

W. 8. C.

AGENDA COVER MEMO

DATE: April 7, 2004 (First Reading)
April 28, 2004 (Second Reading/Public Hearing)

TO: LANE COUNTY BOARD OF COMMISSIONERS

FROM: Stephanie Schulz, Planner
Public Works/Land Management Division

AGENDA ITEM TITLE:)IN THE MATTER OF AMENDING THE RURAL
)COMPREHENSIVE PLAN AND THE CRESWELL
)COMPREHENSIVE PLAN TO ENLARGE THE CRESWELL
)URBAN GROWTH BOUNDARY; REDESIGNATE
)AFFECTED LANDS FROM A RURAL COMPREHENSIVE
)PLAN DESIGNATION OF AIRPORT TO A CITY OF
)CRESWELL DESIGNATION OF PUBLIC FACILITIES/
)GOVERNMENT; REZONE THE PROPERTY FROM A
)LANE CODE CHAPTER 16 DISTRICT OF AO/RCP
)AIRPORT OPERATIONS TO A LANE CODE CHAPTER 10
)DISTRICT OF AO-UGB AIRPORT OPERATIONS; AND
)ADOPTING SAVINGS AND SEVERABILITY CLAUSES
) (File PA 02-6010;)City of Creswell)

I. MOTION:

Motion to approve Ordinance PA 1201.

II. ISSUE OR PROBLEM

The City of Creswell seeks Lane County Board of Commissioners approval of a proposal to modify the Creswell Urban Growth Boundary (UGB) to include the Creswell Airport. Approval of the UGB expansion will allow the city of Creswell to annex the Creswell Airport to the city. This in turn will allow the City of Creswell to extend city water services to the Creswell Airport and thereby provide a permanent solution for fire suppression as required by the State Fire Marshall. Currently temporary measures are in place, however, a permanent solution must be installed within the next five years that will provide a minimum flow duration of 1500 gallons of water per minute for two hours. The Creswell municipal water system has the capacity to meet the required flow, yet the Creswell Comprehensive Plan policies and City Resolution 92-16 prohibit providing water to properties outside the city limits without annexation of that property. Adoption of Ordinance PA 1201 would modify the Lane County Rural Comprehensive Plan and the Creswell Comprehensive Plan to change the Urban Growth Boundary to include the Airport and complete the first step to annexation of the property.

This Plan Amendment would change the Plan designation from a designation of "Airport" under the Lane Rural Comprehensive Plan to "Public Facilities/Government" under the Creswell Comprehensive Plan. The zoning would be the same in title, "Airport Operations", but the chapter under which the zoning requirements are considered would change from

Chapter 16 AO/RCP which guides zoning in rural Lane County, to Chapter 10 AO-UGB which guides zoning outside cities within urban growth boundaries.

III. DISCUSSION

A. BACKGROUND

The planned level of development at the Creswell Airport is for full build-out to be at "Design Level II", a definition used in the aviation field for small municipal airports. The development limitation at issue relates to a moratorium on expansion at the Airport until the necessary flow volume can be provided. See Attachment B, Exhibit D.

Lane County has also participated in operations planning for the Airport through joint adoption of the Airport Layout Plan by both jurisdictions. City of Creswell includes the 1992 Summary of Design Standards as Exhibit D to Attachment B, which is their Application for Land Use Approval for this action. Analysis of the design standards for the Airport conclude that the Creswell Airport had not reached the development depicted in the Airport Layout Plan.

Creswell's Comprehensive Plan contains several provisions limiting City water service to users inside Creswell city limits. This policy has been in place since the Comprehensive Plan was adopted by Creswell and Lane County and acknowledged by DLCD. The narrowly crafted exceptions were written to account for service established before the Comprehensive Plan was developed. Attachment B, Exhibit B provides more detail.

The limitations of the Creswell Comprehensive Plan, adopted in compliance with the Lane Code, and with statewide Goals and land use rules, mean that, to legally provide City water service to the Creswell Airport, the City must either amend the Creswell Urban Growth Boundary to include the Airport or go through the more difficult process of amending the Creswell Comprehensive Plan. This would require taking exceptions to established state policies that created the requirements leading to the language in the Creswell comprehensive Plan limiting city water services to locations within the City limits.

The Creswell Planning Commission considered water service options and on July 18, 2002, approved a recommendation to amend the Creswell UGB. On August 15, 2002 the Creswell City Council approved the UGB Plan amendment through the passage of Ordinance No. 406. After extensive consideration of the Creswell request, the Lane County Planning Commission, on February 3, 2004, approved a motion recommending that the Commissioners approve the proposed UGB modification.

C. ANALYSIS

APPLICABLE CRITERIA

Criteria to be met for approval of this action by Lane County are set forth in the Statewide Land Use Goals, especially goals 2, 11, and 14; the policies in the Lane County Rural Comprehensive Plan, especially policies 11 and 14; and the Lane County plan amendment process as outlined in Lane Code 12.050 and Lane Code 16.400.

Statewide Land Use Goals

Goal 1: Citizen Involvement

The proposed amendment has had four public hearings, two at the city of Creswell, and two at the Lane County Planning Commission. Much of the testimony provided at the public hearings was in response to activities and uses that take place in and around airport's, specifically to Creswell and also to opinion's on validity of recreational high risk taking activities practiced by some sectors of the aviation community.

Goal 2: Land Use Planning

This goal is intended to be instructive, directional and positive, not limiting local government to a single course of action when some other course of action would achieve the same result. Citizens in the area and the affected governmental unit have had ample opportunity to review and comment on this proposal. An exception for the subject property was taken upon adoption of the Rural Comprehensive Plan and the Creswell Comprehensive Plan, because the airport property is physically developed and irrevocably committed to airport use. The Rural Comprehensive Plan designation and zoning category applied to the subject property reflect this use.

This goal states that the construction of public facilities and the provision of land related public services, such as fire and police, are to be considered when carrying out and amending plans. The city of Creswell has determined that expanding the UGB to include the airport would be beneficial to the city, and would not have significant effect beyond the immediate area of the change, the Airport property itself. The State Fire Marshall provides the factual basis to support bringing the Airport into the UGB.

Goal 3: Agricultural Lands, and Goal 4: Forest Lands

The proposal does not include any lands designated agricultural or forest. Only the Airport and a strip of road right-of-way are included in the proposal, so these criteria are not applicable.

Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

The Airport is not identified as open space, is not a historically significant property, and is already developed so does not qualify as natural resources land, therefore, this criteria does not apply to the proposal.

Goal 6: Air, Water and Land Resources Quality

The expansion of the Creswell UGB will not have an effect on the quality of the air, water and land resources in the Creswell area, therefore, this criteria does not apply.

Goal 7: Areas Subject to Natural Disasters & Hazards

The Airport property does have a 100-year floodplain overlay in the southeast portion of the property, however the expansion of the UGB has no affect on actual uses or construction the property, so this criteria does not apply to the proposal.

Goal 8: Recreational Needs

Expansion of the UGB to include the Airport property would not affect the recreational needs of the city. Public input received regarding this interpretation was mixed.

Goal 9. Economic Development

The city of Creswell has identified the east side of Interstate 5 as an opportunity area for future employment. Current economic development plans do not include the Airport property, but do recognize the Airport as a gateway to the community for economic opportunities. Expanding the UGB to include the Airport and to provide municipal water service for improved fire safety increases the potential for the airport itself being a key property in changes of an economic nature.

Goal 10: Housing

The proposal does not affect housing needs or issues in Creswell, therefore this criteria does not apply.

Goal 11: Public Facilities and Services

Creswell owns and operates a municipal water system that has the capacity to serve the Airport to the necessary fire suppression capability required by the State Fire Marshall. The city owns the Airport, and is committed to providing public services to all properties within the city in a manner that best supports existing land uses. Bringing the Airport into the city meets this goal, and meets the Fire Marshall's requirement to provide increased water flow for fire suppression to this public facility.

Goal 12: Transportation

The expansion of the UGB to include the airport does not change the use of the property as an airport, therefore, the proposal does not affect the transportation goal.

Goal 13: Energy Conservation

Expansion of the Creswell UGB to provide for municipal water service to the airport for fire suppression has no direct effect on energy conservation.

Goal 14: Urbanization

This goal requires that the establishment and change of urban growth boundaries shall be based upon the responses pertinent to the specific proposal under each of the factors listed below, with all seven factors taken under consideration as a whole, to support the need for expansion of Creswell's UGB to include the airport.

1. Demonstrated need to accommodate long-range urban population growth requirements consistent with LCDC goals. and

2. Need for housing, employment opportunities, and livability

Creswell's Comprehensive Plan identifies adequate residential lands to meet the housing needs for the planning period. Wherever the Airport property is mentioned in the Comp Plan, there is an acknowledgement of the importance of it remaining a functioning airport, part of Creswell's identity and livability. Because neither the plan designation nor the zoning category for the airport property is proposed for change with the expansion of the UGB, these two factors do not apply.

3. Orderly and economic provision for public facilities and services;

The city, as provider of public facilities and services with the capacity to serve additional needs, and as owner of the Airport, is committed to serving municipal properties with municipal infrastructure. They desire to expand the UGB to ensure that properties that are served by municipal services are under the city's jurisdiction. The service will be provided, as it is needed, in an orderly and economically sensible way to serve the property. The city must expand the UGB so an extension of water service can be provided.

The Land Conservation and Development Commission has acknowledged the Creswell Comprehensive Plan, which does contain prohibitions on extending water to serve properties that are currently outside the city. Lane County co-adopted that Comp Plan as part of the statewide land use planning process of coordinating plans between jurisdictions, and now the County needs to co-adopt the proposed amendment to meet this goal and provide orderly and economic expansion of city services to serve city needs.

4. Maximum efficiency of land uses within and on the fringe of the existing urban area;

The Creswell Airport has existed at this location prior to adoption of the Creswell Comp Plan, and with the current configuration of the city, it is located on the fringe of the existing urban area. The fringe also includes residential lands, resort/commercial lands, a park and some floodway. The development that has occurred on the fringe of the existing urban area is increasing in density. The city has not justified a need to bring all the various lands east of the freeway into the city, they are considering an expansion that would efficiently maximize the need for public services on a single public ownership (developed and committed property) that is on the fringe, just the Airport. The desire to efficiently move the UGB to only encompass that which can be dealt with in the near future under a State Fire mandate is requested now.

5. Environmental, energy, social and economic consequences (EESE);

The environmental consequence of expanding the UGB relates to the potential for an uncontrolled fire, and the destruction of the facility and surrounding properties with the likelihood of a fire spreading to surrounding homes and agricultural lands without adequate protection at the Airport. An efficient and adequate water supply would eliminate this consequence. Energy consequences resulting from this proposal are insignificant since it is a UGB expansion proposal. The social consequences would be positive, as it would improve fire, life, and safety in the community, as well as further strengthening the use of the Airport as an identifying factor and Image of the City of Creswell. Economic consequences of expanding the UGB would be positive. With adequate fire suppression capability, users and visitors to the Airport would be safer. The economic consequences of fire at the airport would be disastrous.

6. Retention of agricultural land as defined, with Class I being the highest priority for retention and Class VI the lowest priority;

The proposal has no effect on agricultural land surrounding the airport. The UGB expansion would only include the already developed and committed land that makes up the actual airport, so surrounding agricultural land will be retained.

7. Compatibility of the proposed urban uses with nearby agricultural activities.

The airport has been in operation for decades. This proposal does not expand any urban uses onto nearby agricultural lands. Therefore, the proposal is compatible with the nearby agricultural uses, because it only allows the extension of water to an existing use.

The EESE consequences, as discussed in the seven factors above, taken as a whole, support the need for expansion of Creswell's UGB to include the airport.

Goal 15: Willamette River Greenway, and Goals 16 through 19 Coastal Resources Goals

These statewide goals do not apply to the project because they are geographically removed from the city of Creswell.

Lane County Rural Comprehensive Plan Policies

The County Policies are intended to guide actions and decisions that affect land use throughout the County. The policies are formatted parallel to the statewide goals, and cover the same broad range of topics. Policies 11, Public Facilities and Services, and 14, Urbanization, are most relevant to this proposal and discussed in detail.

The County seeks agreement with each city to commonly determine the location of UGB's, and each city is regarded as the logical and ultimate provider of urban services within its UGB, and the County does not encourage contrary activities. It is also the County's position that urban levels of density should occur only where all essential public facilities and services are or will be shortly available, which is Creswell's goal in providing municipal water service to the airport property.

Goal 11: Public Facilities and Services Policies

1. Lane County shall provide an orderly and efficient arrangement for the provision of public facilities, services and utilities. The designation of the airport land will not change with an expansion of the UGB, it will remain in Airport Operations. Expanding the UGB allows the orderly and efficient arrangement for water service to this public facility.

5. Lane County shall participate in the coordination of planning and development for various public facilities and utility services. The primary means of affecting this policy shall be through a system whereby land use applications are referred and coordinated with the various providers of services. The City of Creswell provides water service, and is the logical provider of water to the Creswell Airport, a public facility owned and operated by the City of Creswell. The City has adopted this proposed amendment to its Comp Plan and is requesting Lane County to co-adopt.

Goal 14: Urbanization Policy

2. The County shall provide for orderly and efficient transition from rural to urban land use while ensuring the supply of housing, employment, livability and other amenities, in order to accommodate the long-range growth of each city. The airport property is included in the long-range vision of the city, and the proposal to extent the UGB to include the airport supports and assists in the orderly transition from rural to urban land use. As suggested by various members of the public, the very nature of the airport is not easily described as only rural or only urban.

3. The county shall provide for a cooperative UGB management process between the County and the cities in the County by...

- a. establishing and periodically revising urban growth boundaries and the planning and implementation of common policies and procedures within the boundaries. and*
- b. coordinated establishment approaches are desired.*

This proposal provides for orderly and efficient transition from rural service levels to urban service level to address fire, life, and safety issues for this public facility.

4. The county shall continue to comply with the planning coordination requirements and the urban growth management program requirements of LCDC.

This proposal is made through the provisions of Lane Code for co-adoption of an amendment consistent with Statewide Goals and Creswell's Comprehensive Plan.

5. *The County will seek agreement with each city to commonly determine the location of UGB's and the interim and long-term land use designations and public improvement project designations within the UGB's.*

The Creswell Airport is the interim and the long term land use designation for this property.

6. *Each city is regarded as the logical and ultimate provider of urban services within its UGB; Lane County will not approve any development nor encourage the establishment of urban services or facilities within the city's UGB that are contrary to city policy or agreement.*

Creswell's policy is to provide water to properties in the city, in order to comply with this section Lane County supports the expansion of the Creswell UGB to include the Airport.

9. *Any County approval of land activities within a UGB will be consistent with the applicable city plan. If necessary, the County may take one or more of the following actions to land outside the city's jurisdiction:*

- b. determining that the design and operation of an interim land use will allow for later conversion.....will not otherwise pre-empt the subject property from the future orderly provision of urban services and facilities.*

By not changing the Airport Designation, this policy remains consistent with the proposal.

Lane Code Rural Comprehensive Plan Amendment Process

Lane Code 12.050 (2) The Board may amend or supplement the comprehensive plan upon a finding of:

- (b) changed circumstances affecting or pertaining to the plan*

The circumstances surrounding management of the Creswell Airport have changed from contracting with a private party to city management with a new requirement for providing the necessary level water service to meet the fire suppression capability required by the Fire Marshall.

- (d) a change in public need based on a reevaluation of factors affecting the plan, provided the amendment or supplement does not impair the purpose of the plan as established by LC 12.005 above.*

The public need for fire suppression capability at the airport has changed. The necessary infrastructure to accommodate the size of water system now required at the airport has increased to a level that will require extension of the Creswell water system to this public facility.

Lane Code 16.400 (6)(h)(iii) Method of Adoption and Amendment

- (aa) requires that the adoption of amendments to the Rural Comprehensive Plan meet all applicable requirement of local and state law, including Statewide Planning Goals and Oregon Administrative Rules.*

See the discussion under Statewide Goals for applicable requirements addressed above.

