



ATTACHMENT 1 - PROPOSED TEXT AMENDMENTS

FILE NUMBER(S): 247-23-000252-TA

SUBJECT PROPERTY: The subject Airport Safety (AS) Combining Zone and 55 DNL noise contour boundaries are associated with the Redmond Municipal Airport (Airport), which includes the following addresses and tax lots:

- **Tax Lot 1513220000100**

- 1050 SE Sisters Ave
- 1050 SE Sisters Ave (A-B)
- 1120 SE Sisters Ave
- 1120 SE Sisters Ave (A-E)
- 1300 SE USFS Dr
- 1320 SE USFS Dr
- 1350 SE USFS Dr
- 1410 SE USFS Dr (A-B)
- 1552 SE USFS Dr
- 1605 SE Ochoco Way
- 1694 SE USFS Dr
- 1900 SE Airport Way (A-1 to A-3; B; C-1 to C-2; D; E; F-1 to F-14; G1 to G14; H to V)
- 2215 SE USFS Dr
- 2234 SE 6th St
- 2234 SE Salmon Ave
- 2700 SE Airport Way
- 625 SE Salmon Ave
- 644 SE Salmon Ave
- 645 SE Salmon Ave
- 665 SE Salmon Ave
- 675 SE Salmon Ave
- 679 SE Salmon Ave
- 681 SE Salmon Ave
- 683 SE Salmon Ave
- 685 SE Salmon Ave
- 687 SE Salmon Ave
- 689 SE Salmon Ave
- 691 SE Salmon Ave
- 693 SE Salmon Ave
- 701 SE Salmon Ave
- 705 SE Salmon Ave
- 743 SE Salmon Ave
- 765 SE Salmon Ave
- 875 SE Veteran's Way
- 880 SE Veteran's Way
- 888 SE Veteran's Way (A to G; H-1 to H-2; I-1 to I-7; J-1 to J-2; K-1 to K-7)
- 905 SE Salmon Ave
- 907 SE Salmon Ave
- 911 SE Salmon Ave

- **Tax Lot 1513000001500**

- 1730 SE Ochoco Way
- 1740 SE Ochoco Way
- 1764 SE Ochoco Way
- 2000 SE USFS DR (A to D)

- **Tax Lot 1513000001503**

- 3840 SW Airport Way

- **Tax Lot 1513280000101**

- 3000 SW Airport Way

APPLICANT: City of Redmond
411 SW 9th St
Redmond, OR 97756

Redmond Municipal Airport
2522 Jesse Butler Cir
Redmond, OR 97756

REQUEST: The applicant, City of Redmond, has applied for a Text Amendment to the Airport Safety (AS) Combining Zone (DCC 18.80.030) to update the Runway and Approach information and a corresponding update amending the AS map to reflect the new zoning boundaries for imaginary surfaces and the new 55 DNL (Average Day-Night Sound Level) noise contour boundaries.

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RECORD: Record items can be viewed and downloaded from:
<https://www.deschutescounty.gov/cd/page/247-23-000252-ta-redmond-airport-master-plan-ramp-text-amendment>

I. APPLICABLE CRITERIA:

Deschutes County Code

Title 18, Deschutes County Zoning Ordinance:

Chapter 18.04, Title, Purpose and Definitions

Chapter 18.76, Airport Development Zone

Chapter 18.80, Airport Safety Combining Zone (AS)

Chapter 18.136, Amendments

Title 22, Deschutes County Development Procedures Ordinance

Chapter 22.12, Legislative Procedures

Title 23, Deschutes County Comprehensive Plan

Chapter 3, (Rural Growth Management), Section 3.4, Rural Economy

Oregon Revised Statutes

ORS 836.610

ORS 836.616

Oregon Administrative Rules

OAR Chapter 660, Division 15, Statewide Planning Goals 1-14

OAR Chapter 660, Division 12, Transportation

OAR Chapter 660, Division 13, Airport Planning

II. PROPOSED TEXT AMENDMENTS:

The proposed text amendments are also detailed in the referenced applicant's burden of proof materials, included as an attachment. Below are the proposed changes with removed text shown in ~~strikethrough~~ and newly-added text identified by underline.

Title 18, County Zoning:

Chapter 18.80 Airport Safety Combining Zone; A-S

Section 18.80.030 Redmond Municipal Airport

The Redmond Municipal Airport is a Category 1, Commercial Service Airport. Its function is to accommodate scheduled major/national or regional commuter commercial air carrier service. The two existing approximately 7,040' long by 100'-150' wide, "other than utility" paved runways are located at an airport elevation of 3,080.7' 3,077'. The proposed extension to ~~runway 4-22~~ the primary runway and the planned new parallel runway are both identified on the FAA-adopted Airport Layout Plan. Therefore, these improvements are used in the layout of the Airport Safety and Combining Zone. The same safety zone dimensional standards used for ~~Runway 4-22~~ the primary runway will also apply to the planned parallel runway.

- A. Primary Surface – For Redmond, the primary surfaces are 1,000' wide by 7,406' 7,440' long for the crosswind runway Runway 10-28, 1,000' wide by 9,100' long for the primary runway Runway 4-22, and 1,000' wide by 6,600' 7,400' long for the proposed new parallel runway.
- B. Transitional Surface – The surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7:1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.
- ~~B. Runway Protection Zone (RPZ) – Two different RPZs apply to the Redmond Airport because it has a total of three potential runways with two possible approaches. Runway 4-22 and the planned parallel runway will both have precision approaches. Runway 10-28 has a non-precision approach on each end. The precision RPZ forms a 1,000' wide by 2,500' long by 1,750' wide trapezoid while the non-precision RPZ forms a 500' wide by 1,700' long by 1,010' wide trapezoid.~~
- C. Approach Surface – The current ILS precision approach surface to the primary runway runway 22 and the planned precision approaches to the Runway 4 and future parallel runway 4-22, are 1,000' wide by 50,000' long by 16,000' wide, with an upward approach slope ratio of 50:1 (one foot vertical for each 50 feet horizontal) for the first 10,000', then a slope ratio of 40:1 for the remaining 40,000'. The non-precision approach surface is 500' wide by 10,000' long by 3,500' wide, with an upward approach slope ratio of 34:1.

- D. Horizontal Surface – The surface boundary is comprised of connected arcs drawn 10,000 feet outward and centered on the ends of the primary surface. The elevation of the horizontal surface for the Redmond Airport is ~~3,227~~ 230 feet (150' above airport elevation).
- E. Conical Surface – The surface extends outward and upward from the periphery of the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000' up to an elevation of 3,430.7'.
- F. Runway Protection Zone (RPZ) – Two different RPZs apply to the Redmond Airport because it has a total of three potential runways with two possible approaches. The primary runway and the planned parallel runway will both have precision approaches. The crosswind runway has a non-precision approach on each end. The precision RPZ forms a 1,000' wide by 2,500' long by 1,750' wide trapezoid while the non-precision RPZ forms a 1,000' wide by 1,700' long by 1,510' wide trapezoid. The RPZ begins 200' from the surveyed runway end point.