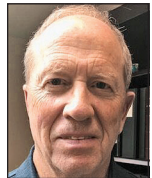


Fitch files for mayor; Clark-Endicott says she will not run for re-election

BY TIM TRAINOR
Redmond Spokesman

Two Redmond city councilors made campaign announcements this week.

On Monday, August 8 councilor Ed Fitch officially announced his candidacy for mayor.



Fitch

"I am confident my previous experience as mayor, coupled with my current role as a city councilor as well as 40 years in private business, will provide the leadership needed to help the next city council move forward together," he said in a release.

He said that his experience in city government will be an asset with so many new faces expected on the board.

"The next council will be comprised of a team where a majority of the council will have two years or less experience," he said. "Having a veteran elected official such as myself will be important as we navigate the issues that lie ahead."

Fitch said his goals as mayor will be to increase transparency, ease traffic congestion, add sidewalks, and "minimize the negative effects of increased density mandates from the state."

He said he would also work to promote diversity, pursue solutions to homeless issue, work to support a downtown family activity center and more.

The day after Fitch made his announcement, councilor Krisanna Clark-Endicott announced that she will not run for re-election in November.



Clark-Endicott

Councilor Clark-Endicott has served on the Redmond City Council since January 2019. Prior to becoming a city councilor, she served on the Redmond Planning Commission.

"It has been a privilege to successfully champion, with the support of the mayor and council, the campaign promises that I made to provide an active-duty military recognition program and community gardens in our great city," said Clark-Endicott in a release.

See **Council** / A6



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whether arriving by air or car, the enlightened expansion is welcoming...

Architectural rendering

Concept art of a possible design for the expanded Redmond Airport.

Redmond Airport sets its sights on expansion

As region grows, the area's only major commercial airport at a critical stage of development

BY NICK ROSENBERGER
Redmond Spokesman

Passengers at the Redmond Airport often catch a glimpse of the snow-capped Cascades that surround it, as well as a facility filled to capacity.

As the region swells with new residents, businesses and tourists, the only major commercial airport in Central Oregon finds itself, again, at a critical stage of development.

The current terminal was heavily expanded in 2009, when the airport saw about 460,000 passengers file through its gates. A dozen years later, that number had more than doubled. In 2022, more than a million passengers flew in and out of Redmond Airport, which has led to congestion in everything from security lines to waiting areas.

A master plan written in 2016 projected that the airport wouldn't hit a million an-

nual passengers until 2026.

"We just at some point can't put more people in a building," said Zachary Bass, director of the Redmond Airport. "We need a bigger terminal."

Bass has a plan — and significant financial assets — to build a bigger, better terminal. Plans are already underway for a massive expansion of Redmond Airport that could top out at a cost of \$200 million.

See **Airport** / A6

Crowd packs meeting after controversial fire map pulled

BY LEO BAUDHUIN
Redmond Spokesman

More than 150 people showed up Wednesday, August 10 at the Deschutes County Fairgrounds to hear why the Oregon Department of Forestry withdrew its wildfire risk map after public outcry.

The document assessed the wildfire burn risk of the "wildland-urban interface" — areas across the state that meet certain population density criteria without being as tightly populated as a city.

Oregon State University researchers developed risk factors for these areas based on variables like building density, surrounding vegetation and historic wildfire patterns.

ODF released its map June 30 and was met

"We have more than 2,000 phone calls and voicemails from you folks, and we took that into consideration. A lot of our leadership and other legislators have heard you and that's why, if you haven't heard, we're redrawing the map."

— **Tim Hoffman**, with ODF public affairs

with a whirlwind of citizen complaints. Homeowners in areas that ODF marked as at high or extreme risk of fires said the map's findings put them under a significant financial burden and disputed a number of the map's risk designations.

ODF removed the map Aug. 4, six days before the Redmond meeting.

"We've been hearing a lot of comments," said Tim Hoffman, who facilitated the meeting and

works with ODF public affairs. "We have more than 2,000 phone calls and voicemails from you folks, and we took that into consideration. A lot of our leadership and other legislators have heard you and that's why, if you haven't heard, we're redrawing the map."

Beyond individual complaints and appeals, one meeting attendee pointed out a couple of clear flaws in the initial map.

See **Map** / A6

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