- (bb) (iii-iii) requires minor amendments to be necessary to fulfill an identified public or community need for the intended result of the component or amendment.*

Creswell has identified the need for additional fire suppression capability at the municipal airport. The county supports cities meeting their own needs, as discussed in the policies above. This proposal is consistent with the Statewide Goals, the Creswell Comprehensive Plan, the Lane County Rural Comprehensive Plan, and the provisions for Plan Amendments in Lane Code. The city proposed this action to fulfill the need for water at the Airport.

C. ALTERNATIVES/OPTIONS

1. Recommend adoption of the proposal.
2. Recommend denial of the proposal.
3. Modify the proposal as directed by the Board, which would require development of another ordinance and a third reading.

D. RECOMMENDATION

Staff recommends approval of the City of Creswell's request to expand their UGB to include the Creswell Airport. The proposed modification of the Creswell UGB would address an important fire safety need. It will have no significant effect on surrounding farm or forest lands and it would allow the City of Creswell the opportunity to address a specific problem regarding water volume in an emergency fire situation identified by the State fire regulatory agency for adequate fire suppression at the Airport.

IV. ATTACHMENTS

- Attachment 1: Ordinance No. PA 1201
 - Exhibit A: Plan and Zoning Maps 415 & 428
 - Exhibit B: Findings
 - Exhibit C: Creswell Comprehensive Plan Map
- Attachment 2: Application from City of Creswell
 - Exhibit B: Creswell Comp Plan policies re: Airport's place in the community
 - Exhibit C: Airport Overlay Zone Diagram
 - Exhibit D: Creswell Airport Layout Plan (May 1992)
 - Exhibit E: South Lane Fire & Rescue letter re: water supply to Airport
 - Exhibit F: Creswell Public Works Director letter re: cost to provide water to Airport
 - Exhibit G: Creswell Comp Plan policies limiting water service to within city limits

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY, OREGON

**ORDINANCE No. PA 1201) IN THE MATTER OF AMENDING THE RURAL
) COMPREHENSIVE PLAN AND THE CRESWELL
) COMPREHENSIVE PLAN TO ENLARGE THE CRESWELL
) URBAN GROWTH BOUNDARY; REDESIGNATE AFFECTED
) LANDS FROM A RURAL COMPREHENSIVE PLAN
) DESIGNATION OF AIRPORT OPERATIONS TO A
) CITY PLAN DESIGNATION OF PUBLIC FACILITIES /
) GOVERNMENT; REZONE THESE AFFECTED LANDS FROM
) A LANE CODE CHAPTER 16 DISTRICT OF AO AIRPORT
) OPERATIONS TO A LANE CODE CHAPTER 10 DISTRICT
) OF AIRPORT OPERATIONS DISTRICT; AND ADOPTING
) SAVINGS AND SEVERABILITY CLAUSES (File PA 02-6010;
) City of Creswell)**

WHEREAS, the Board of County Commissioners of Lane County, through enactment of Ordinance PA 884, has adopted Land Use Designations and Zoning for lands within the planning jurisdiction of the Lane County Rural Comprehensive Plan; and

WHEREAS, the Board of County Commissioners of Lane County has adopted policies and provisions of the Creswell Comprehensive Plan; and

WHEREAS, land within the Urban Growth Boundary of the Creswell Comprehensive Plan but outside the City limits are within the political jurisdiction of Lane County, and are subject to County-adopted application of City Plan designations and County zoning provisions as set forth in Chapter 10, Lane Code; and

WHEREAS, in August 15, 2002, the City of Creswell adopted an amendment to the City Comprehensive Plan adding land to the City Urban Growth Boundary; and

WHEREAS, the City of Creswell has requested Lane County action in co-adopting these amendments to achieve city-county coordination of land use planning within the City Urban Growth Boundary, in the form of Lane County's removal of land from the planning jurisdiction of the Rural Comprehensive Plan and placement of it within the Creswell Urban Growth Boundary, and application of a City Plan land use designation and the zoning provisions of Lane Code Chapter 10 to land added to the Urban Growth Boundary; and

WHEREAS, the Lane County Planning Commission reviewed the proposal on February 3, 2004, after public hearings on the Creswell application, and recommended approval of the proposed amendments; and

WHEREAS, evidence exists within the record indicating that the proposal meets the requirements of Lane Code Chapters 10, 12 and 16 and the requirements of applicable state and local law and

WHEREAS, the Board of County Commissioners has conducted public hearings and is now ready to take action;

NOW, THEREFORE, the Board of County Commissioners of Lane County Ordains as follows:

IN THE MATTER OF AMENDING THE RURAL COMPREHENSIVE PLAN AND THE CRESWELL COMPREHENSIVE PLAN TO ENLARGE THE CRESWELL URBAN GROWTH BOUNDARY; REDESIGNATE AFFECTED LANDS FROM A RURAL COMPREHENSIVE PLAN DESIGNATION OF AIRPORT OPERATIONS TO A CITY PLAN DESIGNATION OF PUBLIC FACILITIES/GOVERNMENT; REZONE THESE AFFECTED LANDS FROM A LANE CODE CHAPTER 16 DISTRICT OF AO AIRPORT OPERATIONS TO A LANE CODE CHAPTER 10 DISTRICT OF AO AIRPORT OPERATIONS; AND ADOPTING SAVINGS AND SEVERABILITY CLAUSES (File PA 02-6010; City of Creswell)

Section 1. The Lane County Rural Comprehensive Plan is amended by removal of territory from its planning jurisdiction, such territory being further identified on Zoning Plot 415 as that territory zoned AO on Exhibit "A" attached and incorporated herein.

Section 2. The Creswell Comprehensive Plan, as amended, is further amended by the addition of territory removed from the Rural Comprehensive Plan, placed within the Urban Growth Boundary of the City Plan, and redesignated with a City Plan designation of "Public Facilities/Government" and rezoned with a Lane County Code Chapter 10 zoning designation of "Airport Operations" (LC 10.200), all as identified on Exhibit "A" attached and incorporated herein.

Section 3. The prior designation and zone repealed by this Ordinance remain in full force and effect to authorize prosecution of persons in violation thereof prior to the effective date of this Ordinance.

Section 4. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity to the remaining portions hereof.

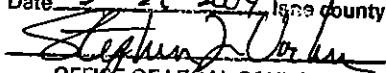
FURTHER, although not a part of this Ordinance except as described above, the Board of County Commissioners adopts Findings as set forth in Exhibit "B" attached, in support of this action.

ENACTED this _____ day of _____, 2004.

Chair, Lane County Board of County Commissioners

Recording Secretary for this Meeting of the Board

APPROVED AS TO FORM

Date 3-31-2004 Lane County

OFFICE OF LEGAL COUNSEL

IN THE MATTER OF AMENDING THE RURAL COMPREHENSIVE PLAN AND THE CRESWELL COMPREHENSIVE PLAN TO ENLARGE THE CRESWELL URBAN GROWTH BOUNDARY; REDESIGNATE AFFECTED LANDS FROM A RURAL COMPREHENSIVE PLAN DESIGNATION OF AIRPORT OPERATIONS TO A CITY PLAN DESIGNATION OF PUBLIC FACILITIES/GOVERNMENT; REZONE THESE AFFECTED LANDS FROM A LANE CODE CHAPTER 16 DISTRICT OF AO AIRPORT OPERATIONS TO A LANE CODE CHAPTER 10 DISTRICT OF AO AIRPORT OPERATIONS; AND ADOPTING SAVINGS AND SEVERABILITY CLAUSES (File PA 02-6010; City of Creswell)

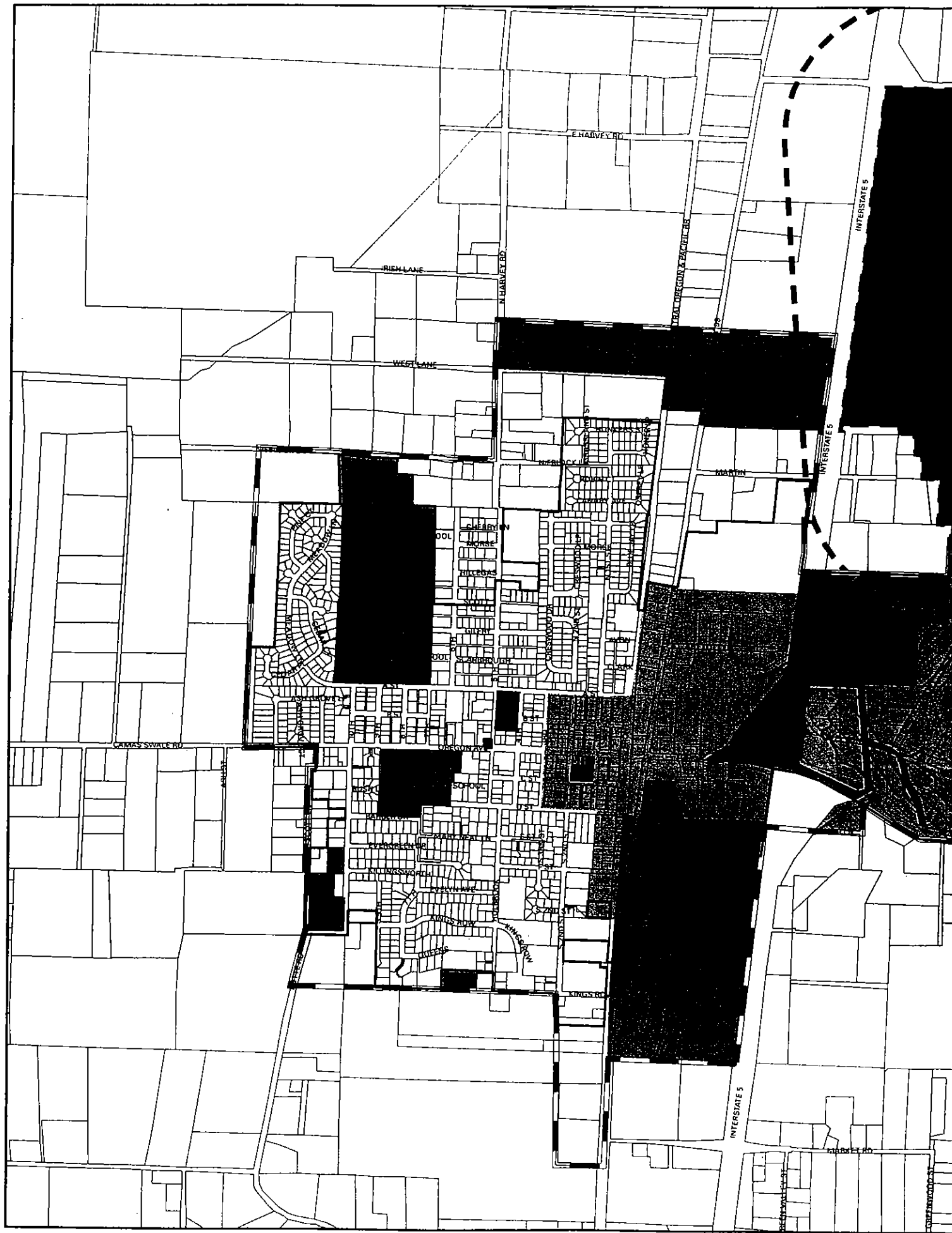
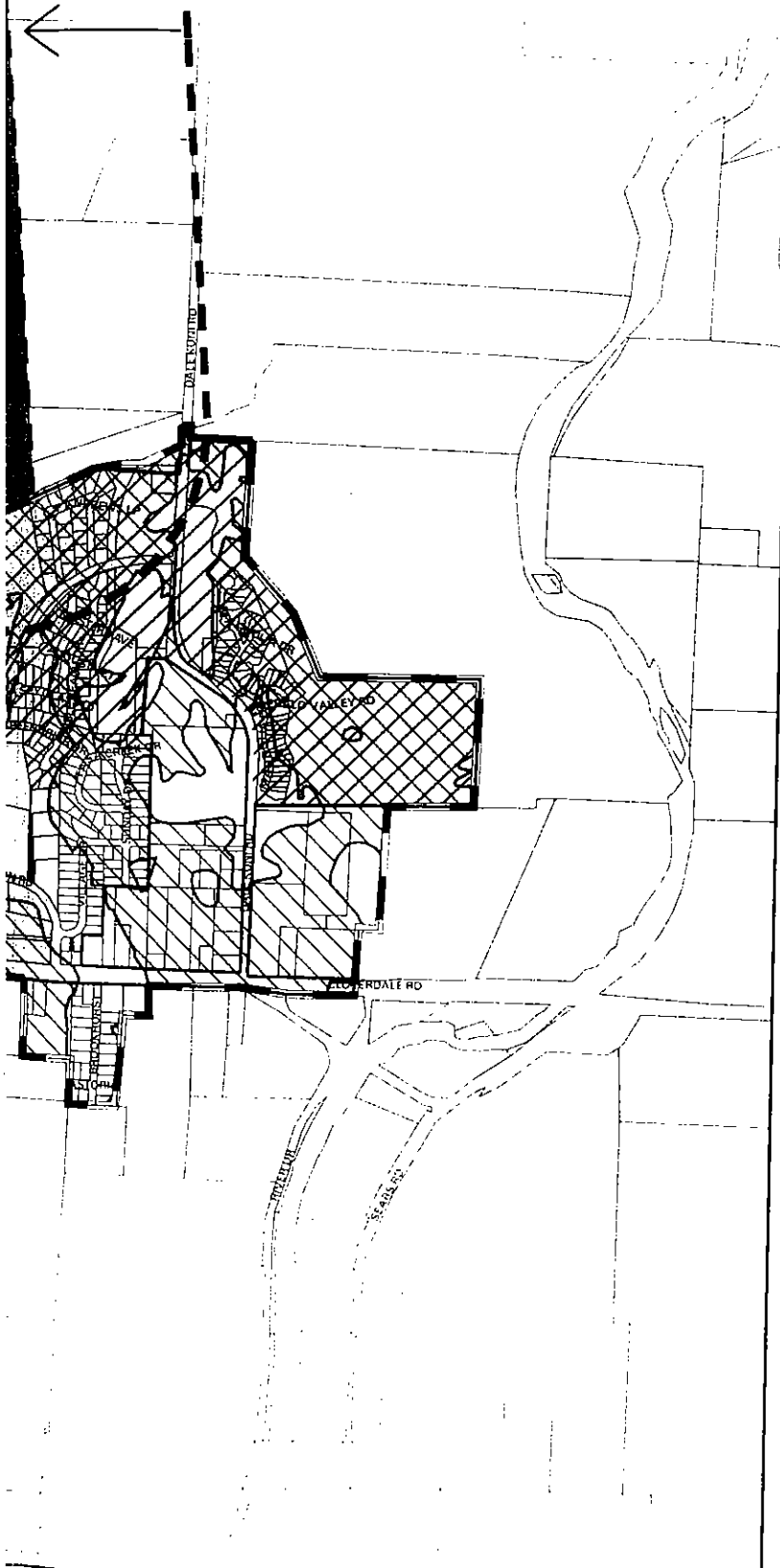


Exhibit "A"

