



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

11/28/2011

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 001-11A

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, December 09, 2011

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
Angela Lazarean, DLCD Urban Planning Specialist
Karen Swirsky, DLCD Regional Representative

<paa> YA/email



FORM 2

DLCD

Notice of Adoption

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

	<input type="checkbox"/> In person	<input type="checkbox"/> electronic	<input type="checkbox"/> mailed
DATE STAMP	DEPT OF		
	NOV 21 2011		
	LAND CONSERVATION AND DEVELOPMENT		
	<small>For Office Use Only</small>		

Jurisdiction: **City of Redmond**

Local file number: **PA-11-1**

Date of Adoption: **11/16/2011**

Date Mailed: **11/18/2011**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Yes No Date: 7/12/2011

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".

A comprehensive plan and zoning map amendment to designate a 74.8 acre area with the Mixed Use Live Work zone and the Mixed Use Live Work-Special District Overlay zone.

Does the Adoption differ from proposal? Yes, Please explain below:

An approximate 20 acre area originally proposed and considered for inclusion in the rezone was withdrawn leaving the remaining are as shown on the attached map.

Plan Map Changed from: **M-1 and M-2**

to: **MULW and MULW-SD (portion)**

Zone Map Changed from: **M-1 and M-2**

to: **MULW and MULW-SD (portion)**

Location: **See attached map**

Acres Involved: **74**

Specify Density: Previous: **N/A - not residential**

New: **N/A -not residential**

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD file No. _____

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

City of Redmond only

Local Contact: **James Lewis**

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

Address: **716 SW Evergreen Ave.**

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.

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

Updated April 22, 2011

**CITY OF REDMOND
ORDINANCE NO. 2011-10**

**AN ORDINANCE AMENDING THE 2020 GREATER REDMOND AREA
COMPREHENSIVE PLAN AND ZONE MAP TO DESIGNATE A 74.8 ACRE AREA OF
LAND WITH THE MIXED USE LIVE WORK (MULW) AND MIXED USE LIVE WORK –
SPECIAL DISTRICT OVERLAY (MULW-SD) ZONES.**

WHEREAS, the City of Redmond has adopted 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 City of Redmond has an adopted Comprehensive Plan goal to “[i]mprove the appearance of the community’s employment districts, particularly along Highways 97 and 126, the Downtown, central east side industrial areas, and the Airport/Fairgrounds area”; and,

WHEREAS, the City of Redmond has an adopted Comprehensive Plan policy to “[e]stablish development standards for all commercial areas and particularly for those that are planned within mixed-use centers and in areas where commercial and industrial uses are adjacent to residential areas”; and,

WHEREAS, the Urban Area Planning Commission held public hearings on June 7 and July 5, 2011 and, after reviewing the record and gathering public testimony, has recommended that the Redmond City Council adopt the Mixed Use Live Work (MULW) and Mixed Use Live Work – Special District Overlay (MULW SD) Zoning Districts and apply those zones to the area depicted on the map as set forth in Exhibit A; and

WHEREAS, the Redmond City Council held public hearings on August 9, September 27th and November 8th, 2011 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 and Zone map amendments would contribute to the Redmond Comprehensive Plan goal to expand, improve and diversify the economy of the Redmond area while maintaining Redmond’s quality of life; and

WHEREAS, the City Council determined that the evidence and testimony given in support of the map amendments will contribute to the Redmond Comprehensive Plan goal to expand, improve and diversify the economy of the Redmond area while maintaining Redmond's quality of life; and

WHEREAS, the City Council finds that the findings for the assignment of the MULW and MULW-SD zones to the area depicted in Exhibit A 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 Redmond Development Code; and,

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

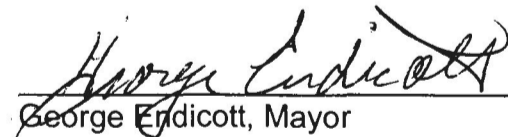
NOW, THEREFORE, THE CITY OF REDMOND ORDAINS AS FOLLOWS:

SECTION ONE: The City of Redmond hereby amends the 2020 Greater Redmond Area Comprehensive Plan and Zone Map, to designate the 74.8 acre area depicted on "Exhibit A" with the Mixed Use Live Work (MULW) and Mixed Use Live Work – Special District Overlay (MULW-SD) Zones, pursuant to all provisions appurtenant thereto, as included in the 2020 Greater Redmond Area Comprehensive Plan and City of Redmond Code Chapter 8 (multiple sections).

SECTION TWO: In support of the Comprehensive Plan and Zone Map 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 16th day of November, 2011.


George Endicott, Mayor

ATTEST:


Kelly Morse, City Recorder

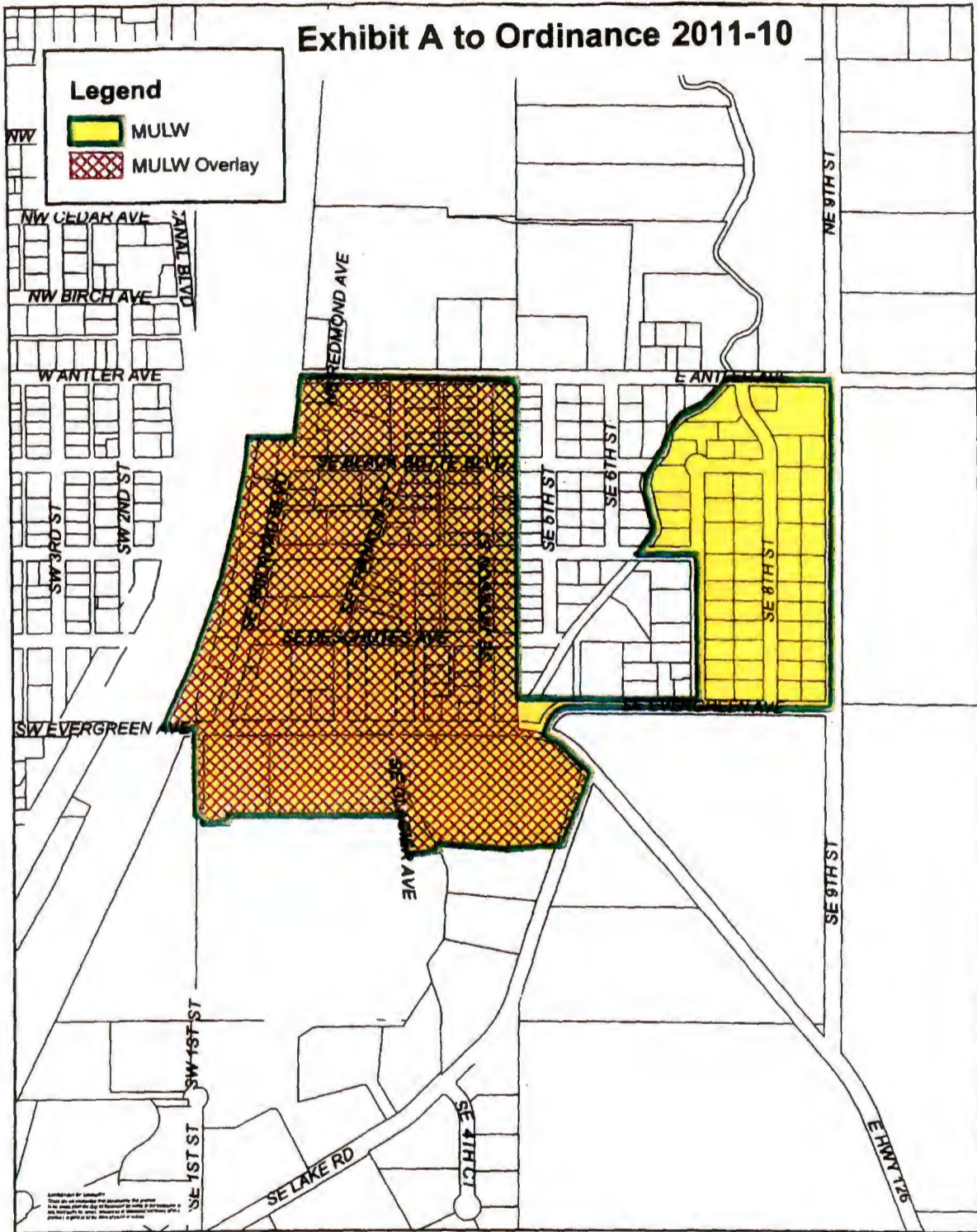


Exhibit B to Ordinance 2011-10

FINDINGS OF THE REDMOND CITY COUNCIL REGARDING PA 11- 1, MIXED USE LIVE WORK (MULW) COMPREHENSIVE PLAN / ZONE MAP AMENDMENT

A COMPREHENSIVE PLAN MAP AMENDMENT AND ZONE CHANGE FROM M1, LIGHT INDUSTRIAL; M2, HEAVY INDUSTRIAL; AND R4, GENERAL RESIDENTIAL TO MULW, MIXED USE LIVE WORK AND MULW-SD, MIXED USE LIVE WORK – SPECIAL DISTRICT, FOR AN APPROXIMATE 95.5 ACRE AREA

FILE NO. PA 11- 1

REQUEST: A Legislative Amendment to the 2020 Greater Redmond Area Comprehensive Plan and Zone Map (adopted by the City of Redmond on May 23, 2001 and amended thereafter) to change an approximately 74.8 acre area from the M1, Light Industrial and, M2, Heavy Industrial Zones to the Mixed Use Live Work (MULW) and Mixed Use Live Work - Special District (MULW-SD) Zones.

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

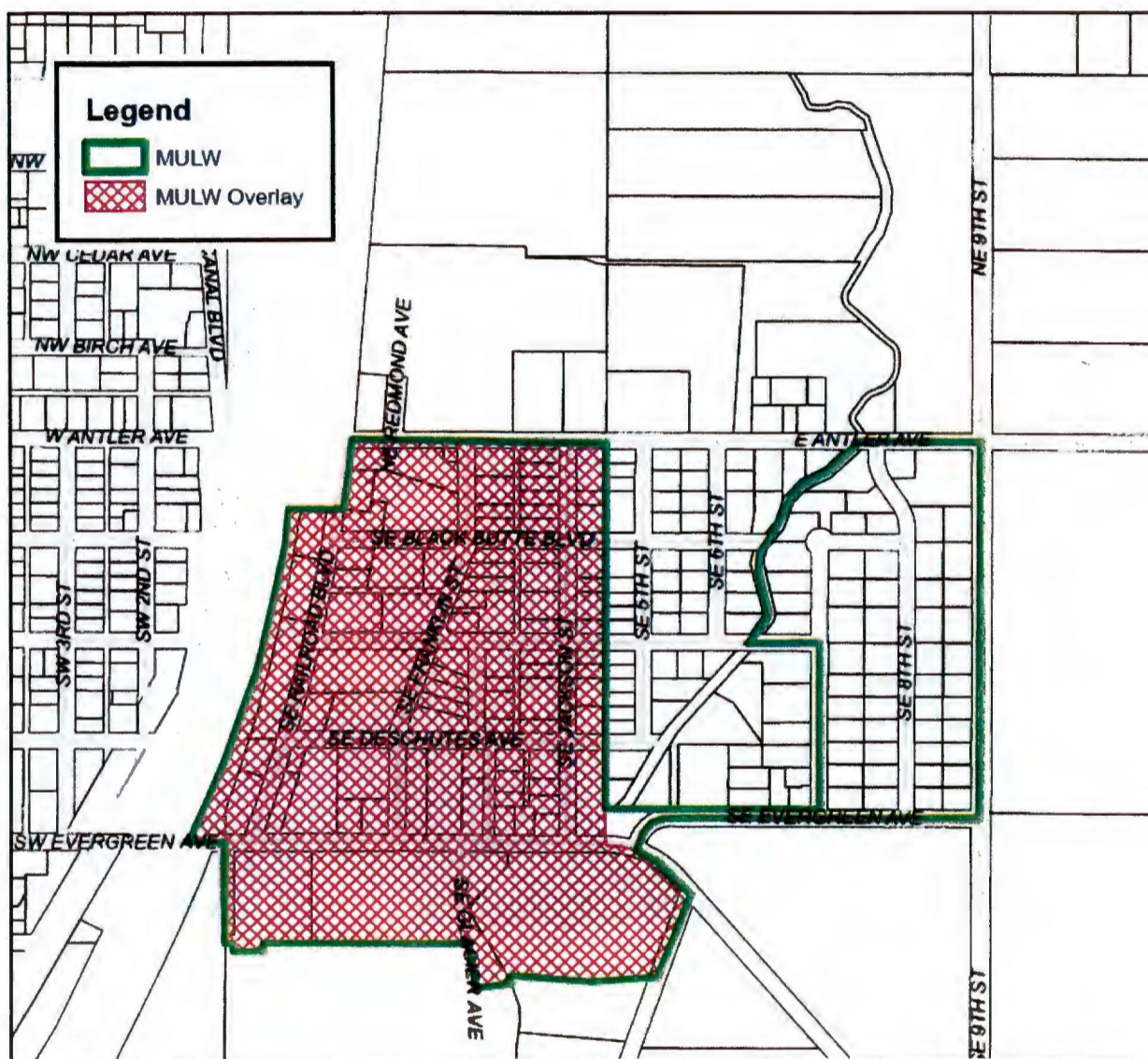
LOCATION: The property is bounded by: Antler Avenue on the north; 9th Street on the east; Evergreen Avenue on the south (generally); and, Highway 97/BNSF Railroad R-O-W on the west, excepting there from the area between (generally): Jackson Street on the west; Antler Avenue on the north; Ridge Way on the east; and Evergreen Avenue on the south.

