



CITY OF REDMOND
Community Development Department

411 SW 9th Street
Redmond, OR 97756
541-923-7724

www.redmondoregon.gov

REDMOND URBAN AREA PLANNING COMMISSION

411 SW 9th Street-COUNCIL CHAMBERS Redmond, OR 97756

Wednesday, May 3, 2023 5:00 pm

Oral comments can be provided in-person or virtually. For those who plan to provide oral comments virtually during the hearing, pre-register at planredmond@redmondoregon.gov (must pre-register before 3:00 p.m. on May 3rd)

Stream the meeting live at: <https://www.redmondoregon.gov/government/city-council/council-meeting-info/meeting-agendas-minutes-and-video>

Agenda

UAPC Members	
Norman Schultz, Chair	I. CALL TO ORDER / INTRODUCTIONS
Ben Schimmoller, Vice-Chair	II. CITIZEN COMMENTS FOR ITEMS NOT ON THE AGENDA
Heather DeWolf	III. APPROVAL OF MINUTES a. February 1, 2023 b. February 15, 2023
Joseph Zampko	IV. WEST REDMOND AREA PLAN (WRAP) – STATUS UPDATE & FEEDBACK
Mercedes Cook-Bostick	V. COUNTY TRANSPORTATION SYSTEM PLAN (TSP) COMMENTS – AWARENESS & OVERVIEW
Michael Rogers	VI. SYSTEM DEVELOPMENT CHARGE (SDC) – AFFORDABLE HOUSING CREDITS
Wanda Wai Lyian Toe	VII. DEVELOPMENT CODE AMENDMENTS – C-4A ZONE
Ex-Officio Vacancy	VIII. DEVELOPMENT CODE AMENDMENTS – FOLLOW-UP FROM JOINT MEETING & STATUS UPDATES
	IX. Next Meeting – May 17, 2023
	X. COMMISSION MEMBER COMMENTS
	XI. ADJOURN
	Please note that these documents are also available on the City's website www.redmondoregon.gov; click on City Government, hover on Commissions and Committees, click on Urban Area Planning Commission. You may also request a copy from City Records Office 923-7751 or email kelly.morse@redmondoregon.gov The City of Redmond encourages all citizens to participate in its programs and activities. This meeting location is accessible to people with disabilities. Requests for accommodation may include sign language interpreter service, assistive listening devices, materials in an alternate format or any other accommodation. If any accommodations are needed, please contact the ADA Coordinator at 541-504-3036 or access@redmondoregon.gov. Requests should be made as soon as possible, but at least 3 business days prior to the scheduled meeting. The City of Redmond does not discriminate on the basis of disability status in the admission or access to, or treatment, or employment in, its programs or activities.



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REDMOND URBAN AREA PLANNING COMMISSION
Council Chambers
MINUTES Worksheet
February 1, 2023

Commissioners Present: Interim Chair Heather DeWolf, Chair Norman Schultz, Vice Chair Ben Schimmoller, Michael Rogers, Wanda Wai Lyian Toe, Mercedes Cook-Bostick, *absent: Joseph Zampko*

Youth Ex Officio: Vacant

City Staff: Kyle Roberts, *Planning Director*; Chuck Arnold, *Urban Renewal Program Manager*; John Roberts, *Deputy City Manager*; Morgan Snyder, *Long Range Planner*; Jamie Christofferson, *Planning Permit Coordinator*

Visitors: Tobias Colvin, *Council Liaison*; Erica Nelson

Media: None

(The 3 digits after a motion title show the number of commissioners voting in favor/opposed/abstaining.)

I. CALL TO ORDER – INTRODUCTIONS

Interim Chair DeWolf called the work session of the Redmond Urban Area Planning Commission to order at 5:02 p.m., February 1, 2023, with a quorum present (6 of 7 commissioners).

II. CITIZEN COMMENTS FOR ITEMS NOT ON THE AGENDA

None.

III. ADMINISTRATION ITEMS

A. Election of Officers (Chair & Vice Chair)

Heather DeWolf was nominated for Chair with Ron Osmundson as Co-Chair. She declined due to her role with Hayden Homes. Mercedes Cook-Bostick confirmed she is interested in serving. Ben Schimmoller is willing to step up for Chair.

Motion 1 (5/0/0): Commissioner Schimmoller moved to elect Norman Schultz as Chair, seconded by Commissioner Cook-Bostick. The motion passed unanimously.

At approximately 5:10 p.m., Commissioner Wai Lyian Toe arrived.

Motion 2 (6/0/0): Commissioner Rogers moved to elect Ben Schimmoller as Vice Chair, seconded by Commissioner Schimmoller. The motion passed with a majority; none opposed.

IV. APPROVAL OF MINUTES

A. January 9, 2023

Motion 3 (6/0/0): Commissioner Rogers moved to approve the January 9, 2023, minutes as presented, seconded by Commissioner Cook-Bostick. The motion passed unanimously.

V. S. HWY. 97 CORRIDOR PLAN - UPDATE

Planning Director Kyle Roberts introduced Urban Renewal Program Manager Chuck Arnold who was brought in for the Commission's request to learn more about Urban Renewal and the newest Urban Renewal District of South Highway 97.

Mr. Arnold presented via PowerPoint the South 97 Urban Renewal District (URD). Two Urban Renewal Districts are active in Redmond right now, the Downtown District and the South Highway 97 District. One district for the airport was retired years ago. Highlights included:

- An overview of Urban Renewal.
- The creation of the South Highway 97 Urban Renewal District which was in order to bring match dollars to the federal dollars needed to do improvements to the highway corridor in partnership with Oregon Department of Transportation (ODOT).
- The way Urban Renewal works as a separate funding stream from the City's General Fund which involves tax increment financing.
- Some of the successes in the district.
- Details of the South 97 District including maximum indebtedness, total acreage and location, district characteristics they are looking to address, and top priorities.
- The impetus for the district, including safety, mobility, and economic vitality.
- Details of the corridor plan project which is currently an estimated \$105 million. Urban Renewal is working with their federal delegation, doing a number of grant submittals for rural funding from the American Infrastructure Act which would match local and ODOT dollars earmarked to start the project rolling.
- US 97 concepts including J-turns, introduction of more stoplights, and an intervention to help people who walk and bike to work.
- The project timeline which will depend on funding and how fast the increment grows in the district.

Questions from the Commission were addressed as follow:

- USDA grants are not calculated into the financing as a recapture. Staff does look at grants for Urban Renewal to subsidize some projects, but this is purely just a local tax district.
- For South Airport URD and Downtown URD, the math of what the frozen base was to what it has grown now is how the growth rate is calculated. The projections for estimated growth rate, including of the US 97 District, are done by a financial specialist that does these all over the state and in partnership with Staff and other team members on the consulting when creating the district. The calculations are done based on estimates if certain market interventions are done, it is anticipated that they will get a certain return, almost like looking at the percentage return on the interest rate on an investment.
- After digging the highway down 18 inches it will be totally resurfaced as opposed to top surfaced.
- It is ODOT's facility, but at its basic level, they will dig it down. Any infrastructure that needs to be put adjacent to the corridor or in the corridor will go in at that time. It is all being coordinated through Engineering. ODOT will be doing all the work and working with the city.
- Dialogues are happening about the city using a highway to envelope the city to spur economic development on the outskirts of town. There is a lot of visioning of how to make connections over Highway 97, to the south. Discussions are being had about going around the airport and doing a parallel highway. Most of those are in the \$100 million plus range of asks. Right now, it is making what Redmond has work and then preparing for the next stage to get to the vision just described.
- The eventual vision for how far the sidewalk will stretch is that the fully built-out project will connect from Veterans Way down to Yew Avenue on Highway 97. The goal is a multi-modal facility that will serve all modes of traffic in order to make better access to Redmond's businesses, make it safer for the community, and allow better freight mobility.

- At this time, ODOT has nothing in the corridor plan that talks about pedestrian overcrossings. Mr. Arnold feels such great strides will happen with making a corridor that is fully connected east-west, making safer crossings at traffic lights, making intersections safer and more visible, and having capacity for people not to have to walk along the shoulder but a separate cycleway and separate sidewalk, a raised median, etc.
- It would be even bigger than eminent domain to pursue an idea like the freeway around the airport which the Commission will learn about along the way with the land use system and the ability of having to go outside of the Urban Growth Boundary in order to do a highway which is a very big lift that costs a lot of money.
- There is no idea of a timeline for the project until funding comes in, when and how. ODOT already has a massive team doing design and planning work. Getting it built out in phases may or may not happen depending on how the funding comes in. It is challenging to gauge the pavement condition index for that stretch of road since it has been patched so much and the bandages are getting harder to put on. Staff hopes that raises the level of urgency among federal funders and the understanding among statewide resources to get the project to the point where it rises to the top.
- Regarding whether all the businesses along the corridor are on board with the project, the City will see how the public process goes, but to this point there has been a decade of involvement of stakeholders in the corridor plan which was built in a transparent, very thorough community process. Some limited turn movements will be challenging for some property owners to transition to which will be worked through with ODOT. They have a whole team that works on just that in order to help the property owners understand it will be a better corridor for everyone in the long run. The notes show very good support throughout the corridor when the corridor plan was adopted.
- A plan for public transport is another conversation that can happen down the road. Staff described the current public transportation in partnership with Cascades East Transit (CET) as well as a funded plan for two bus loops in the north and south. The challenge is CET cannot find drivers. CET is ready to build bus stops. Those have been put on hold pending enough drivers to actually have the routes operate. Redmond still has Dial-a-Ride, but the cost per ride on that is obviously a lot higher. CET is doing an on-demand flex route system which is a fixed route with the ability for the buses to go out of route with a reservation from a property owner. It can deviate from the route with a reservation.
 - Commissioner Rogers noted opportunity is proximate, and mobility expands opportunity. He suggested thinking about raising the wages for the bus drivers to attract more applicants. Staff welcomes the time when Redmond grows to the community that could benefit from deliberate and precise transit-oriented development because there would be a demand for it. Right now, it is more nascent. Redmond has to build a number of factors in order to get that.