CRESWELL PLAN DESIGNATIONS

UGB
EXPANSION
AREA



Residential



Commercial



Downtown Commercial



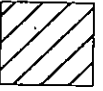
Industrial



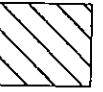
Park, Recreation, Open Space



Public Facilities/Government



Resort Commercial Subzone



Flood Hazard Subzone



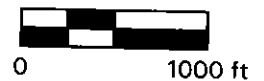
Airport Noise Impact Area



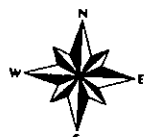
City Limits

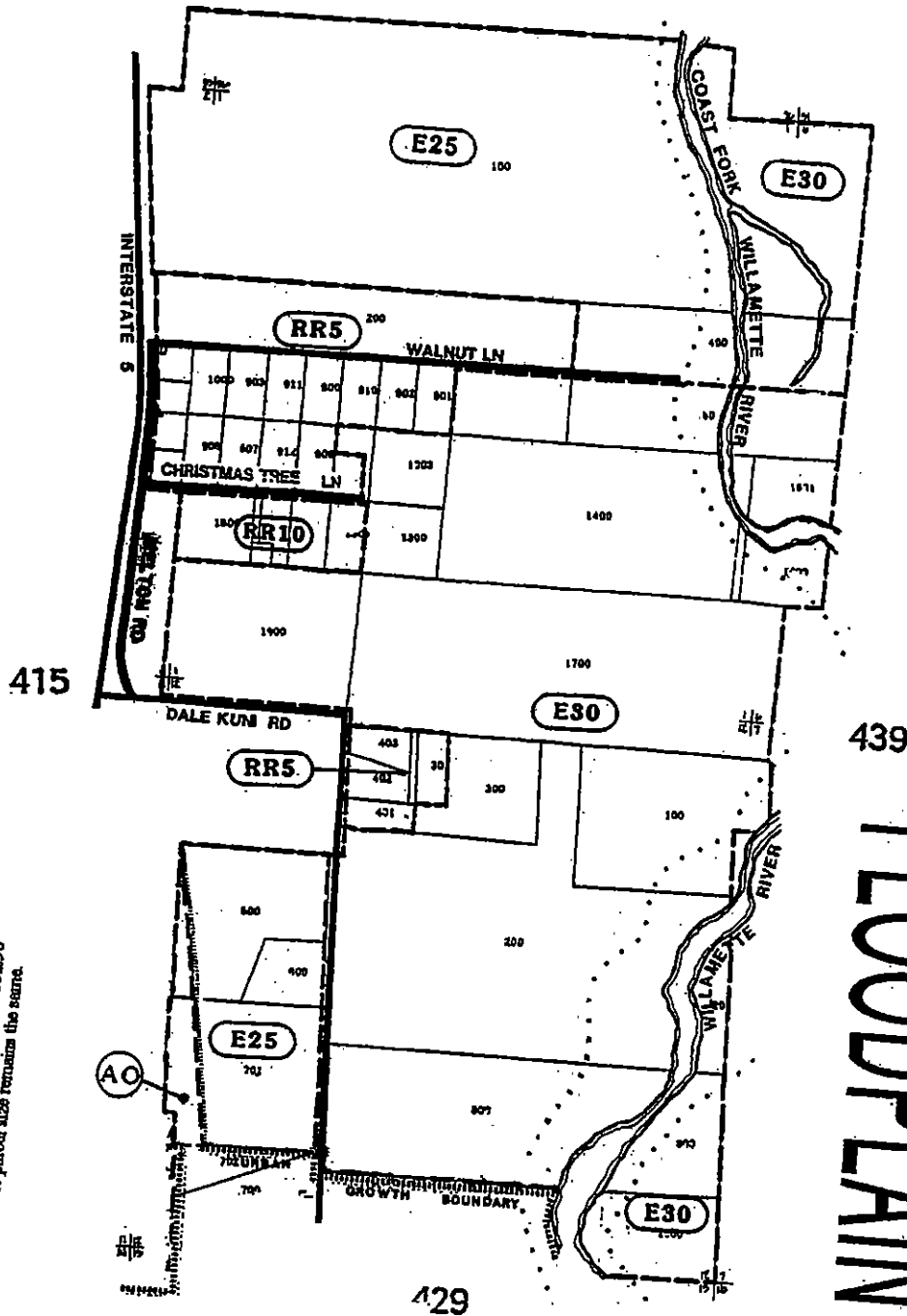


Urban Growth Boundary



Lane Council of Governments
99 East Broadway, Suite 400
Eugene, OR 97401
02/23/04





The RR zones on this map are changed as follows:
FROM: RR LC 16.231 TO: RR LC 16.290
The RR zone parcel size remains the same.

The zones on this map are changed as follows:
From: RG, RA, To: RR2
From: CR, C1, C2, & C3 To: RC Rural Commercial
From: M1, M2, & M3 To: R1 Rural Industrial
From: PF To: RPF Rural Public Facility
From: PR To: RPR Rural Park & Recreation



FLOODPLAIN

ne county



OFFICIAL ZONING MAP

PLOT# 428

Township Range Section

19 03 01

19 03 12

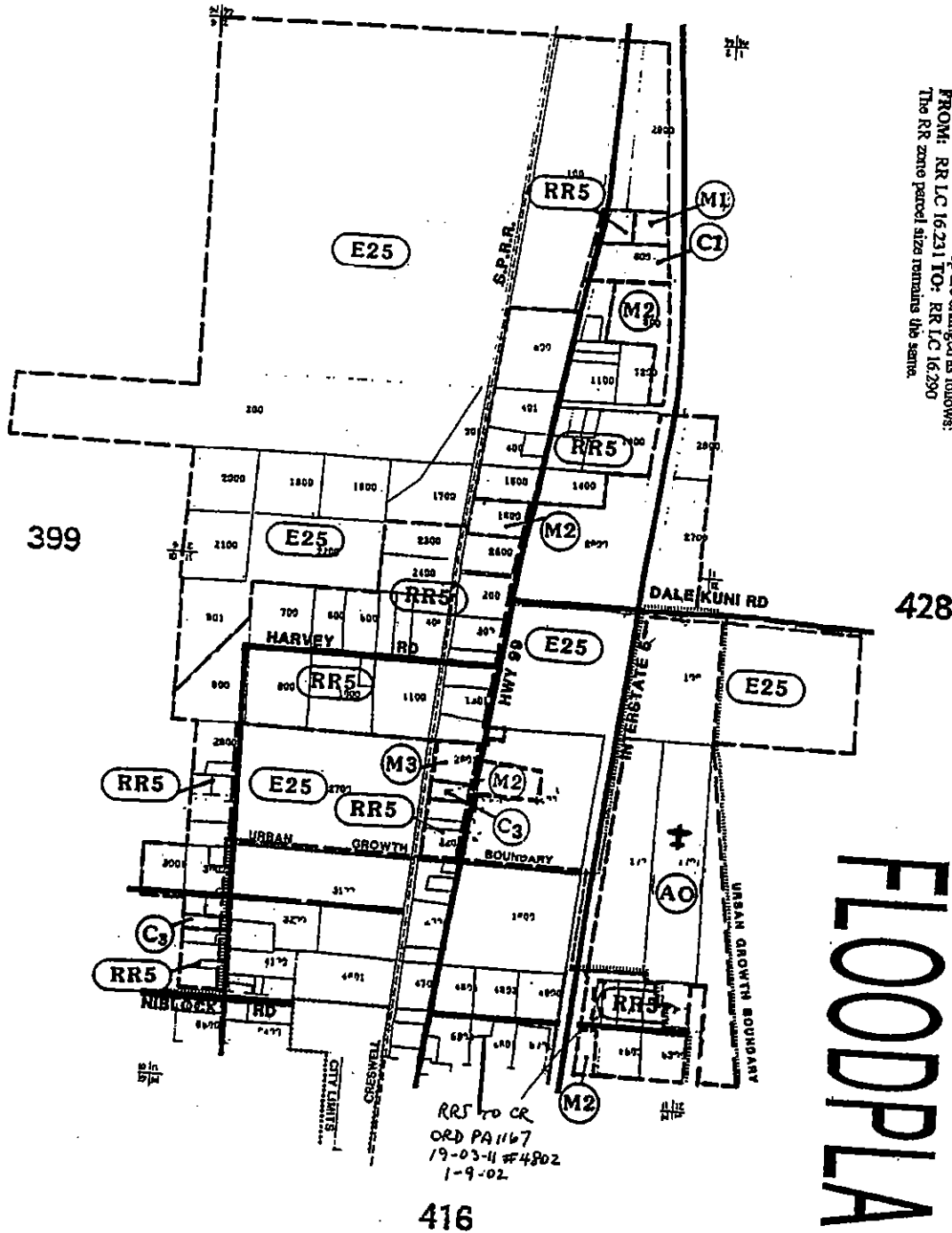
ORIGINAL ORD. # PA 884

DATE 2/29/1984 FILE #

REVISION # 2 ORD. # PA 992

DATE 1/18/91 FILE #

The RR zones on this map are changed as follows:
FROM: RR LC 16:231 TO: RR LC 16:290
The RR zone parcel size remains the same.



The zones on this map are changed as follows:
From: RG, RA ~~XXXX~~ To: RR2
From: CR, C1, C2, & C3 To: RC Rural Commercial
From: M1, M2, & M3 To: R1 Rural Industrial
From: PF To: RPF Rural Public Facility
From: PR To: RPR Rural Park & Recreation



ane county



OFFICIAL ZONING MAP

PLOT# 415

Township Range Section

19 03 02

19 03 11

ORIGINAL ORD. # PA 884

DATE 2/29/1984 FILE #

REVISION # 2 ORD # PA1046

DATE 10 / 27 / 94 FILE # PA0829-93

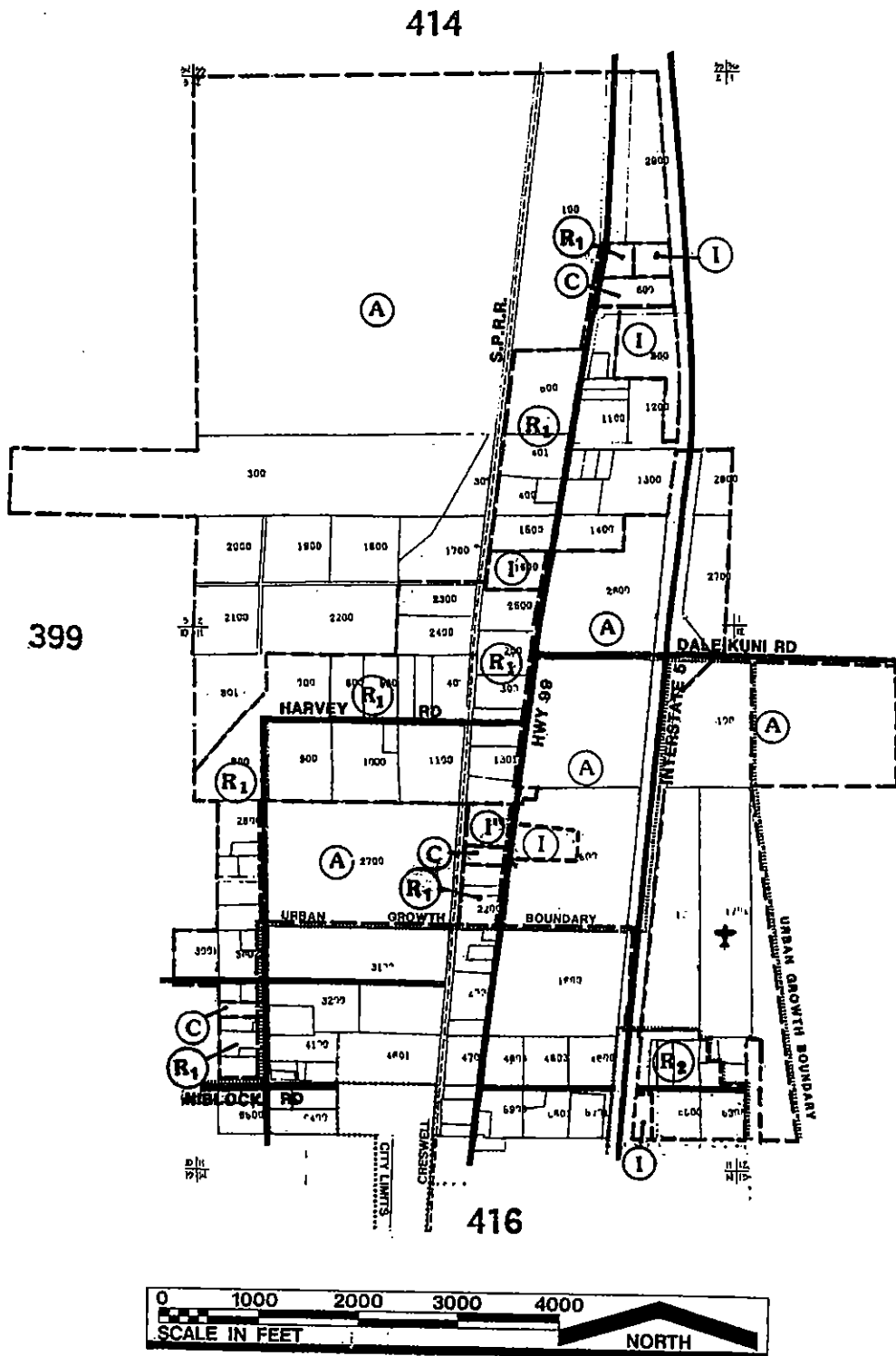


PLOT# 428

19 03 01

19 : 03 12

REVISION # 2 ORD. # PA 992 DATE 1/18/91 FILE # _____



lane county



OFFICIAL PLAN MAP

PLOT# 415

Township Range Section

19 03 02

19 03 11

ORIGINAL ORD. # PA 884 DATE 2/29/1984 FILE #

REVISION # 2 ORD. # PA1046 DATE 10 / 27 / 94 FILE # PA0829

EXHIBIT B

FINDINGS IN SUPPORT OF ORDINANCE PA 1201

THE LANE COUNTY BOARD OF COMMISSIONERS FINDS AS FOLLOWS:

General findings

1. This proposal, made by the city of Creswell, involves the alteration of the Urban Growth boundary for the City of Creswell, as contained in the Creswell Comprehensive Plan, co-adopted by Lane County. The alteration would extend the Urban Growth Boundary to include the Creswell Airport and that portion of the Interstate 5 right of way between the Creswell Airport and the northwestern portion of the Creswell Urban Growth Boundary. (See Exhibit A, "map")
2. On August 15, 2002, the Creswell City Council adopted changes to the Creswell Comprehensive Plan, modifying the Creswell Urban Growth Boundary to include the Creswell Airport within the Urban Growth Boundary.
2. On February 3, 2004, the Lane County Planning Commission, after two public hearings, adopted a motion approving the proposed change in the Creswell Urban Growth Boundary and recommending Commission approval of the proposed modification of the Urban Growth boundary.
3. Criteria to be met for approval of this action by Lane County are set forth in the Statewide Land Use Goals, especially goals 2, 11, and 14; the policies in the Lane County Rural Comprehensive Plan, especially policies 11 and 14; and the Lane County plan amendment process as outlined in Lane Code 12.050 and Lane Code 16.400.

Statewide Land Use Goals

Goal 1: Citizen Involvement

The proposed amendment has had four public hearings, two at the city of Creswell, and two at the Lane County Planning Commission. Notice and an opportunity to be heard was provided to all interested persons. Testimony and documentary evidence was submitted concerning the proposed alteration of the Urban Growth Boundary and other alternatives. The requirements of goal 1 applicable to this proposal have been complied with.

Goal 2: Land Use Planning

This goal is intended to be instructive, directional and positive, not limiting local government to a single course of action when some other course of action would achieve the same result. Citizens in the area and the affected governmental unit have had ample opportunity to review and comment on this proposal. An exception for the subject property was taken upon adoption of the Rural Comprehensive Plan and the Creswell Comprehensive Plan, because the airport property is physically developed and irrevocably committed to airport use. The Rural Comprehensive Plan designation and zoning category applied to the subject property reflect this use.

This goal states that the construction of public facilities and the provision of land related public services, such as fire and police, are to be considered when carrying out and amending plans. The City of Creswell has determined that expanding the UGB to include the airport would be beneficial to the City, and would not have significant effect beyond the immediate area of the change, the Airport property itself. No additional exceptions are necessary to modify the Creswell Urban Growth Boundary to include the Creswell airport, because the Airport has already been determined to contain an urban use, during the previously acknowledged exceptions establishing the Lane rural comprehensive plan. The proposed modification of the Creswell Urban Growth Boundary has been subjected to and has complied with all applicable procedures. Approval of the proposed modification of the Creswell Urban Growth Boundary will comply with Goal 2.

