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SUPPLEMENTAL MATERIAL

May 25, 2004

Bobby Green, Sr.
Chair, Lane County Board of Commissioners
125 East 8th Avenue
Eugene, Oregon 97401



Subject: Rebuttal to Information Submitted for the City of Creswell's
Application to Expand the Urban Growth Boundary to Include
Creswell Airport

City of Creswell
13 South 1st Street
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Dear Commissioner Green:

The City of Creswell would like to respond to the material submitted by Robert Emmons for LandWatch Lane County. Our response contains no new information; it is only a rebuttal based on the record before the Commissioners. We seek to respond to make certain that the Commissioners understand the airport master planning process that Mr. Emmons refers to, and how it relates to the question before the Commissioners. We have three points to make about the airport master planning process:

1. The airport master planning process discussed by Mr. Emmons is unrelated to the question of water service to the Airport. Whatever the outcome of that master plan, the airport will still need city water. The airport master planning process is designed to offer interested parties a chance to talk about the future of the airport. The water service needs are a present problem that can only be addressed by extending water to the airport.
2. Second, the suggestion that the Planning process can possibly be completed within the Fire Marshall's timeline is mistaken for two reasons:
 - As we stated in the past, the airport master planning process is 12 to 18 months long. Depending upon citizen involvement, the number of options analyzed, the schedule of the Council, and many other factors, the planning process may be longer than 18 months.
 - After the airport master planning process is complete, it will take perhaps as long as 9 to 12 months to complete the engineering work for the water line installation, develop the plans and specifications, bid the project, sign the agreement, complete the construction, and so forth. Thus, we could be 21 to 30 months from having more than a minimal supply of water at the airport.
3. Your planning staff has told you that the City's application meets the legal requirements for approval of a change in the UGB. The FAA airport master planning process is not relevant to the legal requirements for a change to the UGB and should not be used as an excuse to further delay an important question of public safety. Delay is not good. While two 5,000 gallon water tanks on site minimally meet the Fire Marshal's requirements, there is no question that a

municipal water supply would be a better method of providing water to fight all sizes of possible fires.

Mr. Emmons continues to suggest that Creswell can change the restrictions of service outside the City by simply changing the Council's resolution. That resolution was a restatement of policies in the Creswell Comprehensive Plan. The Comprehensive Plan cannot be changed by adopting a new resolution. An amendment to the Comprehensive Plan would involve exactly the same process as changing the UGB.

Mr. Emmons suggests that expanding the UGB to include the airport will increase pressure to develop adjacent farm land. Creswell's Comprehensive Plan is now the greatest limit on such pressure, because it clearly states that municipal water service is an "urban" service and should only be provided to properties within the city's urban growth boundary and within the city limits. The City Council agrees with the Comprehensive Plan statement that has been in effect for more than 20 years and that has been adopted by county government and acknowledged by the State of Oregon. We believe this method of providing water service is good public policy.

We understand that current Oregon Administrative Rules make it possible to extend municipal water extra-territorially. We understand that we could amend our Comprehensive Plan and Council Resolutions restricting extra-territorial water extensions. As the elected officials for the city of Creswell, we choose not to make these types of changes; rather, we prefer the more restrictive method in our currently adopted plan. We believe it is important to act consistent with the adopted plan and we ask that the Lane County Board of Commissioners do the same.

If LandWatch Lane County got what it wants--allowing extra-territorial water extensions outside the city limits by simply adopting a new resolution--there would certainly be increased pressure to serve areas outside the UGB. This is exactly what the city's existing policy is trying to avoid.

We also want to comment on assertions of Mr. David Calder that staff quotes in newspaper articles suggest the city has a hidden agenda and really desires a large expansion of the airport. Mr. Calder is wrong; the city has no hidden agenda. The most logical expansion is an in-fill of hangars consistent with the 1992 airport layout plan. Is an increase in the number of hangars consistent with a 12-year old layout plan a "hidden" agenda?

As we stated in Council Resolution 2004-13, the City urges a Yes vote by the Board of County Commissioners on the city's UGB expansion request.

Sincerely,

A handwritten signature in black ink, appearing to read "Ron Petitti", written over a horizontal line.

Ron Petitti
Mayor