VI. OVERVIEW OF JURISDICTIONAL BOUNDARIES (CITY LIMITS, UGB, URA)

Mr. Kyle Roberts stated the three jurisdictional boundaries were briefly touched on in the previous Community Development overview presentation and specifically called out by the Commission as a topic to learn more about. Having a good foundational knowledge of the boundaries will be useful in the Commission's work going forward.

Morgan Snyder, Redmond's new long-range planner, presented via PowerPoint what the three boundaries are: city limits, Urban Growth Boundary (UGB), and the Urban Reserve Area (URA). Highlights included:

- How Redmond and Deschutes County work together.
- The three primary terms for the boundaries.
- Land use history to fully explain the items, including the distinction between urban and rural lands.

- Technical definitions of the boundaries.
- Boundary governance.
- Boundary change process and amendments in action, including the Northwest Area Plan and its progress.
- The Commission will soon work on the West Redmond Area Plan (WRAP). A proposed timeline of the Plan will be brought before the Commission at the next meeting, noting they will have a unique position in the citizen engagement process involved.

Questions and comments from the Commission were addressed as follows:

- Regarding when the city limits were last moved formally, it can be both a citizen and a city initiative process, and she referred to the part of her presentation that went over the specifics of the process, the changing of the boundaries in full.
- It was confirmed the R-URA zone is URA, and there is no Redmond code section governing it. It is in County jurisdiction until such time as the UGB is amended and turns the land into UGB.
- The UH-10 lands located in the holding area are in the City of Redmond's jurisdiction for permits insofar as how it is outlined in the joint management agreement. Someone wanting to build in the UGB within a UH-10 zone would file a land use application and building permit with the city, but the city would be required to apply County development code which creates a situation where sometimes there are differing interpretations with a separate procedure to work out. If it is farther out in the URA, Redmond does not see the application unless super impactful and the County sends notice of it.
- There were concerns about people in the UGB benefiting from Redmond without contributing via taxes. The County is receiving all the tax benefits for all the lands in the holding area. Those tax rolls are not in farm deferral anymore, are a pretty penny, and going to the County. It looks like the County has usurped the City's powers of growing and benefiting from those lands.
 - Deputy City Manager John Roberts replied there are nine-plus taxing districts that pay their fair share that way, meaning they pay into the School District, the Redmond Fire District, 911, 4-H. They do get the benefit from City investments and quality of life issues. What the Commissioners spoke to is the reason cities are forced to charge system development charges, but a more equitable way is property tax. Redmond cannot tax outside of the city limits in the URA or the UGB.
- The Commission thought if it can be figured out who has authority over expanding city limits, it might be appropriate to expand them.
- If there were no joint management agreement, the City would not have any authority over UGB or URA lands, would not be processing any permits, or would have no say. State regulations do not require a joint management agreement. That is an initiative the City and the County take up together.
- The system was set up through the land use system and not any sort of state revenues system. It is more concerned about orderly development of parcels rather than how is it funded. It is land use-focused with a land use-focused result. Ms. Snyder has not looked into the tax law of it but offered to do so.
- The boundaries of the WRAP have not quite been ironed yet. For obvious reasons, Staff would hope to include the new rec center in the Plan. Currently the rec site is in the UGB holding area.
- A roundabout on Hemholtz and a light on 35th are being looked at because of the lack of right-of-way due to the substation. Both are good example of details that will be discussed as part of the planning effort.
- UGB is one of Mayor Fitch's main focuses.
- The impetus for expanding the UGB is making the finding that the UGB is already too small to serve Redmond's needs for the next 20 years. If the City would like to do a massive expansion like in 2006, that is a different planning project. Staff has been looking at it, but the

questions remain if expanding the UGB can be justified when all the procedures have not been completed that were identified in the 2006 expansion.

- Commissioner Rogers thought the city should talk about a recommendation for an urbanization study. Ms. Snyder replied the County has the final say over UGB expansions and then sends it up to DLCD to get approved. The County does not have control over the city limits.
- Commissioner Rogers said it has to be looked at as essentially a warning system for the County of how fast Redmond is planning to move and to people who own property that in 20 years, they could be paying taxes on the property.
- The state having final say on any expansions proposed depends on the boundary that is being expanded. It does not look like the state has a say in annexations. But before that, they absolutely do, both from the URA to the UGB and from the County to the URA. A URA has not been expanded yet in the state. It is extremely probable if not absolute that the state would be involved. UGB expansion is much more common, and the state absolutely has jurisdiction, that is they have veto power through DLCD.
- Commissioner Rogers explained what is coming up is the Community Reinvestment Act (CRA) and how the bank will not receive the Community Reinvestment Act if a city does not have an economic development plan in place for the growth. Banks will actually give grants at this point and receive CRA credit for paying for the studies, really giving a city control over the banking community, where they grow, and where they receive credit because there are billions, nearly trillions a year in CRA lending and investments. If Redmond is not properly aligned with the federal law, it will be less attractive for banks, the CRA hot zones. Another recommendation to consider is to make sure Redmond properly has that stuff on paper.
- The holding area has been in holding for so long, it seems the City did not properly plan for the planning of those areas. The city limits should be out there in the urban holding areas, in the 10. It does the community no good with lands on the east and the west sides entrapped and being forced into annexations that are two years plus to process. It gets no housing on the ground. If it is an infrastructure and a funding problem, those details could get worked out in some sort of code.
 - A big challenge in the West Redmond Area alone is sewer capacity. Redmond is very far away from being able to provide that connection despite property owners wanting to build more intense land uses. There is a requirement to provide infrastructure, and Redmond is already at capacity. It would be another capital investment project to provide such capacity.

Ms. Snyder encouraged any questions at any time be directed to her or Mr. Kyle Roberts.

VII. REDMOND'S POPULATION GROWTH IN CONTEXT OF POLICY DECISIONS

Mr. Kyle Roberts introduced Mr. John Roberts who presented via PowerPoint the importance of understanding population growth which included County and City past trends and future forecasts and how the City utilizes the official Portland State University (PSU) population numbers to help inform policy decisions. He noted population estimates drive UGB expansion; it is the number one determining factor and confirmed he can circulate the PSU forecast publication.

He noted the new certified population of Redmond was 37,566 people, confirming that is inside the city limits.

Staff's professional opinion is PSU's forecasting is off. The publication gets into their methodology, and a lot of it is in-migration, out-migration, births, and deaths. They do not completely understand the significance of stuff like a UGB, and it is the kind of thing that has to be explained to them.

The professional opinion of Staff is that Redmond will reach a population of 50,000 by 2031. Staff has gone from almost a 2040 vision to a 2030 vision. Planning efforts have become accelerated

and need to be aligned so that when the request is made to expand the UGB, it is completely warranted. With Redmond's growth, the UGB will have to be expanded by 2031.

Questions from the Commission were addressed as follows:

- The average annual growth rates are actually looking back. The PSU forecast's accuracy can only be measured by looking at past plans.
- Staff will share their slides with the Commissioners.
- Staff stays in contact with PSU when PSU reaches out, emailing Staff with questions now and again. Perhaps they could come present to Planning Commission or Council. PSU would not be expected to know about the City's permit data unless they are told.
- Staff confirmed that it is on a case-by-case basis that the City provides services to annexed properties. By not annexing, it gives the City more leverage to develop the terms by which they want to annex. One would be hard-pressed to find a jurisdiction nowadays that does not require connection to infrastructure as part of annexation.

VIII. DEVELOPMENT CODE AMENDMENT TOPICS

Mr. Kyle Roberts presented a working draft (included in the meeting packet) of Redmond Development Code amendments. He reviewed the development code amendments work done in 2022 and hoped 2023 will be a little lighter on the amendments.