Goal 3: Agricultural Lands, and Goal 4: Forest Lands

The proposal does not include any lands designated agricultural or forest. Only the Airport and a strip of road right-of-way are included in the proposal, and these parcels are not designated agricultural or forest land resource land. An exception to the applicability of Goal 3 has already been taken for the property in question. The property was found to be, and acknowledged to be built and developed as a non-agricultural use. Having been excepted from the applicability of the resource goals, no further exceptions are necessary to incorporate this area within the UGB. Goal 3 and Goal 4 are otherwise not applicable.

Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

The Airport is not identified as open space, is not a historically significant property, and is already developed. The Airport and the adjacent road right-of-way does not qualify as natural resources land, therefore, this criteria does not apply to the proposal.

Goal 6: Air, Water and Land Resources Quality

The expansion of the Creswell UGB will not have an effect on the quality of the air, water and land resources in the Creswell area, therefore, this criteria does not apply.

Goal 7: Areas Subject to Natural Disasters & Hazards

The Airport property does have a 100-year floodplain overlay in the southeast portion of the property, however the expansion of the UGB has no affect on actual uses or construction on the property. The continued restrictions on use will protect the property from natural hazards. In this way, the proposal continues previous compliance with this Goal.

Goal 8: Recreational Needs

The Creswell Airport is not identified as a recreational facility in the Lane Rural Comprehensive Plan or the Creswell Comprehensive Plan. While not formally identified as a recreational facility, the Creswell airport is an important base for recreational activity by residents of Creswell and Lane County. Expansion of the UGB to include the Airport property would not significantly affect the recreational capacity of the city. Expansion of the UGB to include Hobby Field (the Creswell Airport) will allow further development f the Airport according to the adopted Airport Layout Plan, which will have a minor but important effect on the recreational opportunities available at the Creswell Airport. Approval will help satisfy the recreational needs

of the citizens of the County and visitors to the County. The proposed expansion of the UGB complies with Goal 8.

Goal 9. Economic Development

The city of Creswell has identified the east side of Interstate 5 as an opportunity area for future employment. Current economic development plans do not include the Airport property, but do recognize the Airport as a gateway to the community for economic opportunities. Expanding the UGB to include the Airport and to provide municipal water service for improved fire safety increases the potential for the airport itself being a key property in changes of an economic nature. Approval of the UGB expansion will help provide opportunities for the further expansion of economic development opportunities in Creswell. Approval of the expansion of the UGB will comply with Goal 9.

Goal 10: Housing

The proposal does not affect housing needs or issues in Creswell, therefore this criteria does not apply.

Goal 11: Public Facilities and Services

Creswell owns and operates a municipal water system that has the capacity to serve the Airport. The City owns the Airport, which is a public facility. Continued operation of the Airport in accord with the adopted Airport Layout Plan requires water service to support adequate fire suppression. The City of Creswell recognizes water service as an urban service, and limits its water services to areas within the City. Modification of the Creswell UGB to include Airport will protect the Airport as a public facility, and will allow the appropriate extension of a public facility to provide public services. Approval of the expansion of the UGB will comply with Goal 11.

Goal 12: Transportation

The expansion of the UGB to include the airport does not change the use of the property as an airport. Inclusion of the Airport within the UGB will allow the City to continue its development of the Airport. When completed, the development of the Airport will result in the accommodation of a few additional types of aircraft. This will not result in any significant alteration of the Creswell Airport as a transportation facility. Modification of the UGB will not affect the continued compliance of the Creswell Airport with Goal 12.

Goal 13: Energy Conservation

Expansion of the Creswell UGB to provide for municipal water service to the airport for fire suppression has no direct effect on energy conservation.

Goal 14: Urbanization

This goal requires that the establishment and change of urban growth boundaries shall be based upon the responses pertinent to the specific proposal under each of the factors listed below, with all seven factors taken under consideration as a whole, to support the need for expansion of Creswell's UGB to include the Airport.

1. Demonstrated need to accommodate long-range urban population growth requirements consistent with LCDC goals. and

2. Need for housing, employment opportunities, and livability

Creswell's Comprehensive Plan identifies adequate residential lands to meet the housing needs for the planning period. Wherever the Airport property is mentioned in the Creswell Comprehensive Plan, there is an acknowledgement of the importance of it remaining a functioning airport, part of Creswell's identity and livability. The inclusion of the Airport within the UGB will allow improved operation of the Airport, and will in that way improve the livability of Creswell. In other ways factors one and two of Goal 14 do not apply.

3. Orderly and economic provision for public facilities and services;

The city, as provider of public facilities and services with the capacity to serve additional needs, and as owner of the Airport, is committed to serving municipal properties with municipal infrastructure. They desire to expand the UGB to ensure that properties that are served by municipal services are under the city's jurisdiction. The Airport, as a public facility, needs water services from the City to provide adequate fire suppression. Fire suppression at the airport provides an important service by itself. Fire suppressions services at the Airport will also further the orderly development of the Airport as a public facility. The service will be provided, as it is needed, in an orderly and economically sensible way to serve the property. The city must expand the UGB so an extension of water service can be provided.

The Land Conservation and Development Commission has acknowledged the Creswell Comprehensive Plan, which does contain prohibitions on extending water to serve properties that are currently outside the City. Lane County co-adopted that Comp Plan as part of the statewide land use planning process of coordinating plans between jurisdictions, and now the County needs to co-adopt the proposed amendment to meet this goal and provide orderly and economic expansion of City services to serve City needs.

4. Maximum efficiency of land uses within and on the fringe of the existing urban area;

The Creswell Airport has existed at this location prior to adoption of the Creswell Comprehensive Plan, and with the current configuration of the City, it is located on the fringe of the existing urban area. Bringing the Airport within the UGB will increase the efficiency of the operation of the Airport because it will allow adequate fire suppression services. The fringe also includes residential lands, resort/commercial lands, a park and some floodway. The city of Creswell and Lane County have co-adopted an Airport overlay zone that protects the operation of the Airport, and protects surrounding land from development that would conflict with the airport and related uses. The long term existence of the Airport has allowed other lands along the urban fringe to adapt to the presence of the airport, and nothing in the modification of the UGB, or in the Airport plan, suggests that the impact of the Airport would change significantly after modification of the UGB. The City is not proposing to change the UGB with regard to any property other than publicly owned property used for public facilities purposes. Except for increasing the efficiency of the operation of the Airport, this modification of the UGB will not affect the efficiency of uses in the urban fringe at all. Because it increases the efficiency of the airport, the proposal meets this factor.

5. Environmental, energy, social and economic consequences (EESSE);

The environmental consequence of expanding the UGB relates to the potential for an uncontrolled fire, and the damage to the facility without adequate protection at the Airport. An efficient and adequate water supply would eliminate this consequence. Energy consequences resulting from this proposal are insignificant since it is a UGB expansion proposal. The social consequences would be positive, as it would improve fire, life, and safety in the community, as well as further strengthening the use of the Airport as a recreation asset and economic development asset for the city and the surrounding area. With adequate fire suppression capability, users and visitors to the Airport would be safer. The economic consequences of fire at the airport would be disastrous.

The provision of adequate fire suppression services is necessary for the operation of the Airport in conformity with the adopted Airport Plan. The particular uses, and the amount of the use, of the Airport is subject to federal regulations, and not within the jurisdiction of Lane County. The current level and type of operations at the Airport are not subject to County control, and will not be affected by the County's decision on the modification of the UGB. Implementation of the airport Plan will result in only a minor increase in the types of aircraft able to use the airport. Implementation of the Airport Plan will have only a very marginal effect on the environmental, economic, energy and social conditions of the area. The adverse effects of a lack of fire suppression services by far outweigh any other impact of the proposal, and thus justify the modification of the UGB.

6. Retention of agricultural land as defined, with Class I being the highest priority for retention and Class VI the lowest priority;

The proposal has no effect on agricultural land surrounding the airport. The UGB expansion would only include the already developed and committed land that makes up the actual Airport, so surrounding agricultural land will be retained.

7. Compatibility of the proposed urban uses with nearby agricultural activities.

The Airport has been in operation for decades. This proposal does not expand any urban uses onto nearby agricultural lands. Therefore, the proposal is compatible with the nearby agricultural uses, because it only allows the extension of water to an existing use.

The seven factors of Goal 14 discussed above, taken as a whole, support the need for expansion of Creswell's UGB to include the airport. No exception from other applicable goals is necessary because the subject property has already been excepted from the natural resource goals.

Goal 15: Willamette River Greenway, and Goals 16 through 19 Coastal Resources Goals

These statewide goals do not apply to the project because they are geographically removed from the city of Creswell.

Lane County Rural Comprehensive Plan Policies

The County Policies are intended to guide actions and decisions that affect land use throughout the County. The policies are formatted parallel to the statewide goals, and cover the same broad

range of topics. Policies 11, Public Facilities and Services, and 14, Urbanization, are most relevant to this proposal and discussed in detail.

The County seeks agreement with each city to commonly determine the location of UGB's, and each city is regarded as the logical and ultimate provider of urban services within its UGB, and the County does not encourage contrary activities. It is also the County's position that urban levels of density should occur only where all essential public facilities and services are or will be shortly available, which is Creswell's goal in providing municipal water service to the airport property.

Goal 11: Public Facilities and Services Policies

1. Lane County shall provide an orderly and efficient arrangement for the provision of public facilities, services and utilities. The designation of the Airport land will not change with an expansion of the UGB, it will remain in Airport Operations. Expanding the UGB allows the orderly and efficient arrangement for water service to this public facility

5. Lane County shall participate in the coordination of planning and development for various public facilities and utility services. The primary means of affecting this policy shall be through a system whereby land use applications are referred and coordinated with the various providers of services. The City of Creswell provides water service, and is the logical provider of water to the Creswell Airport, a public facility owned and operated by the City of Creswell. The City has adopted this proposed amendment to its Comp Plan and is requesting Lane County to co-adopt.

Goal 14: Urbanization Policy

2. The County shall provide for orderly and efficient transition from rural to urban land use while ensuring the supply of housing, employment, livability and other amenities, in order to accommodate the long-range growth of each city. The Airport property is included in the long-range vision of the city, and the proposal to extent the UGB to include the Airport supports and assists in the orderly transition from rural to urban land use. An Airport is not a rural service. Airports exist on rural land only through the exception process, which has been applied to the Creswell airport. Airports are accepted and allowed urban uses. Bringing the Creswell Airport inside the Creswell UGB will complete a transition from rural to urban uses that began with the adoption of the Lane County Rural Comprehensive Plan and the application of an exception to the Creswell Airport.

3..The county shall provide for a cooperative UGB management process between the County and the cities in the County by...

a. establishing and periodically revising urban growth boundaries and the planning and implementation of common policies and procedures within the boundaries. and

b. coordinated establishment approaches are desired.

This proposal provides for orderly and efficient transition from rural service levels to urban service level to address fire, life, and safety issues for this public facility.

4. The county shall continue to comply with the planning coordination requirements and the urban growth management program requirements of LCDC.

This proposal is made through the provisions of Lane Code for co-adoption of an amendment consistent with Statewide Goals and Creswell's Comprehensive Plan.

5. The County will seek agreement with each city to commonly determine the location of UGB's and the interim and long-term land use designations and public improvement project designations within the UGB's.

The Creswell Airport is the interim and the long term land use designation for this property.

6. Each city is regarded as the logical and ultimate provider of urban services within its UGB; Lane County will not approve any development nor encourage the establishment of urban services or facilities within the city's UGB that are contrary to city policy or agreement.

Creswell's policy is to provide water to properties in the city. In order to comply with this section, Lane County supports the expansion of the Creswell UGB to include the Airport.

9. Any County approval of land activities within a UGB will be consistent with the applicable city plan. If necessary, the County may take one or more of the following actions to land outside the city's jurisdiction:

b. determining that the design and operation of an interim land use will allow for later conversion.....will not otherwise pre-empt the subject property from the future orderly provision of urban services and facilities.

By not changing the Airport Designation, this policy remains consistent with the proposal.

Lane Code Rural Comprehensive Plan Amendment Process

Lane Code 12.050 (2) The Board may amend or supplement the comprehensive plan upon a finding of:

(b) changed circumstances affecting or pertaining to the plan

The circumstances surrounding management of the Creswell Airport have changed from contracting with a private party to city management with a new requirement for providing the necessary level water service to meet the fire suppression capability required by the Fire Marshall.

(d) a change in public need based on a reevaluation of factors affecting the plan, provided the amendment or supplement does not impair the purpose of the plan as established by LC 12.005 above.

The public need for fire suppression capability at the Airport has changed. The necessary infrastructure to accommodate the size of water system now required at the Airport has increased to a level that will require extension of the Creswell water system to this public facility.

Lane Code 16.400 (6)(h)(iii) Method of Adoption and Amendment

(aa) requires that the adoption of amendments to the Rural Comprehensive Plan meet all applicable requirement of local and state law, including Statewide Planning Goals and Oregon Administrative Rules.

See the discussion under Statewide Goals for applicable requirements addressed above.

(bb) (iii-iii) requires minor amendments to be necessary to fulfill an identified public or community need for the intended result of the component or amendment.

Creswell has identified the need for additional fire suppression capability at the municipal Airport. The county supports cities meeting their own needs, as discussed in the policies above. This proposal is consistent with the Statewide Goals, the Creswell Comprehensive Plan, the Lane County Rural Comprehensive Plan, and the provisions for Plan Amendments in Lane Code.

CITY OF CRESWELL

APPLICATION FOR LAND USE APPROVAL

**MODIFICATION OF THE CRESWELL URBAN GROWTH BOUNDARY
INCLUSION OF CRESWELL AIRPORT WITHIN THE CRESWELL UGB**

Request

The City of Creswell seeks Lane County Board of Commissioners approval of a proposal to modify the Creswell Urban Growth Boundary to include the Creswell Airport. As a result of this modification of the Urban Growth Boundary (UGB) the Airport property will be changed in its zone and Plan designation. The Airport would change from a designation of "Airport" under the Lane Rural Comprehensive Plan to "Public Facilities/Government" under the Creswell Comprehensive Plan, and the zoning would be changed from "Airport Operations AO/RCP" to "Airport Operations AO-UGB."

Nature of the Proposal

As shown on Exhibit A, Creswell is proposing a Comprehensive Plan map change that would extend the current UGB to include property owned by the City of Creswell and used as the Creswell Airport. The only other property included in the modification of the UGB is a portion of the frontage road right of way adjacent to the Airport. This is included to maximize the contiguity of Creswell's UGB. Approval will allow the city of Creswell to annex the Creswell Airport to the city. This in turn will allow the City of Creswell to extend city water services from the existing water mains to serve the Creswell Airport and thereby provide needed fire suppression capacity to the Airport.

Background

The Creswell Airport has been a part of Creswell for decades. Until the present proposal, the Creswell Airport has been located outside the Creswell UGB, touching the UGB in one location, but not a part of it. Exactly why the Airport was not included in the Creswell UGB when that UGB was drawn is not clear, but until now this discrepancy had not created any problems for Airport operations. Instead of including the Airport within the Creswell UGB, Lane County had previously included the Airport within the Rural Comprehensive Plan area as an exception area, built and committed to uses other than the natural resource uses commonly associated with a rural Plan.

