



CITY OF REDMOND

Community Development Department

411 SW 9th Street
Redmond, OR 97756
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www.redmondoregon.gov

REDMOND URBAN AREA PLANNING COMMISSION

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

Wednesday, October 4, 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 October 4th)

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

Ben
Schimmoller,
Vice-Chair

Heather DeWolf

Joseph
Zampko

Mercedes
Cook-Bostick

Michael Rogers

Wanda Wai
Lyian Toe

Ex-Officio
Vacancy

- I. CALL TO ORDER / INTRODUCTIONS
- II. CITIZEN COMMENTS FOR ITEMS NOT ON THE AGENDA
- III. DEVELOPMENT CODE AMENDMENTS
 - a. Street Trees and Tree Preservation
 - b. Transportation System Analyses
 - c. Supportive Shelters
 - d. Triplexes & Quadplexes in Commercial Zones
- IV. Next Meeting – October 18, 2023
- V. COMMISSION MEMBER COMMENTS
- VI. 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 541-923-7751 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.

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

PREPARED FOR: October 4, 2023, Planning Commission Work Session
December 12, 2023, City Council

HEARINGS BODY: Redmond Urban Area Planning Commission

REVIEWING STAFF: Jessica MacClanahan, City Engineer
Lindsey Crowsigt, Assistant City Engineer
David Pilling, Engineering Development Manager

TOPIC: Street Trees and Tree Preservation

I. Purpose

- Modifies regulatory criteria for street trees and tree preservation.

II. Proposed Amendment to RDC

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

**ARTICLE IV - SITE AND DESIGN REVIEW STANDARDS
INTRODUCTORY PROVISIONS**

8.3035 Design Review Criteria.

5. Landscaping.

[...]

I. Preservation and Replacement of Trees. All deciduous or coniferous existing trees having a six-ten (610) inch trunk diameter 4.53' feet above grade or greater are considered significant and shall be preserved or replaced with fifteen gallon-sized trees at a 'one-to-one' ratio. Replacement trees shall have a minimum 1-1/2-inch trunk diameter measured at 34.5' above grade. This criterion shall be met in the submitted landscape plan. Street trees are counted as replacement trees. An alternate restoration plan may be approved by the Planning Director or designee.

- i) **Tree Survey.** A tree survey shall be submitted with the land use application. The Tree Survey shall indicate location of all trees with diameter 10 inches or larger, their diameter, and whether they are coniferous or deciduous on private property and in the right of way adjacent to the property. The plan shall show which trees are proposed for removal and the location of replacement trees. The plan shall show tree Protection Zone (TPZ) for trees to be preserved, conforming with the Standards and Specifications. The tree survey shall show the proposed improvements or potential improvements, indicated by the buildable area of a lot consistent with the maximum lot coverage area of the zone.

J. Irrigation of plants and trees. Irrigation systems shall be required for all landscape areas and street trees except those designated for native vegetation. Type of irrigation system and approximate line location shall be shown on the site plan

provided.

K. **Street trees.** Street trees are required to be installed on all residential, commercial, and industrial lots fronting on public or private streets, including on lots already platted at the time of adoption of this ordinance (Ord. #2013-04, 05/14/2013), but not yet developed. Street trees shall be provided in accordance with the following requirements:

1. **Street Tree Plan.** A street tree plan shall be provided showing the location of street trees, the types and the installation sizes of the trees and the type of irrigation proposed.

2. **Timing of Improvements.** All street tree(s) shall be installed prior to issuance of a Certificate of Occupancy for said construction. An exception to this shall be when it is not feasible to plant street trees due to cold weather, in which case a posting of a bond for the value of the tree shall be acceptable to ensure the tree is planted at the earliest feasible time as determined by the City.

3. **Number Spacing and Locations of Trees Required.** Street tree location and spacing must be based upon the type of tree(s) selected and the canopy size at maturity, based on the approved street tree list in Subsection (7). The number of street trees required is determined by the frontage length of the development in feet, less the clearance areas (stop sign clearance, clear vision area, sight distance area, and/or stopping distance area distance in feet), divided by the appropriate spacing selected per Table X below.

Number of Trees Required = [(Length of development frontage) – (clearance areas) / (tree spacing)]

Trees shall be centered in the landscape strip or in the shoulder, unless a conflict exists.

An exception to the tree spacing requirements includes when planting a tree would conflict with existing trees, retaining walls, utilities, driveways, or other similar physical barriers. The Community Development Director, or designee, may approve alternative spacing or allow street trees to be located on private property within 5 feet of the right of way or public utility easement boundary when it exists.

Street trees shall be separated from the infrastructure listed below. Spacing is measured from the center of the trunk of the tree to the planned or existing infrastructure listed below:

- (i) Stop signs: 50 feet;
- (ii) Streetlights: 25 feet;
- (iii) Intersections: 35 feet;
- (iv) Non-street light utility poles: 10 feet;
- (v) Fire hydrants: 10 feet;
- (vi) Water meter/service, sewer service, vault, utility boxes, or sampling manholes: 5 feet;
- (vii) Catch basins, sedimentation manhole, drywell: 10 feet
- (viii) Driveways: 5 feet;
- (ix) Alleys: 10 feet;
- (x) Sidewalks/curbs: 2 feet min, or spaced centered in landscape strip;
- (xi) Property lines: 2 feet;
- (xii) Traffic Signs: 20 feet.

Trees shall not be planted within the following areas:

- (i) Clear vision areas;
- (ii) Sight distance areas;
- (iii) Stopping distance areas;

(iv) City easements, unless approved by City Engineer:

(v) Public utility easements (PUE)

(vi) Medians less than 4 feet wide.

~~of Trees Required. The number of street trees planted on each lot~~

~~is dependent upon the lot width per the table below:~~

~~4. **Spacing of Trees.** Street trees shall be spaced in accordance with the table below:~~

~~An exception to the tree spacing requirements above includes when planting a tree would conflict with existing trees, retaining walls, utilities, driveways, views, or other similar physical barriers. In those cases, the Community Development Director, or designee, may approve alternative spacing.~~

~~5. **Location of Trees.** Street trees shall be planted within existing and proposed planting strips or in City approved sidewalk tree wells on streets without planting strips unless an alternative street tree location is approved during the planning review process. The location of trees shall meet the following setback requirements:~~

Object Tree Must be Setback from	Distance Street Tree Must Be Setback From Object
Curb or sidewalk	3 ft (small and medium stature tree) and 3 ft (large stature tree); in no cases, shall the tree be more than 10 ft from the curb

253

CHAPTER 8 DEVELOPMENT REGULATIONS

Curb line of an intersection, stop/yield signs, and streetlights	25 ft
Adjacent Tree	20 ft
Fire Hydrants, utility poles and directional traffic signs	10 ft
Edge of a driveway	5 ft
Property lines	2 ft

6. **Caliper Size.** The minimum caliper size at planting shall be 1½ inches for single family residential and 1½ inches for commercial and industrial. If the required caliper is not available, the Community Development Director, or designee, may accept an alternative proposal that is comparable.

7. **Approved Tree List.** Types of street trees shall be selected from the City Arborist's approved list of trees provided in the Table X below:

[insert table – see draft attachment]

8. **Maintenance.** Maintenance of street trees shall be in accordance with

standards listed in Section 3.600 of the Redmond Code.

9. Utility Easements. All street trees shall be placed outside utility easements ~~unless the utilities are in a protective conduit~~. If the existing planter strip contains such easements and is not wide enough to also accommodate street trees, the street tree location requirement in section 4 above may be adjusted by the Community Development Director, or designee, during the development review process.

L. Maintenance of landscaping. All landscaping shall be continuously maintained and replaced when necessary to maintain compliance with an approved landscape plan. For landscaping valued in excess of \$5,000, the City may require a maintenance bond.

6. Parking and Unloading Areas/Docks.

A. Off-Street Parking Areas. Parking areas shall be as near the public entrances to the structure served as possible.

B. Parking lot. The parking shall be dispersed around the building, emphasizing the importance of the building and accessibility to entrances. In the **MUN and MUE** zones, parking shall be located to the side, rear, or under the building or in a designed central parking lot.

C. Truck loading areas or docks. Truck loading areas or docks, where delivery is done by semi truck with a specified loading dock, shall be located or screened from the street or from the major public entrance to the building. The Applicant shall identify the specific type(s) and size of delivery vehicles which will deliver and/or take goods to/from the building; the hours of delivery, the location of delivery doors and their dimensions. Truck loading areas or docks shall not inhibit circulation onsite or create access problems from adjacent streets.

7. General Site Criteria.

A. Grading and Drainage.

1. Grading. Grading ~~of on-site private land~~ shall be managed to ensure that there are no adverse conditions created for neighboring lands or public right-of-way. A ~~stormwater~~ grading plan shall be developed ~~that satisfies the following criteria in conformance with the City of Redmond Standards and Specifications.:~~

~~a. On-site maintainability.~~

~~b. Professional civil engineering practices.~~

~~c. Identify responsibility for the management of the stormwater.~~

2. Drainage and Stormwater. ~~Per direction of the City Engineer, and specified in the City of Redmond Standards and Specifications, drainage shall be managed on-site or as determined reasonable for shared responsibility for both conveyance and disposal of private and public right-of-way stormwater. Drainage shall be maintained in conformance with the City of Redmond Standards and Specifications. A stormwater drainage plan shall be developed in conformance with the Public Works Standards and Specifications.~~

~~The storm event shall be for the 50-year 24-hour storm event, and require the total of public and private runoff to be contained within development boundaries. At a minimum, a drainage plan shall include engineering calculations meeting professional practice methods of storm volume development, original and new topography of the site, drainage pathways and flow direction, location of retainage, and/or disposal of stormwater.~~

3. Blasting. A permit for explosive blasting shall be obtained from Redmond Fire & Rescue and City Engineer prior to blasting.

B. Clear Vision Standard. The plan must conform to Section 8.0305 Establishment of Clear Vision Areas. ~~No obstructions greater than three and one half (3 ½) feet~~

high, including any landscaping which will grow greater than three and one half (3 ½) feet high, with the exception of trees whose canopy heights are at all times greater than eight (8) feet, may be placed in a clear vision area as defined in The plan must conform to Section 8.0305 Establishment of Clear Vision Areas. Article I, "Supplementary Provisions".

Genus	Species	Variety/Cultivar	Common name	Height	Spread	Details
CLASS 1						
<u>FOR USE BENEATH POWERLINES - 4ft minimum Planting Strip width - 20 ft spacing</u>						
Acer	<i>ginnala</i>		Amur Maple	20'	20'	https://landscapeplants.oregonstate.edu/plants/acer-ginnala
Acer	<i>ginnala</i>	Flame		20'	20'	https://www.missouribotanicalgarden.org/PlantFinder/PlantFinderDetails.aspx?kempercode=a970
Acer	<i>ginnala</i>	Ruby Slippers		20'	20'	https://fschmidt.com/all-trees/ruby-slippers-maple/
Acer	<i>campestre</i>		Hedge maple	40'	20'	https://landscapeplants.oregonstate.edu/plants/acer-campestre
Acer	<i>tataricum</i>		Tatarian Maple	20'	20'	https://landscapeplants.oregonstate.edu/plants/acer-tataricum
Acer	<i>platanoides</i>	Crimson sentry		25'	15'	https://landscapeplants.oregonstate.edu/plants/acer-platanoides-crimson-sentry
Amelanchier	<i>alnifolia</i>		Western Serviceberry	30'	20'	https://landscapeplants.oregonstate.edu/plants/amelanchier-alnifolia
Amelanchier	<i>grandiflora</i>		Apple Service Berry	25'	25'	https://landscapeplants.oregonstate.edu/plants/amelanchier-grandiflora
Amelanchier	<i>grandiflora</i>	Autumn Brilliance		25'	25'	https://landscapeplants.oregonstate.edu/plants/amelanchier-grandiflora-autumn-brilliance
Amelanchier	<i>laevis</i>		Smooth Juneberry	25'	25'	https://landscapeplants.oregonstate.edu/plants/amelanchier-laevis
Amelanchier	<i>laevis</i>	Snowcloud		28'	20'	https://fschmidt.com/all-trees/snowcloud-serviceberry/
Amelanchier	<i>laevis</i>	Spring flurry		28'	20'	https://fschmidt.com/all-trees/introductions/spring-flurry-serviceberry/
Cercis	<i>canadensis</i>		Eastern Redbud	30'	20'	https://landscapeplants.oregonstate.edu/plants/cercis-canadensis
Crataegus	<i>crus-galli</i>	Inermis	Thornless Cockspur Hawtho	30'	25'	https://landscapeplants.oregonstate.edu/plants/crataegus-crus-galli
Koeleruteria	<i>paniculata</i>		Goldenrain tree	30'	25'	https://landscapeplants.oregonstate.edu/plants/koeleruteria-paniculata
Malus	<i>transitoria</i>	Golden Raindrops	Golden Rain drops Crabapp	20'	20'	https://landscapeplants.oregonstate.edu/plants/malus-transitoria-golden-raindrops
Parrotia	<i>persica</i>	JL Columnar	Persian Spire	25'	10'	https://www.seattle.gov/trees/planting-and-care/trees-for-neighborhoods/2023-tree-options/persian-spire-parrotia
Prunus	<i>virginiana</i>	Canada red	Canada red Chokecherry	25'	25'	https://landscapeplants.oregonstate.edu/plants/prunus-virginiana-canada-red
Prunus	<i>cerasifera</i>		Flowering Cherry Plum	20'	20'	https://landscapeplants.oregonstate.edu/node/2023
Pyrus	<i>calleryana</i>	Chanticleer	Chanticleer Pear	35'	15'	https://landscapeplants.oregonstate.edu/plants/pyrus-calleryana
Sorbus	<i>aucuparia</i>		European mountain ash	30'	25'	https://landscapeplants.oregonstate.edu/plants/sorbus-aucuparia
Sorbus	<i>aucuparia</i>	Michred	Cardinal Royal Mountain Asl	35'	25'	https://landscapeplants.oregonstate.edu/plants/sorbus-aucuparia-cardinal-royal
Syringia	<i>pekinensis</i>		Chinese Tree Lilac	20'	20'	https://landscapeplants.oregonstate.edu/plants/syringa-pekinensis
Tilia	<i>cordata</i>	Halka	Summer Sprite Linden	25'	20'	https://fschmidt.com/all-trees/introductions/summer-sprite-linden/
Zelkova	<i>serrata</i>	JFS-KW1	City Sprite Zelkova	25'	20'	https://fschmidt.com/all-trees/introductions/city-sprite-zelkova/
CLASS 2						
<u>4' Minimum Planting strip width - 20 ft spacing</u>						
Acer	<i>platanoides</i>	Crimson sentry		25'	20'	https://fschmidt.com/all-trees/trees/crimson-sentry-maple/
Acer	<i>negundo</i>		Box Elder	45'	30'	https://landscapeplants.oregonstate.edu/plants/acer-negundo
Acer	<i>rubrum</i>	Red Sunset		45'	35'	https://landscapeplants.oregonstate.edu/plants/acer-rubrum
Acer	<i>rubrum</i>	Armstrong gold		40'	15'	https://fschmidt.com/all-trees/introductions/armstrong-gold-maple/
Acer	<i>rubrum</i>	Bowhall		45'	15'	https://landscapeplants.oregonstate.edu/plants/acer-rubrum-bowhall
Carpinus	<i>betulus</i>	fastigiata	Pyramidal European Hornbe	45'	25'	https://landscapeplants.oregonstate.edu/plants/carpinus-betulus-fastigiata
Crataegus	<i>lavalle</i>		Lavalle Hawthorne	30'	30'	https://landscapeplants.oregonstate.edu/plants/crataegus-lavallei
Maackia	<i>amurensis</i>	maacnificent		35'	25'	https://landscapeplants.oregonstate.edu/plants/maackia-amurensis
Ostrya	<i>virginiana</i>		American Hophornbeam	40'	25'	https://landscapeplants.oregonstate.edu/plants/ostrya-virginiana
Prunus	<i>sargentii</i>	Columnaris	Columnar Sargent Cherry	35'	15'	https://landscapeplants.oregonstate.edu/plants/prunus-sargentii-columnaris
Quercus	<i>gambelii</i>		Gambel Oak	40'	25'	https://landscapeplants.oregonstate.edu/plants/quercus-gambelii
Quercus	<i>robur</i>	Fastigiata"	Upright English Oak	50'	25'	https://landscapeplants.oregonstate.edu/plants/quercus-robur-fastigiata
Quercus	<i>robur</i>	Skymaster		50'	25'	https://fschmidt.com/all-trees/introductions/skymaster-oak/
Sorbus	<i>alnifolia</i>		Korean Mountain Ash	45'	30'	https://landscapeplants.oregonstate.edu/plants/sorbus-alnifolia
Tilia	<i>cordata</i>	Greenspire	Greenspire Littleleaf Linden	50'	30'	https://landscapeplants.oregonstate.edu/plants/tilia-cordata-greenspire

CLASS 3**5' Minimum planting strip width -25ft spacing**

Acer	<i>rubrum</i>		Red maple	40'	25'	https://landscapeplants.oregonstate.edu/plants/acer-rubrum
Aesculus	<i>hippocastanum</i>		Horsechestnut	65'	40'	https://landscapeplants.oregonstate.edu/plants/aesculus-hippocastanum
Carpinus	<i>betulus</i>		European Hornbeam	50'	35'	https://landscapeplants.oregonstate.edu/plants/carpinus-betulus
Carpinus	<i>caroliniana</i>		American Hornbeam	30'	25'	https://landscapeplants.oregonstate.edu/plants/carpinus-caroliniana
Celtis	<i>occidentalis</i>	prairie sentinel		45'	15'	https://ifschmidt.com/all-trees/introductions/prairie-sentinel-hackberry/
Celtis	<i>reticulata</i>		Western Hackberry	30'	30'	https://landscapeplants.oregonstate.edu/plants/celtis-reticulata
Corylus	<i>columna</i>		Turkish Hazel	50'	25'	https://landscapeplants.oregonstate.edu/plants/corylus-columna
Ginkgo	<i>biloba</i>	JFS-UGA2	Golden Collonade Ginkgo	45'	25'	https://ifschmidt.com/all-trees/introductions/golden-colonnade-ginkgo/
Ginkgo	<i>biloba</i>	magyar	Seedless Ginkgo	50'	30'	https://landscapeplants.oregonstate.edu/plants/ginkgo-biloba
Gleditsia	<i>triacanthos</i>	Inermis	Thornless Honey Locust	65'	35'	https://landscapeplants.oregonstate.edu/plants/gleditsia-triacanthos-var-inermis
Nyssa	<i>sylvatica</i>		Black tupelo	50'	30'	https://landscapeplants.oregonstate.edu/plants/nyssa-sylvatica
Parrotia	<i>persica</i>		Persian Parrotia	50'	30'	https://landscapeplants.oregonstate.edu/plants/parrotia-persica
Tilia	<i>americana</i>	boulevard	Boulevard Linden	50'	25'	https://landscapeplants.oregonstate.edu/plants/tilia-americana
Zelkova	<i>serrata</i>		Zelkova	45'	25'	https://landscapeplants.oregonstate.edu/plants/zelkova-serrata
Robinia	<i>pseudoacacia</i>	Black Globe	Black Globe Locust	50'	35'	https://landscapeplants.oregonstate.edu/plants/robinia-pseudoacacia

CLASS 4**6' minimum planting strip width - 30 foot spacing**

Acer	<i>platanoides</i>		Norway Maple	45'	40'	https://landscapeplants.oregonstate.edu/plants/acer-platanoides
Acer	<i>platanoides</i>	Crimson King	Crimson King Norway Maple	40'	35'	https://landscapeplants.oregonstate.edu/plants/acer-platanoides-crimson-king
Carpinus	<i>betulus</i>	JFS-KW1CB	Emerald Avenue Hornbeam	40'	35'	https://landscapeplants.oregonstate.edu/plants/carpinus-betulus-emerald-avenue
Catalpa	<i>speciosa</i>		Northern Catalpa	60'	40'	https://landscapeplants.oregonstate.edu/plants/catalpa-speciosa
Catalpa	<i>speciosa</i>	Heartland	Heartland Catalpa	50'	25'	https://ifschmidt.com/all-trees/heartland-catalpa/
Celtis	<i>occidentalis</i>		Hackberry	60'	40'	https://landscapeplants.oregonstate.edu/plants/celtis-occidentalis
Celtis	<i>occidentalis</i>	magnifica		50'	40'	https://ifschmidt.com/all-trees/trees/magnifica-hackberry/
Platanus	<i>acerifolia</i>		London Plane	80'	40'	https://landscapeplants.oregonstate.edu/plants/platanus-acerifolia
Quercus	<i>robur</i>		English Oak	65'	45'	https://landscapeplants.oregonstate.edu/plants/quercus-robur
Tilia	<i>americana</i>	redmond	Redmond Linden			https://landscapeplants.oregonstate.edu/plants/tilia-americana

CLASS 5**For planting strips 7' and above - 35ft spacing**

Acer	<i>saccharum</i>		Sugar maple	80'	50'	https://landscapeplants.oregonstate.edu/plants/acer-saccharinum
Gymnocladus	<i>dioicus</i>		Kentucky coffee tree	50'	40'	https://landscapeplants.oregonstate.edu/plants/gymnocladus-dioica
Quercus	<i>coccinea</i>		Scarlet Oak	75'	40'	https://landscapeplants.oregonstate.edu/plants/quercus-coccinea
Quercus	<i>palustris</i>		Pin Oak	75'	40'	https://landscapeplants.oregonstate.edu/plants/quercus-palustris
Quercus	<i>rubra</i>		Red Oak	75'	40'	https://landscapeplants.oregonstate.edu/plants/quercus-rubra
Quercus	<i>frainetto</i>		Hungarian Oak	50'	35'	https://landscapeplants.oregonstate.edu/plants/quercus-frainetto



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Excerpt from Draft Standards and Specifications
Street Trees, Tree Preservation, Tree Planting

Trees

a. Tree Preservation

Trees must be preserved when required by Redmond Development Code. Trees shall be preserved by installing a physical barrier such as a chain link, wire mesh, or wooden fence around the drip line of the tree or group of trees to be preserved. The drip line is defined by the maximum width of the tree canopy.

When barriers are not feasible, the following are options to install over the root zone within the drip line of the tree:

- i. A minimum of six inches of wood chips;
- ii. A minimum of four inches of wood chip mulch and a minimum $\frac{3}{4}$ -inch layer of plywood, beams, commercial logging, or road mats; or
- iii. A minimum of four inches of gravel over taut, staked, geotextile fabric.

When roots over 1-inch diameter are required to be cut, a pruning saw must be used. Air and water excavation tools or boring machines may be used to route utilities or wires under or around tree roots.

b. Tree Planting

Trees shall be planted so as the bottom of the trunk flare shall be at or above the finished grade. Trunk flare is defined as the area of transition between the root system and the trunk. The shallowest bottom of the trunk flare determines the planting depth.

Wire baskets or fabric rags shall be removed from root balls before planting.

In high quality soils, planting hole width shall be only as wide as needed to plant the tree and root ball. In poor quality or rocky soils, planting holes shall be twice as wide as the root ball diameter.

Mulch placed over a tree planting area shall not exceed two inches.

Staking, guying, or bracing are acceptable methods to support the trunk of a newly planted tree to keep it in the upright position.



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

PREPARED FOR: October 4, 2023, Planning Commission Work Session
December 12, City Council

HEARINGS BODY: Redmond Urban Area Planning Commission

REVIEWING STAFF: Jessica MacClanahan, City Engineer
Lindsey Crowsigt, Assistant City Engineer
David Pilling, Engineering Development Manager

TOPIC: Transportation System Analyses

I. Purpose

- Replaces existing code entirely
- Modifies regulatory criteria to add safety, operations, and multimodal evaluation to Transportation Impact Analyses.
- Defines significant impacts
- Clarifies mitigation alternatives

II. Proposed Amendment to RDC

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

Draft Proposed Development Code Updates

~~8.2815 Transportation System Analysis. It shall be the burden of the developer to evaluate transportation system impacts when a proposed development involves either a Subdivision, Site and Design Review, PUD, Master Plan, Comprehensive Plan Amendments, a change or expansion of use, or any other development that the City Engineer deems necessary. Transportation system analyses are not required for residential site plan review for up to four units or for partitions up to three lots.~~

~~1) The following vehicle trip generation thresholds shall determine the level and scope of transportation analysis required for a new or expanded development. Trip ends shall be calculated as per the Institute of Transportation Engineers manual, Trip Generation, current edition, or local trip generation studies prepared by a qualified registered professional engineer and approved by the City Engineer.~~

~~A. A development will be required to provide a Trip Generation Report per Section 8.2815(2) for developments which generate less than 200 daily or 20 p.m. peak hour vehicle trips. The Trip Generation Report shall be prepared by a professional engineer licensed in the state of Oregon. The Engineering Department will review and evaluate the Trip Generation Report to determine if a Transportation Impact Analysis (TIA) is required. Projects that generate less than 200 daily or 20 p.m. peak hour trip ends may be required to provide a TIA when, in the opinion of the City Engineer or his/her designee, significant capacity and/or safety problem is caused, or adversely impacted by the development. The City Engineer, or designee, shall determine the scope of the analysis.~~

~~B. If a proposed development will generate 200 or more daily trip ends, or 20 or more p.m. peak hour trip ends, then a TIA shall be required per Section 8.2815(3).~~

~~1. The applicant's engineer shall consult with the City Engineer, or designee, prior to preparing the TIA to verify the scope of the study. The City shall respond in writing within 30 days.~~

~~a. When applicable, the applicant's engineer shall concurrently consult with ODOT prior to preparing the TIA to verify the study area.~~

~~2. The City Engineer shall determine when a TIA has satisfied the requirements of the development's impact analysis.~~

~~3. The TIA shall bear the stamp and signature of a licensed professional engineer in the State of Oregon.~~

~~2. When a Trip Generation Report is required, it must demonstrate the existing use, proposed use, existing trips per the ITE, and proposed trips per the ITE. Local trip rates may also be considered if supported by traffic counts conducted according to ITE guidelines. The report must include a conceptual site plan that shows adjacent roadways, alleys, roadway classifications, and access points.~~

~~3. When a TIA is required, it must demonstrate that the following standards are met:~~

~~A. The standard of measurement that will determine the acceptability of traffic flow on City streets will be a delay-based level of service as defined by the Highway Capacity Manual, Special Report 209, third Edition (2000 update or subsequent document updates) published by the Transportation Research Board. The determination of LOS shall be calculated by a methodology that is approved by the City Engineer. The acceptable standard of LOS for City streets shall be LOS E during the peak 15 minutes of the peak hours of the average weekday. A lesser standard shall be acceptable at unsignalized intersections with low volume minor street approaches if the volume-to-capacity ratio is less than 0.90 and the 95th percentile vehicle queue is less than four vehicles during the peak hour.~~

~~B. The Average Daily Traffic (ADT) volume of Local Street roadways within the City shall be less than 1,200 vehicles per day (VPD). Developments which add vehicle trips to Local Streets with an ADT greater than 1,200 VPD may be asked to provide mitigation in the form of additional access to the site, when in the opinion of the City Engineer, the residential livability is degraded by excessive local street traffic volume.~~

~~C. New development that will cause degradation below those levels shall be required to provide mitigating transportation system improvements that will restore the LOS to the accepted standard, as is practical, as determined by the City Engineer and pursuant to the adopted City's Transportation System Plan. Where there are impacts to the State Highways, the City and~~

~~ODOT shall work cooperatively to determine appropriate courses of action based on ODOT and City standards.~~

~~4. The TIA shall include at a minimum, the following intersections:~~

~~A. All site access intersections.~~

~~B. Nearest intersecting collector or arterial street upstream and downstream of the development.~~

~~C. Any other collector or arterial street intersection that would experience an increase of 25 additional peak hour trips.~~

~~D. Additional intersections requested by staff in the basis of anticipated impacts resulting from the development.~~

~~5. The TIA shall include the following study time frames addressing:~~

~~A. Existing conditions.~~

~~B. Completion year of each significant phase of development.~~

~~C. Five year forecast beyond final phase~~

~~6. The following Tables are required in the TIA:~~

~~A. Trip Generation (including phase breakdown if applicable).~~

~~B. LOS Table (LOS for every analysis scenario at every study area intersection. Report LOS, delay, V/C ratio, 95% vehicle queue, and any additional pertinent analysis results).~~

~~7. The following Figures are required in the TIA:~~

~~A. Vicinity/Locator Map.~~

~~B. Site or Tentative Plan Map.~~

~~C. Background Traffic Volumes (all study intersections and analysis years).~~

~~D. Trip Distribution and Assignment.~~

~~E. Background + Site Generated Traffic Volumes (all study intersections and analysis years).~~

~~8. Other Analysis Standards (as required by the study)~~

~~A. Signal Warrants shall be performed where applicable per the Manual on Uniform Traffic Control Devices, current edition.~~

~~B. Left Turn Lane Warrants shall be provided where applicable per ODOT criteria based on the Texas Transportation Institute (TTI) curves.~~

~~C. Right Turn Lane Warrants shall be provided where applicable per ODOT criteria.~~

~~D. The acceptability of sight distance at all study area intersections shall be determined per AASHTO (current edition) standards.~~

~~E. Traffic signal progression analysis may be required if a new signal is proposed. The City Engineer shall approve the method of traffic signal progression analysis.~~

~~F. Roadway improvements are to be based on the City of Redmond Standards and Specifications and ODOT design standards.~~

~~[Section 8.2815 amended by Ord. #2012-11 passed October 23, 2012]~~

~~[Section 8.2815 amended by Ord. #2022-09 passed December 13, 2022]~~

8.2815 Transportation System Analysis. It shall be the burden of the developer to evaluate transportation system impacts when a proposed development involves either a Subdivision, Site and Design Review, PUD, Master Plan, Comprehensive Plan Amendments, a change or expansion of use, or any other development that the City Engineer deems necessary. Transportation system analyses are not required for residential site plan review for up to four units or partitions up to three lots. Transportation System Analyses are approved based on the information presented in the report and must not be older than 180 days from approval at the time the land use application is deemed complete. If the associated land use decision is not deemed complete prior to the expiration, the City may require the approved report be updated.

1. Trip Generation Report

A. *Preparation.* The Trip Generation Report must provide enough detailed information for the City Engineer to determine if a Transportation Impact Analysis is required. Clear and Objective Track Reports may be prepared by an applicant, owner, or professional engineer, except as provided in subsection B(3)(c). Discretionary Trip Generation Reports must be prepared and stamped by a professional engineer licensed by the State of Oregon.

B. *Contents of the Trip Generation Report.* The Trip Generation Report must contain the following information organized as follows:

1. *Description of the Proposed Development.* Provide a description of the proposed development sufficient to understand the proposed development's size, uses, operations, number of floors, and interaction with the transportation system. To the extent known, the description must include both qualitative and quantitative descriptions, such as scale of the proposed development, day-to-day operations, deliveries, staffing, customer base (visitors, patients, employees, students, etc.), peak hours of operation, and identification of site access and on-site circulation needs.
2. *Conceptual Site Plan.* A conceptual site plan shall be provided showing the following:
 - a) Clear and Objective Track.
 - i. The location and size of the existing and proposed development.
 - ii. Development phases identified.
 - iii. Location of existing and proposed access and recorded easements for all driveway and access systems serving the site that conform with access management standards, Standards and Specifications, and the Transportation System Plan.
 - b) Discretionary Track.
 - i. The location and size of the existing and proposed development.
 - ii. Development phases identified.
 - iii. Location of legal access and recorded easements for all driveway and access systems serving the site that do not meet access management standards. For all driveways and new intersections created by the proposed development, intersection sight distance measurements may be required for all movements into and out of the proposed accesses.

Field measurements should be used wherever possible, although plan measurements from civil drawings may be used, particularly for planned intersections or driveways. Measurements need to account for vertical and horizontal curvature, grades, landscaping, and right-of-way limitations. Sight distance measurements must comply with AASHTO guidance for the posted speed and control form of the intersection. At the written request of an applicant and as part of the discretionary track development review process, the City Engineer may approve an alternate sight distance standard based on existing constraints.

- iv. For arterial and collector street accesses and new street connections, document the location of all existing driveways and street connecting points within 300 feet of the frontage of the property. The City may require a driveway conflicting movement diagram and assessment showing overlapping conflicts with nearby existing driveways and street intersections.
 - v. The proposed street layout that matches the Transportation System Plan and how it interfaces into abutting and nearby approved development street layouts, abutting and nearby master plans or special planned areas and requirements of this code and provides access for development of adjoining properties.
 - vi. Truck circulation and entry/egress assessment including routing, turning movement, and delivery needs for all truck and emergency service vehicles. Identify any proposed special truck accommodations for freight service.
3. *Trip Generation*. Provide a trip generation description for the proposal with the following applicable information:
- a) *Trip Credits and Vested Trips*. If trip credits are being used from the existing on-site development or from a separate development approval, the trip generation description must provide supporting documentation of those trip credits, and documentation of the authority to use those trip credits for the proposed development.
 - b) *Base Trip Generation Rates*.
 - i. *Clear and Objective Track*. Average trip generation rates from the latest edition of the publication Trip Generation by the Institute of Transportation Engineers (ITE).
 - ii. *Discretionary Track*. The City Engineer will determine which of the following to use for the base trip generation rates:
 - A. Average or fitted equation trip generation rates from the latest edition of the publication Trip Generation by the Institute of Transportation Engineers (ITE);
 - B. Local data. The procedure for identifying local trip generation rates must comply with the guidelines for “Conducting a Trip Generation Study” in the ITE Trip Generation document; or

- C. Other method approved by the City Engineer. Additional time periods may be required based on unique uses with atypical peaking characteristics, such as at schools or event centers.
- c) *Comprehensive Plan Amendments*. Comprehensive Plan Amendments must be prepared and stamped by a licensed professional engineer in the State of Oregon. For Comprehensive Plan amendment/Zone Change applications, the trip generation must represent a reasonable build-out scenario supported through citation of nearby existing site trip generation rates and densities in order to ensure reasonable trip generation comparisons. If the Plan Amendment/Zone Change is accompanied by a concurrent Site Plan Review application, the trip generation for the site plan review application may be used instead. The amendment must comply with the Transportation Planning Rule, OAR 660-012-0060.
- d) *Pass-By Trips*.
- i. *Clear and Objective Track*. Adjustments for pass-by trips will be allowed as provided in the ITE Trip Generation publication. Pass-by trips must always be accounted for in the site access analyses and sufficiently documented for review.
 - ii. *Discretionary Track*. Adjustments for pass-by trips may be applied depending on the adjacent transportation facility and City Engineer approval. The published average pass-by rate will typically be allowed for those land use categories that are provided in the ITE Trip Generation publication. Pass-by trips must always be accounted for in the site access analyses and sufficiently documented. The City Engineer may approve another method to review adjustments for pass-by trips.
- e) *Site Internalization/Trip Sharing*.
- i. *Clear and Objective Track*. Site internalization/Trip Sharing is not permitted.
 - ii. *Discretionary Track*. Applications may demonstrate how the site reduces vehicle trips through site design, including parking supply, land use mixes (such as NCHRP Report 864/NCHRP 08-51), and densities that promote reduced rates based upon those elements. City review of the proposal based on guidance from the state's Transportation Planning Rule may result in trip generation reductions.
- f) *Transportation Demand Management Plan*.
- i. *Clear and Objective Track*. Transportation Demand Management Plans (TDM) are not permitted with the Clear and Objective Track.
 - ii. *Discretionary Track*. Applications processed per the Discretionary Track may choose to develop a Transportation Demand Management (TDM) plan. The proposed measures of the TDM plan will be evaluated to determine trip generation reduction rates, as well as the means of establishing compliance with the measures outlined.

- C. *City Review and Evaluation.* Based on information provided in the Trip Generation Report, the City Engineer or designee will notify the applicant in writing if the report is complete, and if not, what additional evaluation information is required. If no additional information is needed, the City Engineer or designee will notify the applicant whether a Transportation Impact Analysis, or additional assessment of the specific concerns noted, is required based on the following criteria:
1. The current or projected increase in trip generation of the roadway system in the vicinity of the proposed development will exceed 200 Weekday Daily Trips or 20 or more weekday PM Peak Hour Trips; or
 2. The proposed development considers modification, installation, or removal of any traffic control device.
2. Transportation Impact Analysis.
- A. *Preparation.* If a Transportation Impact Analysis (TIA) is required, it must be prepared by a licensed professional engineer especially qualified in traffic engineering by the State of Oregon. The applicant's engineer must consult with the City Engineer or designee prior to preparing the Transportation Impact Analysis to verify the scope of the study. The City shall respond in writing in 30 days. When applicable, the applicant's engineer shall concurrently consult with ODOT and Deschutes County prior to preparing the TIA to verify the study area. The TIA must contain all the details required in a Trip Generation Report, in addition to what is included in the subsections below. When it is known that a TIA will be required, the applicant does not need to submit a Trip Generation Report separately and may include the details within the TIA scoping request.
- B. *Contents of the Transportation Impact Analysis Report.* The Transportation Impact Analysis must contain the following information organized as follows:
1. Transportation Facilities Evaluation.
 - a) The existing transportation system infrastructure serving the site within the study area. The evaluation must include any future funded transportation system elements included in the City's approved five-year Capital Improvement Program, Statewide Transportation Improvement Program (STIP) or other approved funding plan.
 - b) The following right-of-way information along the frontage of the proposed development:
 - i. Compliance with the required right-of-way width for the roadway classification.
 - ii. Compliance with the required street widths.
 - iii. Compliance with the required right-of-way or easement width for all trail and access corridors.
 - iv. Compliance with the required street frontage elements including curbs, bike facilities, park strips, sidewalks/multi-use paths, driveways and driveway aprons, as well as curb ramps. All applicable elements must be accessible per the City of Redmond Standards and Specifications.

- c) Summary of the existing and planned walking, biking and transit facilities and infrastructure serving the site from each access point (driveway or street) of the proposed development onto and along the transportation system for a distance of one-quarter mile. Public or private schools, colleges or universities shall provide the information required for a distance of one mile:
 - i. Location of sidewalks, curb ramps, bike lanes, paths, crosswalks, pedestrian signal heads, push buttons, related signage, striping, and transit facilities along with pedestrian paths of travel between the transit facility and the site and to the entrances to building(s) on the site.
 - ii. Barriers, deficiencies and high-pedestrian demand land uses including schools, parks, parking, senior housing facilities, and transit facilities.
 - d) Truck circulation and entry/egress including routing, turning movement, and delivery needs for all truck and emergency service vehicles. Identify any proposed special truck accommodations for freight service.
- 2. *Trip Distribution.* Provide a trip distribution description and map that contains the following information:
 - a) Trip distribution assignments within the study area that replicate overall origin/destination patterns, including the major intersections identified in subsection (3) of this section. Where available, existing/historical field count turning movement patterns are to be used as a guide for trip assignments. The assignment will be adjusted to reflect future funded transportation facilities, improvements or services that are authorized in the Transportation System Plan and for which funding is in the City's five-year Capital Improvements Program (CIP) and adopted within the annual budget or approved by Council, the Statewide Transportation Improvement Program (STIP) or other approved funding plan.
 - b) Description of truck delivery routes, including over-dimensional loads if applicable, of travel to and from the site from the Arterial street system.
- 3. *Study Area.*
 - a) Clear and Objective Track and Discretionary Track. The study area must include all site access and adjacent roadways and intersections. The study area must also include all off-site intersections including either a collector or arterial roadway which are impacted by 25 or more peak-hour vehicle trips. The City Engineer must approve the defined study area prior to commencement of the Transportation Impact Analysis. The Study Area must be demonstrated on a map.
 - b) *Discretionary Track.* The City Engineer may choose to waive the study of certain intersections if deemed unnecessary.
- 4. *Study Analysis Years.* The analysis must be performed for all study roadways and intersections for the following years with and without the proposed development:
 - a) Existing conditions (current year);

- b) Year of completion of the final phase (for phased projects, intermediate phases may be required to be analyzed);
 - c) Five years beyond completion of the final phase for planning purposes. Data presented for this analysis year will not be used to determine significant impacts.
 - d) For an amendment to a functional plan, the Comprehensive Plan, or a land use regulation the analysis year must reflect the Transportation Planning Rule OAR 660-012-0060. An analysis for an amendment to a functional plan, the Comprehensive Plan or land use regulation must use the approved travel demand model as determined by the City Engineer.
- 5. *Study Time Periods.* Within each study year, an analysis must be performed for the following time periods:
 - a) Weekday p.m. peak hour (i.e., one hour between 4:00 p.m. and 6:00 p.m.); and
 - b) For Discretionary Track applications, additional time periods may be required based on unique uses with atypical peaking characteristics, such as at schools or event centers.
- 6. *Traffic Counts.*
 - a) *Clear and Objective Track.* Once the study periods have been determined traffic counts must be obtained as follows:
 - i. Midweek traffic counts must be obtained (Tuesday through Thursday);
 - ii. Counts must be no more than one year old from the date the Transportation Report is submitted.
 - iii. Counts must include all passenger vehicles, heavy vehicles (trucks/buses), bicycles, pedestrians.
 - iv. Counts must be obtained while school is in session.
 - b) *Discretionary Track.* Once the study periods have been determined traffic counts must be done as follows:
 - i. Midweek traffic counts must be obtained (Tuesday through Thursday);
 - ii. Counts may need to be adjusted or calibrated to reflect seasonal, schools, or other variations in traffic;
 - iii. Unless approved by the City Engineer, counts must be no more than one year old from the date of the proposed development application submittal;
 - iv. Additional hours of classified turning movement counts may be required based on City Engineer direction to determine compliance with traffic signal or all-way stop warrants or to determine the extent of over-capacity conditions.
- 7. *Future Traffic Forecasts.*
 - a) *Traffic Forecast for Projects and Project Phasing.*
 - i. Traffic forecast must include all projects within the study area that have been submitted to the City for processing for development (master plans, land divisions, site plans, conditional use permits, and similar approvals). They must be identified, and their traffic generation

included as cumulative traffic in the study. Proposed projects in the study area that have been submitted to the City for processing, but not yet approved, must also be included. An annual growth rate must be applied to existing volumes to account for other general traffic growth in and around the study area.

- ii. For phased developments, the traffic forecasts for the year of completion of each phase must be calculated to be field counts plus traffic from projects within the study area that have received approvals for development (approved master plans, land divisions, site plans, conditional use permits, and similar approvals), plus an annual growth rate.

b) *Build-Out Studies for Comprehensive Plan Amendments and Zone Changes.*

- i. Traffic projections for build-out scenarios must use the current transportation model used by the City or other approved model as approved by the City Engineer. The applicant's engineer must use the model projections post processed using NCHRP 255 and sound professional engineering standards as the basis for determining turning-movement volumes for the required intersection analysis. A manual assignment of the project traffic added to the build-out traffic may typically be used to determine total future traffic, as approved by the City Engineer.

8. Operations Analysis Methodology.

- a) The operations analysis must be prepared in conformance with the most recent version of the Highway Capacity Manual for the peak fifteen minute analysis period. For a Discretionary Track application, other analysis methods may be approved by the City Engineer within the scoping process.
- b) Identify intersection operations in a table including volume to capacity ratios, delay, and queuing for individual/critical movements as well as for the intersection as a whole including the following:
 - i. Delays for two-way and all-way stop controlled study intersections including delays for lane groups, approaches, and intersection as a whole;
 - ii. Ninety-fifth percentile queue and available storage length;
 - iii. Volume to capacity ratio for any approach or for the intersection as a whole for signalized and roundabout controlled study intersections.
- c) The operations analysis must use existing transportation system conditions (intersection control type and street roadway geometry). Committed funded transportation facilities will also be considered in the analyses. Committed funded transportation facilities means transportation facilities, improvements or services that are authorized in a local transportation system plan and for which construction funding is in the five-year Capital Improvements Program (CIP) and adopted in the current annual budget or approved by Council, the Statewide Transportation Improvement Program (STIP) or other approved funding plan.

- d) *Operations Standards*. The intersection analyses provided in the Transportation Impact Analysis will be evaluated for safety deficiencies and queuing deficiencies and compliance with this code, the Transportation Planning Rule, the City of Redmond Transportation System Plan, any applicable development agreements, and regional transportation system plans. Intersections under the jurisdiction of the Oregon Department of Transportation will also be evaluated using the ODOT Analysis Procedures Manual for compliance with the Oregon Highway Plan. Intersections under the jurisdiction of Deschutes County that are outside the Urban Growth Boundary must also be evaluated for compliance with Deschutes County Code. Intersections that do not comply with the criteria listed in those documents will be considered to have significant impacts.
 - e) Projects are considered to have significant operational impacts on the transportation system when identified at the year of completion of the final or intermediate phase as identified below:
 - i. Signalized and all-way stop controlled intersections. Overall intersection delays exceeding LOS “E” during the peak 15 minutes of the peak hours of the average weekday, and if AWSC intersections meet MUTCD volume-based signal warrants.
 - ii. Roundabouts and stop-controlled intersections. If the critical movement delay exceeds LOS “E” and the v/c ratio on the critical movement is more than 0.90 or if the critical movement experiences a 95th percentile queue more than four vehicles, or if a stop-controlled intersection meets MUTCD volume-based signal warrants.
 - iii. Local streets experiencing an Average Daily Traffic volume higher than 1,200 vehicles per day.
 - iv. Intersections on ODOT facilities will be required to comply with ODOT mobility targets. Coordination with ODOT is required in the study process.
 - v. Intersections on Deschutes County facilities are required to comply with County performance standards. Coordination with Deschutes County is required in the study process.
9. Arterial and Collector Left Turn, Right Turn Lane Assessment.
- a) Left-turn lane warrants must be assessed based on guidance within NCHRP 193 (or ODOT’s APM for State facilities).
 - b) Right-turn lane warrants must be assessed for major intersections including either a collector or arterial based on ODOT’s methodology outlined within the APM.
10. Safety Review.
- a) Safety must be evaluated for the study area and a Discretionary Track application may require additional locations as required by the City Engineer. The evaluation must document and review crash data from the ODOT Crash Analysis and Reporting Section (ODOT-CARS). Crash data must provide the most recent five-year history of ODOT reported crashes and must be

presented in tabular and crash diagram form. Crash data must include the following information:

- i. Crash summary (crash severity and crash types);
 - ii. Crash patterns (was there an identifiable pattern to the crashes due to the design characteristics of the intersections) and crash types affecting proposed development trips; and
 - iii. Whether any location within the study area is included within published safety studies, such as the Oregon Department of Transportation Safety Priority Index System lists, ODOT Safety Action Plan, County Transportation Safety Action Plan (TSAP), or other safety studies submitted within City of Redmond.
 - b) Projects are considered to have significant safety impacts if study area intersections experience a crash rate that exceed the 90% thresholds of similar intersections Statewide identified in ODOT's APM, or if the study area includes locations identified within published safety studies, such as the Safety Priority Impact System (SPIS).
11. Walking, Biking and Transit.
- a) *Public and Private Schools (K-12), Colleges and Universities.* Provide an analysis of walking, biking and transit facilities along and across arterial and collector roadways which accommodate safe, accessible and direct access to and from the school within one mile of the school.
 - b) *All Other Uses.* Provide an analysis of walking, biking and transit facilities, including street crossings, access corridors and access ways, which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-unit developments, planned developments, shopping centers, and commercial districts to adjacent residential areas, transit facilities, and existing or planned neighborhood activity centers within one-quarter mile of the development. Neighborhood activity centers include, but are not limited to, parks, shopping areas, or employment centers.
 - c) *All Uses.* Identify if any street within or abutting the development site is in alignment with a Quiet Street as identified in the Transportation System Plan, and determine how to meet the required design elements.
 - d) Projects are considered to have significant multimodal impacts if they:
 - i. Fail to provide accessible and safe pedestrian and bike connections (i.e., accessible landings at corners, pedestrian refuge island where appropriate, striping and/or signage) to schools, adjacent residential areas, transit facilities, adjacent streets and to existing or planned neighborhood activity centers; or
 - ii. The project disrupts existing or planned biking or walking facilities or conflicts with the adopted Transportation System Plan facility maps; or
 - iii. The project otherwise conflicts with the City's designated Quiet Streets as identified in the Transportation System Plan.
12. Proportionate Share Contribution. Each proposed development that submits a Transportation Impact Analysis will be required to contribute a proportionate

share of the improvement costs toward identified pro-rata intersections. These locations, and the pro-rata methodology, will be established by the City of Redmond for locations that are not included within the five-year City's CIP and adopted within the annual budget or approved by Council, ODOT STIP, SDC methodology, or other approved/committed funding plans.

Proportionate share calculations must be submitted with the Transportation Impact Analysis. The TIA must include the proposed timing of the payment(s) based on timing of the impact(s). These costs will be based on the proportion of the project trips to the projected horizon year traffic volumes as identified within the adopted TSP or other applicable plan as follows:

$$\text{Proportionate Share Contribution} = \frac{(\text{Added PM Peak Hour Trips})}{(\text{TEV at TSP Horizon Year} - \text{TEV Current Year})} (\text{Estimated Construction Costs})$$

Note TEV = total entering vehicles

3. Significant Impacts and Mitigation

A. *Applicability.* When significant impacts are identified as part of the Transportation Impact Analysis, mitigation measures must be included to address those impacts.

B. *Preparation.* The applicant's engineer must consult with the City Engineer regarding proposed mitigation options. The proposed mitigation and a concept-level drawing of the final intersection form must be prepared and submitted prior to an overall development land use application being deemed complete. Mitigation measures may be proposed by the applicant or recommended by ODOT or Deschutes County in circumstances where a state or county facility will be impacted by a proposed development. Deschutes County and/or ODOT must be consulted to determine if improvements proposed for their facilities comply with their standards and are supported by the respective agencies.

C. *Intersection Operation Standards.* If the Transportation Impact Analysis shows that the operation standards at the intersection are or will be exceeded, the applicant is required to provide mitigation measures in compliance with subsection (F) of this section for the incremental degradation.

D. *Unique Situations.*

1. Development proposals within Master Planned Developments or where a transportation mitigation plan has been approved may exceed the operation standards at affected intersections as long as the proposed development is consistent with the approved transportation mitigation plan.

2. Widening to accommodate additional travel lanes will not be permitted in the following situations:

- a. *Clear and Objective Track and Discretionary Track.* Intersections and streets within the City's downtown overlay zone.
- b. *Discretionary Track.* Where no physical mitigation or right of way is available to improve intersection operations to the performance standard; or
- c. *Discretionary Track.* Where improvements may result in unacceptable tradeoffs to other modes of travel.

E. *Timing of Improvements.*

- 1. Unless a unique situation is identified in subsection (D) of this section, Unique Situations, mitigation must be in place, or adequately financially secured, at the time of final platting of a land division or at the time of final occupancy, whichever occurs first. Mitigation for phased developments must be in place at the time specified in the approved decision. Construction of emergency services access requirements may be needed earlier.
- 2. Development proposals within Master Planned Developments where a Transportation Mitigation Plan has been approved must refer to the Plan for the extent and timing of improvements.

F. *Mitigation Measures.* Mitigation measures must consider all users and mitigate the impacts of the proposed development.

- 1. The following mitigation measures may be proposed by the applicant:
 - a. *Clear and Objective and Discretionary Track. Construct Transportation Mitigation.*
 - i. Mitigation must include the construction of the full intersection infrastructure and control required to bring the intersection into compliance with this code, the City of Redmond Transportation System Plan, and the City of Redmond Standards and Specifications.
 - ii. Intersection improvements must improve corridor operations in terms of progression and reduced corridor delay, and must be shown to cause no significant adverse impact to the corridor during integrated corridor operations.
 - iii. Mitigation in the form of street widening must be constructed in conformance with the street classification of the City of Redmond Transportation System Plan and the cross-sections contained in this code or the City of Redmond Standards and Specifications. At the written request of an applicant and as part of the discretionary track development review process, the City Engineer may approve an alternate cross section if it meets operations standards.

iv. Multimodal accommodations must be considered as part of any improvement.

b. *Discretionary Track. Construct Interim Transportation Mitigation.*

i. *Construct Interim Mitigations.* Interim mitigation measures may include but are not limited to upgraded operations controls, interconnected signals, signage, striping, pedestrian refuge, etc.

ii. Improved signal timing and phasing may be achieved by installing the necessary communications and field equipment that would provide the increased capacity necessary to achieve the operation standards. For this to be acceptable as an interim measure, the applicant must demonstrate through a field calibrated corridor operations model that the proposed signal timing and phasing will provide the additional capacity necessary to meet the concurrency standards. Timing and phasing communications and field equipment are subject to approval of the City Engineer and/or ODOT.

iii. *Transportation Demand Management (TDM) Plan.* Implement an approved TDM plan demonstrating how impacts will be mitigated and monitored over time.

iv. *Walking, Biking and Transit.* In addition to accommodating walking and biking as part of the intersection and street improvement mitigation, walking, biking and transit improvements may be considered as potential mitigation measures, particularly when they reduce the number of study area generated vehicle trips or implement the City's *Quiet Streets*. Mitigation improvements may include accessible sidewalks, pedestrian refuges, bike lanes, curb extensions, traffic control devices, curb ramps, striping, signage and other elements. Negative impacts of intersection and street mitigation measures on walking and biking infrastructure, such as on crosswalks and roadway shoulders, must be avoided, minimized, and/or mitigated themselves. The City may require accessibility improvements, including compliant curb ramps along the proposed development and including safe and accessible paths of travel to and from the proposed development, depending on the type and impacts of the proposed development.

v. *Payment in Lieu of Construction.* If infrastructure construction is required above, the City may elect to accept a payment in an amount equal to the cost estimated by the City for the design, right-of-way acquisition, utility relocation and construction cost of the improvements in lieu of actual construction. The City will use

these funds to improve multi-modal safety, operations and to relieve congestion. Once the City accepts a payment in lieu of construction, the proposed development may proceed even if the impact of the proposed development causes the operation standards to be exceeded.

vi. *Alternate Location Mitigation.* Mitigation strategies at alternative locations or affecting alternative modes of travel may be proposed by the applicant and may be accepted by the City Engineer. At a minimum, the proposed improvements must meet the following criteria:

- a. The overall improvements proposed should be proportional to the impacts created by the application;
- b. The proposed improvement strategies must address a critical need or issue within the study area such as safety, connectivity, system capacity, and parallel routes;
- c. The locations proposed for improvement must be within the study area;
- d. The proposed improvements must not already be, or be in the process of being, a condition of approval of another development; and
- e. All applicable analysis requirements for the primary locations(s) apply to the analysis of the alternative location(s).

vii. *Suspend the Mobility Standard.* The City Engineer may suspend the mobility standard for a particular intersection or series of intersections under the City's jurisdiction when the intersection(s) may be in a condition that interim mitigation is not practical due to the large scale of the improvements or the City desires to maintain the current intersection's form. In such cases, developments impacting the intersection(s) do not have to analyze or mitigate impacts on the intersection(s). The City Engineer will issue a written statement providing the duration and reason for the suspension of the mobility standard, and will maintain a list of all intersections where the mobility standard has been suspended. Suspending the mobility standard is not a limited land use decision or a land use decision.



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

DATE: Prepared for October 4, 2023, Work Session
HEARINGS BODY: Redmond Urban Area Planning Commission
REVIEWING STAFF: John Roberts, Deputy City Manager
TOPIC: Supportive Shelter Standards

I. Purpose

- Allow for approval of emergency or transitional shelter proposals not preempted by HB 2006 (Enrolled May 3, 2021) or HB 3395 (Enrolled June 25, 2023), as amended.

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

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8.0020 Definitions

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Supportive Shelter. Any tract of land being actively managed by an agency which maintains two or more shelter units for the primary purpose of providing shelter alongside supportive services to individuals or families who lack access to permanent or safe shelter.

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Supplemental Provisions

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8.0370 Supportive Shelter Standards:

1. Applicability.

- A.** Any proposal for a supportive shelter which is identified as a qualifying emergency shelter under ORS 197.782 shall be reviewed for compliance with state law and approved accordingly.
- B.** See Use Tables 8.0135, 8.0137, 8.0190, 8.0220 and 8.0260.

2. **Review and Application.** Supportive shelters shall be reviewed as a Development Action. An approved site plan shall identify an appropriate timeline and process for periodic review and renewal. A complete application for a Support Shelter proposal shall include:
- A. **Pre-development.** A completed Pre-development Application prior to submission.
 - B. **Site plan.** A site plan which demonstrates compliance with standards of this section.
 - C. **Lease or Legal Use Agreement.** A copy of the lease document or equivalent that outlines the legal agreement between the applicant and the property owner to use the subject property for the supportive shelter proposal, if the applicant is not the property owner.
 - D. **Financial Security Proposal.** Proof of financial security in compliance with 6(D) of these standards.
 - E. **Operating Plan.** A plan outlining and identifying the operations, security, and case management services.
 - G. **Narrative.** A narrative explaining the supportive shelters compliance with these standards. This includes a description of the managing agency, the name and contact information of the designated contact person from the managing agency, and a copy of the draft Code of Conduct that would be provided to authorized shelter residents.

3. **Shelter Unit.** A shelter unit provides shelter from the elements. Shelter units are not dwelling units, and no structure that could meet building code as a dwelling unit shall be used as a shelter unit. Shelter units shall obtain all building permits determined to be necessary by the Building Official and may not contain natural gas appliances, propane heaters, or generators.

Shelter Unit Types:

- A. Tents, yurts, and membrane or fabric structures, as per ORS 197.746.
 - B. Recreational Vehicles or other privately owned Vehicle (as defined by Section 5.325 of City Code).
 - C. Site-built, modular, or prefabricated structures, or similarly built structures, which do not contain permanent provisions for cooking.
4. **Development Standards.**
- A. **Height and Setbacks.** Building height and setback standards of the underlying zone shall apply to any supportive shelter site.
 - 1. Setback standards shall only be applied to permanent structures, such as common area buildings.
 - 2. No shelter units regardless of type may be sited closer than ten feet to any public right-of-way.
 - B. **Density.** No supportive shelter site shall exceed a density of 25 shelter units per net acre.
5. **Site Layout and Characteristics.**
- A. **Proximity and Spacing.** Shelter units of various types may be collocated, provided they are clearly delineated, and development standards are met. Shelter units must be sited with adequate separation between shelter types and

units to provide for safety and privacy. Spacing will vary depending on shelter-type, fire-separation requirements, ADA compliance, emergency egress pathways, and emergency access for first responders.

- B. Parking.** Parking areas shall be provided for use by shelter residents, staff, and visitors pursuant to Section 8.0500 through 8.0515 (Off-Street Parking and Loading Requirements). Additional spaces shall be provided for authorized shelter residents using privately owned vehicles as shelter units. Parking shall be approved based on capacity proffered by managing agency providing services.
- C. Storage.** No outdoor storage is permitted, excluding bicycles or similar mobility devices, except as provided in a designated and approved storage area. Residents shall be provided with enclosed, secure storage for their belongings.
- D. Fencing.** The supportive shelter site shall be fenced and screened from sight except at entry and exit places. The fencing and screening shall be no less than six feet in height and shall be maintained. The Community Development Director may allow for deviations or reduced fencing or screening standards.
- E. Signage.** A sign must be posted with the name and phone number of the managing agency. This sign is exempt from sign standards but must be posted at the entrance to the supportive shelter site and shall not be illuminated or exceed six square feet in size.
- F. Common area facilities.** Common areas for use by the authorized shelter residents and staff shall be provided to ensure adequate trash and recycling services. At least one toilet and hand-washing station shall be provided and maintained. These common areas may provide access to water, sanitation, laundry, cooking, warming or cooling areas, through permanent or temporary facilities. The Oregon Health Authority may require public health best practices for shared health and sanitation facilities. Common areas may also be furnished with facilities needed by the managing agency to provide other supportive services, such as case management, counseling, daycare, kennel space, skill development, or similar.
- G. Compliance.** The layout of the supportive shelter site and all structures shall comply with any applicable Federal, State, and local requirements, including but not limited to Fire, Environmental Health, Building, and Engineering requirements and will not pose any unreasonable risk to public health or safety.
 - 1. Ensure units and support structures are accessible in accordance with the Americans with Disabilities Act of 1990 (ADA), as amended and in accordance with the City of Redmond Building Code.

- 6. Site Management.** An approved supportive shelter site must be actively managed and maintained by a managing agency in order to operate and serve shelter residents. A shelter site that is not being actively managed or maintained by a managing agency for a period of six or more months will be considered to be an abandonment of the use unless an extension or another approval is obtained. A shelter site found to be operating without being actively managed and maintained by a managing agency will be considered to be in violation of this section.

- A. Managing Agency.** The managing agency may be any governmental, housing authority, nonprofit, religious agency or public benefits corporation (as defined in ORS 65.001). The managing agency must have a designated contact person and their contact information must be kept up to date for the City's use and reference.

- B. Active Management and Maintenance.** A managing agency can demonstrate active management and maintenance of the supportive shelter site by having a local or on-site presence and being available to accept and respond to telephone calls during business hours and to any potential after-hours emergency.
1. **Supportive Services.** A managing agency must be providing supportive services to each authorized shelter resident for the entire duration that the shelter has residents. Staff must be able to assist residents in obtaining necessary documentation, such as government identification and vehicle registration and insurance. Additional on-site services may include case management services for housing, financial, vocational, educational, physical or behavioral health care, public benefits, and any other similar services incidental to shelter.
- C. Code of Conduct.** The managing agency shall not authorize a shelter resident without providing each resident with a code of conduct form to review and sign. The managing agency has the right to refuse entry or discontinue use for any individual. The code of conduct shall be written in a language understandable to the resident and shall contain policies and information that set out regulations regarding:
1. How individuals who may stay on the premises will be selected.
 2. How many days someone may stay on the premises.
 3. Supervision and identification of the supportive services or case management to be provided.
 4. What structures or other items may be placed or stored on the premises.
 5. Conduct, noise disturbance, pets, location and expected use of all common area facilities, and visitation.
 7. Prohibition of open flames on the premises, or within vehicles unless contained in a Recreational Vehicle (RV) currently titled and registered with the State of Oregon Department of Motor Vehicles.
 8. Other information or policies the managing agency feels necessary to include.
- D. Financial Security.** The managing agency at the time of application shall provide a financial security proposal to ensure the removal of the improvements should the shelter site approval expire or become void. This may be in the form of a bond, petition, cash, or other adequate method. The financial security itself shall be provided to the City and secured before the shelter site may begin operation, or else the operation of the supportive shelter will be considered to be in violation of this code.
- E. Enforcement.**
1. Approval of a supportive shelter site shall not be construed to abrogate or limit the jurisdiction or authority of the Redmond Police Department or any other law enforcement agency. Notwithstanding any other provision of this section or City Code, the City Manager or designee may:
 - A. Revoke authorization of a supportive shelter site for violations of the requirements of this section.
 - B. Prohibit a supportive shelter site on a property if the City finds that any activity related to the shelter site on that property constitutes a nuisance or other threat to the public welfare.

2. Nothing in this section of this code creates any duty on the part of the City or its agents to ensure the protection of persons or property with regard to permitted supportive shelter sites.

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Residential Use Zones

(***)

8.0135 Table A, Residential Zones, Uses Permitted. The following uses are allowed outright or conditionally in each of the Residential zones as follows:

Non Residential Uses:	R-1	R-2	R-3	R-4	R-5	RESTRICTIONS AND REQUIREMENTS
(***)						
<u>Supportive Shelter</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>See RDC Section 8.370, Supportive Shelter Standards.</u>
(***)						

(***)

8.0137 Table for R-3A Zones, Uses Permitted. The following uses are allowed outright or conditionally in the Residential Zone R-3A as follows:

Non-Residential Uses:	R-1	RESTRICTIONS AND REQUIREMENTS
(***)		
<u>Supportive Shelter</u>	<u>O</u>	<u>See RDC Section 8.0370, Supportive Shelter Standards.</u>
(***)		

(***)

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

Public and Semi Public Uses:	C-1	C-2	C-3	C-4	C-4A	C-5	M-1	M-1.5	M-2	DOD	Restrictions and Requirements:
(***)											

<u>Supportive Shelter</u>	<u>O</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>N</u>	<u>N</u>	See RDC Section 8.370, Supportive Shelter Standards.
(***)											

(***)

Other Zones

(***)

8.0220 Table E, Permitted Uses. The following land uses are permitted outright or conditionally in each respective zone:

"O" means Permitted Outright

"C" means Permitted Conditionally

"N" mean Not Allowed

LAND USE:	ZONE					Comment:
Non-Residential Uses:	FG	OSPR	PF	Park	Airport	
(***)						
Supportive Shelter	<u>O</u>	<u>N</u>	<u>O</u>	<u>N</u>	<u>N</u>	See RDC Section 8.370, Supportive Shelter Standards.
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(***)

8.0260 Table G, Uses Permitted. The following land uses are permitted outright or conditionally in each respective Zone as follows:

"O" means Permitted Outright

"C" means Permitted Conditionally

"N" means Not Allowed

Public and Semi Public Uses:	MUN	MUE	Reference/Standards:
<u>Supportive Shelter</u>	<u>O</u>	<u>N</u>	See RDC Section 8.370, Supportive Shelter Standards.

Public and Semi Public Uses:	MULW	Reference/Standards:
<u>Supportive Shelter</u>	<u>O</u>	See RDC Section 8.370, Supportive Shelter Standards.

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Off-Street Parking and Loading Requirements

(***)

8.0500 Off-Street Parking. Parking space requirements are based on the following standards according to the use (note: all required handicapped parking is included in the calculation derived parking standards). Manufacturing, warehousing, and other industrial uses may base the number of required parking spaces on the number of employees. When the number of employees is specified, persons counted shall be those working on the premises, including proprietors, during the largest shift at peak season.

(***)

Land use	Standard
Public and Semi-Public Uses	
(***)	
<u>Supportive Shelter</u>	<u>0.25 space / shelter unit, 1 space / employee or service provider (fullest shift).</u> <u>Additional spaces shall be provided for authorized shelter residents using privately owned vehicles as shelter units. Parking shall be approved based on capacity proffered by managing agency providing services.</u>
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Article IV - Site and Design Review Standards (Introductory Provisions)

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8.3010 Exemptions. The following are exempt from Site Design and Review:

1. Normal maintenance and repair.
2. Hangar development entirely on and interior to airport property.
3. Single family detached dwellings and middle housing, unless located on a lot within 100 feet of the canyon.
4. Manufactured home in an approved manufactured home park.
5. Additions to an existing building of less than 25% of the total building square footage, not to exceed 1,000 square feet.
6. Any development that does not include the construction or alteration of a building which will have a negligible impact on the land as determined by the Community Development Director, or designee.
7. Overhead electrical power transmission lines and poles greater than 12.5 kv.
8. Child care facility in residential neighborhoods that utilize existing structures.
9. Supportive shelters, as identified in RDC 8.0370.

(***)

//End//

Analysis:

In response to the growing homelessness crisis in Oregon, the legislature has recently passed a series of house bills (HB) aimed to expedite the siting of emergency shelters or transitional housing. Specially, HB 2001 in 2006, HB 4051 in 2022, and HB 3395 in 2023. The legislation preempts local land use or development codes and enables the decision to approve and site a qualifying emergency shelter a non-land use decision.

Redmond has used the legislation to approve, in part, Bethlehem Inn (i.e., high barrier shelter located on 5th St.) and recently Oasis Village off Hwy 126 in east Redmond (transitional shelters). If additional emergency shelters are proposed in the future, the City would continue to use the provisions and powers afforded by the respective HBs.

The Supportive Shelter regulations proposed herein serve as an insurance policy to the existing HBs. Meaning, having these regulations codified would provide: 1) an alternate pathway to approve emergency shelters or transitional housing providing the state's regulatory framework does not work or is not applicable, and 2) an option to enact more local control and framework to achieve results.

HB 2006

HB 2006 was intended to respond to the current statewide housing crisis by authorizing cities to site emergency shelters if certain conditions are met. The law required local governments to approve applications for emergency shelters regardless of state or local land use laws, if the application met specific approval criteria outlined in the bill.

Siting approvals under HB 2006 are not land use decisions. HB 2006 does not require mailed notice, public hearing, or solicitation of public comment on an application. Moreover, decisions under HB 2006 may not be appealed to the Land Use Board of Appeals (LUBA) but may be reviewed using the writ of review process provided under ORS 34.010 – 34.100. HB 2006 was extended by the legislature in 2022 through HB 4051, and the siting authority in HB 2006 sunset on July 1, 2023. HB 3395 extended HB 2006 again, so shelters shall be approved if it meets the criteria below and if the most recent PIT Count indicates the State's total sheltered and unsheltered homeless population is 0.18 percent of the State estimated population or higher.

Shelter Requirements: Cities must approve an emergency shelter for operation on any property if the emergency shelter:

- Includes sleeping and restroom facilities.
- Complies with applicable building codes.
- Is located within an urban growth boundary or in a rural residential zone.
- Will not result in a new building that is sited within an area designated under a statewide land use planning goal relating to natural disasters and hazards (e.g. flood plains or mapped environmental health hazards) unless the development complies with regulations directly related to the hazard.
- Has adequate transportation access to commercial and medical services.
- Will not pose any unreasonable risk to public health or safety.

To qualify, an emergency shelter must be operated by:

- A local government; or
- An organization with at least two years' experience operating an emergency shelter using best practices that is:
 - A housing authority
 - A religious corporation

- A public benefit corporation whose charitable purpose includes the support of homeless individuals and that has been recognized as exempt from income tax under section 501(a) of the Internal Revenue Code on or before January 1, 2018; or
- A nonprofit corporation partnering with any of those entities.

HB 4051

HB 4051 extended requirements associated with the Task Force on Homelessness and Racial Disparities and extended the date, from July 1, 2022 to July 1, 2023, by which a local government must approve an application for development of land for an emergency shelter, subject to the terms and conditions provided by chapter 18, Oregon Laws 2021.

HB 3395

HB 3395 was a wide sweeping bill predominately applicable to many aspects of affordable housing, building codes and single room occupancy units. As it pertains to HB 2006, HB 3395 makes permanent requirements that local governments allow siting of certain emergency shelters, conditioned upon latest estimates of percentage of individuals experiencing homelessness. Moreover, it awards attorney fees for certain appeals of emergency shelter application.



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

DATE: Prepared for October 4, 2023, Work Session
HEARINGS BODY: Redmond Urban Area Planning Commission
REVIEWING STAFF: Kyle Roberts, Planning Director
TOPIC: Triplexes and Quadplexes in Commercial Zones

I. Purpose

- Address a clerical error and correct Section 8.0190 to list triplex and quadplex as uses in the commercial zones permitted uses table.
- Create consistency with HB 2001 middle housing definitions.

II. Proposed Amendment to RDC

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

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 <u>Residential:</u>	C-1	C-2	C-3	C-4	C-4A	C-5	M-1	M-1.5	M-2	DOD	Restrictions and Requirements:
(***)											
Resumption of a residential use	O	O	O	O	O	O	N	N	N	C	Only as previously established.
<u>Triplex, Quadplex</u>	<u>C</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>O</u>	

(***)

Analysis: The purpose of this proposed amendment to the Redmond Development Code (RDC) is to correct a mistake made to the commercial and industrial uses table, Section 8.0190. Specifically, triplex and quadplex as a use was removed from this use table as part of the significant code amendment package in June 2022 (Ord. 2022-04).

In the first half of 2022, staff was working on comprehensive amendments to the RDC that included changes in definitions and classifications of housing. One of these changes was to eliminate the term 'Multi-Family Dwelling' from the RDC, which had been defined as 'a building on a single lot containing a total of three or four dwelling units.' This was replaced with the term 'Triplex' and 'Quadplex' to be consistent with HB 2001 middle housing terminology. As such, 'Multi-Family Dwelling' was replaced with 'Triplex' and 'Quadplex' throughout the code except in the commercial and industrial uses table where 'Triplex' and 'Quadplex' were unintentionally never added back into the table as uses.

Staff is proposing to add these uses back into Section 8.0190 Table as they were prior to June 2022. This includes allowing a triplex and quadplex outright in the C-2 (Central Business District Commercial), C-3 (Special Service Commercial), C-4 (Limited Service Commercial), DOD (Downtown Overlay District), and as a conditional use in C-1 (Strip Service Commercial). The variety of housing density, especially in the C-2 and DOD, is essential in establishing a healthy commercial core. More residential doors mean more customers for the growing downtown.