The working draft is a revolving list of about 20 topics that Staff look to over time to address in the development code. Staff has taken the first step of prioritizing the top 10. As part of this process, on April 4th the Commission is tentatively scheduled for a joint session with Council to discuss the code amendments. He discussed a few of the amendments in the draft starting with modernizing Track 1 and Track 2 subdivisions, noting JET Planning will be consulting on that. Other amendments discussed included landscaping requirements on industrial lands, grading and retaining walls, sign ordinance, align cottage cluster and cottage development standards, and food carts.

Mr. John Roberts added Staff anticipate a similar methodology to what was used in the 2022 code amendments work, and they will bring the amendments to the Commission one at a time and based on staffing capacity. The goal is come October Staff will bundle all the code amendments together for one big package.

It was clarified the item to talk about the Canyon did not make the top 10 list, but there is an opportunity to simply better define what the Canyon Rim is.

Staff intends to stick with the top 10 amendments on the list. It is not unrealistic to address the top 10 this calendar year.

IX. Next Meeting -- February 15, 2023

Mr. Kyle Roberts noted the February 15th meeting will have a public hearing to go back through the adoption process of the 2021 Water Master Plan and the 2020 Wastewater Master Plan due to a technical difficulty with some language in the code. Mr. John Roberts added it is an opportunity to get the Wastewater Division plant manager to give the Commission a larger overview and background on the wastewater treatment plant expansion plans.

Chair Schultz clarified attending virtually when a necessity is a good thing.

X. COMMISSION MEMBER COMMENTS

Vice Chair Schimmoller and Commissioners Rogers and DeWolf thanked Staff for all their hard work.

Vice Chair Schimmoller also thanked Chair Schultz for stepping up to be Chair, and Chair Schultz thanked him for being Vice Chair.

XI. ADJOURN

With no further business, Chair Schultz adjourned the meeting at 6:59 p.m.

APPROVED by the Redmond Urban Area Planning Commission and SIGNED by me this _____ day of _____, 2023.

ATTEST:

_____/s/
Norman Schultz
Chair

_____/s/
Kyle Roberts
Planning Director



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REDMOND URBAN AREA PLANNING COMMISSION

Council Chambers

MINUTES

February 15, 2023

Commissioners Present: Chair Norman Schultz, Vice Chair Ben Schimmoller, Heather DeWolf, Mercedes Cook-Bostick, Michael Rogers, Joseph Zampko, *absent: Wanda Wai Lyian Toe*

Youth Ex Officio: Vacant

City Staff: Kyle Roberts, *Planning Director*; John Roberts, *Deputy City Manager*, Morgan Snyder, *Long-Range Planner*; Ryan Kirchner, *Wastewater Division Manager*; Sarah Vowell, *Associate Planner*

Visitors: Tobias Colvin, *Council Liaison*; Sheri Cleveland

Media: None

(The 3 digits after a motion title show the number of commissioners voting in favor/opposed/abstaining.)

I. CALL TO ORDER – INTRODUCTIONS

Chair Schultz called the public hearing of the Redmond Urban Area Planning Commission to order at 5:00 p.m., February 15, 2023, with a quorum present (6 of 8 commissioners).

II. CITIZEN COMMENTS FOR ITEMS NOT ON THE AGENDA

None.

III. PUBLIC HEARING

A. Redmond Comprehensive Plan Amendment (711-23-000005-TA) to Adopt and Incorporate the 2023 Wastewater Facility Plan Amendment into the Public Facilities Plan and as a Supporting Plan to the Comprehensive Plan

Chair Schultz opened the public hearing and read into the record the rules for the public hearing.

Wastewater Division Manager Ryan Kirchner presented information about the proposed Redmond Wetlands Complex, why an amendment is needed to the City's Wastewater Facility Plan and what a wastewater facility plan is, and the background of the Redmond Wetlands Complex and how it ties into the Interceptor Pipeline amendment before the Commission. Two 24-inch pipelines travel 2.5 miles to the Wetlands Complex, and they need to be converted from effluent to sanitary sewer lines. Upsizing one of the two 24-inch pipelines to a 48-inch meets 20-year planning period requirements per DEQ.

Questions and feedback from the Commission were addressed:

- The new pipeline will be put in place of the old, in the same trench. Alone it is enough to serve a population of 100,000.
- The \$70 million on the budget final amount is for the entire project. The interceptor pipeline expansion is estimated at around \$12,800,000.
- After looking at multiple alternatives, chlorine was chosen as the lowest cost option to the

community and in order to meet the regulatory requirements.

- The system is adaptable and scalable, though. A UV system or another alternative can easily be added.
- Thirty-plus years of groundwater monitoring at multiple sites show no significant changes in TDS which is specifically where you are going to see changes when you are adding chlorine.
- Commissioner Michael Rogers recommended the Cannon Beach system be considered, noting likely continued price increases to chlorine due to the war in Ukraine and inflation.
- For existing septic systems within city limits, a limitation on tapping into service is not because of the treatment plant. Staff is working on the Collection System Master Plan right now which will include community feedback. Over time, the collection system keeps growing. The question becomes is there a collection system nearby and then the cost/benefit analysis.
- This project does not adjust the SDCs at all at this time. Based off of the \$70 million price for the whole system, nominal increases are expected, the typical 3 percent that factors in much more than the treatment plant. A huge hike in the cost is not expected. The SDCs will be funding a portion of the project, about \$6 million to \$7 million. The operations fund will basically fund the payback of the loan.

Planning Director Kyle Roberts briefly presented via PowerPoint how the proposed amendment ties into the Comprehensive Plan as well as the planning process. Staff recommends the Commission make a recommendation to City Council to adopt and incorporate the Amendment into the Public Facilities Plan and as a supporting plan to the Redmond Comprehensive Plan. If the Commission does so, Council will have a public hearing February 28th hopefully to adopt the Amendment.

It was clarified that it is termed an acknowledgement by the Department of Land Conservation and Development (DLCD) because they are not really approving it, but they want to be sure the Amendment complies with statewide planning goals.

Chair Schultz closed the public hearing.

Motion 1 (0/0/0): Commissioner Michael Rogers moved that the urbanization study looking at expanding city limits which he understood as part of the Plan/Amendment be done for the whole of Redmond and not just the area where the Wetlands are going in, in order to better use resources.

Mr. Roberts clarified the City's current wastewater system is nearly at capacity with the growth that is being seen. Staff's finding regarding Goal 14 says it is basically necessary to create a new treatment facility to accommodate for future expansion of the city.

The motion was not seconded.

Motion 2 (6/0/0): Commissioner Michael Rogers moved to move ahead.

Commissioner Michael Rogers canceled the first motion and seconded to move the plan ahead with no comments, seconded by Commissioner Joseph Zampko. The motion passed unanimously.

IV. PLANNING FOR THE WEST REDMOND AREA PLAN (WRAP)

Long-Range Planner Morgan Snyder presented the staff memo regarding the West Redmond Area Plan (included in the meeting packet), a project the City is committed to completing. The framework plan looks into the West Redmond Area which is on either side of Highway 126,

valuable highway frontage a lot of developers do prefer. The area offers potential mixed use, a neighborhood center, mountain views, and a place to serve as the west gateway into the city.

She cannot speak to specifics of what the WRAP will contain, especially with the need to schedule with the Technical Advisory Committee, the open house, and the community.

She would love to present the completion and maybe incorporation of the WRAP as a Christmas gift to everyone involved this year. Mr. Roberts added it is envisioned to be close to a year process, but Staff would definitely keep the Commission in the loop with regular updates, potentially at every meeting.

V. Next Meeting -- March 1, 2023

Mr. Roberts was not entirely sure there would be a meeting March 1, 2023; it could change. He sent an email last week encouraging Commissioners to attend the DLCD's and the Oregon American Planning Association's March 22nd virtual seminar for planning commissioners and staff on land use decision-making.

Deputy City Manager John Roberts stated some exciting projects are moving forward that Staff should be able to report on in the coming month or two. The Commission's joint meeting with Council is scheduled April 4th.

VI. COMMISSION MEMBER COMMENTS

Vice Chair Ben Schimmoller thanked Staff for their presentations and welcomed the new member.

Mr. John Roberts confirmed the irrigated fields of the City's Wastewater Division are contracted out for growing hay. He did not know about the type such as orchard grass. It is actually a revenue line in the city budget. The City also leases out the management of the Pershall property north of the existing treatment plant.

VII. ADJOURN

With no further business, Chair Schultz adjourned the meeting at 5:51 p.m.

APPROVED by the Redmond Urban Area Planning Commission and SIGNED by me this _____ day of _____, 2023.

ATTEST:

_____/s/
Norman Schultz
Chair

_____/s/
Kyle Roberts
Planning Director

An aerial photograph of a suburban neighborhood, showing a mix of residential houses, green lawns, and some commercial buildings. A red line is drawn across the image, starting from the left side, going up and right, then down and right, and finally up and right again, forming a large, irregular shape that encompasses most of the visible area. The text is overlaid on the left side of the image.