Creswell has included the Airport as a part of Creswell's Land use planning, even though the Airport is not itself yet in the Creswell UGB. The Creswell Comprehensive Plan mentions the Airport several times, all with the purpose of acknowledging the important place the Airport has in Creswell. (Exhibit B) Creswell has also adopted an Airport overlay zone, applicable to

property within the UGB, to protect the flight path of Airport users, and to protect adjacent properties from a too harsh impact from the operation of the Airport. (Exhibit C)

Lane County has also participated in operations planning for the Airport. The original Creswell Airport Plan was developed by Creswell and Lane County, and adopted by both jurisdictions. In 1992, Creswell updated its Airport Layout Plan. The analysis of the design standards for the Airport concluded that the Creswell Airport had not reached the development depicted in the Airport Layout Plan. The analysis concluded that the current layout would serve only approximately 95 percent of the aircraft for which the Airport was designed. The report recommended a 500 foot extension of the 3,000 foot runway and modification of some hangers to bring the Airport up to 98 percent capacity. (Exhibit D)

In 1998, as a part of the development of the Creswell Airport in accord with the Airport Layout Plan, Creswell's Airport management constructed an additional hanger at the Airport. At that time the Fire Marshall informed Creswell that the Airport had reached the point of development where improved fire suppression would be required. (Exhibit E) An analysis of the options available led directly to the conclusion that the only practical means to provide the necessary water service was to extend water service from the City system. (Exhibit F)

Creswell's Comprehensive Plan contains several provisions limiting City water service to users inside Creswell city limits. This policy has been in place since the Comprehensive Plan was adopted by Creswell and Lane County and acknowledged by DLCD. The narrowly crafted exceptions were written to account for service established before the Comprehensive Plan was developed. (Exhibit G)

The limitations of the Creswell Comprehensive Plan, adopted in compliance with the Lane Code, and with statewide Goals and land use rules, mean that, to legally provide City water service to the Creswell Airport, the City must either amend the Creswell Urban Growth Boundary to include the Airport or go through the more difficult process of amending the Creswell Comprehensive Plan. This would require taking exceptions to established state policies that created the requirements leading to the language in the Creswell comprehensive Plan limiting city water services to locations within the City limits. The Creswell Planning commission considered the several options and on July 18, 2002, approved a recommendation to amend the Creswell UGB. On August 15, 2002 the Creswell City Council approved the UGB Plan amendment through the passage of Ordinance No. 406. After extensive consideration of the Creswell request, the Lane County Planning Commission, on February 3, 2004, approved a motion recommending that the Commissioners approve the proposed UGB modification.

Basis for Approval

Modification of the Creswell UGB requires a showing that the proposed land use action complies with applicable provisions of the Lane Code and the Statewide Lane Use Goals. There is evidence in the record of the Creswell Planning Commission, Creswell City Council and Lane County Planning Commission consideration of the application to support such a conclusion. Rather than repeat all that information, the city of Creswell refers the commissioners to that record, especially the city's most recent submission to the Lane County Planning Commission.

Goals 11 and 14 support modification of the UGB

Creswell proposed to modify the UGB because of the need to extend City water services to the Airport to provide assured fire protection services. The facts clearly support the conclusion that modification of the UGB to include the Airport is the most appropriate solution to the problem facing the Airport. During consideration of the proposal, numerous participants wished to enlarge the discussion to deal with other issues concerning the Airport. Even within this larger context, the facts and land use law support modification of the Creswell UGB to include the Airport.

In the simplest and most straightforward analysis, the Creswell Airport is a public facility existing outside a UGB because of prior exceptions to the Rural Comprehensive Plan. The Creswell Airport needs to have water services provided because of a public safety concern. Statewide Planning Goal 14 governs the making and modification of UGBs. Goal 14 requires that a UGB can be modified only if certain types of needs can be shown to justify the modification. One of the needs recognized in Goal 14 is the orderly and economic provision of public facilities and services. Whether viewed from the perspective of the Airport as a public facility needing water service, or viewed from the perspective of the need to extend the City's public facility and service (water service) to an area needing service, the conclusion is the same: modification of the UGB is appropriate to deal with the unquestioned need.

There are other provisions of the required Goal 14 analysis, intended to review the other potential effects of a need-based modification of the UGB. Consideration of these provisions also support the proposed UGB modification. Moving the UGB to allow City water service to the Airport will keep an important urban service within the UGB, and thus avoid the risk created when an exception is allowed to ignore the UGB.

Creswell proposes to modify the UGB to allow Creswell to extend water services to the Airport to provided needed fire protection. Creswell is not proposing any other changes. the Airport will continue to operate in accord with state and federal regulations, and will only make other changes when those changes are consistent with the Airport Plan. Like the Airport, this Plan has been in place for some time. The most recent modifications were made in 1992.

Other concerns

The Creswell Airport is important to Creswell and to all of Lane County. The City of Creswell certainly had that in mind when it acted to protect the significant investment in the Airport by moving to make certain that it had appropriate fire protection. While it is not necessary to discuss larger issues related to the Creswell Airport to resolve the proposal to modify the UGB, it is perhaps inevitable that any discussion about the Airport eventually ends up looking at some larger issues. In focusing on the easier, more straightforward analysis, Creswell was not seeking to avoid the larger discussion. The risk in a consideration of the larger issues is that they can easily be diverted into issues that are not within the scope of the land use process and are therefore unrelated to the question of a modification of the UGB.

During consideration of the City's proposal to modify the UGB there was much discussion about whether an alternative action was available. The alternative receiving the most discussion was the idea of extending water services without modifying the UGB.

The city of Creswell considered the option of disregarding the UGB, and determined that moving the UGB to include the Airport was legally and practically more appropriate. Creswell's Comprehensive Plan restricts water service to areas inside the City. This language is in the acknowledged plan because the City of Creswell (and the co-adopter Lane County) felt that Creswell city water services represent an urban service that, under Goal 11 and Goal 14 should be limited to urban areas. While there is no law prohibiting amendment of these portions of the Creswell Comprehensive Plan, it does not really make sense to do so. The Creswell Airport is already a part of the city in many ways; the city owns the Airport, the City operates the Airport. The Creswell Airport is only subject to rural Lane County planning because of exceptions taken to the applicable statewide goals. If Creswell were to seek to amend its Comprehensive Plan to allow water to be extended outside the UGB to serve the Airport, Creswell would have to explain the reasoning behind such a choice. It would be a very strained logic to create an exception to an established policy limiting an urban service to within the City, just so that the services can be extended to a City owned operation outside the UGB.

Creswell does not want, and should not have to attempt such strained justifications. There is a perfectly legal and more logical alternative. If the larger question about where the Airport should be is discussed, the logic remains the same. The Airport is an urban use that should be inside an UGB. Water service to the Airport is a symbol of the logic of the City having complete jurisdictional control over the Airport. This is a City facility that needs to be inside the City's UGB.

Airport Operations are Subject to other Laws

The City of Creswell operates the Creswell Airport, but the City's authority over the day-to-day use of the Airport is constrained by Federal law. Modification of the basic character of the Airport, including the use of the Airport is not possible. The city of Creswell is not planning to make changes to the basic operations of the airport. Modification of the UGB will not affect the operations of the Airport at all. In the analysis of the Goal 14 factors, that Creswell has already placed in the record, Creswell has submitted its analysis of the environmental, energy, economic and social (EESSE) consequences of the proposed modification of the UGB. Because adding fire suppression will not alter the Airport operations significantly, there are very few such consequences. During review of the proposed modification of the UGB, there have been suggestions that there are or should be greater EESSE consequences. While the City of Creswell does not dispute that operations of the Airport do have important consequences, that does not mean that an analysis of these matters is appropriate in this application. As important as questions about Airport operations are, they are subject to FAA regulations, and cannot be affected one way or the other by a decision about the Creswell UGB.

The Airport Plan, especially the updated amendments to the Airport Plan made in 1992, detail the operations of the Airport, and set out small scale modifications to be made over an indeterminate time, leading eventually to a small enlargement of the runway and the realignment

of some of the hangers. Bringing water and fire suppressions services to the Creswell Airport will further the implementation of the Airport Plan. It will not affect the operations with regard to flights and similar matters, but it will allow the minor modifications to the runway and the hangers to proceed when other events make those changes appropriate. Modification of the UGB will not itself have any effect on the other aspects of the Airport Plan.

Conclusion

The proposed modification of the Creswell UGB to include the Creswell airport is a modest proposal to address an important need. It will have no significant effects except to allow the City of Creswell the opportunity to address a specific problem of lack of water for adequate fire suppression at the Airport. Alternates to the proposed modification of the UGB may exist in theory, but they present practical problems that do not exist with the proposed modification of the UGB.

EXHIBIT B

CRESWELL COMPREHENSIVE PLAN

September 13, 1982

expansion of existing industries and the addition of new light industrial functions. However, the principal reason for the marked increase in industrial land use has been the 1978 annexation of developed and vacant ownerships of Cress-Ply Company (6.44 acres) and Mazama Timber Products, Inc. (44.74 acres). From 1978 to 1981, land within the City limits devoted to industrial uses increased approximately 36 percent, from 42 acres to 57 acres.

Major industrial activities, to include Mazama Timber, are principally confined to the area between the railroad and I-5, south of Oregon Avenue. Some additional industry is located along Highway 99, north of Oregon Avenue, Cress-Ply at the southwest corner of the City and Willamette Poultry, just outside of the City, north of the high school.

The combination of Highway 99 and parallel Southern Pacific Railroad line, provide an excellent transportation base for industrial uses. This in combination with a considerable amount of vacant land between the railroad and I-5, north and south of Oregon Avenue, offers distinct possibilities to provide adequate areas for industrial expansion, based on the industrial development objectives of the community.

Quasi-Public - Five churches, two fraternal and/or service organizations, privately operated library and museum are contained in this category, with the majority being located in the southern portion of the City. Two of these activities, the library and Creswell Historic Museum, are housed in identified historical structures, which are operated and maintained by non-profit corporations, thus perpetuating and preserving these historic buildings.

Public - Governmental agency land use, to include City, County, school and park functions, account for a little over 14 percent of the total City area and 24 percent of the net developed area. This represents a 196 percent increase in publicly used land since 1971. Three school sites encompass the majority, or a little under 21 percent of the net developed area.

City park and recreations uses within the City account for approximately eight acres of land, including the developed Harry Holt Memorial Park adjacent to the City Hall and the undeveloped park site at 5th and "A" Streets. This provides a 1981 population-park land ration of one acre per 235 population.

Other major public uses, such as the City wastewater lagoon, Municipal Airport (Hobby Field), Garden Lake Park, Willamette River well field and City reservoirs are currently outside the city limits.

Transportation - Land devoted to street and road right-of-way and railroad, represents 17 percent of the total City area, down approximately 3 percent since 1971. This has come about by some street vacations, however, it is apparent that land holdings of the railroad, other than that actually devoted to right-of-way and trackage, were included in the 1971 land use inventory, while inventoried in actual use or being vacant in 1978 and 1981.

The rather low amount of land devoted to streets in relationship to useable land, mainly results from larger than normal and longer City blocks, plus large sites developed without internal publicly dedicated circulation ways. Examples are school sites, freeway oriented commercial development at the

Rail

Southern Pacific Transportation Company maintains and operates a rail system paralleling Highway 99. Freight service is provided daily. The existing system is capable of providing expanded service should future demands arise. AMTRAK passenger service is provided in Eugene.

Air

The City of Creswell owns a general aviation airport, which is leased to a private operator, northeast of the City between I-5 and Dale Kuni Road. The facility is located on a 28-acre site, parallel taxiway, paved apron, 55 T-hanger spaces and tie-down space. Support services include fixed based operation, flight instruction and charter, fuel facilities, unicom radio and administration and maintenance building. Currently, there are 74 aircraft based at the airport.

The Oregon Aviation System and National Airport System Plans classify the airport at F2/BU (F2-Medium Density Operation, 20,000 to 100,000 aircraft operations annually and BU, Basic Utility). The airport functions primarily as a community access airport and general aviation support for the Eugene-Springfield Metropolitan Area, providing an alternative facility to Mahlon Sweet Field located in Eugene.

A Regional Airport System Study, prepared by Lane County, proposes expansion of the site and upgrading of facilities, with expansion capabilities to provide a general utility airport. Principal concerns for this transportation facility are (1) protection of the airport from encroachment of incompatible land uses and (2) protection of clear and approach zones at each end of the runway.

The Creswell Zoning Ordinance's Airport Subzone has been developed to safeguard land uses adjacent to the airport from noise and hazards associated with airport operations. This subzone is also intended to protect existing uses and potential expansion of the airport from incompatible uses. The application of the various overlay zones of the Airport Subzone, and permitted and conditional uses they allow, shall be determined by reference to the plate entitled "Creswell Oregon, Comprehensive Plan, Airport Overlay Zones."

Highway/Road/Street

The principal ground transportation facility serving regional and inter-state traffic is Interstate 5 (I-5), east and adjacent to Creswell. A single interchange is provided at the junction of Oregon Avenue, principal business street of Creswell, and Cloverdale Road/Springfield-Creswell Highway No. 222 of the state system. Highway No. 222 continued east and connects to the Willamette Highway (Oregon 58) in Pleasant Hill. Oregon Avenue continues westward and connects with the Loraine Highway. The Goshen-Divide Highway No. 226 (U.S. 99), runs parallel and west of I-5, linking the commercial center of the city with Goshen and Cottage Grove. These highway systems provide the skeletal framework for vehicular traffic, connecting Creswell with regional centers of activity and providing access to inter-state movements.

Encourage and support recycling of community solid wastes for resource recovery.

9. Energy Conservation (LCDC 13)

GOAL: Encourage energy conservation through coordinated educational programs with serving utilities, including tax incentives for structural insulation upgrading.

Encourage structural development siting which provides optimum opportunities for incorporating collection and utilization of solar or alternative energy sources.

10. Transportation (LCDC 12)

A. Freeway Access and Service

GOAL: Improve and upgrade freeway access and service, particularly for industrial traffic and airport access.

B. Highway 99

GOAL: Functionally upgrade as traffic warrants to accommodate through traffic and abutting property access and service.

C. Local Streets

GOAL: Upgrade and improve as traffic warrants, to standards of street master plan.

D. Railroad

GOAL: Minimize disruption caused by physical division of city and related noise, vibration and visual blight.

E. Airport

GOAL: Coordinate and incorporate requirements of the airport to protect the facility from encroachment of incompatible land uses.

Capitalize on the airport as a regional general aviation service facility. Upgrade and improve freeway access and service.

F. Alternate Transportation Modes

GOAL: Coordinate provision of mass transit based on demand and ability to finance.

Develop bicycle/pedestrian systems appropriate for local needs and ability to support financially.

- (p) The City shall encourage the upgrading and improvement of rural collector streets to County standards as traffic demands.

Local Streets

- (q) The City shall require a minimum 50 foot right-of-way except for cul-de-sacs.
- (r) For urban local streets, the City shall require curbs and gutters, storm drainage, sidewalks with bicycle/pedestrian ramps at intersections, bicycle path links and street lighting.
- (s) The City shall encourage upgrading of existing city streets to urban standards.
- (t) The City shall require necessary minimum rights-of-ways at the time of parcel development.

Southern Pacific Railroad

- (u) The City shall encourage and coordinate with the transportation company, particularly in the commercial center and residential areas of the City, the development of dense planting and/or earth berms for visual improvement and the suppression of noise and vibration.
- (v) The City shall encourage back-lotting adjacent to the railroad right-of-way or the provision of frontage roads to preclude the establishment of additional street-railroad grade crossing.

Creswell Municipal Airport

- (w) The City of Creswell recognizes the general aviation needs demonstrated in the Regional Airport System Study prepared by Lane County.
- (x) The City supports any necessary expansion of support functions, including but not limited to, hangers, administrative facilities, tie-down areas, fuel and oil products and repair facilities.
- (y) The City shall coordinate protection of the airport from incompatible land uses.
- (z) The City shall coordinate the protection of the clear and approach zones through application of an overlay zone establishing necessary height restrictions.

