Comprehensive Plan 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; and

**WHEREAS**, the City Council finds that the findings set forth in Exhibit B for the development code amendments have fully addressed the City's Comprehensive Plan, the applicable state law, the Statewide Planning Goals and the City's standards and criteria for an amendment to the 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:**

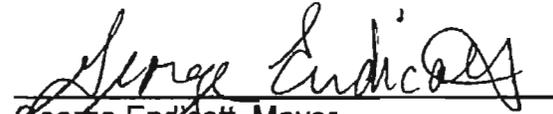
**SECTION ONE:** The City of Redmond hereby amends the Redmond Comprehensive Plan, Chapter 12, Transportation, to add new policies that direct future land use regulations to be implemented, which include transit supportive land use patterns to be

created and transit amenities to be constructed, when new development occurs. The amendments and adopted text are attached hereto as "Exhibit A."

**SECTION TWO:** In support of the Comprehensive Plan text amendments in Section One, the City of Redmond hereby adopts the findings which are attached hereto as "Exhibit B" which were prepared by City staff 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.

**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 25<sup>th</sup> day of March, 2014.

  
George Endicott, Mayor

ATTEST:

  
Kelly Morse, City Recorder

## Exhibit A (Ordinance No. 2014-04)

### Proposed Comprehensive Plan Amendment – Transit Supportive Policies

City of Redmond Comprehensive Plan Amendment to add new policies to Chapter 12, Transportation, of the City of Redmond Comprehensive Plan. The new policies direct future land use regulations to be implemented which include transit supportive land use patterns to be created and transit amenities to be constructed when new development occurs (new text highlighted in **red**, deleted text in ~~strikethrough~~).

#### *Comprehensive Plan – Chapter 12, Transportation, Policies*

##### *Inter-City Transit:*

- 48. The City shall cooperate with the ~~County, the City of Bend, and~~ other City and County jurisdictions in the tri-county region, ODOT, COIC/CET, and any other transit service providers to complete an inter-City transit feasibility study.**
- 49. Existing or planned transit shall be protected by identifying potential transit corridors and encouraging transit-compatible land uses and site planning.**
- 50. The City will consider transit needs in the design and operation of street infrastructure.**
- 51. The City will support transit service operations through the creation of development regulations that consider transit needs in subdivision and site design, with regard to streetscape and pedestrian connectivity.**
- 52. The City will work with local transit provider(s) to consider improvements to existing bike and pedestrian access, including ADA access and other transit supportive amenities, along designated transit corridors.**
- 53. The City will encourage connectivity between different travel modes and ensure transit facilities are pedestrian and cyclist accessible.**
- 54. The City will consider increases in residential densities along transit corridors to encourage increased use and ridership.**

**Exhibit B  
(Ordinance No. 2014-04)**

**FINDINGS OF THE REDMOND CITY COUNCIL  
REGARDING PA-14-1, LAND DIVISION CODE  
CITY OF REDMOND ORDINANCE #2014-04**

**AN AMENDMENT TO THE REDMOND URBAN AREA COMPREHENSIVE PLAN TO  
ADD NEW TRANSIT SUPPORTIVE LAND USE POLICIES TO CHAPTER 12,  
TRANSPORTATION**

**FILE NO.** PA 14- 1

**REQUEST:** A Legislative Amendment to the City of Redmond Comprehensive Plan to add new policies that direct future land use regulations to be implemented which include transit supportive land use patterns to be created and transit amenities to be constructed, when new development occurs.

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

**LOCATION:** The proposal is not site specific and applies to future land use regulations that would apply broadly across the City.

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

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

**DATE & TIME:** Planning Commission – March 3, 2014 at 7:00 p.m.  
**LOCATION:** City Council – March 25, 2014 at 6:30 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 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 textual elements of the Comprehensive Plan that will direct future land use development regulations.**

**II. BACKGROUND & HISTORY:** In late 2013, the Planning Commission held three work sessions to study transit related issues within the City of Redmond. This included review of a draft Transit Master Plan prepared for Redmond by consultants working for the Central Oregon Intergovernmental Council, and the legal requirements for transit planning as directed by Oregon laws (Oregon Administrative Rules). Also, the Planning Commission considered adding transit supportive policies to the City of Redmond Comprehensive Plan irrespective of the draft Transit Master Plan and the requirements of the OAR's. Ultimately, after a thorough discussion of all these issues, the Planning Commission directed staff to only move forward with the proposal to add the transit supportive policies to the Comprehensive Plan. Further, the Planning Commission did not recommend moving toward adoption of the draft Transit Master Plan since it is not a legal requirement of either local or State law, and understood that the transit planning requirements included in the OAR's would occur during a scheduled update to the City of Redmond Transportation System Plan (TSP) in the next fiscal year (as confirmed by Department of Land Conservation and Development – DLCD – staff as the proper process for such compliance).

Summary - The Planning Commission made their recommendation to the City Council on the following basis: 1.) Adding policies to the Comprehensive Plan which directed transit supportive land use development patterns was appropriate and would set the stage for new land use regulations to be developed in this regard if transit service were expanded in Redmond in the future; and, 2.) That it would be premature to adopt any changes to the TSP (including any new policies or the draft Transit Master Plan) until such time as the type and degree of transit service that will be provided in Redmond is better known (with an acknowledgment to future funding decisions that have yet to be determined).

**III. PROPOSAL:** The proposal includes a Legislative Amendment to the City of Redmond Comprehensive Plan, to add new policies that direct future land use regulations to be implemented which include transit supportive land use patterns to be created and transit amenities to be constructed, when new development occurs. The specific amendments to the Policies are as follows (proposed text shown in red, deleted text shown in strikethrough):

Chapter 12, Transportation

~~Inter-City Transit:~~

*55. The City shall cooperate with the County, ~~the City of Bend, and other City and County jurisdictions in the tri-county region, ODOT, COIC/CET, and any other transit service providers to complete an inter-City transit feasibility study.~~*

56. Existing or planned transit shall be protected by identifying potential transit corridors and encouraging transit-compatible land uses and site planning.
57. The City will consider transit needs in the design and operation of street infrastructure.
58. The City will support transit service operations through the creation of development regulations that consider transit needs in subdivision and site design, with regard to streetscape and pedestrian connectivity.
59. The City will work with local transit provider(s) to consider improvements to existing bike and pedestrian access, including ADA access and other transit supportive amenities, along designated transit corridors.
60. The City will encourage connectivity between different travel modes and ensure transit facilities are pedestrian and cyclist accessible.
61. The City will consider increases in residential densities along transit corridors to encourage increased use and ridership.

**IV. AREA DESCRIPTION:** As stated above, this proposal (an Amendment to the Redmond Comprehensive Plan) is not site specific and applies to future land use regulations that would apply broadly across the City. 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 policy text of Chapter 12 of the Comprehensive Plan, Transportation.
3. Notice of Planning Commission Public Hearing - Redmond Spokesman- August 7, 2013 (file).
4. Notice of City Council Public Hearing - Redmond Spokesman- September 11, 2013 (file).
5. Planning Commission Work Session/Public Hearing Staff Reports.
6. City Council Work Session/Public Hearing Staff Reports.
7. Draft City of Redmond Transit Master Plan (July, 2013)

**VI. 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 Transit – the amended plan does not include provisions that are directly applicable to the substantive “land use” elements of the Goals, or as specifically required for transit planning as specified in OAR 660-12-0020 (2)(c)(C) – which specifies the transit planning requirements to be included in the local Transportation System Plan (TSP). Rather, the proposal exceeds the basic requirements of the actual transit system needs to be included in the TSP (i.e. transit routes, transit stops, park and ride stations), and include additional factors such as adjoining land use densities, multi-modal connectivity, and design and development regulations requiring that transit service needs be taken into consideration during the design phase of subdivisions and commercial development. Thus, the only applicable Statewide Planning Goals addressed in this findings document are: Goal 1 (Citizen Involvement); 2 (Land Use Planning); and, Goal 12 (Transportation). All the listed Goals are addressed below.

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

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

**Finding:** The Urban Area Planning Commission serves as the City's formal citizen advisory committee to fulfill Goal 1, and is made up of Redmond area residents. The City conducted public meetings (a Planning Commission work session and public hearing) in February and March, 2014 respectively, regarding the proposal. Public notices and agendas for Planning Commission meetings at which the proposed amendments were discussed were provided. All documents were available for the public review. Further, public notice advertising the public hearing was published in the local newspaper, the Redmond Spokesman. Additionally, a public hearing was held before the City Council, with required 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 and City Council levels 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, either directly at the public hearings, or indirectly through the legislative process. Because the proposal includes changes to existing policies, and adds new policies to an existing chapter of the Comprehensive Plan, a formal process has been followed. Ultimately, the proposed amendments, which address future development, will require specific land use regulations to be drafted and added to the City of Redmond Development Code. Thus, the amendments proposed herein establish a planning and policy framework related to uses of land that will have a direct effect on transit use. Future Development Code regulations based on the direction of these policies will provide clearer regulations for the City staff to administer. Based on these findings, the proposed amendments are in conformance with Goal 2.

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

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

**Finding:** The proposed amendments do not address transit service operations or if/how/when transit will be provided within the City. Rather, the proposed policies provide direction toward future land use/development code requirements that would implement land use densities, design, amenities, etc., to support transit service operations within the City if/how/when that decision is made. By directing future land use regulations intended to support transit service, the proposed policies will aid the overall function of transit as an alternative and additional transportation option within the City. As part of the overall transportation system for the City, transit (and these transit supporting policies), will provide and encourage a safe, convenient and economic transportation system.

**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 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 February and

March, 2014 respectively, regarding the proposal. Public notices and agendas for Planning Commission meetings at which the proposed amendments were discussed were provided. All documents were available for the public review. Further, public notice advertising the public hearing was published in the local newspaper, the Redmond Spokesman. Additionally, a public hearing was held before the City Council, with required 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 and City Council levels as deemed necessary by such bodies. Based on these actions, Oregon Planning Goal 1 for Citizen Involvement has been met.

As described above, the process followed to consider 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 Redmond Urban Area Planning Commission and the Redmond City Council, have received input from other City staff and residents of the community, either directly at the public hearings, or indirectly through the legislative process. Because the proposal includes changes to existing policies, and adds new policies to an existing chapter of the Comprehensive Plan, a formal process has been followed. Ultimately, the proposed amendments, which address future development, will require specific land use regulations to be

drafted and added to the City of Redmond Development Code. Thus, the amendments proposed herein establish a planning and policy framework related to uses of land that will have a direct effect on transit use. Future Development Code regulations based on the direction of these policies will provide clearer regulations for the City staff to administer.

As described above, the process followed to consider the proposed amendments serve the following Policies of Chapter 2 of the Redmond Comprehensive Plan.

1. All land use plans shall include identification of issues and problems, inventories and other factual information for each applicable Statewide Planning Goal, evaluation of alternative courses of action and ultimate policy choices taking into consideration social, economic, energy and environmental needs. The required information shall be contained in the plan document of supporting documents.
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.
6. To provide for a close correlation between the provision of urban services and urban development in order to bring about a more orderly and efficient development pattern, and thereby avoid unnecessary tax burdens and excessive utility costs normally associated with scattered, unrelated development.
7. To provide a safe, coordinated, efficient and effective transportation system to bring about the best relationship between places where people live, work, shop and play.
8. To bring about a general overall increase in population density throughout the community in order to facilitate efficient transportation systems as energy conservation factors become more prevalent.

#### **Chapter 12 – Redmond Comprehensive Plan: Transportation.**

**Finding:** The proposed amendments do not address transit service operations or if/how/when transit will be provided within the City. Rather, the proposed policies provide direction toward future land use/development code requirements that would implement land use densities, design, amenities, etc., to support transit service operations within the City if/how/when that decision is made. By directing future land use regulations intended to support transit service, the proposed policies will aid the overall function of transit as an alternative and additional transportation option within the City. As part of the overall transportation system for the City, transit (and these transit supporting policies), will provide and encourage a safe, convenient and economic transportation system.

**Conclusion:**

Based on the findings provided above, the proposed amendment conforms with the existing Redmond Comprehensive Plan policies, and furthers the intent of such policies by the specific amendment proposed to the policies contained in of Chapter 12, Transportation.

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**CONCLUSION:**

The Redmond City Council concludes that the above findings demonstrate that the proposed amendments to the City of Redmond Comprehensive Plan, to amend existing policies and add new transit supportive land use policies to Chapter 12, Transportation, satisfy all applicable local and state requirements as described herein.