WRAP UPDATE

AS OF MAY 3RD, 2023



WRAP SO FAR





OPEN HOUSE FEEDBACK

1. Gave four prompts
2. Built models
3. Filled out model forms

14 total model forms

WEST ENTRANCE INTO REDMOND BOTH A GATEWAY & A DESTINATION

Common themes include: entering Redmond via a roundabout on Helmholtz and Highway 126, slowed vehicle movement on Highway 126, multi-modal access, entrance monument (e.g. an arch), variety of active/entertaining uses nearby, demonstration of 'natural beauty', public art, and travel amenities (e.g. gas station).

PEOPLE GOING TO WORK IN WEST REDMOND BUILD A WEST REDMOND THAT WORKS FOR PEOPLE

Common themes include: keeping natural amenities near work facilities, make work facilities easily accessible/connected in many ways, provide quite/safe atmosphere, ensuring youth and learning elements are nearby (e.g. childcare, learning gardens/farms).

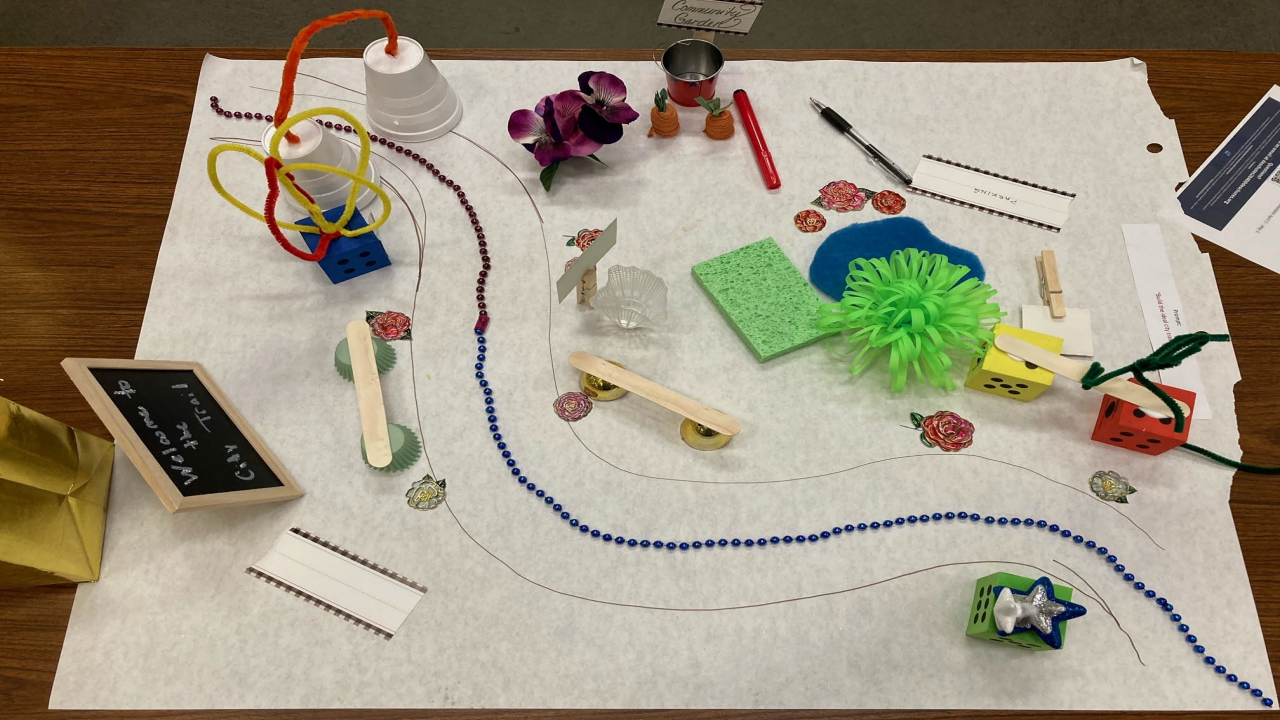
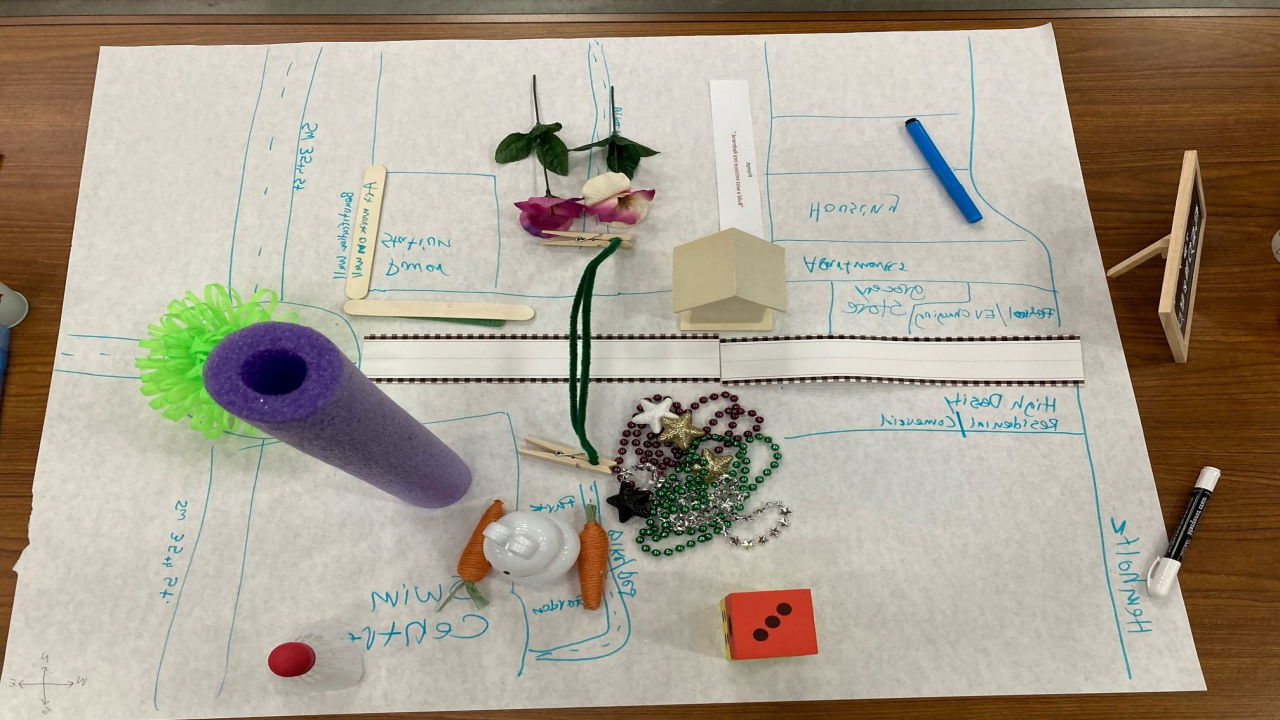
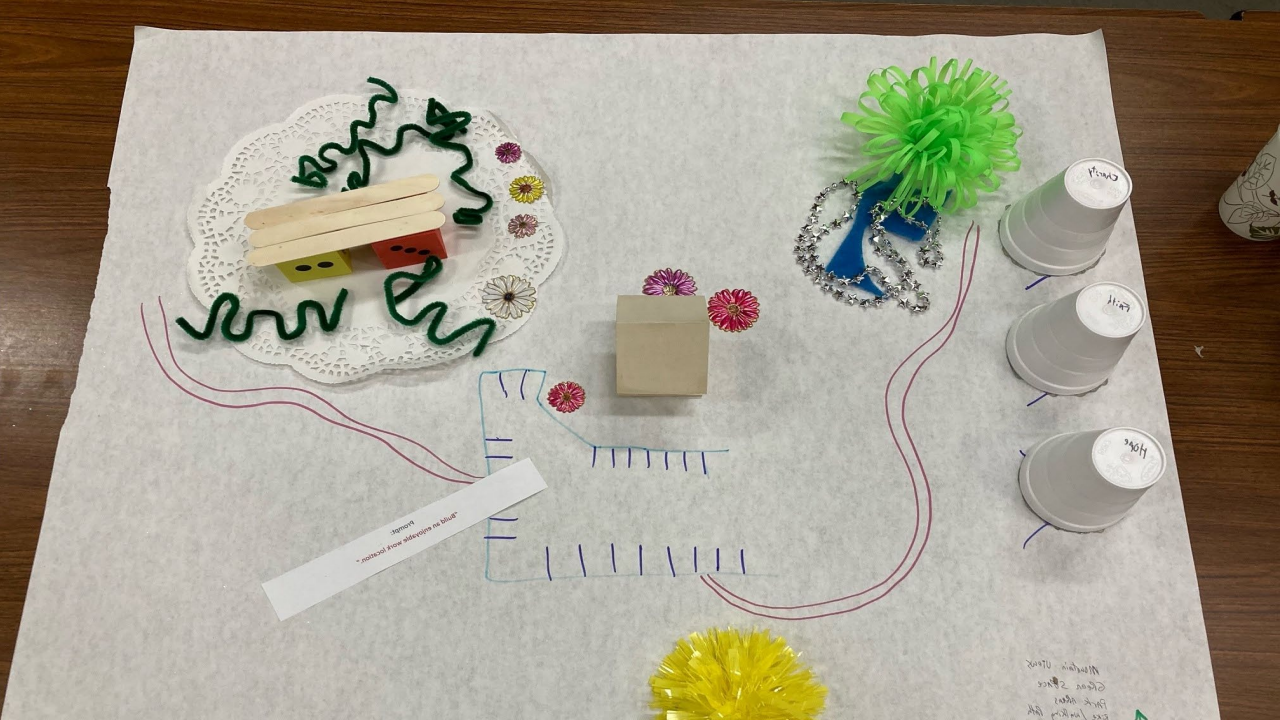
CITY TRAILS THAT YOU GET YOU TO YOUR DESTINATION ALL WHILE ENJOYING THE JOURNEY

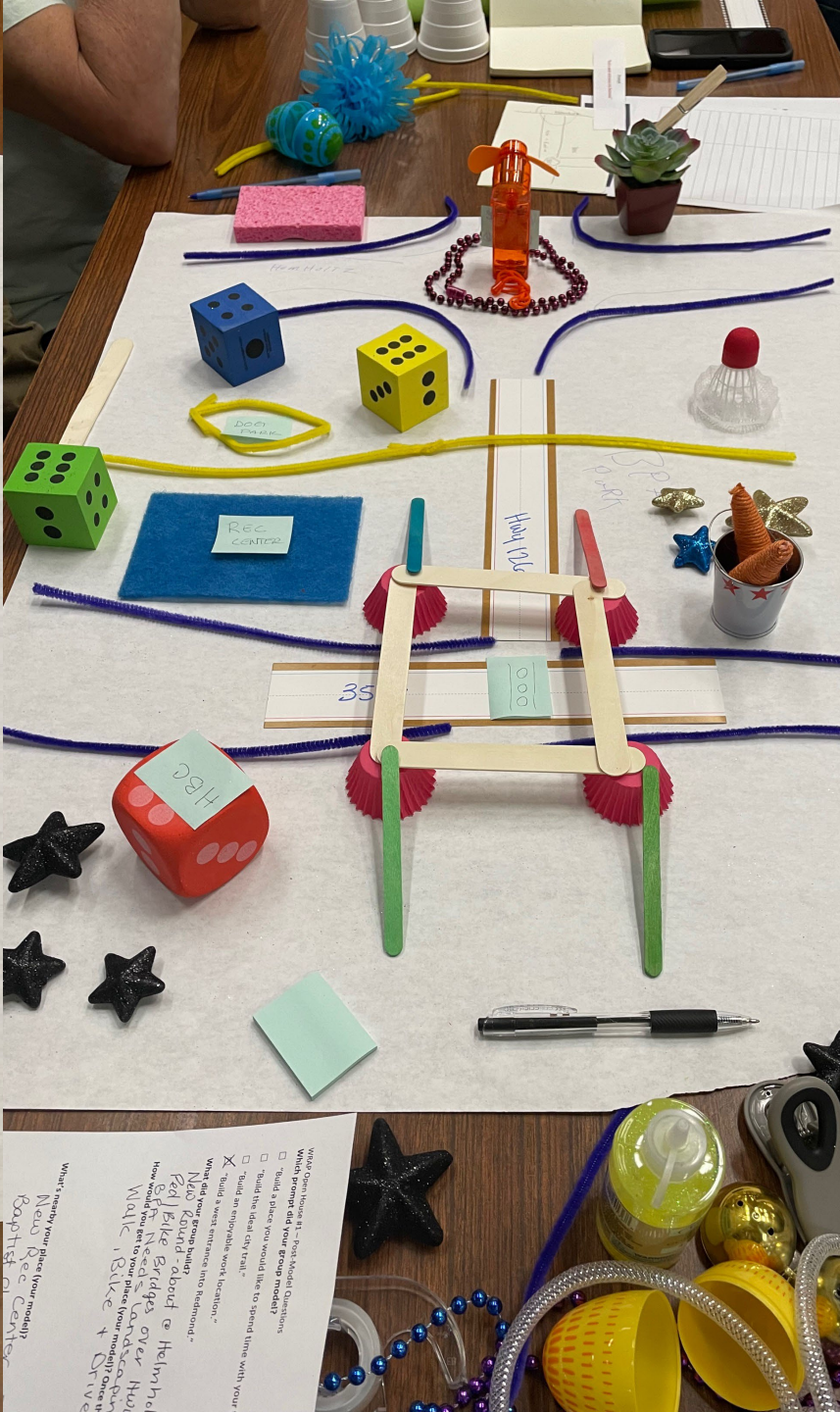
Common themes include: intelligent placement of trails, never being too far from a trail, each one is safe and peaceful, passive (e.g. wildlife features, benches) and active amenities (e.g. climbing rocks, garden), and well-maintained facilities (e.g. restrooms, waste cans).

MAKE WEST REDMOND A PLACE FOR FAMILIES ALL OF REDMOND'S FAMILIES

Common themes include: Community gathering places both high and low cost (e.g. entertainment venues to public space attractions), safety, well-built and connect access, featuring visibility, art, nature.







An aerial photograph of a suburban neighborhood, showing a mix of residential houses, green lawns, and some commercial or industrial buildings. A red line is drawn across the image, forming a large, irregular polygon that encompasses the majority of the visible area, likely indicating a specific planning or development zone.

THE OPEN HOUSE WAS ATTENDED BY MANY, INCLUDING Y'ALL!
WHAT ARE YOUR THOUGHTS, PLANNING COMMISSION?



OTHER FEEDBACK METHODS



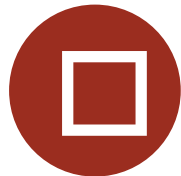
**ONLINE SURVEY
(OPEN UNTIL JULY)**



**COMMUNITY
CONVERSATIONS**



**TECHNICAL ADVISORY
COMMITTEE (TAC)**



**COMING SOON!
VIRTUAL MODEL
ACTIVITY**

QUALITATIVE ANALYSIS: WHAT HAVE WE DONE WITH PUBLIC RESPONSES SO FAR?

1. Thoroughly read each response.
2. Assign each response with a code word reference.
3. Tally up each code word reference.
4. Go back and look for common themes across each respondent's answer to the same question.

Example

Real survey response: "Some commercial development, like a coffee shop (great place to stop after working out at the new RAPRD facility). A grocery store."

Would be coded as: Commercial; Swim Center; Entertainment; Access; Food – grocery

SURVEYS SO FAR

QUESTION #1

“WHAT COMES TO MIND WHENEVER YOU ENTER REDMOND?”

Themes:

- Redmond brings a variable of impressions upon entrance, including rural, industrial, old-fashioned, unkempt, natural.
- Redmond is cherished for it’s natural and built amenities, like the Dry Canyon and the downtown area.

Top 5 codes: Underdeveloped, Beauty, Lacking, Traffic, Impression/Charm.

QUESTION #2

“HOW COULD THE WEST REDMOND AREA SERVE YOU?”

Themes: “The future West Redmond Area..”

- Has various natural, entertainment, and commercial amenities that are well-connected and accessible.
- Is integrated into the rest of the City and provides some missing services/amenities.
- Balances the natural beauty of this part of town with valuable development.

Top 5 codes: Commercial, Entertainment, Connectivity, Trails, Parks.

QUESTION #3

“WHAT WOULD YOUR IDEAL FUTURE WEST REDMOND AREA LOOK AND FEEL LIKE WHEN YOU VISIT?”

Themes:

- There is a distinct, quality feel to the future WRA.
- All infrastructure, including utility and transportation, is well-maintained.
- WRA is both a destination and a fully serviceable gateway.

Top 5 codes: Commercial, Housing, Trails, Biking, Entertainment.



NEAR-TERM NEXT STEPS

ONGOING

More Community Conversations

Receive and analyze more online surveys

Remain available to the public

Continue to keep the website updated

START

Attend events

Meet people where they're at.

Technical Advisory Committee (TAC) individual meetings

Get focused feedback from experts, work out development issues.

Virtual Model Activity

Models are good feedback, and this allows people to participate independent of staff in their own communities.

An aerial photograph of a city, likely Los Angeles, with a red outline tracing a path through the urban landscape. The text is overlaid on the left side of the image.

QUESTIONS?
DON'T HESITATE TO REACH OUT!



CITY OF REDMOND
Community Development Department

411 SW 9th Street
Redmond, OR 97756
Ph: (541) 923-7721
www.ci.redmond.or.us

Deschutes County TSP Virtual Open House
c/o Chris Doty, Road Department Director
61150 SE 27th St
Bend, OR 97702

Re: Deschutes County TSP – City of Redmond’s Comments Submission

The City of Redmond appreciates this opportunity to review and respond to the Deschutes County draft Transportation System Plan (TSP) and project list.

The City and County are experiencing and contending with accelerated population growth. Subsequently, projected growth numbers used in plans and figures as recently as two years ago are already starting to serve as an underestimation. It is well known that developing a transportation system plan at either the City or County level that sustainably accommodates the increase in development and demanded capacity requires supplying said capacity in a manner that considers safety and transportation facilities as they function as part of a larger network.

It is this recognition of the need for sustainable, safe, regional development, in addition to the need to bolster economic resiliency of Central Oregon, that first drove the County to initiate the Industrial Large Lot Properties Project over a decade ago. Through thorough investigation and coordinated efforts led by the County, as well as a multitude of agency partnerships, the DSL Large Lot Industrial properties were identified and designated through state rulemaking, plan amendments, and zone changes. Now more than ever, with the upcoming population influx and broader economic challenges approaching, the City is committed to following up on this important groundwork to convert these properties into development-ready sites, just as was recommended by the initial analysis report prepared by the County.

To that end, the City is currently re-evaluating some of the fundamental assumptions used in the Redmond TSP (adopted in 2020) to better account for the employment forecasts of the DSL Large Lot Industrial (LLI) properties and the overall population growth. Initially, the max employment for the entire DSL LLI properties was assumed to be 1,000 employees. However, one initial user is projecting 1,000-2,000 employees, and this user would only occupy a 200-acre portion of the 900-acre site. Success of the Industrial Large Lot Properties Project would entail attracting multiple users simultaneously, rather than just one initial user who would occupy only a portion of the land. One lone user may not be able to commit to these lands as they would be responsible for building a significant amount of infrastructure upfront without being able to split that responsibility with others. However, the discrepancy between this initial user’s employment figures and the initial max employment assumption indicate that transportation facility updates will be required to alleviate the congestion currently experienced by Redmond’s transportation system, most notably the US 97 / Yew Avenue interchange, in order to appeal to multiple potential users of these properties and revitalize this project.

To address this need, the City has been working and making progress on developing additional transportation corridors on either side of US 97, namely, the Helmholtz and Eastside Corridors. Helmholtz is accessed primarily by SW 61st Street and SW Quarry Avenue and, once fully developed, would be able to provide access to OR 126 and north-south circulation to serve West Redmond’s existing and rapidly increasing development. The Eastside Corridor is conceptualized to run from SW Quarry to SW 19th Street along Airport Way, provide a

connection to OR 126, and continue north along NE 9th Street to eventually connect to O'Neil Junction. Several million dollars have already been spent on the Eastside Corridor and another \$8M are programed in the City's five-year Capital Improvement Program. However, in order to meaningfully employ these corridors as alternatives to US 97 and alleviate increasing strain on the regional transportation system, including the US 97 / Yew Avenue interchange and SW 61st Street, capacity and safety improvements to the existing intersection at SW Quarry Avenue and US 97 will be critical.

Quarry Interchange

Proposed project S-8, the Quarry Avenue / US 97 intersection and future interchange, has been identified as a low priority State facility project. The City requests that the County elevate the priority of this project, and highlight the interagency coordination involved in this planning effort/project. The City believes that a statewide planning goal exception may not be required to improve the SW Quarry Avenue and US 97 intersection due to OAR 660-012-0065(3), specifically OAR 660-012-0065(3)(e). This area of the TPR allows for qualifying transportation projects or improvements to be implemented on rural lands, consistent with statewide planning goals 3, 4, 11, and 14, without requiring a goal exception – provided they comply with the applicable criteria. Without the need for a statewide planning goal exception, project S-8 may be more likely to be able to obtain funding within the TSP timeline as the need for this interchange facility exists, and because alternatives are minimal in number and would have more intense land use requirements. This interchange would allow for the City to increase the local transportation connectivity needed to realize the goals of the Large Lot Industrial Properties Project and would directly benefit the County Fairgrounds, which is proposed for expansion but already experiences very large volumes of vehicles and currently requires specialized traffic control to safely handle.

South Redmond

Increasing connectivity within the area south of Redmond, which serves an increasing variety of users, would obviously benefit the City but also would immeasurably improve the access provided to the entire regional community. The effort to upgrade this area is memorialized in the City's Southwest Area Plan (adopted 2014) and the US 97 South Redmond Corridor Facility Plan (adopted 2019). This effort is further memorialized in the Redmond TSP – between SW Elkhorn Avenue and the City UGB, six roadway projects, three intersection projects, and four bikeways are already scheduled and adopted. The City supports proposed County projects CC-9, CC-18, CC-19, S-8, CC-9, CI-12, and Functional Classification #4, and believes the County's projects will see benefits from the joint effort to improve this overall area even if none of the proposed projects directly overlap. Additionally, the City requests that the County elevate the priority of proposed projects CC-18 and CC-19, as the 19th street extension would connect the City's Eastside Corridor to US 97 and provide immediate alleviation of traffic congestion at the Yew Avenue / US 97 interchange.

West Redmond

West Redmond is and will continue to see the majority of the City's residential development to accommodate its increasing population in the next near-term planning horizon. The benefit to this is that, aside from establishing the SW Quarry Avenue / US 97 Interchange, the Helmholtz corridor already exists, already serves this area with connections to east-west City streets, and needs only relatively minor modifications to continue to do so as development occurs. The City appreciates the inclusion of the Helmholtz Corridor improvements, especially as this area has seen increasing traffic volumes and safety concerns based on recent crash data and motorist behavior. The benefit that Helmholtz Way and adjacent streets provide is recognized in the Redmond TSP, the Southwest Area Plan, the Northwest Area Plan (adopted 2007), and will be further emphasized in the West Redmond Area Plan following its development and adoption in 2023. The City supports proposed County projects CC-35, CC-13, CC-25, S-4, CC-33, and Functional Classification changes #2 and #3, and would like to collaborate with the County on

these projects. The City also supports proposed County projects CC-14 and CC-31 but was unable to identify the details of these projects (maybe due to a typo or mis-labeling in the project list). Additionally, the City would like to request that County elevate the priority of proposed project S-4, and partner with the County on proposed project CC-25 to improve safety for the community.

North Redmond

North Redmond provides crucial inter-regional connection to surrounding communities, yet also has well-documented safety concerns. As highlighted by the Interchange Area Management Plan (adopted 2006), the US Highway 97 Area Plan (adopted 2007), and the Redmond TSP, the primary focus of traffic facility improvements in this area is on accommodating increased demanded capacity in a way that also addresses these concerns with long-term solutions. The Redmond TSP contains six roadway projects, three intersection projects, and three bikeway projects just in the portion of Redmond north of the NW 6th Street / US 97 Interchange. One of which is the same project identified as S-7, while another is the same road segment identified as CC-8 in the County's proposed project list. The City supports proposed County projects S-7, CC-8, and CC-26, and believes these projects, in addition to the City's, would provide immediate, measurable safety improvements to the users of these facilities. The City also request that the County elevate the priority of proposed project S-7, the O'Neil Highway / US 97 intersection (also known as O'Neil Junction) for important safety reasons and is open to discussing an update to the IAMP in coordination with ODOT.

Conclusion

Many of these projects aim to serve a regional need, which will require a high degree of coordination between the County and the City to implement. If population underestimations are any indication, the upcoming challenges facing this region will demand flexibility, quick adaptations of plans, and proactive/innovative solutions. In the spirit of achieving the results that both jurisdictions would like to provide to our community, the City would like to revisit amendments to the Joint Management Plan agreement to allow for better implementation of these TSP projects and many others.

The draft TSP and project list embody that the County and the City share much of the same vision for the development of our shared transportation system. By supporting our mutual work, as discussed in these comments, both jurisdictions will be able to maintain compliance with statewide planning goals, maintain and improve our existing transportation assets, and better serve the entire community.

Thank you again for the chance to participate in the draft project list development for the Deschutes County TSP.



RESPONSE MEMO

Date: Monday, January 23, 2023

To: Morgan Snyder, John Roberts and Kyle Roberts, City of Redmond

From: Chris Doty, Peter Russell, and Cody Smith, Deschutes County
Matt Kittelson and Julia Kuhn

Project: Deschutes County TSP Update

Subject: City Comments on Virtual Open House #2

In response to the thoughtful comments presented by City of Redmond staff on the Virtual Open House list of proposed projects, this memo provides our response on the draft County Transportation System Plan (TSP) projects. This memo is intended to supplement the Virtual Open House summary memo responded to the primary themes and ideas that 159 people submitted comments on as well.

As we continue to prepare and implement the TSP, we look forward to our continued collaboration with City staff on projects that help foster economic growth in Central Oregon and support a vibrant and safe transportation system for all users.

Large Lot Employment Forecast Updates

We understand that the City is working with ODOT and the Bend-Redmond MPO to update the employment forecasts in the "large lot industrial" area south of the Redmond Municipal Airport and also to prepare an updated City TSP. We look forward to being an active participant in the TSP update and can update our TSP once your updated TSP has been adopted.

Quarry Interchange

We understand that the City believes that a "Goal Exception" to the Transportation Planning Rule (TPR, OAR 660-012-0065) is not needed to support a connection to a future interchange with US 97 at Quarry Avenue. We understand from previous discussions with ODOT and the City that an extension of a new street on the east side of US 97 to connect to the City's Urban Growth Boundary (UGB) would be viewed as requiring a Goal Exception. That being said, the County supports the City's efforts to pursue this issue further with ODOT and looks forward to our participation in the efforts.

The Quarry Avenue interchange is shown as a low priority due to ODOT's interpretation of requiring a Goal Exception as well as other factors related to needs within the County's system. Deschutes County understands the desire of the City to pursue this Project in the near term due to the potential of development of large lot industrial lands in the 19th Street Corridor. Of primary importance is the placement of the project within the County TSP as this opens the door to pursuit of project funding via large-scale state and federal grant and other funding opportunities. Of secondary importance is prioritization of the project within the Capital Improvement Plan (CIP), which reflects the timing in which Deschutes County would seek to construct the project in relation to other planned projects. This Project will need to be pursued in partnership with the City, County, and ODOT; however, if near term construction is the goal, it is likely that the City or ODOT will need to be the primary champion of the project.

SW 19th Street Extension

The County appreciates your support for the roadway, state and functional classification projects shown in South Redmond. As discussed above, we look forward to partnering with you and with ODOT to further discuss how SW 19th Street might be extended out of the City's UGB and to the Quarry Avenue interchange. As noted above, we can evaluate changes to the priority of the projects in this area pending the future discussions.

West Redmond

The County appreciates your support for the roadway, state and functional classification projects shown in West Redmond. In particular, we look forward to future discussions with you and with ODOT staff on the SW Helmholtz Way/OR 126 intersection changes. We understand that ODOT will be the lead agency on this project and will support future City and ODOT efforts on the project design, development and implementation.

Per your question about CC-14 and CC-31, there was an error in the number as you note. These two projects are pavement overlay and widening to current County standards which would be supportive of the overall vision for west Redmond you presented.

North Redmond

The County appreciates your support for the roadway, state and functional classification projects shown near the O'Neill Junction. In particular, we look forward to future discussions with you and with ODOT staff on the re-evaluating the priority for the O'Neill Junction interchange. We understand that ODOT will be the lead agency on this project and will support future City and ODOT efforts on the project design, development and implementation.

Next Steps

Please let us know if you'd like to discuss any of these in more detail. We look forward to our ongoing collaboration with you and with ODOT on supporting Central Oregon now and in the future.



CITY OF REDMOND
Community Development Department

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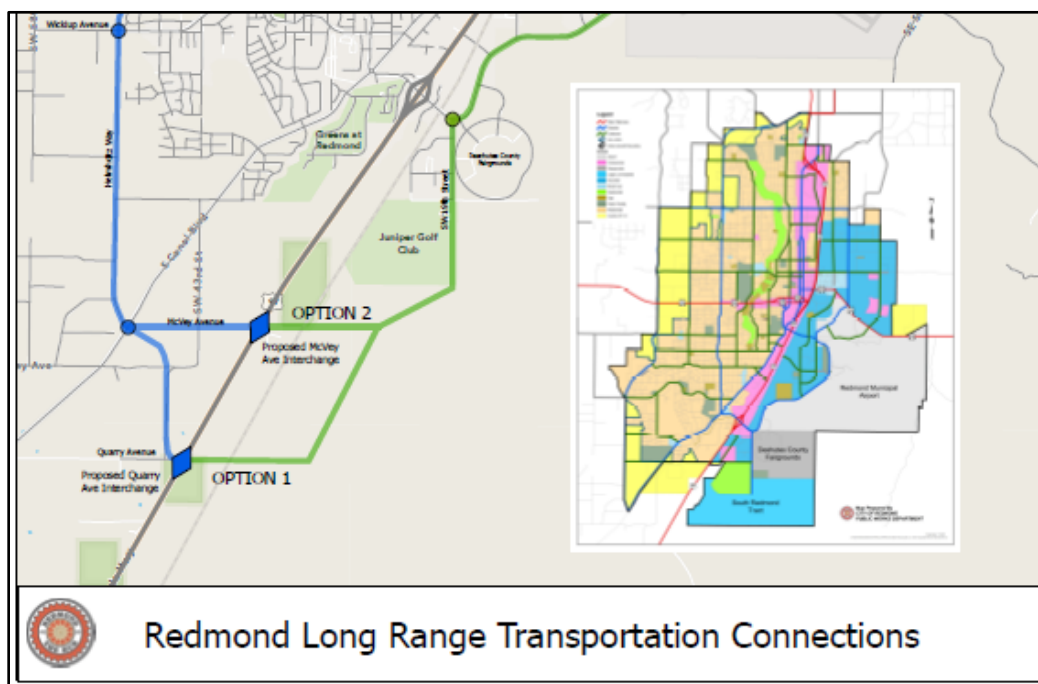
Deschutes County TSP Update
c/o Chris Doty, Road Department Director
61150 SE 27th St
Bend, OR 97702

Re: Deschutes County TSP – Additional City of Redmond Comments

The City submitted comments on the Deschutes County Transportation System Plan update on December 30, 2022. Please consider the following additional comments and information regarding interchange alternatives on US South Hwy 97.

The City recommends a potential design alternative to the Quarry Avenue / US HWY 97 Interchange for the County's consideration, which would entail the modification of two County Roadway projects (CC-18 and CC-19), one State roadway project (S-8), and the addition of a new County roadway project.

The City has started to consider a McVey Avenue / US HWY 97 Interchange to better serve the Large Lot Industrial lands and Redmond's developing east/west corridors (illustrated below and in the enclosed diagram). This would be accomplished by connecting SW Canal Blvd to Highway 97 via a SW McVey Ave extension to form the West Redmond arterial, and by building out the rest of SW 19th Street to meet where SW McVey Ave would join Highway 97 to form the East Redmond arterial.



It is understood that this proposed interchange project would require similar coordination between the City, County, and ODOT as the currently proposed Quarry Ave / US HWY 97 Interchange project. The City would be prepared to collaborate with the County on the land use requirements this project might entail and is already reevaluating our transportation analysis methods to demonstrate support and the potential future changes to the City's TSP to accommodate it.

Additionally, while the McVey Ave / US HWY 97 Interchange project would result in an additional County roadway project, the City finds it reasonable to believe that due to the significantly reduced length of SW 19th Street extension and the increased proximity of the proposed interchange to City lands, there would be a substantial cost savings from the reduced construction and property acquisition costs. The increased proximity of this project to City lands compared to the Quarry Ave / US HWY 97 project also increases the realistic possibility of future UGB expansion and annexation into City limits, particularly as the Large Lot Industrial properties are able to begin development and serve our regional community.

While there is still much to ascertain about the potential future interchange near the south of Redmond, having the project and both of its potential design alternatives listed in the County's TSP update would identify multiple options to assess in determining the best solution that benefits Redmond, the County, ODOT and community.

Thank you for your time and consideration of these additional comments.

Encl.

Redmond's Future Arterials Diagram

Cc: Ed Fitch, Mayor



CITY OF REDMOND
Community Development Department

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**PROPOSED TEXT AMENDMENTS
TO THE REDMOND CITY CODE, CHAPTER 8
REDMOND DEVELOPMENT CODE (RDC)**

DATE: Prepared for May 3, 2023, Work Session
HEARINGS BODY: Redmond Urban Area Planning Commission
REVIEWING STAFF: Kyle Roberts, Planning Director
TOPIC: C-4A – Limited Service Commercial Zone

I. Purpose

- Correct Sections 8.0065 and 8.0190 to create a description for the C-4A zone and to correct residential uses listed in the commercial zones permitted uses table.

II. Proposed Amendment to RDC

Proposed text amendments are shown in ~~strike-through~~ and **in Red or Red Underline**.

**ARTICLE I - ZONING STANDARDS
INTRODUCTORY PROVISIONS**

8.0065 Establishment of Zones and Districts. (Identifies allowable zones and definitions for them):

(***)

C-4A Limited Service Commercial Zone. Limited strip type commercial and to provide for a lower intensity of heavily auto-related business. A mix of limited service commercial and limited residential uses are intended to serve large industrial tracts/employment areas and reduce crosstown vehicular trips.

(***)

**ARTICLE I - ZONING STANDARDS
COMMERCIAL USE AND INDUSTRIAL USE ZONES**

8.0190 Table C, Uses Permitted. The following uses identified below are allowed outright or conditionally in each of the Commercial and Industrial zones. Outright or conditional uses in the M-1.5 zone may be permitted Conditionally in the M-1 or M-2 zones; this allowance does not apply for uses Not Allowed ("N").

"O" means Permitted Outright

"C" means Permitted Conditionally

"N" means Not Allowed

Commercial/Industrial:	C-1	C-2	C-3	C-4	C-4A	C-5	M-1	M-1.5	M-2	DOD	Restrictions and Requirements:
Apartments	N	N	N	N	N	N	N	N	N	N	See Multi-Family complexes.
Assisted Living Facility	O	O	O	O	O	O	N	N	N	C	
Bed and Breakfast	C	C	C	C	N	N	N	N	N	C	
Boarding House	O	O	O	O	C	C	N	N	N	O	
Caretaker	C	N	N	C	N	C	C	C	O	N	Must live on site.
Condominium	N	N	N	O	N	N	N	N	N	O	State regulated.
Dairy	N	N	N	N	N	N	N	N	N	O	
Homeless Shelter	O	C	C	C	N	N	O	C	N	N	
Manufactured Home Park	C	N	N	C	N	N	N	N	N	N	
Multi-Family Complex	O	O	O	O	O	O	N	N	N	O*	*Residential Use on ground floor restricted to <25% and shall not be in front of building.
Planned Unit Development	C	C	C	C	C	C	C	C	C	C	
Residential Use above ground floor	O	O	O	O	<u>NO</u>	<u>NO</u>	N	N	N	O	
Residential Use on ground floor <25%	<u>NO</u>	O	O	O	N	N	N	N	N	O	Not in front of building.
Residential Use on ground floor >25%	N	N	N	N	N	N	N	N	N	N	
Residential care facility	O	C	O	C	N	N	N	N	N	C	
Residential care home	O	O	O	O	N	N	N	N	N	O	
Single Family Detached Dwelling (including ADUs) and Duplexes on ground floor	C	O*	C	N	N	N	N	N	N	O*	*Only permitted for those uses pre-dating the adoption of the C-2 Zone Amendments and Downtown Overlay District on August 12, 2008.
Attached Single Family and triplex and quadplex above ground floor	O	O	O	O	O	O	N	N	N	O	
Resumption of a residential use	O	O	O	O	O	O	N	N	N	C	Only as previously established.

(***)

//Analysis: The City has a total of six commercial zoning districts, each with their own distinct character as maintained by regulating uses and siting and design standards, unique to each zone. One of these zones is the C-4 Limited Service Commercial Zone, intended to retain the limited strip type commercial character present in the area encompassed by the zone (along much of OR Highway 126/SW Highland Avenue stretch connecting downtown to SW 27th Street as shown in the light purple color in Exhibit A). Limited strip type commercial is to provide for a lower intensity of heavily auto-related business, unlike that of the C-1 Strip Service Commercial Zone (along much of US Highway 97).

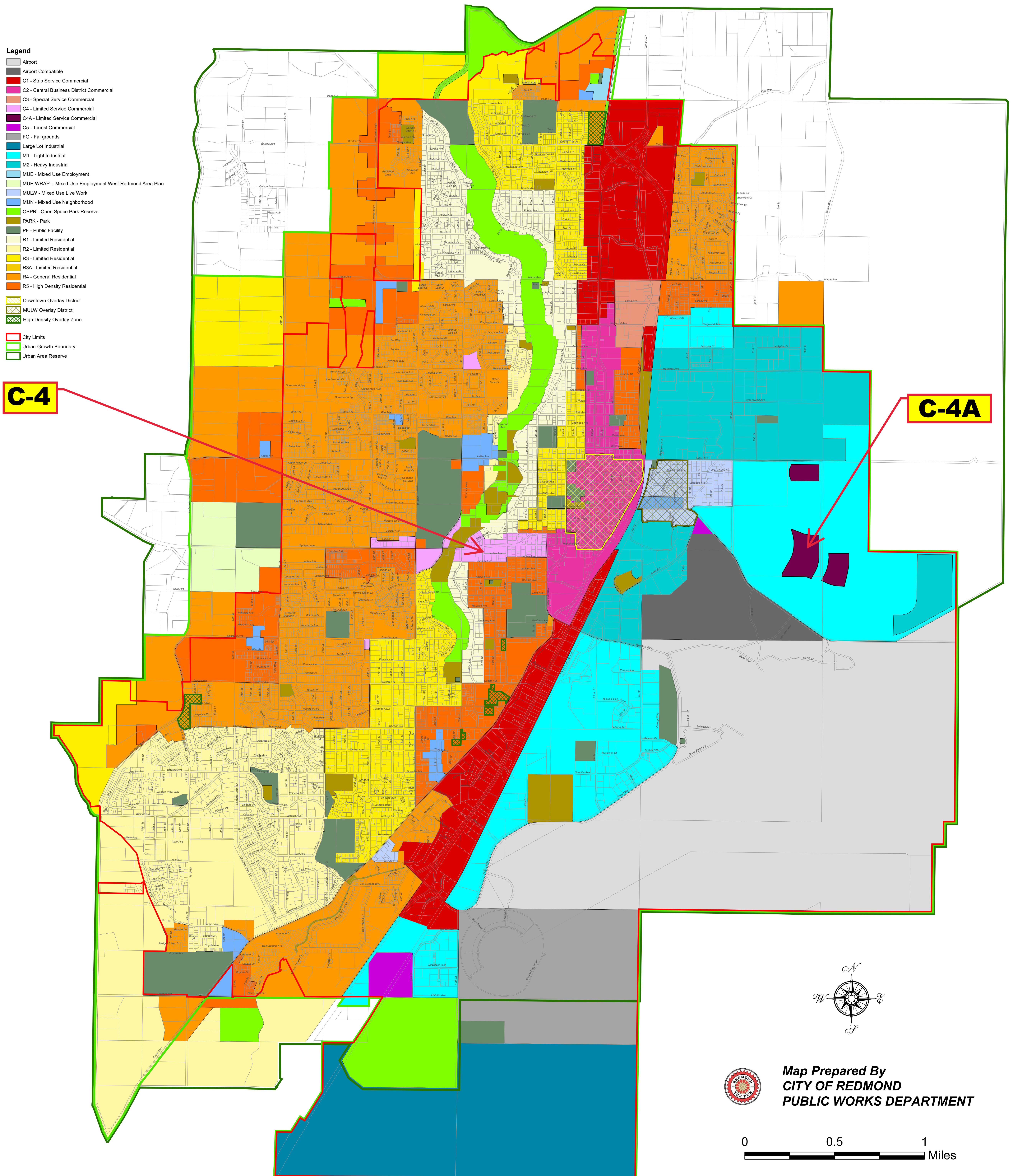
The City's newest commercial zoning district, C-4A (emphasis added), was created in 2012 and was officially applied to lands in 2013 when a large swath of Open Space Park Reserve-zoned land north of the airport was rezoned to industrial. C-4A is intended to be nearly identical to the C-4 zone but is geographically located on the east side of the city, adjacent to industrial-zoned lands (as shown in Exhibit A). That said, in terms of uses as compared to C-4, the C-4A zone additionally allows for commercial uses that complement industrial uses and is more limiting with residential uses.

The underlying purpose in creating the C-4A zone was to provide the large industrial tracts on the east side with limited service commercial, in part, intended to contain vehicular trips. By providing limited commercial and residential near large employment areas, crosstown vehicular trips would be reduced.

Although C-4A was created 11 years ago, no description/definition of the zone was created and incorporated into the zoning district definition section (Section 8.0065) of the Redmond Development Code. The definitions outlined in Section 8.0065 provide additional context as to the purpose and intent of each zone and district. Staff have proposed a definition for the C-4A Limited Service Commercial Zone.

Additionally, in reviewing the allowed residential uses in the C-4A zone, staff found a few discrepancies and have proposed fixes as shown in the use table above.//

2040 Greater Redmond Area Comprehensive Plan and Zone Map



Redmond Development Code (RDC) Amendments

Calendar Year 2023

Topic	Project Lead	Status (as of April 26th)
1 Water conservation regulations	Morgan, Josh (Water Div.)	Evaluating RDC provisions
2 Align PW Standards & Specifications w/ applicable provisions in RDC	John, Alex (Building Div.), Lindsey (Engineering Dept.), Sean, Sarah	Draft in progress; Engineering met w/ Planning staff in early April
3 Sign Ordinance (update, simplify, & remove from RDC)	Sarah	Evaluated Sign Ordinance; Currently researching alternatives
4 Food carts/pods (service retail mobile vendors)	Megan, Engineering Dept.	Researching & gathering information
5 Align Cottage Cluster & Cottage Development Standards	Kyle, JET Planning	Not started
6 Modernize Track 1 & 2 subdivision review provisions	Kyle, JET Planning	Conducting background research & evaluating
7 Airport: zoning map & regulatory clarifications	Century West, John	In progress
8 Update Urban Holding-10 zoning standards	Kyle, Sarah, County Planning Dept.	Researching & evaluating; Communicated w/ County Planning Dept.
9 Create definition for C-4A zone & correct uses	Kyle	Present to Planning Commission on 5/3
10 Evaluate High Density Residential Overlays	Kyle	Not started
11 Transitional shelter regulations	John	In progress
12 SDC Credits - Affordable Housing (Chapter 4 of City Code)	John	Adopted on 3/14