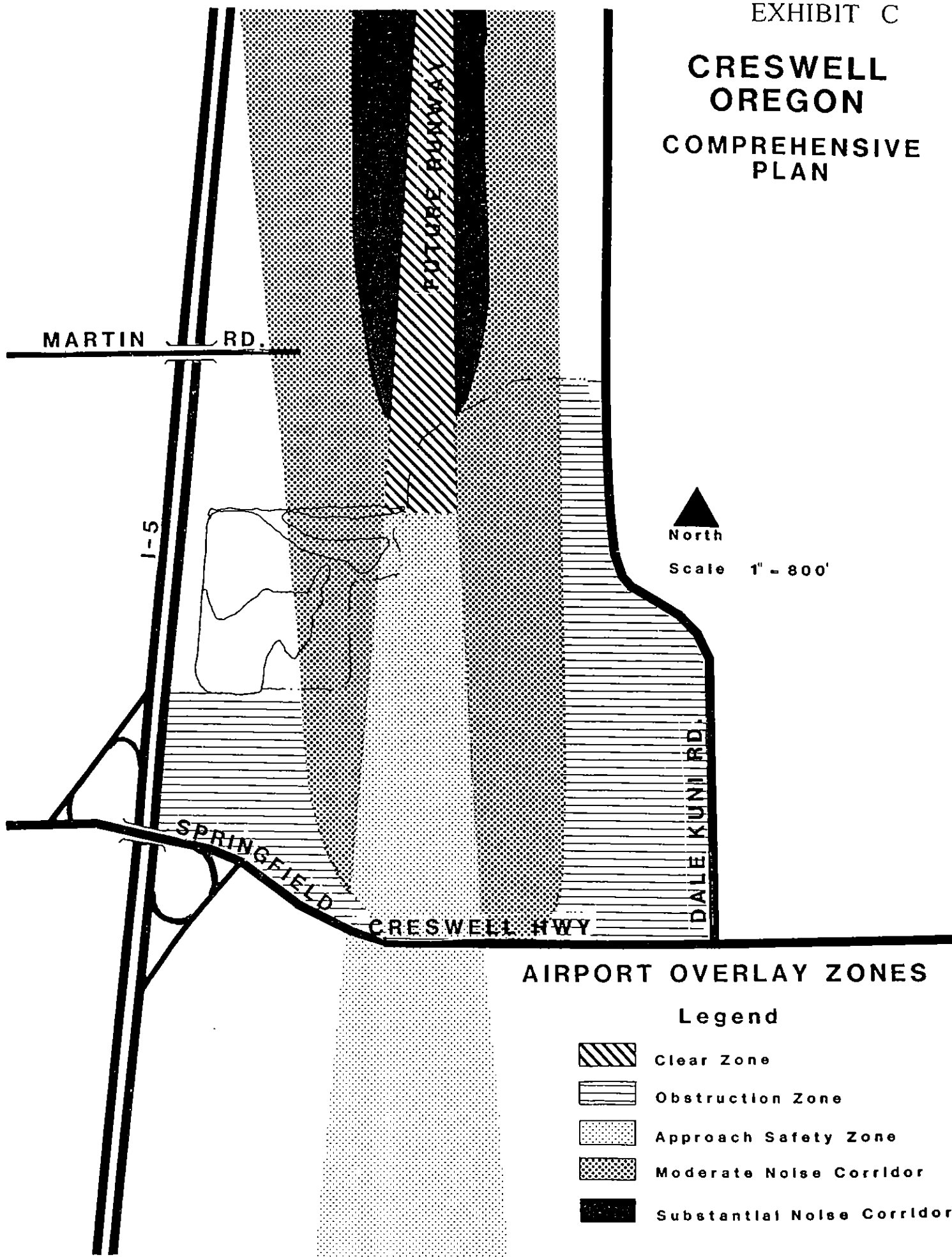
Bicycle Routes

- (aa) Where appropriate, the City shall incorporate pedestrian movement and horseback riding into bicycle paths.
- (bb) Based on a development of local demand and the City's financial ability to provide and maintain bicycle routes, the City shall

EXHIBIT C

CRESWELL OREGON

COMPREHENSIVE PLAN



SUMMARY OF AIRPORT DESIGN STANDARDS
for the
AIRPORT LAYOUT PLAN UPDATE

• HOBBY FIELD •
CRESWELL, OREGON

Prepared for the
City of Creswell
• *Creswell, Oregon* •

May 1992

STANLEY
FRANZOY
COREY



ENGINEERING COMPANY

SUMMARY OF AIRPORT DESIGN STANDARDS
for the
AIRPORT LAYOUT PLAN UPDATE

• HOBBY FIELD •
CRESWELL, OREGON

Prepared for the
City of Creswell
• *Creswell, Oregon* •

by

SFC Engineering Company
44 Club Road, Suite 330
Eugene, Oregon 97401

May 1992

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Chapter One AIRPORT DESIGN STANDARDS REVIEW

AIRPORT DESIGN STANDARDS

The Federal Aviation Administration provides guidance in the planning and design of airport facilities through established design standards which are applied at all airports. The design standards are based on the type of aircraft expected to use specific facilities. Therefore, the selection of a critical "design" aircraft is particularly important when determining airport dimensional standards. The airfield requirements of the critical aircraft will indicate the adequacy of existing facilities. FAA Advisory Circular (AC) 150/5300-13 categorizes airplanes according to their approach speed and wingspan. An approach speed is 1.3 times the stall speed in the landing configuration at maximum gross landing weight. Aircraft Approach Categories A and B include small propeller aircraft and some smaller business aircraft which have approach speeds of less than 121 knots. Categories C, D, and E consist of the remaining business jets as well as larger jet and propeller aircraft generally associated with commercial and military use; these aircraft have approach speeds equal to or greater than 121 knots. Airplanes are further subdivided into six design groups on the basis of physical characteristics (wingspan). A listing of airplane design groups and typical aircraft is provided in Table 1.

Table 1
AIRPLANE DESIGN GROUPS

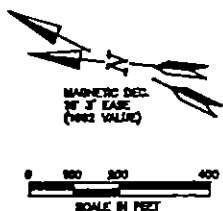
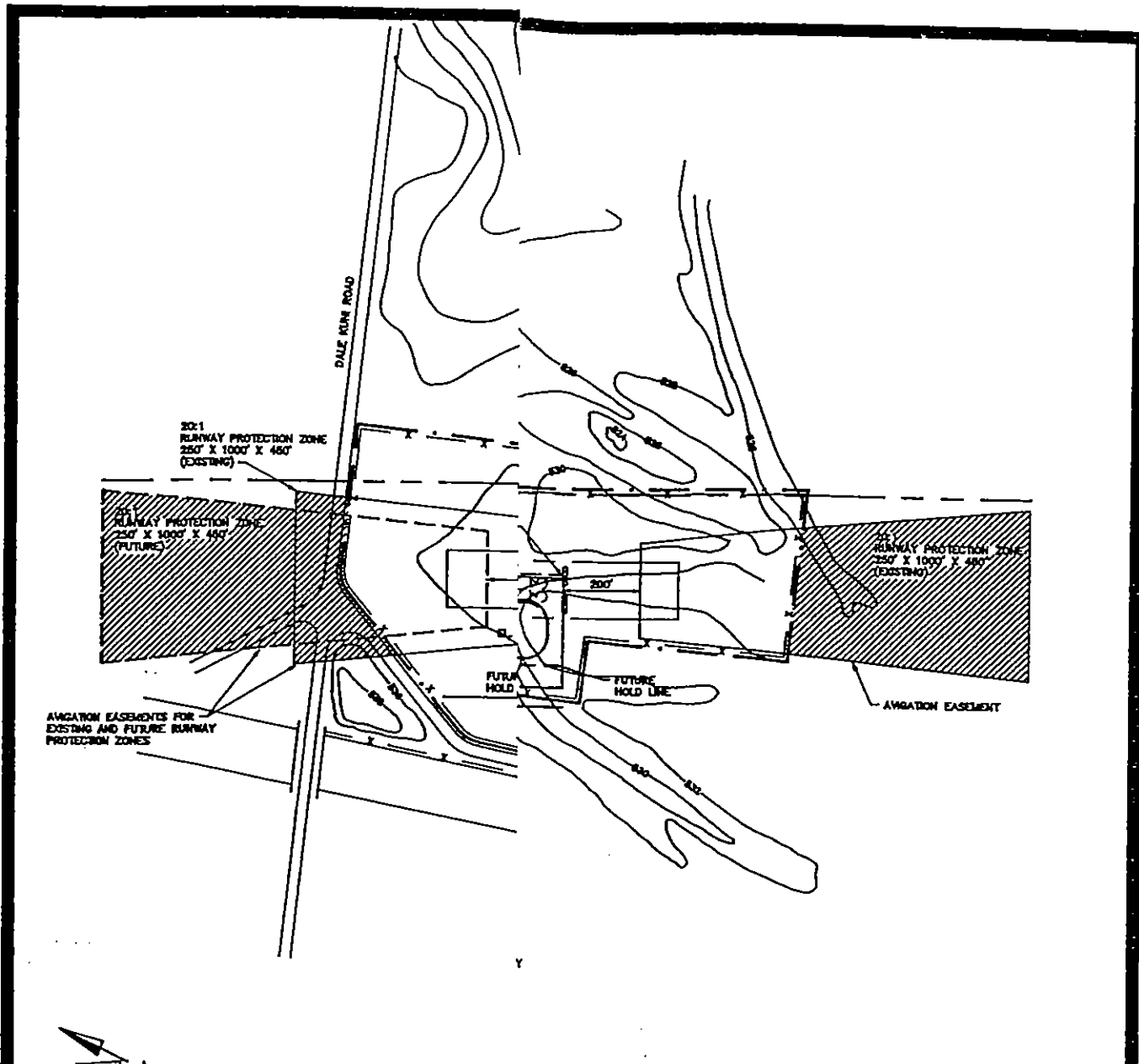
<u>ADG</u>	<u>Wingspan (ft.)</u>	<u>Typical Aircraft</u>
I	up to 48 feet	Cessna 172; Beechcraft Baron
II	49 to 78 feet	Beechcraft KingAir; Cessna Conquest
III	79 to 117 feet	Boeing 727/737; BAe 146
IV	118 to 170 feet	Boeing 757/767; Airbus A300; Douglas DC-10
V	171 to 213 feet	Boeing 747
VI	214 to 261 feet	Lockheed C5A; Antonov AN-124

SOURCE: FAA AC 150/5300-13, Airport Design

The majority of aircraft currently operating at Hobby Field are included in Approach Category A or B, and Airplane Design Group I. The Beechcraft Baron 58 is representative of the typical light twin-engine aircraft currently using the airport. For planning purposes, the Baron 58 is considered to be the design aircraft for Hobby Field. The Baron 58 is in Approach Category B (approach speed of 95 knots) and Design Group I (wingspan of 37.8 feet). Accordingly, an Airport Reference Code (ARC) B-I is currently appropriate for Hobby Field. The airport layout plan depicts a future runway extension and an upgrade to Airplane Design Group II standards. It is anticipated that the airport will accommodate an increasingly diverse group of general aviation aircraft. The Beechcraft King Air 100 is a twin-engine turboprop weighing less than 12,500 pounds. For long-term planning purposes, the King Air is considered to the future critical aircraft included in this category. The King Air 100 is included in the Approach Category B and Design Group II. Airport Reference Code B-II would be appropriate for Hobby Field following an upgrade to Design Group II standards.

FAA Advisory Circular 150/5300-13 also contains guidance for determining the design type of an airport. This is based on the aircraft that the runway systems can accommodate as well as the pavement strength. Design type classifications include Utility and Transport. Utility airports are further described as Basic Utility or General Utility based upon runway length. The **National Plan of Integrated Airport Systems (NPIAS)** defines Hobby Field as a Basic Utility airport. A Basic Utility airport accommodates single-engine and twin-engine airplanes with less than 12,500 pounds gross weight, and which are to be used for personal and business purposes. The wingspans of aircraft in this category will typically be less than 49 feet, and approach speeds will not exceed 120 knots. Precision approach operations are not usually anticipated. The General Utility Category is expected to serve small aircraft with wingspans not exceeding 79 feet.

The existing facilities at Hobby Field were generally designed to comply with the standards recommended for Airplane Design Group I standards. The ultimate facility design standards depicted on the ALP are based on projected use of aircraft included in Airplane Design Group II. Although the change in design standards is not expected to occur in the immediate future, it would be advisable for the City to apply runway/taxiway separation standards in anticipation of the design change. This would primarily affect the location of new hangars and other buildings in currently undeveloped land. This approach would prevent the additional expense of relocating numerous facilities at a later date in order to meet more stringent design standards. **Table 2** presents design standards for Hobby Field for the current planning period. Existing conditions at Hobby Field are depicted in **Drawing 1, Airport Layout Plan**.



FEDERAL AVIATION ADMIN.
APPROVAL

CITY OF CRESWELL
APPROVAL

APPROVAL DATE: _____

APPROVAL DATE: _____

SEE APPROVAL LETTER: _____

SEE APPROVAL LETTER: _____

SIGNATURE

SIGNATURE

AIRPORT DATA

AIRPORT ELEVATION (MSL)	EXISTING	635'
AIRPORT REFERENCE POINT (ARP)	43° 55' 58" N LAT.	122° 59' 30" W LONG.
AIRPORT MAGNETIC VARIATION	10° 38' 14" E	
NORM. MAX. TEMP. HOTTEST MONTH	82° F.	
AIRPORT REFERENCE CODE	B-1	
NPAS ROLE	RELIEVER	
AIRPORT SYSTEM CLASSIFICATION	BASIC UTILITY II	GE
TAXIWAYS	MARKING	BASIC
	LIGHTING	REFLECTOR
	WIDTH	34'
	SURFACE	ASPHALTIC CONCRETE
RUNWAY 15 END COORDINATES	43° 56' 13" N LAT.	122° 59' 32" W LONG.
RUNWAY 33 END COORDINATES	43° 55' 42" N LAT.	122° 59' 27" W LONG.

NO.	REVISION	BY	DATE

AIRPORT LAYOUT PLAN

HOBBY FIELD
CRESWELL, OREGON



ENGINEERING COMPANY
of the West
1000 1st St.
Broomfield, CO 80020
(303) 441-0000

DESIGNED BY: J. J. JAMES
DRAWN BY: J. J. JAMES
DATE: APRIL 1, 1988

Table 2
FAA RUNWAY DIMENSIONAL STANDARDS (In Feet)
AIRPLANE DESIGN GROUP I and II

	<u>Rwy 15-33</u> <u>Existing</u>	<u>Design</u> <u>Group I^a</u>	<u>Design</u> <u>Group II</u>
Runway Length	3,100	3,740 ^b	Same
Runway Width	60	60	75
Runway Shoulder Width	10	10	10
Runway Safety Area Width	150	120	150
Runway Safety Area Length ^c	300	240	300
Obstacle-Free Zone Width	250	250	250
Obstacle-Free Zone Length ^c	200	200	200
Object-Free Area Width	250	250	500
Object-Free Area Length ^c	300	300	600
Primary Surface Width	250	250	250
Primary Surface Length ^c			
Runway Centerline to:			
Holdline	125	125	200
Parallel Taxiway Centerline	150	150	240
Aircraft Parking Area	125	125	250
Building Restriction Line	125 ^d	125 ^d	125 ^d
Taxiway Width	34	25	35
Taxiway Shoulder Width	10	5	7.5
Taxiway Safety Area Width	49	49	79
Taxiway Centerline to Fixed or Movable Object.	44.5	44.5	57.5

a. Airplane Design Group I, small airplanes only.

b. Runway length required to accommodate 100 percent of the general aviation fleet. The current 3,100-foot runway is capable of accommodating approximately 95 percent of the fleet; the future extension to 3,600 feet would accommodate approximately 98 percent of the general aviation fleet.

c. Beyond runway end.

d. FAA Advisory Circular 150/5300-13, Change 1, recommends that the Building Restriction Line encompass the runway protection zones, the runway object-free area, the runway visibility zone, NAVAIDs critical areas, areas required for terminal instrument procedures, and airport traffic control tower clear-line-of-sight.

EXISTING FACILITY DESIGN STANDARDS EVALUATION

Runway

The existing length, width, and pavement strength of Runway 15-33 are capable of accommodating typical aircraft operating at Hobby Field under most conditions. However, the existing runway length may occasionally limit the use of the runway by twin-engine piston and turbine powered aircraft normally associated with business aviation, particularly with higher summer temperatures. The airport layout plan depicts a future extension of the runway to a length of 3,600 feet and widening to 75 feet. Based on FAA runway evaluation criteria, a runway length of 3,600 feet would accommodate approximately 98 percent of the general aviation fleet. Runway 15-33 would also be widened to 75 feet in conjunction with the extension in order to meet Design Group II standards.