STAFF: James Lewis, Senior Planner, Long Range/Economic Planning
Heather Richards, Community Development Director

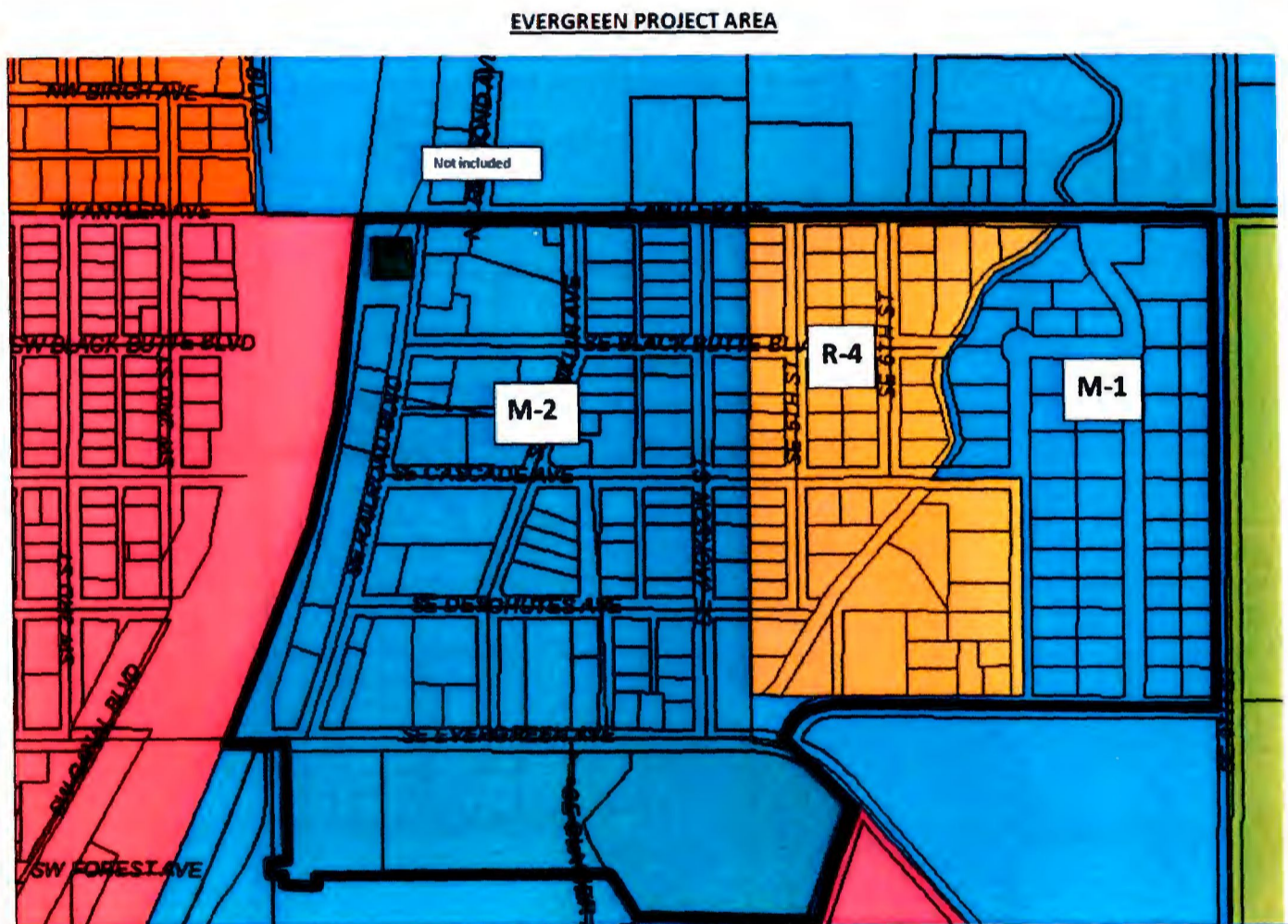
HEARING BODY: Redmond City Council

DATE& TIME: August 9, 2011 at 7:00 p.m. City Council Chambers, 777 Deschutes Avenue, Redmond, Oregon

Project Area



Existing Redmond Zoning Map



I. APPLICABLE CODE SECTIONS AND CRITERIA***:

Redmond Development Code, Chapter 8:

Article I - Zoning Standards

- Section 8.0020; Definitions
- Section 8.0065; Establishment of Zones and Districts
- Section 8.0115; General Residential (R4) Zone

Ordinance No. 2011-10

Page 6 of 24

- Section 8.0180; Light Industrial (M1) Zone
- Section 8.0185; Heavy Industrial (M2) Zone
- Section 8.0256; Mixed Use Live Work (MULW) Zone
- Section 8.0260; Table G, Uses Permitted
- Section 8.0261; MULW Special District Overlay
- Section 8.0265; Table H, Minimum Standards
- Sections 8.0750 through 8.0775; Amendments

Article II - Land Use Procedures

- Section 8.1110 through 8.1125; Legislative Procedures

Article III – Subdivision and Partition Standards

- Section 8.2410; Blocks

Article IV – Site and Design Review Standards

- Section 8.3100 et. seq.; Site and Design Review for Live/Work Units

Article V – Sign Standards

- Section 8.4170; Signs Permitted in the Mixed Use Live/Work Zone
- Section 8.4171; Materials

The Redmond Urban Area Comprehensive Plan, including:

- Chapter 1, Citizen Involvement
- Chapter 2, Land Use Planning
- Chapter 9, Economic Development
- Chapter 10, Housing
- Chapter 11, Public Facilities and Services
- Chapter 12, Transportation
- Chapter 14, Urbanization Element

Redmond Urban Area Transportation Plan Map, adopted in 2005.

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

Oregon Administrative Rule (OAR), LCDC, Division 12, Transportation Planning – OAR 660-012-0060, Plan and Land Use Regulation Amendments

Oregon Administrative Rule (OAR), LCDC, Division 15, Statewide Planning Goals and Guidelines – OAR 660-012-0000

***** It must be noted that the ensuing review and propose findings address the criteria applicable to the proposed Plan and Zoning Map changes only – the findings for the corresponding Comprehensive Plan and Development Code text amendments are separate.**

II. BACKGROUND & HISTORY: The proposed Comprehensive Plan and Zoning Map changes have been initiated legislatively by the City of Redmond – thus, the City is the applicant. Such changes were initiated at the desire and direction of the City of Redmond Planning Commission upon recognizing that the affected area has a significant amount of non-conforming uses and that the existing lot sizes and street alignment are not supportive of the land uses in the existing zones thus resulting in an underutilized portion of the community. The proposed map changes are intended to implement the Mixed Use Live/Work (MULW) zone that has been reviewed and considered for adoption as part of the City of Redmond Comprehensive Plan and Development Code – concurrent with these proposed map changes (City of Redmond File #TA-11-2). The rationale for the adoption of the MULW provisions, and the map amendments, is also consistent with the Redmond City Council 2011-12 Goals – the following Goals apply:

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.

A. Promote quality neighborhoods and development.

- i. Continue to incorporate the Great Neighborhood Principles in both new development and infill development**
 - a.) Amend the Redmond Development Code to ensure the principles are promoted throughout the code.**
- iv. Review Redmond Development Code, Building Codes, programs and policies to evaluate creating incentives for new development and redevelopment that are energy, water and land efficient and support a multi-modal transportation system.**

In addition to fulfilling the broad City Council Goals, the practical rationale for the proposal is linked to better directing and fostering redevelopment within a specific area that has existing City services and a multitude of existing businesses and uses. The MULW zone, in conjunction with the corresponding Special District Overlay, is intended to allow continuance of the existing residential, light industrial and basic commercial uses (and land use pattern), while at the same time providing an area where that pattern can generally continue, but to evolve over time with a more focused, orderly and architecturally compatible design.

III. PROPOSAL: The request is for a Comprehensive Plan Amendment and Zone change for the 95.5 acre area from the M1, Light Industrial; M2, Heavy Industrial; and, R4, General Residential Zones to the MULW, Mixed Use Live Work and Mixed Use Live Work - Special District (MULW-SD) Zones. There is a concurrent proposal to adopt the MULW and MULW-SD text as part of the development code (TA-11-2) as part of the overall project.

IV. AREA DESCRIPTION: The affected area consists of a variety of previously platted lots, in a typical residential grid design. The development pattern includes a collection of residential, light industrial and commercial uses that have evolved over time, with the existing zoning designations reflective of past the development patterns. Many lots, especially on the east side of the area, are vacant – they have recently had streets and infrastructure developed according to the past platted design. The area is bounded by arterial and collector streets, and has water/sewer and other essential utilities available.

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

1. Findings and Conclusions included herein.
2. Area maps and aerial photos.
3. Record of existing uses/development pattern by lot.
4. The MULW and MULW-SD code text (with supporting definitions, site and design review standards and sign standards).
5. Traffic Analysis prepared by the City of Redmond Public Works Department
6. Agency and departmental comments (on-file) with the Planning Division.
7. Notice to DLCD.
8. Neighborhood Meeting Notice – Meeting Date May 19, 2011.
9. Notice of Public Hearing “Spokesman”- May 11 and August 3, 2011 (on-file).
10. Property owner notification (Measure 56 and surrounding property owners) of Public Hearing dated May 2 and July 14, 2011 (on-file).

VI. SUMMARY

1. The request is to amend the 2020 Greater Redmond Area Comprehensive Plan and Zone Map by changing approximately 74.8 acres of land from the M1, Light Industrial and M2, Heavy Industrial Zones to the MULW, Mixed Use Live Work (MULW) and Mixed Use Live Work - Special District (MULW-SD) Zones. There is a concurrent proposal to adopt the MULW and MULW-SD text as part of the development code (TA-11-2) as part of the overall project. This is a legislative review process as the proposal was initiated by the City of Redmond. There are various private property owners within the subject area – all property owners have been notified of this proposal and have been given the opportunity to participate.

2. These findings, the text for the MULW and MULW-SD zones, and supporting materials, all demonstrate that the proposed plan amendment and zone change would be consistent with the Statewide Planning Goals, the Redmond Comprehensive Plan and other policies adopted by the City. The Hearings Body will ultimately adopt findings showing compliance with Statewide Planning Goals 1 (Citizen Involvement), 2 (Land Use Planning), 9 (Economic Development), 10 (Housing), 11 (Public Facilities and Services), 12 (Transportation), and 14 (Urbanization).

3. A corresponding Text Amendment to the Redmond Development Code to add the MULW and MULW-SD sections has been reviewed concurrently with this proposal (City of Redmond File #TA-11-2). The Planning Commission will make a recommendation on the Plan Amendment and Zone change to the City Council.

4. The four criteria set forth in RDC Section 8.0760 (*Criteria for Amendments*) are addressed herein.

VI. 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 Comprehensive Plan or Zoning map. Specifically, Section 8.0760 - Criteria for Amendments, sets forth the four (4) criteria that must be met:

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 DLCDC and affected and surrounding property owners as required by City Code and State Statute.

With regard to the Statutory public hearing requirements referenced above, this proposal is legislative and not necessarily 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 similar fashion have been met. Subsequently, the Planning Commission and City Council's public hearing and review processes meet the Statutory requirements.

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

Based on the above findings and the findings below that address specific Statutory

requirements, this criterion is satisfied.

2. In conformity with the Statewide Planning Goals whenever they are determined to be applicable.

Finding: Oregon Administrative Rule (OAR), LCDC, Division 15, Statewide Planning Goals and Guidelines – OAR 660-015-0000 is applicable to this criterion. Of the Goals included in the Rule, the following Statewide Planning Goals are not directly applicable to this request: 3 (Agricultural Land); 4 (Forest Land); 5 (Open Spaces, Scenic and Historic Areas and Natural Resources); 6 (Air, Water and Land Resource Quality), 7 (Areas Subject to Natural Disasters and Hazards), 8 (Recreational Needs), 13 (Energy Conservation); 15 (Willamette River Greenway); and, 16 through 19 (Ocean Resources). The applicable goals include: 1 (Citizen Involvement); 2 (Land Use Planning); 9 (Economic Development); 10 (Housing); 11 (Public Facilities and Services); 12 (Transportation); and, 14 (Urbanization).

The City of Redmond 2020 Comprehensive Plan was adopted by the Redmond City Council on May 22, 2001 and was subsequently acknowledged by the State of Oregon Land Conservation and Development Commission (LCDC). Subsequent amendments to the Plan in were adopted in 2006 and 2007 - these were not challenged by the State Department of Land Conservation and Development (DLCD). The initial acknowledgement and subsequent approval of the amendments to the Plan indicate that the Plan implements the Statewide Planning Goals at the local (City of Redmond) level. Thus, by showing conformance with the goals and policies of the applicable chapters of the Redmond 2020 Comprehensive Plan (which correspond directly with the Statewide Planning Goals) in the ensuing review, the proposed Zoning Map change will be in compliance/conformity with the applicable Statewide Planning Goals. Notwithstanding, the fact that the Zoning map change must only show compliance with the local Comprehensive Plan, the Comprehensive Plan Map Amendment must be shown to be consistent with the Statewide Planning Goals. The applicable Statewide Goals are addressed below (the complete and actual text of each Goal as described in OAR 660-15-0000 is incorporated by reference herein).

Finding:

1. Citizen Involvement. The City's land use process provides for public notice of proposed Zone changes and Plan Amendments and opportunities for citizen involvement that meet the State's Goal 1 criteria. The City provided mailed notice to surrounding property owners located within 250 feet of the parcel and published notice of the public hearings in the local newspaper. 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. In addition to the required public notice, the City held a neighborhood meeting on May 19, 2011, three weeks prior to the first Planning Commission public hearing. At the meeting, information about the new MULW zone and the proposed map changes was presented to the public. An opportunity for public comments and questions was provided at the neighborhood meeting.

2. **Land Use Planning.** The City's existing land use planning process and policy framework has been applied to this proposal. Multiple public hearings will be/have been held on this application (at both the Planning Commission and City Council levels). The City has taken care to provide information about the Plan Amendment and Zone change to the public. In regard to planned and adequate services, the City has adopted a Public Facilities Plan that provides information about sewer, water and transportation improvements that support this facility.

These findings explain the City Council's decision and the facts that the City Council relied on in making that decision.

9. **Economic Development.** The City of Redmond Urbanization Study, which included a Buildable Lands Inventory and an Economic Opportunities Analysis (EOA), was prepared in June, 2005. The EOA satisfied this Economic Development Goal as a basis for the needed economic lands within the Redmond Comprehensive Planning area – thus, by showing conformance with the EOA, the proposed Plan Amendment and Zone change is in conformance with this Goal.

The Urbanization Study identifies the available and needed employment lands (Industrial and Commercial) to support and sustain the Redmond economy (based on the existing population and anticipated growth in the community until year 2025). The Study indicates that there are currently 802 net acres of vacant buildable industrial zoned land within the City/UGB. The amount of vacant buildable industrial land exceeds that which is necessary to meet employment and population projections by anywhere from 508 to 95 gross acres (dependent on the high and low estimates of number of employees per acre contained in the Study).

The proposal includes the rezoning of 75 acres of Light and Heavy Industrial lands to the MULW zone. On its face, this would appear as a conversion of land away from land available for economic purposes. However, this is not true. The MULW zone text allows for a variety of light industrial uses. Additionally, commercial uses will also be allowed at a small scale. This is enhanced by the fact that the overlay zone allows the continuance of the existing industrial and commercial uses so as to not make them non-conforming. Overall, the uses listed in the MULW zone (and overlay) are very similar to those currently permitted under the M-1 and M-2 zoning designation, with the exception that live/work units (residential uses in combination with employment uses) are also allowed. Thus, there will not any net reduction in the net acres available for economic purposes, although there may be some change to the uses on the M-1 and M-2 zoned lands if live/work residential units are developed. Lastly, even if it were construed that the proposed Plan Amendment/Zone change did eliminate lands for economic purposes (the M-1 and M-2 zoned land), the 75 acre reduction would still not reduce available economic lands below the acres found to be necessary through the EOA.

Overall, the varying range of existing uses, and the arrangement and exiting development pattern, do not provide for attractive or beneficial use of these employment lands. Thus, the area has remained unattractive for new development and remains underutilized. The combination of the live/work units will allow for the existing development pattern to continue, but to transition in a more orderly, efficient and desirable fashion. Thus, it is anticipated that the zone change to MULW will incentivize new and re-development of the area thereby adding to the economic opportunities in Redmond.

10. Housing. The City of Redmond Urbanization Study, which included a Buildable Lands Inventory and a Housing Needs Analysis, was prepared in June, 2005. The Housing Needs Analysis satisfied this Housing Goal as a basis for the needed housing/residential lands within the Redmond Comprehensive Planning area – thus, by showing conformance with the Housing Needs Analysis, the proposed Plan Amendment and Zone change is in conformance with this Goal.

The Urbanization Study identifies the available and needed housing/residential lands (single family and multi-family) to support and sustain the projected population growth in the community until year 2025 (based on a 60% single family and 40% multi-family split – with an average density of 7.5 units per developable acre at year 2025). The Study indicates that there are currently 1,391 net acres of vacant buildable residentially zoned land within the City/UGB, with capability of providing for 4,699 housing units. The study further indicated that 11,628 housing units were needed. Further analysis indicated that approximately 1,515 additional acres would be needed in order to provide an adequate housing supply in year 2025.

In order to correct to the above shortfall in residential lands, the City of Redmond expanded the Urban Growth Boundary in 2006 by taking in approximately 2,300 acres. Of the acreage included in the UGB expansion, approximately 1,500 acres are shown as being reserved for residential development of varying densities per the City of Redmond Framework Plan.

This proposal does not include any residentially zoned land. Thus, the proposal will not result in a reduction of lands available for residential development. Rather, by applying the MULW zone as drafted to the affected area, there will actually be additional lands within the City that will be available for residential development through the construction of live/work units. The proposed live/work components will allow a blending of employment and residential uses in a design that is more compatible than the past abutting industrial and single family residential design. Additionally, the proposed MULW zoning provides an alternative housing choice that is becoming more desirable in the marketplace.

11. Public Facilities and Services. The subject area is within the Urban Growth Boundary and is currently provided with all public facilities and services (water, sewer, electric, etc.), and is accessible by improved public streets. The City Engineer's evaluation of the subject area is that it can continue to be served with urban facilities and

services, including water, sewer, drainage and transportation, commensurate with the anticipated development in the MULW zone. Additionally, the necessity for future improvements to existing infrastructure will be based on further evaluation during site development, with any necessary mitigation being completed at that time.

12, Transportation. An area specific traffic analysis has been prepared by the City of Redmond Engineering Division, with input from the Oregon Department of Transportation staff regarding the parameters of the study. The analysis calculates a potential trip generation from the area based on the existing zoning by size/area/types of uses and the proposed zoning by size/area/types of uses. It also takes into account the existing development pattern and actual uses that are likely to remain as a result of the proposed Special District Overlay which recognizes and extends the ability for those uses to remain. The analysis indicates that there will be no significant increase in traffic generation resulting from the proposed MULW zone (as compared to previous trip generation potential from the historic M-1 and M-2 zoning). Thus, a full analysis of the impacts and potential mitigation is not necessary for compliance with the Transportation Planning Rule. This analysis, and the original draft of the MULW zone text was forwarded to the Oregon Department of Transportation (ODOT) for review on April 25, 2011. The original proposal submitted to ODOT for review included and additional 20 acres of land currently zoned R-4 – their comments are based on that proposal.

ODOT submitted the following written comment via e-mail on May 2, 2011 as it relates to traffic impacts.

James,

Thank you for allowing ODOT the opportunity to comment on the proposed Live/Work Zone. We feel that with a few changes to the zone language to reflect the assumptions used in the TPR Analysis, the new zone as applied to the subject 95.5 acres will not have an adverse affect on the transportation system.

One area that should be beefed up is the requirement for residential livability related site amenities which was identified as the basis for a lower site utilization (along with the reduction in the height limit from 60' to 45'). Perhaps in the Outside Requirements or Architectural Requirements under 8.3170 specific language could be added that requires residential livability amenities to be provided. As it stands now under Table H (8.0265), the new Live/Work zone has less yard setbacks and landscaping than either of the M zones which would actually allow more square footage of development and increased site utilization.

Another area of clarification would be around the assumption that 50% of the assumed residential units will not generate trips outside of the zoned area. While the concept presumes at least one resident will not need to commute to work, the zone does, I believe, allow the live/work to have employees who do commute from outside the area. Also, it's not clear if more than one live unit is allowed. For example, a first floor work area of, say, 3,000 sq ft could have 2, 3, or 4 units

above. The zone does not require the residents to actually work on site. Some may but some may not and those that don't will commute elsewhere.

Finally, the new zone allows commercial uses which, of course, can generate a significant number of trips if the uses are not limited to ensure that they provide a neighborhood service and do not need to serve the greater community or city in order to be profitable. The language is somewhat confusing- under commercial uses it states that " Retail uses shall be allowed as part of an outright or conditionally approve use and that this land use category pertains to uses not already permitted in the zone." The transportation analysis states that the zone provides significant protections such as size limitations (which is generally a maximum of 2,500 sq. ft.) and offset requirements from the State Highway. The zone seems to apply the offset requirement solely to conditionally-approved drive-throughs (Table G Commercial Uses). We suggest the significant protection language about being 600 feet from the state facility be applied to all commercial and retail uses including office supply stores.

We hope these comments are helpful and are available to discuss further as necessary.

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The comments from ODOT raised concerns during the Planning Commission review phase about the clarity of the original draft of the proposed Code text – specifically regarding the ability to develop commercial uses of unlimited sizes and an undetermined number of residential units as part of the Live/Work Units. As a result, Staff presented a recommendation to the Planning for some alternative text that would alleviate these issues. The language that is now the subject of this proposal includes the Planning Commission recommendation clarifies those concerns. As a result, the potential traffic impacts as originally analyzed by the City Engineering Division (no significant impact) indicate that no further review for compliance with the TPR is necessary.

14. **Urbanization.** The Urbanization Goal is typically addressed with regard to converting rural lands (lands outside an Urban Growth Boundary) to urban land (land within an Urban Growth Boundary). The intent is an orderly an efficient transition from rural to urban land uses and to ensure that land within the UGB is efficiently used. In this case, the subject property is already within the UGB and City limits. Additionally, the area has existing public facilities and services available to it, and has an existing development pattern. Nonetheless, this goal is addressed with regard to ensuring that the

proposal contributes to the phased and orderly development of appropriate lands in a city. The proposed map changes will continue to allow urban uses within the urban area. The intent and purpose of the MULW zone will ensure that the ensuing development is commensurate with the ability of the land and infrastructure capabilities to continue to allow urban levels of development. As stated previously in this findings document, the historic land use pattern was inefficient and was undesirable for new and redevelopment of the area. The new zoning will provide for a better arrangement of uses with more compatible designs. Also, public facilities and services are currently available to the area. Future development review will address the need for improvements to the existing facilities. Based on these findings, the proposal is in conformance with this goal..

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

Finding: The chapters of the City's Comprehensive Plan match the order and number of the Statewide Planning Goals by design. Therefore, the chapters of the Plan that are applicable to this criterion correspond with the Planning Goals addressed above (accordingly, many of the findings are similar to those included above addressing the Statewide Goals). Specific Chapters, Goals and Policies within the Plan that are applicable to this proposal are addressed below and include:

Chapter 1 – Citizen Involvement

Finding: The City's land use process provides for public notice of proposed Zone changes and Plan Amendments and opportunities for citizen involvement that meet the State's Goal 1 criteria. The City provided mailed notice to surrounding property owners located within 250 feet of the parcel and published notice of the public hearings in the local newspaper. All interested or affected parties have been/will be afforded the opportunity to appear in person or in writing before the Planning Commission and the City Council. In addition to the required public notice, the City held a neighborhood meeting on May 19, 2011, three weeks prior to the Planning Commission public hearing. At the meeting, information about the new MULW zone and the proposed map changes was presented to the public. An opportunity for public comments and questions was provided at the neighborhood meeting.

Chapter 2 – Land Use Planning

Finding: The City's existing land use planning process and policy framework has been applied to this proposal. At least two public hearings (at the Planning Commission and City Council levels) will be held on this application. The City has taken care to provide information about the Plan Amendment and Zone change to the public. In regard to planned and adequate services, the City has adopted a Public Facilities Plan that provides information about sewer, water and transportation improvements that support this facility.

Any changes to the Comprehensive Plan and Zone Map will occur only after the Planning Commission makes a recommendation to the City Council and the Council enacts the

change by Ordinance. The City Council will adopt these findings as explanation of the Council's decision and the facts that the Council relied on in making that decision.

Chapter 9 – Economic Development

Goal 4 – Improve the appearance of the community's employment districts, particularly along Highways 97 and 126, the Downtown, central east side industrial areas, and the Airport/Fairgrounds area.

Goal 8 – Protect industrial lands from being converted to commercial uses, while allowing limited service commercial uses that directly support industrial areas.

Industrial Development – Lands Policy 3 – Industrial areas should be set aside for primarily 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 area.

Finding: The MULW zone text allows for a variety of light industrial uses. Additionally, commercial uses will also be allowed at a small scale. This is enhanced by the fact that the overlay zone allows the continuance of the existing industrial and commercial uses so as to not make them non-conforming. Overall, the uses listed in the MULW zone (and overlay) are very similar to those currently permitted under the M-1 and M-2 zoning designation, with the exception that live/work units (residential uses in combination with employment uses) are also allowed. Thus, there will not any net reduction in the net acres available for economic purposes, although there may be some change to the uses on the M-1 and M-2 zoned lands if live/work residential units are developed. Notwithstanding this fact, a portion of the area proposed for rezone is designated R-4, General Residential. Currently, the R-4 zoning does not allow industrial or commercial uses. Therefore, the new MULW zoning that is being applied to this land area will now create additional economic opportunities within the City. Lastly, even if it were construed that the proposed Plan Amendment/Zone change did eliminate lands for economic purposes (the M-1 and M-2 zoned land), the 75 acre reduction would still not reduce available economic lands below the acres found to be necessary through the EOA.

Overall, the varying range of existing uses, and the existing arrangement and development pattern, do not provide for attractive or beneficial use of these employment lands. Thus, the area has remained unattractive for new development and remains underutilized. The combination of the live/work units will allow for the existing development pattern to continue, but will promote transition in a more orderly, efficient and desirable fashion. Thus, it is anticipated that the zone change to MULW will incentivize new and re-development of the area thereby adding to the economic opportunities in Redmond.

Chapter 10 – Housing

Goal 2 – Allow for a variety of housing options at all income levels in both existing neighborhoods and new residential areas that match the changing demographics and lifestyles of Redmond residents.

Residential Compatibility Policy 1 – New developments in existing areas shall be compatible with surrounding developments, including landscaping, visual impact, architectural styles and lighting, and their appearance should enhance the area.

Finding: The existing R-4 zoning designation was reflective of the historic land use development pattern. However, over time, the area became less desirable for single family residential development due to the incompatibility with the surrounding industrial uses. The proposed live/work components will allow a blending of employment and residential uses in a design that is more compatible than the past abutting industrial and single family residential design. Additionally, the proposed MULW zoning provides an alternative housing choice that is becoming more desirable in the market.

In order to ensure that future live/work units meet the intent of these Plan goals and policies, corresponding design and development standards specific to the MULW zone are being included in the Site and Design Review Section of the Development Code. These standards include provisions for architectural design, landscaping and building treatments. These provisions are intended to provide an architectural consistency (from an element standpoint) throughout the MULW area.

Chapter 11 – Public Facilities and Services

Goal 3 – To provide public and private utility systems – water, sanitary and storm sewer, energy, communications, garbage and recycling – at levels necessary suitable for existing and proposed development.

Development Policy 4 – Development within the Redmond UGB shall be subsequent to or concurrent with the provision of an adequate level of public facilities and services.

Finding: The subject area is within the Urban Growth Boundary and is currently provided with all public facilities and services (water, sewer, electric, etc.), and is accessible by improved public streets. The City Engineer's evaluation of the subject area is that it can continue to be served with urban facilities and services, including water, sewer, drainage and transportation, commensurate with the anticipated development in the MULW zone. Additionally, the necessity for future improvements to existing infrastructure will be based further evaluation during site development, with any necessary mitigation being completed at that time.

Chapter 12 – Transportation

Transportation System Management Policy 1 – Plan or ordinance amendments which significantly affect a transportation facility shall assure that allowed land uses are consistent with the identified function, capacity and level of service of the facility. This shall be accomplished by either:

- a) **Limiting allowed land uses to be consistent with the present function, capacity, and level of service of the facility, or**
- b) **Amending the TSP and capital improvement programs to provide the transportation facilities adequate to support the proposed land uses, or**
- c) **Altering land use designations, densities or design requirements to reduce demand for automobile travel and meet travel needs through other modes.**

Finding: As stated previously in this findings document, an area specific traffic analysis has been prepared by the City of Redmond Engineering Division, with input from the Oregon Department of Transportation staff regarding the parameters of the study. The analysis calculates a potential trip generation from the area based on the existing zoning by size/area and the proposed zoning by size/area. It also takes into account the existing development pattern and actual uses that are likely to remain as a result of the proposed Special District Overlay which recognizes and extends the ability for those uses to remain. The analysis indicates that there will be no significant increase in traffic generation resulting from the proposed MULW zone (as compared to previous trip generation potential from the historic M-1 and M-2 zoning). Specifically, there are no anticipated impacts resulting from this proposal which would result in a transportation facility exceeding the designed function, capacity or level of service. This analysis was forwarded to the Oregon Department of Transportation (ODOT) for review. After review of the analysis, ODOT concurs that no additional traffic information is needed for analysis of the traffic impacts associated with the Plan Amendment and Zone Change. Additionally, on the basis that there are no significant traffic impacts resulting from the proposal (meaning that trip generation from new/anticipated development is negligible in comparison to trip generation that could occur under the existing zoning), the proposal is in conformance with the this chapter of the Plan.

Chapter 14 –Urbanization

Goal 1 – To direct development within the Redmond UGB at urban level densities in a phased and orderly manner, and with the provision of an adequate level of urban services, including but not limited to public water, sewer and urban streets.

Finding: The proposed map changes will continue to allow urban level uses within the urban area. The intent and purpose of the MULW zone will ensure that the ensuing development is commensurate with the ability of the land and infrastructure capabilities to continue to allow urban levels of development. As stated previously in this findings document, the historic land use pattern was inefficient and was undesirable for new and redevelopment of the area. The new zoning will provide for a better arrangement of uses with more compatible designs. Also, public facilities and services are currently available to the area. Future development review will address the need for improvements to the existing facilities.

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

Finding: The proposal is justified in that there were both mistakes when the current zoning designations were applied and a change in circumstances since the designations were applied.

Mistake

The M-2 (heavy industrial) zoning was applied to the area proposed as MULW-SD as a result of the historic uses developed in the area. Although the developed uses included some of those that are allowed in both the Heavy and Light Industrial Zones, the underlying development pattern (small lot – grid street pattern) is not conducive to most Heavy Industrial uses as listed in the M-2 section of the Development Code. Most heavy industrial uses are reliant upon large lots and separation from residential development due to impacts such as noise, dust, emissions, visual, etc., that are generated on a regular basis. Thus, rather than with forethought of what would be the long term highest and best use for the land development pattern of the area, the current zoning was based on the uses present at that time.

Change of Circumstances

The M-1 zoning has experienced a change in circumstances since this designation was applied – prior to the existing zoning, the area was zoned for residential purposes. In the past few years, the small lot development pattern that was originally platted was constructed in the area along 9th Street. This pattern, while desirable in some areas due to proximity to similar development, is not entirely desirable under current market conditions in this area. It is anticipated that many small lot light industrial designated properties will remain undeveloped until the economy begins to rebound and other better suited properties area available in the City. Additionally, with the adjoining development pattern to the west also being small lot and designated for residential uses, compatibility issues will also arise if the zones remain the same.

The R-4 zoning situated between the M-1 and M-2 areas is an island of general residential development surrounded by land designated for Industrial use. In fact, other than in the extreme northeast section of the City (generally north of Maple Avenue), this is the only area east of Highway 97 zoned for residential uses. Again, this zoning designation was applied based on the existing uses and development pattern at that time. Nonetheless, as the City has grown and new residential development opportunities have grown in other parts of the City (away from industrial uses with associated impacts), this area has become less desirable for residential purposes.

Overall, the combination of an original mistake in the zoning designation of M-2 lands and change in circumstances for the M-1 and R-4 lands, justify the proposed map changes. The homogenizing of the development regulations and uses, with an acknowledgment of the existing uses, will alleviate the compatibility issues and enhance the new development and redevelopment opportunities for the area.

B. Oregon Administrative Rule (OAR), LCDC, Division 12, Transportation Planning – OAR 660-012-0060, Plan and Land Use Regulation Amendments (specifically subsections 1 through 4 listed below).

(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.

(2) Where a local government determines that there would be a significant effect, compliance with section (1) shall be accomplished through one or a combination of the following:

(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.

(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.

(c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.

(d) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.

(e) Providing other measures as a condition of development or through a development agreement or similar funding method, including transportation system management measures, demand management or minor transportation improvements. Local governments shall as part of the amendment specify when measures or improvements provided pursuant to this subsection will be provided.

(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:

(a) The facility is already performing below the minimum acceptable performance standard identified in the TSP or comprehensive plan on the date the amendment application is submitted;

(b) In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP;

(c) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;

(d) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C); and

(e) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (d) of this section.

(4) Determinations under sections (1)-(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

(a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.

(b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:

(A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.

(B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.

(C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.

(D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.

(E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.

FINDING: As stated previously in this findings document, an area specific traffic analysis has been prepared by the City of Redmond Engineering Division, with input from the Oregon Department of Transportation staff regarding the parameters of the study. The analysis calculates a potential trip generation from the area based on the existing zoning by size/area and the proposed zoning by size/area, and uses. It also takes into account the existing development pattern and actual uses that are likely to remain as a result of the proposed Special District Overlay which recognizes and extends the ability for those uses to remain. The analysis indicates that there will be no significant increase in traffic generation resulting from the proposed MULW zone (as compared to previous trip generation potential from the historic M-1 and M-2 zoning). This analysis was forwarded to the Oregon Department of Transportation (ODOT) for review. After review of the analysis, ODOT raised concerns over the potential development based on the initial text of the draft code that was forwarded to them. Subsequent direction for changes to that draft by the Planning Commission has alleviated those concerns. Thus, it is the conclusion of the City Engineering Division that no additional traffic information is needed for the Plan Amendment and Zone Change in order to determine compliance with the Transportation Planning Rule criteria listed above (essentially that there is no significant impact requiring a full TPR analysis). Thus, on the basis that there are no significant traffic impacts resulting from the proposal (meaning that trip generation from new/anticipated development is negligible in comparison to trip generation that could occur under the existing zoning), the proposal is in conformance with the Transportation Planning Rule.

ADDITIONAL FINDINGS AND CONCLUSION:

1. Redmond's Comprehensive Plan and Development Code are instruments designed to promote and provide for development that is orderly and beneficial to the community. The comprehensive plan is a dynamic document. It is routinely updated as needed to reflect growth and changes that are in the City's interest to track and to plan for. As implementing documents; the Redmond Development Code, the 2020 Greater Redmond Area Comprehensive Plan and Zone Map, the Transportation System Plan and the City's Standards & Specifications are also updated and revised to reflect the most recent changes within the City. 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. Future development in the affected area will be subject to all applicable provision of the City of Redmond Development Code, including the newly adopted MULW and MULW-SD Zones, and new design and development criteria and standards.
3. The proposal is consistent with City Council Goal 5 – Comprehensive Planning in that it promotes new development and redevelopment in a manner that is land efficient and utilizes existing City infrastructure. It promotes the Great Neighborhood principles by allowing compatible uses to coexist by implementing specific design standards.
4. The applicant and staff have submitted findings for the Planning Commission and City Council to adopt that demonstrate that the Plan Amendment / Zone Change can be approved in compliance with the decision criteria and standards that govern such changes.
5. Based on the findings listed above which indicate that applicable state and local criteria have been satisfied, the City Council approves the Plan Amendment and Zone Change.



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