Taxiways

The full-length west parallel taxiway for Runway 15-33 is located 200 feet from the runway centerline. This separation exceeds Design Group I standards, but does not meet current Design Group II standards. Therefore, based on the projected upgrade Design Group II, the airport layout plan depicts a future relocation of the parallel taxiway to provide a 240-foot separation from the runway centerline. This improvement is considered a long-term requirement.

Building Restriction Line

The purpose of a Building Restriction Line is to maintain adequate obstruction clearance in the vicinity of runway areas. The FAA standards on building restriction lines have undergone several changes in recent years and are now described in AC 150/5300-13, (Changes 1,2):

Paragraph 210. Building Restriction Line (BRL). A BRL should be placed on an airport layout plan for identifying suitable building locations on airports. The BRL should encompass the runway protection zones, the runway object-free area, the runway visibility zone (see Paragraph 503), NAVAID critical areas, areas required for terminal instrument approach procedures, and airport traffic control tower clear line of sight.

Based on the existing and projected use of the airport it is assumed that the airport will continue to operate with visual or nonprecision instrument approaches (with visual final approach segments) during the foreseeable future. The BRL separation is 310 feet along the west side of the runway and 250 feet on the east side of the runway (along the eastern property line). The west BRL provides adequate clearance for the parallel taxiway and the criteria listed above. No specific development is identified on the east side of the runway, due to limited land availability. If additional east-side land becomes available for airport use, the location of the BRL should be reviewed based on development requirements.

In addition to providing for the horizontal separation of buildings from runways and taxiways, the height of buildings should be controlled to prevent vertical penetration to FAR Part 77 Imaginary Surfaces. In particular, the Transitional Surface, which extends outward from the

edge of the Primary Surface at a slope of 7:1, is typically vulnerable to obstructions from airport buildings. It appears that the existing structures on the airport do not penetrate the runway Transitional Surface, although the official review of future site plans should include elevations of structures or associated items such as power poles, floodlighting, etc.

Aircraft Parking Line

All aircraft parking areas are currently located on the west side of the runway. The aircraft apron areas meet both Design Group I and II standards for runway separation. With the current runway-taxiway configuration, the aircraft parking areas provide adequate separation from the runway and parallel taxiway. However, the future relocation of the parallel taxiway associated with Design Group II standards would also require the relocation of some aircraft tie-down positions to provide adequate obstacle clearance for the taxiway. With a parallel taxiway separation of 240 feet, an additional 57.5 feet should be provided to meet the taxiway centerline to fixed/movable object clearance. This would result in an aircraft parking line of at least 297.5 feet from runway centerline.

Obstacle-Free Zone

The obstacle-free zone (OFZ) is a three-dimensional body of airspace centered above the runway, which is clear of taxiing and parked aircraft, and object penetrations (except frangible NAVAIDs). This area is maintained without penetration on Runway 15-33.

Runway Safety Area

The existing safety area for Runway 15-33 is adequate to meet both Design Group I and II requirements. Periodic maintenance of the safety areas is typically required to meet FAA standards for drainage, surface vegetation, and obstructions.

Object-Free Area

The object-free area (OFA) is a two-dimensional ground area surrounding the runway. This area should also be free of parked aircraft and objects other than frangible NAVAIDs. The existing OFA is unobstructed. By moving into Design Group II, the dimensions for the OFA increase significantly. Based on Design Group II standards, the future OFA would extend slightly beyond airport property boundaries on the north (with a 3,600-foot runway) and southwest portions of the airport. However, use of the airport by only small aircraft (12,500 pounds maximum gross takeoff weight or less) could be considered a mitigating factor in seeking relief from the significantly more stringent standards.

SUMMARY

The airfield facilities at Hobby Field meet or exceed all FAA design standards for small airplanes included in Airplane Design Group I. Many of the facilities and accompanying physical separations meet or exceed those standards outlined in Airplane Design Group II. The Airport Layout Plan depicts several future improvements at the airport, including a 500-foot runway extension. The relocation of the parallel taxiway depicted on the ALP is related to the future change in design standards associated with larger twin-engine turboprop aircraft.

A summary of FAA airport design standard print-outs are provided in the following section for both existing and long-term use of the airport. Long-term planning for the airport should focus on maintaining effective land use for aviation development areas on the airport and maintaining compatible zoning for land uses surrounding the airport.

Appendix A

- ***FAA Airport Design Standard Computer Print-Outs***

EXISTING AND FUTURE
 RUNWAY LENGTHS
 AIRPORT AND RUNWAY DATA

Airport elevation	535 feet
Mean daily maximum temperature of the hottest month	82.00 F
Maximum difference in runway centerline elevation	3 feet
Length of haul for airplanes of more than 60,000 pounds	500 miles

RUNWAY LENGTHS RECOMMENDED FOR AIRPORT DESIGN

Small airplanes with approach speeds of less than 30 knots . . .	320 feet
Small airplanes with approach speeds of less than 50 knots . . .	840 feet
Small airplanes with less than 10 passenger seats	
75 percent of these small airplanes	2600 feet
95 percent of these small airplanes	3120 feet
100 percent of these small airplanes	3740 feet
Small airplanes with 10 or more passenger seats	4230 feet
Large airplanes of 60,000 pounds or less	
75 percent of these large airplanes at 60 percent useful load	5370 feet
75 percent of these large airplanes at 90 percent useful load	7000 feet
100 percent of these large airplanes at 60 percent useful load	5500 feet
100 percent of these large airplanes at 90 percent useful load	7870 feet
Airplanes of more than 60,000 pounds	Approximately 5200 feet

REFERENCE: AC 150/5325-4A, RUNWAY LENGTH REQUIREMENTS FOR AIRPORT DESIGN.

BEECHCRAFT B-58 BARON (B-1) CRITICAL AIRCRAFT

AIRPORT DESIGN AIRPLANE AND AIRPORT DATA

Aircraft Approach Category A (less than 50 knots)

Airplane Design Group I (Small Airplens)

Airplane wingspan 37.80 feet

Primary runway end is visual

Other runway end is visual

Airplane maximum certificated takeoff weight is 12,500 lbs or less

Airplane undercarriage width 9.20 feet

WIDTH AND CLEARANCE STANDARD DIMENSIONS

Runway centerline to parallel runway centerline 700 feet

wider runway separation may be required for capacity (See AC 150/5060-5)

Runway centerline to holdline 60.0 125 feet

Runway centerline to parallel taxiway/taxilane centerline . 78.9 150 feet

Runway centerline to edge of aircraft parking 125.0 125 feet

Taxiway centerline to parallel taxiway/taxilane centerline 55.4 69 feet

Taxiway centerline to fixed or movable object 36.5 44.5 feet

Taxilane centerline to parallel taxilane centerline 51.6 64 feet

Taxilane centerline to fixed or movable object 32.7 39.5 feet

Runway protection zone at the primary runway end:

Length 1000 feet

Width 200 feet from runway end 250 feet

Width 1200 feet from runway end 450 feet

Runway protection zone at other runway end:

Length 1000 feet

Width 200 feet from runway end 250 feet

Width 1200 feet from runway end 450 feet

Runway obstacle free zone (OFZ) width 120.0 120 feet

Runway obstacle free zone length beyond each runway end 200 feet

Approach obstacle free zone width 120.0 120 feet

Approach obstacle free zone length beyond approach light system . 200 feet

Approach obstacle free zone slope from 200 feet beyond threshold 50:1

Inner-transitional surface obstacle free zone slope 0:1

Runway width 60 feet

Runway shoulder width 10 feet

Runway blast pad width 80 feet

Runway blast pad length 60 feet

Runway safety area width 120 feet

Runway safety area length beyond each runway end

or stopway end, whichever is greater 240 feet

Runway object free area width 250 feet

Runway object free area length beyond each runway end

or stopway end, whichever is greater 300 feet

Clearway width 500 feet

Stopway width 60 feet

Taxiway width 19.2 25 feet

Taxiway edge safety margin 5 feet

Taxiway shoulder width 10 feet

Taxiway safety area width 37.8 49 feet

Taxiway object free area width 72.9 89 feet

Taxilane object free area width 65.4 79 feet

Taxiway wingtip clearance	17.6	20 feet
Taxilane wingtip clearance	13.8	15 feet

Threshold surface at primary runway end:

Distance out from threshold to start of surface	0 feet
Width of surface at start of trapezoidal section	120 feet
Width of surface at end of trapezoidal section	300 feet
Length of trapezoidal section	500 feet
Length of rectangular section	2500 feet
Slope of surface	15:1

Threshold surface at other runway end:

Distance out from threshold to start of surface	0 feet
Width of surface at start of trapezoidal section	120 feet
Width of surface at end of trapezoidal section	300 feet
Length of trapezoidal section	500 feet
Length of rectangular section	2500 feet
Slope of surface	15:1

REFERENCE: AC 150/5300-13, AIRPORT DESIGN.

BEECHCRAFT KING AIR B-100 (B-II)

CRITICAL AIRCRAFT

AIRPORT DESIGN AIRPLANE AND AIRPORT DATA

Aircraft Approach Category B		
Airplane Design Group II		
Airplane wingspan		50.25 feet
Primary runway end is visual		
Other runway end is visual		
Airplane maximum certificated takeoff weight is 12,500 lbs or less		
Airplane undercarriage width		13.00 feet
WIDTH AND CLEARANCE STANDARD DIMENSIONS		
Runway centerline to parallel runway centerline		700 feet
wider runway separation may be required for capacity (See AC 150/5060-5)		
Runway centerline to holdline	125.0	125 feet
Runway centerline to parallel taxiway/taxilane centerline	150.1	240 feet
Runway centerline to edge of aircraft parking	250.0	250 feet
Taxiway centerline to parallel taxiway/taxilane centerline	70.3	105 feet
Taxiway centerline to fixed or movable object	45.2	65.5 feet
Taxilane centerline to parallel taxilane centerline	65.3	97 feet
Taxilane centerline to fixed or movable object	40.2	57.5 feet
Runway protection zone at the primary runway end:		
Length		1000 feet
Width 200 feet from runway end		250 feet
Width 1200 feet from runway end		450 feet
Runway protection zone at other runway end:		
Length		1000 feet
Width 200 feet from runway end		250 feet
Width 1200 feet from runway end		450 feet
Runway obstacle free zone (OFZ) width	250.0	250 feet
Runway obstacle free zone length beyond each runway end		200 feet
Approach obstacle free zone width	250.0	250 feet
Approach obstacle free zone length beyond approach light system		200 feet
Approach obstacle free zone slope from 200 feet beyond threshold		50:1
Inner-transitional surface obstacle free zone slope		0:1
Runway width		75 feet
Runway shoulder width		10 feet
Runway blast pad width		95 feet
Runway blast pad length		150 feet
Runway safety area width		150 feet
Runway safety area length beyond each runway end		
or stopway end, whichever is greater		300 feet
Runway object free area width		500 feet
Runway object free area length beyond each runway end		
or stopway end, whichever is greater		600 feet
Clearway width		500 feet
Stopway width		75 feet
Taxiway width	28.0	35 feet
Taxiway edge safety margin		7.5 feet
Taxiway shoulder width		10 feet
Taxiway safety area width	50.2	79 feet
Taxiway object free area width	90.3	131 feet
Taxilane object free area width	80.3	115 feet

Taxiway wingtip clearance	20.0	26 feet
Taxilane wingtip clearance	15.0	18 feet

Threshold surface at primary runway end:

Distance out from threshold to start of surface	0 feet
Width of surface at start of trapezoidal section	250 feet
Width of surface at end of trapezoidal section	700 feet
Length of trapezoidal section	2250 feet
Length of rectangular section	2750 feet
Slope of surface	20:1

Threshold surface at other runway end:

Distance out from threshold to start of surface	0 feet
Width of surface at start of trapezoidal section	250 feet
Width of surface at end of trapezoidal section	700 feet
Length of trapezoidal section	2250 feet
Length of rectangular section	2750 feet
Slope of surface	20:1

REFERENCE: AC 150/5300-13, AIRPORT DESIGN.

CURRENT DECLARED DISTANCES (B-I)

AIRPORT DESIGN AIRPLANE AND RUNWAY DATA

Aircraft Approach Categories A and B

Airplane Design Group I (Small Airplens)

Nonprecision Instrument and Visual Runway

Runway 15/33 length	3100 feet
Stopway length at the far end of Runway 15	0 feet
Stopway length at the far end of Runway 33	0 feet
Clearway length at the far end of Runway 15	0 feet
Clearway length at the far end of Runway 33	0 feet
Runway safety area length beyond the far end of Runway 15	300 feet
Runway safety area length beyond the far end of Runway 33	300 feet
Object free area length beyond the far end of Runway 15	300 feet
Object free area length beyond the far end of Runway 33	300 feet
Distance from approach end of Runway 15 to the threshold	0 feet
Distance from approach end of Runway 33 to the threshold	0 feet
Distance from start end of Runway 15 to the start of takeoff	0 feet
Distance from start end of Runway 33 to the start of takeoff	0 feet
Distance from far end of Runway 15 to the start of clearway	0 feet
Distance from far end of Runway 33 to the start of clearway	0 feet
Distance from far end of Runway 15 to the start of departure RPZ	200 feet
Distance from far end of Runway 33 to the start of departure RPZ	200 feet

DECLARED DISTANCES

	Runway 15 (feet)	Runway 33 (feet)
Takeoff run available (TORA)	3100	3100
Takeoff distance available (TODA)	3100	3100
Accelerate-stop distance available (ASDA)	3100	3100
Landing distance available (LDA)	3100	3100

REFERENCE: AC 150/5300-13, AIRPORT DESIGN, APPENDIX 14.

FUTURE DECLARED DISTANCES (B-II)

AIRPORT DESIGN AIRPLANE AND RUNWAY DATA

Aircraft Approach Categories A and B

Airplane Design Group II

Nonprecision Instrument and Visual Runway

Runway 15/33 length	3600	fee
Stopway length at the far end of Runway 15	0	fee
Stopway length at the far end of Runway 33	0	fee
Clearway length at the far end of Runway 15	0	fee
Clearway length at the far end of Runway 33	0	fee
Runway safety area length beyond the far end of Runway 15	300	fee
Runway safety area length beyond the far end of Runway 33	300	fee
Object free area length beyond the far end of Runway 15	600	fee
Object free area length beyond the far end of Runway 33	450	fee
Distance from approach end of Runway 15 to the threshold	0	fee
Distance from approach end of Runway 33 to the threshold	0	fee
Distance from start end of Runway 15 to the start of takeoff	0	fee
Distance from start end of Runway 33 to the start of takeoff	0	fee
Distance from far end of Runway 15 to the start of clearway	0	fee
Distance from far end of Runway 33 to the start of clearway	0	fee
Distance from far end of Runway 15 to the start of departure RPZ	200	fee
Distance from far end of Runway 33 to the start of departure RPZ	200	fee

DECLARED DISTANCES

	Runway 15 (feet)	Runway 33 (feet)
Takeoff run available (TORA)	3600	3600
Takeoff distance available (TODA)	3600	3600
Accelerate-stop distance available (ASDA)	3600	3450
Landing distance available (LDA)	3600	3450

The object free area before RW 15 threshold is 150 feet less than standard.

ROFA length limits RW 33 ASDA

ROFA length limits RW 33 LDA

REFERENCE: AC 150/5300-13, AIRPORT DESIGN, APPENDIX 14.

**SOUTH LANE COUNTY FIRE & RESCUE**

233 Harrison Avenue
Cottage Grove, OR 97424

Phone: (541) 942-4493
Fax: (541) 942-3367

November 14, 2003

Milo Meecham
LCOG
99 East Broadway Suite #400
Eugene, Oregon 97401

RE: Fire Protection Water Supply for Creswell Airport

Milo,

Airport development has continued unchecked for many years. Fire code requirements for fire protection concerning water supply had not been enforced. As Fire Marshal for Cottage Grove I began assisting, then Chief Paul Furrer, with commercial plans review in anticipation of the coming merger of Cottage Grove and Creswell Fire Departments.

It became a priority that water supply for fire-fighting purposes be developed at the Creswell Airport. Deputy State Fire Marshal Don Miller was working on a compromise to allow builders who had received permits for hangers to go ahead and build provided an on sight water source was established. This was a stopgap measure until a permanent resolution was designed and put in place.

The City of Creswell agreed to this plan and set for the conditions of the agreement in Resolution No. 2001-11.

Airport hangers fall under S-5 Occupancy Classification in the fire code. Type V-N construction has been the practice for building construction at the airport. Basic allowable floor area in this situation is 8,000 square feet without additional safety features and setbacks. In this circumstance, the fire flow requirement would be 2,500 gallons per minute for a two-hour duration. A 300,000-gallon reservoir would be needed to meet that demand.

The airport water supply system would need a waterline grid that would place all buildings within 250 feet of a fire hydrant. That system would be supported by a water supply of 300,000 gallons. The water supply would be delivered at a rate 2,500 gallons per minute. Two options exist for delivering this required fire flow. Connect the needed grid system to the existing city water supply or develop a 300,000-gallon reservoir with a fire rated pump capable of producing a fire flow of 2,500 gallons per minute.

If you should have any questions I can be reached at 942-4493,

Andy McClean
Deputy Chief / Fire Marshal

RESOLUTION NO. 2001-11

**RESOLUTION CONCERNING ADEQUATE FIRE PROTECTION TO BE PROVIDED
TO CRESWELL "HOBBY FIELD" AIRPORT**

WHEREAS, the City of Creswell has received notification from the State of Oregon, Office of State Fire Marshal, that pursuant to OUFC 1998, Section 903.2, a minimum flow of 1500 gallons per minute for a flow duration of two hours is required in order to provide adequate fire protection for structures located upon Creswell Airport property; and

WHEREAS, the Office of State Fire Marshal has found that the Creswell Airport does not currently comply with OUFC 1998, Section 903.2 and has, therefore, requested correction and action on the part of the City before further expansion will be allowed upon Creswell Airport property; and

WHEREAS, the State Fire Marshal did meet with the City Administrator, Airport Manager, and Creswell Fire Chief in order to discuss and consider a plan that would allow continued expansion during an interim period of five (5) years while the City works toward a solution that would meet the requirements of OUFC 1998, Section 903.2. Said interim plan would include:

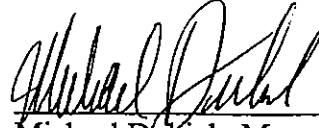
- 1) Placing a water tank or tanks on site that could be used to provide the Fire Department with access to a readily available water supply, which could be replenished from a fire hydrant currently located approximately 0.50 miles south of the Airport property.
- 2) Using the tank(s) for a period not to exceed five (5) years, with the intent to replace the tank system through extension of the City's public water system to serve the Airport property. Said extension would be capable of providing a minimum of 1500 GMP for a flow duration of two (2) hours.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Creswell as follows:

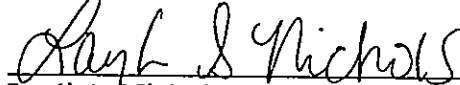
1. That a water tank or tanks shall be installed on Airport property for the express purpose of providing the Fire Department with a readily accessible water supply. The number, size, type and location of tank(s) shall be as agreed upon by the State Fire Marshal, Creswell Fire Chief, City Administrator and Airport Manager. No further expansion will occur on Airport property until the tank(s) have been installed and filled.

2. The City Council agrees that extending its public water system to serve the Creswell Airport would be in the best interests of the City, and agrees to immediately plan for this extension to occur within five (5) years from the date of approving this Resolution. The City Council also agrees that extension of the public water system to the Airport property shall be dependent upon available funding or upon any unforeseen circumstance that would reasonably prohibit the City from undertaking the project.

ADOPTED BY the City Council of the City of Creswell this 12th day of June 2001.


Michael Dubick, Mayor

ATTEST:


Layli A. Nichols, City Recorder



P.O. Box 276
Creswell, Oregon 97426
541-895-2531

Stephanie Schulz
Lane County Land Management Division
99 E Broadway
Eugene, OR 97401

Dear Ms. Schulz

Milo Mecham of the Lane Council of Governments asked that I send you this letter outlining some of the costs associated with the options described in the November 14, 2003 letter from South Lane Fire Marshall Andy McClean. Mr. McClean's letter describes two options for providing the required fire service to the Creswell Airport

- (1) connection to the existing city system, or
- (2) develop a 300,000 gallon reservoir with a fire rated pump capable of producing a fire flow of 2,500 gallons per minute.

A strict cost comparison does not cover all the differences between the two systems. In addition to the cost difference, the option of an independent system is made more difficult by the fact that it would require that the City have a well installed at the Airport to provide the needed water. The Airport is near Hill Creek (drains Garden Lake) and the Coast Fork of the Willamette River, so it is likely that an adequate water source could be found at the Airport. However, the City cannot assume that it would be simple or easy to get the needed permits to develop a new groundwater well for commercial purposes at the Airport.

The cost estimates for the two options outlined by the Fire Marshall are significantly different, even at the level of preliminary estimates. To construct a new water main for the approximately nine tenths mile from the City's existing system to the airport would cost in the range of \$180,000 to \$220,000. The second option would involve at least three separate expenses, plus additional long term operational costs. To locate and construct a well on the Airport property might cost in the range of \$135,000 to \$160,000. A 300,000 gallon reservoir would be a significant new structure at the Airport. It could not be located within the restricted flight zone, so its construction would limit other development at the Airport. In terms of cost



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alone, a 300,000 gallon reservoir would cost more than \$300,000 to build. Finally a fire rated pump capable of producing a fire flow of 2,500 gallons per minute would cost at least \$25,000. The need for additional personnel to maintain this separate system must also be considered. Over a 20 year period, this would require at least one year of additional employee time. Reduced to present value, that adds another \$65,000 to the total cost of a separate system.

Based on this preliminary analysis, I estimate that the construction of a separate water system to provide fire suppression services to the Creswell Airport would cost the City of Creswell an additional \$550,000. This very large and apparently unnecessary additional cost was an important factor in the City's determination that its only viable option was to extend the existing City system to serve the Airport.

Thank you for the opportunity to provide you and the Lane County Planning Commission with this information. I hope that it helps your deliberations.

Sincerely,


Roy Sprout

EXHIBIT G

CRESWELL COMPREHENSIVE PLAN

September 13, 1982

Public Works

The Public Works Department is organized to provide services in water, health (sewers) and streets. The department is staffed by three full-time City employees working in support of all department functions. Currently, department services are restricted to operations and maintenance, with major maintenance and improvement projects handled under contract.

Public Works base facilities are provided by a 4-bay shop and warehouse, constructed in 1970, located at 5th and Oregon Avenue, and additional storage is provided by two older buildings.

Water Department-Creswell is presently served by two well fields east of the City, one along Melton Road in Garden Lake Park and the second along Cloverdale Road on City property bordering the Willamette River. Most wells are drilled to a depth of under 150 feet, with flows from the Melton Road and Cloverdale Road well fields around 430 and 450 GPM, respectively. Current water treatment consists of chlorination. Storage of municipal water is provided by two reservoirs located on the north side of Creswell Butte, with a capacity of 720,000 gallons, and a recently completed (1980) 500,000 gallon reservoir in the same location, with a total storage capacity of approximately 1,220,000 gallons.

In addition to the City of Creswell, the municipal water system provides the following service:

1. Approximately 12 rural residential units along Dale Kuni and Cloverdale Roads and 18 units in Brookhurst subdivision, from the well field 8-inch transmission main.
2. North Pacific Highway Cooperative Water Association, approximately one mile north along Highway 99. This District provides 40 service connections.
4. Willamette Poultry Company and Emerald Valley Golf Course.

Other than the above described service areas, current municipal policy restricts water service to within the corporate city limits.

Current system limitations consist of:

1. Three thousand population for potable water consumption and 2,000 population for summer irrigation.
2. Need for selective replacement of old piping.

A City Water System Master Plan for expansion consists of four basic elements to handle the demands of community growth, which are:

1. Additional short-term water source from existing well fields and an eventual water treatment plant utilizing water from the Coast Fork of the Willamette River.
2. Additional reservoir capacity.

3. Water main loops to grid the service area.
4. Filling in of mains to complete loops and to serve growth areas.

New 25-2004 (10-1-82)

Sewer Department - Creswell provides a sewerage collection and treatment system, composed primarily of gravity flow mains, with pressurized mains in two locations. Treatment of wastewater occurs in a single 10-acre stabilization pond, followed by chlorination, with year around discharge into an unnamed tributary of Camas Swale Creek. Design capacity of the treatment facility is approximately 1,900 equivalent population. Present City sewer service policy is to extend existing mains or provide service only within the City limits and serve areas outside the City on a contractual annexation basis.

Current effluent concentrations for BOD and suspended solids exceed DEQ discharge permit standards. DEQ permit standards require zero discharge from June 1 to October 31 and the following for the remainder of the year:

	<u>Monthly Average</u>
BOD _s mg/I	30
Total Suspended Solids	30
Fecal Coliform /100 mI	200
Chlorine Residual mg/I	1
PH	6.0-9.0

Creswell currently has an agreement with DEQ to commence work on upgrading of the wastewater treatment facility. This consists primarily on enlarging the existing lagoon and elimination of storm water infiltration.

Master Planning for future wastewater treatment expansion, as delineated in the updated Facilities Plan Report (FPR) adopted as City policy on May 23, 1982, consists of the following elements:

1. Existing stabilization lagoon to be expanded to a total of four waste stabilization cells. An overland flow system is under consideration to dispose of effluent from November 1 to May 31. Sufficient holding capacity is to be provided within the four cells to allow zero discharge from June 1 to October 31 and serve a year 2000 design population of 4,500 plus the equivalent population of 170 students.
2. A second wastewater treatment facility to serve existing and future development east of the Interstate Highway is in the planning stage. Preliminary engineering has been initiated for the facility. The wastewater treatment facility will most likely be comprised of a number of lagoons with treated effluent to be discharged to land application. Phased construction of treatment cells will accommodate development as it occurs, eventually supporting a design population of 3,400.

Street Department - The department maintains public improvements and regulatory facilities within City public right-of-way. All public streets within the City provide at least a two inch thick paved surface, with minimal gravel shoulders and open drainage ditches and/or fragmented sub-surface storm drains. Local Improvement Districts and new construction fronting on public

Public Works - Water Supply

- (f) The City shall continue phased implementation of the Creswell Area Water Distribution Plan to meet population growth and fire flow requirements through:
 - i. Development of additional short-term water source from existing well fields.
 - ii. Phased development of water main loops to grid the service area, including fill-in of mains to complete loops and to serve growth areas.
 - iii. Selective replacement of old mains, identified as being marginally serviceable.
 - iv. When demand and funds warrant, the development of a water treatment plant on the Willamette River well field site, utilizing water from the Coast Fork of the Willamette River.
- (g) The City shall finance source development, storage system upgrading with available water system revenues. Where improvement costs exceed available revenues, the City shall (1) acquire available grant funding or (2) sell general obligation or revenue bonds to realize improvement funding.
- (h) Provision of City water service within the Urban Growth Boundary shall require the following:
 - i. The requested service area is within the then corporate limits of the City of Creswell or is contiguous to the city limits and the area enters into a contract for annexation to the City.
 - ii. The owner-developer of the service area will construct all necessary area water distribution facilities, to include transmission systems within that area which is identified in the Creswell Area Water Distribution Plan.

Public Works - Sewer Service

- (i) The City of Creswell Facilities Plan Update (FPR), dated April 1982 shall be the policy document for the provision of wastewater collection, transmission and treatment within the Creswell Urban Growth Boundary.
- (j) The City shall implement the West Side system portion of Alternative 1A, per adopted FPR, for a completion date during the fall of 1983.
- (k) The City shall finance system upgrading and expansion with available revenues, the City shall (1) acquire available grant funding or (2) sell general obligation bonds to realize improvement funding.
- (l) Provision of City sewer service within the Urban Growth Boundary shall be contingent upon meeting the following requirements:

- i. The requested service area is within the then corporate limits of the City of Creswell or is contiguous to the city limits and the area enters into a contract for annexation to the City.
- ii. The owner-developer of the service area will construct all necessary system facilities meeting city, state and federal standards to include transmission facilities identified in the Creswell FPR.
- (m) The existing private wastewater treatment facility, east of Interstate-5, be acquired by the City of Creswell, prior to provision of sewer service to additional development areas east of the Freeway.

Public Works - Public Streets

- (n) The City shall encourage the improvements of sub-standard City streets through a City Urban Growth Area Storm drainage study and master plan.
- (o) The City shall require dedication of necessary rights-of-way and the provisions of required street improvements adjacent to property in conjunction with its development or redevelopment.
- (p) The City shall continue to administer a joint City-State Improvement agreement to provide a "typical section" for upgrading of the Goshen-Divide Highway within the City of Creswell.

Solid Waste

- (q) The City shall continue the existing program of solid waste collection and disposal.
- (r) The City shall coordinate with Lane County under their Solid Waste Management Plan and Program, the future provision of a solid waste transfer site, which is to be located to serve both Creswell and Cottage Grove.
- (s) The City shall encourage programs for resource recovery and recycling.

Fire Protection and Prevention

- (t) The City shall continue to rely upon and support improved and expanded services of the Creswell Rural Fire Protection District.
- (u) The City shall encourage the upgrading of equipment, support facilities and training to improve the level of fire protection and prevention and reduce the fire insurance rating.

Civil Defense

- (v) The City shall review, update and maintain the community disaster plan and disaster center.

- X
- (p) As a matter of public policy, Lane County and the City of Creswell share a substantial interest in development within the Urban Growth Boundary. It is recognized that development within the Urban Growth Boundary will eventually require annexation to receive a full range of urban services supplied by the City of Creswell. However, it is also recognized that until annexation Lane County will retain primary responsibility for those lands.
- (q) The substantial interests of Lane County and the City of Creswell shall be protected through consensual agreements to annexation. These agreements shall be required for any development requiring special approval as described in policy (L) above and shall contain a covenant requiring said landowner to agree to annexation and subsequent sewerage, at a time specified by the City of Creswell. The covenant shall run with the land and include the City of Creswell and Lane County as parties to the covenant and successors of interest. Lane County shall not grant final approval of a development plan for which a consensual agreement to annexation is required until a signed agreement approved by the City is filed with the County.
- X
- (r) City services shall not be provided to any land unless that land is within the corporate limits of the City of Creswell, or unless a mutually agreeable contract of annexation is entered into by the City of Creswell and the land owner(s) of the property desiring city services.
- (s) Land areas to be considered for annexation to the City of Creswell shall be within the Creswell Urban Growth Boundary and shall have boundaries contiguous to the then existing corporate limits of the City. Conversion of these unincorporated lands into Creswell shall be based upon a consideration of the four conversion factors of Statewide Planning Goal #14.
- pan-handle*
- (t) No annexation shall be considered which proposes to make an outlying parcel of land contiguous to the City boundary by means of a long linear parcel of land (pan-handle), with one end contiguous to the City boundary.
- (u) Annexation of property to the City shall be made prior to the provision of any City services. In turn, it shall be demonstrated that the city is capable of providing a full range of Urban Services prior to consideration of annexation. Consent for annexation to the City shall be governed by the Oregon Revised Statutes, the limits for the then existing Urban Growth Boundary and the following criteria:
- i. Land area which is mutually agreeable and acceptable to the City of Creswell and property owner(s) shall, through a joint agreement, define the necessary requirements to be met as precedent to annexation and a contract thereto entered into.

The necessary requirements shall include, but not necessarily be limited to: