



REVISED
CITY COUNCIL
December 19, 2023
Council Chambers • 411 SW 9th Street

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DECEMBER 19, 2023

SPECIAL MEETING AGENDA

6:00 PM

I. CALL TO ORDER / ESTABLISH A QUORUM

II. ORDINANCES

- A. **Second Reading**-Ordinance #2023-07: An Ordinance amending various sections of the Redmond City Code Chapters 3 (Public Improvements), 6 (Traffic), 8 (Redmond Development Code), and 10 (Airport Regulations) to modernize regulations and improve clarity and administration; creating Redmond City Code, Chapter 11 (Sign Code); and an amendment to the 2040 Greater Redmond Area Comprehensive Plan and Zone Map.

III. NEW BUSINESS

- A. Homeless Persons' Memorial Day Proclamation
B. Water Update
C. Support Letter for Reform of Measure 110

IV. ADJOURN

Regular Council meetings are broadcast live on COTV11 – BendBroadband Channel 11 beginning at 6:00 p.m. on the 2nd and 4th Tuesdays of each month. Rebroadcasts are scheduled for the non-meeting Tuesdays at 6:00 p.m.

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CITY OF REDMOND

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STAFF REPORT

DATE: December 19, 2023
TO: City Council
THROUGH: Keith Witcosky, City Manager
John Roberts, Deputy City Manager
FROM: Kyle Roberts, Planning Director
SUBJECT: **Second Reading**-Ordinance #2023-07: An Ordinance amending various sections of the Redmond City Code Chapters 3 (Public Improvements), 6 (Traffic), 8 (Redmond Development Code), and 10 (Airport Regulations) to modernize regulations and improve clarity and administration; creating Redmond City Code, Chapter 11 (Sign Code); and an amendment to the 2040 Greater Redmond Area Comprehensive Plan and Zone Map.

Report in Brief:

This item requests City Council conduct a second reading and adopt Ordinance #2023-07 approving text amendments to various sections of the Redmond City Code Chapters 3 (Public Improvements), 6 (Traffic), 8 (Redmond Development Code), and 10 (Airport Administration) to modernize regulations and improve clarity and administration; creating a Chapter 11 (Sign Code); and an amendment to the 2040 Greater Redmond Area Comprehensive Plan and Zone Map.

Background:

The public hearing was conducted on December 12, 2023. The hearing was closed and a first reading of Ordinance #2023 was unanimously approved as well on December 12.

Beginning in early 2023, staff have been working on concurrent and comprehensive amendments to both the Redmond Development Code (RDC) (Chapter 8) and the City of Redmond Public Works Standards and Specifications. An overview of the scope of the amendments and process was provided to City Council on September 26, November 7, November 14 and November 21, 2023. Due to the breadth and diversity of code topics, the Planning and Engineering divisions have also enlisted the technical expertise of Public Works staff, JET Planning, Century West Engineering, and Transight Consulting (traffic engineers).

The RDC is the primary mechanism to implement the City's Comprehensive Plan, regulate zoning, growth and development, land use activity, and other City policies related to Great Neighborhood Principles. As a living document, periodic amendments to the RDC are needed to adapt to changing conditions, comply with Comprehensive Plan policies, new state legislation, or simply to improve administration of provisions within the Code. Code amendments touch on many different aspects of the community, livability and have significant implications regarding providing certainty, flexibility and modernization of regulations all at the same time.

At the December 12 Public Hearing, City Council accepted public testimony and proffered additional changes to the proposed amendments. Changes are embedded into the attached documents which made up the entirety of the amendment package and include:

Attachments:

- Exhibit A: Amendments to RDC (Chapter 8)
- Exhibit B: Sign Code (new Chapter 11)
- Exhibit C: Zone Map amendments (170 SW 17th Street; 777 SW Deschutes Avenue; Higher Density Overlay)
- Exhibit D: Amendments to Chapters 3 (Public Improvements), 6 (Traffic) and 10 (Airport Administration)
- Exhibit E: Staff Report and Findings

Public Comments (attached):

Public Comments submitted for the December 12th Public Hearing are attached. The comments are from the Central Oregon Builders Association, Pahlisch Homes and Hayden Homes.

Discussion:

After reviewing the record and receiving public testimony at the December 12 Public Hearing, the City Council expressed support for the following:

- As a baseline, preserve 10" diameter trees not 16" diameter trees.
- Provide the ability to pay a fee in lieu for replacement trees, create a sub-fund for the fees to be held, and amend the Fee Schedule as necessary.
- Use the "Growth Trips" formula to calculate the 'proportional share' fee, instead of using the 'Existing Trips' or 'Future Trips' formulas.
- In the Transportation System Analysis section, make the standards clear and objective to the extent possible. Sections 8.2815(1)(B)(1) and (2)(a)(iii) have been modified accordingly.
- In the Tentative Subdivision Plan section, make the standards clear and objective to the extent possible. Section 8.2235 has been modified accordingly.
- In the Sign Code regulations clarify the definition of 'Hearings Body' and subsequent appeals procedure. Sections 11.040 and 11.330 of the Sign Code have been updated respectively.

Revisit in 2024

- Working on the Pocket Park and Tot Lot requirement for subdivided property (i.e., do not require 150 SF of common area per lot as part of a subdivision and keep the existing standards applicable to subdivisions of 25 or great lots).
- Explore more standards for Cottage Cluster.
- Explore modifying the proportionate share formula to apply to all developments.

Fiscal Impact:

There are no direct fiscal impacts to the City with these amendments. The amendments to the RDC and Public Works Standards and Specifications respond to some of the impacts experienced by continued growth in Redmond and opportunities for continually improving regulations, processes and procedures. The City will continue to experience increased density and commercial/industrial development which have future costs and impacts on providing both public and private services and infrastructure. The amendments are intended to help better scale, plan for and strategically align necessary capital improvements during development review in a fiduciary and fiscally responsible manner to meet the needs of Redmond residents.

Alternative Courses of Action:

Courses of action include:

1. Conduct second reading and approve Ordinance #2023-07.
2. Direct staff to make additional changes and approve Ordinance #2023-07.
3. Do not approve Ordinance #2023-07.
4. Take no action and request more information.

As required by City Charter, on December 5, 2023, and December 13, 2023, notices regarding this Ordinance were posted in three locations. Copies of the Ordinance were available for review at City Hall.

Recommendation / Suggested Motion:

"I move to have a second reading of Ordinance #2023-07, by title only." (Voice vote)

(The City Attorney will read the ordinance by title only.)

"I move to approve Ordinance #2023-07" (Roll call vote)

**CITY OF REDMOND
ORDINANCE NO. 2023-07**

AN ORDINANCE AMENDING VARIOUS SECTIONS OF THE REDMOND CITY CODE, CHAPTERS 3 (PUBLIC IMPROVEMENTS), 6 (TRAFFIC), 8 (REDMOND DEVELOPMENT CODE), AND 10 (AIRPORT REGULATIONS) TO MODERNIZE REGULATIONS AND IMPROVE CLARITY AND ADMINISTRATION; CREATING REDMOND CITY CODE, CHAPTER 11 (SIGN CODE); AND AN AMENDMENT TO THE 2040 GREATER REDMOND AREA COMPREHENSIVE PLAN AND ZONE MAP.

WHEREAS, the City of Redmond Urban Area Planning Commission conducts periodic review of the Redmond Development Code, considers needed updates and recommends changes in accordance with Oregon Revised Statutes Chapter 227 that regulate and control the development of land within the City; and

WHEREAS, the City Council has an adopted set of goals that include: “Enhance the quality of life in the City through the adoption of programs, policies, and standards that manage growth while maintaining Redmond’s small-town feel” and “Promote quality development and great neighborhoods”; and

WHEREAS, the Redmond Urban Area Planning Commission, specific to the Redmond Development Code, held seven work sessions and the first evidentiary public hearing on November 15, 2023, continued to November 29, 2023, and, after reviewing the record and accepting public testimony, has recommended that the City Council adopt the proposed amendments to the Redmond Development Code; and

WHEREAS, the City Council held work sessions on September 26, and November 14 and 21, 2023, conducted a public hearing on December 12 and continued it to December 19, 2023, to consider the recommendations of the Redmond Urban Area Planning Commission, review the existing record and gather additional evidence and public testimony; and

WHEREAS, the City Council desires to address inconsistencies in the City Code, is interested in clarifying terminology and streamlining procedures for resource efficiency and improved customer service as embodied in modifications to Chapters 3, 6, 10 and creation of a new Chapter 11 (Sign Code); and

WHEREAS, the City Council determines that the findings contained in Exhibit E for the adoption of the amendments to the City Code, Redmond Development Code, and Comprehensive Plan and Zone Map have fully addressed the City’s Comprehensive Plan, the applicable state law, the Statewide Planning Goals and the City’s standards and criteria for an amendment to the Redmond Development Code and Comprehensive Plan and Zone Map; and

WHEREAS, the City Council finds that the attached amendments (Exhibits A, B, C and D) are necessary to further these interests and to protect the health, safety and welfare of City residents.

NOW, THEREFORE, THE CITY OF REDMOND ORDAINS AS FOLLOWS:

SECTION ONE: The City of Redmond hereby amends City Code, Chapter 8 (Redmond Development Code); creates City Code, Chapter 11 (Sign Code); and amends the Comprehensive Plan and Zone Map to rezone two properties and remove the Higher Density Overlay Zone. The amendments and adopted text are attached hereto as “Exhibits A, B, and C.”

SECTION TWO: The City of Redmond hereby amends the City Code Chapters 3 (Public Improvements), Chapter 6 (Traffic) and Chapter 10 (Airport Regulations). A copy of the code amendments is attached hereto as “Exhibit D.”

SECTION THREE: In support of the approval, the City of Redmond hereby adopts the findings, which are attached hereto as “Exhibit E”, which were prepared by City staff and demonstrate compliance with the Redmond Development Code, Section 8.0760 – Amendments, and the applicable Statewide Planning Goals.

SECTION FOUR: SEVERABILITY. The provisions of this Ordinance are severable. The invalidity of any section, clause, sentence, or provision of this Ordinance shall not affect the validity of any other part of this Ordinance, which can be given without such invalid part, or parts.

PASSED by the City Council and **APPROVED** by the Mayor this 19th day of December 2023.

Ed Fitch, Mayor

ATTEST:

Kelly Morse, City Recorder

EXHIBIT A

ARTICLE I - ZONING STANDARDS

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Withdrawal of Application	8.1030
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ARTICLE I - ZONING STANDARDS

INTRODUCTORY PROVISIONS

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8.0020 Definitions. As used herein, the following words and phrases shall mean:

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Acreage, Gross. The total area within a unit of land.

Active-Style Park. A park designed for active recreation no less than 15,000 square feet in size and consolidated in shape. Examples of active-style park components include sports play areas, exercise equipment units, public/family gatherings with picnic shelters or tables, play structures, or designated pet areas. Active-style parks commonly feature some passive recreation features, but only as a secondary use. See also *Passive-Style Park*.

Active Recreation. Recreational activities which require coordination or equipment, taking place at a prescribed location, such as sites or fields. See also *Passive Recreation*.

(***)

Cottage Cluster Project. A development site with one or more cottage clusters. Each cottage cluster as part of a cottage cluster project must have its own common courtyard.

Cottage Development. See Section 8.0285.

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Dairy Product Processing Facility. A facility that processes milk into products for sale and distribution.

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Duplex. See *Dwelling, Duplex*.

Dwelling. As follows:

(***)

Live/work Dwelling. A building type that consists of commercial space on the ground floor and residential space on the ground and/or upper floors. The ground floor commercial or office space has visibility, signage, and access from the primary street. To preserve the pedestrian orientation of the commercial or office space, alley or rear access is required to provide services and residential parking. A separate home occupation may be allowed in addition to the commercial space. The permitted live/work dwelling types are defined below:

- A. **Live/work Townhouse:** A townhouse in which a business shall be limited to the ground floor and may not exceed 50% of the floor area of the entire townhouse unit, excluding the garage.
- B. **Live/Work Apartment:** A residential multi-story, multi-unit building with a minimum of 50% of the building ground floor used as retail, office, or commercial space. Residential units may be rented or for sale (condominium or cooperative) units.

(***)

Floor Area. The sum of the gross horizontal areas of the floors of a building, measured from the exterior faces of the exterior walls or from the center line of walls separating two buildings, but not including:

1. Attic space providing headroom of less than seven feet.
2. Basement, if the floor above is less than six feet above grade.
3. Uncovered steps or fire escapes.
4. Private garages, carports, or porches.

Food Cart. A mobile vehicle, such as a food truck, trailer, or car, from which service or food or beverages is provided to walk-up customers. Food carts shall be mobile at all times and must be on wheels that are functional and appropriate for the type of unit at all times.

Food Cart Pod. A site containing more than one food cart and associated amenities on private property.

Fowl. Fowl means any female fowl from the order *galli formes*, including: chickens, ducks, turkeys, peacocks or pea fowl.

(***)

Intensity of Use. The range or scale or concentration or degree of impact of use, often measured by floor area ratios, building coverage or traffic generation.

Interest. Includes a lot or parcel, share, undivided interest, or membership which includes the right to occupy the land overnight, and a lessee's interest in land for more than three years or less than three years if the interest may be renewed under the terms of the lease for a total period more than three years. Interest does not include any interest in a condominium as defined by state law or any security interest under a land sales contract, trust deed or mortgage.

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Interest does not include divisions of land created by lien foreclosures or foreclosures of recorded contracts for the sale of real property.

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Landscape. The act of improving the aesthetic appearance or ecosystem function of land (a piece of land) by changing its contours, adding and maintaining ornamental features and plantings, or planting groundcover, trees, and shrubs.

(***)

Live/Work Unit, Existing. Any existing on-site building in which no more than two (2) dwelling units, as well as a business component (more intensive than a licensed home occupation as defined in this code), already exists.

Livestock. Domestic farm animals customarily raised or kept on farms for profit or other purposes. Excludes smaller animals traditionally kept as house pets. Horses, mules, donkeys, cattle, llamas, alpacas, sheep, goats, swine, domesticated fowl and any animal bred and maintained commercially or otherwise, within any type of enclosure.

(***)

Mixed-Use. Development that combines residential, commercial, public, or institutional uses within the same building or site. Mixed-use development may occur as a “vertical” mixed-use, where housing is located above the ground floor, or “horizontal” mixed-use, where housing is located on the ground floor or in a separate building or part of a building.

Within horizontal mixed-use developments, residential uses shall be located behind commercial uses relative to the front lot line, or if located at the front of the building, be less than 20% of the frontage of such mixed-use building. Stand alone residential uses may be horizontally mixed with other uses as specified in the MUN zone.

Mobile Food Pod. A site containing more than one Mobile Food Unit and associated amenities on private property.

Mobile Food Unit. A mobile vehicle, such as a food truck, trailer, or car, from which primarily food or beverages is provided to walk-up customers and does not include drive-thru service. Mobile Food Units shall be mobile at all times and must be on wheels that are functional and appropriate for the type of unit at all times.

Mobile Food Vendor. A Mobile Food Unit operating in a temporary manner in conjunction with a public or private event.

(***)

Partition. To divide an area or tract of land into two or three parcels.

Passive-Style Park. A park designed for passive recreation that is of any configuration, shape, or size and is landscaped without irrigated turf. Examples of passive-style park components include seating elements, shade structures or tree canopies, trails or walkways, habitat areas. See also Active-Style Park.

Passive Recreation. Recreational activities which are commonly unorganized, noncompetitive, dependent on the landscape, and require no developed facilities. See also Active Recreation.

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School. A place for teaching, demonstration, or learning.

Screening. Materials used to conceal a feature or object from sight, such as fencing, walls, canopy, vegetation, or other barrier.

Semi-Public Use. A structure or use intended or used for a semi-public purpose by a church, lodge, club, or any other non-profit organization.

Setback. The distance between the vertical face of a structure and a property line. See Yard.

Single Room Occupancy Development. A residential dwelling with no less than four but no more than six attached single room occupancy units and sanitary or food preparation facilities for shared use of the occupant(s). See also Single Room Occupancy Unit.

Single Room Occupancy Unit. Dwelling area within a single room occupancy development which is independently rented and lockable and provides living and sleeping space for the exclusive use of the unit occupant(s). See also Single Room Occupancy Development.

Site Improvement. Landscaping, paving for pedestrian and vehicle ways, outdoor lighting, recreational facilities, etc., added to a site.

(***)

Subdivider. Any person who causes land to be subdivided.

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.

(***)

Truck Stop. Fueling facility that also provides food, washing facility and other amenities whose primary clientele is semi-truck drivers and rigs.

Turf. Vegetated groundcover, typically a species of grass.

Artificial Turf. Synthetic fiber surfacing made to mimic the appearance or function of grass or other groundcover without the requirements of real plant material.

Irrigated/Irrigatable Turf. Vegetated groundcover, typically grass or sod, requiring active management and inputs to maintain, including but not limited to the installation/use of irrigation infrastructure, fertilizers, pesticides, etc.

Native/Natural Turf. Vegetated groundcover consisting of native plant species, needing no management or inputs to maintain.

(***)

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

(***)

R-5 High Density Residential Zone. To provide high density residential neighborhoods with an emphasis on multi-family development, middle housing, and smaller lot single family developments. Limited commercial uses such as offices are also conditionally permitted where compatible with surrounding development.

Higher Density Overlay Zone. Various areas within the city that permit density up to 30 units per net acre. The underlying base zone controls the land uses.

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C-2 Central Business District Commercial Zone. To create and preserve areas suitable for commercial uses and services on a broad basis to serve as the central shopping or principal downtown area for the City. In general, this zone shall be applied to the town "center" already existing and desirable to retain, and to abutting and adjacent areas necessary to serve population growth. In any event, no other C-2 Zone shall be established until there is demonstrated need for such action; no two C-2 Zones shall be established in such relationship to each other that they cannot act as one center.

Downtown Design Overlay District Zone. To create and preserve areas within the C-2 Central Business District Commercial Zone that is vibrant and pedestrian-friendly where people can shop, work, and play in a traditional downtown setting. In general, this district will encourage a vibrant mix of pedestrian-oriented uses, including residential, shopping and entertainment uses and increase in the density and intensity of development.

(***)

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.

C-5 Tourist Commercial Zone. To provide for commercial uses primarily oriented to travelers and tourists in locations complimentary to existing facilities and future major transportation facilities and to provide incentive for public and private investments in traveler and tourist related complexes.

(***)

Airport Control (AC) Overlay Zone. In order to provide for the safety and use of land coincident with the Redmond Municipal Airport and prevent man-made or natural objects from encroaching into necessary aviation airspace, certain airport control zones are created which include all of the land lying within transitional surfaces, conical surface, instrument approach surface, non-instrument approach surfaces and horizontal surface. These zones are established as indicated on the current Redmond Airport Master Plan (Airport Layout Plan drawing set) for existing runways and future modifications thereto, Redmond Municipal Airport, or any other airport that may be constructed necessitating aviation controls which will affect land within the corporate limits of Redmond.

Airport Zone / Airport Compatibility Zone. To provide, encourage and support the continued operation and vitality of Redmond Municipal Airport by allowing certain airport related light industrial, manufacturing, commercial or recreational uses in accordance with state law (ORS 836.600 et seq.). In order to provide for the safety and use of land coincident with the airport and prevent man-made or natural objects from encroaching into necessary aviation airspace, certain airport control zones are created which include all of the land lying within transitional surfaces, conical surface, instrument approach surface, non-instrument approach surfaces and horizontal surface. These zones are established as indicated on the official zoning map for existing runways and future modifications thereto, Roberts Field, or any other airport that may be constructed

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necessitating aviation controls which will affect land within the corporate limits of Redmond.

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RESIDENTIAL USE ZONES

- 8.0100 Limited Residential R-1 Zone.
- 8.0105 Limited Residential R-2 Zone.
- 8.0110 Limited Residential R-3 Zone.
- 8.0111 Limited Residential R-3A Zone.
- 8.0115 General Residential R-4 Zone.
- 8.0120 High Density Residential R-5 Zone.
- 8.0121 Higher Density Overlay Zone.
- 8.0125 Residential Neighborhood Mixed Use RMU Zone.

[Section 8.0125 deleted by Ord. #2022-04 passed June 28, 2022]

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ARTICLE II – LAND USE PROCEDURES

8.1005 Definitions. The following definitions apply to this title:

1. Development means any human-caused change to improved or unimproved real estate that requires a permit or approval from any agency of the city or county, including but not limited to buildings or other structures, mining, filling, grading, paving, excavation or drilling operations, landscaping, and storage of materials.
2. Development action includes decisions that do not require exercise of discretion and are based on clear and objective criteria including the following applications:
 - A. Sign Permits;
 - A Lot line adjustments;
 - B. Temporary use permits; and
 - C. Other nondiscretionary approvals requiring the application of clear and objective criteria.

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

"O" means Permitted Outright
 "C" means Permitted Conditionally
 "N" means Not Allowed

Residential Uses:	R-1	R-2	R-3	R-4	R-5	RESTRICTIONS AND REQUIREMENTS
Accessory Building:						
Detached sheds, shops, and garages	O	O	O	O	O	Must be located within the property and not in the yard setback areas. Moveable shipping containers, or similar, are not allowed.
Guest House	O	O	O	O	O	No kitchen; uses main houses' sewer & water
Accessory Dwelling Unit / Accessory Suite	O	O	O	O	O	Uses main houses' sewer & water or individual City Services; may have kitchen
Accessory Use	O	O	O	O	O	Includes Home Occupations
Apartments						See Multi-Family Complex / Dwelling
Bed and Breakfast	C	C	C	C	C	
Boarding or Rooming House	N	N	C	O	O	
Cottage Development	O	O	O	O	O	
Duplex, Triplex, Quadplex, Townhouse, Cottage Cluster	O	O	O	O	O	
Manufactured Home	O	O	O	O	O	See Single Family Detached Dwelling
Manufactured Home Park	N	N	N	O	O	See Section 8.0375
Manufactured Home Subdivision	N	N	O	O	O	Subject to compliance w/ applicable ORS
Multi Family Complex (5 + units)	C	C	C	O	O	
Public-Owned Affordable Housing Developments	O	O	O	O	O	See Section 8.0145
Single Family Detached Dwelling, Duplex, Triplex, Quadplex, Townhouse, Cottage Cluster	O	O	O	O	O	
Nursing, Convalescent, and Assisted Living Facility	N	N	C	C	C	More than 15 people
Planned Unit Development	C	C	C	C	C	
Residential Care Facility	N	N	C	C	O	Defined in and regulated by ORS
Residential Care Home	O	O	O	O	O	Defined in and regulated by ORS
Single Family Detached Dwelling	O	O	O	O	O	
Single Room Occupancy Development	O	O	O	O	O	
Non Residential Uses:	R-1	R-2	R-3	R-4	R-5	RESTRICTIONS AND REQUIREMENTS
Child Care Facility:						
Child Care Center	C	C	C	C	C	
Child Care Home	O	O	O	O	O	
Church, Religious Institution	C	C	C	C	C	
Community Center (private)	C	C	C	C	C	
Community Pool (private)	C	C	C	C	C	

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<u>Emergency Shelter</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>Reviewed under ORS 197.782. Emergency shelters for natural disaster response are not subject to review.</u>
Farm Use, Farming	O	O	O	O	O	
Mini Storage	N	N	N	N	N	
<u>Mobile Food Pod</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	
<u>Mobile Food Unit</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	
<u>Mobile Food Vendor on private property</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>Permitted through Business Licensing provisions in City Code, Section 7.005 et seq.</u> <u>Can only operate between 8 AM and 9 PM for no more than two consecutive days within a 90-day period and must be located on real property in association with an event.</u>
<u>Mobile Food Vendor on public property</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>Permitted through Special Events provisions in City Code, Section 7.350 et seq. or Parks Reservation Permit.</u>
Multi-Use Trail	O	O	O	O	O	
Park	O	O	O	O	O	
Livestock	O	O	O	O	O	Subject to livestock provisions, section 8.0365
Office	N	N	C	C	C	Conditional in conjunction with a master plan or PUD
Retail	N	N	C	C	C	Conditional in conjunction with a master plan or PUD
<u>Residential Conversion of Existing Commercial Structure</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>See Section 8.0144</u>
School (private)	C	C	C	C	C	
<u>Supportive Shelter</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>See Section 8.0370, Supportive Shelter Standards.</u>
Tennis Court (private)	O	O	O	O	O	Non-commercial use only
Public Facility or Emergency Management Services	C	C	C	C	C	
City Owned Utility Facility	O	O	O	O	O	
Private Utility Facilities	C	C	C	C	C	
All "R" zones are subject to density transfer provisions. See 8.0020, "Definitions," <i>Density Transfer</i> , and 8.0367, "OSPR / 'R' Zone Density Transfer Provision						

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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:

Residential Uses:	R-3A	RESTRICTIONS AND REQUIREMENTS
Accessory Building: Detached sheds, shops, garages.	O	Must be located within the property and not in the yard setback areas. Moveable shipping containers, or similar, are not allowed. Potting sheds, or similar, must be located within the property and not in the yard setback areas.
Guest Houses or Accessory Dwelling Unit	O	Connected to primary residential unit utilities; includes kitchen.
Accessory Use	O	Includes Home Occupation.
Multi-Family Complex	O	

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Bed and Breakfast	C	
Single Family Detached Dwelling, Duplex, Triplex, Quadplex, Townhouse, Cottage Cluster, Single Room Occupancy Development	O	
Public-Owned Affordable Housing Development	<u>O</u>	See Section 8.0145
Residential Care Home	O	Defined and regulated by ORS.
Non-Residential Uses:		
Child Care Facility		
Child Care Center	C	
Child Care Home	O	
Church, Religious Institution	C	
Community Center (private)	C	
Community Pool (private)	C	
Commercial Office	C	Only within buildings existing as of Oct. 20, 2007, or as modified (expanded) up to a maximum of 25%. Any modification shall require site plan review. A building destroyed or damaged may be rebuilt up to the former size and general configuration.
Retail	C	
Professional Offices	C	
Restaurant	C	
Theater	C	
Art Gallery or Center	C	
Public or Semi Public Uses	C	
Mobile Food Pod	<u>N</u>	
Mobile Food Unit	<u>N</u>	
Mobile Food Vendor on private property	<u>O</u>	Permitted through Business Licensing provisions in City Code, Section 7.005 et seq. Can only operate between 8 AM and 9 PM for no more than two consecutive days within a 90-day period and must be located on real property in association with an event.
Mobile Food Vendor on public property	<u>O</u>	Permitted through Special Events provisions in City Code, Section 7.350 et seq. or Parks Reservation Permit.
School (private)	C	
Supportive Shelter	<u>O</u>	See Section 8.0370, Supportive Shelter Standards.
Tennis Court (private)	O	
City Owned Utility Facility	O	
Private Utility Facilities	C	
Residential Conversion of Existing Commercial Structure	<u>O</u>	See Section 8.0144
Emergency Shelter	<u>O</u>	Reviewed under ORS 197.782. Emergency shelters for natural disaster response are not subject to review.

C = conditional uses.

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8.0138 Standards. Except as provided for in Section 8.0137 and 8.0615, the standards and criteria for development in the R-3 zone shall apply to development in the R-3A zone.

8.0140 Table B, Minimum Standards. The following minimum standards apply in each of the Residential zones:

Standard:	R-1	R-2	R-3, R-3A	R-4	R-5
Minimum Lot size - Square Feet					
Single Family, Duplex, Triplex, Single Room Occupancy Development	9,000	9,000	7,500	5,500	5,500
Quadplex, Cottage Clusters	9,000	9,000	7,500	7,000	7,000
Townhouse	1,500	1,500	1,500	1,500	1,500
Multi-family Complex: 5+ units	No Minimum Lot Size Must Meet Density Standards				
Density - Units/Net Acres					
Minimum Density: All	4	4	5	5	8
Maximum Density: Single Family, Single Room Occupancy Development	5	5	5.8	8	8
Maximum Density: Duplex, Triplex, Quadplex, Cottage Cluster	No Maximum Density Must Meet Minimum Lot Size				
Maximum Density: Townhouses	20	20	23.2	25	25
Maximum Density: Multi-family Complex 5+ units	N/A	N/A	N/A	14.5	17.4
Standard:	R-1	R-2	R-3, R-3A	R-4	R-5
Planned Unit Developments (PUDs) and Cottage Developments (COD) densities in Section 8.0275 et seq.					
Minimum Setback Distance - Feet					
Front Façade, excluding garage	10	10	10	10	10
Interior Side	5/10	5/10	5	5	5
Interior side yards must be a minimum of 5 feet on one side and 10 feet on the other side for single family, duplex, triplex, and quadplex residences. Where alley access is provided, both interior side yards may be reduced to 5 feet. Exceptions to the 10-foot setback are allowed (1) when the residential lot was created prior to the adoption of this standard (November 9, 2006); (2) on cul-de-sac lots; or (3) on flag lots.					
Street Side	10	10	10	10	10
Rear	20	20	20	15	5
Attached Garage, access from alley or street	20	20	20	20	20
Setbacks:					
ADUs: Specified in Section 8.0325					

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Detached Accessory Structures: Specified in Section 8.0323					
Cottage Clusters: Specified in Section 8.0143					
Cottage Developments: Specified in Section 8.0285 et seq.					
Multi-family Complexes: Specified in Section 8.3035.4E. Table A.					
Townhouses: Specified in Section 8.0142					
Maximum Building Height - Feet					
Single Family, Plexes, ADU	32	32	32	45	45
Cottage Cluster	25	25	25	25	25
Townhouse	35	35	35	45	45
Minimum Street Frontage - Feet					
Standard Street	50	50	50	50	40
Cul-de-sac	30	30	30	30	30
Flag Lot	20	20	20	20	20
Townhouse	20	20	20	20	20

(***)

8.0141 Single Family Detached Dwellings and Plexes Development and Design Standards.

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3. **Procedure.** New single-family detached dwellings and plexes, shall be reviewed for conformance with the requirements listed in this Section, subject to the procedures outlined below:

A. If applicable, pursuant to Section 8.2135, for proposed development on a lot created by a subdivision that received tentative subdivision approval no more than 10 years ago, the applicant shall elect in writing that: a) development and design standards in effect at time of tentative subdivision approval be applied; or b) development and design standards herein be applied. The standards chosen shall apply to all subsequent development in the subdivision.

AB. Track 1. Clear and Objective Process. Conformance with Section 8.0141(5), below. An application demonstrating conformance with this Section shall be shown on the architectural plans submitted with the building permit application and administered as part of the plan review process. These applications are reviewed administratively.

BC. Track 2. Discretionary Process. As an alternative to the Track 1 procedure, an application may be submitted which demonstrates conformance with the Purpose and Intent of this Section as listed above. These applications are reviewed administratively unless it is determined that a public hearing is necessary, in which case the application will be reviewed by the appropriate Hearings Body. The City may also approve other architectural designs or design elements not listed in this section, approve exceptions or uniquely identifiable house styles provided they comply with the intent of this section.

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CD. Design Review for Manufactured and Mobile Homes not within approved mobile home parks: Some manufactured homes and mobile homes may not be able to fully comply with the requirements below. In those cases, the following features are required as part of a Track 2 process.

1. At least one covered porch;
2. One exterior types of wall siding material on **4 four** sides;
3. Band courses; and

4. **Application and Approval Process.** The applications for either a Track 1 or 2 review as specified in Sections 8.0141(3)(A) and (B) above, shall be submitted prior to or in conjunction with an application for a building permit.

5. **Architectural Design Standards.** Although specific architectural styles are not mandated, single family detached dwellings and plexes, shall conform with the following standards:

A. **Screening of Mechanical Equipment.** All exterior ground mounted mechanical equipment located forward from the line of the front façade (living space and garage) of the building shall be screened from the street at the ground/eye level line of sight **by use of landscaping materials such as shrubs and trees or fencing at least three (3) feet in height at installation.** Solar power, wind power, and satellite dishes necessitating placement on walls or roofs for normal operation are exempt from this provision.

B. **Building Design.** The standards of this section apply per residential structure, rather than per dwelling unit contained in the residential structure.

1. **Architectural Design.** Duplicate or repetitive exterior home designs must be separated by at least one (1) lot/attached building of non-repetitive exterior design on either side of the home and not be directly across the street from one another. Home designs will not be considered repetitious if three differentiating criteria are used as listed below:

- a. **Process.** Builders of dwelling units or residential structures on the same street, with the exception of multiple dwelling units that are part of a single plex development, shall submit a plat showing the house plan names, elevation designations, or pictures for adjacent homes.
- b. Attached plexes are exempt.
- i. Garage doors, including patterning relief over the door surface;
- j. Optional enhancements and substitutions:
 - i. Enclosed soffits;
 - ii. 1 ½" caliper tree **in front of landscape area**, in addition to required street trees;

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6. **Driveways and Garages.**

- a. A garage is required for each newly constructed residential structure and shall be of adequate size to accommodate a minimum of one vehicle, and shall at a minimum, meet the design requirements in Sections 8.0505 through 8.0515 (Off Street Parking and Loading Requirements) **and Section 8.2820 (Access Management Standards)** of the RDC.

- i. Manufactured homes may meet this standard by substituting a garage with covered parking or carport.

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- ii. Triplexes and quadplexes may meet this standard by substituting garage or covered parking with uncovered, paved parking spot(s) per the design requirements in Section 8.0505 through 8.0515.
 - b. Driveways shall be of adequate size to accommodate a minimum of one vehicle, and shall at a minimum, meet the design requirements in Section 8.0515 (Parking Table and Diagram) of the Redmond Development Code.
 - c. A single-family detached home that adds an ADU shall continue to meet the minimum parking spaces requirement for the primary home.
 - d. Notwithstanding the applicable provisions of Sections 8.0505 through 8.0515 (Off Street Parking and Loading Requirements) and Section 8.2820 (Access Management Standards) of the RDC, all required off street parking areas and driveways constructed in conjunction with single family detached dwellings or plexes may have alternative surfaces to concrete or asphalt and may include permeable surfaces to the extent they provide an all-weather surface sufficient for vehicular travel. Loose gravel, aggregate and similar surface treatments are not permitted for required parking spaces.
7. **Off-street Parking.** The minimum number of required off-street parking spaces for single-family detached dwellings and plexes are specified in Section 8.0500.
8. **Landscaping.** See Section 8.0520 through 8.0540 for applicable landscaping standards. Landscaping standards are as follows:
- a. On all lots which new single-family detached dwellings or plexes are constructed, landscaping shall be installed between the corresponding façade(s) of the structure and the edge of the street(s), public or private, for the entire length of the street frontage(s).
 - b. Required landscaping can include, but is not limited to, a combination of the following materials: living plant material such as trees, shrubs, flowers, and lawn (can include artificial turf); and non-living materials such as walkways and courtyards consisting of brick, concrete, asphalt, decorative rock, or other approved materials. Applicable landscaping requirements are subject to the following:
 - i. Xeriscaping is encouraged. The minimum required allowance for plantings shall be 25%. Rock, rock gardens and bark areas without plantings do not qualify as landscaping or xeriscaping.
 - ii. The use of gravel is limited to spaces specified for the parking of RVs.
 - iii. Areas of exposed dirt are not allowed.
 - c. Street trees are required to be installed on all residential lots fronting on public or private streets, including lots already platted at the time of adoption of this ordinance, but not yet developed. Additional standards are located in Section 8.3035.5.K.

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Lot Width	Number of Street Trees Required
Corner Lot	Tree requirements will be based on each street frontage length.
50 feet and less	1
51-100 feet	2
101-150 feet	3
151 feet and more	One tree/40 feet of width fronting street.

- i. Flag lots shall be exempt from street tree requirements unless the frontage portion of the flag lot is 30' or greater.
 - d. All landscaping and street tree installation shall be completed prior to issuance of a Certificate of Occupancy.
9. **Fences.** See Section 8.0340.
10. **Conversion.** Conversions of an existing single-family detached dwelling to a duplex, triplex, or quadplex is allowed, provided that the conversion does not increase non-conformance with applicable standards of the underlying zone and this section.

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8.0142 Townhouse Development and Design Standards.

- 1. **Procedure.** New townhouses shall be reviewed for conformance with the requirements listed in this section
- 2. **Table A: Minimum Standards.**

Standard:	R-1	R-2	R-3, R-3A	R-4	R-5
Maximum Density (Units/Net Acre)	20	20	23.2	25	25
Minimum Lot Size (Square Feet)	1,500	1,500	1,500	1,500	1,500
Maximum Building Height (Feet)	35	35	35	45	45
Minimum Street Frontage (Feet)	20	20	20	20	20
Minimum Setback Distance (Feet)					
Front with alley or other rear access	10	10	10	10	5
Front without alley or other rear access	10	10	10	10	10
Front garage setback from street	20	20	20	20	20

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Non-street side: Common wall lot line where units are attached	0	0	0	0	0
Exterior wall at end of a townhouse structure	5	5	5	5	5
Street Side	10	10	10	10	10
Rear with garage and alley access	05	05	05	05	05
Rear without garage	10	10	10	10	10

3. **Off-Street Parking.** Townhouses shall meet the off-street parking requirements of Section 8.0500.
4. **Areas Owned in Common.** For townhouse projects, common areas must be maintained by a homeowners association or other legal entity. A homeowners association may also be responsible for exterior building maintenance. A copy of any applicable covenants, restrictions and conditions must be recorded and provided to the City prior to issuance of a building permit.
5. **Design Standards.** New townhouses shall meet the design standards in subsections A through G of this section.
 - A. **Entry Orientation.** The main entrance of each townhouse must:
 1. Be within 8 feet of the longest street-facing wall of the dwelling unit, if the lot has public street frontage; and
 2. Either:
 - a. Face the street (see Figure 1);
 - b. Be at an angle of up to 45 degrees from the street (see Figure 2);
 - c. Face a common open space or private access or driveway that is abutted by dwellings on at least two sides; or
 - d. Open onto a porch (see Figure 3). The porch must:
 - i. Be at least 25 square feet in area; and
 - ii. Have at least one entrance facing the street or have a roof.

Figure 1. Main Entrance Facing the Street

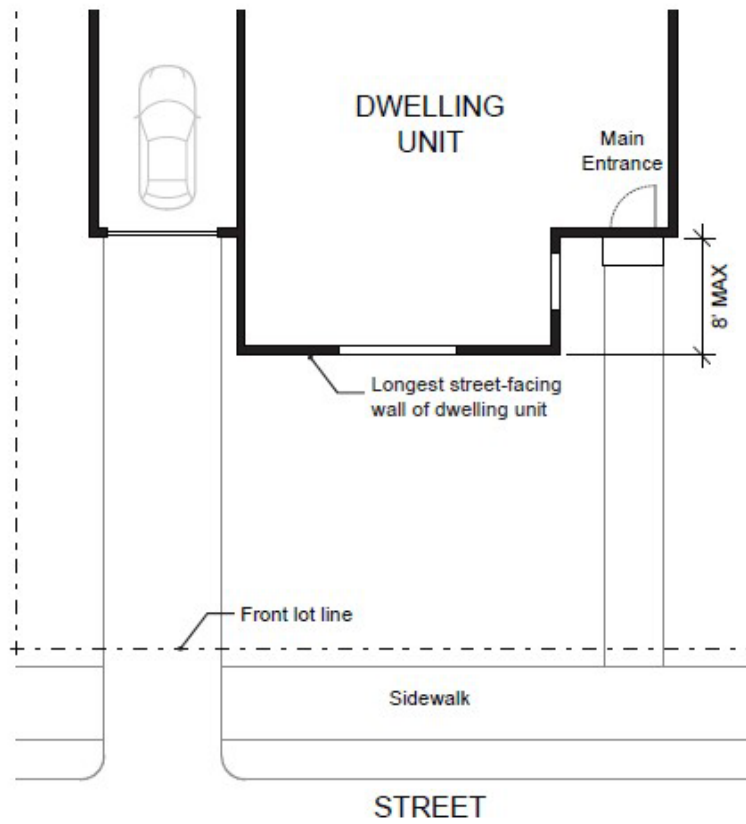


Figure 2. Main Entrance at 45° Angle from the Street

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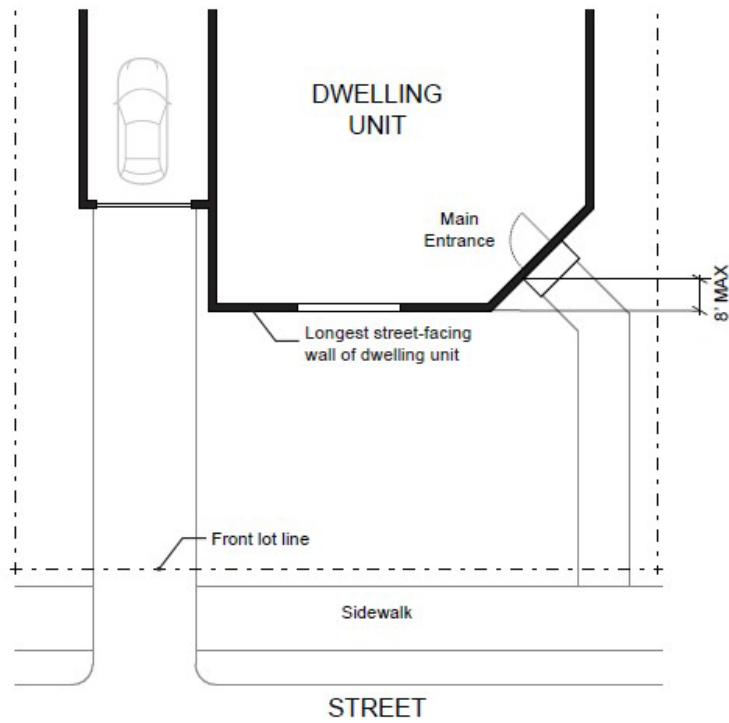
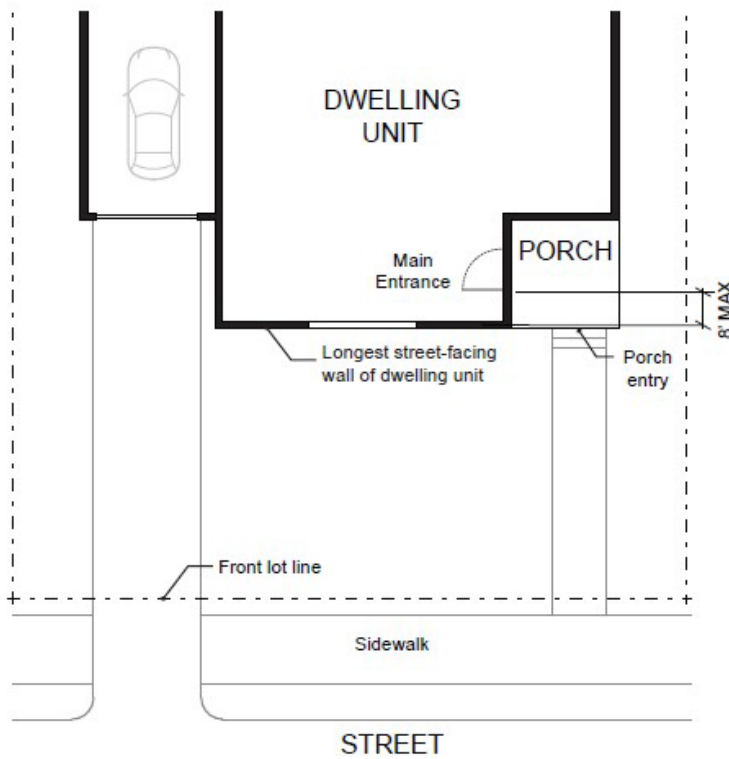


Figure 3. Main Entrance Opening onto a Porch

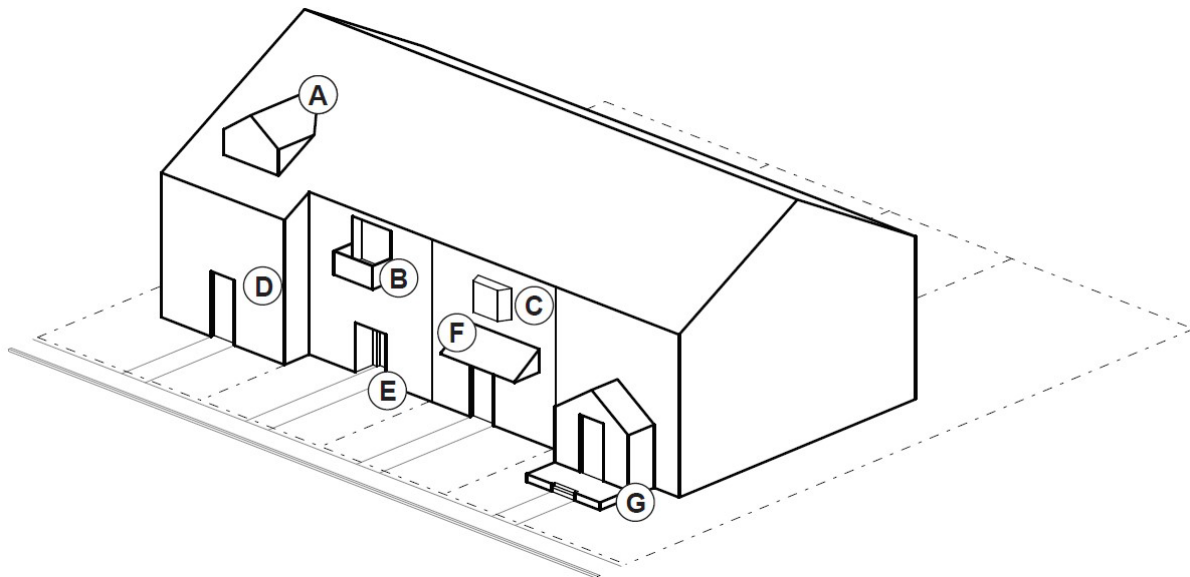


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B. **Unit definition.** Each townhouse must include at least one of the following on at least one street-facing façade (see Figure 4):

1. A roof dormer a minimum of 4 feet in width, or
 2. A balcony a minimum of 2 feet in depth and 4 feet in width and accessible from an interior room, or
 3. A bay window that extends from the facade a minimum of 2 feet, or
 4. An offset of the facade of a minimum of 2 feet in depth, either from the neighboring townhouse or within the façade of a single townhouse, or
 5. An entryway that is recessed a minimum of 3 feet, or
 6. A covered entryway with a minimum depth of 4 feet, or
 7. A porch meeting the standards of subsection (A)(2)(d) of this section.
- Balconies and bay windows may encroach into a required setback area.

Figure 4. Townhouse Unit Definition



- (A) Roof dormer, minimum of 4 feet wide
- (B) Balcony, minimum 2 feet deep and 4 feet wide. Accessible from interior room.
- (C) Bay window extending minimum of 2 feet from facade
- (D) Facade offset, minimum of 2 feet deep
- (E) Recessed entryway, minimum 3 feet deep
- (F) Covered entryway, minimum of 4 feet deep
- (G) Porch, meets standards of subsection (A)(2)(d) of this section

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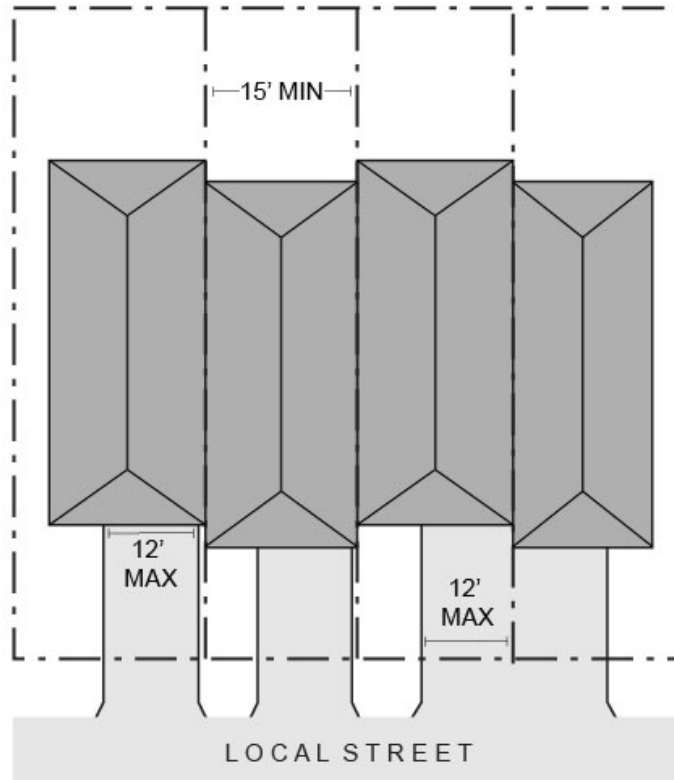
- C. **Windows.** A minimum of 15 percent of the area of all street-facing facades on each individual unit must include windows or entrance doors. Half of the window area in the door of an attached garage may count toward meeting this standard. See Figure 5.

Figure 5. Window Coverage



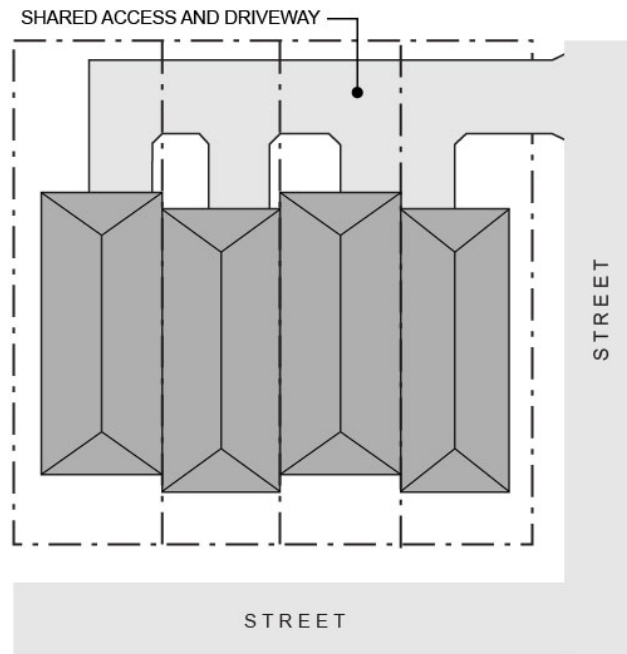
- D. **Driveway Access and Parking.** Townhouses with frontage on a public street shall meet the following standards:
1. Garages on the front façade of a townhouse, off-street parking areas in the front yard, and driveways in front of a townhouse are allowed if they meet the following standards (see Figure 6).
 - a. Each townhouse lot has a street frontage of at least 15 feet on a local street.
 - b. A maximum of one (1) driveway approach is allowed for every townhouse. Driveway approaches and/or driveways may be shared.
 - c. Outdoor on-site parking and maneuvering areas do not exceed 12 feet wide on any lot.
 - d. The garage width does not exceed 12 feet, as measured from the inside of the garage door frame.

Figure 6. Townhouses with Parking in Front Yard



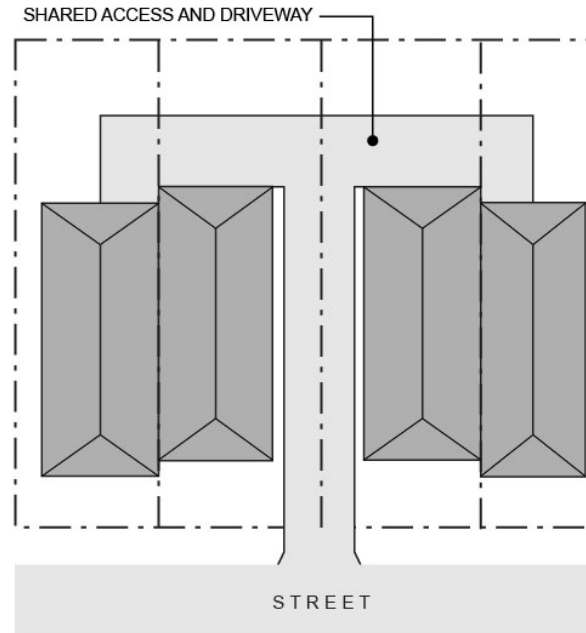
2. The following standards apply to driveways and parking areas for townhouse projects that do not meet all of the standards in subsection (1).
 - a. Off-street parking areas shall be accessed on the back façade or located in the rear yard. No off-street parking shall be allowed in the front yard or side yard of a townhouse.
 - b. A townhouse project that includes a corner lot shall take access from a single driveway approach on the side of the corner lot. See Figure 7.

Figure 7. Townhouses on Corner Lot with Shared Access



- c. Townhouse projects that do not include a corner lot shall consolidate access for all lots into a single driveway. The driveway and approach are not allowed in the area directly between the front façade and front lot line of any of the townhouses. See Figure 8.

Figure 8. Townhouses with Consolidated Access



- d. A townhouse project that includes consolidated access or shared driveways shall grant access easements to allow normal vehicular access and emergency access.
 3. Townhouse projects in which all units take exclusive access from a rear alley are exempt from compliance with subsection (2).
 4. All driveway accesses for townhouses must comply with Section 8.2820 (Access Management Standards) of the RDC.
- E. Screen of Mechanical Equipment.** All exterior ground mounted mechanical equipment located forward from the line of the front façade (living space and garage) of the building shall be screened from the street at the ground/eye level line of sight by use of landscaping materials such as shrubs and trees or fencing at least three (3) feet in height at installation. Solar power, wind power, and satellite dishes necessitating placement on walls or roofs for normal operation are exempt from this provision.
- F. Landscaping.** See Section 8.0520 through 8.0540 for applicable landscaping requirements. Landscaping standards are as follows:
1. On all lots which new townhouses are constructed, landscaping shall be installed between the corresponding façade(s) of the structure and the edge of the street(s), public or private, for the entire length of the street frontage(s).
 2. Required landscaping can include, but is not limited to, a

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combination of the following materials: living plant material such as trees, shrubs, flowers, and lawn (can include artificial turf); and non-living materials such as walkways and courtyards consisting of brick, concrete, asphalt, decorative rock, or other approved materials. Applicable landscaping requirements are subject to the following:

- a. Xeriscaping is encouraged. The minimum required allowance for plantings shall be 25%. Rock, rock gardens and bark areas without plantings do not
 - b. The use of gravel is limited to spaces specified for the parking of RVs.
 - c. Areas of exposed dirt are not allowed, qualify as landscaping or xeriscaping.
3. Street trees are required to be installed on all residential lots fronting on public or private streets, including lots already platted at the time of adoption of this ordinance, but not yet developed. Additional standards are located in Section 8.3035.5.K.

Lot Width	Number of Street Trees Required
Corner Lot	Tree requirements will be based on each street frontage length.
50 feet and less	1
51-100 feet	2
101-150 feet	3
151 feet and more	One tree/40 feet of width fronting street.

- a. Flag lots shall be exempt from street tree requirements unless the frontage portion of the flag lot is 30' or greater.
4. All landscaping and street tree installation shall be completed prior to issuance of a Certificate of Occupancy

G. Fences. See Section 8.0340.

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8.0143 Cottage Cluster Development and Design Standards.

1. **Procedure.** New cottage clusters shall be reviewed for conformance with the requirements listed in this Section.
2. **Table A: Minimum Standards.**

Standard:	R-1	R-2	R-3, R-3A	R-4	R-5
Maximum Density (Units/Net Acre)	N/A	N/A	N/A	N/A	N/A
Minimum Lot Size (Square Feet)	9,000	9,000	7,500	7,000	7,000
Maximum Building Height	25 feet				

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Minimum Setback Distance (Feet)					
Front Facade, excluding garage	10	10	10	10	10
Side	5	5	5	5	5
Rear	10	10	10	10	10
Garage	20	20	20	20	20
Rear with garage and alley access	5	5	5	5	5

1. **Building Separation.** Cottages shall be separated by a minimum distance of six (6) feet. The minimum distance between all other structures, including accessory structures, shall be in accordance with building code requirements.
2. **Unit Size.**
 - A. The maximum building footprint for a cottage is 900 square feet.
 - B. The maximum average floor area for a cottage cluster is 1,400 square feet per dwelling unit. Community buildings shall be included in the average floor area calculation for a cottage cluster.
5. **Cluster Size.**
 - A. Cottage clusters must include a minimum of four units per cluster.
 - B. A cottage cluster may include up to a maximum of 12 cottages per common courtyard. More than one cottage cluster may be permitted on a site.
6. **Off-Street Parking and Access.** Cottages shall meet the off-street parking and access requirements of Sections 8.0500 and 8.2820.
7. **Design Standards.** New cottage clusters shall meet the design standards in subsections A through H of this section.

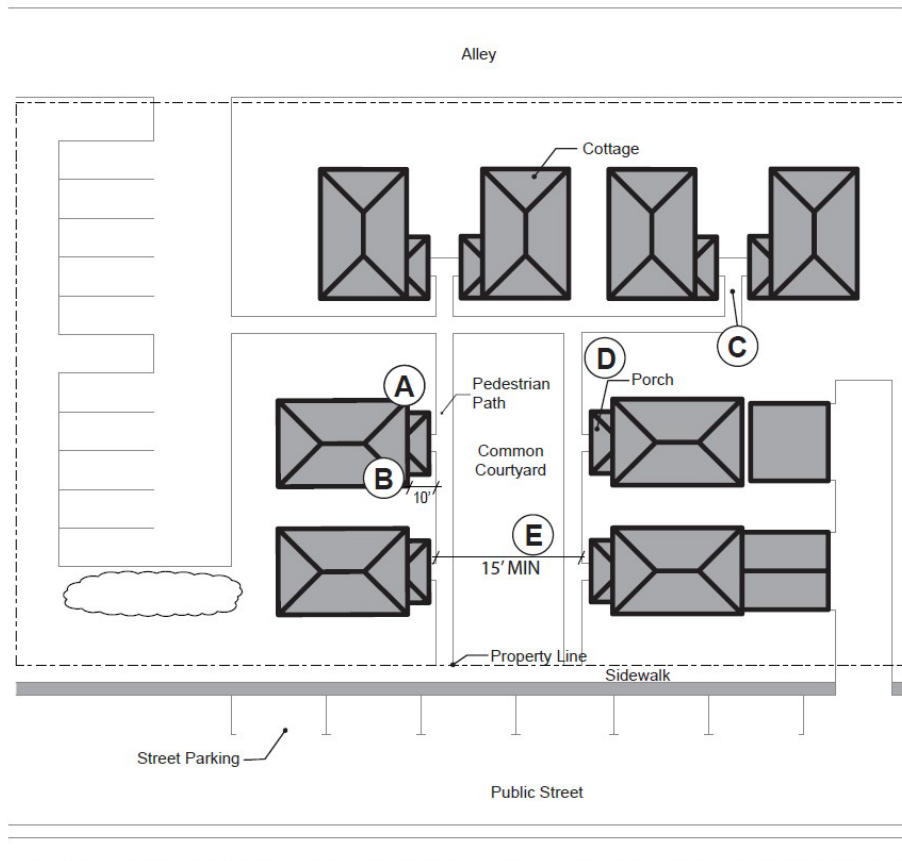
(***)

- B. **Common Courtyard Design Standards.** Each cottage cluster must share a common courtyard in order to provide a sense of openness and community of residents. Common courtyards must meet the following standards (see Figure 1):
 1. The common courtyard must be a single, contiguous piece.
 2. Cottages must abut the common courtyard on at least two sides of the courtyard.
 3. The common courtyard must contain a minimum of 150 square feet per cottage within the associated cluster (as defined in subsection A of this section 6).
 4. The common courtyard must be a minimum of 15 feet wide at its narrowest dimension.
 5. The common courtyard must be landscaped in either active or passive park style. If the common courtyard is landscaped as an active-style park, it may be of any size and shall not be subject to the irrigated turf restriction of Section 8.0530(G). shall be developed with a mix of landscaping, lawn area, pedestrian paths, and/or paved courtyard area, and may also include recreational amenities. Impervious elements of the common courtyard shall not exceed 75 percent of the total common courtyard area.
 6. Pedestrian paths must be included in a common courtyard. Paths that are contiguous to a courtyard shall count toward the courtyard's minimum

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dimension and area. Parking areas, required setbacks, and driveways do not qualify as part of a common courtyard.

Figure 1. Cottage Cluster Orientation and Common Courtyard Standards



- (A)** A minimum of 50% of cottages must be oriented to the common courtyard.
- (B)** Cottages oriented to the common courtyard must be within 10 feet of the courtyard.
- (C)** Cottages must be connected to the common courtyard by a pedestrian path.
- (D)** Cottages must abut the courtyard on at least two sides of the courtyard.
- (E)** The common courtyard must be at least 15 feet wide at its narrowest width.

- C. **Community Buildings.** Cottage cluster projects may include community buildings for the shared use of residents that provide space for accessory uses such as community meeting rooms, guest housing, exercise rooms, day care, or community eating areas. Community buildings must meet the following standards:

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1. Each cottage cluster is permitted one community building, which shall count towards the maximum average floor area, pursuant to section 4.
 2. A community building that meets the development code's definition of a dwelling unit must meet the maximum 900 square foot footprint limitation that applies to cottages, unless a covenant is recorded against the property stating that the structure is not a legal dwelling unit and will not be used as a primary dwelling.
- D. **Pedestrian Access.**
1. An accessible pedestrian path must be provided that connects the main entrance of each cottage to the following:
 - a. The common courtyard;
 - b. Shared parking areas;
 - c. Community buildings; and
 - d. Sidewalks in public rights-of-way abutting the site or rights-of-way if there are no sidewalks.
 2. The pedestrian path must be hard-surfaced and a minimum of four (4) feet wide.
- E. **Facades.** Cottages must meet the architectural design standards for single-family detached dwellings in Section 8.0141(5).B.1 through 4.
- F. **Parking Design.** (See Figure 2).
1. **Clustered parking.** Off-street parking may be arranged in clusters, subject to the following standards:
 - a. Cottage cluster projects with fewer than 16 cottages are permitted parking clusters of not more than five (5) contiguous spaces.
 - b. Parking clusters must be separated from other spaces by at least four (4) feet of landscaping.
 - c. Clustered parking areas may be covered.
 2. **Parking location and access.**
 - a. Off-street parking spaces and vehicle maneuvering areas shall not be located:
 - i. Within 20 feet from any street property line, except alley property lines;
 - ii. Between a street property line and the front façade of cottages located closest to the street property line. This standard does not apply to alleys.
 - b. Off-street parking spaces shall not be located within 10 feet of any other property line, except alley property lines. Driveways and drive aisles are permitted within 10 feet of other property lines.
 3. **Screening.** Clustered parking areas and parking structures shall be screened from sight of common courtyards and public streets at a height of no less than three feet. Landscaping, fencing, or walls at least three feet tall shall separate clustered parking areas and parking structures from common courtyards and public streets.
- (***)
- G. Screening of Trash Enclosures. Centralized Trash Enclosures are required and shall be visually consistent, or architecturally compatible, in terms of color and materials with the cottage units, a minimum six feet in height, and contain sufficient space to accommodate both refuse disposal and recycling containers

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adequate to accommodate the degree of development.

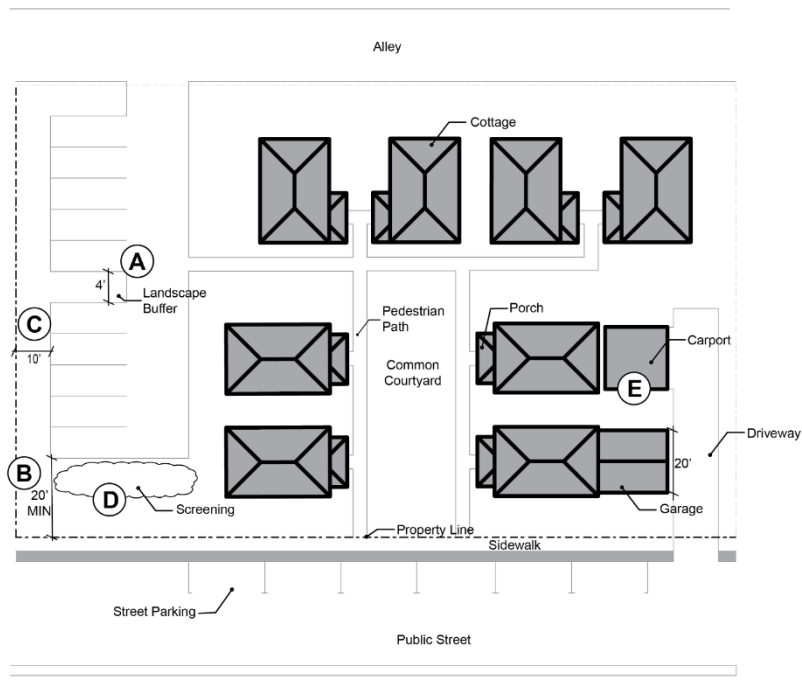
H. Screening of Mechanical Equipment. All exterior ground mounted mechanical equipment located forward from the line of the front façade (living space and garage) of the building shall be screened from the street at the ground/eye level line of sight. Solar power, wind power, and satellite dishes necessitating placement on walls or roofs for normal operation are exempt from this provision.

G. I. Accessory Structures. Accessory structures must not exceed 400 square feet in floor area.

H. J. Existing Structures. On a lot or parcel to be used for a cottage cluster project, an existing single-family detached dwelling on the same lot at the time of proposed development of the cottage cluster may remain within the cottage cluster project area under the following conditions:

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Figure 2. Cottage Cluster Parking Design Standards



- (A)** Parking allowed in clusters of up to 5 spaces. Clusters separated by minimum 4 feet of landscaping.
- (B)** No parking or vehicle area within 20 feet from street property line (except alley).
- (C)** No parking within 10 feet from other property lines (except alley). Driveways and drive aisles permitted within 10 feet.
- (D)** Screening required between clustered parking areas or parking structures and public streets or common courtyards.
- (E)** Garages and carports must not abut common courtyards. Garage doors for individual garages must not exceed 20 feet in width.

[Section 8.0143 added by Ord. #2022-04 passed June 28, 2022]

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[Section 8.0143 amended by Ord. #2022-09 passed December 13, 2022]

8.0144 Conversion of Existing Commercial Structures for Housing.

1. **Design and Review.** A proposal for conversion of an existing commercial structure to housing is not required to comply with this section if the proposed conversion could be permitted through another use and review procedure. However, if an applicant is seeking approval of such proposal through this section, the proposal must comply with the entirety of this section in order to be approved.
 - A. For any proposal to convert an existing commercial structure or portion thereof to housing, regardless of the zoning of the subject property, system development charges will be applied to the proposed development as the City deems appropriate, but the charges shall be reduced by the full nominal amount of the water and wastewater system development charges paid at the time the commercial structure was originally constructed, if any. The parking requirements for conversion of an existing commercial structure or portion thereof to housing are described in RDC Section 8.0500(2).
 - B. Conversion of an existing commercial structure or portion thereof to housing on a subject property that is located within a non-residential zoning district shall not require a zone change or conditional use review to allow the proposed residential use.

8.0145 Public-Owned Affordable Housing Developments. Proposals which comply with the standards of this section shall be approved.

1. **Ownership.** The subject property for the Public-Owned Affordable Housing Development proposal must meet one of the following conditions:
 - A. The subject property is located outside of the Airport and Industrial zones and is owned by a public body or a nonprofit; or
 - B. The subject property is located within the M-1 zone and is owned by a public body.
2. **Affordability Standard.** In order to qualify as a Public-Owned Affordable Housing Development, the entirety of the units proposed on the subject property must, at a minimum, be:
 - A. Available to rent or own at 80% of AMI based on the most recent HUD Income Limits for the Bend-Redmond Metropolitan Statistical Area and controlled by an affordable housing covenant as defined in ORS 456.270 for a period of no less than thirty years; or
 - B. Available to rent or own at a collective average of 60% of AMI based on the most recent HUD Income Limits for the Bend-Redmond Metropolitan Statistical Area and controlled by an affordable housing covenant as defined in ORS 456.270 for a period of no less than thirty years.
3. **Review.** The development of Public-Owned Affordable Housing on a subject property located within a non-residential zoning district shall not require a zone change or conditional use review to allow the proposed residential use.
4. **Density and Height Bonus.** Any Public-Owned Affordable Housing Development proposal located within a residential zone shall be granted one of the following density and height bonuses. In this section, effective maximum density shall mean the greater of either the maximum number of lots per acre or the maximum number of dwelling units per acre.
 - A. When the proposed Public-Owned Affordable Housing Development is subject to an effective maximum density standard of 16 dwelling units per acre or less, that

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maximum density standard shall be increased by 200%. Additionally, the maximum building height standard shall be increased by 12 feet.

B. When the proposed Public-Owned Affordable Housing Development is subject to an effective maximum density standard between 17 and 45 dwelling units per acre, that maximum density standard shall be increased by 150%. Additionally, the maximum building height standard shall be increased by 24 feet.

C. When the proposed Public-Owned Affordable Housing Development is subject to an effective maximum density standard of 46 dwelling units per acre or more, that maximum density standard shall be increased by 125%. Additionally, the maximum building height standard shall be increased by 36 feet.

The City reserves the right to reduce the height or density of the development as necessary to address health, safety, or habitability issues, including fire safety concerns, or to comply with a protective measure adopted pursuant to a statewide land use planning goal. If the City has found a reduction of the density and/or height bonus to be necessary on this basis, the City shall provide findings supported by substantial evidence as part of the planning review of the Public-Owned Affordable Housing Development.

COMMERCIAL USE AND INDUSTRIAL USE ZONES

8.0150 Strip-Service Commercial C-1 Zone.

8.0155 Central Business District Commercial (CBD) C-2 Zone.

8.0160 Special-Service Commercial C-3 Zone.

8.0165 Limited Service Commercial C-4 Zone.

8.0166 Limited Service Commercial C-4A Zone: Except as provided in 8.0190 and 8.0195, the standards and criteria for development in the C-4A Zone shall apply to development in the C-4A Zone.

8.0170 Tourist Commercial C-5 Zone.

8.0175 Downtown Overlay District. In the Downtown Overlay District, the following regulations shall apply:

(***)

Development Standards. In the Downtown Overlay District, the following dimensional standards shall apply:

- A. **Minimum Building Setback:** Two (2) feet. Surface treatment needs to be of similar nature as adjoining sidewalk.
- B. **Maximum Building Setback:** Ten (10) feet. Surface treatment beyond two feet from the sidewalk needs to be landscaped or treated with decorative pavers. Use of irrigated turf or asphalt is prohibited. For full-block developments, a minimum of 50% of the primary street-facing building façade must be located at the minimum two (2) feet setback as described in 4.A.
- C. **Minimum Landscaped Area:** No minimum landscaping requirement.

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2. **Design Standards.** Any change to the exterior of a building or a property shall be reviewed by the Community Development Department pursuant to Article IV Section 8.3040 of the Redmond Development Code.
3. **Off-Street Parking.** In addition to the standards of 8.0505 – 8.0515, the following standards shall apply for off-street parking in the Downtown Overlay District:

A. Off-Street Parking Requirements (Number of Spaces):

1. Residential: Per State Condominium Code
2. Non-Residential: 1 parking space per 500 net square feet
3. For buildings over 75 feet in height: 1 parking space per 1000 net square feet.

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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	
<u>Affordable Housing, containing 100% affordable dwelling units</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>O*</u>	<u>*Only if also allowed by the underlying zoning district.</u>
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.
<u>Condominium</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>O</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>O</u>	<u>State regulated.</u>
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	
<u>Mixed Use Workforce Housing, containing ground floor commercial and 100% workforce or affordable dwelling units</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>O*</u>	<u>*Only if also allowed by the underlying zoning district.</u>
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	
<u>Public-Owned Affordable Housing Development</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>N</u>	<u>N</u>	<u>O</u>	<u>See Section 8.0145</u>
Residential Use above ground floor	O	O	O	O	<u>N O</u>	<u>N O</u>	N	N	N	O	
Residential Use on ground floor <25%	<u>N O</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	

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<u>Residential Conversion of Existing Commercial Structure</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>N</u>	<u>N</u>	<u>O*</u>	<u>See Section 8.0144. *Only if also allowed by the underlying zoning district.</u>
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.
<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>	
<i>Eating and Drinking:</i>	<i>C-1</i>	<i>C-2</i>	<i>C-3</i>	<i>C-4</i>	<i>C-4A</i>	<i>C-5</i>	<i>M-1</i>	<i>M-1.5</i>	<i>M-2</i>	<i>DOD</i>	<i>Restrictions and Requirements:</i>
Bakery (retail/sit-down)	O	O	O	O	O*	O	O	O	O	O	
Bar, Lounge, Tavern, Nightclub	O	O	C	O	O*	O	O	O	O	O	
Café, Restaurant (sit-down), Diner, Brew Pub	O	O	O	O	O*	O	O	O	O	O	Deli's are listed under "retail uses."
Café, Restaurant, Espresso (drive-through)	O	O	O	O	O*	O	O	O	O	O	Deli's are listed under "retail uses."
<u>Mobile Food Pod</u>	<u>O</u>	<u>O</u>	<u>N</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>Permitted through Site and Design Review. Not allowed on lots with dwelling unit(s).</u>
<u>Mobile Food Unit</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>Permitted through a Temporary Use Permit, Section 8.0380. Not allowed on lots with dwelling unit(s).</u>
<u>Mobile Food Vendor on private property</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>Permitted through Business Licensing provisions in City Code, Section 7.005 et seq. Can only operate between 8 AM and 9 PM for no more than two consecutive days within a 90-day period and must be located on real property in association with an event.</u>
<u>Mobile Food Vendor on public property</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>Permitted through Special Events provisions in City Code, Section 7.350 et seq. or Parks Reservation Permit.</u>
<i>Entertainment:</i>	<i>C-1</i>	<i>C-2</i>	<i>C-3</i>	<i>C-4</i>	<i>C-4A</i>	<i>C-5</i>	<i>M-1</i>	<i>M-1.5</i>	<i>M-2</i>	<i>DOD</i>	<i>Restrictions and Requirements:</i>
Amusement Park	C	N	N	N	O	O	N	N	N	N	
Arena for Indoor Sports Events	O	C	N	C	O	O	N	N	N	C	Larger than indoor commercial recreational use.
Driving Range	O	N	N	N	N	O	N	N	N	N	
Golf Course	N	N	N	N	N	O	N	N	N	N	
Indoor Commercial Recreation	O	O	O	O	O	O	C	C	C	O	

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Miniature Golf, "Pitch & Putt"	O	N	N	N	N	O	N	N	N	N	
Outdoor Commercial Recreation	C	C	N	C	O	C	N	N	N	C	
Walk-in Movie Theater	O	O	O	O	O	O	N	N	N	O	
Automobile, Trucks, RV's:	C-1	C-2	C-3	C-4	C-4A	C-5	M-1	M-1.5	M-2	DOD	Restrictions and Requirements:
Auto Detailing	O	C	N	O	O*	N	O	O	N	C**	No auto body work permitted as "detailing". **Grandfathered Exempted as a Conditional Use for existing businesses prior to August 12, 2008.
Auto Painting, Auto Body Work	O	N	N	N	O*	N	O	O	O	N	
Auto Repair	O	C	N	C	O*	N	O	O	O	C**	Defined in part by some on-site auto storage. **Grandfathered Exempted as a Conditional Use for existing businesses prior to August 12, 2008.
Auto Sales (new and used); Auto Rentals	C	C	N	O	N	N	N	N	N	C**	**Grandfathered Exempted as a Conditional Use for existing businesses prior to August 12, 2008.
Auto Service	O	C	N	O	O*	N	N	N	O	C**	Includes auto lube shops ('same day' service). **Grandfathered Exempted as a Conditional Use for existing businesses prior to August 12, 2008.
Recreational Vehicle or Boat Sales and Service	C	N	N	C	C	N	C	C	N	N	Includes motorcycles, ATVs, other recreational vehicles.
Car Wash	O	O	O	O	O	O	O	O	O	C**	Steam cleaning permitted in the industrial zones. **Grandfathered Exempted as a Conditional Use for existing businesses prior to August 12, 2008.
Gas Stations Including Card Lock	O	O	N	O	O	O	O	O	O	C**	**Grandfathered Exempted as a Conditional Use for existing businesses prior to August 12, 2008.
Tire Sales and Service	O	O	N	O	O	N	N	N	N	N	
Truck Stop	O	N	N	N	O	N	O	O	O	N	
Truck Terminal	N	N	N	N	N	N	O	O	O	N	
Automobile and Recreational Vehicle Storage/ Towing Yard	N	N	N	N	N	N	C	C	C	N	Includes impound yards, auto fleets.
Industrially Related Uses:	C-1	C-2	C-3	C-4	C-4A	C-5	M-1	M-1.5	M-2	DOD	Restrictions and Requirements:
(***)											
Offices and Office Products:	C-1	C-2	C-3	C-4	C-4A	C-5	M-1	M-1.5	M-2	DOD	Restrictions and Requirements:
(***)											
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:
Agricultural Uses	N	N	N	N	N	N	N	N	N	N	

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Churches, Religious Institutions	C	C	C	C	C	C	C	C	N	C	
Convention Center	O	O	N	O	N	O	N	N	N	O	
<u>Emergency Shelter</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>Reviewed under ORS 197.782. Emergency shelters for natural disaster response are not subject to review.</u>
Hospital	N	N	O	N	N	N	N	N	N	N	
Lodge, Club, Non-profit/frat. Org.	C	C	C	C	C	C	C	C	N	C	
Park, Public or Private	O	O	O	O	O	O	O	O	O	O	
Parking Garage, Public or Private	O	O	O	O	O	O	O	O	O	O	
Public Transportation Station	O	O	O	O	O	O	O	O	O	O	
RV Park, Public or Private	C	N	N	C	N	C	C	C	N	N	Refer to 8.0615(14)
Police or Fire Station: Public Safety or Emergency Services	O	O	O	O	O	O	O	C	C	C	
Schools, Public or Private	C	C	C	C	C	C	C	C	N	C	
<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>	<u>See Section 8.0370. Supportive Shelter Standards</u>
City Owned Utility or Public Facility (***)	O	O	O	O	O	O	O	O	O	O	

O* Maximum size = 10,000 square feet

O** Maximum size = 20,000 square feet

(***)

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8.0195 Table D, Minimum Standards. The following minimum standards are required in each of the Commercial and Industrial zones as follows (all distances are measured in feet):

	C-1	C-2	C-3	C-4	C-4A	C-5	M-1 & M-1.5	M-2	LLI	DOD
Minimum Yard Setbacks										
(***)										
Minimum Street Frontage										
Standard Street	50	50	50	50	50	50	50	50	50	
Cul-de-sac	30	30	30	30	30	30	30	30	30	
Minimum Landscaping	15%	15%	15%	15%	15%	15%	15%	15%	15%	0%
Minimum Lot Size*									200 acres for 1st Lot. 50 acres	
Note: Residential uses permitted in Commercial and Industrial zones shall be subject to the density standards for the R-5 zone, except for the Downtown Overlay District and the C-2 and C-3 zones, for which there is no maximum density standard.										
* The minimum lot size shall be determined based on demonstration of the ability to develop the site in accordance with the zone standards, off-street parking standards, Site & Design Review Standards, landscaping requirements and other applicable Development Code provisions without adverse impact to water and land resource quality and adjoining properties.										
* Residential uses permitted in Commercial zones shall be subject to the density standards for the R-5 zone, except for the C-2, C-3 zone and Downtown Overlay District, for which there is no maximum density standard.										
A A rear yard abutting an alley shall be 25 feet from the property line to foundation when the alley is used to service the commercial establishment and 10 feet in other cases.										
B Maximum building height is limited to 45 feet for all structures within one full city block of a residential zone. Where allowed buildings over 45 feet shall conform the Upper Floor Setback Standards in the Downtown Overlay Zone Site and Design Standards in Section 8.0175(5).										
C Rear yards along the north side of Highland Avenue/Highway 126 between SW 23rd and SW 27th Streets shall have a minimum arterial setback of 25 feet. All other rear setbacks adjacent to arterials shall be 50 feet.										
D The minimum setback between a structure and an existing use in the C-5 zone shall be 5 feet from the property line and 10 feet from any adjacent structure on the subject site or adjacent property.										
E No use located in an industrial zone adjacent to or across the street from a residential zone shall exceed 60% of the lot area including buildings, storage or facilities, and off-street parking and loading. Most of the landscaping required on industrial lots that abut residential zones is permitted in between the industrial use / residential uses.										
F The minimum side yard in an industrial zone shall be 10 feet for 1 and 2 story buildings and 15 feet for 3 story buildings.										
G Maximum building height is limited to 50 feet for all structures within one full city block of a residential zone. Where allowed, buildings over 50 feet shall conform the Downtown Overlay District Site and Design Standards in Section 8.0175(5). The maximum building height for structures west of SW 5 th Street is 60 feet. The maximum building height for structures east of 5 th Street is 75 feet and may be increased above 75 feet if a Conditional Use Permit for the structure is approved by a Hearings and Review Authority.										
H Existing zero-lot line structures as of August 12, 2008, shall be exempt from this standard. At the time the front façade of a building or a building is demolished as defined by this Code, then the building shall comply with this standard unless a variance is approved.										
I Full block developments require a minimum of 50 percent of the building façade to be developed to the minimum setback. Asphalt and irrigated turf are prohibited in the front yard setback (concrete, pavers, landscaping are allowed).										
J May be met through walkways, play areas, plazas, pocket parks, and picnic areas.										

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OTHER ZONES

8.0200 Fairgrounds FG Zone.

8.0205 Park Reserve Open Space (OSPR) Zone.

8.0210 Public Facility PF Zone.

8.0215 Park Zone.

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:
<i>Residential</i>	FG	OSPR	PF	Park	<u>Airport Zone / Airport Compatibility Zone</u>	
Homeless Shelter	O	O*	C	N	N	
<u>Public-Owned Affordable Housing Development</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>N</u>	<u>See Section 8.0145</u>
Single Family Dwelling	O	C	N	N	N	In conjunction with a use permitted by this section, a caretaker residence or in OSPR with approved density transfer.
Farm Uses:						
(***)						
Non-Residential Uses:						
<u>Mobile Food Pod</u>	<u>N</u>	<u>C</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>Permitted through Site and Design Review.</u>
<u>Mobile Food Unit</u>	<u>N</u>	<u>C</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>Permitted through a Temporary Use Permit, Section 8.0380.</u>
<u>Mobile Food Vendor on private property</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>Permitted through Business Licensing provisions in City Code, Section 7.005 et seq. Can only operate between 8 AM and 9 PM for no more than two consecutive days within a 90-day period and must be located on real property in association with an event.</u>
<u>Mobile Food Vendor on public property</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>Permitted through Special Events provisions in City Code, Section 7.350 et seq. or Parks Reservation Permit.</u>
Public or Private Schools	C	N	C	N	N	
Parks, trails, reserve areas	O	O	O	O	N	
Public Facilities including cemetery	N	O/C	O/C	O/C	N	Outright only when approved in the Comp Plan or Other Public Facilities Plan for OSPR and Park Zones. Conditional use if adjacent to "R" zone (applies to the PF zone only)
Public Safety, Emergency Services, Training Coordination Facilities	O	C	O	C	C	
Expo Center Arenas	O	N	N	N	N	

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Plaza, Amphitheater for Outdoor Events	O	C	O	O	N	
Campground for use during Events	O	N	N	N	N	
Recreational and Sports Facilities	O	C	O	O	N C*	In the Public Facility Zone, recreation facilities shall be in public ownership. <u>*Applies to Airport Compatibility Zone.</u>
Museum, Theater, Community Center	O	C	O/C	C	O	In the Public Facility Zone, outright uses for public and non-profit agencies. Conditional use permits are required for commercial uses exceeding six (6) consecutive months or six (6) months within the same calendar year.
Commercial Use: Accessory to Permitted Use	O	O	O	O	O	In the Public Facility Zone, commercial uses are limited to no more than 50% of the total floor area, building footprint or lot area, whichever is most restrictive. Commercial use subject to a Temporary Use Permit.
RV Park	O	N	N	N	N C*	<u>*Applies to Airport Compatibility Zone.</u>
<u>Emergency Shelter</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>O</u>	<u>Reviewed under ORS 197.782. Emergency shelters for natural disaster response are not subject to review.</u>
<u>Supportive Shelter</u>	<u>O</u>	<u>N</u>	<u>O</u>	<u>N</u>	<u>N</u>	<u>See Section 8.0370, Supportive Shelter Standards</u>
Airport						
Airfields					O	
General Aviation					O	
Passenger Terminal Complexes					O	
Air Cargo & Maintenance Facilities					O	
Support Facilities (Air life, Fire, etc.)					O	
Any use complimentary to aviation					O	
<u>Other Uses</u>					<u>O</u>	<u>Light industrial, manufacturing, or commercial uses consistent with applicable provisions of either the Redmond Airport Master Plan, Redmond Comprehensive Plan or if the uses do not create a safety hazard or otherwise limit approved airport uses as determined by the Airport Director.</u>

• Eastside OSPR location only (former Juniper Golf Course)

(***)

8.0225 Table F, Minimum Standards. The following minimum standards are required in each respective zone (all distances are measured in feet):

Minimum Setbacks/Yards Feet:	FG	OSPR	PF	Park	Airport Zone / Airport Compatibility
(***)					
Minimum Street Frontage - Feet					
Standard Street	50	50	50	50	50
Cul-de-sac	30	30	30	30	30

CHAPTER 8 DEVELOPMENT REGULATIONS

Minimum Landscaping	15%	15%	15%	15%	15%
Lot Coverage Maximum					
Non-Commercial Use					
Use Adjacent to Residential			≤ 75%		
Minimum Lot Size/Other	B*	N/A*	N/A*	N/A*	N/A*
*The minimum lot size shall be determined based on demonstration of the ability to develop the site in accordance with the zone standards, off-street parking standards, Site & Design Review Standards, landscaping requirements and other applicable Development Code provisions without adverse impact to water and land resource quality and adjoining properties.					
^ Unless applicant provides written documentation from the Fire Department that the structure will not exceed the capability of available fire-fighting equipment. The maximum building height for all structures in the Airport Zone or Airport Compatibility Zone is 60 feet. If the structure is within 200 feet of the airfield security/perimeter fence, the maximum building height for all structures is 45 feet. No building permit will be issued in the Airport Zone or Airport Compatibility Zone until the FAA Form 7460-1 is received by the City of Redmond from the FAA. See the Airport Control Zone (RDC 8.0230) for additional building height restrictions.					
^ Except for annual fair, any activity of use anticipated to generate 500 or more pm peak traffic trips shall not be permitted unless approved by the City in conjunction with traffic impacts mitigation including but not limited to alternate transportation routes to serve the use, and/or provision of ODOT and City approved temporary traffic control.					
^ No use adjacent to or across the street from a residential zone shall exceed 75% of the lot area including buildings, storage, or facilities.					
^ The minimum side yard shall be 10 feet for 1 and 2 story buildings and 15 feet for 3 story buildings.					

[Section 8.0225 amended by Ord. #2009-04 passed April 28, 2009]

[Section 8.0225 amended by Ord. #2020-15 passed November 10, 2020]

8.0230 Special Use Zone - Airport Control (AC) Overlay Zone.

1. Purpose and Applicability. The purpose and applicability of the AC Zone is:
 - A. To provide for the safety and use of land coincident with the airport and prevent man-made or natural objects from encroaching into necessary aviation airspace, certain airport control zones are created which include all of the land lying within transitional surfaces, conical surface, instrument approach surface, non-instrument approach surfaces and horizontal surface.
 - B. These zones shall be established as indicated on the current Redmond Airport Layout Plan Drawing Set for existing runways and future modifications thereto, Redmond Municipal Airport, or any other airport that may be constructed necessitating aviation controls which will affect land within the corporate limits of Redmond.
2. AC Sub-Zone Classifications and Designation. In the AC Zone, the following zones are hereby created:
 - A. Conical zone AC/C.
 - B. Horizontal zone AC/H.
 - C. Precision instrument approach zone AC/P-1A.
 - D. Non-precision instrument approach zone AC/NO-1A.
 - E. Visual approach zone AC/VA.
 - F. Transition zone AC/T.
3. Sub-Zone Coverage. AC Sub-Zone coverage requirements shall be as follows:
 - A. Conical Zone (AC-C). That area below the conical surface which commences at the periphery of the horizontal surface and extends outward and upward at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

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- B. Horizontal Zone (AC/H). That area below the horizontal surface, which surface is 150 feet above the established airport and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc is:
 - 1. 5,000 feet for all runways designated as utility or visual
 - 2. 10,000 feet for all other runways

** Should a 5,000 foot arc be encompassed by tangents connecting two adjacent 10,000 foot arcs, the 5,000 foot arc shall be disregarded in the construction of the perimeter of the horizontal surface.*
 - B. Precision Instrument Approach Zones (AC/P-IA). Those areas below the precision instrument approach surface; which surface begins at the end of the primary surface with a width of 1,000 feet and extends outward 10,000 feet at a slope of 50 to 1 with an additional 40,000 feet at a slope of 40 to 1 and expanding to a far end surface width of 16,000 feet.
 - C. Non-Precision Instrument Approach Surface (AC/NO-1A). Areas below the non-precision instrument approach surface, which surface begins at the end of the primary surface with a width of 500 feet and extends upward and outward 10,000 feet at a slope of 34 to 1 and expanding to a width of 4,000 feet with visibility minimum as low as three-fourths of a statute mile and to 2,000 feet for a utility runway with a non-precision instrument approach.
 - D. Visual Approach Zones (AC/VA). Those areas lying below the visual approach surface which surface begins at the end of the primary surface with a width of 250 feet for utility runways having only visual approaches; and a width of 500 feet for other than utility runways having only visual approaches and expanding to a width of 1,250 feet for a utility runway or 1,500 feet for other than utility runways.
 - E. Transition Zones (AC/T). Those areas below the transitional surfaces, which surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface for those portions of the precision approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.
- 4. Height Limitations.
 - A. In AC Sub-zones, no structure or tree shall be erected, altered, allowed to grow not be maintained in any sub-zone to a height in excess of the height limit herein established for such sub-zones. Such height limitations are determined for the conical and horizontal zones from the airport elevation. The runway and elevations are the basis for the height limitations for the approach surfaces. The height limitations for the transitional zones are based on adjacent runway elevations and the peripheral elevations of the approach, horizontal, and conical surfaces.
 - B. Excepted height limitations, nothing in these standards shall be construed as prohibiting the growth, construction, or maintenance of any tree or structure to heights permitted under Sections 8.0100-8.0230; provided, that such tree or structure shall not exceed height limits provided in this section.
 - C. Where an area is covered by more than one height limitation, the more restrictive limitations shall prevail.
- 5. Use Restrictions. Notwithstanding any other provisions of these standards, no use may be made of land within any AC zone in such a manner as to create electrical interference

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with radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport or otherwise endanger the landing, taking off or maneuvering of aircraft.

6. Hazard Marking and Lighting. If necessary and advisable to effectuate the purpose of the AC Zone and be reasonable in the circumstances, the owner of any structure or tree which constitutes a hazard to aviation shall be required to permit the city, at its own expense to install, operate and maintain thereon such markers and lights as may be necessary to indicate to pilots the presence of an airport hazard.

[Section 8.0230 deleted by Ord. #2020-15 passed November 10, 2020]

8.0235 Airport Zone / Airport Compatibility Zone. In an Airport Zone or Airport Compatibility Zone, the following regulations shall apply:

1. **Purpose.** The purpose of the Airport Zone or Airport Compatibility Zone is: to implement the Redmond Airport Master Plan as noted on the Airport Layout Plan Drawing Set, as amended.
 - A. To protect the airport from encroachment of incompatible, non-airport and non-aviation uses.
 - B. Implement the Airport Master Plan, including limitations on air intrusion as noted on the Airport Control Map.
2. **Uses Permitted Outright.** In an Airport Zone or Airport Compatibility Zone, the following uses and accessory uses are permitted subject to the provisions of subsection (4) of this section:
 - A. Airfields
 - B. General Aviation Facilities
 - C. Passenger Terminal Complexes
 - D. Air Cargo/Airline Maintenance Facilities
 - E. Support Facilities including Aircraft Rescue and Firefighting (ARFF) facilities.
 - F. Any compatible use which compliments aviation uses.
 - A. Customary and usual aviation-related activities, including but not limited to takeoffs and landings; aircraft hangars and tie-downs; construction and maintenance of airport facilities; fixed based operator facilities; a residence for an airport caretaker or security officer; and other activities incidental to the normal operation of an airport. Except as provided in this ordinance, "customary and usual aviation-related activities" do not include residential, commercial, industrial, manufacturing and other uses.
 - B. Air passenger and air freight services and facilities, at levels consistent with the classification and needs identified in the Oregon Department of Aviation Airport System Plan.
 - C. Emergency medical flight services, including activities, aircraft, accessory structures, and other facilities necessary to support emergency transportation for medical purposes. Emergency medical flight services do not include hospitals, medical offices, medical labs, medical equipment sales, and other similar uses.
 - D. Law enforcement and firefighting activities, including aircraft and ground-based activities, facilities and accessory structures necessary to support federal, state or local law enforcement or land management agencies engaged in law enforcement or firefighting activities. Law enforcement and firefighting activities

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- include transport of personnel, aerial observation, and transport of equipment, water, fire retardant and supplies.
- E. Search and rescue operations, including aircraft and ground based activities that promote the orderly and efficient conduct of search or rescue related activities.
 - F. Flight instruction, including activities, facilities, and accessory structures located at airport sites that provide education and training directly related to aeronautical activities. Flight instruction includes ground training and aeronautic skills training, but does not include schools for flight attendants, ticket agents or similar personnel.
 - G. Aircraft service, maintenance and training, including activities, facilities and accessory structures provided to teach aircraft service and maintenance skills and to maintain, service, refuel or repair aircraft or aircraft components. "Aircraft service, maintenance and training" includes the construction and assembly of aircraft and aircraft components for personal use, but does not include activities, structures or facilities for the manufacturing of aircraft or aircraft- related products for sale to the public.
 - H. Aircraft rental, including activities, facilities and accessory structures that support the provision of aircraft for rent or lease to the public.
 - I. Aircraft sales and the sale of aeronautic equipment and supplies, including activities, facilities and accessory structures for the storage, display, demonstration and sales of aircraft and aeronautic equipment and supplies to the public but not including activities, facilities or structures for the manufacturing of aircraft or aircraft- related products for sale to the public.
 - J. Crop dusting activities, including activities, facilities and structures accessory to crop dusting operations. Crop dusting activities include, but are not limited to, aerial application of chemicals, seed, fertilizer, defoliant and other chemicals or products used in a commercial agricultural, forestry or rangeland management setting.
 - K. Agricultural and Forestry Activities, including activities, facilities and accessory structures that qualify as a "farm use" as defined in ORS 215.203 or "farming practice" as defined in ORS 30.930.
 - L. Light industrial, manufacturing, commercial or recreational uses consistent with applicable provisions of either the Redmond Airport Master Plan, Redmond Comprehensive Plan or if the uses do not create a safety hazard or otherwise limit approved airport uses as determined by the Airport Director.
3. **Limitations on Use.**
- A. All uses must meet local, state, and federal environmental standards relating to noise, smoke, odor, water, sewage, air emissions, dust, and hazardous waste.
 - B. Materials shall be stored, and grounds shall be maintained in a manner which will not attract or aid the propagation of insects or rodents or otherwise create a health hazard.
 - C. All parking and loading demand created by any use permitted by this section shall be accommodated on the subject premises entirely off-street.
 - D. No use permitted by this section shall require the backing of traffic onto a public street or road right-of-way for access to any use on the premises thereof.
4. **Dimensional Standards.** In an Airport Zone or Airport Compatibility Zone, the following dimensional standards shall apply:
- A. The minimum lot size shall be determined in accordance with the provisions of this section relative to setback requirements, off-street parking and loading, consistency and conformance with the Airport Layout Plan Drawing Set, as

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- amended, and as deemed necessary by the Hearings Body to maintain air, water, and land resource quality and to protect adjoining and area land uses.
- B. The minimum building setback between a structure and an arterial street shall be 50 feet unless a greater setback is required for compliance with the Comprehensive Plan policies or criteria, and 25 feet from a collector.
 - C. The right-of-way between the property line and the edge of the improved street shall be landscaped and maintained by the contiguous property owner in accordance with the provisions of the Site and Design Review Standards.
- 5. **Yards.** Except as provided by Sections 8.0550-8.0575, in an Airport Zone or Airport Compatibility Zone, the minimum side yard shall be 10 feet from the foundation for one and two story buildings and 15 feet from the foundation for three story buildings; and front and rear yards shall be a minimum of 10 feet or as approved by the Hearings Body.
 - 6. **Height of Buildings.** In an Airport Zone or Airport Compatibility Zone, all building shall meet the requirements set forth in the Airport Layout Plan Drawing Set, as amended. Control (AC) zone map.
 - 7. **Off-Street Parking and Loading.** In an Airport Zone or Airport Compatibility Zone, off-street parking and loading shall be provided subject to the parking provision of 8.0500.

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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

Standard	MUN	MUE	Reference/Standards:
Residential Uses:**			All stand-alone residential uses listed in Table G may not occupy more than 20% of the net land area on the subject property zoned MUN.
Assisted Living Facility	O	O	
<u>Affordable Housing, containing 100% affordable dwelling units</u>	<u>O</u>	<u>O</u>	
Bed and Breakfast	C	N	
<u>Mixed Use Workforce Housing, containing ground floor commercial and 100% workforce or affordable dwelling units</u>	<u>O</u>	<u>O</u>	
Multi-Family Complex (5+ units)	O	O	See RDC Section 8.3035, Design Review Criteria
Residential use above ground flood (mixed-use unit)	O	O	
Live/Work Dwelling	O	O	See definitions of live/work houses, townhouses and apartments, and standards in RDC Section 8.3035, Design Review Criteria.
<u>Public-Owned Affordable Housing Development</u>	<u>O</u>	<u>O</u>	<u>See Section 8.0145</u>
Residential Care Facility	C	C	
<u>Residential Conversion of Existing Commercial Structure</u>	<u>O</u>	<u>O</u>	<u>See Section 8.0144</u>
Townhouse	O	O	See Section 8.0142, Townhouse Development and Design Standards
<u>Planned Unit Development</u>	<u>C</u>	<u>C</u>	
Eating and Drinking:			
Bakery (retail/sit-down)	O	O	
Bar/tavern (where food is also served), Brew Pub	O	O	
Café, sit-down restaurant, diner	O	O	
<u>Mobile Food Pod</u>	<u>N</u>	<u>N</u>	
<u>Mobile Food Unit</u>	<u>N</u>	<u>O</u>	<u>Permitted through a Temporary Use Permit, Section 8.0380.</u> <u>Not allowed on lots with dwelling unit(s).</u>
<u>Mobile Food Vendor on private property</u>	<u>O</u>	<u>O</u>	<u>Permitted through Business Licensing provisions in City Code, Section 7.005 et seq.</u> <u>Can only operate between 8 AM and 9 PM for no more than two consecutive days within a 90-day period and must be located on real property in association with an event.</u>
<u>Mobile Food Vendor on public property</u>	<u>O</u>	<u>O</u>	<u>Permitted through Special Events provisions in City Code, Section 7.350 et seq. or Parks Reservation Permit.</u>
Entertainment:			

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(***)			
Public and Semi Public Uses:			
Churches, religious institutions	C	C	
Emergency Shelter	O	O	Reviewed under ORS 197.782. Emergency shelters for natural disaster response are not subject to review.
Lodge, club, non-profit/ fraternal organization	C	C	
Park (public or private)	O	O	
Public transportation station or public utility facility	O	O	See definitions.
Schools (public or private)	C	C	
Recreation Facility (public or private)	O	O	
Private utility facility	C	C	
Supportive Shelter	O	N	See Section 8.0370, Supportive Shelter Standards
Commercial Uses:			
Child Care Facilities	C	C	
Retail Uses	O/C	C***	In the MUN zone, single retail uses are permitted outright up to 25,000 square feet in floor area; single retail uses between 25,000 and 40,000 square feet in floor area require a Conditional Use Permit.
Services Commercial Uses	O	O	
Veterinarian Services	O	O	
Drive through / up facilities as part of an approved use (facilities must include an inside use component such as seating or a service area, except for voting drop offs and postal drop boxes)	O	O	
** Any residential use is prohibited within 1 mile of the Redmond Airport Runway Protection Zone.			
*** In the MUE zone, commercial uses must be of a type and scale that is designed to support surrounding industrial, and employment uses and may not be used for commercial development that serves a primarily regional retail function.			
Standard	MULW	Reference/Standards:	
Existing Single-Family Residential Use prior to May 2011	O	An ADU is permitted to accompany existing single-family detached dwelling.	
Affordable Housing, containing 100% affordable dwelling units	O		
Mixed Use Workforce Housing, containing ground floor commercial and 100% workforce or affordable dwelling units	O		
Residential Conversion of Existing Commercial Structure	O	See Section 8.0144	
Public-Owned Affordable Housing Development	O	See Section 8.0145	
Live/Work Dwelling			

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Live/Work Dwelling	O	See definitions of live/work houses, townhouses and apartments, and standards in RDC Section 8.3035, Design Review Criteria.
Eating and Drinking:		
Bakery (retail/sit-down)	O	
Bar/tavern (where food is also served) Brew Pub	O	
Café, sit-down restaurant, diner	O	
<u>Mobile Food Pod</u>	<u>N</u>	
<u>Mobile Food Unit</u>	<u>N</u>	
<u>Mobile Food Vendor on private property</u>	<u>O</u>	<u>Permitted through Business Licensing provisions in City Code, Section 7.005 et seq.</u> <u>Can only operate between 8 AM and 9 PM for no more than two consecutive days within a 90-day period and must be located on real property in association with an event.</u>
<u>Mobile Food Vendor on public property</u>	<u>O</u>	<u>Permitted through Special Events provisions in City Code, Section 7.350 et seq. or Parks Reservation Permit.</u>
Entertainment:		
(***)		
Public and Semi Public Uses:		
Churches, religious institutions	C	
<u>Emergency Shelter</u>	<u>O</u>	<u>Reviewed under ORS 197.782. Emergency shelters for natural disaster response are not subject to review.</u>
Lodge, club, non-profit/ fraternal organization	C	
Park (public or private)	O	
Public transportation station or public utility facility	O	See definitions.
Schools (public or private)	O	
Recreation Facility (public or private)	O	
Private utility facility	C	
<u>Supportive Shelter</u>	<u>O</u>	<u>See Section 8.0370, Supportive Shelter Standards</u>
Commercial Uses:		
Child Care Facilities	C	
Retail Uses	O	In the MULW zone, retail use shall be only allowed as an accessory to an outright permitted or conditional use and shall be limited to 2,500 square feet per use.
Convenience Store	O	Limited to 2,500 square feet in size
Services Commercial Uses	O	In the MULW zone, service commercial uses shall support the neighborhood (such as beauty and barber shops, day care, dry cleaners) and shall be limited to 2,500 square feet per use.

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Drive through / up facilities as part of an approved use (facilities must include an inside use component such as seating or a service area, except for voting drop offs and postal drop boxes)	C	In MULW drive through or drive up facilities shall not be located within 600 feet of any arterial or collector intersection with a state highway, within 400 feet of a local street intersection with a state highway, and not adjacent to or have access to a state highway. Otherwise, drive through or drive up facilities may be located within 100 feet of a collector or arterial street intersection and shall be separated from other drive through and drive up facilities by a minimum of 300 feet.
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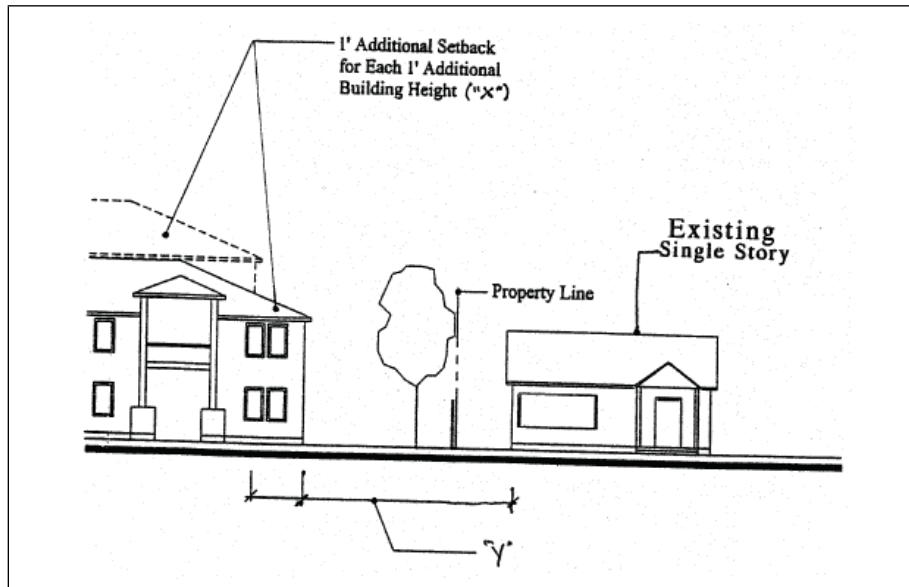
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8.0265 Table H, Minimum Standards. The following minimum standards are required in each respective zone (all distances are measured in feet):

Standard:	MUN	MUE	MULW and MULW-SD	Reference/Standards:
Minimum Yard Setbacks				
(***)				
Maximum Building Height	45 ft. ***	45 ft. ***	45 ft.	
Minimum Street Frontage	25 ft.	25 ft.	25 ft.	
Minimum Landscaping	15%	15%	10%	In the MUN zone, can be satisfied with street trees or shared open space
Maximum Lot Coverage	80%	80%	N/A	
Minimum Lot Size	2,500 sq. ft.	6,000 sq. ft.	5,000 sq. ft.	Only applies to non-residential uses.
Maximum Building Footprint Per Single Use	40,000 sq. ft.	60,000 sq. ft.		Only applies to non-residential uses.
Outdoor Storage	Not allowed as a permanent use	80% of primary building		Only permitted through site design review. Maximum size of storage area shall not exceed 40,000 square feet for any single use.
Note: Residential uses permitted in Mixed-Use zones shall be subject to the density standards for the R-5 zone.				
**Buildings shall be built to a minimum of 0 feet and a maximum of 15 feet of the front property line. A greater front yard setback may be approved through Site and Design Review if the setback area incorporates enhanced public spaces and pedestrian amenities such as plazas, arcades, outdoor cafe, benches, street furniture, public art, kiosks, or additional landscaping.				
***To foster compatibility between new multi-story buildings and existing single-story dwellings, multi-story buildings and structures in Mixed Use Neighborhood (MUN) district shall "step-down" to create a building height transition to adjacent single-story building(s) in low-density residential districts (R-1 and R-2), as provided in subsections 1-3, below:				
1. This standard applies to new and vertically expanded buildings and structures in the MUN district that are within [25] feet (as measured horizontally) of an existing single-story building in low-density residential (R-1 and R-2) districts with a height of [20] feet or less, as shown in the figure below.				
2. The transition standard is met when the height of the taller structure ("x") does not exceed one (1) foot of height for every one (1) foot separating the two structures ("y"), as shown in the figure below				
3. Exception: The provisions of subsections 1-2 do not apply when the approval body finds that the subject single-story buildings located within [25] of the subject site are redevelopable. "Redevelopable," for the purposes of this Section, means a lot either has an assessed market value that exceeds the assessed market value of all improvements on the lot, based on the most recent data from Deschutes County Assessor's Office; or the front yard of the subject lot is large enough that it could be subdivided based on the residential district standards				

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Figure for Section 8.0265 Table H: Maximum Building Height Step-Down/Transition



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MASTER DEVELOPMENT PLANS & PLANNED UNIT DEVELOPMENTS

8.0270 Master Development Plans. A Master Development Plan is required as a condition of annexation, or after annexation, but prior to or concurrent with rezoning from Urban Holding-10 to other City zoning districts. The specific requirements for a Master Development Plan are:

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C. Master Development Plan (MDP) or Partial Master Development Plan (PMDP) Submittal Requirements and Approval Process.

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14. **Great Neighborhood Principles.** MDPs shall address applicable Great Neighborhood Principles below. In instances where the property proposed for a MDP is located within the boundary of an adopted Area Plan, the MDP shall also address the Great Neighborhood Principles according to the specificity provided in the Area Plan.
 - a. **Transportation.** Connect people and places through a complete grid street network and trail system that invites walking and bicycling and provides convenient access to parks, schools, neighborhood service centers, and possible future transit stops. Traffic calming techniques and devices may be required to slow vehicles. Curved streets are encouraged to provide interest and variety in neighborhood design. Trails shall be provided to link with existing or planned pedestrian facilities.
 - b. **Housing.** A mix of housing unit types and densities shall be integrated into the design of new neighborhoods consistent with zone requirements unless a variance or other planning permit is approved. ~~Housing developments containing more than five attached units must be designed to be consistent with the Higher Density Multifamily Design Guidelines.~~
 - c. **Open spaces, greenways, recreation.** All new neighborhoods shall provide ~~useable~~ open spaces with recreation amenities that are useable to the public and are integrated to the larger community via trails or pathways. Central parks and plazas shall be developed in accordance with Redmond's Parks Master plan, or otherwise should be centrally located in the neighborhood and capable of supporting ~~be used to create~~ public gathering places and should be located in or near the center of the project to the extent practicable. New neighborhoods should retain and incorporate significant geological features such as rock outcroppings or stands of clustered native trees into the design and lot layout. ~~Neighborhood and community parks shall be developed in locations consistent with the Redmond's Parks Master Plan.~~
 - d. **Integrated design elements.** Streets, civic spaces, signage, and architecture shall be coordinated to establish a coherent and

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distinct character for the MDP. MDPs may integrate design themes with adjacent developed or planned areas.

- e. **Diverse mix of activities.** A variety of uses are encouraged in order to create vitality and bring many activities of daily living within walking and biking distance or a short drive of homes. Amenities including, but not limited to, trails, recreation areas, and open spaces, shall be constructed before occupancy of any residential unit, unless a phasing plan is approved. Commercial service areas must be supported by a market analysis and phasing program which will be used by the City to determine construction timing.
- f. **Public art or artistic feature.** Places for the installation of public art or artistic feature is required to provide focal points, preferably, at the gateways to neighborhoods, in and around the center of neighborhoods, or trailheads.
- g. **Scenic views.** Identify and preserve scenic views and corridors of the Cascade Range, Ochoco Mountains, and Smith Rock, such as in street view sheds or park areas. Streets and common, or public, open spaces should be located and oriented to capture and preserve scenic views for the public. Minimize visual clutter from signs and utilities within scenic corridors.
- h. **Urban – rural interface.** ~~Urban development shall interface with rural areas through landscaped open space buffers at least 100 feet wide and the length of the urban development, excluding public streets, or shall be transitioned from higher density development to lower density development at the urban – rural interface.~~ Residential development adjacent to areas outside of the Urban Reserve Area (URA) shall provide buffering to manage the transition from urban to rural intensities by meeting at least one of the following standards:
 - A. Provide 100-foot-wide landscaped buffers, exclusive of rights-of-way, for the entire length that the urban development is adjacent to lands outside of the URA. The buffers shall be landscaped with native vegetation characteristic of the local ecosystem; or
 - B. Locating lower density development at the urban-rural interface; or
 - C. Other appropriate and equivalent transitional elements as approved by the Review Authority.
- i. **Pocket parks/tot lots.** Fully developed “pocket parks” or “tot lots” shall be incorporated into medium and high density zoned residential subdivisions and site plans. These areas shall be developed for every twenty-five lots/units, a minimum of 3,000 square feet and privately maintained. Examples of amenities include: turf areas, benches, deciduous shade trees, irrigation, shrubs, natural or decorative features, and adequate trash receptable(s) and lighting.
- j. **Canal trails.** If canals or laterals are present, multi-use trails at least 10 feet wide shall be provided, subject to the Central Oregon Irrigation District’s review and approval. Pedestrian amenities

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such as benches and trash receptacles shall be provided at appropriate locations (e.g., every 500 feet, at trailheads or intersections with public streets).

- k. **Green Design.** ~~Energy-efficient design through solar access setbacks, xeriscaping, and planting of drought-resistant trees to minimize water usage and provide shade.~~ Land divisions and site plans shall incorporate principles of sustainable design befitting the natural ecosystem of Central Oregon. These principles may be incorporated through the layout of individual lots and the configuration of neighborhoods and include energy efficient siting and construction of buildings, water-wise and native landscaping, and amenities to provide for walkability via shade and priority access for pedestrians, or other such similar design strategy.

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[Section 8.0270 added by Ord. #2022-04 passed June 28, 2022]

[Section 8.0270 amended by Ord. #2022-09 passed December 13, 2022]

8.0275 Planned Unit Development (PUD).

1. **Purpose and Applicability.** The purpose of a PUD is to:
- A. Permit greater flexibility in land use regulations in **all applicable** zones (e.g., reduction of minimum lot size requirements).

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8.0285 Cottage Developments.

1. The purpose of a Cottage Development (COD) is as follows:
- A. To provide a greater flexibility in development of land on sites that may be too small or not desirable for a Planned Unit Development;
- B. To provide housing types that respond to changing household sizes and ages (e.g., retirees, single person households, small families);
- C. To provide opportunities for ownership of dwelling units;
- D. To encourage a creative approach in land development and for a consistent and interesting architectural theme within each development;
- E. To encourage creation of more usable open space for residents of the development through flexibility in density and lot standards; and,
- F. To provide guidelines to ensure compatibility with surrounding land uses.
2. Throughout section 8.0285, the term "Development" shall mean a Cottage Development (COD).
3. The uses shown in 8.0285 (Table 8c) are permitted in a residential Cottage Development.

Table 8c. Uses Permitted. The following uses are permitted in Cottage Developments:

Land Use	Comments & References
Accessory Structure	Includes ADU's, sheds, storage buildings, residential garages.
Dwelling, Single Family	

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Park (public or private)	e.g., playgrounds, recreation centers, pools, etc.,
Parking Garage (public or private)	Private only; common area maintained by HOA

4. The following exceptions to City standards may be allowed through the COD approval process without a variance:
- A. Minimum lot sizes.
 - B. Yard setbacks, except perimeter yard requirements.
 - C. Permitted land uses.
 - D. Grid street spacing standards.
 - E. Street frontage requirements on public roads.
 - F. Connection to public utilities, subject to review and acceptance by City Engineering.
 - G. Landscaping requirements, as stated herein.
 - H. Solar setback standards (only on lots that are not along the northern border of the development).
 - I. Street and right of way widths on non-grid streets.
 - J. Sidewalk placement and size standards.
 - K. Changes to an approved Plan, when the requested change is so minor that the CDD Director or designate determines that it would be appropriate for an administrative decision. Examples of minor changes include, but are not limited to: (1) a reduction in the overall number of lots, (2) minor architectural changes to approved buildings, (3) changes to phases that do not impact public facilities or change the number of approved phases, (4) changes that result in a reduction of impacts (i.e., reduced traffic flows), or (5) changes that are required to protect or increase public safety.
5. Development Standards. CODs shall meet the following Standards unless otherwise specified. In the case that these standards conflict with other standards within Article I, III, or IV of the Redmond Development Code, these standards shall take precedence:
- A. Cottage Developments (CODs) have no minimum site size but must include a minimum of 4 cottage units per development.
 - B. Densities.

Zone	Densities (per new acre)
R-1	4 to 9 units / acre
R-2	4 to 9 units / acre
R-3	4 to 10 units / acre
R-4	5 to 12 units / acre
R-5	8 or more units / acre

C. Design Requirements

Feature	Standard
Building Height	25 feet
Lot Area	No minimum
Lot Width	No minimum

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Lot Depth	No minimum
Floor Area	Average of 1000 square feet not to exceed 1250 square feet per unit excluding garage. 400 square feet car garages only, no RV garages.
Open Space	800 square feet per each dwelling unit.
Setbacks ⁶	1
Perimeter	20' when abutting an arterial or collector street (along perimeter), underlying zone in all other cases; Setbacks to common areas determined at the discretion of the Hearings Body.
Front	No minimum
Side (corner lot)	No minimum, but 10' required between buildings.
Side (non-corner lot)	No minimum, but 10' required between buildings.
Rear	No minimum, but 10' required between buildings.
Solar	Northern perimeter only
Non-permeable surface area	60% of parent property (maximum)
Building coverage	50% of parent property (maximum)
Parking	1
Residential	1.75 spaces / cottage d.u.
⁶ Setbacks listed are the minimum required. Setbacks are measured from foundation of any building requiring a building permit to the nearest property line. Foundation includes anchors for posts/supports where structurally related.	

D. Open Space, Park, and Common Area.

1. "Open space" means land area which can be physically accessed and used by occupants and users of the COD for scenic, landscaping, or open recreational purposes within the development.
2. **Open Space Land Area Requirements:**
For all CODs, the required land area⁷ used as open space or common area shall:
 - a. Be a minimum of 800 square feet per cottage.
 - b. Have at least one centrally located open space or common area at least 60 feet wide, within the development.
 - c. At least 60% of the cottages must abut on at least two sides of open space or common area.
 - d. In addition to the centrally located open space, a series of interconnected open spaces are also allowed, but the connections between open spaces shall not contribute toward meeting the open space area and be a minimum of 20 feet wide.
3. **Cottage Orientation Requirements:**
 - a. Cottages abutting the common open space shall be oriented around and have the main entry taken from the common open space.
 - b. Cottages not abutting the common open space shall be within 60 feet walking distance from the common open space and served with paths.

⁷ Required land area means the total acreage of the project, excluding roads that will be dedicated through the development approval process.

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- c. The open space shall be distinguished from the private outdoor areas with a walkway, fencing (not to exceed four feet in height), landscaping, berm, or similar method to provide a visual boundary around the perimeter of the common area.

4. **Open Space – General Requirements.**

- a. Public and private roads shall not be considered as open space.
- b. Development plans shall assure that natural features of the land are preserved, and landscaping is provided, or a finding shall be made by the Hearings Body that preservation of significant natural feature(s) is not feasible.
- c. Parking areas shall not exceed four spaces and shall be separated from other parking areas by a distance of 20 feet.
- d. Up to 10% of the required open space / common area / landscaped areas may be left in a natural and non-irrigated state at the discretion of the Hearings Body; however, this shall not apply to any required landscaped screening or landscaped strips abutting public or private roads. If the development has a significant natural feature in excess of the 10% allowance, the Hearings Body may allow additional natural feature open space credit.
- e. Open space, common areas, and common structures shall be financially assured of continued maintenance. A legal mechanism shall be provided which guarantees the continued maintenance of such areas and structures.

5. **General Development Design Requirements.**

- a. All Development parking lots shall be screened from view from public or private streets (excluding driveways of 20' width or less), and from all residences by a screen of no less than 3' in height. Screening shall not exceed a height of 4'.
- b. Parking lot screening shall be achieved by either landscaping or fencing, or a combination of each.
- c. All parking spaces shall be paved and shall meet the parking space standards within sections 8.0500 -.0515 of the RDC, and all applicable code standards.
- d. If detached parking structures are proposed, the following shall apply:
 - i. Pitched roofs are required on all parking structures and shall be no less than a 4:12 pitch.
 - ii. Paint color and building materials shall be consistent with the design of the dwelling closest to the structure.
- e. Usable Open Space. All required open space within any planned development shall be 'usable' as passive or active recreational land without sharing the space as a combined use with non-recreational uses, including (but not limited to) drainage retention.
- f. Yards. Private open space shall be a minimum of 300 square feet of private, contiguous, usable open space adjacent to each dwelling unit, for the exclusive use of the cottage resident.
- g. Porches/Patios: Cottages shall have a minimum of 10% of floor area S.F. as a roofed porch or patio combination. Porches are not included within floor area calculations.

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- h. Required Parking Distance from Cottages. All required parking for Cottage Developments shall be located within 100 feet of the cottage that it serves.
 - i. Accessory structures in cottage developments are limited to storage buildings that may be up to 80% of the smallest cottage, and to parking structures or garages that may contain up to 6 parking spaces on the interior. All accessory structures in cottage developments shall have an architectural theme that matches the theme of the cottages.
 - 6. **Trash Enclosures.** Centralized Trash Enclosures may be required at the discretion of city staff. If required, Trash Enclosures shall be architecturally compatible in terms of color and materials with the cottage units. Trash collection bins or carts shall be as approved by the collection company.
- 7. **Procedure for Cottage Developments.** The following procedure shall be followed in requesting a PUD approval. A mandatory Pre-Application Meeting is required for any Cottage proposal.
 - A. An applicant shall submit to the city an electronic version of the complete application. The plan shall show, at an engineer's scale of no less than 1" = 10', the following information:
 - 1. The relationship of the property to the surrounding area.
 - 2. The preliminary plan of subdivision or re-subdivision, if any, which shall include the information required by the Subdivision Ordinance.
 - 3. Land uses, building locations, density proposed, architectural style, efficiency measures, housing market served, and number of dwelling units.
 - 4. The arrangement of streets and pedestrian ways.
 - 5. Proposals that include reduced yards and lot size shall be designed to be served by private alleys or drives.
 - 6. The location of off-street parking spaces, and a parking management plan if the total number of spaces required exceeds 75. Parking Management plan requires are found at Section.
 - 7. The location of public or common open space/recreation area.
 - 8. Plans for site grading and drainage.
 - 9. Plans for water supply and sewage disposal.
 - 10. Plans for transfer of ownership of the property, if any, and arrangements for maintenance of common areas and facilities.
 - 11. Landscape plan including the list species proposed and size/coverage at time of planting and at five years.
 - 12. Proposed project timing schedule and surety, if required by City.

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SUPPLEMENTARY PROVISIONS

8.0300 Master Development Plans.

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8.0305 Establishment of Clear Vision Areas. Clear vision areas must be established at the intersection of two streets, an alley and a street, a driveway and a street, or a street and a railroad right-of-way. These standards apply to public and private streets, alleys, and driveways. The clear vision area is triangular shaped and extends across the corner of private property to the face of the curb at the adjacent street or alley. The two legs of the clear vision area are each measured from the point of intersection of the two corner lot lines or access easement lines. Where rounded corners are present, the two legs of the clear vision area are measured from the point of intersection that would result from extending the two corner lot lines. Measurements along a driveway are taken at the edge of pavement. No structures, fences, or sight obstructions are permitted in the clear vision area, except as permitted in Section 8.0310 Exceptions to Clear Vision Areas.

Clear vision distances shall be measured as follows:

<u>Intersection at a Street and the following:</u>	<u>Minimum Distance of Triangle Side</u>
<u>Street</u>	<u>15 feet</u>
<u>Alley</u>	<u>10 feet</u>
<u>Driveway</u>	<u>10 feet</u>
<u>Railroad</u>	<u>15 feet</u>

Clear vision areas are measured as follows: starting at the edge of pavement, or curb lines, at the intersection of two vehicular ways, and measuring along each edge of pavement for the distance shown below; this will result in an angle. The end points projecting from the vertex of the angle are then connected, forming a triangle. The area within the triangle is the horizontal clear vision area. The vertical clear vision area is the area above the triangle, between 3' and 8' in height.

Clear vision distances shall be as follows:

1. At an intersection of two streets having 90-degree angles at the intersection, the minimum distance shall be 25 feet.
2. At traffic circles, acute or obtuse angles, and other non-conventional intersections of two streets, the clear vision area may be determined by the Hearings Body or City Engineer. However, the clear vision area shall make every attempt to incorporate the 25' line of sight distance as is stated in (1).
3. All other vehicular intersections, including alleys the minimum clear vision distance shall be 15'.

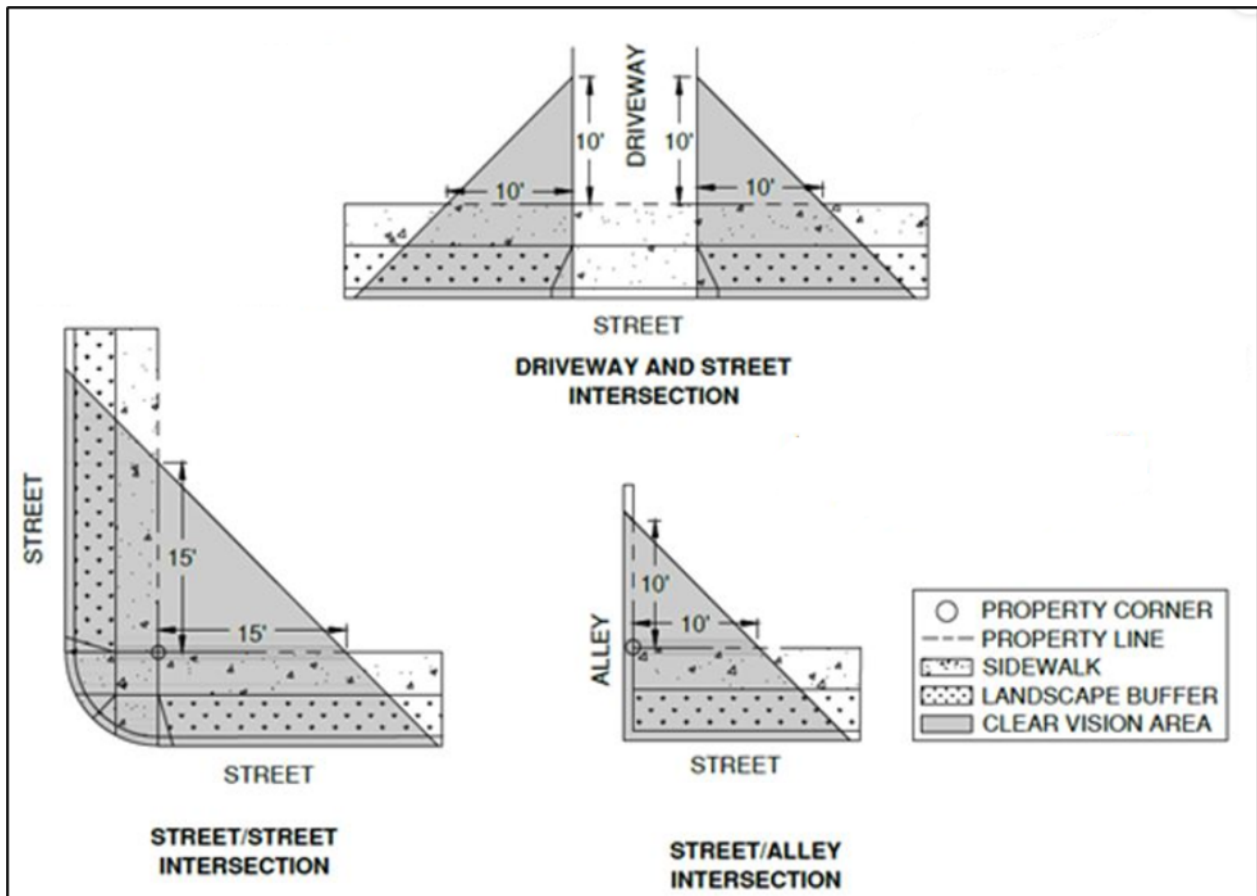
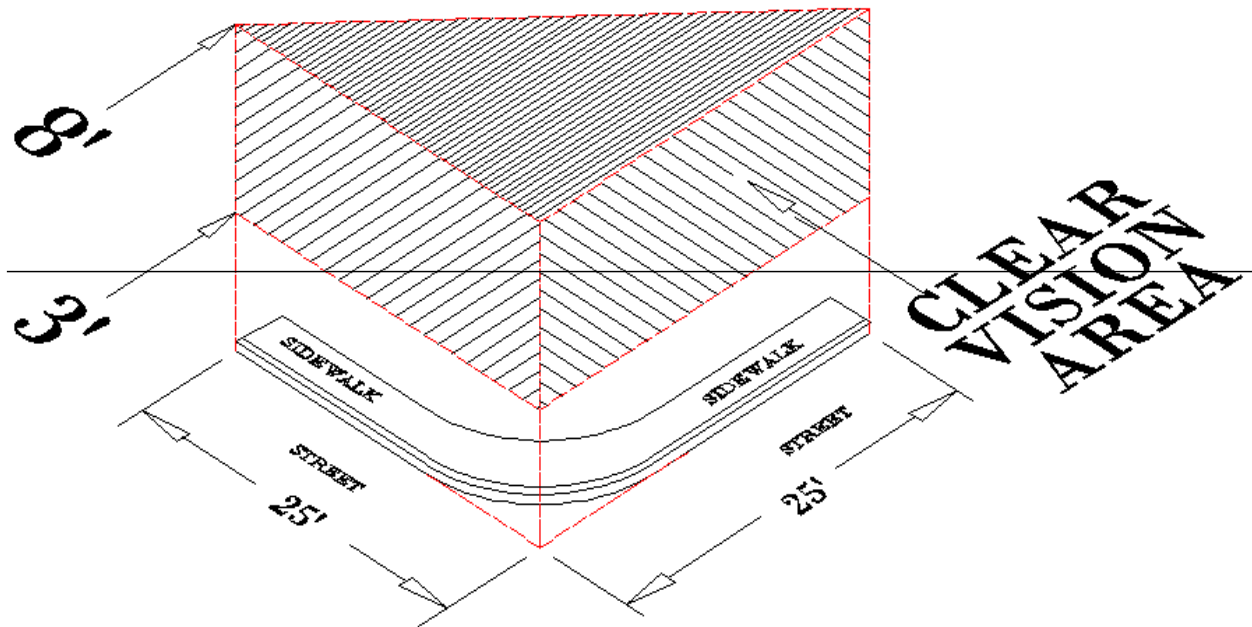


ILLUSTRATION – STREET TO STREET CLEAR VISION AREA

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1. **Curb Painting.** Curbs within clear vision areas shall be painted yellow when any of the following exist or are proposed:
 - a. A commercial, industrial, or mixed-use development is proposed adjacent to a residentially-zoned area;
 - b. Intersections of local roadways intersecting collector or arterial roadways; and
 - c. Clear vision areas for which curb painting is deemed necessary by the City Engineer.
 - d. Exceptions. Curbs shall not be painted yellow:
 - i. In the Downtown Overlay District, or
 - ii. Where curb extensions exist or are proposed.

[Section 8.0305 amended by Ord. #2020-15 passed November 10, 2020]

8.0310 Exceptions to Clear Vision Areas. The following are exempt from compliance with the clear vision area standard compliance:

1. Utility post or column;
2. Tree trunk (clear of branches or foliage up to eight feet from curb height);
3. Safety signage
4. Telephone or power poles;
5. Plants less than three feet tall; and
6. Utility boxes or pedestals less than three feet tall.

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8.0325 Accessory Dwelling Units and Guest Houses. Accessory Dwelling Units (ADU's) and Guest Houses, when allowed in the underlying zone, are permitted subject to the following. The terms "accessory dwelling unit" and "guest house" are used synonymously herein except for the size limitations and are listed as separate and distinct uses in Section 8.0135, Table A; guest houses shall not contain kitchens.

1. **Development Standards.**

- A. The size of a stand-alone accessory dwelling unit shall be no less than 300 square feet in gross floor area and no more than 900 square feet in gross floor area. Guest houses shall be no less than 300 square feet in gross floor area and no more than 1200 square feet in gross floor area.
- B. ADU Setbacks and Height:

Standard	R-1	R-2	R-3 - R-3A	R-4	R-5
Front*	10	10	10	10	10
Interior Side	5/10	5/10	5	5	5
Street Side	10	10	10	10	10
Rear**					
One-Story	10	10	10	10	5
One-Story, Abutting Alley	20	20	20	5	5
Two-Story	20	20	20	15	5

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Two-Story, Abutting Alley	20	20	20	15	5
Maximum Building Height	32	32	32	45	45
*The accessory dwelling unit cannot be located in front of the forward-most façade of the primary dwelling.					
**Deviation from rear setback may be granted administratively if acceptable off-street parking is provided for one vehicle and notice is provided to Affected Persons per Section 8.1310 and 8.1335.B.					

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8.0340 Fences. All fences constructed shall comply with the following standards. For the purpose of these standards, fences refer to fences, lattice work, screens, or walls (other than a retaining wall). The intent of these standards is to ensure that fencing contributes positively to the appearance of the community and neighborhoods, and that the scale, location, and aesthetics of fencing does not adversely affect surrounding properties or public safety.

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4. All fences, regardless of zone or location, shall comply with the following requirements:
 - A. Fences fronting public streets shall provide one gate, opening, or other site access for emergency services use. For corner lots, only one opening along either the front or side yard frontage is required.
 - B. Fences shall ~~not block the clear vision area and shall~~ comply with the clear vision standards in RDC Section 8.0305.
 - C. Fences shall be constructed on private property and shall not be located in public rights-of-way.
 - D. Fences shall be comprised of wood, vinyl, metal, or other sturdy material that is able to be painted and/or maintained in structurally sound condition. All fences shall be free from exposed nails, screws, loose members, decaying materials, or other similar conditions that can pose a hazard.
5. The following fences shall be exempt from the standards set forth herein, except for the requirement to comply with the clear vision standards in the RDC Section 8.0305, as listed in Section 8.0340(4)(B) above:

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8.0365 Keeping of Livestock. ~~The keeping of livestock in any residential zone that permits the keeping of livestock shall be subject to the following limitations:~~ The keeping of livestock shall be subject to the following limitations:

1. ~~The required area for horses shall be a usable area of 10,000 square feet for one horse, 20,000 square feet for two horses, and 5,000 square feet for each additional horse.~~
2. ~~Cows, goats, and sheep shall have a fenced corral or pasture with a usable area of at least 10,000 square feet per animal.~~
3. ~~The number of chickens, fowl, and/or rabbits shall not exceed one for each 500 square feet of property.~~
4. ~~Animal runs or barns, chicken or fowl pens shall be located on the rear half of the property not closer than 50 feet from any residence abutting the subject property.~~

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5. Animals, chickens, and/or fowl shall be properly caged or housed, and proper sanitation shall be maintained at all times. All animal or poultry food shall be stored in metal or other rodent-proof containers.
6. No enclosure for horses, cows, goats, sheep, or other livestock shall be located closer than 50 feet to a dwelling abutting the subject property.
7. Fences used for enclosing livestock shall be kept in good repair and be at least four feet in height.
 1. General provisions:
 - A. Livestock may only be kept on residentially zoned properties per RDC 8.0135.
 - B. Proper sanitation shall be maintained at all times per City Code 5.335.1.
 - C. All animal food shall be stored in metal or other rodent-proof containers.
 2. Capacity:
 - A. The required area for horses, mules, donkeys, and similar shall be a usable area of 10,000 square feet for the first animal, 20,000 square feet for two animals, and 5,000 square feet for each additional animal thereafter.
 - B. Cows, goats, sheep, llamas, alpacas, and swine shall have a fenced corral or pasture with a usable area of at least 10,000 square feet per animal.
 - C. The number of fowl and rabbits allowed shall be four for the first 5,000 square feet of property and one additional animal for every 1,000 square feet of property thereafter.
 3. Setbacks:
 - A. Fowl pens and coops shall be located on the rear half of the property not closer than 25 feet from any dwelling abutting the subject property.
 - B. Animal runs, barns, fowl pens, and coops shall be setback 10 feet from rear property lines and 15 feet from side property lines.
 - C. Animal runs, barns, fowl pens, and coops shall not be located closer than three feet to the exterior walls of the residential unit on the subject property.
 - D. Animal runs or barns for the enclosure of horses, cows, goats, sheep, swine, or other livestock shall not be located closer than 50 feet to a dwelling abutting the subject property.
 4. Enclosures:
 - A. Animal barns, coops, and other related structures are subject to the provisions of RDC 8.0323, Minimum Standards for the Construction or Alteration of Detached Accessory Structure (non-dwelling).
 - B. Fences used for enclosing livestock shall be kept in good repair and be at least four feet in height. They must meet the minimum standards of RDC 8.0340, Fences.
 - C. Fowl must be contained in a fenced pen or coop at all times.
 5. Multiple Dwellings: In addition to the above criteria, livestock kept on properties containing multiple dwelling units must meet the following:
 - A. The property owner or designated property manager must provide written notification to all residents of each dwelling unit verifying the keeping of livestock on the property will comply with the requirements of this section prior to the keeping of said livestock.
 - B. Animal runs, barns, fowl pens, and coops shall be located at least 20 feet away from the exterior walls of any dwelling unit on the subject property.

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[Section 8.0365 amended by Ord. #2010-10 passed October 26, 2010]

[Section 8.0365 amended by Ord. #2018-09 passed September 11, 2018]

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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.

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- 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.

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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

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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.

8.0375 Manufactured Home Park Standards. Manufactured Home Park. A manufactured home park shall be built to site standards in effect at the time of construction and shall comply with the following additional provisions.

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7. There shall be no outdoor storage of furniture, tools, equipment, building materials or supplies belonging to the occupants or management of the park.
8. ~~The land which is used for park purposes shall be surrounded, except at entry and exit places, by a sight obscuring fence or hedge not less than six feet in height. The fence or hedge shall be maintained in a neat appearance.~~
9. If the park provides space for 50 or more manufactured home units, each vehicular way in the park shall be named and marked with signs which are similar in appearance to those used to identify public streets. A map of the named vehicular ways shall be provided to the fire department.
10. If a manufactured home space or permanent structure in a park is more than 500 feet from a public fire hydrant, the park shall have water supply mains designed to serve fire hydrants and hydrants shall be provided within 500 feet of such space or structure. Each hydrant within the park shall be located on vehicular way and shall conform in design and capacity to the public hydrants in the City.
11. Open Space. A minimum of at least 2,500 square feet plus 150 square feet per manufactured home space shall be provided for recreation area. ~~a recreational play area, group, or community activity. The Hearings Body may require this area to be physically separated from streets, or parking area, by a fence or the equivalent, that conforms to fence regulations, but at least 30 inches in height where allowed by fence standards. Unless otherwise approved, no required open space area shall contain less than 2,500 square feet. Recreation areas shall be improved with grass, plantings, surfacing, or buildings~~ facilities suitable for recreational use, or landscaping. No recreation facility created within a manufactured home park wholly to satisfy the

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requirements of this section shall be open to, or offered in itself, to the general public. The Community Development Director or designee may require the recreation area to be centrally located within the park and physically separated from streets or parking by a fence that complies with fence regulations.

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8.0380 Temporary Use Permit (TUP).

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4. **Approval.** Approval may be granted for structures or uses which are temporary or seasonal in nature, such as: temporary real estate offices, construction trailers and construction offices, and Mobile Food Units. ~~provided such~~ Temporary uses must also comply with other provisions of this Code, or other required City, County or State permits.
 - A. These provisions do not apply to:
 1. A Mobile Food Unit placed within a Mobile Food Pod.
 2. A Mobile Food Vendor on private or public property.
 - B. A Mobile Food Unit shall obtain a valid City business license and operational permit from Redmond Fire and Rescue.
5. **Application and Fee.** An application for a temporary use shall be filed with the City and accompanied by the fee as specified in the City fee schedule.
6. **Permit Approval.** A TUP may be authorized by the Community Development Director, or designee, provided that the applicant submits a narrative and detailed site plan that demonstrates that the proposed use:
 - A. Generally conforms to the standards of the zone in which it is located.
 - B. The proposed use will not adversely affect adjacent structures and uses of the surrounding neighborhood.
 - C. The proposed use will not adversely affect the circulation and flow of vehicular and pedestrian traffic in the immediate area.
 - D. The proposed use will not create a demand for additional parking which cannot be met safely and efficiently in existing parking areas.
 - E. The proposed use will not conflict with the terms or intent of any other use permit, of any type, currently in effect on the property.
 - F. The proposed use will comply with applicable noise, odor, nuisance, fire code and other provisions of this Code and not be detrimental to the public welfare of the community.
 - G. Meets all applicable Building Code requirements.
 - H. Is not located in the right-of-way, unless otherwise approved by the City Engineer. Construction trailers, trash receptacles, Conex boxes or other similar structures may not be placed upon paved public roadways.

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CHAPTER 8 DEVELOPMENT REGULATIONS

OFF-STREET PARKING & LOADING REQUIREMENTS

8.0500 Off-Street Parking.

1. Parking space requirements are based on the following standards according to the use (note: all required **handicapped accessible** 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
Residential	
All residential uses within the Downtown Overlay District	1 space per Dwelling Unit (DU).
Bed and Breakfast	1 space / bedroom
Boarding House	1 space / bedroom
Caretake living on-site	2 spaces / DU
Cottage Clusters / Cottage Developments	1 space / cottage
Duplex	1 space / DU
(***)	
Single Family Detached Dwelling	2 spaces / DU
<u>Single Room Occupancy Development</u>	<u>Minimum: 1 space per Single Room Occupancy Development. Securable bike storage shall be provided containing no less than 1 bike parking space for each single room occupancy unit which is not served by an automobile parking space.</u> <u>Maximum: 1 space per 50% of the Single Room Occupancy units provided in each development. May round up to the nearest space.</u>
Townhouse	1 space / DU
Triplex and Quadplex	1 space / DU
Commercial/Industrial	
All Downtown Overlay District Commercial and Public Facility Uses	1 space per 500 net square feet of building area
(***)	
Mixed Use (within MUN and MUE zone), structures containing more than one principal use	The first 1,000 square feet of total floor area is exempt from the parking standards in the MUN zone, not in the MUE zone. Two (2) spaces for the first 1,000 s.f. of net floor area or fraction thereof and 1 space for each 500 s.f. thereafter. Common parking may be provided in lieu of on-site parking subject to Section 8.0505 (12) Off-Street Parking and Loading Standards.
<u>Mobile Food Unit</u>	<u>1 space. Downtown Overlay District is exempt.</u>
<u>Mobile Food Pod</u>	<u>1 space per Mobile Food Unit. Downtown Overlay District is exempt.</u>
Mobile/Manufacturing Home Sales & Service	1 space per 600 s.f of office area
(***)	

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Public and Semi-Public Uses	
(***)	
College	1 space per employee + 1 space per 2 students
Trade School, Adult Training	1 space per employee + 1 space per student
<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>
Utility Facility	1 space

2. For any proposal to convert an existing commercial structure or portion thereof to housing pursuant to Section 8.0144, only the lesser of the following parking requirements shall apply:

- A. The amount of parking spaces required for the portion of the existing commercial use that is proposed to be converted.
- B. The amount parking spaces that would ordinarily be required for the proposed housing.

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8.0505 Off-Street Parking and Loading. General provisions are as follows:

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- 7. Required parking spaces shall be available for the parking of passenger automobiles of residents, customers, patrons, and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.
- 8. In any zone, every building having a gross floor area of 10,000 square feet or more, which is to be occupied for: manufacturing, storage, warehousing, retail sales, hotel, hospital, laundry, dry cleaning establishment, or other uses similar requiring the receipt or distribution by vehicles, materials or merchandise, shall provide one off-street loading berth, plus one additional loading berth for each additional 20,000 square feet of gross floor area. Each loading berth shall be provided with paved access, driveways and surfacing in the same manner as for off-street parking, except that each space shall be 10 feet wide and 22 feet long with a height clearance of at least 14 feet. Additionally, all loading areas shall be screened from view of public streets at no less than three feet in height. A sight-obscuring screen, berm, or landscaping shall conceal all loading areas from view from public streets or roads.

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8.0510 Design and Improvement Standards for Parking Lots. The design and improvement standards for parking lots are:

- 1. Vehicle Parking Space Sizes and Bicycle Parking Requirements.
 - A. Each regular sized parking space or stall shall be governed by the requirements of Section 8.0515 and shall have a minimum width of 9 feet and a minimum

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- length of 20 feet; must be individually accessible, paved, and shall be continuously maintained by the property owner.
- B. If desired by the applicant / owner, each compact parking space or stall shall be a minimum width of 8 feet and a minimum length of 18 feet.
 - C. A maximum of 30% compact spaces is permitted as required parking.
 - D. A securable parking space shall be provided for bicycles for each new commercial use. Credit for 1 vehicular parking space shall be given for each 5 bicycle parking spaces (up to 10 bicycle parking spaces / 2 vehicular parking spaces credit possible). However, parking lots containing fewer than 10 vehicular spaces are not eligible for credits, except in the **MUN and MUE** zone. Also, bicycle spaces shall not replace more than 20% of the required parking under any circumstance.
2. ~~Except for parking in connection with single family detached dwellings or middle housing, parking and loading areas adjacent to or within a residential zone or adjacent to any dwelling shall be screened with a sight-obscuring fence or planted screen of not less than three feet in height and shall comply with clear vision standards where applicable. This standard does not apply to parking or loading areas which serve residential dwellings.~~ All parking or loading areas shall be screened from view of adjacent residential-zoned properties or any adjacent dwellings. The screening provided shall be no less than three feet in height and shall comply with clear vision standards where applicable. This standard does not apply to parking or loading areas which serve residential dwellings.
3. ~~Parking spaces between pavement and landscaping shall be contained by a bumper rail or by a curb which is at least four inches high, and which is set back a minimum of one and one-half feet from the property line. In all zones, wherever vehicle parking and loading areas abut landscaping, a curb or secured wheel guards at least four inches high shall be provided and shall be setback at least one and one-half feet from the property line. Except for the C-2, DOD, and residential zones, vehicle parking and loading shall not be permitted within the required minimum front or street-side setback required landscaping area unless there is inadequate on-site space and is permitted by the planning division.~~ Parking spaces between pavement and landscaping shall be contained by a bumper rail or by a curb which is at least four inches high, and which is set back a minimum of one and one-half feet from the property line. In all zones, wherever vehicle parking and loading areas abut landscaping, a curb or secured wheel guards at least four inches high shall be provided and shall be setback at least one and one-half feet from the property line. Except for the C-2, DOD, and residential zones, vehicle parking and loading shall not be permitted within the required minimum front or street-side setback required landscaping area unless there is inadequate on-site space and is permitted by the planning division.
4. Exterior Artificial lighting of any type shall not shine or create glare in any dwelling, property, or onto any public right of way.
- (***)
9. The following standards shall apply to parking within industrial zones:
- A. Parking shall not be allowed within 10 feet of a front yard property line or 5 feet of a side yard property line.
 - B. Parking shall not be allowed on collectors or arterials when industrial zoning is contiguous to said street.
10. For every ten parking spaces provided on a property, at least one planting bed that is at least four feet wide at the narrowest dimension shall be provided in the parking area. Additionally, there shall be at least one tree planted for every ten parking spaces provided on a property, and the trees shall be planted within the planting beds. These planting beds should be aligned with any pedestrian paths provided in a given parking area. This standard does not apply to single family detached dwellings or middle housing developments.

[Section 8.0510 amended by Ord. #2009-03 passed May 26, 2009]

[Section 8.0510 amended by Ord. #2020-15 passed November 10, 2020]

[Section 8.0510 amended by Ord. #2022-04 passed June 28, 2022]

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8.0515 Parking **Table Dimensions** and Diagram.

1. The following table and diagram provides the minimum dimensions of public or private parking areas for automobile use based on the diagram on the same page where "A" equals the parking angle, "B" equal the stall width, "C" equals the minimum stall depth, "D" equals the minimum clear aisle width, "E" equals the stall distance at bay side, "F" equals the minimum clear bay width and "G" is the maximum permitted decrease in clear aisle width for private parking areas.

PARKING TABLE:

A	B	C	D	E	F	G
PARALLEL	0"		12.0	22.0	20.0	2
20°	8'0"	13.6	11.0	23.4	24.6	1
	8'6"	14.1	11.0	24.9	25.1	
	9'0"	14.6	11.0	26.3	25.6	
	10'0"	15.5	11.0	29.2	26.5	
30°	8'0"	16.0	11.0	16.0	27.0	1
	8'6"	16.4	11.0	17.0	27.4	
	9'0"	16.8	11.0	18.0	27.8	
	9'6"	17.3	11.0	19.0	28.3	
	10'0"	17.7	11.0	20.0	28.7	
45°	8'0"	18.4	14.0	11.3	32.4	3
	8'6"	18.7	13.5	12.0	32.2	
	9'0"	19.1	13.0	12.7	32.1	
	9'6"	19.4	13.0	13.4	32.4	
	10'0"	19.8	13.0	14.1	32.8	
60°	8'0"	19.7	19.0	9.2	38.7	3
	8'6"	20.0	18.5	9.8	38.5	
	9'0"	20.3	18.0	10.4	38.3	
	9'5"	20.5	18.0	11.0	38.5	
	10'0"	20.8	18.0	11.5	38.8	
70°	8'0"	19.8	20.0	8.5	39.8	3
	8'6"	20.1	19.5	9.0	39.6	
	9'0"	20.4	19.0	9.6	39.4	
	9'6"	20.6	18.5	10.1	39.1	
	10'0"	20.9	18.0	10.6	38.9	
80°	8'0"	19.2	25.0	8.1	44.2	3
	8'6"	19.3	24.0	8.6	43.3	
	9'0"	19.4	24.0	9.1	43.4	
	9'6"	19.5	24.0	9.6	43.5	
	10'0"	19.6	24.0	10.2	43.6	

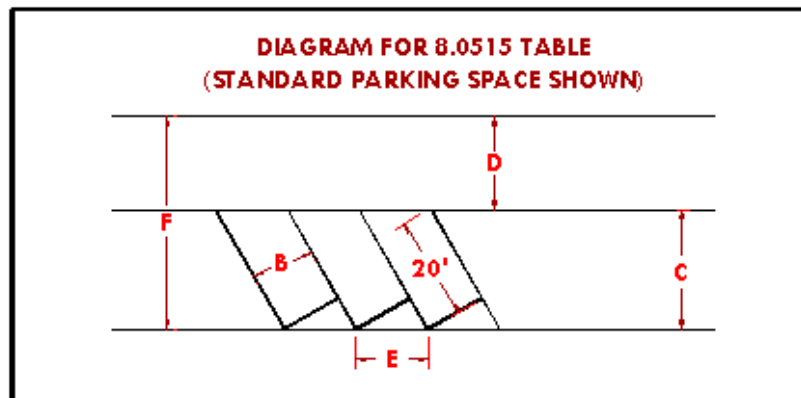
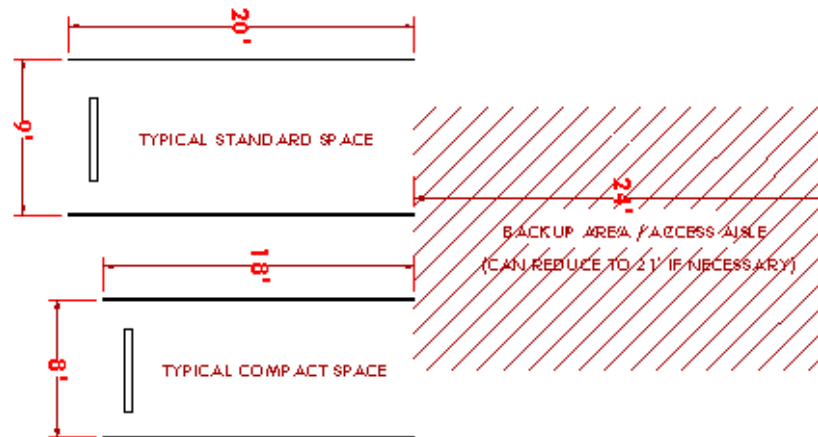
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90°	8'0"	18.0	26.0	8.0	44.0	3
	8'6"	18.0	25.0	8.5	43.0	
	9'0"	18.0	24.0	9.0	42.0	
	9'6"	18.0	24.0	9.5	42.0	
	10'0"	18.0	24.0	10.0	42.0	

2. Required bike parking spaces shall be 6 feet in length, 2.5 feet in width, and 4 feet in height at minimum.

[Section 8.0515 amended by Ord. #2016-17 passed January 31, 2017]

PARKING SPACE AND ACCESS AISLE STANDARDS 90° PARKING



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LANDSCAPING REQUIREMENTS

8.0520 Landscape Plan Standards.

- A. **Applicability.** A landscape plan is required for proposal which includes any of the following:
1. New housing.
 2. Development subject to RDC Article IV Site and Design review.
 3. Planned Unit Development.
 4. New wireless broadcast communication facilities, as described in Section 8.0415.
- B. **Contents.** A landscape plan need not be prepared by a certified landscape architect unless deviations from the Landscape Design Standards of Section 8.0530 are proposed. In all cases, a landscape plan must include the following to be considered complete:
1. **Existing landscaping.** The existing landscaping diagram shall depict the location of existing natural features and vegetation on the subject property and adjacent right-of-way areas. Any tree with a diameter of 10 inches as measured at 3 feet above natural grade or greater shall be clearly labeled as a significant tree; smaller trees need not be depicted. Any tree that is shown on the plan shall be identified as coniferous or deciduous and whether the tree(s) is proposed to be retained or removed as part of the development.
 2. **Proposed landscaping.** The proposed landscaping diagram shall depict the location of the vegetation, soil preparations, and irrigation for the subject property and adjacent right-of-way areas and shall be shown in relation to proposed in relation to any provided improvements, including building footprints, frontage improvements, and utility infrastructure. Additionally, the landscape plan must identify the total required landscaping area, as required by RDC Section 8.0530(B), in square feet.
 - a. **Vegetation.** The species, native or non-native status, and corresponding water use category (very-low, low, moderate, high, other) as identified in the Oregon State University Extension Office Water-Wise Gardening in Central Oregon Guide, revised June 2020, shall be depicted. The installation size, if applicable, of all vegetation shall be identified. For any tree proposed to be retained, a Tree Protection Zone (TPZ) complying with the Public Works Standards and Specifications shall also be depicted. All required replacement trees shall be clearly labeled.
 - b. **Soil preparation.** The type of amendments or treatments to the soil shall be depicted.
 - c. **Irrigation.** The method of irrigation proposed for use, including all points of connection and the system components (meters, valves, backflow, quick couplers, blow out ports, main and lateral lines, sprinkler layout, etc.) shall be depicted.

8.0530 Landscape Design Standards.

- A. **Applicability.** Except where conflicting with the City of Remond Public Works Standards and Specifications, these landscaping design standards apply to any proposal which includes any of the following:
1. New housing.

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2. Development subject to RDC Article IV Site and Design review.
 3. Planned Unit Development.
 4. New wireless broadcast communication facilities, as described in Section 8.0415.
- B. **Minimum Landscaping.** In all zones, the entirety of the unsurfaced yard area between the main building and any public or private street frontage shall be landscaped. Industrial and public zoned properties shall also be required to provide a 10' landscape buffer wherever such property directly abuts a residential zoned property, inclusive of structures. Additionally, any hillsides, berms, or other areas with a slope greater than 10% that are disturbed during development shall be revegetated to prevent erosion and dust.
- C. **Water Features.** Required landscaping areas shall not include water features such as fountains, waterfalls, pools, ponds, or year-round standing water collection sites. Canals, approved water drainage facilities, or naturally occurring water features are exempt.
- D. **Irrigation Systems.** Irrigation shall be provided to allow for healthy plant growth. All irrigation shall be subject to the following:
1. Water used for irrigation shall not be permitted to water or run-off onto hard surfaces, such as paved driveways, sidewalks, streets, and other non-vegetated areas. Except for the irrigation water needed to maintain vegetation within an abutting right-of-way, water shall not be allowed to leave the subject property.
 2. Trees shall only be irrigated with point-source irrigation such as drip irrigation, bubblers, and tree watering bags.
 3. Automatic irrigation systems shall not be allowed without soil-moisture or weather-based irrigation controllers with accompanying sensors and other supporting devices installed to enable smart features.
- E. **Soil.** Soils shall be amended to allow for healthy plant growth and water absorption. Prior to planting, soils shall be made friable by incorporating an organic soil amendment into, at minimum, the top two inches of soil. Additionally, mulch shall be applied to non-vegetated or uncovered areas at a depth of two inches. Both organic and inorganic mulches are allowed, however inorganic mulches are subject to additional standards described in this section. An applicant may submit documentation from a certified landscape architect or soils scientist demonstrating that a different soil treatment that does not comply with this standard is necessary.
- F. **Landscape Features.** Required landscaping areas shall feature trees, shrubs, and live ground covers in combination, and shall not contain invasive species, exposed dirt, or dead vegetation. Non-structural hardscaping, such as boulders, pavers, walkways, courtyards, artificial turf, inorganic mulches and similar are acceptable as a landscaping feature but must not occupy more than 25% of required landscaped areas. Wherever inorganic mulches, including all types of rock groundcovers or mulches, are used, they shall not be used in sections exceeding twenty square feet in size, nor shall any section be closer than ten feet to any other section on the property.

Excluding permissible irrigated turf areas, required landscaped areas must be landscaped only with species which are identified as low or very low water use in the Oregon State University Extension Office *Water-Wise Gardening in Central Oregon Guide*, revised June 2020. Plant species that do not require irrigation once established

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are preferred over species that require continued irrigation. Approved water drainage facilities may feature moderate water-use plant species.

- G. **Irrigated Turf.** This standard applies to all irrigated turf except when used in approved active-style park areas or for recreational purposes within designated common areas. For non-residential zoned properties, not more than 20% of the required landscaped area may be landscaped with irrigated turf. For residential zoned properties, not more than 25% of the required landscaped area may be landscaped with irrigated turf. Additionally, irrigated turf areas are also subject to the following in all zones:
1. The minimum dimension of any irrigated turf area shall not be less than ten feet.
 2. Irrigated turf shall not be planted in areas with a slope greater than 10%.
 3. When planting irrigated turf areas, seed mixes used shall not contain more than 25% cool season grass species.
- H. **Trees.** All trees shall have a 1.5' trunk diameter as measured at 3' above natural grade at the time of planting. Existing trees with a 10" trunk diameter as measured at 3' above natural grade or greater are considered to be significant and shall be preserved to the greatest extent possible. Significant trees that are able to be preserved shall be provided with a Tree Protection Zone (TPZ) in compliance with the Public Works Standards and Specifications to protect the tree during development of the subject property.
1. Where preservation is not feasible, significant trees shall be replaced at a 'one-to-one' ratio, inclusive of new street trees adjacent to the subject property.
 2. Street trees shall comply with RDC Section 8.0540 Street Tree Standards.
- I. **Installation and Maintenance.** All landscaping installation, including street trees, shall be completed prior to issuance of a Certificate of Occupancy. All landscaping shall be continuously maintained and replaced when necessary to ensure continued compliance with an approved landscape plan. Additionally, street trees shall be maintained in accordance with the standards listed in Section 3.600 of the Redmond City Code. For landscaping valued in excess of \$5,000, a maintenance bond may be required.
- J. **Deviation and Payment In Lieu.** The Community Development Director or designee retains the discretion to:
1. Approve a deviation from any of the standards of this section without requiring a variance when the deviation is proposed by a certified landscape architect.
 2. Establish a fee in lieu per tree where the property is not physically feasible to replace tree(s). The fee will be specified in the City Fee Schedule.

8.0540 Street Tree Standards. Street trees are required wherever the subject property abuts public or private streets and shall be subject to the following:

- A. **Species of Street Trees.** Street trees shall be selected from the most recent City of Redmond Approved Street Trees list.
- B. **Amount of Required Street Trees.** The amount of street trees required to be installed shall be based on the length of the development frontage, less the clearance areas, divided by the required spacing distance. The required spacing distance is based on the species of tree and described in the City of Redmond Approved Street Trees list. Clearance areas are described in subsection C below.

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Number of Trees Required = [(Length of Development Frontage) – (Clearance Areas)] / (Required Spacing Distance)

- C. **Placement of Street Trees.** Trees shall be centered in the landscape strip or shoulder, where applicable, at the required spacing distance. The required spacing distance of street trees is based on the species of tree and described in the City of Redmond Approved Street Trees list; spacing shall be measured from the center of the trunk of the tree. The spacing distance of street trees shall be adjusted based on the following:

1. Clearance Areas, wherein no tree shall be planted. Clearance areas include:
 - a. Clear vision areas;
 - b. Sight distance areas;
 - c. Stopping distance areas;
 - d. Medians less than four feet wide;
 - e. Utility easements;
 - f. City easements, unless permitted by City Engineer.
2. Buffers, which provide space between a tree and boundaries, infrastructure, improvements, or other physical barrier, shall be provided as described in the table below.

<u>Physical Barrier</u>	<u>Required Buffer</u>
<u>Stop Signs</u>	<u>50 feet</u>
<u>Other Traffic Signs</u>	<u>20 feet</u>
<u>Streetlights</u>	<u>25 feet</u>
<u>Non-Streetlight Utility Poles</u>	<u>10 feet</u>
<u>Retaining Walls</u>	<u>5 feet</u>
<u>Fire Hydrants</u>	<u>10 feet</u>
<u>Water or Sewer Meter/Service, including vaults, utility boxes, sampling manholes</u>	<u>5 feet</u>
<u>Catch Basins, Sedimentation Manhole, Drywell</u>	<u>10 feet</u>
<u>Intersections</u>	<u>35 feet</u>
<u>Alleys</u>	<u>10 feet</u>
<u>Driveways</u>	<u>5 feet</u>
<u>Sidewalks, Curbs</u>	<u>2 feet, unless centered in landscape strip</u>
<u>Property Lines</u>	<u>2 feet</u>
<u>Other</u>	<u>Subject to City Engineer review</u>

3. Existing street trees may be factored into spacing distance and placement of street trees.
- E. The Community Development Director or designee may approve alternate street tree species selections and placements. Additionally, in the event that the required amount of street trees cannot be entirely accommodated within the public or private street frontage based on the above standards and adjustments, street trees may be permitted to be located on private property within five feet of the right-of-way, utility easement boundary, or property line.

F.
(***)

CONDITIONAL USES

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8.0615 Standards Governing Conditional Uses. A conditional use shall comply with the standards and criteria of the zone in which it is located and with the standards and criteria set forth in this section and in sections 8.0600 and 8.0605.

1. **Airports, aircraft landing fields, aircraft charter, rental, service, and maintenance facilities not located in an Airport Zone / Airport Compatibility Control Zone:** The Hearings Body shall find that the locations and site design of the proposed facility will not be hazardous to the safety and general welfare of surrounding properties, nor that the location will unnecessarily restrict existing and future development of surrounding lands as designated by the Comprehensive Plan.

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F. A manufactured home permitted in the park shall meet the following standards as determined by an inspection by the Building Official:

1. It shall have a State insignia indicating compliance with Oregon State Manufactured Home Construction Standards in effect at the time of manufacture and including compliance for reconstruction or equipment installation made after manufacture.
2. Notwithstanding deterioration which may have occurred due to misuse, neglect, accident, or other cause, the manufactured home shall meet the State standards for manufactured home construction evidenced by the insignie.
3. It shall contain not less than 225 square feet of space as determined by measurement of the unit exclusive of any trailer hitch device.
4. It shall contain a water closet, lavatory, shower or tub, and a sink in a kitchen or other food preparation space.
5. A manufactured home permitted in the park shall be provided with a continuous skirting.
6. There shall be no outdoor storage of furniture, tools, equipment, building materials or supplies belonging to the occupants or management of the park.
7. ~~The land which is used for park purposes shall be surrounded, except at entry and exit places, by a sight-obscuring fence or hedge not less than six feet in height. The fence or hedge shall be maintained in a neat appearance.~~
8. If the park provides space for 50 or more manufactured home units, each vehicular way in the park shall be named and marked with signs which are similar in appearance to those used to identify public streets. A map of the named vehicular ways shall be provided to the fire department.
9. If a manufactured home space or permanent structure in a park is more than 500 feet from a public fire hydrant, the park shall have water supply mains designed to serve fire hydrants and hydrants shall be provided

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within 500 feet of such space or structure. Each hydrant within the park shall be located on a vehicular way and shall conform in design and capacity to the public hydrants in the City.

10. Open Space. A minimum of at least 2,500 square feet plus 150 square feet per manufactured home space shall be provided for recreation area. ~~a recreational play area, group, or community activity. The Hearings Body may require this area to be physically separated from streets, or parking area, by a fence or the equivalent, that conforms to fence regulations, but at least 30 inches in height where allowed by fence standards. Unless otherwise approved, no required open space area shall contain less than 2,500 square feet. Recreation areas shall be improved with grass, plantings, surfacing, or buildings~~ facilities suitable for recreational use, or landscaping. No recreation facility created within a manufactured home park wholly to satisfy the requirements of this section shall be open to, or offered in itself, to the general public. The Community Development Director or designee may require the recreation area to be centrally located within the park and physically separated from streets or parking by a fence that complies with fence regulations.

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14. **Recreational Vehicle Park:** A recreational vehicle park shall be built to State standards in effect at the time of construction and shall comply with the following provisions:

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B. Design Standards.

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12. Recreational vehicles or other camping units shall be separated from each other and from other structures by at least 8 feet. Accessory structures such as attached awnings or individual storage facilities shall, for purposes of this separation requirement, be considered to be part of the recreational vehicle.
13. ~~The recreational vehicle park shall be enclosed by a fence, wall, landscape screening, earth mounds, or by other designs which will complement the landscape and assure compatibility with surrounding properties.~~ The land which is used for park purposes shall be screened from sight, except at entry and exit places. The screening provided shall complement the landscape and ensure compatibility with surrounding properties.
14. ~~Each recreational vehicle park shall set aside along the perimeter of the recreational vehicle park a minimum 10' strip which shall be site obscuring landscaped and used for no other purpose. Additional area for landscaping may be required through the design review process.~~

15. **Radio, television tower, utility station, or substation:** Transmitting and receiving towers and antennas are allowed as a conditional use and subject to the requirements set forth in Sections 8.0400-8.0490 of these standards.

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16. **Child Care Facilities:** Child Care Facilities shall provide and maintain at least 75 square feet of outdoor play area per child. A sight obscuring fence at least four feet but not more than six feet high shall separate the play area from the abutting lots.
17. **Mini-Storage Developments:**
 - A. The site shall contain a minimum of 3 acres.
 - B. The site shall have access only on a minor arterial, major collector, or minor collector.
 - C. The maximum lot coverage shall not exceed sixty ~~(60%) percent per cent~~ of the total lot area.
 - D. No more than one (1) dwelling may be located on the site and the purpose of the dwelling shall be for the operation, maintenance, and security of the mini-storage development.
 - E. All outdoor storage of recreational vehicles ~~and/or~~ boats shall be screened from view ~~by a site-obscuring fence, wall, landscaped screening, earthen mounds, hedges, or other designs which~~ in a manner that will ~~compliment~~ complement the landscape and assure compatibility with adjacent uses.
 - F. ~~All mini-storage units shall be screened by a site-obscuring fence or landscape buffer.~~
 - G. All roadways within the mini-storage development shall be a minimum of twenty (20') feet in width and shall be paved.

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8.1010 Application Submission Requirements.

1. ~~Applications for development or land use actions shall:~~
 - A. ~~Be submitted by the property owner or a person who represents in writing that he or she has authority from the property owner as defined herein to make the application;~~
 - B. ~~Be completed on a form prescribed by the Community Development Director, or designee;~~
 - C. ~~Be filed with a Trip Generation Report or Transportation Impact Analysis, approved by City Engineering, when required per Section 8.2815;~~
 - D. ~~Be filed with a narrative statement or Burden of Proof, explaining how the application satisfies each and all of the relevant criteria and standards in sufficient detail for review and decision-making; and~~
 - E. ~~Be accompanied by the appropriate filing fee.~~
2. ~~Failure to include any of the required information may lead to a determination the application is incomplete and may be rejected.~~
3. ~~Acceptance of an application indicates only that the application is ready for processing and review.~~
4. ~~Applications for uses or development that are not authorized under Section 8.0060 will not be accepted.~~

Applications for development actions, land use actions, or legislative changes shall be submitted to the Community Development Department on the applicable form(s) as prescribed by the Community Development Director or designee and accompanied by the full amount of the associated application fee(s). Applications may only be submitted by the property owner or a person who represents in writing that he or she has authority from the property owner as defined herein to make the application. Digital application submissions received after 5 PM shall

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be considered as submitted on the next business day. Unless otherwise authorized by state law, approval or denial of the application shall be based on compliance with the applicable criteria and standards in effect on the date of application submission.

Applications for Middle Housing and Expedited Land Divisions shall be submitted in accordance with Section 8.2660.

[Section 8.1010 amended by Ord. #2020-15 passed November 10, 2020]

[Section 8.1010 amended by Ord. #2022-09 passed December 13, 2022]

8.1015 Completeness Determination Incomplete Applications.

1. If an application is incomplete, the Community Development Director, or designee, shall, within thirty (30) days of receipt of the application, notify the applicant in writing of exactly what information is missing.

1. Within 30 days following application submission, the Community Development Director or designee shall determine the application to be complete, or shall determine the application to be incomplete and notify the applicant in writing of exactly what information is missing. No application shall be determined to be complete without, at minimum, the following accompanying items:

A. A narrative statement or Burden of Proof which addresses each and all of the applicable criteria and standards in sufficient detail for review and decision-making;

B. Evidence needed to supplement the narrative statement or Burden of Proof; and

C. When required by Section 8.2815, a Transportation System Analysis Application that has been approved by the City Engineering Division.

2. If an application has been determined to be incomplete, it shall only be deemed complete on the day that the City has received one of the following:

A. All of the missing information;

B. Some of the missing information and written notice from the applicant that no other information will be provided; or

C. Written notice from the applicant that none of the missing information will be provided.

3. Applications for Middle Housing and Expedited Land Divisions shall be reviewed for completeness in accordance with Section 8.2660.

4. If the application remains incomplete on the 181st day after the application was submitted, the application shall be voided.

[Section 8.1015 amended by Ord. #2020-15 passed November 10, 2020]

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8.1030 Withdrawal of Application. An application may be formally withdrawn in writing by the property owner, the applicant, or applicant's representative at any time prior to the City's final written decision. Receipt by the City of a written request to withdraw the applications is final. Such request shall include a written statement waiving any statutory

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rights to pursue a writ of mandamus as provided under state law. A withdrawn application that is resubmitted to the City will be treated as a new application.

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8.1310 Administrative Land Use Decisions with Prior Notice.

1. Notice of the application shall be sent within ten (10) days of ~~acceptance of the application~~ the application being deemed complete to persons and parties entitled to notice under Section 8.1335 herein. Such notice shall include all the information specified under Section 8.1340 except for those items specified in Subsections (g) and (j) unless the decision is referred to a hearing.
2. Any person may comment in writing on the application within fourteen (14) days from the date notice was mailed or a longer period as specified in the notice.
3. Notice of the decision and the appeal period shall be sent to all interested parties and members of the Planning Commission.
4. The applicant and persons commenting as provided in this section constitute interested parties to the administrative decision. Any interested party can appeal the decision in accordance with Sections 8.1500 through 8.1560 herein.

[Section 8.1310 amended by Ord. #2020-15 passed November 10, 2020]

[Section 8.1310 amended by Ord. #2022-09 passed December 13, 2022]

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8.1545 Declining Review. When there is an appeal of a land use action, and the City Council is the review authority:

1. The City Council may on a case-by-case basis or by standing order for a class of cases decide at a public meeting that the decision of the lower review authority of an individual land use action or a class of land use action decisions shall be the final decision of the City.
2. If the City Council decides that the lower review authority decision shall be the final decision of the City, then the City Council shall not hear the appeal and the party appealing may continue the appeal as provided by law. In such a case, the City shall provide written notice of its decision to all parties. The decision on the land use application becomes final upon mailing of the City Council's decision to decline review.
3. The decision of the City Council not to hear a land use action appeal is entirely discretionary.

[Section 8.1545 amended by Ord. #2020-15 passed November 10, 2020]

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8.2005 Purpose. In accordance with the applicable provisions in the Oregon Revised Statutes (including but not limited to Chapters 92 and 227), these standards set forth the minimum standards governing the approval of land development, including subdivisions and partitions, as necessary to carry out the Redmond Urban Area Comprehensive Plan and to promote the public health, safety, and general welfare. The purposes of these provisions and regulations are to:

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1. Ensure equitable processing of subdivision and partition plats and accomplish to the greatest extent possible the goals and objectives of the Comprehensive Plan for the Redmond Urban Area, including the Great Neighborhood Principles.
2. Provide for orderly and efficient urban development and coordinate development with public facility and service plans and capabilities.
3. ~~Promote and maximize the conservation of energy by preserving the option to utilize solar energy and to implement the Comprehensive Plan policies relating to solar energy by encouraging the design of new developments to protect future options to use solar energy by providing for and protecting solar access in the following ways:~~
 - A. ~~By regulating the orientation of streets, lots, and parcels;~~
 - B. ~~By the placement, height, and bulk of buildings;~~
 - C. ~~By the placement and growth of vegetation; and,~~
 - D. ~~By preserving options for other alternative energy sources, such as wind, that may be available and necessary in the future.~~

[Section 8.2005 amended by Ord. #2012-11 passed October 23, 2012]

[Section 8.2005 amended by Ord. #2020-15 passed November 10, 2020]

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8.2015 Construction and Terminology.

1. **Construction.** Words used in the present tense include the future tense; words used in the singular include the plural, and words used in the plural include the singular; the word "shall" is mandatory; the words "may" and should are permissive; the masculine shall include the feminine and neuter.
2. **Terminology.** The word "City" shall mean the City of Redmond, Oregon. The words "City Council" shall mean the City Council of Redmond.

[Section 8.2015 amended by Ord. #2012-11 passed October 23, 2012]

[Section 8.2015 amended by Ord. #2020-15 passed November 10, 2020]

8.2020 Definitions. As used in these standards, the following words and phrases shall mean:

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Natural Grade. (See Grade, Natural)

~~**Orderly Development and Land Use Patterns.** Development that is consistent with a zoning district's density requirements; does not overtax supporting public facilities and services and logical extensions thereof; provides for continued maintenance of supporting facilities and services; recognizes the topographical limitations; is consistent with existing land use patterns and development; and does not foreclose future development opportunities on adjacent undeveloped or under-developed lands.~~

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Phased Development Plan. An overall plan indicating the physical and functional interrelationships between uses and facilities for those projects, series of projects, phased developments or developments occurring in multiple phases over a period of up to five multiple years unless extended.

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Plat, Final. The final plan of all or a portion of a subdivision plat, partition plat, Planned Unit Development (PUD) that is presented to the approving authority for final approval in accordance with state law and is in accordance with the Tentative **Plan Plat** and all conditions as approved through the land use review and approval process.

Plat Plan, Tentative. A plan, diagram, drawing, replat, or other writing containing all descriptions, specifications, locations, dedications, provisions, and information concerning a subdivision or partition.

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Review Authority. The Community Development Director, Planning Commission, Hearings Officer, or City Council of the City of Redmond.

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Solar Access. ~~The ability of one property to continue to receive sunlight across property lines without obstruction from buildings and structures constructed on the abutting property to the south~~

Solar Height Restriction. ~~The allowable height of buildings and structures on a property burdened by the requirement to provide solar access to the abutting property to the north.~~

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Subdivider. Any person who causes land to be subdivided into a subdivision, or who undertakes to develop a subdivision, but does not include a public agency or officer authorized by law to make subdivisions.

Substantial Completion. The stage of a project in which the City has inspected, tested, and found acceptable the water supply system, fire hydrant system, sewage disposal system, the stormwater drainage system including paving of the roadway associated with the stormwater system, curbs, street signs, and roads necessary for emergency vehicle access.

Tract. An expanse of land comprised of a single or multiple ownership.

Unit. Any magnitude regarded as an independent whole or single entity.

Use. The word "use" is synonymous with the terms "land use" and "use of land" unless the context clearly indicates otherwise.

Utilities, Private. Include electric, telephone, natural gas and other services providing for energy or communication needs, or privately-owned water systems.

Utilities, Public. Include water and sewer systems owned and operated by the City of Redmond.

Zero Lot Line. The location of a building on a lot in such a manner that one or more of the building's sides rest directly on a lot line.

Zero Lot Line Subdivision. ~~A type of residential subdivision utilizing zero lot lines between dwelling units and providing for individual ownership of each lot, not including condominiums.~~

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GENERAL REQUIREMENTS

8.2100 Procedure. All subdivisions, partitions, and other land use actions subject to the provisions of this Chapter shall be processed in accordance with Article 2II, Land Use Procedures, of the City of Redmond Development Code.

1. Tentative subdivision plans, tentative partitions and phased development plans shall be reviewed as Land Use Actions subject to Section 8.1300 through 8.1400.
2. Modifications to approved tentative subdivision plans and tentative partitions prior to recording of final plat shall be reviewed per Section 8.1400.2.
3. Boundary line adjustments shall be reviewed as Development Actions subject to Section 8.1200 through 8.1215.
4. Middle housing and expedited land divisions shall be reviewed per Section 8.2660.

[Section 8.2100 added by Ord. #2012-11 passed October 23, 2012]

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8.2110 Minimum Standards. ~~No proposed subdivision or partition shall be approved unless it complies with the density and underground utility requirements of the Redmond Comprehensive Plan, applicable Zoning Standards, standards below, and ORS Chapter 92.~~

[Section 8.2110 amended by Ord. #2012-11 passed October 23, 2012]

[Section 8.2110 amended by Ord. #2022-04 passed June 28, 2022]

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8.2120 Delegation. The City Council, pursuant to state statute, hereby delegates to the appropriate hearings or review authority the power to make final action on a proposed subdivision or partition subject to appeal as provided for in Article 2 of the City of Redmond's Development Code, Land Use Procedures.

[Section 8.2120 amended by Ord. #2012-11 passed October 23, 2012]

[Section 8.2120 amended by Ord. #2020-15 passed November 10, 2020]

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8.2135 Exemption from Subsequently Adopted Land Use Ordinance. Pursuant to ORS 92.040(2) and (3), for lots created by subdivision after September 9, 1995, construction within an approved subdivision shall be subject to the City's land use regulations in effect on the date of tentative subdivision application. The lots shall not be subject to subsequently adopted land use regulations unless the applicant elects otherwise, in which case all current regulations apply. In no instance shall this exemption extend beyond 10 years from tentative subdivision approval.

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TENTATIVE SUBDIVISION APPLICATION PROCEDURE PLAN

8.2200 Pre-Application Meeting. Prior to submitting a tentative subdivision plat plan each applicant or their representative is required to meet with the Community Development Director or a designated staff member(s) to review the proposal.

[Section 8.2200 amended by Ord. #2012-11 passed October 23, 2012]

8.2202 Neighborhood Meeting. The applicant or their representative shall conduct Proof of a neighborhood meeting that meets the requirements of Section 8.0385 ~~was conducted~~ for residential or mixed use development proposals that generate 200 or more daily trip ends, or 20 or more p.m. peak hour trip ends, where a Transportation Impact Analysis (TIA) is required per Section 8.2815. See Section 8.0385 for meeting requirements.

[Section 8.2202 added by Ord. #2022-09 passed December 13, 2022]

8.2205 Application Submission. Any person, authorized agent, or representatives, proposing a subdivision, shall include with an application and filing fee for a subdivision, a tentative plat plan together with improvement plans and other supplementary material as may be required.

[Section 8.2205 amended by Ord. #2012-11 passed October 23, 2012]

8.2210 Scale of Tentative Subdivision Plat Plan. The tentative plat plan of a proposed subdivision shall be drawn on a sheet at an engineer's scale not greater than one inch per 100 feet, or as approved by the Community Development staff Director, or designee.

[Section 8.2210 amended by Ord. #2012-11 passed October 23, 2012]

8.2215 Informational Requirements. The following information shall be shown on the tentative plat plan or provided in accompanying materials. A tentative plan must be prepared by a professional land surveyor, a registered professional engineer or a registered landscape architect. No tentative plat plan shall be considered complete unless all such information is provided:

1. **General information required:**

- A. Proposed name of the subdivision.
- B. Names, address, and phone numbers of the owner of record, authorized agents or representatives, engineer or surveyor, and any assumed business names filed or to be filed with the Oregon Secretary of State Corporation Division by the applicant. If the application is filed by anyone other than the owner of record, a letter or other evidence of the owner's permission to file the application.
- C. Date of plat plan preparation, north and magnetic north and south, scale and gross area of the proposed subdivision.
- D. Appropriate identification of the drawing as a tentative plat plan for a subdivision. Location and tract designation sufficient to define its location and boundaries, and a legal description of the tract boundaries in relation to existing plats and streets.

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- E. Certified copy of the recorded instrument under which the applicant claims an ownership interest, or copy of a land sales contract, which binds the applicant in the event of tentative approval.
 - F. Title report or subdivision guarantee, issued within the last ninety (90) days, and supporting documentation of all easements identified on the property.
2. **Information concerning existing conditions:**
- A. Location, names, and widths of existing improved and unimproved public or private streets and roads within and adjacent to the proposed subdivision.
 - B. Location of any existing features such as section lines, section corners, City and special district boundary lines, and survey monuments.
 - C. Location of existing structures, irrigation canals and ditches, pipelines, waterways, railroads, and any natural features such as rock outcroppings, marshes designated wetlands, wooded areas, and natural hazards.
 - D. Location and direction of water courses, and the location of areas subject to flooding and high water tables.
 - E. Location, width and use or purpose of any existing easement or right-of-way within and adjacent to the proposed subdivision.
 - F. Existing sewer lines or septic tanks and drain fields, water mains, wells, fire hydrants, culverts, and other underground and overhead utilities within and adjacent to the proposed subdivision together with pipe sizes, grades, and locations.
 - G. Contour lines related to some established benchmark or other engineering acceptable datum and having minimum intervals of two feet for slopes of less than five percent, five feet for slopes of five to fifteen percent, ten feet for slopes of fifteen to twenty percent, and twenty feet for slopes greater than twenty percent.
 - H. Zoning classification of land within and adjacent to the proposed subdivision.
 - I. Names and addresses of all adjoining property owners.
 - J. The structures, trees, rock outcroppings or other shade producing objects, if the object will cast shade from or onto the subdivision.
 - K. Existing covenants, conditions, and restrictions.
 - L. Conditions specified on the approved Transportation System Analysis prepared in accordance with Section 8.2815.
3. **Information Concerning Proposed Subdivision:**
- A. Location, names, width, typical improvements, cross sections, bridges, culverts, approximate grades, curve radii and centerline lengths and reserve strips of all proposed streets, and the relationship to all existing and projected streets.
 - B. Location, width, and purpose of all proposed easements or rights-of-way and relationship to all existing easements and rights-of-way.
 - C. Location of at least one temporary bench mark within the proposed subdivision boundary.
 - D. Location, approximate area and dimensions of each proposed lot, and proposed lot and block numbers.
 - E. Location, approximate area and dimensions of any lot or area proposed for public use, the use proposed, and plans for improvements or development thereof.
 - F. Proposed use, location, approximate area, and dimensions of any lot intended for non-residential use.
 - G. An outline of the area proposed for partial recording, if contemplated or proposed.

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- H. Source, method, and preliminary plans, prepared by a licensed civil engineer, for domestic and other water supplies, sewage disposal, solid waste disposal, and all utilities.
 - I. Description and location of any proposed community facility.
 - J. Storm water, drainage facility and grading plans.
 - K. Proposed deed restrictions including access restrictions or protective covenants if such are proposed to be utilized for the proposed subdivision.
 - L. Statement from each utility company proposed to serve the proposed subdivision stating that each company is able and willing to serve the proposed subdivision as set forth in the tentative plan, and the conditions and estimated costs of such service.
 - M. Proposed fire protection or fire hydrant system for the proposed subdivision and written approval thereof by the appropriate serving fire protection agency.
 - N. ~~Solar Access. Demonstration of how solar access will be provided.~~
 - O. ~~Location and type of street trees.~~
4. ~~Information showing how the applicant has addressing the applicable Great Neighborhood Principles in Section 8.0270(3)(C)(13) and adopted Area Plans.~~ **Narrative.** Letter or narrative report documenting compliance with the applicable approval criteria contained in Section 8.2235.
5. **Tree Survey.** A survey indicating location of all trees having a ten-inch trunk diameter 4.5 feet above grade or greater, 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 the Tree Protection Zone (TPZ) for trees to be preserved, conforming with the Public Works 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.

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8.2220 Phased Development Plan. An applicant may propose phased development of a tentative subdivision plan by submitting a phased development plan that ~~An overall phased development plan shall be submitted for all developments for which phased development is contemplated. The phased development plan~~ shall include but not be limited to, the following elements:

- 1. Overall development plan, including phase or unit sequence.
 - A. For development that includes a commercial component, a surety may be required when the commercial component is not sequenced in the initial phases.
- 2. Show compliance with all applicable land division standards and policies as described in this Article.
- 3. Schedule of improvements initiation and completion.
- 4. Overall transportation and traffic pattern plan showing compliance with grid street standards, and for land within the North Redmond US 97 Interchange Area Management Plan (IAMP), compliance with the Local Street Connectivity Plan (Comprehensive Plan Addendum Chapter 9 Transportation Element figure 1).
- 5. General program for phasing timetable projection.
- 6. Development plans for any common elements or facilities.

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7. If the proposed subdivision is believed to have an additional impact upon adjacent lands or lands within the general vicinity, the Hearings Body may require an additional impact analysis for various aspects of the development thought to cause such impacts.
8. Street tree plan.
9. Program for addressing applicable Great Neighborhood Principles in Section 8.0330(3)(C)(13) and adopted Area Plans.

[Section 8.2220 amended by Ord. #2012-11 passed October 23, 2012]

[Section 8.2220 amended by Ord. #2015-01 passed February 24, 2015]

[Section 8.2220 amended by Ord. #2022-09 passed December 13, 2022]

8.2225 Approval of Phased Development Plan. The Hearings Body Review Authority shall review a phased development plan at the same time a the tentative plat plan for the first phase is reviewed. A phased development plan may be approved before the tentative plat for the first phase is submitted. The Hearings Body Review Authority may approve, modify, or disapprove the phased development plan and shall set forth findings for such decision. The Hearings Body Review Authority may also attach conditions necessary to bring the plan into compliance with all applicable land use standards and policies. Any tentative plat submitted for the plan area shall conform to the phased development plan unless approved otherwise by the City.

[Section 8.2225 amended by Ord. #2012-11 passed October 23, 2012]

8.2230 Development Following Approval.

1. Once a phased development plan is approved by the City, the plan shall be binding, upon both the City and the developer applicant. The applicant shall submit a final plat for each phase per Section 8.2305.
2. The Hearings Body Review Authority may attach conditions to any changes proposed that are deemed necessary to ensure compliance with the Comprehensive Plan and implementing regulations. After five (5) years from the date of approval of the plan, the City may initiate a review of the plan for conformance with applicable City regulations. If necessary, the City may require changes in the plan to bring it into conformance with new applicable city regulations.

[Section 8.2230 amended by Ord. #2012-11 passed October 23, 2012]

8.2235 Required Findings Approval Criteria for Tentative Subdivision Approval Plans.

1. The Hearings Body Review Authority shall approve no application for a subdivision unless the following requirements are met: shall approve, approve with conditions, or deny a proposed tentative subdivision plan. Approval, or approval with conditions shall be based on compliance with the following criteria:
 - A. Proposal is in compliance with ORS Chapter 92, the Comprehensive Plan, the Transportation System Plan (TSP), applicable zoning and the applicable Track in Section 8.2236.
 - B. Proposal complies with the standards of this Code, including but not limited to:
 - a. Section 8.2705, Blocks, Lots and Parcels.
 - b. Section 8.2710, Streets.
 - c. Section 8.2715, Fundamental Design Standards.

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- d. Section 8.2720, Grading of Building Sites.
 - e. Section 8.2815, Transportation System Analysis.
 - f. Section 8.2820, Access Management Standards.
 - g. Any other applicable standards.
 - C. Proposal complies with the standards of the zoning district in which the project is located.
 - D. The proposal is in conformance with any applicable approved area plan, master plan, and/or framework plan.
 - E. Proposal does not conflict with acquired public access easements within or adjacent to the subdivision.
 - F. Each lot is suited for the use intended or offered.
 - G. The proposed subdivision will provide required transportation system infrastructure, water supply, sewage disposal, drainage, and other public utilities consistent with the Public Works Standards and Specifications.
 - H. The subdivision will not exceed the operational capacity of public facilities and services as identified in the city's Water and Wastewater Master Plan and the Transportation System Plan, which are required to serve the development, or a determination that sufficient capacity can be provided.
 - I. A water rights division plan has been approved by the applicable irrigation district.
 - J. The subdivision contributes to orderly development and land use patterns in the area and provides for the preservation of natural features and resources such as streams, lakes, natural vegetation, special terrain features.
2. Access Management proposals comply with the standards set forth in Section 8.2820 and all other applicable standards.

[Section 8.2235 amended by Ord. #2012-11 passed October 23, 2012]

[Section 8.2235 amended by Ord. #2020-15 passed November 10, 2020]

8.2236 Subdivisions may be created following two tracks: Track 1 (General) and Track 2 (Clear and Objective Standards).

1. **Track 1 – General Criteria. Subdivision Tentative Plans (No ‘Needed Housing’).**
The City shall approve, approve with conditions, or deny a proposed subdivision. Approval, or approval with conditions shall be based on compliance with the following criteria:
- A. The proposed subdivision will:
 - 1. Not create risk of fire, flood, geological hazards, or other public health and safety concerns;
 - 2. Provide adequate transportation systems, water supply sewage disposal, drainage, and other public utilities consistent with City Standards and Specification;
 - 3. The proposed subdivision provides direct bicycle and pedestrian access to any adjacent residential areas, transit stops, neighborhood activity centers, commercial areas, and employment areas.
 - B. Approval does not impede the future best use of the remainder of the property under the same ownership or adversely affect the development of the remainder or any adjoining land or access thereto, based on the provisions of this land use code.

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- C. Any existing improvements on the proposed lots are consistent with the provisions of this land use code.
- D. The proposed subdivision will be consistent with the property's designation in the comprehensive plan map.
- E. General conformance with the Great Neighborhood Principles, including a description of the range of housing unit types proposed.
- F. The proposed subdivision provides safe, convenient, and direct bicycle and pedestrian access to nearby and adjacent residential areas, transit stops, neighborhood activity centers, commercial areas, and employment and industrial areas, and provides safe, convenient, and direct transit circulation, provided the city makes findings to demonstrate consistency with constitutional requirements. "Nearby" means uses within ¼ mile that can reasonably be expected to be used by pedestrians and uses within 2 miles that can reasonably be expected to be used by bicyclists.
- G. The proposed subdivision is designed and sited such that roads, infrastructure, utilities, and future development of proposed lots will minimize impacts to the natural environment by addressing the following:
 - 1. Protection of Natural Features.
 - a. For areas not included on the city's acknowledged Goal 5 inventory, the preservation of significant natural features to the greatest degree attainable or feasibly, including:
 - i. Significant on-site vegetation, including rare plants (those that are proposed for listing or are listed under state or federal law), and native plant communities.
 - ii. Prominent topographic features, such as ridgelines and rock outcrops.
 - iii. Natural resource areas designated in the comprehensive plan diagram as "Natural Resource" and areas identified in any city-adopted natural resource inventory.
 - b. For areas included on the city's acknowledged Goal 5 inventory, the preservation of natural features shall be consistent with the acknowledged level of preservation provided for the area.
 - 2. Tree Preservation. The proposed project shall be designed and sited to preserve significant trees to the greatest degree attainable or feasible, with trees having the following characteristics given the highest priority for preservation:
 - a. Healthy trees that have a reasonable chance of survival considering the base zone or special area zone designation and other applicable approval criteria;
 - b. Trees located within vegetated corridors and stands rather than individual isolated trees subject to windthrow;
 - c. Trees that fulfill a screening function, provide relief from glare, or shade expansive areas of pavement;
 - d. Trees that provide a buffer between potentially incompatible land uses;
 - e. Trees located along the perimeter of the lot(s) and within building setback areas;
 - f. Trees and stands of trees located along ridgelines and within view corridors;
 - g. Trees with significant habitat value;

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- h. Trees adjacent to public parks, open space, and streets;
 - i. Trees along water features;
 - j. Heritage Trees.
 - 3. Restoration or Replacement.
 - a. For areas not included on the city's acknowledged Goal 5 inventory, the proposal mitigates, to the greatest degree attainable or feasible, the loss of significant natural features described in criteria (1) and (2) above, though the restoration or replacement of natural features such as:
 - i. Planting of replacement trees within common areas; or
 - ii. Re-vegetation of slopes, ridgelines, and street corridors; or
 - iii. Restoration of native plant habitat.
 - b. Street Trees. If the proposal includes removal of any street tree(s), removal of those street tree(s) has been approved or approved with conditions imposed by the City.
- H. On R-1 zoned property, if the subdivision results in a lot greater than 13,500 square feet in size the application shall indicate the location of lot lines and other details of layout that show future division of the lot may be made without violating the requirements of this land use code and without interfering with the orderly extension of adjacent streets, bicycle paths, and accessways. If the City deems it necessary for the purpose of future land division, any restriction of buildings within future street, bicycle path, and accessway locations shall be made a matter of record in the tentative plan approval.
- I. As far as is practicable, lot side lines shall run at right angles to the street upon which the lots face, except that on curved streets they shall be radial to the curve.
- J. The proposed subdivision supplies all of the following:
 - 1. Geological and Geotechnical Analysis.
 - 2. Pedestrian Circulation On-Site.
 - 3. Public Access Required.
 - 4. Special Setback Standards.
 - 5. Underground Utilities.
 - 6. Vision Clearance Areas.
 - 7. Stormwater flood control, quality, oil and pollution control, source control, easements, and operation and maintenance.
 - 8. The proposed subdivision complies with other applicable development standards for features explicitly included in the application.
- K. The proposal complies with the Transportation System Analysis review provisions per Section 8.2815.
- L. Urban – rural interface. Urban development shall interface with rural areas (rural areas are those that lie within areas outside of the UBG or UAR) through landscaped open space buffers at least 100 feet wide and the length of the urban development, excluding public streets, or shall be transitioned from higher density development to lower density development at the urban – rural interface, or utilize other appropriate and equivalent transitional elements.
- M. Fully developed “pocket parks” or “tot lots” shall be incorporated into medium and high density zoned residential subdivisions and site plans. These areas shall be developed for every twenty-five lots/units, a minimum of 3,000 square feet and privately maintained. Examples of amenities include: turf areas, benches,

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deciduous shade trees, irrigation, shrubs, natural or decorative features, and acceptable trash receptable(s) and lighting.

N. No site grading of the site shall occur until the City has approved the subdivision application.

2. **Track 2 – Subdivision, Tentative Plan Approval Criteria ('Needed Housing' & Clear and Objective Standards).** The planning division shall approve, approve with conditions, or deny a proposed subdivision. Approval, or approval with conditions, shall be based on compliance with the following criteria:

A. The applicant has demonstrated that the proposed housing is needed housing as defined by State statutes.

B. The proposed land uses and densities are consistent with the comprehensive plan, in this code, and as refined in any applicable area plan, master plan, or framework plan.

C. The proposed subdivision complies with all of the following, unless specifically exempt from compliance through a code provision applicable to a special area zone or overlay zone. The proposed subdivision will:

1. Not create risk of fire, flood, geological hazards, or other public health and safety concerns;

2. Provide adequate transportation systems, water supply, sewage disposal, drainage, and other public utilities consistent with City Standards and Specifications.

D. The proposed subdivision provides direct bicycle and pedestrian access to any adjacent residential areas, transit stops, neighborhood activity centers, commercial areas, and employment areas.

E. The proposed subdivision is designed and sited such so roads, infrastructure, utilities, and future development of proposed lots will minimize impacts to the natural landscape by addressing the following:

1. Tree Preservation. The proposed project shall be designed and sited to preserve trees having the following characteristics:

a. Healthy trees that have a reasonable chance of survival considering the base zone or special area zone designation and other applicable approval criteria;

b. Trees located within vegetated corridors and stands rather than individual isolated trees subject to windthrow;

c. Trees that fulfill a screening function, provide relief from glare, or shade expansive areas of pavement;

d. Trees that provide a buffer between potentially incompatible land uses;

e. Trees located along the perimeter of the lot(s) and within building setback areas;

f. Trees and stands of trees located along ridgelines and within view corridors;

g. Trees with significant habitat value;

h. Trees adjacent to public parks, open space, and streets.

i. Trees along water features.

j. Heritage trees.

2. Restoration or Replacement.

a. For areas not included on the City's acknowledged Goal 5 inventory, the proposal mitigates, to the greatest degree attainable or feasible, the loss of significant natural features described in

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criteria (a) above, through the restoration or replacement of natural features such as:

- i. Planting of replacement trees within common areas; or
- ii. Re-vegetation of slopes, ridgelines, and pedestrian corridors; or
- iii. Restoration of native plant habitat.

b. For areas included on the City's acknowledged Goal 5 inventory, any loss of natural features shall be consistent with the acknowledged level of protection provided for the resource.

Street Trees. If the proposal includes removal of any street tree(s), removal of those street tree(s) has been approved or approved with conditions by the City.

- F. On any Residential zoned property, if the subdivision results in a lot greater than twice the minimum lot size in the underlying zone, the application shall indicate the location of lot lines and other details of layout that show future division of the lot may be made without violating the requirements of this code and without interfering with the orderly extension of adjacent streets, bicycle paths, and accessways.
- G. Lot side lines shall run at right angles to the street upon which the lots face, except that on curved streets they shall be radial to the curve.
- H. There shall be no proposed grading on portions of the development site that meet or exceed 15% slope.
- I. The proposed subdivision complies with the Transportation System Analysis review provisions per Section 8.2815.
- J. The proposed subdivision street layout shall disperse motor vehicle traffic onto more than one public local street unless approved by the City Engineer.
- K. Urban development shall interface with rural areas (rural areas are those that lie within areas outside of the UGB or UAR) through landscaped open space buffers at least 100 feet wide and the length of the urban development, excluding public streets, or shall be transitioned from higher density development to lower density development at the urban – rural interface, or utilize other appropriate and equivalent transitional elements.
- L. Fully developed “pocket parks” or “tot lots” shall be incorporated into medium and high density zoned residential subdivisions and site plans. These areas shall be developed for every twenty-five lots/units, a minimum of 3,000 square feet and privately maintained. Examples of amenities include: turf areas, benches, deciduous shade trees, irrigation, shrubs, natural or decorative features, and adequate trash receptacle(s) and lighting.
- M. No site grading of the site shall occur until the City has approved the subdivision application.
- O. The proposed subdivision does not contain any Through/Double Frontage lots or parcels.

[Section 8.2236 added by Ord. #2020-15 passed November 10, 2020]

[Section 8.2236 amended by Ord. #2022-04 passed June 28, 2022]

[Section 8.2236 amended by Ord. #2022-09 passed December 13, 2022]

8.2240 Improvement Requirements (For Track 1 and Track 2 Subdivisions).

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1. In the approval of a subdivision, the Community Development Director, or Hearings Body, shall consider the need for street and other improvements. All streets in new subdivisions, except for private streets, shall be dedicated to the public without reservation or restriction.
2. Private Alley Access. The Community Development Director, or Hearings Body, may require the applicant to improve a private alley access easement serving two or more lots according to the adopted City of Redmond Public Works Standards and Specifications, as amended.
 - A. Such access easements shall include provisions for permanent, long-term maintenance, including: maintenance measures to be employees; responsible parties; funding; design; timing; and enforceability. These provisions shall be included as recorded Covenants, Conditions and Restrictions (CCR's) appurtenant to the affected properties.
3. The subdivider shall record the required (including but not limited to) land division agreement, public improvement agreement, shared access agreement or shared well agreement, as may be applicable, with the Deschutes County Clerk's office at the time of recording of the final subdivision plat.
4. Paved access is guaranteed to each lot.
5. Each lot is to be connected to the City water and sewer system pursuant to Section 4.007 of the Code of the City of Redmond.
6. All required public utilities are available.

8.2240 Future Subdivision. On any Residential zoned property, if the subdivision results in a lot greater than twice the minimum lot size in the underlying zone, the application shall indicate the location of lot lines and other details of layout that show future division of the lot may be made without violating the requirements of this code and without interfering with the orderly extension of adjacent streets, bicycle paths, and accessways.

[Section 8.2240 amended by Ord. #2012-11 passed October 23, 2012]

[Section 8.2240 amended by Ord. #2020-15 passed November 10, 2020]

8.2245 Resubmission of Denied Tentative Subdivision ~~Plats~~ Plans.

1. A tentative ~~plat~~ plan that was previously denied for an area or tract of land shall be resubmitted in accordance with this Chapter, and shall be reviewed in the same manner as any other tentative ~~plat~~ plan.

[Section 8.2245 amended by Ord. #2012-11 passed October 23, 2012]

FINAL SUBDIVISION PLAT

8.2300 Submission of Final Plat.

1. **Filing Time Period Requirements.** Notwithstanding the requirements included herein as amended, all final plats submitted for review and approval shall be subject to the final plat requirements of the City of Redmond Development Code in effect as of the date of the tentative plan approval. Except as provided for in Section 8.2305, the applicant shall prepare and submit to the Community Development Department, a final plat that is in conformance with the tentative **plat plan** as approved, including all conditions of the land use decision. Within two (2) years of the approval date for the tentative **plat plan** for a subdivision, the applicant shall submit the final plat, a filing fee and any supplementary information required by these standards and the land use decision. If the applicant fails to proceed with the submission before the expiration of the two (2) year period following the approval of the tentative **plat plan**, the plan approval shall be void.
2. **Extensions.**
 - A. If it appears the applicant will not be able to comply with the filing time requirements of these standards, applicant may submit a written application to the Community Development Director, or designee, requesting an extension of the filing time requirement. The application shall be filed no later than sixty (60) days prior to the date the two (2) year period expires. The extension request shall also be accompanied by the appropriate fee.
 - B. If there is good cause, the Community Development Director, or designee, may grant the extension of up to six (6) months from the date of expiration. Good cause shall require a showing by the applicant that the delay is unavoidable and was not the result of the applicant's own actions. The applicant must also show he or she has made significant progress on the majority of conditions of the tentative **plat plan**.
 - C. Any extension granted by the Community Development Director, or designee, may be conditioned by a requirement that the applicant provide appropriate guarantees that the requirements of these standards will be met.
 - D. The applicant may appeal a decision of the Community Development Director, or designee, to the Hearings Body pursuant to Sections 8.1500 through 8.1560 of Article 2 of the City of Redmond Development Code, Land Use Procedures.
 - E. Notice of the application for an extension shall be provided as prescribed in Section 8.1310 of Article **2II** of the City of Redmond Development Code, Land Use Procedures

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8.2305 Submission of Final Plats for Phased Development.

1. ~~If a tentative plat is approved for phased development, t~~The final plat for the first phase of a phased development shall be filed within two (2) years of the approval date for the tentative **plat plan**. However, the Community Development Director, or Hearings Body, may allow extensions as provided in Section 8.2300, above.
2. The final plat for a subsequent phase shall be filed in sequential order within **three (3)** two years of the date the final plat for the **first previous** phase is filed, and the final plat for the final phase shall be filed within eight years of the approval date for the tentative plan. If the phased development is a Planned Unit Development—~~or Cottage~~

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Development, the final plat for the final phase shall be filed within eight (8) years of the date the development is approved, as provided in RDC 8.1605.

3. If the applicant fails to file a final plat within the timeframe established herein, the tentative plan for that phase and all subsequent phases shall become null and void.

[Section 8.2305 amended by Ord. #2012-11 passed October 23, 2012]

[Section 8.2305 amended by Ord. #2020-15 passed November 10, 2020]

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8.2320 Conditions of Final Subdivision Plat Approval.

1. The Community Development Director, or designee, shall determine whether the final plat conforms with the approved tentative **plat plan** and with these regulations. If the Community Development Director, or designee, does not approve the plat, the applicant shall be advised of the changes or additions that must be made and shall afford an opportunity to make corrections. If the Community Development Director, or designee, determines the plat conforms to all requirements, approval shall be made, provided non-discretionary supplemental documents and provisions for required improvements are satisfactory. Approval of the plat does not constitute or effect an acceptance by the public of the dedication of any street or other easement shown on the plat nor does such approval constitute final approval, said authority for final acceptance being vested with the City Council.
2. No plat of a proposed subdivision shall be approved unless:
 - A. Streets and roads for public use are to be dedicated without any reservation or restriction.
 - B. The plat contains provisions for dedication to the public of all common improvements, including but not limited to streets, roads, parks, sewage disposal and water supply systems, if made a condition of the approval of the tentative plat.
 - C. Explanations of all common improvements required as conditions of approval of the tentative **plat plan** shall be recorded and referenced on the final plat.

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8.2325 Improvement Agreement.

1. The subdivider may, in lieu of completion of the required improvements and repair to existing streets and facilities, request the Community Development Director, or designee, to approve an agreement specifying the schedule by which the required improvements and repairs shall be completed. Provided, however, any schedule of improvements agreed to shall not exceed **one (1) two years** from the date the final plat is recorded. Improvements required to deem the subdivision substantially complete are not permitted to be included within an improvement agreement, unless otherwise approved by the City Engineer or designee. The agreement shall also provide the following information:
 - A. The improvements or repairs required and cost of the project.
 - B. That, pursuant to the requirements of Section 8.2330 of this Chapter, the City may call upon the security filed to construct or complete the improvements and repairs if the schedule of improvements is not adhered to.

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- C. That the City shall recover the full cost and expense of any work performed by the City to complete construction of the improvements and repairs including, but not limited to attorneys' and engineering fees.
 - D. That a warranty bond for one (1) year shall be deposited with the City following acceptance of the improvements. Said bond shall be in the amount of ten (10) percent of the value of the improvements.
 - E. Building permits may be accepted for review, but will not be issued for any structure on any lot included within the subdivision plat until such time as all improvements are completed or secured as specified in the agreement.
- 2. The Community Development Director, or designee, may reject an agreement authorized by this Section for any reason the Community Development Director, or designee, deems sufficient.
 - 3. The ~~subdivider shall record the~~ required land division agreement or public improvement agreement shall be recorded with the Deschutes County Clerk's office at the time of recording of the final subdivision plat.

[Section 8.2325 amended by Ord. #2012-11 passed October 23, 2012]

[Section 8.2325 amended by Ord. #2020-15 passed November 10, 2020]

8.2330 Bond or Cash Deposit.

- 1. The subdivider shall file with any agreement specified in Section 8.2325, to assure his or her full and faithful performance thereof, one of the following:
 - A. A surety bond executed by a surety company authorized to transact business in the State of Oregon in a form approved by the City Attorney.
 - B. A cash deposit in a City account at an approved lending institution.
- 2. A bond or cash deposit, or any combination thereof, shall be for 120% of the cost of the improvements and repairs as determined by the City.
- 3. For any affordable housing development which will be subject to an affordability restriction as defined in ORS 456.250 or an affordable housing covenant as defined in ORS 456.270, the City shall accept one or more award letters from public funding sources made to the subdivider to cover costs of the domestic water supply system and/or sewage disposal system installation so long as the awards total an amount greater than the project cost.
- 4. If the subdivider fails to carry out the provisions of the agreement, the City may call upon the bond or cash deposit to finance any cost or expenses resulting from said failure. In the alternative, the City may form a Local Improvement District or a Reimbursement District to lien the properties in accordance with the relevant provisions of Oregon State Law and the Redmond City Code. If the amount of the deposit or bond exceeds the cost and expense incurred by completing the improvements, the City shall release the remainder. If the amount of the deposit or bond is less than the cost and expense incurred by the City for the improvements and repairs, the subdivider shall be liable to the City for the difference.

[Section 8.2330 amended by Ord. #2012-11 passed October 23, 2012]

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8.2340 Recording of Plat.

- 1. Within 60 days of City approval, the applicant shall submit the approved final plat with the Deschutes County Clerk for recordation.

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2. The subdivider shall record the required (including but not limited to) land division agreement, public improvement agreement, shared access agreement or shared well agreement, as may be applicable, with the Deschutes County Clerk's office at the time of recording of the final subdivision plat.
 - A. Any private access easements, if made a condition of approval of the tentative plan, shall include provisions for permanent, long-term maintenance, including: maintenance measures to be employed; responsible parties; funding; design; timing; and enforceability. These provisions shall be included as recorded Covenants, Conditions and Restrictions (CCR's) appurtenant to the affected properties.
3. The applicant shall provide exact copies of the recorded plat to the City Engineer and City Development Director.
4. No plat shall have any force or effect and no title to any property shall pass until the final plat has been recorded.

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8.2405 Filing Procedures and Requirements.

1. Any person or an authorized agent or representative, proposing a land partitioning, shall prepare and submit three (3) copies of the documents hereinafter described, in accordance with the prescribed procedures, and the appropriate filing fee, to the Community Development Department.
2. The tentative plat plan or preliminary drawing shall include the following:
 - A. A vicinity map locating the proposed partitioning in relation to adjacent subdivisions, roadways and adjoining land use and ownership patterns. The map must include names of all existing roadways shown therein.
 - B. A plan of the proposed partitioning showing tract boundaries and dimensions, the area of each tract or parcel, locations of all easements, and the names, rights-of-way widths and improvement standards of existing roads.
 - C. Names and addresses of the landowner, the applicant (if different), a mortgagee if applicable, the engineer or surveyor employed or to be employed to make necessary surveys and prepare the legal descriptions of each parcel to be created, and record owners of land contiguous to the proposed partition. If the application is filed by anyone other than the owner of record, a letter or other evidence of the owner's permission to file the application.
 - D. A statement regarding contemplated water supply, sewage disposal, solid waste disposal, fire protection and access, etc.
 - E. North point, scale and date of tentative plat preparation, and property identification by tax lot, section, township, and range.
 - F. Statement regarding past, present and intended use of the parcels to be created, or the use for which the parcels are to be offered.
 - G. If a tract of land has water rights, the application shall be accompanied by a water rights division plan approved by the irrigation district or other water district holding the water rights, or when there is no such district, by the County Watermaster.
 - H. Location of all existing buildings, canals, ditches, septic tanks and drain fields, wells, and utility lines.
 - I. Location of any topographical features which could impact the partition, such as canyons, bluffs, rock outcroppings, natural springs, and flood plains.

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- J. Location of all existing deciduous or coniferous trees having a ten-inch trunk diameter or greater, 4.5 feet above grade.
- K. Location, width, name, curve ratio and approximate grade of all proposed rights-of-way.

[Section 8.2405 amended by Ord. #2012-11 passed October 23, 2012]

[Section 8.2405 amended by Ord. #2020-15 passed November 10, 2020]

8.2410 ~~Requirements~~ Approval Criteria for Tentative Partition ~~Approval~~.

1. ~~No application for partitioning shall be approved unless the following requirements are met:~~ The Review Authority shall approve, approve with conditions, or deny a proposed tentative subdivision plan. Approval, or approval with conditions shall be based on compliance with the criteria set forth in Section 8.2235.
 - A. ~~Proposal is in compliance with ORS Chapter 92, the Transportation System Plan (TSP) and applicable zoning.~~
 - B. ~~Proposal does not conflict with acquired public access easements within or adjacent to the partition.~~
 - C. ~~Each parcel is suited for the use intended or offered.~~
 - D. ~~The partition will not exceed the operational capacity of public facilities and services as identified in the city's Water and Wastewater Master Plan and the Transportation System Plan, which are required to serve the development, or a determination that sufficient capacity can be provided.~~
 - E. ~~A water rights division plan has been approved by the applicable irrigation district.~~
 - F. ~~The partition contributes to orderly development and land use patterns in the area. Orderly development and land use patterns in general is development that:~~
 1. ~~Is consistent with zoning district's density requirements;~~
 2. ~~Does not overtax supporting public facilities and services and logical extensions thereof;~~
 3. ~~Provides for continued maintenance of supporting facilities and services;~~
 4. ~~Recognizes topographical limitations;~~
 5. ~~Is consistent with existing land use patterns and development;~~
 6. ~~Does not foreclose future development opportunities on adjacent undeveloped or under-developed lands; and,~~
 7. ~~Is consistent with applicable Great Neighborhood Principles described in Section 8.0270 (3)(C)(13) and adopted Area Plans.~~
 - G. ~~Provides for the preservation of natural features and resources such as streams, lakes, natural vegetation, special terrain features.~~
2. ~~Access Management proposals comply with the standards set forth in Section 8.2820.~~
3. ~~The Hearings Body may approve an application for partitioning having the effect of creating more than three (3) parcels without subdividing provided that the partition complies with all applicable subdivision standards and criteria.~~

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8.2415 Improvement Requirements.

1. In the approval of a land partition, the Community Development Director, or Hearings Body, Review Authority shall consider the need for street and other improvements, and

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may require as a condition of approval any improvements that may be required for a subdivision under the provisions of these standards. All streets in partitions shall be dedicated to the public without reservation or restriction.

2. **Private Alley Access.** The ~~Community Development Director, or Hearings Body,~~ Review Authority may require the applicant to improve a private alley access easement serving two or more parcels according to the adopted City of Redmond Public Works Standards and Specifications, as amended.

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8.2420 Application Review. ~~Following submission of an application for a land partitioning the Hearings Body shall review the plans and application submitted and shall either approve or deny the application.~~

[Section 8.2420 "Lots and Parcels - General Requirements" repealed in its entirety and replaced with Section 8.2420 "Application Review" by Ord. #2012-11 passed October 23, 2012]

[Section 8.2420 amended by Ord. #2020-15 passed November 10, 2020]

8.2425 Appeal. ~~An appeal of a decision or requirement of the Hearings Body relative to a land partition shall be made in accordance with the provisions of Section 8.1500 through 8.1560 of Article 2 of the City of Redmond Development Code, Land Use Procedures.~~

[Section 8.2425 amended by Ord. #2012-11 passed October 23, 2012]

FINAL PARTITION PLAT

8.2500 Final Partition Plat Filing. Following approval of tentative **plat plan** for a proposed partitioning, the applicant shall prepare and submit to the Community Development Department the final plat for the subject partitioning. Such filing shall be completed within two (2) years from the date of the approval, or the approval shall be void. The final plat shall be prepared in accordance with the following requirements and the original and two (2) copies thereof submitted by the applicant to the Community Development Department for approval. The original shall be recorded by the applicant in the office of the County Clerk following approval by the Community Development Director, or designee.

[Section 8.2500 amended by Ord. #2012-11 passed October 23, 2012]

[Section 8.2500 amended by Ord. #2020-15 passed November 10, 2020]

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8.2510 Requirements.

1. Final plat requirements:

- A. Plats shall be drawn to a scale of one inch per 100 feet. Provided, however, for partitions of large lots the scale may differ so long as the scale is reasonable.
- B. Name of the owner, developer and engineer or surveyor shall be shown on the plat.
- C. Date, scale, north point, legal description of boundaries, and a tie by actual survey to a section or donation land claim corner.
- D. Parcel boundary lines, with dimensions and bearings; bearings shall be to the nearest 30 seconds, and distances to the nearest 0.01 feet.
- E. An affidavit by the engineer or surveyor having surveyed the land involving a partitioning.
- F. A certification of acceptance of any public dedication.
- G. A guarantee of approved or required improvements, including identification of maintenance responsibilities for proposed or existing roads and streets.
- H. A certification of approval for execution by the Community Development Director.
- I. Water rights to be assigned to each parcel shall be indicated on the plat and certification of approval thereof.

2. Approval Requirements: No final plat for a land partitioning shall be approved by the Community Development Director unless all of the following requirements are met:

- A. The final plat is in strict conformance with the approved tentative **plat plan**.
- B. The final plat is in conformance with the requirements set forth in subsection (1) of this section.

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REPLATS

8.2550 Applicability.

1. A replat is the act of platting the lots, parcels, and easements in a recorded subdivision or partition plat to achieve a reconfiguration of the existing subdivision or partition plat or to increase or decrease the number of lots in a subdivision.
2. The relocation of a common boundary line between two lots/parcels within a recorded subdivision or partition shall not be considered a replat. A property line adjustment may occur in a platted subdivision or partition pursuant to Section 8.2600 et seq.

8.2555 Replat Process. A replat tentative and final plat shall comply with the tentative and final plat land division processes specified in Sections 8.2200 – 8.2520, as applicable, with the following exceptions:

1. The word “Replat” shall be shown in the title block;
2. The name or reference number of the previous plat and any additional recording information shall be retained in the title of the replat;
3. Blocks, lots/parcels and portions thereof which are being replatted shall be identified where applicable; and
4. Original plat information being deleted, abandoned or changed by the replat shall be shown lightly sketched or dotted on the drawing with a note of explanation.

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8.2665 Criteria of Approval – Expedited Land Division.

1. The Community Development Director, or designee, will approve or deny an application for Expedited Land Division based on whether it satisfies the applicable criteria of approval. The Community Development Director, or designee, may approve the land division with conditions to ensure the application meets the applicable land use regulations.
2. The land subject to the application is within the R-1, R-2, R-3, R-3A, R-4, and/or R-5 zones.
3. The land will be used solely for residential uses, including recreational or open space uses that are accessory to residential use.
4. The land division does not provide for dwellings or accessory buildings to be located within a designated Historic Resource.
5. The land division satisfies the minimum improvement requirements for development in Section **8.2240**8.2235.
6. The land division satisfies the following development standards contained in the Redmond Development Code or in an applicable Master Plan:
 - A. Applicable lot dimensional standards;
 - B. Applicable standards that regulate the physical characteristics of permitted uses, such as building design standards;
 - C. Applicable standards in this code for transportation, sewer, water, drainage, and other facilities or services necessary for the proposed development, including but not limited to right-of-way standards, facility dimensions, and on-site and off-site improvements.
7. The land division will result in development that either:

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- A. Creates enough lots to allow building residential units at 80 percent or more of the maximum net density permitted by the zoning designation of the site; or
- B. Will be sold or rented to households with incomes below 120 percent of the median family income for Bend-Redmond MSA, which the project is build.

[Section 8.2665 added by Ord. #2022-04 passed June 28, 2022]

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DESIGN STANDARDS AND IMPROVEMENTS

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8.2705 Blocks, Lots and Parcels.

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- D. Where appropriate at approved cul-de-sacs, dead-end streets, or along blocks approved at more than the maximum block length standard, pedestrian and bicycle access corridors shall be required to be constructed between lots to minimize travel distance between subdivisions, parks, school, and collector or arterial streets. Access corridors shall be located to provide a reasonably direct connection between likely pedestrian destinations and shall be consistent with the City of Redmond Bicycle Refinement Plan where applicable. A reasonably direct connection is a route which minimizes out of direction travel for people likely to use the connection considering terrain, safety, and likely destination. The Community Development Director, or Hearings Body Review Authority, may determine based on evidence in the record that construction of a separate access corridor is inappropriate or impractical. Such evidence may include but is not limited to:
 - 1. When the nature of abutting existing development makes construction of an access corridor impractical.
 - 2. When the access corridor would cross a natural area with significant natural habitat and construction would be incompatible with protection of natural values.
 - 3. When the access corridor would cross topography where slopes exceed 30% or where path grade would exceed 12% slope; or
 - 4. When a cul-de-sac or dead-end street abuts rural resource land at the urban growth boundary. In industrial zones, this standard may be waived at the discretion of the Community Development Director, or Hearings Body Review Authority, when it is determined that the City's grid street standards should not be applied to the industrial development.
- 2. **Lots and Parcels.** The size, width, and orientation of newly created lots and parcels shall be appropriate for the location of the land division and for the type of development and use contemplated. Lots and parcels shall be generally rectangular in shape and shall be consistent with the lot size provisions of the zoning standards and the density requirements as established in the City of Redmond Comprehensive Plan. Notwithstanding these requirements, the following exceptions may apply:
 - A. In areas beyond the City Limits where public sewer is not currently available, minimum lot and parcel sizes shall permit compliance with the requirements of

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the Department of Environmental Quality and shall be sufficient to permit adequate sewage disposal. Any problems posed by soil structure and water table as related to sewage disposal by septic tank shall be addressed and resolved in the applicant's initial plan.

- B. Where property is zoned and planned for business or industrial use, other widths and areas may be permitted by the ~~Community Development Director, or Hearings Body~~ **Review Authority**. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.
- C. In steep terrain, increased lot or parcel sizes may be required to avoid excessive cuts, fills, and steep driveways.

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- 8. **Special Building Setback Lines.** If special building setback lines, in addition to those required by the applicable zoning, are to be established in a development, they shall be shown on the final plat of the development and included in the deed restrictions.
- 9. **Large Building Lots; Re-division.** In the case where lots or parcels are of a size and shape that future redivision is possible, the ~~Community Development Director, or Hearings Body~~ **Review Authority**, may require that the blocks be of a size and shape so that they may be redivided into building sites, and the development approval and site restrictions may require provision for the extension and opening of streets at intervals which will permit a subsequent redivision of any tract of land into lots or parcels of smaller sizes than originally platted, and in conformance with the density provisions established in the City of Redmond Comprehensive Plan for the existing or intended Zone. A plan indicating the ability for re-division according to these standards may be required as part of the initial land division process.
- 10. **Solar Access.** ~~As much solar access as feasible shall be provided each lot and parcel in every new subdivision or partition considering topography, development pattern, and existing vegetation. The boundary lines of lots and parcels, as far as feasible, shall be oriented to provide solar access at ground level at the southern building line of the adjoining lot to the north two hours before and after the solar zenith from September 22 to March 21. If it is not feasible to provide solar access to the southern building line the solar access, if feasible, shall be provided at 10 feet above ground level at the southern boundary line two hours before and after the solar zenith from September 22 to March 21, and three hours before and after the solar zenith from March 22 to September 21. This solar access shall be protected by solar height restrictions on burdened properties for the benefit of lots receiving the solar access pursuant to Section 8.0370, of the City of Redmond Development Code, Solar Access Standards. If the solar access for any lot, either at the southern building line or at 10 feet above the southern building line, is not feasible, supporting information may be required with the application.~~
- 11. **Curvilinear Street and Block Design.** Although a basic grid street design with minimum and maximum block lengths are requirements of this section, a curvilinear street/block design is encouraged for the purpose of adding interest to new subdivision development.
- 12. **Flag Lots.** A flag lot shall be considered as a "flag lot" if the pole of the flag lot is less than half the width of the average lot width. For flag lots, the following shall be required:
 - A. Flag poles shall be no less than 20' wide. Flag lot frontage can be reduced by approval from Redmond Fire & Rescue and City Engineer.

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- B. All zone regulations apply, including the minimum required lot size and setbacks unless setback reductions are allowed as described in (E).
- C. Each flag lot shall contain a minimum ~~16'~~ 12-foot-wide paved driveway.
- D. A flag lot is exempt from the 50-foot street frontage requirement; however, a minimum of 20 feet of street frontage is required.

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8.2710 Streets.

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1. **Existing Streets.** Whenever existing streets, adjacent to or within a tract, are of inadequate width per City of Redmond Public Works Standards and Specifications and the City's approved Transportation System Plan additional right-of-way shall be provided at the time of the land division by the applicant. During consideration of the tentative plat for the subdivision or partition, the Hearings Body Review Authority shall determine whether the improvements to existing streets, adjacent to or within the tract, are required. If so determined, such improvements shall be required as a condition of approval of the tentative plat. Improvements to adjacent streets shall be required where traffic on said streets shall be directly affected by the proposed subdivision. Notwithstanding these provisions, off-site improvements to streets not within or adjacent to the development may be required when impacts resulting from the development necessitate such improvements as demonstrated through a transportation impact analysis.
2. **Existing Access Easements.** Whenever existing unpaved access easements, adjacent to or within a tract, the Review Authority may require paving to city standards at the time of the land division by the applicant.
3. **Minimum Right-of-Way and Roadway Standards Width.** The minimum street right-of-way widths shall be in conformance with Table 1 below. Additional right-of-way may be required at intersections to accommodate intersection widening and roundabouts. The street right-of-way and roadway surfacing widths shall be in conformance with the standards as specified in Table 1 below:

Table 1 - City of Redmond Right of Way and Roadway Design and Cross-Section Standards

Functional Class	Width (ft)			Travel Lanes	Sidewalks	Bike Lanes**	Parking**
	Pavement Standard	Pavement (minimum)	Right-of-Way				
Residential Alley	16 ft	1	20 ft	n/a	none	shared	none
Commercial Alley	20 ft	1	20 ft	n/a	none	shared	none
Local Residential*****	36 ft	1	60 ft	2***	5 ft	shared	both sides (unstriped)
Parking One Side	28 ft*	1	60 ft	2***	5 ft	shared	one side (unstriped)
No Parking	24 ft*	1	60 ft	2***	5 ft	shared	none
Local Industrial	40 ft	38 ft	60 ft	2***	5 ft	shared	optional (unstriped)
Industrial Collector	40 ft	38 ft	80 ft	2	5 ft	6 ft	none
Minor Collector	40 ft	36 ft*****	60 ft	2	5 ft	shared	both sides (8 ft)

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Major Collector	36-50 ft	36 ft****	80 ft	2	5 ft	6 ft	none
Minor Arterial (3-lane)	50 ft	48 ft	100 ft	3	7 ft	6 ft	none
Minor Arterial (5-lane)	74 ft	72 ft	100 ft	5	7 ft	6 ft	none
Notes:							

Table 1 – Minimum Right of Way Width Standards

<u>Functional Classification</u>	<u>Minimum Right of Way Width</u>
<u>Minor Arterial</u>	<u>100 feet</u>
<u>Major Collector</u>	<u>80 feet</u>
<u>Minor Collector</u>	<u>60 feet</u>
<u>Industrial Collector</u>	<u>80 feet</u>
<u>Industrial Local</u>	<u>60 feet</u>
<u>Local Residential</u>	<u>60 feet</u>
<u>Alley</u>	<u>20 feet</u>
<u>Cul-de-sacs</u>	<u>108 feet</u>

*May be constructed only in conjunction with the creation of covenants, conditions, and restrictions (CCR's) and the establishment of a homeowners association (HOA) for the development. The CCR's shall provide that the primary responsibility for parking enforcement shall be the HOA, with the City of Redmond also being acknowledged in the CCR's as a beneficiary for such parking enforcement as a violation of the land use decision and/or city code.

**In certain cases, bike lanes may be reduced to 5 ft, parking may be reduced to 7 ft, and travel lanes to 11 ft at the discretion of the City Engineer.

***Unstriped travel lanes

****36 ft in existing built-out areas

*****All streets less than 28 feet wide shall be no longer than 300 feet in length, unless such streets include at least one (1) parking bay per lot, located along each lot frontage for the entire length of such street, up to the maximum block length. Streets 300 feet or less in length shall not have any direct driveway access. In no case shall any street less than 28 feet wide intersect with any other street less than 28 feet wide.

Street surfacing, sidewalks or multi-use paths, travel lanes, medians, planter strips, curbs and bicycle lanes must be installed in conformance with the Public Works Standards and Specifications and the Transportation System Plan. Oregon Department of Transportation (ODOT) facilities must meet ODOT design standards.

4. **Future Extension of Streets.** When necessary to give access to or permit a satisfactory future division of adjoining land, streets shall be extended to the boundary of the subdivision or partition and the resulting dead-end streets may be approved without a permanent turn around if they are 150 feet or less in length, although, an adequate temporary turn around to ensure emergency vehicle access must be provided if such streets are greater than 150 feet in length.
5. **Collector and Arterial Street Access.** Notwithstanding the provisions of Section 8.2705 of this Chapter, if a land division abuts or contains an existing or proposed collector or arterial street, the Community Development Director, or Hearings Body Review Authority, may require other treatments, including but not limited to frontage roads, necessary for adequate protection of residential properties and to afford separation of through and local traffic. Provision may be made for emergency access. All frontage roads shall comply with the City of Redmond Transportation System Plan.

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6. **Streets Adjacent to Railroads, Freeways and Parkways.** When the area to be subdivided or partitioned is residentially zoned and abuts a railroad, freeway, or parkway, a provision may be required for a street approximately parallel to and on either each side of such right-of-way at a distance suitable for use of the land between the required street and the abutting railroad, freeway or parkway. In the case of a railroad, there shall be a land strip of not less than 25 feet in width between adjacent and along the railroad right-of-way for screen planting between the railroad right-of-way and residential property. The land strip must be occupied by fire-resistant materials, and may contain a fence, a trellis, a wall, or similar decorative or artistic feature. If the intervening property between such parallel streets and a freeway or a parkway is less than 80 feet in width, such intervening property shall be dedicated to a passive-style park or thoroughfare use by bicycles and/or pedestrians. The intersections of such parallel streets, where they intersect with streets that cross a railroad, shall be determined with due consideration as cross streets of a minimum distance required for approach grades to a future grade separation and right-of-way widths of the cross street.
7. **Continuation of Streets.** Subdivision or partition streets which constitute the continuation of streets in contiguous territory shall be aligned so that their center lines coincide. Where straight line continuations are not possible, such center lines shall be continued as curves. These streets or the continuation of streets in contiguous territory may be required by the Community Development Director, or Hearings Body Review Authority, where such continuation is necessary to maintain the function of the street or desirable in the surrounding area. Where solar orientation would not be possible if the street area continued, a new pattern may be started that is solar oriented.
8. **Lot Layout.** Local residential streets should be oriented on an east/west axis to the greatest possible extent to insure solar access for lots within the subdivision or partition.
9. **Street Names.** Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street in a nearby city or in the County. Street names and numbers shall conform to the established pattern in the City, including the continuation of street names across intersecting streets, and shall be subject to the approval of the Redmond Fire and Rescue and Deschutes County. Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street in a nearby city or in the county. Street names and numbers shall conform to the established pattern in the City, including the continuation of street names across intersecting streets, and shall be subject to the approval of the Fire Department or the responsible agency.
10. **Sidewalks.** Sidewalks are required to be installed on both sides of a public street and in any special pedestrian way within the subdivision or partition that comply with the City of Redmond Transportation System Plan. except that In the case of collectors, arterials, special industrial districts or in steep terrain, the Hearings Body Review Authority may approve a subdivision or partition without sidewalk if alternative pedestrian routes are available or provided by the developer. Sidewalks shall be required along routes to existing or future school and park sites.
11. **Bicycle Routes Facilities and Multi-use Pathways.** If appropriate to the extension of a system of bicycle routes, existing or planned pursuant to the City of Redmond Bicycle Refinement Plan, the Community Development Director or the Hearings Body may require the installation of separate bicycle lanes within streets and/or separate bicycle paths. Bicycle facilities and multi-use pathways are required to be installed within the subdivision or partition that comply with the City of Redmond Transportation System Plan.

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12. **Intersection Angles.** Street intersections shall be as near right angles as possible except where topography or existing conditions requires a lesser angle, but in no case shall the acute angle be less than as permitted by the adopted City of Redmond Public Works Standards and Specifications.
13. **Alignment.** Staggered street alignment shall whenever possible, leave a minimum of 200 feet distance between the center line of the streets, but in no case be less than as permitted by Public Works Standards and Specifications.
14. **Narrow Streets.** Local streets designed at widths less than 36 feet may be permitted, subject to the following:
 - A. The narrow street is internal to a Subdivision or Planned Unit Development with street connections at both ends.
 - B. All lots adjoining the narrow streets are at least 5000 square feet and have a minimum 50 feet of frontage.
 - C. Sidewalks, curbs and street trees conforming with Public Works Standards and Specifications shall be installed.
 - D. Curb cuts along the narrow street shall not be less than the minimum width required within the adopted Public Works Standards and Specifications.
 - E. Covenants, Conditions, and Restrictions (CC&Rs) and a Homeowners Association (HOA) are established for the development. The CC&Rs must effectuate the HOA as responsible for parking enforcement. Local residential grid streets designed at widths less than 36 feet as described in Section 8.2710(3)(Table 1), shall be permitted when the subdivision design is found to be in compliance with the following:
 - A. Narrow streets may only be permitted for continuous full-length blocks internal to a Subdivision or Planned Unit Development with street connections at both ends.
 - B. Lots adjoining the narrow streets shall be a minimum of 5000 square feet and have a street minimum 50 feet of frontage.
 - C. Sidewalks shall be from the curb by a landscape strip with street trees conforming with Public Works Standards and Specifications.
 - D. Curb cuts along the narrow street shall not be less than the minimum width required within the adopted City of Redmond Public Works Standards and Specifications.
15. **Private Streets.** Private streets must be approved by the City Engineer. The City Engineer may require private streets to meet public standards. Private streets must comply with fire code and access management standards and will only be permitted when accompanied by CC&Rs that designate an HOA as responsible for maintenance and repair.

[Section 8.2710 "Civil Relief" repealed in its entirety and replaced with Section 8.2710 "Streets" by Ord. #2012-11 on October 23, 2012]

[Section 8.2710 amended by Ord. #2022-09 passed December 13, 2022]

8.2715 Fundamental Design Elements Standards.

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1. **Underground Utilities.** All permanent utility service, cell service, and minor power transmission lines that are within or immediately adjacent to lots in a subdivision or parcels in a partition shall be provided from underground facilities unless otherwise

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- approved by the Community Development Director, or designee, or Hearings Body Review Authority. The subdivider, partitioner, or developer shall be responsible for complying with requirements of this section and shall:
- A. Obtain a permit from Public Works for placement for all underground utilities within the public right-of-way.
 - B. Make all necessary arrangements with the utility companies and other persons or corporations affected by the installation of such underground utilities and facilities in accordance with rules and regulations of the Public Utility Commission of the State of Oregon.
 - C. All underground utilities, water lines, sanitary sewer lines and storm drains installed in streets shall be constructed prior to the surfacing of such streets to the extent practicable, and water and sanitary sewer service lines shall be placed to such lengths as will negate the necessity for disturbing the street improvements when service connections are made.
2. **Preservation of Natural Features.** Existing trees, vegetation, and natural features (i.e., rock outcrops) add character to the development and shall be preserved to the greatest extent practicable. All trees over 8 inches d.b.h. shall be noted and shown on the tentative plat.
3. **Preservation and Replacement of Trees.** All deciduous or coniferous existing trees having a ten-inch trunk diameter 4.5 feet above grade or greater are considered significant and shall be preserved or replaced at a 'one-to-one' ratio. Replacement trees shall have a minimum 1-1/2-inch trunk diameter measured at 4.5 feet above grade. This criterion shall be met in the submitted landscape plan. Street trees are counted as replacement trees. Trees removed for installation of public infrastructure are not required to be replaced, however they should be preserved where possible. The Community Development Director, or designee, may prohibit removal of significant trees located within the setback along the perimeter of the parcel to be developed, located adjacent to water features, or that provide screening or buffering to existing development where not located within the proposed or potential building footprint. An alternate restoration plan may be approved by the Community Development Director, or designee.
4. **Scenic Views.** Significant views shall be taken into consideration during subdivision design. The establishment of view corridors, building envelopes, building height restrictions or similar methods shall be employed for the retention and protection of views from individual lots and from public spaces to the greatest degree practicable as determined through the land use review process. Such measures shall be shown on the final plat and included in the deed restrictions.
5. **Land for Public Purposes.**
- A. If the City has an interest in acquiring a portion of a proposed development for a public purpose, it shall notify the property owner as soon as the City Council authorizes the transaction to proceed.
 - B. Within a development, or adjacent to a development in contiguous property owned by the developer, a parcel of land of not more than 5% of the gross area of the development may be required to be set aside and dedicated to the public for parks and recreation purposes by the developer. The parcel of land, if required, shall be determined to be suitable for the park and/or recreation purpose(s) intended, and the city may require the development of the land for the park or recreation use intended or identified as a need within the community.
 - C. In the event no such area is available that is found to be suitable for parks and/or recreation uses, the developer may be required, in lieu of setting aside land to pay to the appropriate parks and recreation agency a sum of money equal to the

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market value of the area required for dedication, plus the additional funds necessary for the development thereof if so required; if such is required, the money may only be utilized for capital improvements by the appropriate parks and recreation agency.

D. The foregoing land and development or money dedication (if require) may be provided for in lieu of an equal value of systems development charge assessment for parks if so, approved by the collecting agency in accordance with the applicable provisions of the system development charge ordinance. If the collecting agency will not permit the land or money dedication in lieu of an applicable systems development charge, then the land and development or money dedication shall not be required.

E. If the nature and design, or approval, of a development is such that over 30% of the tract of land to be developed is dedicated to public uses such as streets, water or sewer system facilities and the like, then the requirements of this subsection shall be reduced so that the total obligation of the developer to the public does not exceed 30%.

8. Easements.

A. **Utility Easements.** Easements shall be provided along property lines when necessary for the placement of underground utilities and to provide the subdivision or partition with electric power, communication facilities, street lighting, sewer lines, water lines, gas lines, or drainage. Such easements shall be labeled "Public Utility Easement" on the tentative and final plat; they shall be at least 12 feet in width and centered on lot lines where possible, unless determined otherwise by the City Engineer or designate. Excepting utility pole guylines easements along the rear of lots adjacent to unsubdivided land may be reduced to 10 feet in width, unless determined otherwise by the City Engineer or designate.

B. **Drainage.** If a tract is traversed by a water course, such as a drainage way, channel or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of the water course or in such further width as will be adequate for the purpose. Streets or parkways parallel to major water courses and drainage ways may be required.

9. Fully developed "pocket parks" or "tot lots" shall be incorporated into medium and high density zoned residential subdivisions and site plans. These areas shall be developed for every twenty-five lots/units, a minimum of 3,000 square feet and privately maintained. Park amenities shall, at a minimum, include: one half of the park dedicated to turf areas, benches, trees, shrubs, ground cover, irrigation, other landscape or decorative features, and acceptable trash receptable(s) and lighting.

10. **Urban-rural Interface.** Residential subdivisions adjacent to areas outside of the Urban Reserve Area (URA) shall provide buffering to manage the transition from urban to rural intensities by meeting at least one of the following standards:

- A. Provide landscaped buffers at least 100 feet wide, exclusive of rights-of-way, for the entire length that the urban development is adjacent to lands outside of the URA. The buffers shall be landscaped with native vegetation characteristic of the local ecosystem;
- or
- B. Locating lower density development at the urban-rural interface; or
- C. Other appropriate and equivalent transitional elements as approved by the Review Authority.

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8.2720 Grading of Building Sites. Grading of building sites shall conform to the current version of the City of Redmond Public Works Standards and Specifications, following standards unless physical conditions demonstrate the propriety of other standards:

1. Slopes shall be less than or equal to 3 to 1 (horizontal to vertical) unless slope reinforcement and low maintenance surfaces are provided. Cut slopes as steep as 1 to 1 are permitted in native rock material if that material is suitable to stand at the slope without raveling. Toe of full slopes steeper than 3 to 1 and top of cut slope shall be no closer than 2 feet from the property line.
2. Structural engineering must be provided for retaining walls higher than four feet from the base of the footing to the top of the retaining portion of the wall and for retaining walls of any height that support a surcharge such as a structure, roadway, or slope greater than 4 to 1.
3. Stormwater must be controlled in accordance with the City of Redmond Public Works Standards and Specifications to avoid erosion and impacts to adjacent property.
4. Cuts and fills greater than 5 feet from original ground to final grade should be avoided.
5. Foundations should be stepped or other measures used to minimize cuts and fills. Slopes steeper than 3:1 shall be landscaped, terraced, or receive other treatment to reduce the visual impact and minimize the need for maintenance.
6. Areas that require engineered fill to support structures, roadways or for other reasons shall be noted in the grading plan. Design and placement of engineered fill shall be under the direction of a licensed professional engineer. Fill material shall be tested and approved by the engineer prior to placement and tested with suitable methods after compaction. Fill in areas that do not support a structure shall be suitable with a minimum of voids and organic material.
7. The composition of soil for fill and the characteristics of lots and parcels made useable by fill shall be suitable for the purpose intended.
8. When filling or grading is contemplated by the subdivider or partitioner, they shall submit plans showing existing and finished grades for the approval of the City Engineer. In reviewing these plans, the City Engineer shall consider the need for drainage and effect of filling an adjacent property.
9. Grading shall be finished in such a manner as not to create steep banks or unsightly areas to adjacent property.
10. Any land that requires engineered fill shall be so noted on the plat. Design and placement of engineered fill shall be under the direction of a licensed professional engineer.

[Section 8.2720 "Severability" repealed in its entirety and replaced with Section 8.2720 "Grading and Building sites" by Ord. #2012-11 on October 23, 2012]

[Section 8.2720 amended by Ord. #2016-17 passed January 31, 2017]

8.2435 Special Setbacks.

[Section 8.2435 deleted by Ord. #2012-11 on October 23, 2012]

SUPPLEMENTARY PROVISIONS

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[Section 8.2810 amended by Ord. #2012-11 passed October 23, 2012]

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:

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- 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.

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- 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.~~

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, Planned Unit Development, Master Development Plan, Comprehensive Plan and Zone Map Amendment, 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.

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 application 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, including 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

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- management standards and the Public Works Standards and Specifications.
- 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 TSP and how it interfaces into abutting and nearby approved development street layouts, abutting and nearby master development 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.

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- 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 and Zone Map Amendments. Comprehensive Plan and Zone Map Amendments must be prepared and stamped by a licensed professional engineer in the State of Oregon. For Comprehensive Plan and Zone Map Amendment 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 application is accompanied by a concurrent Site & Design Review application, the trip generation for the Site & Design Review application may be used instead. The amendment must comply with the Transportation Planning Rule, Oregon Administrative 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

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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 TIA to verify the scope of the study. The City shall respond in writing within 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 TIA 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 (CIP), Statewide Transportation Improvement Program (STIP) or other approved funding plan.

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- 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 Public Works 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 TSP and for which funding is in the City's five-year CIP and adopted within the annual budget or approved by City Council, the 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.

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- The City Engineer must approve the defined study area prior to commencement of the TIA. 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

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- 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 (e.g., master development 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 (e.g., approved master development plans, land divisions, site plans, conditional use permits, and similar approvals), plus an annual growth rate.
- b) Build-Out Studies for Comprehensive Plan and Zone Map Amendments.
- 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.

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- 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 the Transportation System Plan and for which construction funding is in the five-year CIP and adopted in the current annual budget or approved by City Council, the STIP or other approved funding plan.
 - d) Operations Standards. The intersection analyses provided in the TIA will be evaluated for safety deficiencies and queuing deficiencies and compliance with this code, the Transportation Planning Rule, the City's TSP, any applicable development agreements, and regional transportation system plans. Intersections under the jurisdiction of the ODOT 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).

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- 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 ODOT 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 TSP, 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

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- 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 TSP facility maps; or
 - iii. The project otherwise conflicts with the City's designated Quiet Streets as identified in the TSP.
12. Proportionate Share Contribution. Each proposed development that submits a TIA 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 City Council, ODOT STIP, System Development Charge (SDC) methodology, or other approved/committed funding plans.

Proportionate share calculations must be submitted with the TIA. 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:

Proportionate Share Contribution =

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

Note TEV = Total Entering Vehicles

Note TSP = Transportation System Plan

Note Estimated Construction Costs = (latest TSP established project cost)*(cumulative percent change of Construction Cost Index**)

** Using the current January as compared to the January following the latest TSP established project cost, as published in the Engineering News-Record for Construction Cost Index – Seattle region.

3. **Significant Impacts and Mitigation**

A. Applicability. When significant impacts are identified as part of the TIA, 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.

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C. Intersection Operation Standards. If the TIA 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 Plan 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 District.

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 Plan 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's TSP, and the Public Works Standards and Specifications.

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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 C's TSP and the cross-sections contained in this code or the Public Works 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 TSP'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,

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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

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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, as defined in ORS 197.015, or a land use decision.

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

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

8.2820 Access Management Standards. All land use approvals shall be in compliance with the following standards. Access management standards apply to new development, redevelopment, subdivisions, and partitions.

Location of Access Points.

1. Access shall be taken from the lower order street or alley unless otherwise approved by Public Works and/or ODOT. Access to higher order streets may be allowed for emergency vehicles when restricted with a locked fire gate, bollards or similar, when approved or required by Redmond Fire and Rescue.
2. Every lot or parcel shall be limited to one point of access, subject to the following exceptions:
 - A. Single Family Dwellings, Accessory Dwelling Units, Plexes, Mixed-Use Developments:
 1. Lots with multiple frontages on local roadways or alleys may be permitted one access per frontage, provided the driveways meet all other required standards.
 2. Lots with accessory structures requiring vehicular access, such as a shop or detached garage, may be permitted two access points, provided the lot frontage is on a local roadway, the driveways are separated by a minimum of 10 feet, and the driveways meet all other required standards.
 - B. All other uses:
 1. Lots may be permitted a secondary access when it is demonstrated that the additional access improves on-site circulation, does not adversely impact the operations of the transportation system, and when approved by the City Engineer or designee.
3. Lots with more than one existing access may be required to close an existing street access upon redevelopment. This standard may be waived when access to an existing, permanent garage structure would be removed, or removal of the access would result in increasing the nonconformity of the site.
4. In the event that the access management standards cannot be achieved on the subject property, shared access with adjacent property may be permitted. When a driveway serves more than one lot, the developer must record an access and maintenance easement/agreement to benefit each lot prior to building permit issuance. Shared access points should be centered on property boundaries when possible.

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5. In all instances, access near an intersection shall be located beyond the influence of standing queues and opposing left turns sharing a continuous two-way left turn lane. This requirement may result in greater corner clearance or access spacing than the minimum distance indicated.

Design of Access Points.

6. The City Engineer or designee may require access locations to align with existing driveways on the opposite side of the roadway, be located as far from driveways on the same side of the street or intersections as possible, or to be right-in/right-out. Right-in/right-out may be required when the access is located within 300 feet of a signalized intersection or roundabout.
7. Property-tight driveway aprons excluding the wings must be located a minimum of three feet from property lines, and curb-tight driveway aprons excluding the wings must be located a minimum of six feet from property lines, unless the access is approved to be shared.
8. A minimum of 24 feet of backing distance shall be provided and shall be measured from the rear end of a perpendicular parking stall or garage door face to the opposite end of a paved alley or roadway. If the abutting alley or street is unpaved, the measurement shall be taken to the opposite end of the right-of-way. If the backing distance is demonstrated onsite, the measurement shall be taken to the nearest barrier, such as a property line, retaining wall, fence, or edge of driveway.
9. Corner clearance shall be provided and is measured from the edge of right-of-way to the nearest edge of the access. Spacing is measured from centerline of access/intersection to centerline of access/intersection. Driveway spacing and corner clearance is required as follows:

All land use approvals shall be in compliance with the following standards.

1. Driveway spacing and corner clearance as follows:

<u>Roadway Classification</u>	<u>Minimum Access Driveway Spacing</u>	<u>Minimum Access Clearance to Corner</u>	<u>Intersection Spacing (Min.)</u>
Local Street	No Restrictions	30 ft	165 ft
Minor Collector	50 ft	80 ft	330 ft
Major Collector	165 ft	165 ft	330 ft
Minor Arterial	330 ft	330 ft	1/4 mile
Major Arterial	ODOT Stds	ODOT Stds	ODOT Stds

Additional Standards.

10. Adequate intersection sight distance and clear zone shall be maintained at all access/driveway locations per AASHTO standards (American Association of State Highway and Transportation Officials).

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11. Access within the North Redmond US 97 Interchange Area Management Plan (IAMP) shall also conform to the 2007 "North Redmond US 97 Interchange Area Management Plan (IAMP)," as amended.
12. Public Works may require supporting information, including but not limited to traffic count data, trip generation, trip distribution, truck and trailer turning/backing templates and/or onsite circulation diagram. Transportation Impact Analysis study, etc., in order to make a proper determination of access/driveway location.
- ~~2. In all instances, access near an intersection shall be located beyond the influence of standing queues and opposing left turns sharing a continuous two-way left turn lane. This requirement may result in greater corner clearance or access spacing than the minimum distance indicated.~~
- ~~3. Every lot or parcel shall be permitted an access. In the event that the access management standards cannot be achieved, shared access with adjacent property shall be explored and provided where available.~~
- ~~4. Access shall be taken from the lower order street or alley unless otherwise approved by Public Works and/or ODOT through the land use review and approval process. Access to higher order streets may be allowed for emergency vehicles when restricted with a locked fire gate, bollards or similar, when approved or required by Redmond Fire and Rescue.~~
- ~~5. Unless adequate demonstration of site necessity, intersection safety and functionality are provided, through the land use review process, new lots and/or parcels will be limited to a single vehicular access. Existing lots may be permitted a secondary access when approved by the City Engineer.~~
- ~~6. The access management standards apply to new development, redevelopment, subdivision, and partitioning of land.~~
- ~~7. Corner clearance is measured from the edge of right-of-way to the nearest edge of access. Spacing is measured from centerline of access/intersection to centerline of access/intersection.~~
- ~~8. Adequate intersection sight distance and clear zone shall be maintained at all access/driveway locations per AASHTO standards (American Association of State Highway and Transportation Officials).~~
- ~~9. Public Works may require supporting information, including but not limited to traffic count data, trip generation, trip distribution, truck and trailer turning/backing templates and/or on-site circulation diagram. Transportation Impact Analysis study, etc., in order to make a proper determination of access/driveway location.~~
- ~~10. Access/driveway locations may require alignment with existing driveways on the opposite side of the roadway as determined by Public Works or through the land use review and approval process.~~
- ~~11. Access within the North Redmond US 97 Interchange Area Management Plan (IAMP) shall also conform to the 2007 "North Redmond US 97 Interchange Area Management Plan (IAMP)," as amended.~~

[Section 8.2820 amended by Ord. #2012-11 passed October 23, 2012]

[Section 8.2820 amended by Ord. #2022-09 passed December 13, 2022]

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CHAPTER 8 DEVELOPMENT REGULATIONS

ARTICLE IV - SITE AND DESIGN REVIEW STANDARDS

INTRODUCTORY PROVISIONS

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8.3005 Applicability of Site and Design and Review. Unless exempted in Section 8.3010, Site and Design Review shall be required for any new development or use containing a structure, or multiple structures, and Mobile Food Pods. ~~unless exempted in Section 8.3010.~~

[Section 8.3005 amended by Ord. #2016-17 passed January 31, 2017]

[Section 8.3005 amended by Ord. #2022-04 passed June 28, 2022]

[Section 8.3005 amended by Ord. #2022-09 passed December 13, 2022]

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. Any single room occupancy development which complies with the development and design standards of Sections 8.0141, 8.0142, or 8.0143.
10. Supportive Shelters, as identified in Section 8.0370.

[Section 8.3010 amended by Ord. #2016-17 passed January 31, 2017]

[Section 8.3010 amended by Ord. #2017-12 passed December 12, 2017]

[Section 8.3010 amended by Ord. #2020-15 passed November 10, 2020]

[Section 8.3010 amended by Ord. #2022-04 passed June 28, 2022]

[Section 8.3010 amended by Ord. #2022-09 passed December 13, 2022]

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8.3025 Plans Required. The Applicant shall submit to the Community Development Department the following documents with the required fee.

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1. **A-Landscape Plan.** See Section 8.0520 through 8.0540 for applicable landscaping standards. ~~A landscape plan is required for all multi-family complex, commercial or industrial development. The landscape plan shall include the following:~~

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A. **Area Required.** Each property developed shall show at least the following percentage of the total site or project area to be developed in landscaping.

Zones	
R1 to R-5	15%
C-1 to C-5	15%
Downtown Overlay District	0%
M-1, M-1.5, M-2, LL	15%
Airport	Per Section 8.3035 only.
Park, OSPR, PF	15%
FG	Not Applicable
MUN & MUE	15%
MULW & MULW-SD	10%

B. **Plant types.** Identify the varieties (botanical name) of each plant.

C. **Plant size at time of planting.** Identify the size of each proposed plant at time of planting. The minimum size at time of planting shall be one gallon for a shrub and fifteen gallons for a tree, and no less than 1-1/2" caliper measured 3' above finished grade.

D. **Location of existing trees.** All trees having a six-inch trunk diameter measured 3' above natural grade or greater shall be shown on the landscape plan.

E. **Location of vegetation.** Location of existing vegetation to be removed and retained on site.

F. The location and design of new landscaping or landscaped areas.

G. **Irrigation.** Description of the method of irrigation shall be submitted showing type of irrigation system and approximate location of water delivery lines.

H. **Street tree plan.** Species and location of each tree to be planted shall be shown on the landscape plan.

2. **Lighting Plan.** A lighting plan showing the type, placement, wattage, and method of shielding all exterior lights from adjacent sites shall be submitted.
3. **Neighborhood Compatibility Statement.** A statement shall be submitted that addresses the applicable neighborhood compatibility criteria within 8.3035(3).

[Section 8.3025 amended by Ord. #2022-04 passed June 28, 2022]

[Section 8.3025 amended by Ord. #2022-04 passed June 28, 2022]

8.3030 Special Studies, Investigations and Reports. Special studies, investigations and reports may be required to ensure that the proposed development of a particular site does not adversely affect the surrounding community, does not create hazardous conditions for persons or improvements on the site. These may include Traffic Impact Analysis, trip generation or parking studies/reports, impact of contaminated soils, soil conditions, flooding of waters and excessive storm water runoff, tree preservation, and other concerns of the development's impact on adjacent properties or public facilities.

1. An approved Transportation Impact Analysis (TIA) will be required prior to land use application completeness acceptance. A TIA approval memorandum, issued by the City Engineer, shall be included with the application submittal per Section ~~8.1010~~ 8.1015.

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[Section 8.3030 amended by Ord. #2020-15 passed November 10, 2020]

[Section 8.3030 amended by Ord. #2022-09 passed December 13, 2022]

8.3035 Design Review Criteria. Prior to issuance of a building permit, the following applicable criteria shall be met.

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1. **Common Open Space.** Common open space(s) shall be incorporated into the site plan for multi-family complexes as a primary design feature. All multi-family family complex developments shall provide either 3,000 square feet or fifteen A minimum of 15 percent of site area for open space, whichever is greater. The open space may include ~~(inclusive of~~ required setback areas but may not include ~~exclusive of~~ dedicated street rights-of-way and land dedicated to other public uses like parks and schools), shall be provided as common open space and be suitable for a recreational play area, or group or community activities. However, in no case shall less than 3,000 square feet of common open space be provided. Such area shall be improved with turf, plantings, surfacing, equipment, structures, or buildings suitable for recreational use. The Hearings Body Community Development Director or designee may require this area to be protected from streets, parking areas, or the like, by a fence or the equivalent. Sensitive lands and historic buildings or landmarks open to the public and designated by the Comprehensive Plan may be counted toward meeting the common open space requirements.

The open space provided must be landscaped in the active or passive park style, shall include amenities such as pedestrian paths, lighting, and trash receptacles. If the common open space is landscaped as an active-style park, it may be of any size provided it meets the requirements of this subsection and shall not be subject to the irrigated turf restriction of Section 8.0530(G). Additionally, In conjunction with the open space requirements, all multi-family complexes with 20 ~~twenty~~ or more units shall provide two or more amenities for the residents as listed below. Such amenities shall be centrally located for a majority of the residents.
 - a. Tot lot/play structure
 - b. Community garden
 - c. Picnic tables/barbecue areas
 - d. Swimming pool, splash pad, or other water feature
 - e. Indoor recreation facility
 - f. Sports courts (i.e., basketball, tennis, volleyball)
 - g. Other active or passive recreation area that meets the intent of this standard as approved through the development review process.
2. **Private Open Space.** Private open space accessible from interior shall be required for all triplexes and quadplexes based on the following standards:
 - a. Ground/bottom floor housing units shall have front or rear patios or decks at least 4 feet deep and measuring at least 48 square feet in area.

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- b. A minimum of 50% of all upper floor (second floor and above) housing units shall have balconies or porches at least 4 feet deep and measuring at least 48 square feet in area.
 - c. To the maximum extent possible, private open space areas shall be oriented toward common open space areas and away from adjacent single family residences, parking areas and driveways and trash enclosures.
3. **Special Yards.** In order to allow air circulation and light, the distance between buildings on the same lot shall be as follows:
- a. All front and rear walls, and all walls with a primary entrance shall be separated from all other walls on all other buildings on the same lot by a minimum of 20 feet.
 - b. The distance between side walls on buildings on the same lot shall be no less than 12 feet.

4. **Special Fencing/Landscaping.** A sight obscuring fence or evergreen hedge may be required by the Hearings Body when, in its judgment, such screening is necessary to preserve the values of nearby properties, protect the aesthetic character of the neighborhood or vicinity, and to provide security and privacy for occupants of the subject complex.

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5. **Landscaping.** See Section 8.0520 through 8.0540 for applicable landscaping standards.
- A. **Plant sizes.** All required shrubs shall be at least 1-gallon size and all required trees 15-gallon size at time of planting, and no less than 1-1/2" caliper measured 3' above finished grade. Applicants must show evidence of paid contracts or commitments for landscaping work or other proof/evidence the work will be completed as required and on time.
 - B. **Vegetative cover.** All required landscape areas shall be planted with shrubs, trees and or living ground cover to a minimum of 50% vegetative cover at the time of planting. The other 50% may be covered with non-vegetative (not bark) mulch.
 - C. **Outdoor storage and service areas.** Outdoor storage and service areas shall be screened or buffered from adjacent properties or from public rights of way with a minimum 3-foot-tall and wide landscape strip or site obscuring fencing unless otherwise approved when adjacent to a similar use or a use that does not require screening from the proposed use. Screening shall provide no less than 50% visual screening at time of planting or installation and shall be shown by detail or photo.
 - D. **Areas between buildings and property lines adjacent to a street.** Areas between buildings and property lines adjacent to a street shall be landscaped with trees and shrubs within a minimum 3-foot-wide landscape strip.
 - E. **A parking or loading area.** A parking or loading area shall be separated from any lot line adjacent to a roadway by a landscaped strip at least 10 feet in width, and any lot line by a landscaped strip at least 5 feet in width. Within the C-2, C-4, MUN, MUE, or Airport Zone / Airport Compatibility Zone, street trees or other landscaping located within the public right-of-way may be provided and considered as landscaping on site. The City may make an exception of the five (5) foot landscaping strip requirements if the following criteria apply:
 - 1. The properties are adjacent to one another; and,

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2. The parking and back up areas are adjacent to a common lot line. If an exception is granted, an easement shall be recorded on the deed. If at any time the parking area is no longer shared, the parking area shall conform to the five (5) foot landscape strip requirements.
3. ~~The landscaping is inconsistent with the current Redmond Airport Master Plan.~~
- F. ~~Landscape areas abutting parking areas spaces, access aisles and loading zones.~~ Landscape areas abutting parking spaces, access aisles and loading zones shall incorporate a sight obscuring landscape screen. The screen shall be at least 3 feet higher than the finished grade of the parking area, except in required clear vision areas where the clear vision requirements must be met. The screen height may be achieved by a combination of earth mounding and plant materials. Fences with or without slats may qualify for parking lot screening on interior, side, or rear lot lines, or when adjacent to an alley.
- G. ~~Parking lot landscaping.~~ In addition to meeting all other landscape requirements, at least ten (10%) percent of the paved parking shall include planting beds at least 5 feet wide, plus a ratio of one tree per ten parking spaces shall be planted.
- H. ~~Protection of Parking Lot Landscaping.~~ Parking lot landscaping shall be protected by a curb or secured wheel guards at least 4" high with a minimum three-foot setback from the property line.
- I. ~~Preservation and Replacement of Trees.~~ All existing trees having a six (6) inch trunk diameter 3' above grade or greater 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 3' above grade. This criterion shall be met in the submitted landscape plan.
- 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 of Trees Required.~~ The number of street trees planted on each lot is dependent upon the lot width per the table below:

Lot Width	Number of Street Trees Required
Corner Lot	Tree requirements will be based on each street frontage length

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50 ft and less	1
51-100 ft	2
101-150 ft	3
151 ft and more	One tree/40 feet of width fronting street

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

Lot Width	Tree spacing requirements
50 ft and less	The street tree shall be planted as close as possible to the center of the lot frontage, unless there is a conflict with a driveway, in which case it should be located as close as possible to the center.
50 ft and more	Small canopy and columnar shaped trees shall be planted no further than thirty (30) feet apart
	Medium and large canopy trees shall be planted no further than forty (40) feet apart
Downtown	Per Public Works Standards

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
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

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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.

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. Mobile Food Pods.

A. **Applicability.** Mobile Food Pod Site and Design review shall be required for any new Mobile Food Pod development. An alteration to a site of, or an addition of a Mobile Food Unit to an existing Mobile Food Pod, is subject to a Minor Alteration pursuant to Section 8.1400(2). These provisions do not apply to:

1. A Mobile Food Unit approved and permitted through a Temporary Use Permit, Section 8.0380.
2. A Mobile Food Vendor on private or public property.

B. **General Requirements.** The following provisions apply to all Mobile Food Units within a Mobile Food Pod. Mobile Food Units shall:

1. Obtain a valid City business license and operational permit from Redmond Fire and Rescue.
2. Sell primarily food and/or beverage items.
3. Be maintained in a neat and clean condition including but not limited to:
 - a. Regular maintenance and cleaning of the exterior of the Mobile Food Unit to avoid rust and peeling paint.
 - b. Repair of broken or sagging awnings, canopies, platforms, counters, benches, tables, seating, umbrellas, and other structures.
4. Not dump wastewater onto the ground, onto the streets, or into a storm drainage facility. All liquid waste from the waste tank or from cleaning activities such as cleaning the Mobile Food Unit, shall be captured, and properly disposed, except as approved by the City Engineer. Discharge or leakage draining into the stormwater system is prohibited.
5. Be placed on an impervious surface such as asphalt, concrete, pavers, or other surface as approved by the City Engineer. Spills shall be cleaned and disposed of properly.

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6. Provide vehicular access pursuant to Section 8.2820, Access Management Standards, and per Public Works Standards and Specifications.
7. Provide permanent restrooms with hand-washing stations and located within 250 feet of the Mobile Food Pod. No portable bathrooms are allowed onsite.
8. Connect to a public water and sewer or other approved permanent source, as required in City Code, Chapter 4, and conforming to Public Works Standards and Specifications, unless exempted by the City Engineer.
9. Connect to a permanent power source:
 - a. Power connections may not be connected by overhead wires or extension cords to individual Mobile Food Units.

C. Design Standards. The following provisions apply to all Mobile Food Units within a Mobile Food Pods.

1. Mobile Food Units shall not be located in the right-of-way and are only permitted on the subject property. Equipment, customer queue, or any accompanying items shall not be located within the right-of-way, clear vision areas, or sight distance areas.
2. Mobile Food Units shall ingress and egress from an approved access point conforming to Public Works Standards and Specifications and must be kept clear and free from obstructions.
3. Mobile Food Units shall be a minimum of five feet from other Mobile Food Units and all structures.
4. Mobile Food Units shall have a minimum setback of 10 feet from all property lines or comply with the underlying zone setback, whichever is greater.
5. A Mobile Food Pod containing more than eight Mobile Food Units, at any time, shall have a designated loading area. The loading area shall be provided with paved access, driveways and surfacing in the same manner as for off-street parking, except that each space shall be 10 feet wide and 22 feet long with a height clearance of at least 14 feet. A sight-obscuring screen shall conceal the loading area from view from public streets.
6. Mechanical or power-generating equipment located outside the Mobile Food Unit shall be concealed with screening at a height equal to or exceeding that of the equipment.
7. Any proposed fencing shall not be constructed of chain link and shall comply with Section 8.0340.
8. A minimum of at least 300 square feet of open space per Mobile Food Unit shall be provided for queuing, eating, and communal space.
9. Each Mobile Food Unit shall have an assigned, securable, interior storage area that is a minimum of 20 square feet.
10. Trash receptacles for the disposal of solid waste shall be provided in

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convenient, secure, and concealed locations and be of such capacity so that there is no accumulation of uncovered trash at any time. Solid waste shall be removed from the property on a scheduled basis to prevent health hazard or nuisance.

11. Deviation from any of the above standards may be granted administratively by the Community Development Director, or designee, provided extenuating circumstances.

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 on-site 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 shall conform to the City of Redmond Public Works 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.** Drainage shall be maintained in conformance with the Public Works Standards and Specifications. A stormwater drainage plan shall be developed in conformance with the Public Works Standards and Specifications. 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.

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.

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- B. **Clear Vision Standard.** ~~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 Article I, "Supplementary Provisions"~~ The plan must conform to Section 8.0305, Establishment of Clear Vision Areas.
- C. **Trash Collection Areas.** Trash collection areas shall not be oriented towards building entrances or public streets other than alleys and shall be screened or enclosed with building material which is compatible with those used in the exterior of the building. Location(s) of all trash collection area(s) shall be reviewed and approved by the Community Development Department Director, or designee.

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Category B:

1. Building canopy, awning, pergola, or similar weather protection (minimum projection of 4 feet over a sidewalk or other pedestrian space).
2. Street trees, as specified in RDC Section 8.3035(5)(k), in grates.
3. One trash receptacle per building, for buildings wider than 40 feet at street/sidewalk frontage.
4. One pedestrian scale light fixture per building.
5. Parking areas shall be located behind buildings, below buildings, or to the sides of buildings.
6. Neighborhood-scale signs, as specified in City Code Chapter 11, Sign Standards. RDC 8.4110 and 8.4165.

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8.3140 Procedure. A Site and Design Review application for a Live/ Work Unit shall be submitted to and reviewed by the Community Development Director, or designee, as a Land Use action as described in RDC 8.1200 Section 8.1300. A pre-development meeting is required prior to submitting a Site and Design Review application. This application shall be processed administratively. The review of the application may be elevated to the Planning Commission for a public hearing at the discretion of the Community Development Director.

[Section 8.3140 added by Ord. #2011-09 passed November 8, 2011]

[Section 8.3140 amended by Ord. #2020-15 passed November 10, 2020]

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8.3160 Plans Required. The applicant shall submit to the Community Development Department the following documents with the required fee.

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3. **Landscape Plan.** See Section 8.0520 through 8.0540 for applicable landscaping standards. A landscape plan is required for live/work development. The landscape plan shall include the following:
- A. ~~Area Required. 10% of subject property.~~
 - B. ~~Plant types. Identify the varieties (botanical name) of each plant.~~
 - C. ~~Plant size at time of planting. The minimum size at time of planting shall be one gallon for a shrub and fifteen gallons for a tree, and no less than 1-1/2" caliper measured 3' above finished grade.~~
 - D. ~~Location of existing trees. All trees having a six inch trunk diameter measured 3' above natural grade or greater shall be shown on the landscape plan.~~
 - E. ~~Location of vegetation. Location of existing vegetation to be removed and retained on site.~~
 - F. ~~The location and design of new landscaping or landscaped areas.~~
 - G. ~~Irrigation. Description of the method of irrigation shall be submitted showing type of irrigation system and approximate location of water delivery lines.~~
 - H. ~~Street tree plan. Species and location of each tree to be planted shall be shown on the landscape plan.~~
4. **Lighting Plan.** A lighting plan showing the type, placement, wattage, and method of shielding all exterior lights from adjacent sites shall be submitted.

[Section 8.3160 added by Ord. #2011-09 passed November 8, 2011]

8.3170 Site and Design Review Criteria. Prior to issuance of a building permit, the following applicable criteria shall be met.

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- B. **Exterior Mechanical Equipment.** Exterior mechanical equipment shall be screened so as not to be visible from public streets.
- C. **Installation of Utilities.** All new utility service lines serving the site shall be placed underground, unless otherwise approved by the Community Development Director.
- D. **Landscaping.** See Section 8.0520 through 8.0540 for applicable landscaping standards. ~~The site shall be landscaped with a variety of trees, shrubs, and groundcover. The required landscaping shall be 10% of the lot area.~~
- E. **Irrigation of landscaping.** ~~Irrigation systems shall be required for all landscaping areas and street trees, except for native vegetation.~~
- F. **Grading and Drainage.** All site drainage shall be maintained on site and shall not drain onto public streets, irrigation canals/ditches or neighboring properties.
- G. **Outdoor Storage.** All outdoor storage shall be screened to a minimum of 6 six feet in height ~~by a vegetative hedge, solid fencing, or on-site buildings.~~
- H. **Fencing.** Fencing standards for residential zones described in 8.0340 shall apply to Live/Work Units.
- I. **Trash Collection.** Trash collection areas in which 1 yard or larger containers are located shall be screened from public view or in a trash enclosure. Trash enclosures shall be constructed of materials similar and matching to the subject building.
- J. **Lighting.** Artificial Lighting shall not shine off-site greater than 0.5-foot candles.

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5. **Modifications to Existing Structures.** To convert an existing structure to a Live/Work Unit, the following applicable criteria shall be met.

A. **Dimensional Standards for the Modified Live/Work Unit.**

1. **Minimum Work Space.** Each Live/Work Unit shall have a minimum work space of 200 square feet.
2. **Minimum Living Area.** Each Live /Work Unit shall have a minimum living area of 600 square feet.

B. **Outside Requirements.**

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3. **Landscaping.** See Section 8.0520 through 8.0540 for applicable landscaping standards. ~~The site shall be landscaped with a variety of trees, shrubs, and groundcover. The required landscaping shall be 10% of the lot area. Site Landscaping shall be well maintained, living, and watered. Dead vegetation shall be removed and replanted with new vegetation.~~

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ARTICLE V. -- SIGN STANDARDS

REPEAL IN ENTIRITY

INTRODUCTORY PROVISIONS

8.4000 Title. These standards shall be known as the City of Redmond Sign Standards and may be so cited and plead.

8.4005 Purpose.

1. The purpose of these standards is to provide reasonable and necessary regulations for the erection and maintenance of signs in order to:
 - A. Protect the health, safety, property, and welfare of the public.
 - B. Promote a neat, clean, orderly, and attractive appearance within the city.
 - C. Improve the effectiveness of signs in identifying and advertising businesses and facilities.
 - D. Eliminate signs that demand, rather than invite public attention.
 - E. Provide for reasonable, orderly, and effective display of outdoor advertising compatible with their surroundings.
 - F. Preserve, protect, and enhance the economic, scenic, historic, and aesthetic values and objectives of the City and its citizens.
 - G. Provide effective signing to meet the anticipated differing needs of various areas in the City.
 - H. Preserve and enhance the unique urban aesthetic of the downtown through use of appropriate signage, oriented to and inviting pedestrian activity and enticing economic vitality into the district while ensuring the effectiveness of public streets and safe traffic flows in the Downtown Overlay District.

8.4010 Terminology. The word "City" shall mean the City of Redmond, Oregon. The words "City Council" shall mean the City Council of Redmond, Oregon. The words "Manager", "Planning Director" and "Building Official" shall mean the Manager, Planning Director and Building Official respectively of the City of Redmond. The words "Planning Commission" shall mean the Redmond Urban Area Planning Commission.

8.4015 General Definitions. For the purposes of this article, words used in the present tense include the future, the singular includes the plural, the word "shall" is mandatory and the word "building" includes structures other than sign structures.

8.4020 Specific Definitions. The following words and phrases used in this article have the meanings given to them in this section.

Animation. Any form of movement by electric, mechanical or kinetic means including but not limited to, rotation, revolving or wind activation of all or a portion of sign, or incorporating flashing or intermittent light for sign illumination.

Arterial. A restricted access street of substantial continuity which is primarily a traffic artery for inter-communication and so designated by the City of Redmond.

Awning. A structure made of cloth, metal or similar material with metal frames attached to a building, projecting over a thoroughfare or entrance.

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Balloon. A bag made of thin rubber or other light material, usually brightly colored, inflated with air or with some lighter-than-air gas causing it to rise and float in the atmosphere.

Banner. Flexible sign characteristically hung on a building, or otherwise suspended down or along its face or suspended by a free-standing support structure. The banner may include text or other graphic symbols. Banners do not include feather banners, feather flags, wave banners or other similar signs.

Banner, Sponsored. A banner that is provided by a business not specifically located on the site in which the banner is displayed. A logo or advertisement for the sponsoring business may encompass no more than twenty percent (20%) of the area of the banner. Any logo or advertisement for an off-premise business that exceeds this amount shall be considered an off-premise sign which is prohibited.

Bench Sign. Any sign painted on or otherwise attached to a bench or other seat placed in a public right-of-way or meant to be seen by the public.

Billboard. A sign structure subject to the provisions of the Oregon Motorist Information Act of 1971 and erected for the purpose of leasing advertising space to promote an interest other than that of an individual, business, product, or service available on the premise the billboard is located on, or a sign for which compensation or anything of value is given or received for the right to place the sign on another's property.

Billboard – Electronic. A billboard which is internally illuminated to project a message capable of being changed through the programming of an electronic screen or LED display.

Billboard – Trivision. A sign that contains display surfaces composed of a series of three-sided rotating slats arranged side by side, that are rotated by an electromechanical process and capable of displaying multiple separate and distinct messages, one message at a time.

Business. All of the activities carried on by the same legal entity on the same premises and shall include but not be limited to, service, commercial and industrial uses and fraternal, benevolent, education, government, and social organizations.

Business Complex. One property ownership with the property owner and one or more business tenants as occupants or two or more business tenants as occupants of the property. In a business complex, business tenants include retail shops, executive or administrative services including medicinal clinics and accessory pharmacies, professional offices, and personal service establishments which perform personal services on the premises and similar uses.

Business Façade. The exterior face of a building space occupied by a specific tenant.

Canopy. A permanent roofed structure which may be free-standing or partially attached to a building for a purpose of providing shelter to patrons in automobiles, and patrons on foot, but shall not mean a completely enclosed structure.

Charitable Event. A fund-raising activity that supports a public or nonprofit organization; also, a private initiative to raise support for an individual, group or cause that does not directly generate income for the business conducting the fund-raiser.

Clear Vision Area. A triangular area, two sides of which are measured from the corner intersection of the street curb or location where street curb would be located if the right-of-way were developed to full City standards (ignoring any corner radius) for a distance of twenty-five (25) feet. The third side is a line across the corner of the lot adjoining the non-intersecting ends of the other two sides.

Community Event. A festival, meeting, performance, open market or other gathering open to the general public that is public in nature and not hosted by an individual business.

Cutout. A display in the form of letter, figures, characters, or other representations in cutout or irregular form attached to or superimposed upon an advertising sign.

Display Surface. The area made available by the sign structure for the purpose of displaying a message thereon.

Eave. Lowest horizontal line of any roof.

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Erect. To construct, paint, place, affix or otherwise bring into being.

Facade. Any face of a building.

Flag. A sign made of fabric or other similar non-rigid material supported or anchored along one edge or two corners. If any side is more than three times as long as any other side the flag becomes a banner.

Flag – Commercial. A flag with contains the name or logo of an establishment or advertising copy.

Flag – Feather (also includes sail flag, feather banner, wave banner and similarly constructed devices). A lightweight, portable advertising medium made of fabric or other similar non-rigid material mounted on a pole or mast that is generally oriented in a vertical manner, resembles a sail and is intended to be wind activated.

Frontage, Building. That facade of a building which faces and is parallel to, or most nearly parallel to the public street which provides the primary direct vehicular access to the building.

Frontage, Street. A lot line fronting a public street. Unless the premises has only one such frontage, the width along such lot line must be at least 50 feet to qualify as a "frontage".

Incombustible Material. A Material that will not ignite at or below a temperature of 1200 degrees Fahrenheit during an exposure of five minutes and which will not continue to burn or glow at that temperature. The test for an "incombustible material" shall be conducted as specified in the Uniform Building Code.

Kiosk. A small, free-standing structure which may have one or more surfaces used to display advertising or to identify or index a business or businesses.

Maintain. To allow to exist or continue.

Marquee. A permanent roofed structure attached to or supported by a building but does not mean a "canopy" as defined herein.

Non-structural Trim. A molding, batten, cap, nailing strip or stringer, lattice, cutout, letter, or walkway attached to a sign structure.

Parapet. A low wall or railing used to protect the edge of a roof, also called a parapet wall.

Pennant – A long, tapering flag that is generally longer than it is wide, used either alone or in an interconnected series of two or more.

Pergola. A structure usually consisting of parallel colonnades supporting an open roof of girder and cross rafters, also known as an arbor, trellis or ramada.

Person. An individual, corporation, partnership, association, joint venture, or other legal entity.

Promotional Event. An activity conducted by a business for a limited time that is intended to highlight specific goods and/or services offered by the business.

Roof Line. The line which marks the highest point of the vertical front of a building in the case of a false front, or the line where the roof is joined to the vertical front wall of the building in other cases.

Shopping Center. A premises planned and developed as a unit with an undivided, non-segregated parking area and is advertised as a center or mall and has multiple occupancy by business.

Sign. A sign is any object or device, or part thereof, situated outdoors or indoors which is used to advertise or identify an object, person, institution, organization, business, product, service, event, or location by means including pictures, colors, motion illumination or projected images. Signs do not include the following:

1. Flags of nations, or an organization of nations, states and cities, fraternal, religious, and civic organizations.
2. Merchandise, pictures or models or products or services in a window display.
3. Time and temperature devices not related to a product.
4. National, state, religious, fraternal, professional, and civic symbols, or crests.
5. Works of art which in no way identify a product.

Sign – Awning or Canopy. A sign located on or attached to an awning or canopy.

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Sign – Cabinet. A sign that contains all the text and/or logo symbols within a single enclosed cabinet and may or may not be illuminated.

Sign – Daily Display Sign. A non-permanent sign normally associated with business activity which is placed out-of-doors during business hours for display and returned indoors during off-hours. Daily display signs may be constructed in a sandwich board (A-Frame) style, mounted on a single pedestal, or other similar construction, and are unlit.

Sign – Directory. A sign giving the name, address number or location of the occupants of a building or buildings.

Sign – Directional. An on-premise sign designed to be read by a person already on the premises and used only to identify and locate an office, entrance, exit, motor vehicle route, telephone or similar place, service, or route.

Sign – Free-standing. A sign supported by one or more uprights or braces and not attached or incidentally attached to any building or structure but does not include ground mounted signs.

Sign – Ground mounted or monument. A sign which is not attached to any structure, or building, and has a support which places the bottom thereof less than four (4) feet from the ground.

Sign – Internally Illuminated. A sign which is wholly or partially illuminated by an internal light source from which source light passes through the display surface to the exterior of the sign; such a sign is commonly referred to as a “cabinet” sign. This does not include pan channel lettering signs.

Sign – Mobile Sign. Any sign which is mounted or designed for mounting on wheels, or which is mounted or designed for mounting on self-propelled or towed vehicle, and the primary purpose of which is advertising.

Sign – Motor Vehicle Directional. A sign identifying motor vehicle entrances or exits to or from the premises on which the sign is located.

Sign – Non-conforming. A sign erected prior to the adoption of these standards which does not conform to the provisions contained herein.

Sign – Outdoor Advertising. A sign which advertises goods, products or services which are not sold, manufactured, or distributed on or from the premises or facilities on which the sign is located.

Sign – Pan Channel. An individual letter of a sign constructed so that the sides and back of the letter are one unit.

Sign – Parapet or Pergola. Any sign or other commercial graphic attached to a parapet, ramada, pergola or other similar structure.

Sign – Portable. Any sign or other graphic which is designed to be or is capable of being transported from one place to another.

Sign – Projecting or blade. A sign which extends perpendicular or nearly perpendicular from the building face to which it is attached.

Sign – Reader Board. Signs whose alphabetic, pictographic, or symbolic informational content can be changed or altered on a fixed display screen composed of electronically illuminated segments. A time and/or temperature sign shall not be considered a reader board.

Sign – Reverse Pan Channel. An individual letter of a sign constructed of an opaque material so that the sides and front of the letter are one unit.

Sign – Roof Sign. A sign located on or above the roof of any building, not including a false mansard roof or other fascia.

Sign – Temporary Sign. A banner, pennant, poster, or advertising display constructed of cloth, canvas, plastic, sheet, cardboard, wall board, sheet metal, plywood or similar materials and intended to be displayed for a limited period of time.

Sign – Wall Sign. A sign painted or otherwise affixed to the face of a building, marquee, or roof overhang parallel to such face and extending not more than 18 inches therefrom.

Tenant. Entity with the right to temporarily possess another's property in exchange for rent under a lease or similar arrangement.

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Uniform Building Code. The State of Oregon Structural Specialty Code and Fire and Life Safety Code of 1979 Edition (Uniform Building Code) published by the International Conference of Building Officials, as adopted by the City of Redmond and which is referred to as "UBC" in these standards.

Zone. A zoning district established pursuant to the City of Redmond Zoning Standards.

[Section 8.4020 amended by Ord. #2008-23 passed December 9, 2008]

[Section 8.4020 amended by Ord. #2013-05 passed April 9, 2013]

[Section 8.4020 amended by Ord. #2017-08 passed July 25, 2017]

GENERAL PROVISIONS AND PROCEDURES

8.4050 General Provisions.

1. It is unlawful for any person to erect, repair, alter or relocate or maintain within this City, any sign or other graphic except as provided in these standards.
2. No sign shall be attached to or placed against a building or other structure in such a manner as to prevent or inhibit ingress or egress through any door or window required or designated for access to any building, nor shall any sign obstruct or be attached to a fire escape.
3. No sign or other street graphic other than a City or other public agency sign shall be allowed to be erected, installed, replaced, or maintained in, over or on any public property, including parkways, except as provided in Section 8.4220 of these standards.
4. Any sign or other street graphic which is supported by more than one means and therefore cannot be clearly defined as a ground, marquee, wall, roof, projecting, or other sign shall be administratively assigned to the sign category most logically applicable and the appropriate standards applied.
5. Signing shall be in proportion with and visually related to the architectural character of the building, restrained in the size and be in conformance with generally accepted principles of good design and architecture.
6. Signing adjacent to, or in a residential area shall be harmonious with and reflect the residential character of the area.
7. Signing for a business within a commercial or industrial center, shall be in harmony with the signing of the entire complex. The signing for any new or remodeled commercial or industrial center shall be approved concurrent with the architectural review of the project in the form of a signing program.
8. These standards outline maximum requirements; however, signs must be appropriate to the nature of the activity to which they pertain and compatible with their surroundings.
9. The Downtown Overlay District signage standards shall apply to all properties within the Downtown Overlay District boundaries. In that district, where a conflict exists between the Downtown Overlay District signage standards and other signage standards in this Code, the Downtown Overlay District signage standards shall be applied.

[Section 8.4050 amended by Ord. #2016-17 passed January 31, 2017]

8.4055 Sign Permit. Except as provided in Section 8.4070 of these standards, no sign shall be erected, structurally altered, or relocated until a sign permit has been issued.

8.4060 Procedure.

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1. Applications for a sign permit shall include a scale drawing of the sign including dimensions, height and materials and showing its relationship to the ground or to any building or structure to which the sign is proposed to be installed or affixed. When appropriate, a plot plan drawn to scale shall be submitted which indicates the location of proposed signing relative to street and property lines. Prior to the issuance of a sign permit, the Building Official may review the construction aspects of the proposed sign. The City Manager, or designee, may require other pertinent information where in their opinion, such information is necessary to determine compliance with the provisions of these standards.
2. The City Manager, or designee, shall issue a permit for a sign covered by applications duly made unless the sign is in violation of the provisions of these standards. Sign permits mistakenly issued in violation of these standards are void.
3. The City Manager, or designee, may revoke a sign permit if he or she finds that there was a material and misleading false statement fact in the application for the permit.
4. A sign permit shall be null and void if work for which the permit was issued has not been completed within a period of six (6) months of the date of issuance of the permit.
5. Where an electrical permit for a sign installation is required, it shall be obtained from the Oregon State Department of Commerce, Building Codes Division, prior to making the final electrical connection from the sign to the electrical power source.

[Section 8.4060 amended by Ord. #2008-23 passed December 9, 2008]

[Section 8.4060 amended by Ord. #2016-17 passed January 31, 2017]

8.4065 Sign Measurement.

1. The following criteria shall be used in measuring a sign to determine compliance with these standards:
 - A. **Area or Area of Sign.** Area, or area of a sign, is the area within any perimeter which encloses the limits of any writing, representation, emblem, figure, or character. The area of a sign having no such perimeter or the area of a sign having an irregular shape shall be computed by computing the surface area of a known geometric shape or shapes which most closely resemble the area of the subject sign. The area of all signs in existence at the time of the enactment of these standards, whether conforming or nonconforming, shall be counted in establishing the permitted sign area of all new signs to be allowed for an individual business or a premises. Where a sign is of a three dimensional or round or irregular solid shape, the largest cross section shall be used as though it were a flat surface to determine sign area.
 - B. **Clearance.** Clearance of a sign is measured from the average grade at the base of the sign to the lowest point of the sign.
 - C. **Height.** Height is measured from the grade of the curb line closest to the base of the sign to the highest point of the sign. In the absence of a curb line, the edge of the street pavement shall be used.
2. **Area of building facade.** When the area of the building facade is used to determine sign area, that area shall be computed by multiplying the width of the building frontage or portion thereof by the height of the building or portion thereof which are devoted to the particular business (the business façade). "False fronts" and mansard roofs may be included when calculating the area of the building façade.
3. Daily display signs shall not be counted in the calculations for measuring allowed sign area.

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[Section 8.4065 amended by Ord. #2008-23 passed December 9, 2008]

[Section 8.4065 amended by Ord. #2017-08 passed July 25, 2017]

8.4070 Permit Exceptions. The following signs or procedures shall not require a sign permit. Provided, however, these signs shall be subject to the provisions of Section 8.4110 excepting subsection (10):

1. Exempt signs listed in Section 8.4100.
2. The changing of advertising or message on an approved painted or printed sign or sign specifically designed for the use of replaceable copy.
3. The painting, repainting, cleaning, and normal maintenance, and repair of an existing sign unless a substantial structural change is made.
4. Daily display signs and banners erected during street closures associated with construction. This exemption is only for the duration of the street closure.

[Section 8.4070 amended by Ord. #2013-05 passed April 9, 2013]

[Section 8.4070 amended by Ord. #2015-02 passed March 10, 2015]

8.4080 Material. In the Downtown Overlay District, signs shall be constructed of at least one of the following types of material (all other types of material are prohibited):

1. Copper, brass, textured aluminum, or other natural look finishes.
2. Wrought iron.
3. Decorative scrolling.
4. Natural wood.
5. Neon or LED tubing for lettering or graphics.
6. Plastic elements with applied techniques for natural look finishes.
7. Dimensional letters mounted onto façade with no frame (raceway mounting is required to match the building's color).

EXEMPT, TEMPORARY AND PROHIBITED SIGNS

8.4100 Exempt Signs. The following signs are exempt from this ordinance.

1. Safety signs, trespassing signs, memorial plaques, and historical markers.
2. Except as provided for in Section 8.4105, signs of a noncommercial nature. Provided, however, the permitted area for said signs shall be subject to the area and location requirements of the pertinent zone in which they are located.
3. Signs determined to have historical value as determined in accordance with Section 8.4600 of these standards.
4. Kiosk on public property or as approved otherwise by the Site and Design Commission.
5. Non-illuminated directional and motor vehicle directional signs painted on paving or otherwise limited to a maximum dimension of four feet and a sign area of eight feet.
6. Small signs not exceeding three square feet in area, attached flat against a building, non-illuminated and announcing only the name and occupation of the building tenant.
7. Interior, non-illuminated signs designed primarily to be viewed from a sidewalk or street when maintained inside a building, including but not limited to, signs attached to or painted on the inside of a window provided, however, the permitted area for such signs shall be limited to 25% of the window area.

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8. Signs or coin operated vending machines, gasoline pumps, and telephone booths and not exceeding the dimensions of said machines.
9. In commercial, professional, or industrial areas, signs not exceeding one square foot bearing only the street address.
10. Traffic or other municipal signs, legal notices, railroad crossing signs and danger signs. The City may also post off-premise directional signs for restaurants, hotels (motels), and automobile service stations in commercial zones and for businesses in the Airport Industrial Area.
11. Churches, schools, and other public facilities in any zone may have an on-site sign for each building or activity facility not exceeding 24 square feet.
12. Graphics that do not advertise any business, commercial product, or service.
13. Neighborhood Watch Signs located on private property in residential zones – size, quantity, and location to be regulated by the City Police Dept.
14. Off premise commercial advertising signs located within recreational athletic fields, parks arenas, and other public property operated by public or non-profit civic organizations; provided however, that the signs face inward toward the respective athletic fields and do not extend above any of the perimeter fences. These signs shall be non-illuminated and shall not have any flashing or animated components.
15. Any sign placed during an emergency operation as declared by the City Manager, or designee, or by any city, state or federal law enforcement or public safety official. Such signage shall be specifically for the direction and management of emergency personnel, victim's assistance, and/or directions for the general public.
16. Signage on properties zoned Airport. Signage review and approval shall be governed by the Airport Director, or designee.

[Section 8.4100 amended by Ord. #2016-17 passed January 31, 2017]

8.4105 Temporary Signs. The following signs are allowed according to the terms specified herein.

1. Construction signs which identify the architects, engineers, contractors and other individuals or firms involved with the construction or renovation of a building. Said signs shall be located on the site of construction, shall not exceed thirty-two square feet in area and shall be removed within fourteen days of the beginning of the intended use of the project.
2. Real estate firm or owner erected signs advertising the sale, rental or lease of the premises or part of the premises on which the signs are displayed up to a total area of thirty-two square feet, except for such signs in a residential zone which shall not exceed a total of six square feet. Such signs shall not be located in such a manner as to cause a public safety hazard and shall be removed within fourteen days of the sale, rental, or lease.
3. Off premise real estate signs not visible from a State highway for the purpose of directing the public to the sale of multiple residential properties only with written permission of the property owner and limited to:
 - A. A maximum of 5 total off premise signs.
 - B. Private property only.
 - C. 8 square feet in an area except for one of the 5 permitted signs may be allowed up to 16 square feet if on an arterial road.
 - D. A 3-year limit with a possible 2 year extension.
4. Signs identifying or advertising a non-profit civic, charitable, or benevolent event. Said signs shall be removed within seven days after the event.

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5. Street banners advertising a public entertainment or event. Such banners and their location shall be approved by the City Manager or designate. Street banners may be displayed for fourteen days before and seven days after the event.
6. Land development project signs pertaining to the sale, lease, rent or development of a subdivision, office complex, shopping center, industrial park or similar parcel are allowed for a period of 3 years with a possible 2-year extension upon issuance of a permit by the Planning Director. Size of signs shall be controlled by the following schedule:

Project Size	Total Number of Signs	Maximum Area Per Sign
4 acres or less	1	32 sq ft
over 4 acres	1	96 sq ft

7. Pennants, balloons, and streamers shall only be allowed when associated with a promotional event of a business. The size of balloons used in this context shall be limited to two (2) feet wide in any direction.
8. Banners shall be approved by the Community Development Director, or designee, through the temporary sign permit process and shall be in compliance with the following standards:
- A. A business may display a banner or banners no more than 60 days total in a calendar year. A business may divide these 60 days into any combination of 30 or 15-day permits but in no case may the total number of days in which banners are displayed on a property exceed 60 days in a calendar year. Banners displayed for a charitable event shall not count toward these limitations.
- B. The number of banners displayed at one time shall be limited to one banner per public entrance into the business or one banner per building façade facing a public street or parking lot, whichever is greater.
- C. For banners attached to the façade of a building, the total size of all banners on a building façade shall be limited as follows based on the width of the façade on which the banner(s) will be attached:

Width of Façade	Maximum Square Feet
Less than 50 ft	32 sq ft
50-100 ft	64 sq ft
100-200 ft	96 sq ft
over 200 ft	128 sq ft

- D. In addition to the above, one banner no larger than 32 square feet may be placed elsewhere on the property. Such banner shall be located entirely on private property, shall not compromise any clear vision areas, and shall be securely attached at both ends.
- E. Banners shall be secured at all four corners and shall contain no tears, tattered edges, stains, or other signs of wear.
- F. Banners on businesses located in the Downtown Overlay District shall also comply with banner standards listed in Section 8.4180.
- G. Exceptions. The following shall be exempt from the restrictions listed above:
1. Banners providing off-site advertising for a community event.

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2. Banners used as permanent signage that are approved through the regular sign review process.
3. A business may apply for a temporary sign permit to utilize banners as its primary signage for the first 60 days of operation. The total area for these banners may exceed the maximum limits indicated above as long as the total signage on each building facade is within the signage area that would generally be allowed for permanent signage. Such banners approved as primary signage shall not count toward the 60-day maximum for a promotional event in a calendar year.
9. Feather flags shall be approved by the Community Development Director, or designee, through the temporary sign permit process and shall be in compliance with the following standards:
 - A. A business may display two feather flags no more than 60 days total in a calendar year. A business may divide these 60 days into any combination of 30 or 15-day permits but in no case may the total number of days in which feather flags are displayed on a property exceed 60 days in a calendar year.
 - B. Feather flags shall be located entirely on private property and shall not compromise any clear vision areas.
 - C. Feather flags shall contain no tears, tattered edges, stains, or other signs of wear.
 - D. Feather flags shall conform to all applicable building code requirements and shall be affixed to the ground or a permanent structure in a secure manner per the manufacturer's specifications, so as to not pose a hazard. Prior to issuance of a sign permit, the applicant shall demonstrate how it will comply with the manufacturer's specifications for proper anchoring of the flag to the ground.
10. Portable reader boards only when associated with a promotional event of a business may be displayed for a maximum of thirty days in any calendar year.
11. Christmas or seasonal decorations as customarily used.
12. Garage sale signs posted on private property, limited in size to eight square feet and removed within three days after the end of the sale.
13. Temporary political campaign signs that pertain to a certain election date shall be removed within ten days after the election to which the signs pertain.
14. Signs advertising a non-profit commercial fund-raising event. Said signs shall be limited to a maximum area of 32 square feet and a maximum time limit of (four) 4 days. Off-premise signs are authorized only with written permission of the property owner. These signs are exempt from other sections of the sign code provisions.
15. Off premise directional signage for industrial businesses demonstrating a hardship. The Planning Commission shall determine if a hardship condition exists based on whether the site exhibits special conditions that are peculiar to the property and are not common to others in the area. The off premise signage shall be limited to arterial roads and shall be permitted by the Commission for one year with two (2) six-month administrative extensions possible.
16. No temporary sign, other than a sign installed by a public agency or advertising a community event shall be allowed in or over the public right-of-way or attached to any public property, including street trees, light poles, and other utilities and/or structures.

[Section 8.4105 amended by Ord. #2013-05 passed April 9, 2013]

[Section 8.4105 amended by Ord. #2016-17 passed January 31, 2017]

8.4110 Prohibited Signs. The following signs are prohibited:

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1. Signs that use valances, propellers, wind activated, or attention attracting devices. These devices when not part of any sign, but on the premises where a sign is utilized, are similarly prohibited unless they are permitted specifically by other legislation.
2. Signs that contain, include, or are illuminated by any flashing, intermittent revolving, rotating or moving lights. This does not apply to signs utilized by the City of Redmond or Oregon Department of Transportation.
3. Signs that move or have any animated moving parts.
4. That the City Manager, or designee, determine to violate ORS 483.138, which applies to signs creating confusion with or interfering with the effectiveness of traffic signs or signals.
5. That are placed on, affixed to, or painted on a motor vehicle or trailer and placed on public or private property for the primary purpose of providing a sign not otherwise permitted by these standards. Signs on vehicles used in the normal course of business shall not be subject to this provision.
6. Portable signs not supported by a sign structure in the ground, nor attached to or erected against a building or structure, and is capable of being moved about the premises except as may be specifically permitted by the terms of these standards.
7. Bench signs.
8. Signs or sign structures that create a hazard by obstructing clear view of pedestrian and vehicular traffic.
9. Any small sign, generally of a temporary nature, and generally known as a "snipe sign" tacked, nailed, posted, pasted, glued, or otherwise attached to trees, poles, stakes, fences or buildings or other structures, where the information appearing thereon is not applicable to the present use of the premises upon which sign is located.
10. Are not otherwise in conformance with the provisions of these standards.
11. Parapet or pergola signs.
12. In addition to the above prohibited signs, the following signs are prohibited in the Downtown Overlay District:
 - A. Pole signs.
 - B. Particle Board signs.
 - C. Internally illuminated wall-mounted cabinet signs.
 - D. Any sign or combination of signs that blocks more than 10 percent of window panel whether inside or outside.
12. The following signs are prohibited in the **MUN and MUE** zones:
 - A. Pole-mounted freestanding signs.
 - B. Back lit plastic wall signs (back lit plastic monument signs are allowed).
 - C. Internally illuminated wall signs.
 - D. Signs on roofs, chimneys, and balconies.
 - E. Billboards.
 - F. Sodium or mercury vapor lamps.
 - G. Flashing, blinking, moving, or mobile signs.
 - H. Banners, except for temporary displays for public events.

[Section 8.4110 amended by Ord. #2009-03 passed May 26, 2009]

[Section 8.4110 amended by Ord. #2015-02 passed March 10, 2015]

SIGNS PERMITTED BY ZONES

8.4150 Signs Permitted in the Open Space Park Reserve (OSPR) Zone. No signs shall be permitted in this zone except as provided in this section:

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1. **Sign Type and Area.** One wall or ground mounted sign shall be permitted, not to exceed thirty-two square feet in area and ten feet in height.
2. **Context.** Signs in these zones shall be identity signs only, containing information directly pertaining to the permitted use.
3. **Location.** Signs shall be erected no closer than five feet from a street right-of-way, shall be a minimum of twenty-five feet from an adjacent lot and shall be placed on the property upon which the use is located.
4. **Illumination.** No sign permitted in this section shall be internally illuminated.
5. Directional signs subject to the provisions of Section 8.4235.

8.4155 Signs in Residential Zones. No signs shall be permitted in any residential zones except as provided in this section.

1. **Multiple Family Dwellings.** For multiple family dwellings, one sign not to exceed thirty-two square feet in area shall be permitted per project. Such signs shall be a wall or ground mounted type.
2. **Subdivisions, P.U.D.'s and Mobile Home Parks.** For subdivisions, P.U.D.'s and mobile home parks, one ground mounted sign not to exceed thirty-two square feet in area shall be permitted.
3. **Commercial Uses.** A commercial use, in a residential zone may have one wall or ground-mounted sign not to exceed thirty-two square feet in area and may have a building directory sign provided in the area of such sign does not exceed one square foot per occupant of the building.
4. **Illumination.** No sign in a residential zone shall be internally illuminated.
5. Directional signs subject to the provisions of Section 8.4235.
6. Awnings and canopies subject to the provisions of Section 8.4225.

8.4160 Signs Permitted in General Commercial Zones. Except as provided for in Section 8.4170, this section shall apply to all signs in the Strip-Service Commercial C-1 zone, Central Business District Commercial C-2 zone, Special Service Commercial C-3 zone, Limited-Service Commercial C-4 Zone and Tourist Commercial C-5 Zone. No signs shall be permitted in these zones except as provided in this section. Where a conflict exists between the Downtown Overlay District signage standards and other signage standards in this Code in the Downtown Overlay District, the Downtown Overlay District signage standards shall be applied.

1. **Wall Signs.** The maximum sign area permitted per building façade shall be one and a half (1.5) square feet per one linear foot of business façade width, or six (6) percent of the square footage of that business façade, whichever is greater. Wall signage is allowed on a maximum of two facades. Refer to Section 8.4200 for wall sign placement locations. Wall signage for a third façade may be allowed at the discretion of the Community Development Director, or designee.
2. **Roof Sign.** In lieu of a wall sign under (1) above, a roof sign is subject to the provisions of Section 8.4205.
3. **Free-standing and ground mounted signs.** In addition to the requirements of (1) above, one free-standing or ground mounted sign shall be permitted subject to the requirements of Sections 8.4210 and 8.4215 respectively.
4. Directional signs subject to the provisions of Section 8.4235.

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5. Awnings, canopy, and marquee signs subject to the provisions of Sections 8.4225 and 8.4230 respectively.
6. **Alley Sign.** Any alley sign limited to a wall sign of six square feet in area used to identify a business. Such sign shall be located at each entrance and shall not be located on the same fascia as any other sign except another alley sign.
7. Building directory signs limited to three square feet per occupant.
8. Motor vehicle service or drive-up window signs limited to one ground mounted sign not to exceed 32 square feet and one additional drive-up window sign not to exceed 16 square feet.
9. Billboards allowed under Section 8.4245 shall be permitted in the C-1, C-3, and C-5 Zones subject to the provisions of Section 8.4240-8.4245.
10. A business complex or shopping center may have one ground mounted sign or free-standing sign for each street frontage subject to the provisions of Section 8.4210 and 8.4215 respectively. Such signs shall be used to identify the name of the complex or center and may also be used to identify the individual businesses that are located within the complex or center. Each separate building within the complex or shopping center may have one monument sign identifying the businesses located within that building subject to the provisions of Section 8.4215 respectively.
11. A business or building abutting a public right of way such as a sidewalk shall be permitted one projecting sign in addition to a wall sign subject to the requirements of Section 8.4220.
12. Daily Display Signs allowed under Section 8.4250 shall be permitted in non-residential zones subject to the provisions of Section 8.4250.

[Section 8.4160 amended by Ord. #2008-23 passed December 9, 2008]

[Section 8.4160 amended by Ord. #2017-08 passed July 25, 2017]

8.4165 Signs Permitted in the MUN and MUE Zones. This section shall apply to all signs in the MUN and MUE Zones. No sign shall be permitted in this zone except as provided in this section.

Each building may install a total of two (2) signs on each fronting street from the following types: window, wall, and awning. The total sign area for two signs shall not exceed the maximum permitted area as stipulated in this section.

In addition, the following are permitted:

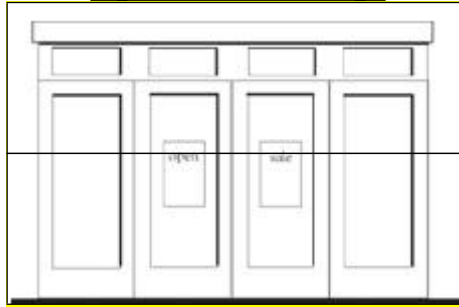
- A. One projecting or blade sign per building street façade.
 1. One entry sign per service entry, maximum of 2.5 square feet in area,
 2. One directional sign per parking entry, maximum 2.5 square feet, facing rear or side parking lot.
- B. One monument or ground sign at the public right-of-way entries to the zone.

1. Window Signs (Figure 1)
 - a. Maximum sign size shall be 4 square feet.

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- b. Signs shall be silk screened, applied die or laser cut metal, wood or polymer, acid etched, or hand painted or of some other similar structure.

Figure 1. Window Sign



2. Wall Signs. (Figure 2)

- a. Maximum sign size shall be 5% of ground floor façade or 26 square feet, whichever is less.
- b. Maximum sign height shall be 18 feet above the sidewalk or other finish grade.
- c. Applied die or laser cut metal, wood, or polymer or of some other similar construction lettering may be substituted for wall signs, limited to 24 square feet of letter area.

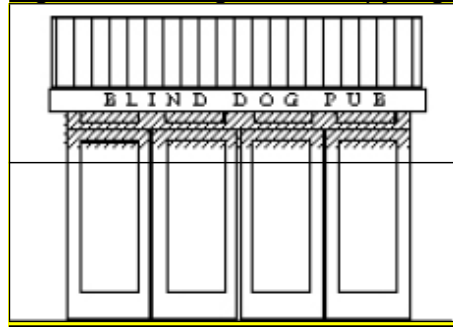
Figure 2. Wall Sign



3. Awning and Canopy Signs (Figure 3)

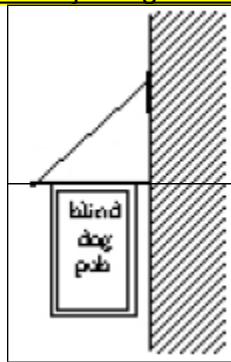
- a. Maximum sign area shall be 12 feet on the main awning face and 5 square feet on the awning valance.
- b. Lettering may not dominate sloped or curved portions. Lettering and signboard may be integrated along the valance or fascia. Freestanding letters may be mounted on top of and extend about the fascia.

Figure 3. Awning and Canopy Sign



4. Projecting or Blade Signs (Figure 4)
 - a. Maximum sign area shall be 6.5 square feet.
 - b. Distance from the lower edge of the signboard to the ground shall be a minimum of 7 feet.
 - c. For single-story buildings, top signboard edge shall be no higher than the wall from which it projects.
 - d. For the multistory building, top signboard edge shall be no higher than the sill or bottom of the average second story window height.
 - e. Distance from the building wall to signboard shall be a maximum of 8 inches.
 - f. Maximum signboard width shall not exceed the width of the sidewalk.

Figure 4. Projecting or Blade Sign

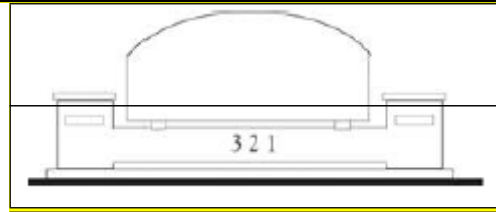


Source: LCA Architects and City of Oakridge

5. Monument or Ground Mounted Signs (Figure 5) One freestanding sign shall be permitted at public right-of-way entries (major collector or minor arterial)
 - a. Maximum sign area shall be 24 square feet.
 - b. Maximum lettering and other graphic height shall be 4 inches.
 - c. Maximum signboard height at top edge or any supporting or decorative element shall be 4 feet. The maximum signboard width shall be 5 feet.
 - d. Sign shall not interfere with pedestrian or vehicular circulation or interfere with clear vision requirements.

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Figure 5. Monument or Ground Mounted Sign



Source: LCA Architects and City of Oakridge

6. **Sign Lighting.**

- a. When illuminated, signs shall be front, back (rear) top or bottom illuminated with single or multiple sources.
- b. Sodium or mercury vapor lamps are prohibited.
- c. All signage lighting shall be controlled by photocell, time clock, and/or paging system, or manually.
- d. Exterior lighting shall be selected and installed to prevent excessive or intrusive illumination of, on, or over adjacent buildings, lots, public streets and/or site areas outside the source building or lot.

7. **The following signs shall always be permitted.**

- a. Temporary cultural and public service window posters, when posted inside businesses, shall be permitted.
- b. Temporary promotional or special window signs posted inside businesses shall be permitted.

[Section 8.4165 added by Ord. #2009-03 passed May 26, 2009]

8.4170 Signs Permitted in the Mixed Use Live/Work (MULW) zone. This section shall apply to all signs in the Mixed Use Live/Work (MULW) zone. No signs shall be permitted in this zone except as provided in this section. Where conflicts may exist in sign regulations, these standards take precedence over other sign regulations.

1. **Wall sign.**

- A. **Wall Sign Area.** The maximum sign area permitted shall be one and a half (1.5) square feet per one linear foot of business façade width. Wall signage is allowed on a maximum of two building façades. Refer to Section 8.4200 for wall-sign placement locations. Wall signage for a third façade may be allowed at the discretion of the Community Development Director, or designee.
- B. A combination of a Wall sign, Awning/Canopy sign, and a Blade/Projecting sign is allowed, but sign area encompasses all signs on a single façade.
- C. Mounted flush against the façade and not extending beyond the building face.

2. **Awning or Canopy Sign.**

- A. Canopy or awning signs are included as part of the allowed wall sign area calculation.
- B. One awning sign per frontage per occupancy is permitted.
- C. Minimum clearance below a sign is 8 feet from the sidewalk or ground level.
- D. Canopy or Awning Signs may not project more than three feet above or below the canopy or awning.
- E. Posts or columns beyond the property line will not be permitted.

3. **Blade/Projecting Sign.**

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- A. The maximum size of a projecting sign shall be eight square feet.
- B. Blade/Project Signs are included as part of the allowed wall sign area calculation.
- C. Only one face of a double-faced projecting sign bearing identical copy shall be used in computing the area thereof.
- D. Must project more than 12 inches from building face, but not beyond the outside edge of the sidewalk or right of way.
- E. Must be at a minimum of 8 feet above the sidewalk or ground level.
- 4. **Ground Mounted or Monument Sign.**
 - A. Shall not exceed 30 square feet in area and not more than 6 feet high. A base not to exceed 2 feet in height is allowed. Sign calculation is only based on the sign area.
 - B. Not within 10 feet of any other sign.
 - C. Must have a setback of 5 feet from right of way.
 - D. Outside of the clear vision area.
- 5. **Business Complex Sign.**
 - A. A business complex may have one ground mounted sign for each street frontage of the complex subject to the provisions of the Ground Mounted or Monument Sign Section. Such signs shall be used to identify the name of the complex or center and may also be used to identify the individual businesses that are located within the complex or center. Each separate building within the complex may have one monument sign identifying the businesses located within that building subject to the provisions of the Ground Mounted or Monument Sign Section.
 - B. Outside of the clear vision area.
- 6. **Directional Signs.**
 - A. On premise directional signs designed to be read by a person on the premises on which the sign is located and used to identify or locate an entrance, exit or drive-up window are limited to four square feet in area and four feet in height. If the sign is on the wall of the building, it shall be limited to four square feet in area and eight feet in height.
- 7. **Temporary Signs.** Temporary Signs pursuant to Section 8.4105, except portable reader boards shall not be allowed.
- 8. **Daily Display Signs.** Daily Display Signs are allowed pursuant to Section 8.4250.

[Section 8.4170 added by Ord. #2011-09 passed November 8, 2011]

[Section 8.4170 amended by Ord. #2017-08 passed July 25, 2017]

8.4171 Material. In the Mixed Use Live/Work (MULW) zone, all signs, except awning or canopy signs, shall be constructed of at least one of the following types of material (all other types of material are prohibited).

- 1. Copper, brass, textured aluminum, or other natural look finishes.
- 2. Wrought iron.
- 3. Decorative scrolling.
- 4. Natural wood, excluding plywood.
- 5. Neon or LED tubing for lettering or graphics.
- 6. Plastic manufactured signs.

[Section 8.4171 added by Ord. #2011-09 passed November 8, 2011]

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8.4175 Signs Permitted in Industrial, Public Facility, and Fairground Zones. This section shall apply to all signs in the Light Industrial M-1 Zone and Heavy Industrial M-2, Public Facility PF, and Fairground Zone. No signs shall be permitted in these zones except as provided in this section.

1. **Wall sign.** For each permitted or conditional use in the above listed zones, the maximum permitted sign area on a building shall not exceed ten percent of the area of the building facade on which the sign is placed. Provided, however, in no case shall the maximum permitted area exceed 350 square feet and in no case shall more than two (2) wall signs be permitted for wall signage.
2. **Ground mounted signs.** In addition to the provisions of (1) above, one ground mounted sign shall be permitted for each street frontage which provides direct vehicular access into the site, subject to the requirements of Section 8.4215.
3. **Free-standing signs.** In lieu of ground mounted signs as permitted in subsection two above, an industrial property may have one free-standing sign based on meeting the following criteria: (Amended 3/22/94, Ord. 94-06)
 - A. **Category 1 Signs.**
 1. Such signs may contain one square foot of sign area for each two lineal feet of street frontage which abuts the project for the first 100 feet, plus one-half square foot of sign area for each two lineal feet of street frontage which abuts the project over 100 feet, not to exceed a maximum area of 150 square feet.
 2. The sign shall be located adjacent to the street frontage providing direct vehicular access into the project.
 3. The maximum height shall not exceed twenty-five feet. (a-c Added 3/22/94, Ord. 94-06)
 - B. **Category 2 Signs.**
 1. The Category 2 regulations apply only if the proposal meets all of the following criteria:
 - a. The use is not related to the general traveling public and is primarily an industrial or manufacturing use.
 - b. With the exception of wall and Directional Signs subject to the provisions of Section 4.045 and 4.090, no other type of sign is permitted on the property.
 - c. The property is a minimum of 8 acres in size.
 - d. The sign is spaced at least 600 feet from an existing free-standing sign greater than 25' in height.
 - e. The sign is not located in the City of Redmond's Airport Control (AC) overlay zone.
 2. Such signs may contain one square foot of sign area for each two lineal feet of street frontage which abuts the project for the first 100 feet, plus one-half square foot of sign area for each two lineal feet of street frontage which abuts the project over 100 feet, not to exceed a maximum area of 250 square feet.
 3. The sign shall be located adjacent to the street frontage providing direct vehicular access into the project.
 4. The maximum permitted sign height may be fifty feet. (a-d Added 3/22/94, Ord. 94-06)
4. Directional signs subject to the provisions of Section 8.4235.
5. Building directory sign limited to three square feet per occupant.

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6. Billboards allowed under Section 8.4245 shall be permitted in the M-1 Zone and M-2 Zones.
7. Industrial Business Complex. An industrial business complex may have one ground mounted sign or free-standing sign for each street frontage subject to the provisions of Sections 8.4210 and 8.4215 respectively. Such signs shall be used to identify the name of the complex and may also be used to identify the individual businesses that are located within the complex. Each separate building within the complex may have one monument sign identifying the businesses located within that building subject to the provisions of Section 8.4215 respectively.

[Section 8.4175 amended by Ord. #2008-23 passed December 9, 2008]

[Section 8.4175 amended by Ord. #2016-17 passed January 31, 2017]

8.4180 Signs Permitted in the Downtown Overlay District. This section shall apply to all signs in the Downtown Overlay District. No signs shall be permitted in this Overlay District except as provided in this section.

1. **Wall sign.** Wall signs shall comply with the following standards:
 - A. One wall sign per business façade is allowed.
 - B. A combination of wall sign and one other sign type is allowed but sign area encompasses all signs on single facade (not including temporary banner or portable signs).
 - C. No wall sign shall extend above the roofline or the top of a parapet wall.
 - D. Mounted flush against the façade and not extending beyond the building face.
2. **Awning or Canopy Sign**
 - A. May not be located higher than first floor of a building or 15 feet above the sidewalk whichever is less.
 - B. Minimum clearance below an awning on which signage is hung or displayed is 8ft from the sidewalk or ground level to the lowest portion of the awning or suspended sign whichever is lowest.
 - C. 1 awning sign per frontage per occupancy is permitted.
 - D. Sign area is included in the total calculated sign area allowed per façade.
3. **Ground Mounted or Monument Sign**
 - A. Shall not exceed 20 square feet in area and not more than 5 feet high. A base not to exceed 2 feet in height is allowed. Sign calculation is only based on the sign area.
 - B. Not within 10 feet of any other sign.
 - C. Outside of the clear vision area.
 - D. No more than one monument/ground mounted sign per street frontage.
 - E. One illuminated or cabinet sign is allowed subject to the following standards:
 1. Shall include a dark background. White or light colored backgrounds are prohibited.
 2. Complies with Section 8.4080 Material standards.
 3. Only one ground mounted illuminated cabinet sign is allowed on a property.
4. **Banner, Permanent**
 - A. Hung vertically with permanent attachments.
 - B. Must have a matte finish.
 - C. Must be in a permanent frame.
5. **Blade/Projecting Sign**
 - A. Affixed to the face of the building and project in a perpendicular manner.

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- B. Must project more than 12 inches from building face, but not beyond the outside edge of the sidewalk.
- C. Area calculated in overall wall signage for façade.
- D. Permanently attached at top with the bottom of the sign allowed to swing freely.
- E. Shall not obscure neighboring signs.
- F. Must be at a minimum of 8 feet above the sidewalk.
- 6. Temporary Signs pursuant to Section 8.4105, except portable reader boards shall not be allowed.
- 7. Daily Display Signs are allowed pursuant to Section 8.4250.

[Section 8.4180 amended by Ord. #2015-02 passed March 10, 2015]

[Section 8.4180 amended by Ord. #2017-08 passed July 25, 2017]

SIGNS REGULATED BY CLASS

8.4200 Wall Signs. Unless otherwise specified in these standards, the following criteria shall be applicable for attached wall signs:

- 1. Wall signs shall not project more than eighteen inches from the wall to which they are attached. A wall sign located on an alley frontage may not project into the alley below a clearance of fourteen feet, six inches.
- 2. Wall signs shall not project more than three feet above the eave line or roof line.
- 3. Wall signs attached to the end of the face of a marquee shall not exceed a height of thirty inches. The lower edge of such sign shall not extend below the marquee.
- 4. A wall sign shall not project beyond the ends of the wall to which it is attached.
- 5. Wall signs shall be located on the business façade which is used to determine the allowed sign area for that façade.
- 6. In the Downtown Overlay District, wall signs shall comply with Section 8.4180 (1) of this code.
- 7. As a component of wall signs, flags, permanent banners, and feather flags shall be permitted as follows:
 - A. **Flags.** Flags of nations, or an organization of nations, states and cities, fraternal, religious, and civic organizations are not considered signs and are exempt from the standards below. Commercial flags are permitted as long as they are in compliance with the following standards:
 - 1. The size of each commercial flag shall not be limited, but the total square footage for the flag(s) shall be calculated as part of the overall allotment allowed for wall signs for the property.
 - 2. The flag shall be mounted to a flagpole or to the primary building on the site.
 - 3. The height of the pole shall not exceed 25 feet.
 - 4. Flags may be displayed continuously throughout the year.
 - 5. Up to three separate flags are permitted on one property.
 - 6. The edge of the flag shall not extend beyond the property line into the public right-of-way. No flag shall project or extend into any clear vision area.
 - 7. A building permit for the flagpole may be necessary subject to the provision of Sections 8.4300 through 8.4345 of this Chapter.
 - B. **Permanent Banners.** Banners that are displayed permanently shall be allowed signs as long as they are in compliance with the following standards:

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1. There shall be no limit on the size of the permanent banner, but the square footage of the banners shall be subtracted out of the wall sign size allotment for the building.
2. There shall be no limit to the number of days a business may display a banner or banners total in a calendar year, but banners shall be changed out a minimum of every thirty (30) days with banners advertising a different message or shall have a thirty (30) day separation between display times if a business wants to continue to re-use the same banner.
3. The number of banners displayed at one time shall be limited to one banner per street frontage.
4. Banners shall be securely anchored on all four sides to a permanent structure.
5. Banners on businesses located in the Downtown Overlay District shall also comply with banner standards listed in Section 8.4180.

[Section 8.4200 amended by Ord. #2013-05 passed April 9, 2013]

[Section 8.4200 amended by Ord. #2017-08 passed July 25, 2017]

8.4205 Roof Signs. In lieu of a wall sign, one roof sign shall be permitted for a single story, flat roofed building provided that it extends no more than six feet above the roof line or twenty-five feet above the curb line. A roof sign may not exceed fifty square feet in area. The supporting members of roof signs shall appear to be free of any extra bracing, angle iron, guy wires, etc. All supports shall appear to be an architectural and integral part of the building.

8.4210 Free Standing Signs. Unless otherwise specified in these standards, the following criteria shall be applicable for all free-standing signs.

1. Free-standing signs may not exceed twenty-five feet in height. Such signs may contain one square foot of sign area for each two lineal feet of street frontage which abuts the project for the first 100 feet, plus one-half square foot of sign area for each two lineal feet of street frontage which abuts the project over 100 feet, not to exceed a maximum area of 150 square feet.
2. Free-standing signs shall not be located in side yard, common to another lot or within a rear yard. A free-standing sign may extend to the street right-of-way within a front yard subject to a minimum clearance of eight feet. In the case of a double frontage lot where the building abuts two parallel streets, one free-standing sign may be located on each frontage.
3. No free-standing sign shall project or extend into any clear vision area. One of two sign poles supporting a free-standing sign may be located within a clear vision area if they are necessary for the support of the sign, provided they do not exceed a combined total width of twelve inches and provided no other portion of the sign is located within the clear vision area beneath eight feet in height.

8.4215 Ground Mounted or Monument Signs. The following criteria shall be applicable for a ground mounted sign.

1. A ground mounted sign shall not be located within ten feet of any other sign, within any street right-of-way, or within any clear vision area.

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2. No more than one ground mounted sign shall be permitted for each street frontage. Unless otherwise specified in these standards, ground mounted signs shall have maximum overall dimensions and area not exceeding any of the following:
 - A. A maximum height of ten feet.
 - B. A maximum width of twelve feet.
 - C. Seventy-five square feet of area.
3. In the Downtown Overlay District, ground mounted, or monument signs, shall comply with Section 8.4180 (3) of this code.

8.4220 Blade/Projecting Signs. The following criteria shall be applicable for a projecting sign. Projecting signs shall be allowed according to the following provisions:

1. The maximum size of a projecting sign shall be eight square feet. The square footage must be deducted from the allowable wall sign area of the building from which the projecting sign will be attached.
2. Only one face of a double-faced projecting sign with parallel and bearing identical copy shall be used in computing the area thereof.
3. Projecting signs must clear sidewalks by at least eight feet, including any supports, and may project from the face of the building no more than three feet or one-third the width of the sidewalk, whichever is less.
4. Such signs may be internally illuminated.
5. The edge of such signs cannot be directly attached to the building exclusive of a suitable mounting device.
6. Such signs for all ground floor activities or the overall name of the business complex may not extend above the second story.
7. Projecting signs for businesses in the second story of a building are allowed only if the businesses have a separate street or public parking lot entrance and may be placed at the entrance only.
8. In the Downtown Overlay District, blade/projecting signs shall comply with Section 8.4180 (5) of this code.

8.4225 Awnings and Canopy Signs. The following shall be applicable for signs on awnings and canopies:

1. Canopy or Awning Signs may be placed on the front or sides if a canopy or awning, including placement along the top or bottom of the canopy or awning front so long as the sign does not project more than three feet above or below the canopy or awning and is consistent with 8.4225(5).
2. No advertising shall be placed on an awning or canopy, except the name or logo or the owner, business or industry conducted within the premises, address of the building or the building name.
3. Canopy or awning signs are included as part of the allowed wall sign area.
4. Posts or columns beyond the property line will not be permitted.
5. The lowest point of the awning or canopy must be at least eight feet above the sidewalk and fourteen feet, six inches above vehicle accesses.
6. In the Downtown Overlay District, awning or canopy signs shall comply with Section 8.4180 (2) of this code.

8.4230 Marquee Signs. The following criteria shall be applicable for signs under marquees:

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1. Signs may be located under a marquee if a vertical clearance of eight feet is maintained between the bottom of the sign and the grade below.
2. Vertical height of signs shall not exceed eighteen inches and shall not exceed a sign area of eight square feet.
3. The horizontal clearance between a marquee and the curb line shall not be less than three feet.

8.4235 Directional Signs.

1. On premise directional signs designed to be read by a person on the premises on which the sign is located and used to identify or locate an entrance, exit or drive-up window are limited to four square feet in area and four feet in height. If the sign is on the wall of the building, it shall be limited to four square feet in area and eight feet in height.
2. On arterial roads where the posted speed limit is greater than 50 miles per hour, one directional sign shall be permitted per street frontage, limited to 16 square feet in area.

8.4240 Billboards. The following criteria shall be applicable for all the billboards allowed in the City of Redmond under Section 8.4245.

1. No billboard shall be erected within 500 feet of another billboard on the same side of the roadway. The distance between billboards shall be measured along the center line of the road.
2. No billboards shall exceed a maximum height of thirty feet.
3. The face size of any billboard shall not exceed twelve (12) feet in vertical height or twenty-four (24) feet in horizontal dimension.
4. No new, relocated, or remodeled billboard face shall be internally lit, contain or utilize any electronic or digital component, liquid crystal diodes, light emitting diode, motion signage, rotating louvers, and similar digital technologies.
5. Billboards may be installed on public or private property, subject to the consent of the property owner, and city approval based on the City's evaluation of traffic safety issues resulting from the billboard. No billboard shall be installed within any transportation right-of-way.
6. All structural supports for billboards shall be constructed of steel.
7. Evidence must be provided showing the obtaining of a state permit from the Oregon Department of Transportation (ODOT) in compliance with the Oregon Motorists Information Act of 1971, where applicable.
8. The applicant shall acquire a conditional use permit (CUP) from the City of Redmond for each individual billboard prior to installing or relocating any billboard subject to the criteria in Section 8.0600.
9. Lighting of Billboards: No sign shall be so illuminated that it interferes with the effectiveness of any official traffic device, impairs the vision of a driver of any motor vehicle, or otherwise interferes with a driver's operation of a motor vehicle. No sign shall be so illuminated that it causes glare to adjacent residential structures. All lighting of billboards shall be shielded downcast lighting. The external lighting source for billboards shall be from a solar system or underground electrical line. Overhead electrical lines are prohibited.

[Section 8.4240 amended by Ord. #2008-21 passed October 28, 2008]

[Section 8.4240 amended by Ord. #2008-23 passed December 9, 2008]

[Section 8.4240 amended by Ord. #2015-02 passed March 10, 2015]

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8.4245 Billboards: Number Allowed. The total maximum number of billboards shall not exceed fifteen (15) within the Redmond Urban Growth Boundary and City limits. A Conditional Use permit shall be required under Section 8.0600 to relocate or replace one of these existing billboards; however, the permit for relocation or replacement must be obtained prior to removal of the existing billboard unless approved by the Community Development Director, or Hearings Body.

[Section 8.4245 amended by Ord. #2008-23 passed December 9, 2008]

8.4250 Daily Display Signs. Daily display signs shall require a daily display sign permit from the Community Development Department and shall conform to the following standards.

1. One allowed per 25 feet of street-facing frontage.
2. One allowed per business.
3. Sign dimension shall not exceed a maximum width of three (3) feet and a maximum height, from ground level, of four (4) feet, but in no case shall exceed nine (9) square feet.
4. Set back behind the curb so as not to interfere with on-street parking, or a minimum of ten (10) feet from the edge of the nearest street travel lane where curbs are not in place.
5. Signs may be located either on private property or in the public right-of-way, shall comply with the Americans with Disabilities Act (ADA), and shall not interfere with pedestrian movement of wheelchair access to, through, and around the site. A minimum access width of five (5) feet shall be maintained along all sidewalks and building entrances accessible to the public. Signs should be placed either next to the building / business or at the curbside by a street tree or other public amenity so as not to block on-street parking accessibility.
6. A City right-of-way permit must be obtained prior to approval of a sign permit. The applicant shall provide a map showing where the sign will be placed. The sign permit and City right-of-way permit shall be revocable in case of noncompliance.
7. Shall not be placed in the clear vision triangle.
8. The sign shall not be placed within 3 feet of public art.
9. Shall not encroach into required off-street parking areas, public roadways, or alleys.
10. Shall be utilized only during regular business hours and shall be removed during non-business hours.
11. Shall be adequately supported and shall have a weighted base capable of keeping the sign upright.
12. Materials shall be of a permanent nature and not be subject to fading or damage from weather. Paper or cloth is not permitted unless located within a glass or plastic enclosure. A wood base is recommended.
13. No lighting is permitted as a part of the sign.
14. Sign shall appear professionally designed, manufactured, and be continuously maintained. All lettering shall be fixed. 40% of the sign may be chalk/white board.
15. A sign permit application for a Daily Display Sign to be located on public property and/or public right-of-way shall be accompanied by a certificate of insurance showing that the owner has Commercial General Liability coverage as defined in the application, and that the insurance company shall notify the City no less than 10 business days prior to cancelling the insurance policy.
16. The sign owner shall assume all liability for incidents involving the sign by signing a document exempting the city from liability.

[Section 8.4250 amended by Ord. #2011-05 passed May 24, 2011]

[Section 8.4250 amended by Ord. #2016-17 passed January 31, 2017]

CHAPTER 8 DEVELOPMENT REGULATIONS

MAINTENANCE, CONSTRUCTION AND SAFETY STANDARDS

8.4300 Maintenance. All signs together with all of their supports, braces, guys, and anchors shall be kept in good repair and be maintained in a safe condition. All signs and the site on which they are located shall be maintained in a neat, clean, and attractive condition. Signs shall be kept free from deterioration. The display surfaces, trims, frames, and supports of all signs shall be kept neatly painted or otherwise neatly maintained, as applicable. No person shall scatter, daub, or leave any paint, paste, or glue or other substances used for painting or affixing a message to the display surface of any sign or throw or permit to be scattered or throw any bills, waste matter, paper, cloth, or materials of whatsoever kind removed from a sign on any public street, sidewalk, or private property.

8.4305 Wind Loads. Signs shall be designed and constructed to withstand wind loads as set forth in Chapter 23 of the Uniform Building Code.

8.4310 Design.

1. All bracing systems shall be designed and constructed to transfer lateral forces to the foundations. For signs on buildings, the dead and lateral loads shall be transmitted through the structural frame of the building to the ground in such a manner as not to over stress any of the elements thereof.
2. The overturning moment produced from lateral forces shall in no case exceed two-thirds of the dead-load resisting moment. Uplift due to overturning shall be adequately resisted by proper anchorage to the ground or to the structural frame of the building. The weight of earth superimposed over footings may be used in determining the dead-load resisting moment. Such earth shall be carefully placed and thoroughly compacted.

8.4315 Seismic Loads. Signs shall be designed and constructed to resist seismic forces as specified in Chapter 23 of the Uniform Building Code.

8.4320 Combined Loads.

1. Wind and seismic loads need not be combined in the design or signs and only that load producing the larger stresses need be used.
2. Vertical design loads, except roof live loads, shall be assumed to be acting simultaneously with the wind or seismic loads.

8.4325 Allowable Stresses.

1. The design of wood, concrete, steel, or aluminum members shall conform to the requirements of Chapters 25, 26, 27 and 28 of the Building Code. Loads, both vertical and horizontal, exerted on the soil shall not produce stresses exceeding those specified in Chapter 29 of the Building Code.
2. The working stresses of wire ropes and its fastenings shall not exceed 25 percent of the ultimate strength of the rope or fasteners.

8.4330 Anchorage and Supports.

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1. Members supporting unbraced signs shall be so proportioned that the bearing loads imposed on the soil in either direction, horizontal or vertical, shall not exceed safe values. Braced ground signs shall be anchored to resist the specified wind or seismic load acting in any direction. Anchors and supports shall be designed for safe bearing loads on the soil and for an effective resistance to pull-out amounting to a force of 25 percent greater than the required resistance to overturning. Anchors and supports shall penetrate to a depth below ground greater than the frost line.
2. Signs attached to masonry, concrete or steel shall be safely and securely fastened thereto by means of metal anchors, bolts or approved expansion screws of sufficient size and anchorage to support safely the loads applied.
3. Unless such wall is designed in accordance with the requirements specified in Chapter 23 of the Uniform Building Code, no anchor or support of any sign or wall facade for signs shall be connected to, or supported by, an unbraced parapet wall.
4. No wooden blocks or plugs or anchors with wood used in connection with screws or nails shall be considered proper anchorage, except in the case of signs attached to wood framing.

8.4335 Clearance from High Voltage Power Lines. Signs shall be located not less than eight feet horizontally and twelve feet vertically from overhead electrical conductors which are energized in excess of standard service loads as determined by the utility company providing the service. The term "overhead conductors" as used in this section means any electrical conductor, either bare or insulated, installed above the ground except such conductors as are enclosed in iron pipe or other material covering of equal strength.

8.4340 Clearance from Fire Escapes, Exits or Standpipes. No sign or sign structure shall be erected in such a manner that any portion of its surface or supports will interfere in any way with the free use of any fire escape, exit or standpipe. Signs erected within five feet of an exterior wall in which there are openings within the area of the sign shall be constructed of incombustible material or approved plastics.

8.4345 Electric Sign Construction.

1. The enclosed shell of electric signs shall be weather tight, excepting that service holes fitted with tight covers shall be provided for each compartment of such sign.
2. All electrical equipment used in connection with such signs shall be installed in accordance with the Uniform Electric Code, with Oregon amendments.
3. Every electric sign shall have painted on the surface of the sign, the name of the erector and the date the sign was erected. Such name and date shall be of sufficient size and contrast to be visible from a reasonable distance.

PERMITTED MATERIALS / ILLUMINATION

8.4400 Permitted Materials.

1. Materials for construction of signs and sign structures shall be the quality and grade as specified for buildings in the Uniform Building Code.
2. In all sign and sign structures, the material and detail of construction shall, in absence of specified requirements, conform to the following:
 - A. Structural steel shall be of such quality as to conform with the Uniform Building Code Standard. Secondary members in contact with or directly supporting the

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display surface may be forged of light gauge steel provided such members are designed in accordance with the specifications of the design of light gauge steel provided such members are designed in accordance with the specifications of the design of light gauge steel as specified in the Uniform Building Code Standard and in addition shall be galvanized. Secondary members, when formed integrally with the display surface, shall not be less than No. 24 thickness. When not formed integrally with the display surface, the minimum thickness of the secondary members shall be No. 12 gauge. Minimum thickness of hot-rolled steel members furnishing structural support for signs shall be one-fourth inch except that if galvanized, such members shall not be less than one-eighth inch thick. Steel pipes shall be of such quality as to conform with the Uniform Building Code Standard. Steel members may be connected with one galvanized bolt provided the connection is adequate to transfer the stresses in the members.

- B. Wood anchors and supports when embedded in the soil shall be pressure-treated with an approved preservative. Such members shall be marked and branded by an approved agency recognized by the Uniform Building Code.
- C. Non-structural trims, signs under marquees and portable display surfaces may be of wood, metal approved plastics or any combination thereof.
- D. Display surface may be of any approved material except glass. Glass may be used in any neon tubing and incandescent lamp and tube.
- E. The City Manager, or designee, may require that sufficient technical data be submitted to substantiate the proposed use of any plastic material and, if it is determined that the evidence submitted is satisfactory for the use intended, he or she may approve its use.
- F. No combustible material other than approved plastics shall be used in the construction of any electric sign.
- G. Wood may be used in signs subject to the requirements of the City's Building and Fire Codes.
- H. Wood signs shall be supported by a minimum 4x4 inch normal post.

8.4405 Illumination. Limit on sign illumination. No sign shall be erected or maintained which, by use of lights or illumination creates an unduly distracting or hazardous condition to a motorist, pedestrian or to the general public. In addition:

- 1. No exposed reflective type bulb, or incandescent lamp, which exceeds 25 watts, shall be exposed to direct view from a public street or highway, but may be used for indirect light illumination of the display surface of a sign.
- 2. When neon tubing is employed on the exterior or interior of a sign, the capacity of such tubing shall not exceed 300 milliamperes rating for any colored tubing.
- 3. When fluorescent tubes are used for the internal illumination of a sign, illumination shall not exceed illumination equivalent to 800 milliamperes rating tubing behind a plexiglass face spaced at least nine inches, center to center.
- 4. Signs on property abutting residential zones shall not be internally illuminated.
- 5. No colored lights shall be used at any location or in any manner so as to be confused with or construed as traffic control devices.
- 6. No sign may be erected or maintained if it contains, includes, or is illuminated by any flashing intermittent revolving, rotating or moving light or lights or moves or has any animated or moving parts; however, this does not apply to a traffic control sign or portions thereof providing only public service information such as time, date, temperature, weather, or similar information.

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[Section 8.4405 amended by Ord. #2016-17 passed January 31, 2017]

INSPECTION AND ENFORCEMENT

8.4450 Inspection. The City Manager, or designee, may inspect signs periodically to determine their conformance with these standards.

8.4455 Enforcement. The City Manager, or designee, is hereby authorized and directed to enforce the provisions of these standards:

1. **Sign Enforcement:** The City Manager, or designee, may order the removal of any sign erected or maintained in violation of the provisions of these standards. Except as provided in (2), (3), (4), or (5) below, the City Manager, or designee, shall give thirty days prior written notice to the owner of the sign or the owner of the building, structure, or premises upon which the sign is located to remove the sign or bring it in compliance with the provisions of these standards. If the owner of the sign, building, structure or premises fails to comply or remove the sign, the City Manager, or designee, may order the removal of such sign at the expense of the owner of the sign, building, structure or premises on which the sign is located and such costs and expenses including but not limited to the notifications, transportation, may be a lien against the land or premises on which the sign is located and may be collected or foreclosed in the same manner as liens are entered in the lien docket of the City.
2. **Temporary Signs:** The City Manager, or designee, may order the immediate removal of any temporary sign erected or maintained in violation of the provisions of the temporary sign standards. The City Manager, or designee, shall give 48 hours notice, verbal or written, to the owner of the sign or the owner or representative of the building, structure, or premises upon which the sign is located to remove the sign or bring it in compliance with the provisions of these standards.
3. **Prohibited Signs:** The City Manager, or designee, may order the immediate removal of any prohibited sign erected or maintained in violation of the provisions of these sign standards. The City Manager, or designee, shall give 48 hours notice, verbal or written, to the owner of the sign or the owner or representative of the building, structure, or premises upon which the sign is located to remove the sign or bring it in compliance with the provision of these standards.
4. **Non-Confirming Signs:** The City Manager, or designee, may order the removal of non-conforming signs which have been non-confirming for seven years as described in Section 8.4500. The City Manager, or designee, shall give 180 days prior written notice to the owner of the sign or the owner of the building, structure, or premises upon which the sign is located to remove the sign or bring it in compliance with the provision of these standards. If the owner of the sign, building, structure or premises fails to comply or remove the sign, the City Manager, or designee, may order the removal of such sign at the expense of the owner of the sign, building, structure or premises on which the sign is located and such costs and expenses including but not limited to the notifications, transportation, may be a lien against the land or premises on which the sign is located and may be collected or foreclosed in the same manner as liens are entered in the lien docket of the City.
5. **Summary Emergency Enforcement:** If the City Manager, or designee, determines that the supports, braces, grip anchors, etc. are not kept in good repair or safe condition, and if the sign presents an immediate and serious danger to the public, he or she may, without prior written notice, order its immediate removal. The City Manager, or designee, may also

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authorize the removal of signs in the event that the person responsible for such sign cannot be found, or such person fails to repair or remove it. The owner of the building, structure, or premises upon which the sign is located, is jointly and severally liable for the costs of its removal and/or repair.

6. **Sign Enforcement Appeal:** Any order for removal of signs or actual removal of a sign by the City Manager, or designee, pursuant to the provisions of this section may be appealed to the City Council by filing written notice of appeal with the City Manager within fifteen (15) days of the order.

[Section 8.4455 amended by Ord. #2010-11 passed October 26, 2010]

NON-CONFORMING AND ABANDONED SIGNS

8.4500 Non-Conforming Signs. Except as provided within Sections 8.4505 and 8.4600, permanent signs in existence on the effective date of these standards which are not in conformance with the provisions of these standards shall be regarded as non-conforming signs and must be removed, altered, or replaced so as to conform within seven years of the effective date of these standards. Provided, however, a change in use or occupation of a site shall require full compliance with the provisions of these standards.

[Section 8.4500 amended by Ord. #2010-11 passed October 26, 2010]

8.4505 Special Requirements for Non-Conforming Signs. A non-conforming sign which is structurally altered, relocated, or replaced shall immediately conform to the requirements of these standards except that:

1. A sign may be removed from its sign structure for the purpose of repair, maintenance, or a change of copy within the dimensions of the existing sign.
2. Signs may be structurally altered where such alteration is necessary for public safety.
3. Such signs may be reconstructed if they are moved for construction or repair of public works or public facilities and such reconstruction is completed within one year.
4. Such signs may be reconstructed if they are damaged by an Act of God or an accident, provided such damage does not exceed fifty percent of the cost of reconstruction of the entire sign, and provided that such sign is reconstructed within 180 days of the date the sign is damaged.

8.4510 Abandoned Signs. A sign shall be removed within thirty days by the owner or lessee of the premises upon which the sign is located when the advertised business is no longer conducted on the premises. Provided, however, a billboard allowed under these standards where a person has merely leased a contracted advertising space need not be removed in accordance with this section. Abandoned signs may be removed and costs may be collected as provided in Sections 8.4450-8.4455.

VARIANCES

8.4550 Variance Application. An applicant for a sign permit or an applicant owning or leasing a sign that is not in conformance with the provisions of these standards, may seek a variance to the provisions of these standards. A variance request for sign location or for sign height or area may be allowed by the Site and Design Review Commission. Provided, however, no variance shall exceed twenty-five (25) percent of the applicable provision. The decision

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of the Commission may be appealed to the City Council. A variance may be granted upon a finding by the appropriate review body that all of the following criteria can be satisfied:

1. There are exceptional or extraordinary circumstances or physical conditions such as narrowness, shallowness, shape, or topography of the property that do not generally apply to other properties or uses in the same zoning district.
2. The request will be the minimum variance necessary to alleviate the hardships or practical difficulties.
3. In determining a variance, the Commission or the Hearings Officer may attach such conditions to granting all or a portion of any variance as necessary to achieve the purpose of these standards.

8.4555 Time Limit on a Permit for a Variance. Authorization of a variance shall be void if the work approved by such variance is not commenced within six months of the date of approval.

HISTORICAL SIGNS

8.4600 Application. Within six (6) months of the effective date of these standards, either the Planning Director or an owner of a non-conforming sign in existence on the date of enactment of these standards may apply for a determination that the sign qualifies as an historical sign under the provisions of these standards.

8.4605 Site and Design Review. An application for an historical sign designation shall be reviewed by the Redmond Site and Design Review Commission. The Commission may designate a sign as historical if it finds the following criteria have been met or can be met with conditions:

1. The sign is essentially as constructed, with sufficient original workmanship and material to serve as instruction in period fabrication.
2. Through public interest, sentiment, uniqueness or other factors, the sign has come to connote an historical period.
3. Due to removal of similar objects or the uniqueness of this sign, the sign is singularly appropriate to represent an historical theme or period.
4. The sign is associated with significant past trends in structure materials and design and in conformance with generally accepted principles of good design and architecture.
5. The sign was constructed early in the relative scale of local history and is one of a few of its age remaining in the City.

APPEALS

8.4650 Appeals. Any decision of the Planning Director, or Site and Design Review Commission, may be appealed to the Hearings Officer in accordance with the City of Redmond land use procedures.

SPECIAL PROVISIONS

8.4700 Fees. Fees for permits and applications shall be set by resolution of the council. The developer, applicant, or owner shall pay all fees required by the City of Redmond including but not limited to, park dedication fees, construction fees and land use application fees, in full prior to the recording of the final plat or the issuance of a certificate of occupancy whichever is first in time.

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[Section 8.4700 amended by Ord. #2020-15 passed November 10, 2020]

8.4705 Severability. If any part, section, subsections, sentence, or phrase of these standards is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of these standards.

8.4710 Penalties. A violation of any provision of these standards shall be a Class A Civil Infraction and/or a Class A administrative infraction, with the exception of a violation to the temporary sign provisions (RDC 8.4105) which shall be a Class B Civil Infraction and/or Class B administrative infraction. Each day shall be a separate violation. Violations will be enforced through the procedures established in sections 2.750 to 2.799.

[Section 8.4710 amended by Ord. #2014-05 passed April 8, 2014]

8.4715 Interpretation. Where conditions imposed by the provisions of these standards are less restrictive than comparable conditions imposed by any other provisions which are more restrictive the more restrictive shall govern.

8.4720 Violation Declared a Nuisance.

[Section 8.4720 deleted by Ord. #2010-11 passed October 26, 2010]

EXHIBIT B

**Repeal Chapter 8, Article V – Sign Standards
Create Chapter 11 of the Redmond City Code (as proposed below in entirety)**

Redmond Code

CHAPTER 11 SIGN CODE

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CHAPTER 11 SIGN CODE

INTRODUCTORY PROVISIONS

11.000 Title. These standards shall be known as the City of Redmond Sign Code and may be so cited and plead.

11.010 Terminology. The word "City" shall mean the City of Redmond, Oregon. The words "City Council" shall mean the City Council of Redmond. The words "Manager", "Community Development Director" and "Building Official" shall mean the Manager, Community Development Director and Building Official respectively of the City. The words "Planning Commission" shall mean the Redmond Urban Area Planning Commission.

11.020 Purpose. The purpose of these standards is to provide reasonable and necessary regulations for the erection and maintenance of signs in order to:

1. Protect the health, safety, property, and welfare of the public.
2. Promote a neat, clean, and attractive appearance within the City.
3. Provide for reasonable, orderly, and effective display of outdoor advertising compatible with their surroundings.
4. Provide effective signing to meet the anticipated differing needs of various areas and businesses in the City.
5. Preserve, protect, and enhance the economic, scenic, historic, and aesthetic values and objectives of the City and its citizens.
6. Preserve and enhance the unique urban aesthetic of the Downtown Overlay District (DOD) through use of appropriate signage, oriented to and inviting pedestrian activity and enticing economic vitality into downtown while ensuring the safe functionality of public streets and safe traffic flows.

11.030 General Definitions. For the purposes of this Chapter, words used in the present tense include the future, the singular includes the plural, the word "shall" is mandatory and the word "building" includes structures other than sign structures.

11.040 Specific Definitions. The following words and phrases used in this article have the meanings given to them in this Chapter.

Animation. Any form of movement by electric, mechanical or kinetic means including but not limited to, rotation, revolving or wind activation of all or a portion of sign, or incorporating flashing or intermittent light for sign illumination.

Arterial. A restricted access street of substantial continuity which is primarily a traffic artery for inter-communication and so designated by the City's Transportation System Plan.

Awning. A structure made of cloth, metal or similar material with metal frames attached to a building, projecting over a thoroughfare or entrance.

Balloon. A bag made of thin rubber or other light material, usually brightly colored, inflated with air or with some lighter-than-air gas causing it to rise and float in the atmosphere.

Banner. Flexible sign characteristically hung on a building, or otherwise suspended down or along its face or suspended by a free-standing support structure. The banner may include text or other graphic symbols. Banners do not include feather banners, feather flags, wave banners or other similar signs.

Bench Sign. Any sign painted on or otherwise attached to a bench or other seat placed in a public right-of-way or meant to be seen by the public.

Billboard. A sign structure subject to the provisions of the Oregon Motorist Information Act of 1971 and erected for the purpose of leasing advertising space to promote an interest other than

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that of an individual, business, product, or service available on the premise the billboard is located on, or a sign for which compensation or anything of value is given or received for the right to place the sign on another's property.

Billboard – Electronic. A billboard which is internally illuminated to project a message capable of being changed through the programming of an electronic screen or LED display.

Billboard – Trivision. A sign that contains display surfaces composed of a series of three-sided rotating slats arranged side by side, that are rotated by an electromechanical process and capable of displaying multiple separate and distinct messages, one message at a time.

Building Code. The State of Oregon Structural Specialty Code and Fire and Life Safety Code, as adopted by the City of Redmond and which is referred to as "OSSC" in these standards.

Business. Any trade, profession, occupation, or pursuit conducted for gain and similar places or establishments employing full or part-time employees in any business for gain.

Business Complex. One property ownership with the property owner and one or more business tenants as occupants or two or more business tenants as occupants of the property. In a business complex, business tenants include retail shops, executive or administrative services including medicinal clinics and accessory pharmacies, professional offices, and personal service establishments which perform personal services on the premises and similar uses.

Business Façade. The exterior face of a building space occupied by a specific tenant.

Canopy. A permanent roofed structure which may be free-standing or partially attached to a building for a purpose of providing shelter to patrons in automobiles, and patrons on foot, but shall not mean a completely enclosed structure.

Charitable Event. A fund-raising activity that supports a public or nonprofit organization; also, a private initiative to raise support for an individual, group or cause that does not directly generate income for the business conducting the fund-raiser.

Clear Vision Area. See Redmond Development Code, Section 8.0305.

Community Event. A festival, meeting, performance, open market or other gathering open to the general public that is public in nature and not hosted by an individual business.

Cutout. A display in the form of letter, figures, characters, or other representations in cutout or irregular form attached to or superimposed upon an advertising sign.

Display Surface. The area made available by the sign structure for the purpose of displaying a message thereon.

Eave. Lowest horizontal line of any roof.

Erect. To construct, paint, place, affix or otherwise bring into being.

Façade. Any face of a building.

Flag. A sign made of fabric or other similar non-rigid material supported or anchored along one edge or two corners. If any side is more than three times as long as any other side the flag becomes a banner.

Flag – Commercial. A flag with contains the name or logo of an establishment or advertising copy.

Flag – Feather (also includes sail flag, feather banner, wave banner and similarly constructed devices). A lightweight, portable advertising medium made of fabric or other similar non-rigid material mounted on a pole or mast that is generally oriented in a vertical manner, resembles a sail and is intended to be wind activated.

Frontage, Building. That facade of a building which faces and is parallel to, or most nearly parallel to the public street which provides the primary direct vehicular access to the building.

Frontage, Street. A lot line fronting a public street.

Internally Illuminated. A sign which is wholly or partially illuminated by an internal light source from which source light passes through the display surface to the exterior of the sign.

Halo Lit. Also known as reverse lit, the face of the sign is not lit up at night. Instead, the lighting is directed behind the letters and is reflected back in a "halo" effect.

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Hearings Body. The City staff, Community Development Director, or designee, Hearings Officer, or City Council.

Kiosk. A small, free-standing structure which may have one or more surfaces used to display advertising or to identify or index a business or businesses.

Lighting, Downcast and Shielded. The fixture allows no light emission above a horizontal plane through the bottom of the fixture. See Redmond Development Code, Section 8.0330.

Maintain. To allow to exist or continue.

Marquee. A permanent roofed structure attached to or supported by a building but does not mean a "canopy" as defined herein.

Multi-Family Complex. A building or group of buildings on a single lot containing a total of five or more dwelling units.

Non-structural Trim. A molding, batten, cap, nailing strip or stringer, lattice, cutout, letter, or walkway attached to a sign structure.

Parapet. A low wall or railing used to protect the edge of a roof, also called a parapet wall.

Pennant. A long, tapering flag that is generally longer than it is wide, used either alone or in an interconnected series of two or more.

Pergola. A structure usually consisting of parallel colonnades supporting an open roof of girder and cross rafters, also known as an arbor, trellis or ramada.

Person. An individual, corporation, partnership, association, joint venture, or other legal entity.

Promotional Event. An activity conducted by a business for a limited time that is intended to highlight specific goods and/or services offered by the business.

Roof Line. The line which marks the highest point of the vertical front of a building in the case of a false front, or the line where the roof is joined to the vertical front wall of the building in other cases.

Shopping Center. A premises planned and developed as a unit with an undivided, non-segregated parking area and is advertised as a center or mall and has multiple occupancy by business.

Sign. A sign is any object or device, or part thereof, situated outdoors or indoors which is used to advertise or identify an object, person, institution, organization, business, product, service, event, or location by means including pictures, colors, motion illumination or projected images. Signs do not include the following:

1. Flags of nations, or an organization of nations, states and cities, fraternal, religious, and civic organizations.
2. Merchandise, pictures or models or products or services in a window display.
3. Time and temperature devices not related to a product.
4. National, state, religious, fraternal, professional, and civic symbols, or crests.
5. Works of art which in no way identify a product.

Sign – Awning or Canopy. A sign located on or attached to an awning or canopy.

Sign – Cabinet. A sign that contains all the text and/or logo symbols within a single enclosed cabinet.

Sign – Daily Display Sign. A non-permanent sign normally associated with business activity which is placed out-of-doors during business hours for display and returned indoors during off-hours. Daily display signs may be constructed in a sandwich board (A-Frame) style, mounted on a single pedestal, or other similar construction, and are unlit.

Sign – Directory. A sign giving the name, address number or location of the occupants of a building or buildings.

Sign – Directional. An on-premise sign designed to be read by a person already on the premises and used only to identify and locate an office, entrance, exit, motor vehicle route, telephone or similar place, service, or route.

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Sign – Free-standing. A sign supported by one or more uprights or braces and not attached or incidentally attached to any building or structure but does not include ground mounted signs.

Sign – Ground mounted or monument. A sign which is not attached to any structure, or building, and has a support which places the bottom thereof less than four (4) feet from the ground.

Sign – Mobile Sign. Any sign which is mounted or designed for mounting on wheels, or which is mounted or designed for mounting on self-propelled or towed vehicle, and the primary purpose of which is advertising.

Sign – Non-conforming. A sign erected prior to the adoption of these standards which does not conform to the provisions contained herein.

Sign – Off-Premises. A sign which advertises goods, products or services which are not sold, manufactured, or distributed on or from the premises or facilities on which the sign is located.

Sign – Pan Channel. An individual letter of a sign constructed so that the sides and back of the letter are one unit.

Sign – Parapet or Pergola. Any sign or other commercial graphic attached to a parapet, ramada, pergola or other similar structure.

Sign – Portable. Any sign or other graphic which is designed to be transported from one place to another.

Sign – Projecting. A sign which extends perpendicular or nearly perpendicular from the building face to which it is attached.

Sign – Reader Board. Signs whose alphabetic, pictographic, or symbolic informational content can be changed or altered on a fixed display screen composed of electronically illuminated segments. A time and/or temperature sign shall not be considered a reader board.

Sign – Reverse Pan Channel. An individual letter of a sign constructed of an opaque material so that the sides and front of the letter are one unit.

Sign – Roof Sign. A sign located on or above the roof of any building, not including a false mansard roof or other fascia.

Sign – Temporary Sign. A sign intended to be displayed for a limited period of time.

Sign – Wall Sign. A sign painted or otherwise affixed to the face of a building, marquee, or roof overhang parallel to such face.

Sign Base. The posts or supporting structure between the ground and bottom of the sign.

Tenant. Entity with the right to temporarily possess another's property in exchange for rent under a lease or similar arrangement.

Zone. A zoning district established pursuant to the City Zoning Standards.

GENERAL PROVISIONS AND PROCEDURES

11.050 General Provisions.

1. It is unlawful for any person to erect, repair, alter or relocate or maintain within this City, any sign or other graphic except as provided in these standards.
2. No sign shall be attached to or placed against a building or other structure in such a manner as to prevent or inhibit ingress or egress through any door or window required or designated for access to any building, no shall any sign obstruct or be attached to a fire escape.
3. No sign or other street graphic other than a City or other public agency sign shall be allowed to be erected, installed, replaced, or maintained in, over or on any public property, including parkways, except as provided for Projecting signs.
4. Any sign or other street graphic which is supported by more than one means and therefore cannot be clearly defined as a ground, marquee, wall, roof, projecting, or other sign shall

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be administratively assigned to the sign category most logically applicable and the appropriate standards applied.

11.060 Sign Permit. Except as provided in Section 11.090 of these standards, no sign shall be erected, structurally altered, or relocated until a sign permit has been issued.

11.070 Procedure.

1. Applications for a sign permit shall include a scale drawing of the sign including dimensions, height and materials and showing its relationship to the ground or to any building or structure to which the sign is proposed to be installed or affixed. When appropriate, a site plan drawn to scale shall be submitted which indicates the location of proposed signing relative to street and property lines. Prior to the issuance of a sign permit, the Building Official may review the construction aspects of the proposed sign. The Community Development Director, or designee, may require other pertinent information where in their opinion, such information is necessary to determine compliance with the provisions of these standards.
 - A. The Community Development Director, or designee, may require other pertinent information where in their opinion, such information is necessary to determine compliance with the provisions of these standards.
 - B. Prior to the issuance of a sign permit, the Building Official may review the construction aspects of the proposed sign. Such reviews may separately require a building permit.
2. The Community Development Director, or designee, shall issue a permit for a sign covered by applications duly made unless the sign is in violation of the provisions of these standards. Sign permits mistakenly issued in violation of these standards are void.
3. The Community Development Director, or designee, may revoke a sign permit if he or she finds that there was a material and misleading false statement fact in the application for the permit.
4. A sign permit shall be void if work for which the permit was issued has not been completed within a period of 180 days from the date of issuance of the permit.

11.080 Interpretation.

1. Where conditions imposed by the provisions of these standards are less restrictive than comparable conditions imposed by any other provisions which are more restrictive the more restrictive shall govern.
2. The Community Development Director, or Hearings Body shall interpret the provisions of this Chapter and may authorize deviations from standards where it can be shown that owing to special and unusual circumstances related to a specific piece of property, structure or building, or the literal interpretation of these standards would cause an undue or unnecessary hardship. Furthermore, conditions may be included in approvals to protect the best interest of the surrounding property or neighborhood and to otherwise achieve the purposes of the sign code standards.

11.090 Sign Measurement.

1. The following standards shall be used in measuring a sign to determine compliance with these standards:

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- A. **Area or Area of Sign.** Area, or area of a sign, is the area within any perimeter which encloses the limits of any writing, representation, emblem, figure, or character. The area of a sign having no such perimeter or the area of a sign having an irregular shape shall be computed by computing the surface area of a known geometric shape or shapes which most closely resemble the area of the subject sign. The area of all signs in existence at the time of the enactment of these standards, whether conforming or nonconforming, shall be counted in establishing the permitted sign area of all new signs to be allowed for an individual business or a premises. Where a sign is of a three dimensional or round or irregular solid shape, the largest cross section shall be used as though it were a flat surface to determine sign area.
 - B. **Clearance.** Clearance of a sign is measured from the average grade at the base of the sign to the lowest point of the sign.
 - C. **Height.** Height is measured from the grade of the curb line closest to the base of the sign to the highest point of the sign. In the absence of a curb line, the edge of the street pavement shall be used.
2. **Area of building facade.** The area shall be computed by multiplying the width of the building frontage or portion thereof by the height of the building or portion thereof which are devoted to the particular business (the business façade). "False fronts" and mansard roofs may be included when calculating the area of the building façade.

11.100 Permit Exceptions. The following signs or procedures shall not require a sign permit. Provided, however, these signs shall be subject to the provisions of Section 11.130.

1. Exempt signs listed in Section 11.110.
2. The changing of advertising or message on an approved painted or printed sign or sign specifically designed for the use of replaceable copy.
3. The painting, repainting, cleaning, and normal maintenance, and repair of an existing sign unless a substantial structural change is made.
4. Daily display signs and banners erected during street closures associated with construction. This exemption is only for the duration of the street closure.
5. Murals shall be approved through the City Code, Section 7.400 et seq.

EXEMPT, TEMPORARY AND PROHIBITED SIGNS

11.110 Exempt Signs. The following signs are exempt from this ordinance.

1. Safety signs, trespassing signs, memorial plaques, and historical markers.
2. Except as provided for in Section 11.130, signs of a noncommercial nature.
3. Signs determined to have historical value as determined in accordance with Section 11.300 of these standards.
4. Kiosk on public property or as approved otherwise by the Hearings Body.
5. Small signs not exceeding three square feet in area, attached flat against a building, non-illuminated.
6. Interior, non-illuminated signs designed primarily to be viewed from a sidewalk or street when maintained inside a building, including but not limited to, signs attached to or painted on the inside of a window provided, however, the permitted area for such signs shall be limited to 25% of the window area.
7. Signs on coin operated vending machines, gasoline pumps, and telephone booths and not exceeding the dimensions of said machines.

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8. Traffic or other municipal signs, legal notices, railroad crossing signs and danger signs. The City may also post off-premise directional signs for restaurants, hotels (motels), and automobile service stations in commercial zones and for businesses in the Airport Industrial Area.
9. Churches, schools, and other public facilities in any zone may have an on-site sign for each building or activity facility not exceeding 24 square feet. Said signs shall be non-illuminated.
10. Off-premises commercial advertising signs located within recreational athletic fields, parks arenas, and other public property operated by public or non-profit civic organizations; provided however, that the signs face inward toward the respective athletic fields and do not extend above any of the perimeter fences. These signs shall be non-illuminated and shall not have any flashing or animated components.
11. Any sign placed during an emergency operation as declared by the Community Development Director, or designee, or by any city, state or federal law enforcement or public safety official. Such signage shall be specifically for the direction and management of emergency personnel, victim's assistance, and/or directions for the general public.
12. Signage on properties within the Airport Compatibility Zone. Signage review and approval shall be governed by the Airport Director, or designee.

11.120 Temporary Signs. The following signs are allowed according to the terms specified herein. No temporary sign, other than a sign installed by a public agency shall be allowed in or over the public right-of-way or attached to any public property, including street trees, light poles, and other utilities and/or structures.

The following temporary signs do not require permitting:

1. Signs located on sites under construction. Said signs shall be located on the site of construction, shall not exceed 32 square feet in area and shall be removed within 14 days of the beginning of the intended use of the project.
2. Signs located on a site for sale, rental or lease. The total area shall not exceed 32 square feet, except for such signs in a residential zone which shall not exceed a total of six square feet. Such signs shall not be located in such a manner as to cause a public safety hazard and shall be removed within 14 days of the sale, rental, or lease.
3. Off premise real estate signs not visible from a State highway for the purpose of directing the public to the sale of multiple residential properties only with written permission of the property owner and limited to:
 - A. A maximum of 5 total off premise signs.
 - B. Private property only.
 - C. 8 square feet in an area except for one of the 5 permitted signs may be allowed up to 16 square feet if on an arterial road.
 - D. A 3-year limit with a possible 2-year extension.
4. Signs placed by a non-profit, civic, charitable, or benevolent event organizer in the course of an event. Said signs shall be removed within seven days after the event. Said signs shall be limited to a maximum area of 32 square feet and a maximum time limit of four days. Off-premises signs are authorized only with written permission of the property owner. Said signs shall not be illuminated. These signs are exempt from all other sections of the sign code provisions.
5. Street banners placed in the course of public entertainment or event. Such banners and their location shall be approved by the Community Development Director, or designee. Street banners may be displayed for fourteen days before and seven days after the event.

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6. Signs placed on an approved land development site are allowed for a period of three years with a possible two-year extension upon issuance of a temporary sign permit by the Community Development Director, or designee. Size of signs shall be controlled by the following schedule:

Project Size	Total Number of Signs	Maximum Area Per Sign
4 acres or less	1	32 sq ft
over 4 acres	1	96 sq ft

7. All temporary signs not addressed elsewhere within these standards shall be allowed for a maximum of 75 days. Signs shall have maximum sign areas of six square feet in residential zones, and eight square feet in all other zones. Signs shall not exceed four feet in height in residential zones or six feet in height in all other zones. Signs shall be placed entirely on private property and shall not compromise any clear vision areas. Off-premise temporary signs are authorized only by written permission of the property owner.

The following signs require a permit:

1. **Banners.** Banners shall be in compliance with the following standards:
- A. A business may display a banner or banners no more than 60 days total in a calendar year. A business may divide these 60 days into any combination of days.
 - B. The number of banners displayed at one time shall be limited to one banner per public entrance into the business or one banner per building façade facing a public street or parking lot, whichever is greater.
 - C. For banners attached to the façade of a building, the total size of all banners on a building façade shall be limited as follows based on the width of the façade on which the banner(s) will be attached:

Width of Façade	Maximum Square Feet
Less than 50 ft	32 sq ft
50-100 ft	64 sq ft
100-200 ft	96 sq ft
over 200 ft	128 sq ft

Banners shall be secured at all corners and shall contain no tears, tattered edges, stains, or other signs of wear.

- D. In addition to the above, one banner no larger than 32 square feet may be placed elsewhere on the property. Such banner shall be located entirely on private property, shall not compromise any clear vision areas, and shall be securely attached at both ends.
- E. Exceptions. The following shall be exempt from the restrictions listed above:
 - 1. Banners used as permanent signage that are approved through the regular sign review process.
 - 2. A business may apply for a temporary sign permit to utilize banners as its primary signage for the first 60 days of operation. The total area for these banners may exceed the maximum limits indicated above as long as the total signage on each building facade is within the signage area that would generally be allowed for permanent signage. Such banners approved as

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primary signage shall not count toward the 60-day maximum for a promotional event in a calendar year.

2. **Feather Flags.** Feather flags shall be in compliance with the following standards:
 - A. A business may display two feather flags no more than 60 days total in a calendar year. A business may divide these 60 days into any combination of days.
 - B. Feather flags shall be located entirely on private property and shall not compromise any clear vision areas.
 - C. Feather flags shall contain no tears, tattered edges, stains, or other signs of wear.
 - D. Feather flags shall conform to all applicable building code requirements and shall be affixed to the ground or a permanent structure in a secure manner per the manufacturer's specifications, so as to not pose a hazard. Prior to issuance of a sign permit, the applicant shall demonstrate how it will comply with the manufacturer's specifications for proper anchoring of the flag to the ground.

11.130 Prohibited Signs. The following signs are prohibited:

1. Signs that use valances, propellers, wind activated, or attention attracting devices. These devices when not part of any sign, but on the premises where a sign is utilized, are similarly prohibited unless they are permitted specifically by other legislation.
2. Signs that contain, include, or are illuminated by any flashing, intermittent revolving, rotating or moving lights. This does not apply to signs utilized by the City or Oregon Department of Transportation.
3. Signs that move or have any animated moving parts.
4. That the Community Development Director, or designee, determine to create confusion with or interfere with the effectiveness of traffic signs or signals.
5. That are placed on, affixed to, or painted on a motor vehicle or trailer and placed on public or private property for the primary purpose of providing a sign not otherwise permitted by these standards. Signs on vehicles used in the normal course of business shall not be subject to this provision.
6. Portable signs not supported by a sign structure in the ground, nor attached to or erected against a building or structure and are capable of being moved about the premises except as may be specifically permitted by the terms of these standards.
7. Bench signs.
8. Signs or sign structures that create a hazard by obstructing clear view of pedestrian and vehicular traffic.
9. Any small sign, generally of a temporary nature, and generally known as a "snipe sign" tacked, nailed, posted, pasted, glued, or otherwise attached to trees, poles, stakes, fences or buildings or other structures.
10. Parapet or pergola signs.
11. Any sign that incites violence, intimidation, or otherwise creates a clear and present danger as determined by the Community Development Director, or designee.

SIGNS PERMITTED BY ZONES

11.140 Signs Permitted in the Open Space Park Reserve (OSPR) Zone.

1. **Wall Signs.** One wall sign shall be permitted not to exceed 32 square feet in area.
2. **Ground Mounted Signs.** One ground mounted sign shall be permitted not to exceed 32 square feet in area and ten feet in height.

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3. **Directional Signs.** Directional signs are limited to four square feet in area and four feet in height. If the sign is on the wall of the building, it shall be limited to four square feet in area and eight feet in height. On arterial streets where the posted speed limit is greater than 50 miles per hour, one directional sign shall be permitted per street frontage, limited to 16 square feet in area.
4. **Location.** All allowable signs under these provisions shall be erected no closer than five feet from a street right-of-way, shall be a minimum of 25 feet from an adjacent lot and shall be placed on the property upon which the use is located.
5. **Illumination.** Signs in this zone may only be illuminated by means of downcast, shielded lighting. No sign shall be erected or maintained which, by use of lights or illumination creates an unduly distracting or hazardous condition to a motorist, pedestrian or to the general public.
 - A. No exposed reflective type bulb, or incandescent lamp, which exceeds 25 watts, shall be exposed to direct view from a public street or highway, but may be used for indirect light illumination of the display surface of a sign.
 - B. When neon tubing is employed on the exterior or interior of a sign, the capacity of such tubing shall not exceed 300 milliamperes rating for any colored tubing.
 - C. When fluorescent tubes are used for the internal illumination of a sign, illumination shall not exceed illumination equivalent to 800 milliamperes rating tubing behind a plexiglass face spaced at least nine inches, center to center.
 - D. Signs on property abutting and facing residential zones shall not be illuminated by any means other than downcast, shielded lighting.
 - E. No colored lights shall be used at any location or in any manner so as to be confused with or construed as traffic control devices.
 - F. No sign may be erected or maintained if it contains, includes, or is illuminated by any flashing intermittent revolving, rotating or moving light or lights or moves or has any animated or moving parts; however, this does not apply to a traffic control sign or portions thereof providing only public service information such as time, date, temperature, weather, or similar information.
6. **Prohibited Signs.** Subject to 11.130 and;
 - A. Temporary signs
 - B. Roof signs
 - C. Free-standing signs
 - D. Billboards
 - E. Daily Display signs
 - F. Projecting signs
 - G. Marquee signs
 - H. Awning/Canopy signs
7. **Permitted Materials.** Pursuant to 11.230.

11.150 Signs Permitted in Residential Zones.

1. **Multi-Family Complexes.** One sign not to exceed 32 square feet in area shall be permitted per public vehicular entrance, not to exceed three signs. Such signs shall be a wall or ground mounted type. Ground mounted type signs shall not exceed five feet in overall height. Wall signs shall not project more than 18 inches from the wall to which they are attached. A wall sign located on an alley frontage may not project into the alley below a clearance of 14 feet, six inches. Wall signs shall not project more than three feet above the eave line or roof line. A wall sign shall not project beyond the ends of the wall to which it is attached.

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2. **Subdivision, Planned Unit Developments, and Mobile Home Parks.** One sign not to exceed 32 square feet in area shall be permitted per public vehicular entrance. Such signs shall be a wall or ground mounted type. No more than three signs are permitted in a development. Ground mounted type signs shall not exceed five feet in overall height. Wall signs shall not project more than 18 inches from the wall to which they are attached. A wall sign located on an alley frontage may not project into the alley below a clearance of 14 feet, six inches. Wall signs shall not project more than three feet above the eave line or roof line. A wall sign shall not project beyond the ends of the wall to which it is attached.
3. **Commercial Uses.** A commercial use, in a residential zone may have one wall or ground-mounted sign not to exceed 32 square feet in area and may have a building directory sign provided in the area of such sign does not exceed one square foot per occupant of the building. Ground mounted type signs shall not exceed five feet in overall height. Wall signs shall not project more than 18 inches from the wall to which they are attached. A wall sign located on an alley frontage may not project into the alley below a clearance of 14 feet, six inches. Wall signs shall not project more than three feet above the eave line or roof line. A wall sign shall not project beyond the ends of the wall to which it is attached.
4. **Directional Signs.** Signs are limited to four square feet in area and four feet in height. If the sign is on the wall of the building, it shall be limited to four square feet in area and eight feet in height. On arterial streets where the posted speed limit is greater than 50 miles per hour, one directional sign shall be permitted per street frontage, limited to 16 square feet in area.
5. **Awning and Canopy Signs**
 - A. Canopy or Awning Signs may be placed on the front or sides if a canopy or awning, including placement along the top or bottom of the canopy or awning front so long as the sign does not project more than three feet above or below the canopy or awning and is consistent with (D) below.
 - B. Canopy or awning signs are included as part of the allowed wall sign area.
 - C. Posts or columns beyond the property line will not be permitted.
 - D. The lowest point of the awning or canopy must be at least eight feet above the sidewalk and 14 feet, six inches above vehicle accesses.
6. **Daily Display Signs**
 - A. One allowed per 25 feet of street-facing frontage.
 - B. One allowed per business.
 - C. Sign dimension shall not exceed a maximum width of three feet and a maximum height, from ground level, of four feet, but in no case shall exceed nine square feet.
 - D. Set back behind the curb so as not to interfere with on-street parking, or a minimum of 10 feet from the edge of the nearest street travel lane where curbs are not in place.
 - E. Signs may be located either on private property or in the public right-of-way, shall comply with the Americans with Disabilities Act (ADA), and shall not interfere with pedestrian movement of wheelchair access to, through, and around the site. A minimum access width of five feet shall be maintained along all sidewalks and building entrances accessible to the public. Signs should be placed either next to the building or business or at the curbside by a street tree or other public amenity so as not to block on-street parking accessibility.
 - F. A City right-of-way permit must be obtained prior to approval of a sign

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- permit. The applicant shall provide a map showing where the sign will be placed. The sign permit and City right-of-way permit shall be revocable.
- G. Shall not be placed in the clear vision triangle.
 - H. The sign shall not be placed within three feet of public art.
 - I. Shall not encroach into required off-street parking areas, public roadways, or alleys.
 - J. Shall be utilized only during regular business hours and shall be removed during non-business hours.
 - K. Shall be adequately supported and shall have a weighted base capable of keeping the sign upright.
 - L. Materials shall be of a permanent nature and not be subject to fading or damage from weather. Paper or cloth is not permitted unless located within a glass or plastic enclosure. A wood base is recommended.
 - M. May not be illuminated, internally or otherwise.
 - N. Sign shall appear professionally designed, manufactured, and be continuously maintained. All lettering shall be fixed. 40% of the sign may be chalk/white board.
 - O. A sign permit application for a Daily Display Sign to be located on public property and/or public right-of-way shall be accompanied by a certificate of insurance showing that the owner has Commercial General Liability coverage as defined in the application.
 - P. The sign owner shall assume all liability for incidents involving the sign by providing a document exempting the City from liability.
7. **Temporary Signs.** Pursuant to 11.110.
8. **Illumination.** Signs in this zone may only be illuminated by means of downcast, shielded lighting. No sign shall be erected or maintained which, by use of lights or illumination creates an unduly distracting or hazardous condition to a motorist, pedestrian or to the general public.
- A. No exposed reflective type bulb, or incandescent lamp, which exceeds 25 watts, shall be exposed to direct view from a public street or highway, but may be used for indirect light illumination of the display surface of a sign.
 - B. When neon tubing is employed on the exterior or interior of a sign, the capacity of such tubing shall not exceed 300 milliamperes rating for any colored tubing.
 - C. When fluorescent tubes are used for the internal illumination of a sign, illumination shall not exceed illumination equivalent to 800 milliamperes rating tubing behind a plexiglass face spaced at least nine inches, center to center.
 - D. No colored lights shall be used at any location or in any manner so as to be confused with or construed as traffic control devices.
 - E. No sign may be erected or maintained if it contains, includes, or is illuminated by any flashing intermittent revolving, rotating or moving light or lights or moves or has any animated or moving parts; however, this does not apply to a traffic control sign or portions thereof providing only public service information such as time, date, temperature, weather, or similar information.
9. **Prohibited Signs.** Subject to 11.130 and;
- A. Roof signs.
 - B. Free-standing signs.
 - C. Projecting signs.
 - D. Marquee signs.
 - E. Billboard signs.

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- F. Off-premises signs.
- 10. **Permitted Materials.** Pursuant 11.230.

11.160 Signs Permitted in General Commercial Zones. This section shall apply to all signs in the Strip-Service Commercial C-1 zone, Central Business District Commercial C-2 zone except for those properties in the Downtown Overlay District, Special Service Commercial C-3 zone, Limited-Service Commercial C-4 Zone and Tourist Commercial C-5 Zone.

- 1. **Wall Signs.** The maximum sign area permitted per building façade shall be 1.5 square feet per one linear foot of business façade width, or six percent of the square footage of that business façade, whichever is greater. Wall signage is allowed on a maximum of three facades.
 - A. Wall signs shall not project more than 18 inches from the wall to which they are attached. A wall sign located on an alley frontage may not project into the alley below a clearance of 14 feet, six inches.
 - B. Wall signs shall not project more than three feet above the eave line or roof line.
 - C. Wall signs attached to the end of the face of a marquee shall not exceed a height of thirty inches. The lower edge of such sign shall not extend below the marquee.
 - D. A wall sign shall not project beyond the ends of the wall to which it is attached.
 - E. Wall signs shall be located on the business façade which is used to determine the allowed sign area for that facade.
 - F. As a component of wall signs, flags, permanent banners, and feather flags shall be permitted as follows:
 - i. **Flags.** Commercial flags are permitted as long as they are in compliance with the following standards:
 - a. The size of each commercial flag shall not be limited, but the total square footage for the flag(s) shall be calculated as part of the overall allotment allowed for wall signs for the property.
 - b. The flag shall be mounted to a flagpole or to the primary building on the site.
 - c. The height of the pole shall not exceed 25 feet.
 - d. Flags may be displayed continuously throughout the year.
 - e. Up to three separate flags are permitted on one property.
 - f. The edge of the flag shall not extend beyond the property line into the public right-of-way. No flag shall project or extend into any clear vision area.
 - g. A building permit for the flagpole may be necessary.
 - ii. **Permanent Banners.** Banners that are displayed permanently shall be allowed signs as long as they are in compliance with the following standards:
 - a. There shall be no limit on the size of the permanent banner, but the square footage of the banners shall be subtracted out of the wall sign size allotment for the building.
 - b. There shall be no limit to the number of days a business may display a banner or banners total in a calendar year, but banners shall be changed out a minimum of every 30 days with banners advertising a different message or shall have a 30-day separation between display times if a business wants to continue to re-use the same banner.

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- c. The number of banners displayed at one time shall be limited to one banner per street frontage.
 - d. Banners shall be securely anchored on all four sides to a permanent structure.
- 2. **Roof Signs.** Instead of having wall signs, a roof sign is allowed subject to installation on a single story, flat roofed building provided that extends no more than six feet above the roof line or 25 feet above the curb line. A roof sign may not exceed fifty square feet in area. The supporting members of roof signs shall appear to be free of any extra bracing, angle iron, guy wires, etc. All supports shall appear to be an architectural and integral part of the building.
- 3. **Free-Standing and Ground Mounted Signs.** One free-standing or ground mounted sign shall be permitted subject to the following requirements:
 - A. A business complex or shopping center may have one ground mounted sign or free-standing sign for each street frontage subject to the provisions below. Each separate building within the complex or shopping center may have one monument sign.
 - B. Free-standing signs may not exceed 25 feet in height. Such signs shall be allowed the following square footage based on the street frontage for the property the sign is being placed on:

Frontage	Allowable Sign Area
1 to 100 feet	50 SF
101 to 150 feet	70 SF
More than 150 feet	90 SF

- C. Free-standing signs shall not be located in a side yard, common to another lot or within a rear yard. A free-standing sign may extend to the street right-of-way within a front yard subject to a minimum clearance of eight feet. In the case of a double frontage lot where the building abuts two parallel streets, one free-standing sign may be located on each frontage.
 - D. No free-standing sign shall project or extend into any clear vision area. One of two sign poles supporting a free-standing sign may be located within a clear vision area if they are necessary for the support of the sign, provided they do not exceed a combined total width of 12 inches and provided no other portion of the sign is located within the clear vision area beneath eight feet in height.
 - E. A ground mounted sign shall not be located within ten feet of any other sign, within any street right-of-way, or within any clear vision area.
 - F. No more than one ground mounted sign shall be permitted for each street frontage. Unless otherwise specified in these standards, ground mounted signs shall have maximum overall dimensions and area not exceeding any of the following:
 - i. A maximum height of 10 feet.
 - ii. A maximum width of 12 feet.
 - iii. Seventy-five square feet of area.
- 4. **Directional Signs.** On premise directional signs are limited to four square feet in area and four feet in height. If the sign is on the wall of the building, it shall be limited to four square feet in area and eight feet in height. On arterial streets where the posted speed limit is greater than 50 miles per hour, one directional sign shall be permitted per street frontage, limited to 16 square feet in area.

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5. **Awning, Canopy and Marquee Signs**
 - A. Canopy or Awning Signs may be placed on the front or sides if a canopy or awning, including placement along the top or bottom of the canopy or awning front so long as the sign does not project more than three feet above or below the canopy or awning and is consistent with (E) below.
 - B. Canopy or awning signs are included as part of the allowed wall sign area.
 - C. Posts or columns beyond the property line are not permitted.
 - D. The lowest point of the awning or canopy must be at least eight feet above the sidewalk and 14, six inches above vehicle accesses.
 - E. Marquee signs may be located under a marquee if a vertical clearance of eight feet is maintained between the bottom of the sign and the grade below.
 - F. Vertical height of marquee signs shall not exceed 18 inches and shall not exceed a sign area of eight square feet.
 - G. The horizontal clearance between a marquee and the curb line shall not be less than three feet.
6. **Building Directory Signs.** Limited to three square feet per occupant.
7. **Motor Vehicle Service or Drive-up Window Signs.** Limited to one ground mounted sign not to exceed 32 square feet and one additional drive-up window sign not to exceed 16 square feet.
8. **Billboard Signs.** Shall be permitted in the C-1, C-3, and C-5 Zones subject to the following provisions:
 - A. No billboard shall be erected within 500 feet of another billboard on the same side of the roadway. The distance between billboards shall be measured along the center line of the road.
 - B. No billboards shall exceed a maximum height of 30 feet.
 - C. The face size of any billboard shall not exceed 12 feet in vertical height or 24 feet in horizontal dimension.
 - D. No new, relocated, or remodeled billboard face shall be internally lit, contain or utilize any electronic or digital component, liquid crystal diodes, light emitting diode, motion signage, rotating louvers, and similar digital technologies.
 - E. Billboards may be installed on public or private property, subject to the consent of the property owner, and City approval based on the City's evaluation of traffic safety issues resulting from the billboard. No billboard shall be installed within any transportation right-of-way.
 - F. All structural supports for billboards shall be constructed of steel.
 - G. Evidence must be provided showing the obtaining of a state permit from the Oregon Department of Transportation (ODOT).
 - H. The applicant shall acquire a Conditional Use Permit from the Community Development Department for each individual billboard prior to installing or relocating any billboard.
 - I. No billboard sign shall be so illuminated that it interferes with the effectiveness of any official traffic device, impairs the vision of a driver of any motor vehicle, or otherwise interferes with a driver's operation of a motor vehicle. No billboard sign shall be so illuminated that it causes glare to adjacent residential structures. All lighting of billboards shall be shielded downcast lighting. The external lighting source for billboards shall be from a solar system or underground electrical line. Overhead electrical lines are prohibited.
 - J. The total maximum number of billboards shall not exceed 15 within the Redmond Urban Growth Boundary and City limits. A Conditional Use Permit shall be required to relocate or replace one of these existing billboards; however, the permit

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for relocation or replacement must be obtained prior to removal of the existing billboard unless approved by the Community Development Director, or Hearings Body.

9. **Projecting Signs.** Projecting signs shall be allowed according to the following provisions:
 - A. The maximum size of a projecting sign shall be eight square feet. The square footage must be deducted from the allowable wall sign area of the building from which the projecting sign will be attached.
 - B. Only one face of a double-faced projecting sign with parallel and bearing identical copy shall be used in computing the area thereof.
 - C. Projecting signs must clear sidewalks by at least eight feet, including any supports, and may project from the face of the building no more than three feet or one-third the width of the sidewalk, whichever is less.
 - D. Signs may not be illuminated by any means, internal or otherwise.
 - E. Such signs may not extend above the second story.
10. **Daily Display Signs**
 - A. One allowed per 25 feet of street-facing frontage.
 - B. One allowed per business.
 - C. Sign dimension shall not exceed a maximum width of three feet and a maximum height, from ground level, of four feet, but in no case shall exceed nine square feet.
 - D. Set back behind the curb so as not to interfere with on-street parking, or a minimum of 10 feet from the edge of the nearest street travel lane where curbs are not in place.
 - E. Signs may be located either on private property or in the public right-of-way, shall comply with the Americans with Disabilities Act (ADA), and shall not interfere with pedestrian movement of wheelchair access to, through, and around the site. A minimum access width of five feet shall be maintained along all sidewalks and building entrances accessible to the public. Signs should be placed either next to the building or business or at the curbside by a street tree or other public amenity so as not to block on-street parking accessibility.
 - F. A City right-of-way permit must be obtained prior to approval of a sign permit. The applicant shall provide a map showing where the sign will be placed. The sign permit and City right-of-way permit shall be revocable.
 - G. Shall not be placed in the clear vision triangle.
 - H. The sign shall not be placed within three feet of public art.
 - I. Shall not encroach into required off-street parking areas, public roadways, or alleys.
 - J. Shall be utilized only during regular business hours and shall be removed during non-business hours.
 - K. Shall be adequately supported and shall have a weighted base capable of keeping the sign upright.
 - L. Materials shall be of a permanent nature and not be subject to fading or damage from weather. Paper or cloth is not permitted unless located within a glass or plastic enclosure. A wood base is recommended.
 - M. May not be illuminated, internally or otherwise.
 - N. Sign shall appear professionally designed, manufactured, and be continuously maintained. All lettering shall be fixed. 40% of the sign may be chalk/white board.
 - O. A sign permit application for a Daily Display Sign to be located on public property and/or public right-of-way shall be accompanied by a certificate of insurance showing that the owner has Commercial General Liability coverage as defined in

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the application.

- P. The sign owner shall assume all liability for incidents involving the sign by providing a document exempting the City from liability.

11. Temporary Signs. Pursuant to 11.110.

12. Illumination. No sign shall be erected or maintained which, by use of lights or illumination creates an unduly distracting or hazardous condition to a motorist, pedestrian or to the general public.

- A. No exposed reflective type bulb, or incandescent lamp, which exceeds 25 watts, shall be exposed to direct view from a public street or highway, but may be used for indirect light illumination of the display surface of a sign.
- B. When neon tubing is employed on the exterior or interior of a sign, the capacity of such tubing shall not exceed 300 milliamperes rating for any colored tubing.
- C. When fluorescent tubes are used for the internal illumination of a sign, illumination shall not exceed illumination equivalent to 800 milliamperes rating tubing behind a plexiglass face spaced at least nine inches, center to center.
- D. Signs on property abutting and facing residential zones shall not be illuminated by any means other than downcast, shielded lighting.
- E. No colored lights shall be used at any location or in any manner so as to be confused with or construed as traffic control devices.
- F. No sign may be erected or maintained if it contains, includes, or is illuminated by any flashing intermittent revolving, rotating or moving light or lights or moves or has any animated or moving parts; however, this does not apply to a traffic control sign or portions thereof providing only public service information such as time, date, temperature, weather, or similar information.

13. Prohibited Signs. Pursuant to 11.130.

14. Permitted Materials. Pursuant to 11.230.

11.170 Signs Permitted in the Mixed Use Neighborhood (MUN) and Mixed Use Employment (MUE) Zones. This section shall apply to all signs in the MUN and MUE Zones.

Each building may install a total of two signs on each fronting street from the following types: window, wall, and awning. The total sign area for two signs shall not exceed the maximum permitted area as stipulated in this section.

In addition, the following are permitted:

1. Projecting Signs. One projecting sign per building street façade.

- A. One entry sign per service entry, maximum of 2.5 square feet in area,
- B. One directional sign per parking entry, maximum 2.5 square feet, facing rear or side parking lot.
- C. Maximum sign area shall be 6.5 square feet.
- D. Distance from the lower edge of the signboard to the ground shall be a minimum of seven feet.
- E. For single-story buildings, top signboard edge shall be no higher than the wall from which it projects.
- F. For the multistory building, top signboard edge shall be no higher than the sill or bottom of the average second story window height.
- G. Distance from the building wall to signboard shall be a maximum of eight inches.
- H. Maximum signboard width shall not exceed the width of the sidewalk.

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2. **Ground Mounted or Monument Signs.** One monument or ground mounted sign at the public right-of-way entries to the zone.
 - A. Maximum sign area shall be 24 square feet.
 - B. Maximum lettering and other graphic height shall be four inches.
 - C. Maximum signboard height at top edge or any supporting or decorative element shall be four feet. The maximum signboard width shall be five feet.
 - D. Sign shall not interfere with pedestrian or vehicular circulation or interfere with clear vision requirements.
3. **Window Signs**
 - A. Maximum sign size shall be four square feet.
 - B. Signs shall be silk screened, applied die or laser cut metal, wood or polymer, acid etched, or hand painted or other similar structure.
4. **Wall Signs**
 - A. Maximum sign size shall be 5% of ground floor façade or 26 square feet, whichever is less.
 - B. Maximum sign height shall be 18 feet above the sidewalk or other finish grade.
 - C. Applied die or laser cut metal, wood, or polymer or other similar construction lettering may be substituted for wall signs, limited to 24 square feet of letter area.
5. **Awning and Canopy Signs**
 - A. Maximum sign area shall be 12 feet on the main awning face and five square feet on the awning valance.
 - B. Lettering may not dominate sloped or curved portions. Lettering and signboard may be integrated along the valance or fascia. Freestanding letters may be mounted on top of and extend above the fascia.
6. **Daily Display Signs**
 - A. One allowed per 25 feet of street-facing frontage.
 - B. One allowed per business.
 - C. Sign dimension shall not exceed a maximum width of three feet and a maximum height, from ground level, of four feet, but in no case shall exceed nine square feet.
 - D. Set back behind the curb so as not to interfere with on-street parking, or a minimum of 10 feet from the edge of the nearest street travel lane where curbs are not in place.
 - E. Signs may be located either on private property or in the public right-of-way, shall comply with the Americans with Disabilities Act (ADA), and shall not interfere with pedestrian movement of wheelchair access to, through, and around the site. A minimum access width of five feet shall be maintained along all sidewalks and building entrances accessible to the public. Signs should be placed either next to the building / business or at the curbside by a street tree or other public amenity so as not to block on-street parking accessibility.
 - F. A City revocable permit must be obtained prior to approval of a sign permit. The applicant shall provide a map showing where the sign will be placed. The sign permit and City revocable permit shall be revocable.
 - G. Shall not be placed in the clear vision triangle.
 - H. The sign shall not be placed within three feet of public art.
 - I. Shall not encroach into required off-street parking areas, public roadways, or alleys.
 - J. Shall be utilized only during regular business hours and shall be removed during non-business hours.
 - K. Shall be adequately supported and shall have a weighted base capable of

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- keeping the sign upright.
 - L. Materials shall be of a permanent nature and not be subject to fading or damage from weather. Paper or cloth is not permitted unless located within a glass or plastic enclosure. A wood base is recommended.
 - M. May not be illuminated, internally or otherwise.
 - N. Sign shall appear professionally designed, manufactured, and be continuously maintained. All lettering shall be fixed. 40% of the sign may be chalk/white board.
 - O. A sign permit application for a Daily Display Sign to be located on public property and/or public right-of-way shall be accompanied by a certificate of insurance showing that the owner has Commercial General Liability coverage as defined in the application.
 - P. The sign owner shall assume all liability for incidents involving the sign by signing a document exempting the city from liability.
7. **Temporary Signs.** Pursuant to Section 11.110.
8. **Illumination.** No sign shall be erected or maintained which, by use of lights or illumination creates an unduly distracting or hazardous condition to a motorist, pedestrian or to the general public.
- A. When illuminated, signs shall be front, back (rear) top or bottom illuminated with single or multiple sources.
 - B. Sodium or mercury vapor lamps are prohibited.
 - C. Exterior lighting shall be selected and installed to prevent excessive or intrusive illumination of, on, or over adjacent buildings, lots, public streets and/or site areas outside the source building or lot.
 - D. No exposed reflective type bulb, or incandescent lamp, which exceeds 25 watts, shall be exposed to direct view from a public street or highway, but may be used for indirect light illumination of the display surface of a sign.
 - E. When neon tubing is employed on the exterior or interior of a sign, the capacity of such tubing shall not exceed 300 milliamperes rating for any colored tubing.
 - F. When fluorescent tubes are used for the internal illumination of a sign, illumination shall not exceed illumination equivalent to 800 milliamperes rating tubing behind a plexiglass face spaced at least nine inches, center to center.
 - G. No colored lights shall be used at any location or in any manner so as to be confused with or construed as traffic control devices.
 - H. No sign may be erected or maintained if it contains, includes, or is illuminated by any flashing intermittent revolving, rotating or moving light or lights or moves or has any animated or moving parts; however, this does not apply to a traffic control sign or portions thereof providing only public service information such as time, date, temperature, weather, or similar information.
9. **Prohibited Signs.** Pursuant to 11.130 and;
- A. Pole-mounted freestanding signs.
 - B. Internally illuminated wall signs.
 - C. Signs on roofs, chimneys, and balconies.
 - D. Billboards.
 - E. Sodium or mercury vapor lamps.
 - F. Flashing, blinking, moving, or mobile signs.
 - G. Marquee signs.
 - H. Billboards.
 - I. Daily Display signs.
10. **Permitted Materials.** Pursuant to 11.230.

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11.180 Signs Permitted in the Mixed Use Live/Work (MULW) Zone. This section shall apply to all signs in the Mixed Use Live/Work (MULW) zone. Where conflicts may exist in sign regulations, these standards take precedence over other sign regulations.

1. **Wall Signs**

- A. The maximum sign area permitted shall be 1.5 square feet per one linear foot of business façade width. Wall signage is allowed on a maximum of two building facades.
- B. Wall signs shall not project more than eighteen inches from the wall to which they are attached. A wall sign located on an alley frontage may not project into the alley below a clearance of fourteen feet, six inches.
- C. Wall signs shall not project more than three feet above the eave line or roof line.
- D. Wall signs attached to the end of the face of a marquee shall not exceed a height of thirty inches. The lower edge of such sign shall not extend below the marquee.
- E. A wall sign shall not project beyond the ends of the wall to which it is attached.
- F. Wall signs shall be located on the business façade which is used to determine the allowed sign area for that facade.
- G. A combination of a Wall sign, Awning/Canopy sign, and a Projecting sign is allowed, but sign area encompasses all signs on a single façade.
- H. Mounting equipment must be flush against the façade not extending beyond the building face more than six inches.

2. **Awning or Canopy Signs**

- A. Canopy or awning signs are included as part of the allowed wall sign area calculation.
- B. One awning sign per frontage per occupancy is permitted.
- C. Minimum clearance below a sign is eight feet from the sidewalk or ground level.
- D. Canopy or Awning Signs may not project more than three feet above or below the canopy or awning.
- E. Posts or columns beyond the property line will not be permitted.

3. **Projecting Signs**

- A. The maximum size of a projecting sign shall be eight square feet.
- B. Projecting Signs are included as part of the allowed wall sign area calculation.
- C. Only one face of a double-faced projecting sign bearing identical copy shall be used in computing the area thereof.
- D. Must project more than 12 inches from building face, but not beyond the outside edge of the sidewalk or right of way.
- E. Must be at a minimum of eight feet above the sidewalk or ground level.

4. **Ground Mounted or Monument Signs**

- A. Shall not exceed 30 square feet in area and not more than six feet high. A base not to exceed eight feet in height is allowed. Sign calculation is only based on the sign area.
- B. Not located within 10 feet of any other sign.
- C. Must have a setback of five feet from right-of-way.
- D. Outside of the clear vision area.

5. **Business Complex Signs**

- A. A business complex may have one ground mounted sign for each street frontage of the complex subject to the provisions of the Ground Mounted or Monument Sign Section. Such signs shall be used to identify the name of the complex or center and may also be used to identify the individual businesses that are located within the complex or center. Each separate building within the complex may have one

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- monument sign identifying the businesses located within that building subject to the provisions of the Ground Mounted or Monument Sign Section.
- B. Outside of the clear vision area.
6. **Directional Signs**
- A. On premise directional signs are limited to four square feet in area and four feet in height. If the sign is on the wall of the building, it shall be limited to four square feet in area and eight feet in height.
7. **Temporary Signs.** Temporary Signs pursuant to Section 11.110.
8. **Daily Display Signs**
- A. One allowed per 25 feet of street-facing frontage.
- B. One allowed per business.
- C. Sign dimension shall not exceed a maximum width of three feet and a maximum height, from ground level, of four feet, but in no case shall exceed nine square feet.
- D. Set back behind the curb so as not to interfere with on-street parking, or a minimum of 10 feet from the edge of the nearest street travel lane where curbs are not in place.
- E. Signs may be located either on private property or in the public right-of-way, shall comply with the Americans with Disabilities Act (ADA), and shall not interfere with pedestrian movement of wheelchair access to, through, and around the site. A minimum access width of five feet shall be maintained along all sidewalks and building entrances accessible to the public. Signs should be placed either next to the building / business or at the curbside by a street tree or other public amenity so as not to block on-street parking accessibility.
- F. A City revocable permit must be obtained prior to approval of a sign permit. The applicant shall provide a map showing where the sign will be placed. The sign permit and City revocable permit shall be revocable.
- G. Shall not be placed in the clear vision triangle.
- H. The sign shall not be placed within three feet of public art.
- I. Shall not encroach into required off-street parking areas, public roadways, or alleys.
- J. Shall be utilized only during regular business hours and shall be removed during non-business hours.
- K. Shall be adequately supported and shall have a weighted base capable of keeping the sign upright.
- L. Materials shall be of a permanent nature and not be subject to fading or damage from weather. Paper or cloth is not permitted unless located within a glass or plastic enclosure. A wood base is recommended.
- M. May not be illuminated, internally or otherwise.
- N. Sign shall appear professionally designed, manufactured, and be continuously maintained. All lettering shall be fixed. 40% of the sign may be chalk/white board.
- O. A sign permit application for a Daily Display Sign to be located on public property and/or public right-of-way shall be accompanied by a certificate of insurance showing that the owner has Commercial General Liability coverage as defined in the application.
- P. The sign owner shall assume all liability for incidents involving the sign by signing a document exempting the city from liability.
9. **Illumination.** Signs in this zone may only be illuminated by means of downcast, shielded lighting. No sign shall be erected or maintained which, by use of lights or illumination

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creates an unduly distracting or hazardous condition to a motorist, pedestrian or to the general public.

- A. No exposed reflective type bulb, or incandescent lamp, which exceeds 25 watts, shall be exposed to direct view from a public street or highway, but may be used for indirect light illumination of the display surface of a sign.
 - B. When neon tubing is employed on the exterior or interior of a sign, the capacity of such tubing shall not exceed 300 milliamperes rating for any colored tubing.
 - C. When fluorescent tubes are used for the internal illumination of a sign, illumination shall not exceed illumination equivalent to 800 milliamperes rating tubing behind a plexiglass face spaced at least nine inches, center to center.
 - D. No colored lights shall be used at any location or in any manner so as to be confused with or construed as traffic control devices.
 - E. No sign may be erected or maintained if it contains, includes, or is illuminated by any flashing intermittent revolving, rotating or moving light or lights or moves or has any animated or moving parts; however, this does not apply to a traffic control sign or portions thereof providing only public service information such as time, date, temperature, weather, or similar information.
10. **Prohibited Signs.** Pursuant to 11.130 and;
- A. Roof signs.
 - B. Pole or free-standing signs.
 - C. Marquee signs.
 - D. Directional signs.
 - E. Billboards.
11. **Material.** Pursuant to 11.230 and in the Mixed Use Live/Work (MULW) zone, all signs, except awning or canopy signs, shall be constructed of at least one or more of the following types of material. No other materials will be permitted.
- A. Copper, brass, textured aluminum, or other natural look finishes.
 - B. Wrought iron.
 - C. Decorative scrolling.
 - D. Natural wood, excluding plywood.
 - E. Neon or LED tubing for lettering or graphics.
 - F. Plastic manufactured signs.

11.190 Signs Permitted in Industrial, Public Facility, and Fairground Zones. This section shall apply to all signs in the Light Industrial (M-1) Zone, General Industrial (M-1.5) Zone, Heavy Industrial (M-2) Zone, Public Facility (PF) Zone, and Fairground (FG) Zone.

- 1. **Wall Signs.** For each permitted or conditional use in the above listed zones, the maximum permitted sign area on a building shall not exceed 10 percent of the area of the building facade on which the sign is placed. Provided, however, in no case shall the maximum permitted area exceed 350 square feet and in no case shall more than two wall signs be permitted for wall signage.
- 2. **Ground Mounted Signs.** One ground mounted sign shall be permitted for each street frontage which provides direct vehicular access into the site. A ground mounted sign shall not be located within 10 feet of any other sign, within any street right-of-way, or within any clear vision area. Unless otherwise specified in these standards, ground mounted signs shall have maximum overall dimensions and area not exceeding any of the following:
 - A. A maximum height of 10 feet.
 - B. A maximum width of 12 feet.
 - C. Seventy-five square feet of area.

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3. **Free-standing Signs.** In lieu of ground mounted signs as permitted in subsection (2) above, an industrial property may have one free-standing sign based on meeting the following criteria:

A. **Category 1 Signs**

- i. Free-standing signs may not exceed 25 feet in height. Such signs shall be allowed the following square footage based on the street frontage for the property the sign is being placed on:

Frontage	Allowable Sign Area
1 to 100 feet	50 SF
101 to 150 feet	70 SF
More than 150 feet	90 SF

- ii. The sign shall be located adjacent to the street frontage providing direct vehicular access into the project.

- iii. The maximum height shall not exceed twenty-five feet.

B. **Category 2 Signs**

The Category 2 regulations apply only if the proposal meets all of the following criteria:

- i. The use is not related to the general traveling public and is primarily an industrial or manufacturing use.

- ii. With the exception of Wall and Directional Signs, no other type of sign is permitted on the property.

- iii. The property is a minimum of eight acres in size.

- iv. The sign is spaced at least 600 feet from an existing free-standing sign greater than 25 feet in height.

- v. The sign is not located in the City's Airport Control (AC) overlay zone.

- vi. Such signs may contain one square foot of sign area for each two lineal feet of street frontage which abuts the project for the first 100 feet, plus one-half square foot of sign area for each two lineal feet of street frontage which abuts the project over 100 feet, not to exceed a maximum area of 250 square feet.

- vii. The sign shall be located adjacent to the street frontage providing direct vehicular access into the project.

- viii. The maximum permitted sign height may be 50 feet.

4. **Directional Signs.** Signs are limited to four square feet in area and four feet in height. If the sign is on the wall of the building, it shall be limited to four square feet in area and eight feet in height. On arterial streets where the posted speed limit is greater than 50 miles per hour, one directional sign shall be permitted per street frontage, limited to 16 square feet in area.

5. **Building Directory Signs.** Building Directory Signs are limited to three square feet per occupant.

6. **Billboards.** Shall be permitted in the M-1, M-1.5, and M-2 Zones.

- A. No billboard shall be erected within 500 feet of another billboard on the same side of the roadway. The distance between billboards shall be measured along the center line of the road.

- B. No billboards shall exceed a maximum height of 30 feet.

- C. The face size of any billboard shall not exceed 12 feet in vertical height or 24 feet in horizontal dimension.

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- D. No new, relocated, or remodeled billboard face shall be internally lit, contain or utilize any electronic or digital component, liquid crystal diodes, light emitting diode, motion signage, rotating louvers, and similar digital technologies.
 - E. Billboards may be installed on public or private property, subject to the consent of the property owner, and City approval based on the City's evaluation of traffic safety issues resulting from the billboard. No billboard shall be installed within any transportation right-of-way.
 - F. All structural supports for billboards shall be constructed of steel.
 - G. Evidence must be provided showing the obtaining of a state permit from the Oregon Department of Transportation (ODOT).
 - H. The applicant shall acquire a Conditional Use Permit from the Community Development Department for each individual billboard prior to installing or relocating any billboard.
 - I. Lighting of Billboards: No sign shall be so illuminated that it interferes with the effectiveness of any official traffic device, impairs the vision of a driver of any motor vehicle, or otherwise interferes with a driver's operation of a motor vehicle. No sign shall be so illuminated that it causes glare to adjacent residential structures.
 - J. All lighting of billboards shall be shielded downcast lighting. The external lighting source for billboards shall be from a solar system or underground electrical line. Overhead electrical lines are prohibited.
7. **Industrial Business Complex Signs.** An industrial business complex may have one ground mounted sign or free-standing sign for each street frontage. Each separate building within the complex may have one monument sign. A ground mounted sign shall not be located within 10 feet of any other sign, within any street right-of-way, or within any clear vision area. Unless otherwise specified in these standards, ground mounted signs shall have maximum overall dimensions and area not exceeding any of the following:
- A. A maximum height of 10 feet.
 - B. A maximum width of 12 feet.
 - C. Seventy-five square feet of area.
8. **Awning or Canopy Signs**
- A. Canopy or awning signs are included as part of the allowed wall sign area calculation.
 - B. One awning sign per frontage per occupancy is permitted.
 - C. Minimum clearance below a sign is eight feet from the sidewalk or ground level.
 - D. Canopy or Awning Signs may not project more than three feet above or below the canopy or awning.
 - E. Posts or columns beyond the property line will not be permitted.
9. **Temporary Signs.** Pursuant to 11.110.
10. **Illumination.** No sign shall be erected or maintained which, by use of lights or illumination creates an unduly distracting or hazardous condition to a motorist, pedestrian or to the general public.
- A. No exposed reflective type bulb, or incandescent lamp, which exceeds 25 watts, shall be exposed to direct view from a public street or highway, but may be used for indirect light illumination of the display surface of a sign.
 - B. When neon tubing is employed on the exterior or interior of a sign, the capacity of such tubing shall not exceed 300 milliamperes rating for any colored tubing.
 - C. When fluorescent tubes are used for the internal illumination of a sign, illumination shall not exceed illumination equivalent to 800 milliamperes rating tubing behind a plexiglass face spaced at least nine inches, center to center.

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- D. Signs on property abutting and facing residential zones shall not be illuminated by any means other than downcast, shielded lighting.
 - E. No colored lights shall be used at any location or in any manner so as to be confused with or construed as traffic control devices.
 - F. No sign may be erected or maintained if it contains, includes, or is illuminated by any flashing intermittent revolving, rotating or moving light or lights or moves or has any animated or moving parts; however, this does not apply to a traffic control sign or portions thereof providing only public service information such as time, date, temperature, weather, or similar information.
11. **Prohibited Signs.** Pursuant to 11.130 and;
- A. Projecting signs.
 - B. Roof signs.
 - C. Marquee signs.
 - D. Awning/Canopy signs.
 - E. Daily Display signs.
12. **Permitted Materials.** Pursuant to 11.230.

11.200 Signs Permitted in the Downtown Overlay District (DOD). The Downtown Overlay District signage standards shall apply to all properties within the DOD boundaries. In that district, where a conflict exists between the DOD signage standards and other signage standards in this Code, the DOD signage standards shall be applied.

- 1. **Wall Signs.** Wall signs shall comply with the following standards.
 - A. One wall sign per business façade is allowed.
 - B. A combination of wall sign and one other sign type is allowed but sign area encompasses all signs on single facade (not including temporary banner or portable signs).
 - C. No wall sign shall extend above the roofline or the top of a parapet wall.
 - D. Mounted flush against the façade and not extending beyond the building face more than the depth of the sign being installed.
- 2. **Awning or Canopy Signs**
 - A. May not be located higher than first floor of a building or 15 feet above the sidewalk whichever is less.
 - B. Minimum clearance below an awning on which signage is hung or displayed is eight feet from the sidewalk or ground level to the lowest portion of the awning or suspended sign whichever is lowest.
 - C. One awning sign per frontage per occupancy is permitted.
 - D. Sign area is included in the total calculated sign area allowed per façade.
- 3. **Ground Mounted or Monument Signs**
 - A. Shall not exceed 20 square feet in area and not more than five feet high. A base not to exceed two feet in height is allowed. Sign calculation is only based on the sign area.
 - B. Not within 10 feet of any other sign.
 - C. Outside of the clear vision area.
 - D. No more than one monument/ground mounted sign per street frontage.
 - E. One illuminated or cabinet sign is allowed subject to the following standards:
 - i. Shall include a dark background and light-colored text. White or light-colored backgrounds are prohibited.
 - ii. Only one ground mounted illuminated cabinet sign is allowed on a property.

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4. **Banners, Permanent**
 - A. Hung with permanent attachments.
 - B. Must have a matte finish.
 - C. Must be in a permanent frame.
5. **Projecting Signs**
 - A. Affixed to the face of the building and project in a perpendicular manner.
 - B. Must project more than 12 inches from building face, but not beyond the outside edge of the sidewalk.
 - C. Area calculated in overall wall signage for façade.
 - D. Permanently attached at top with the bottom of the sign allowed to swing freely.
 - E. Must be at a minimum of eight feet above the sidewalk.
6. **Daily Display Signs**
 - A. One allowed per 25 feet of street-facing frontage.
 - B. One allowed per business.
 - C. Sign dimension shall not exceed a maximum width of three feet and a maximum height, from ground level, of four feet, but in no case shall exceed nine square feet.
 - D. Set back behind the curb so as not to interfere with on-street parking, or a minimum of 10 feet from the edge of the nearest street travel lane where curbs are not in place.
 - E. Signs may be located either on private property or in the public right-of-way, shall comply with the Americans with Disabilities Act (ADA), and shall not interfere with pedestrian movement of wheelchair access to, through, and around the site. A minimum access width of five feet shall be maintained along all sidewalks and building entrances accessible to the public. Signs should be placed either next to the building / business or at the curbside by a street tree or other public amenity so as not to block on-street parking accessibility.
 - F. A City right-of-way permit must be obtained prior to approval of a sign permit. The applicant shall provide a map showing where the sign will be placed. The sign permit and City right-of-way permit shall be revocable.
 - G. Shall not be placed in the clear vision triangle.
 - H. The sign shall not be placed within three feet of public art.
 - I. Shall not encroach into required off-street parking areas, public roadways, or alleys.
 - J. Shall be utilized only during regular business hours and shall be removed during non-business hours.
 - K. Shall be adequately supported and shall have a weighted base capable of keeping the sign upright.
 - L. Materials shall be of a permanent nature and not be subject to fading or damage from weather. Paper or cloth is not permitted unless located within a glass or plastic enclosure. A wood base is recommended.
 - M. May not be illuminated, internally or otherwise.
 - N. Sign shall appear professionally designed, manufactured, and be continuously maintained. All lettering shall be fixed. 40% of the sign may be chalk/white board.
 - O. A sign permit application for a Daily Display Sign to be located on public property and/or public right-of-way shall be accompanied by a certificate of insurance showing that the owner has Commercial General Liability coverage as defined in the application.
 - P. The sign owner shall assume all liability for incidents involving the sign by signing

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- a document exempting the city from liability.
7. **Illumination.** No sign shall be erected or maintained which, by use of lights or illumination creates an unduly distracting or hazardous condition to a motorist, pedestrian or to the general public.
- A. No exposed reflective type bulb, or incandescent lamp, which exceeds 25 watts, shall be exposed to direct view from a public street or highway, but may be used for indirect light illumination of the display surface of a sign.
 - B. When neon tubing is employed on the exterior or interior of a sign, the capacity of such tubing shall not exceed 300 milliamperes rating for any colored tubing.
 - C. When fluorescent tubes are used for the internal illumination of a sign, illumination shall not exceed illumination equivalent to 800 milliamperes rating tubing behind a plexiglass face spaced at least nine inches, center to center.
 - D. Signs on property abutting and facing residential zones shall not be illuminated by any means other than downcast, shielded lighting.
 - E. No colored lights shall be used at any location or in any manner so as to be confused with or construed as traffic control devices.
 - F. No sign may be erected or maintained if it contains, includes, or is illuminated by any flashing intermittent revolving, rotating or moving light or lights or moves or has any animated or moving parts; however, this does not apply to a traffic control sign or portions thereof providing only public service information such as time, date, temperature, weather, or similar information.
8. **Prohibited Signs.** Pursuant to 11.130 and;
- A. Pole or free-standing signs.
 - B. Particle Board signs.
 - C. Wall-mounted cabinet signs.
 - D. Any sign or combination of signs that blocks more than 10 percent of window panel whether inside or outside.
 - E. Roof signs.
 - F. Marquee signs.
 - G. Directional signs.
 - H. Billboards.
 - I. Temporary Signs pursuant to 11.110, except portable reader boards.
9. **Material.** Pursuant to 11.230. Signs shall be constructed of at least one or more of the following types of material. No other materials will be permitted.
- A. Copper, brass, textured aluminum, or other natural look finishes.
 - B. Wrought iron.
 - C. Decorative scrolling.
 - D. Natural wood.
 - E. Neon or LED tubing for lettering or graphics.
 - F. Plastic elements with applied techniques for natural look finishes.
 - G. Dimensional letters mounted onto façade with no frame (raceway mounting is required to match the building's color).
 - H. Masonry.

MAINTENANCE, CONSTRUCTION AND SAFETY STANDARDS

- 11.210 Maintenance.** All signs together with all of their supports, braces, guys, and anchors shall be kept in good repair and be maintained in a safe condition. All signs and the site on which they are located shall be maintained in a neat, clean, and attractive condition.

CHAPTER 11 SIGN CODE

11.220 Construction. All signs shall be designed and constructed in compliance with the Oregon Structural Specialty Code (OSSC).

PERMITTED MATERIALS

11.230 Permitted Materials. Materials for construction of signs and sign structures shall be of the quality and grade as specified in the Oregon Structural Specialty Code (OSSC).

INSPECTION AND ENFORCEMENT

11.240 Inspection. The Community Development Director, or designee, may inspect signs to determine conformance with these standards.

11.250 Enforcement. The Community Development Director, or designee, is hereby authorized and directed to enforce the provisions of these standards:

1. **Sign Enforcement:** The removal of any sign erected or maintained in violation of the provisions of these standards may be ordered. Except as provided in (2), (3), or (4), below, 30 days written notice shall be given to the owner of the sign or the owner of the building, structure, or premises upon which the sign is located to remove the sign or bring it in compliance with the provisions of these standards. If the owner of the sign, building, structure or premises fails to comply or remove the sign, the removal of such sign may be at the expense of the owner of the sign, building, structure or premises on which the sign is located and such costs and expenses including but not limited to the notifications, transportation, may be a lien against the land or premises on which the sign is located and may be collected or foreclosed in the same manner as liens are entered in the lien docket of the City.
2. **Temporary or Prohibited Signs:** The immediate removal of any temporary or prohibited sign erected or maintained in violation of the provisions of the temporary or prohibited sign standards may be ordered. A 48-hour notice, verbal or written, to the owner of the sign or the owner or representative of the building, structure, or premises upon which the sign is located to remove the sign or bring it in compliance with the provisions of these standards shall be given.
3. **Non-Conforming Signs:** The removal of non-conforming signs which have been non-conforming for seven years as described in Section 11.250 may be ordered. A 180-day written notice to the owner of the sign or the owner of the building, structure, or premises upon which the sign is located to remove the sign or bring it in compliance with the provision of these standards shall be given. If the owner of the sign, building, structure or premises fails to comply or remove the sign, the Community Development Director, or designee, may order the removal of such sign at the expense of the owner of the sign, building, structure or premises on which the sign is located and such costs and expenses including but not limited to the notifications, transportation, may be a lien against the land or premises on which the sign is located and may be collected or foreclosed in the same manner as liens are entered in the lien docket of the City.
4. **Summary Emergency Enforcement:** If it is determined that the supports, braces, grip anchors, etc. are not kept in good repair or safe condition, and if the sign presents an immediate and serious danger to the public, the Community Development Director, or designee, without prior written notice, may order its immediate removal. In the event that the person responsible for such sign cannot be found, or such person fails to repair or remove it, the City may do so. The owner of the building, structure, or premises upon

CHAPTER 11 SIGN CODE

which the sign is located, is jointly and severally liable for the costs of its removal and/or repair.

5. **Sign Enforcement Appeal:** Any order for removal of signs or actual removal of a sign pursuant to the provisions of this section may be appealed to the Hearings Body by filing written notice to the Planning Department within 14 days from the date of decision.

NON-CONFORMING AND ABANDONED SIGNS

11.260 Non-Conforming Signs. Except as provided within Sections 11.260 and 11.300, permanent signs in existence on the effective date of these standards (Ordinance 2023-07) which are not in conformance with the provisions of these standards shall be regarded as non-conforming signs and must be brought into compliance with these standards upon any modification to size and/or type.

11.270 Special Requirements for Non-Conforming Signs. A non-conforming sign which is structurally altered, relocated, or replaced shall immediately conform to the requirements of these standards except that:

1. A sign may be removed from its sign structure for the purpose of repair, maintenance, or a change of copy within the dimensions of the existing sign.
2. Signs may be structurally altered where such alteration is necessary for public safety.
3. Such signs may be reconstructed if they are moved for construction or repair of public works or public facilities and such reconstruction is completed within one year.
4. Such signs may be reconstructed if they are damaged by a natural hazard, provided such damage does not exceed 50 percent of the cost of reconstruction of the entire sign, and provided that such sign is reconstructed within 180 days of the date the sign is damaged.

11.280 Abandoned Signs. A sign shall be removed within 30 days by the owner or lessee of the premises upon which the sign is located when the advertised business is no longer conducted on the premises. A billboard allowed under these standards where a person has merely leased a contracted advertising space need not be removed in accordance with this section. Abandoned signs may be removed and costs may be collected as provided in Sections 11.230-11.240.

VARIANCES

11.290 Variance Application. An applicant for a sign permit or an applicant owning or leasing a sign that is not in conformance with the provisions of these standards, may seek a variance to the provisions of these standards pursuant to the Variances section of Article I of the Redmond Development Code.

11.300 Time Limit on a Permit for a Variance. Authorization of a variance shall be void if the work approved by such variance is not commenced within six months of the date of approval.

HISTORICAL SIGNS

11.310 Application. The Community Development Director, or designee, or an owner of a non-conforming sign in existence on the date of enactment of these standards (Ordinance 2023-07) may apply for a determination that the sign qualifies as an historical sign under the provisions of these standards.

CHAPTER 11 SIGN CODE

11.320 Site and Design Review. An application for an historical sign designation shall be reviewed by the Redmond Historic Landmarks Commission. The Commission may designate a sign as historical if it finds the following criteria have been met or can be met:

1. The sign is essentially as constructed, with sufficient original workmanship and material to serve as instruction in period fabrication.
2. Through public interest, sentiment, uniqueness or other factors, the sign has come to connote an historical period.
3. Due to removal of similar objects or the uniqueness of this sign, the sign is singularly appropriate to represent an historical theme or period.
4. The sign is associated with significant past trends in structure materials and design and in conformance with generally accepted principles of good design and architecture.
5. The sign was constructed early in the relative scale of local history and is one of a few of its age remaining in the City.

APPEALS

11.330 Appeals. Any decision of the Community Development Director, or designee, may be appealed in writing to the Hearings Body.

SPECIAL PROVISIONS

11.340 Fees. Fees for applications and permits shall be established in the City's Fee Schedule as amended.

11.350 Severability. If any part, section, subsections, sentence, or phrase of these standards is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of these standards.

11.360 Penalties. A violation of any provision of these standards shall be a Class A Civil Infraction and/or a Class A administrative infraction, with the exception of a violation to the temporary sign provisions (Section 11.110) which shall be a Class B Civil Infraction and/or Class B administrative infraction. Each day shall be a separate violation. Violations will be enforced through the procedures established in City Code, Section 2.750 et seq.

Exhibit C





Exhibit C

777 SW Deschutes Ave

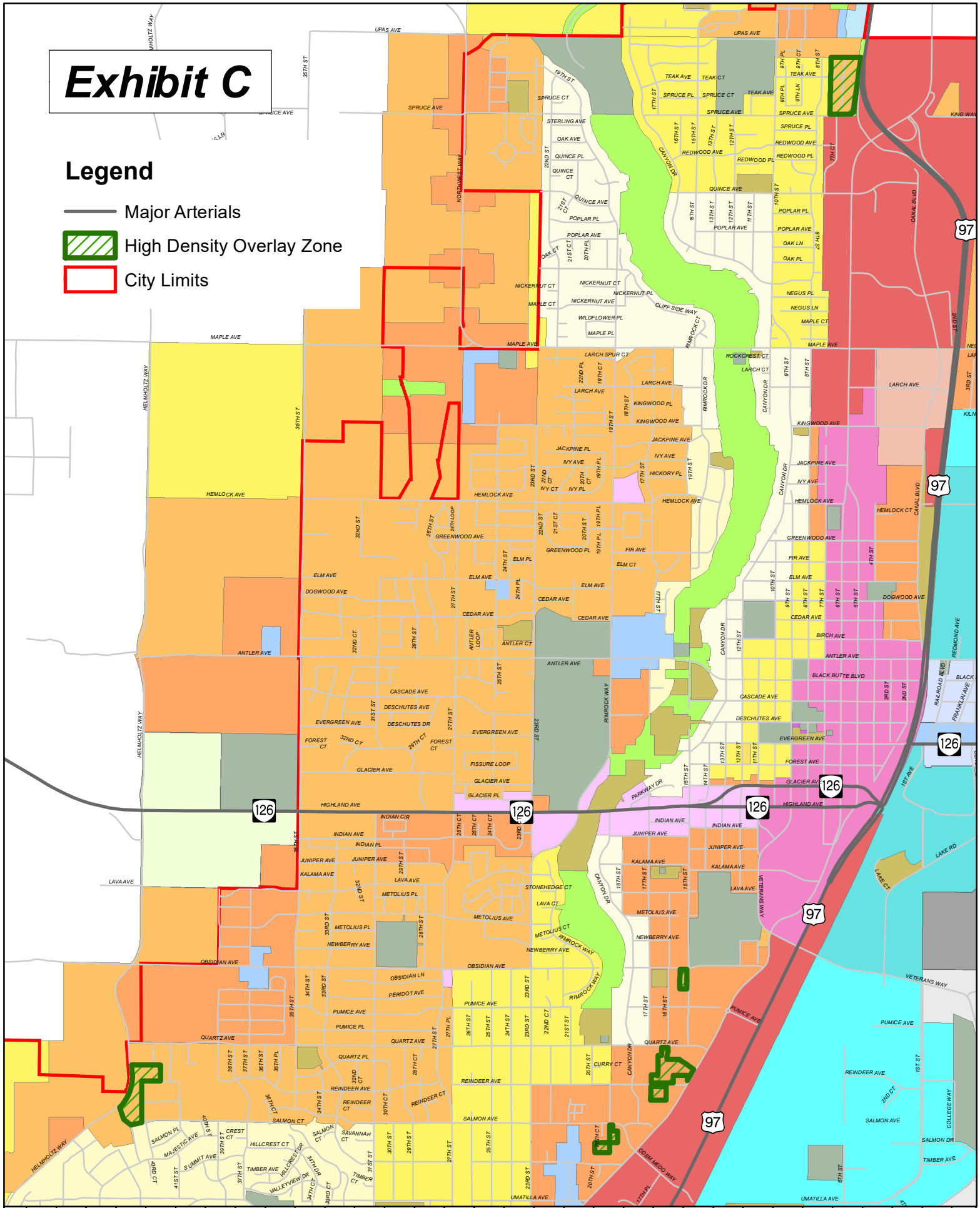
SW DESCHUTES AVE

SW EVERGREEN AVE

Exhibit C

Legend

-  Major Arterials
-  High Density Overlay Zone
-  City Limits



PROPOSED REMOVAL OF HIGH DENSITY OVERLAY

CITY OF REDMOND GIS DEPARTMENT 243 E. ANTLER AVENUE REDMOND OREGON 97756 PH. 541.504.2014

REVIEWED BY KR	SCALE 1" = 3000'	EXHIBIT G
DESIGNED BY MJC	FIRST DRAFT DATE NOVEMBER 13, 2023	

EXHIBIT D

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

CHAPTER 3: Public Improvements

(***)

SMALL WIRELESS FACILITIES

(***)

3.810 General Provisions; Process, Permissions, Applications and Fees.

(***)

2. Applications and Permitting Process - Permissions Required. Except as otherwise provided in this Section, no person shall place any facility described in Section 1 above in the ROW. A wireless provider shall comply with the following permitting process when seeking to install small wireless facilities in the public ROW:
 - A. Apply for and obtain a Small Wireless Facilities Right-of-Way permit from the City Engineering Department.
 - i. Submittal materials shall contain a signed affidavit of mailing a notice of the proposed facility to owners of record of property as shown on the most recent property assessment roll of property located within at least one hundred feet (100') of the location which is the subject of the application.
 - ii. The failure to provide mailed notice will invalidate an approval.
 - B. If necessary, obtain a Street Cut Permit from the City Public Works Department (i.e. pavement breaking).

(***)

CHAPTER 6: TRAFFIC

(***)

- 6.153 Prohibited Storage.** No person shall store any vehicle, boat, trailer, or other property on City streets or within City right-of-way.
- A. A vehicle or property is considered stored on the street or within the right-of-way if it is not being presently used for transportation and has been parked on a street or within the right-of-way for more 72 consecutive hours.
 - B. The vehicle is required by state law to be registered that is not registered, whose registration has expired or that does not have a current permit in lieu of registration, or fails to display current registration.
 - C. A violation of this section is a parking violation.

(***)

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CHAPTER 10: AIRPORT REGULATIONS

(***)

10.015 Definitions. For purposes of these Minimum Standards, the following definitions shall apply:

(***)

City Council. Means the legislative body that governs the City of Redmond, Oregon.

City Manager. Means the individual employed and authorized by the City to be the City's chief administrative officer.

(***)

Specialized Aviation Service Operator (SASO). Means a Commercial Aeronautical Activity or any entity that provides any one or more of the services listed in Section 8-10.040(5) of these Minimum Standards.

(***)

10.025 Fixed Base Operator Application.

1. An application shall be made to the City for permission to carry on any Commercial Aeronautical Activity as an FBO at the Airport. Three complete originally signed applications, as set forth herein, shall be delivered to the office of the Airport Director. The application shall be in writing and in sufficient detail to discern the complete qualifications of the FBO applicant to perform the proposed Commercial Aeronautical Activity and shall include, as a minimum, the following:

(***)

10.030 Action on Fixed Base Operator Application.

1. After an application has been completed and material submitted in accordance with Section 5-10.025 and has been reviewed and deemed complete by the Airport Director, the matter will be considered at ~~the following~~ a regularly scheduled meeting of the City Council.

(***)

10.040 Minimum Standards for Specialized Aviation Service Operators (SASOs).

1. SASO Application. No person shall operate as a SASO at the Airport without first having obtained a SASO permit. A permit application shall be made to the City for permission to carry on any Commercial Aeronautical Activity as a SASO at the Airport. Three complete originally signed applications, as set forth herein, shall be delivered to the office of the Airport Director. The application shall be in writing and in sufficient

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detail to discern the complete qualifications of the applicant to perform the proposed Commercial Aeronautical Activity and shall include, at a minimum, the following:

- A. A description of the proposed SASO activity including:
 - 1. The name, address, electronic mail address, and telephone number of the applicant.
 - 2. A detailed description of the proposed SASO Commercial Aeronautical Activity (identified in Section 10.045(4)), including the proposed date of commencement of the services and proposed hours of operation, if applicable.
 - 3. The number and type of aircraft to be based, if applicable.
 - 4. The number of persons to be employed.
 - 5. The professional qualifications of personnel who will manage and/or operate the proposed business.
 - 6. If applicable, a statement indicating past experience in providing the specified services proposed to be offered at the Airport including references from up to 3 individuals familiar with the applicant's ability to perform such services.
 - B. Copies of all licenses and permits required by federal, state and/or local laws for the conduct of the proposed business, including licenses and permits required for any personnel who will manage or operate the business or who will perform any services in connection with the proposed business.
 - C. A written acknowledgement that the applicant will execute such forms, releases, or discharges as may be required by the FAA and all aviation or aeronautic commissions, administrators, or departments of all states in which the applicant has engaged in aviation business, to release information in their files relating to the applicant or its current or proposed operation.
 - D. The application shall be signed and submitted by the owner of the business, if a sole proprietorship; every partner if a partnership; every member if a liability company (LLC); and the President or CEO if a corporation.
 - E. The applicant shall agree to provide any additional information and material necessary or requested by the City to establish to the satisfaction of the City that the applicant can qualify and will comply with these Minimum Standards.
2. Insurance. All SASOs shall obtain and maintain commercial general liability insurance for all losses and/or claims arising out of or related to the SASO's operations and/or activities on or at the Airport with limits of no less than \$1,000,000.00 per occurrence, \$2,000,000.00 in the aggregate. The required commercial general liability insurance policy shall be in form and content satisfactory to City, shall list City and City's officers, officials, employees, agents, and representative as additional insureds, and shall include a severability of interest clause.
3. Indemnification. All SASO operators shall defend and indemnify the City for, from, and against all losses, damages, and/or claims arising out of or related to the SASO's operations and/or activities on or at the Airport.

10.045 **Action on Specialized Aviation Service** ~~Operators (SASOs) shall consist of one or more of the following services and activities and must comply with the 10.40 Minimum Standards described in this Section.~~ **Operator Application.**

1. Airport Director Review. After a complete permit application has been submitted in

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accordance with Section 10.040, the Airport Director will review and consider the application.

2. Application Denial. The Airport Director may deny any application if, in his or her sole opinion, the Airport Director finds any one or more of the following:
 - A. The applicant does not meet the qualifications, standards, and requirements established by these Minimum Standards.
 - B. The applicant's proposed operation or construction will create a safety hazard on the Airport.
 - C. The applicant has either intentionally or unintentionally misrepresented or omitted any pertinent information in the application or in supporting documents.
 - D. The applicant has a record of violating the Rules and Regulations of the Airport or of any other airport, FAA regulations, or any other federal, State, or local statutes, laws, rules, or regulations.
 - E. The applicant has defaulted in the performance of any lease or any other agreement with the City or other airport(s).
 - F. The applicant does not, in the opinion of the City, exhibit adequate financial responsibility.
 - G. The proposed Commercial Aeronautical Activity is not in the best interest of the Airport or the public.
3. Appeals. If the Airport Director denies an application for a SASO permit, the applicant may appeal the Airport Director's decision by filing an appeal.
 - A. The appeal must be filed with the City Manager within twenty (20) days after the date of the Airport Director's SASO permit application denial. A copy of the appeal must be filed with the Airport Director. The City Manager will dismiss an appeal that is filed untimely. Failure to properly and timely file an appeal will constitute a waiver of the applicant's right to have the City Manager review the Airport Director's denial of an application.
 - B. If the City Manager affirms the Airport Director's decision to deny an application for a SASO permit, the applicant may appeal the decision of the Airport Director and City Manager to the City Council. The appeal must be filed with the City Council withing twenty (20) days after the date of the City Manager's affirmance of the Airport Director's decision to deny an application for a SASO permit. A copy of the appeal must be filed with the Airport Director and City Manager.
 - C. The City Council will dismiss an appeal that is filed untimely. Failure to properly and timely file an appeal will constitute a waiver of the applicant's right to have the City Council review the Airport Director's denial of an application and the City Manager's affirmance of the denial.
4. SASO Services. SASOs may perform one or more of the following Commercial Aeronautical Services.
 - A. **Aircraft Airframe and Engine Maintenance and Repair.** Aircraft and airframe engine maintenance and repair consisting of providing one or a combination of airframe and power plant overhaul and repair services and/or the sale of Aircraft parts and accessories. This service is an FBO requirement.
 - A. ~~Scope of Service.~~ **Scope of Service.** An air charter Operator engages in the business of providing air transportation (persons or property) to the general public for

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A. ~~**Scope of Service.** An aircraft and airframe engine maintenance and repair Operator is a person or persons, firm, or corporation providing one or a combination of airframe and power plant overhaul and repair services. This category of Aeronautical Services also includes the sale of aircraft parts and accessories. This service is an FBO requirement.~~

B. ~~**Minimum Standards**~~

1. ~~Operator's premises shall include a minimum of 3,600 square feet of space to accommodate hangar, shop and parts storage space, office, restrooms, customer lounge, and telephone facilities for customer use. In addition to the operating space requirements, Operators shall provide 4 on-site auto parking spaces. In addition:~~
 - a. ~~For purposes of meeting the requirements for 7.H., FBOs are to provide an adequately sized paved aircraft apron and storage area designed to accommodate a minimum of 2 Group II aircraft;~~
 - b. ~~For purposes of meeting the requirements of this section, SASOs are to provide an adequately sized paved aircraft apron or storage area designed to accommodate a minimum of 2 Group I aircraft.~~
2. ~~Provide sufficient equipment and supplies and have access to the parts necessary to perform the repairs and to recertify each aircraft being repaired.~~
3. ~~Comply with all FAA regulations as they apply to the type of work being performed, parts utilized, and certifications required as an approved repair station.~~
4. ~~Have the premises open and services available 8 hours daily, 5 days a week. Provide within a reasonable period of time (no greater than 45 minutes) staffing on a call-back basis to address after-hour requests for service from customers.~~
5. ~~Employ and have on duty during the appropriate business hours, not less than 1 person who possesses the appropriate FAA certificate(s) for the work being performed as set forth in this category of services.~~
6. ~~Carry the following types of insurance in accordance with their Agreement:~~
 - a. ~~Commercial General Liability including, but not limited to:~~
 - i. ~~Premises/Operations;~~
 - ii. ~~Products/Completed Operations;~~
 - iii. ~~Pollution;~~
 - iv. ~~Contractual; and~~
 - v. ~~Hangarkeepers' Liability.~~

B. **2. Aircraft Charter and Commercial Operator.** Aircraft charter and commercial operator services consisting of providing air transportation of persons and/or property hire, on a prearranged basis as defined under 14 CFR Parts 119 and 135. This service is an FBO requirement.

B. ~~Minimum Standards.~~

1. ~~Operator's leasehold premises shall contain a minimum of 750 square feet for office space, a passenger lounge with a public telephone, hangar space (and/or a minimum of two tie-down~~

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- spaces), of sufficient size to accommodate the required number of aircraft. In addition, 6 auto parking spaces are to be provided. Parking of vehicles over an extended period shall be the subject of specific separate written agreements between the Operator and the City. If handling air cargo, Operator's premises must also include an additional 200 square feet of cargo storage space.
2. Have and maintain during the term of the tenancy at the Airport, proper licenses and shall operate in conformance with all appropriate FAA regulations.
 3. Hold a proper Commercial Operator certificate and own or have available to it under written lease no fewer than 1 single-engine (4-place) aircraft equipped for and capable of use under instrument condition that meet the requirements of 14 CFR Parts 119 and 135.
 4. Have the premises open and services available to the public 8 hours daily, 6 days per week, but shall provide "on-call" services 24 hours daily, 7 days a week.
 5. Employ and have on duty during the required operating hours, trained personnel in such numbers as are required to meet the Minimum Standards set forth in this category but never less than 1 FAA-certificated commercial pilot and otherwise appropriately rated to permit the flight activity offered by the Operator.
 6. Have available sufficient qualified operating crews or satisfactory number of personnel for checking in passengers, handling of luggage, ticketing, and/or furnishing or arranging for suitable ground transportation.
 7. Provide reasonable assurance of a continued availability of qualified operating crews and approved aircraft within a reasonable or specified maximum notice period.
 8. Carry the following types of insurance in accordance with their Agreement:
 - a. Aircraft Liability (Hull & Protection and Indemnity) or its equivalent;
 - b. Passenger Liability on all owned and leased aircraft;
 - c. Commercial General Liability including, but not limited to:
 - i. Premises/Operations; and
 - ii. Contractual.

C. 3. Aircraft Storage. Aircraft storage consisting of the construction and/or rental of conventional and/or T-type hangars and tie-down areas. This service is an FBO requirement.

- A. **Scope of Service.** An aircraft storage operation is a business operated by a person, firm or corporation engaged in the construction and rental of conventional and/or T-type hangars and tie-down areas to the general flying public. This service is an FBO requirement.
- B. **Specific Standards of Operation.**
 1. Construct buildings in accordance with design and construction standards required and established by the City for the facility or activity involved.
 2. Conventional multi-aircraft hangars shall be a minimum of 10,000-

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~~square feet for FBOs and 3,600 square feet for SASOs; T-type hangars shall have a minimum of 8 units per building.~~

- ~~3. Provide a sufficient number and type of fire extinguishers as required by federal, State, and local laws and regulations and towing equipment capable of maneuvering aircraft to and from the hangar.~~
- ~~4. Carry the following types of insurance in accordance with their Agreement:~~
 - ~~a. Commercial General Liability including, but not limited to:~~
 - ~~i. Premises/Operations;~~
 - ~~ii. Contractual; and~~
 - ~~iii. Hangarkeepers' Liability.~~

~~4. Flight Training.~~

D. **A. Scope of Service.** A flight training Operator is a person or persons, firm, or corporation engaged in instructing pilots **Flight Training. Students** in dual and solo operation of aircraft **Aircraft** and providing such related ground school instruction as is necessary for taking a written examination and flight check ride for the category or categories of pilots' **pilot** licenses and ratings involved.

B. Minimum Standards.

- ~~1. Operator's premises shall include a minimum of 400 square feet for office space and a flight planning area with equipment, phones and access to restrooms, 2 aircraft tie-down spaces, and 6 auto parking spaces. If providing ground school services on the Airport, additional space must be leased for a classroom that can accommodate at least four students, plus adequate equipment as deemed necessary for such training.~~
- ~~2. Have available for use in flight training, either owned or under written lease at least 2 aircraft properly certificated to handle the proposed scope of operation. At least 1 of which must be a 4-place aircraft, and at least 1 of which must be equipped and capable of use in instrument flight instruction.~~
- ~~3. Have the premises open and services available to the public 8 hours daily, 5 days each week, weather permitting.~~
- ~~4. Employ on a full time basis at least 1 flight instructor who has been properly certificated by the FAA to provide the type of training offered. In addition to the fulltime instructor, Operator shall have at least 1 part-time flight instructor, available by appointment, who has been properly certified by the FAA to provide the type of training.~~
- ~~5. Carry the following types of insurance in accordance with their Agreement:~~
 - ~~a. Aircraft Liability (Hull & Protection and Indemnity) or its equivalent;~~
 - ~~b. Student/Renter Liability coverage for all users of aircraft;~~
 - ~~c. Commercial General Liability including, but not limited to:~~
 - ~~i. Premises/Operations;~~
 - ~~ii. Contractual; and~~
 - ~~iii. Hangarskeepers.~~

E. **5. Independent Flight Instructor.** **Independent flight instructor services consisting of providing Aircraft flight instructions no more than forty (40) hours in any one (1) month.**

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A. ~~**Scope of Services.** Independent flight instructors will be permitted to provide aircraft flight instructions at times of his or her choosing without meeting the requirements of Sup-paragraph D.~~

B. ~~Minimum Standards.~~

1. ~~Operator obtains a City of Redmond Business License in accordance with Section 7 of the City of Redmond Code.~~
2. ~~Operator demonstrates to Airport Director that he/she has secured adequate nonpublic office space to conduct the proposed activity.~~
3. ~~Operator obtains from the Airport Director an Independent Flight Instructor's Airport Business Permit which requires:~~
 - a. ~~Proof of proper and current licenses certified by the Federal Aviation Administration, with appropriate ratings to cover the type of training offered.~~
 - b. ~~Proof of a City of Redmond Business License if required.~~
 - c. ~~Written assurance that adequate public liability and property damage insurance is provided in such amounts as required by the State of Oregon to protect the operation and City from legal liabilities resulting from this activity.~~
 - d. ~~Written assurance that all federal, state, and local statutes, rules and regulations will be complied with at all times.~~
 - e. ~~Written assurance that not more than Forty (40) hours of flight instruction will be provided in any one (1) month.~~

F. 6. Aircraft Rental. Aircraft rental services consisting of Aircraft rentals to the public.

A. ~~**Scope of Service.** An aircraft sales Operator is a person engaged in the sale of new and/or used aircraft through franchises, or licensed dealerships or distributorships (either on a retail or wholesale basis) of an aircraft manufacturer and provides such repair, services and parts as~~

A. ~~**Scope of Service.** An aircraft rental Operator is a person or persons, firm, or corporation engaged in the rental of aircraft to the public.~~

B. ~~Minimum Standards.~~

1. ~~Operator's premises must include a minimum of 160 square feet for an office to consummate the rental Agreement, access to restrooms and telephone facilities for customer use, a minimum of 2 tie-down spaces, and 4 auto parking spaces.~~
2. ~~Have available for rental, either owned or under written lease to Operator, 2 certified and currently airworthy aircraft, 1 of which must be equipped for, and capable of, flight under instrument flight rules.~~
3. ~~Have the premises open and services available a minimum of 8 hours daily, 6 days a week.~~
4. ~~Employ and on duty during the required operating hours, trained personnel in such number as are required to meet the Minimum Standards in an efficient manner to dispatch the rented aircraft.~~
5. ~~Carry the following types of insurance in accordance with their Agreement:~~
 - a. ~~Aircraft Liability (Hull & Protection and Indemnity) or its equivalent;~~
 - b. ~~Student/Renter Liability coverage for all users of aircraft;~~
 - c. ~~Commercial General Liability including, but not limited to:~~
 - i. ~~Premises/Operations; and~~

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ii. ~~Contractual.~~

G. Aircraft Sales (New and/or Used). Aircraft sales consisting of the sale of new and/or used Aircraft through franchises, licensed dealerships, and/or distributorships (either on a retail or wholesale basis) of an Aircraft manufacturer and providing such repair, services, and parts as necessary to meet any guarantee or warranty on new and/or used aircraft. Aircraft sold by him: the Operator.

B. ~~Minimum Standards.~~

1. ~~Operator's premises must include a minimum of 160 squarefeet of space to provide for: office space, conference rooms, public restrooms, 6 auto parking spaces are to also beprovided.~~
2. ~~Provide necessary and satisfactory arrangements for the repair and servicing of aircraft, for the duration of any sales guarantee or warranty period. Servicing facilities may be provided through written agreement with another Operator at theAirport.~~
3. ~~Provide an adequate inventory of spare parts for the type ofnew aircraft for which sales privileges aregranted.~~
4. ~~Have available at least one fully assembled andcertificated airworthy demonstrator aircraft for each category or class of aircraftsold.~~
5. ~~Have the premises open and services available 8 hours daily, 5 days aweek.~~
6. ~~Employ and have on duty during the required operating hours, trained personnel in such numbers as are required to meet these requirements in an efficient manner, but never less than 1person having a current pilot certificate with appropriate ratings for the operation beingconducted.~~
7. ~~Carry the following types of insurance in accordance with their Agreement:~~
 - a. ~~Aircraft Liability (Hull & Protection and Indemnity) or its equivalent;~~
 - b. ~~Passenger Liability on all owned and leasedaircraft;~~
 - c. ~~Commercial General Liability including, but not limitedto:~~
 - i. ~~Premises/Operations;~~
 - ii. ~~Products/Completed Operations;and~~
 - iii. ~~Contractual.~~

H. 8.Specialized Aircraft Repair Services (Radios, Propellers, Instruments, Accessories, etc.). Specialized Aircraft repair services require employing FAA-certificated individuals and consisting of repairing Aircraft radios, propellers, instruments, and/or accessories. This category of service includes the sale of new and/or used Aircraft radios, propellers, instruments, and accessories. An Operator may furnish one or any combination of these services.

A. ~~Scope of Service.~~ ~~A specialized aircraft repair services Operator is a FAA-certified person or persons, firm, or corporation engaged in a business repairing aircraft radios, propellers, instruments, and/or accessories for general aviation aircraft. This category includes the sale of new and/or used aircraft radios, propellers, instruments, and accessories.~~

B. ~~Minimum Standards.~~

1. ~~Operator's premises shall include sufficient space to provide for: the~~

City Code Proposed Amendments Chapters 3, 6 & 10

~~outside storage of 2 aircraft, 6 automobile parking spaces, and a building for aircraft storage, parts and equipment storage, office space, public restrooms, and telephones in order to support and satisfy the requirements of the proposed operation.~~

- ~~2. Obtain and maintain, as a minimum, the repair station certificates required by the FAA that are applicable to the operation or operations contemplated. The Operator may furnish one or, if desired, any combination of the services listed above.~~
- ~~3. Have the premises open and services available to the public 8 hours daily, 5 days each week.~~
- ~~4. Employ and have on duty during the required operating hours, trained personnel in such numbers as are required to meet the Minimum Standards set forth in this category but never less than 1 person who meets the requirements of the appropriate FAA repairman certification and 1 other person who need not be rated by the FAA.~~
- ~~5. Carry the following types of insurance in accordance with their Agreement:~~
 - ~~a. Commercial General Liability including, but not limited to:~~
 - ~~i. Premises/Operations;~~
 - ~~ii. Products/Completed Operations;~~
 - ~~iii. Contractual, and~~
 - ~~iv. Hangarkeepers' Liability.~~

9. Air Ambulance.

- I. A. Scope of Service.** A specialized commercial aircraft Operator **Air Ambulance.** **Air ambulance services consist of** providing a fixed and ~~/or~~ **rotary wing aircraft as well as** **Aircraft, properly trained and certificated** pilots, and medical professionals capable of offering **providing** medical care and air transportation to sick **and/or** injured persons.

B. Minimum Standards.

- ~~1. Operator's premises must include a minimum of 2,000 square feet for office space, living quarters, hanger space and /or a minimum of two tie-down spaces and 6 auto parking spaces.~~
- ~~2. Provide a physician, registered nurse or emergency medical technician on an "on-call" basis, as may be required for individual cases.~~
- ~~3. Provide one (1) pilot with appropriate FAA certificates on duty full time during normal business hours which shall be eight (8) hours per day, six (6) days a week. Back-up pilots must be on call during other hours.~~
- ~~4. Maintain current licenses and permits required by federal, state or local governments for the provision of the proposed medical services. Copies of all required certificates, permits, licenses, and FAA inspections shall be submitted to the Airport Director.~~
- ~~5. Provide at least one Aircraft, specifically designed and equipped to transport medical patients for emergency flights, as well as normal treatment transportation. Such Aircraft shall be owned by or available pursuant to a written agreement. Provide backup Aircraft for use when Commercial Operator's Aircraft is out of service for~~

City Code Proposed Amendments Chapters 3, 6 & 10

- any reason.
6. ~~Carry the following types of insurance in accordance with their Agreement:~~
- a. ~~Commercial General Liability including, but not limited to:~~
- i. ~~Premises/Operations;~~
 - ii. ~~Products/Completed Operations;~~
 - iii. ~~Contractual; and~~
 - iv. ~~Hangarkeepers' Liability.~~
10. ~~**Specialized Commercial Flying Services.**~~
- A. ~~**Scope of Service.** A specialized commercial flying services Operator is a person or persons, firm or corporation engaged in air transportation for hire for the purpose of providing the use of aircraft for any other operations specifically excluded from 14 CFR Part 135.~~
- B. ~~**Minimum Standards.**~~
- 1. ~~Operator's premises must include adequate space and/or land area to meet the requirements of the operation at the Airport subject to the approval of the City.~~
 - 2. ~~In the case of crop dusting or other aerial chemical application services, the Operator shall make suitable arrangements and have space available for safe loading, unloading, storage, and containment of Hazardous Materials in compliance with all applicable federal, State, and local laws, regulations, and permits, and shall be properly licensed by the State to perform such activities.~~
 - 3. ~~Provide and have based on the leasehold, either owned or under written lease to the Operator, not less than 1 aircraft which will be airworthy, meeting all the requirements of the FAA and applicable regulations of the State with respect to the type of operations to be performed.~~
 - 4. ~~Comply with all applicable City, State, and federal laws and regulations. Maintain adequate written records to show compliance with said regulations and make the records available to the City or their representatives for inspection in a reasonable and timely manner.~~
 - 5. ~~Employ trained personnel in such numbers as may be required to meet these Minimum Standards in an efficient manner. All flight crews shall meet all applicable FAA regulations pertaining to the type of flights conducted.~~
 - 6. ~~Carry the following types of insurance in accordance with their Agreement and scope of activity:~~
 - a. ~~Aircraft Liability (Hull & Protection and Indemnity) or its equivalent;~~
 - b. ~~Passenger Liability on all owned or leased aircraft;~~
 - c. ~~Commercial General Liability including, but not limited to:~~
 - i. ~~Premises/Operations;~~
 - ii. ~~Pollution (as applicable); and~~
 - iii. ~~Contractual.~~

[Section 10.040 added by Ord. #2014-11 passed May

City Code Proposed Amendments Chapters 3, 6 & 10

13,2014]

J. Specialized Commercial Flying Services. Specialized commercial flying services consisting of providing air transportation for hire, the use of Aircraft, and/or other Commercial Aeronautical Services not regulated under 14 CFR Part 135.

~~10.045~~ **10.050 Waiver of Minimum Standards Provision.** The City may, at its sole discretion, waive all or any portion of these Minimum Standards set forth herein for the benefit of any government or governmental agency performing non-profit public services to the aircraft industry or performing fire prevention or fire-fighting operations. The City also may waive any of these Minimum Standards for non-governmental applicants when it deems such waiver to be in the best interest of the Airport and the public, and will not result in unjust discrimination against similarly situated aeronautical users and/or service providers at the Airport.

Consistency with FAA Airport Improvement Program (AIP) grant assurances and the FAA Airport Revenue Use Policy is to be considered by the City when reviewing a possible waiver of all or any portion of these Minimum Standards.

[Section 10.045 added by Ord. #2014-11 passed May 13, 2014]

~~10.050~~ **10.055 Written Agreement.** Prior to the commencement of construction or operation, the Operator shall enter into a written Lease, Agreement, or Permit with the City, as the case may be, which shall set forth the terms and conditions under which the Operator shall conduct its business at the Airport. The Lease, Agreement, or Permit shall include all provisions required by law and obligations placed upon the City by all federal and State agencies and any other contracting provisions deemed necessary by the City.

[Section 10.050 added by Ord. #2014-11 passed May 13, 2014]

~~10.55~~ **10.060 FAA Required Lease Provisions.** Each lease shall contain the following provisions regarding subordination, emergency leasing to the United States, and non-discrimination. The language for these provisions is as follows:

(***)

~~10.060~~ **10.065 Operators Doing Business on the Effective Date of These Minimum Standards.**

Existing Operators are to comply with the Minimum Standards set forth herein. [Section

10.060 added by Ord. #2014-11 passed May 13, 2014]

Appendix “A” Requirements

Operator Activity	Building Requirements (Sq. Ft.)	Parking Requirements (Spaces)	Aircraft Parking Requirements	Personnel	Hours of Operation
Aircraft Sales	160	6	2	1	8 hr day; 5 days/wk
Aircraft Airframe/Engine Maintenance & Repair	3,600	4	2	1	8 hr day; 5 days/wk. On call services 24 hr/day; 7 days/wk
Aircraft Rental	160	4	2	2	8 hr/day; 6 days/wk
Flight Training	400	6	2	2	8 hr/day; 5 days/wk
Fuels & Oil Dispensing	14,000	6	TBD	TBD	14-18 hr/day; 7 days/wk. On call services 24 hr/day; 7 days/wk.
Specialized Aircraft Repair	3,600	6	2	2	8 hr/day; 5 days/wk
Aircraft Charter & Commercial Operator	950	6	2	1	8 hr/day; 6 days/wk; On call services 24 hr/day; 7 days/wk
Air Ambulance	4,000	6	2	3	On call response 24 hrs/day

[Appendix “A” added by Ord. #2014-11 passed May 13, 2014]

Appendix “B” Insurance

FBO Activity	Passenger Liability (Each)	Aircraft Liability (Combined Single Limit)	Student / Renter Liability	Hanger Keeper's Liability (Combined Single Limit)	Fuel Truck Liability	Commercial General, Premises & Products & Completed Operations (Combined Single Limit)	Environmental Impairment Liability (Each Occurrence)
Aircraft Sales	\$100,000	\$1,000,000		\$1,000,000		\$1,000,000	
Aircraft Airframe / Maintenance & Repair	\$100,000	\$1,000,000		\$1,000,000		\$1,000,000	\$1,000,000
Aircraft Rental	\$100,000	\$1,000,000				\$1,000,000	
Flight Training	\$100,000	\$1,000,000	\$100,000 Combined Single Limit; Passenger Limited to \$100,000			\$1,000,000	

Fuels & Oil Dispensing	\$100,000	\$1,000,000		\$2,000,000	2- Bodily Damage \$500,000 per person; \$1,000,000 per occurrence 3- Property Damage \$500,000 each occurrence	\$10,000,000	\$1,000,000
Specialized Aircraft Repair	\$100,000	\$1,000,000		\$1,000,000		\$1,000,000	\$1,000,000
Aircraft Charter & Commercial Operator	\$100,000	\$1,000,000		\$1,000,000		\$1,000,000	\$1,000,000

[Appendix "B" added by Ord. #2014-11 passed May 13, 2014] [Appendix "B" amended by Ord. #2014-21 passed December 16, 2014]

Appendix "C" Independent Flight Instructor Business License

Permit # _____

Redmond Municipal Airport – Roberts Field
Independent Flight Instructor Business License

Date: _____

Expiration Date: _____

Name: _____

Address: _____

City, State & Zip Code: _____

Telephone Number: _____

Proof of City of Redmond Business License: _____

Proof of proper and current licenses certified by the Federal Aviation Administration, with appropriate ratings to cover the training offered:

Permit Assurances:

As a permitted Independent Flight Instructor at the Redmond Municipal Airport – Roberts Field, I agree to indemnify and save harmless and assume the defense of the City of Redmond (City), its agents, employees, and officials, from and against any and all liabilities, damages, expenses, causes of action, suits, claims or judgments; and to pay all attorneys' fees, court costs, and other costs incurred in defending such claims, which may accrue against, be charged to, be recovered from or sought to be recovered from the City, its agents, employees or officials by reason of or on account of damages to the property of, injury to, or death of, any person arising from my independent flight instruction activity at the Redmond Municipal Airport – Roberts Field, including acts of omission on my part.

I further assure that I will maintain at all times adequate public liability and property damage insurance in

sufficient amounts as hereinafter promulgated by the State of Oregon to protect my independent flight instruction operation and the City from legal liabilities resulting from this activity. During the course of conducting independent flight instruction activities as stipulated by this permit I will ensure that all federal, state, and local statutes, rules, and regulations shall be complied with at all times.

I further assure that I will not give more than forty (40) hours for flight instruction in any one calendar month.

It is agreed and understood that any violation of the standards of this permit may result in its revocation.

Name (Print): _____

Signature: _____

Date: _____

[Appendix "C" added by Ord. #2014-11 passed May 13, 2014]

EXHIBIT E – STAFF REPORT & FINDINGS

FINDINGS FOR TEXT AMENDMENTS TO THE REDMOND CITY CODE, CHAPTER 8 (REDMOND DEVELOPMENT CODE) AND ZONING MAP AMENDMENT

HEARING DATE: December 12, 2023, 6:00 PM, Redmond City Hall Council Chambers and via digital conference (GoTo Meeting)

HEARINGS BODY: Redmond City Council

FILE NUMBER: 711-23-000222-TA, 711-23-000223-ZMA

FILE NAME: Redmond Development Code Text Amendment & Zoning Map Amendment

REQUEST: A Legislative Amendment to the Redmond City Code, Chapter 8 (Redmond Development Code) to Modernize Regulations, and Improve Clarity and Administration; and to Amend the 2040 Greater Redmond Area Comprehensive Plan and Zone Map

APPLICANT: City of Redmond

REVIEWING STAFF: Kyle Roberts, AICP, Planning Director

I. BACKGROUND

Summary:

The Redmond Development Code (RDC) is the primary mechanism to implement the City's Comprehensive Plan, regulate zoning, growth and development, land use activity, and other City policies related to Great Neighborhood Principles. As a living document, periodic amendments to the RDC are needed to adapt to changing conditions, comply with Comprehensive Plan policies, new state legislation, or simply to improve administration of provisions within the code. Code amendments touch on many different aspects of the community, livability and have significant implications regarding providing certainty, flexibility and modernization of regulations all at the same time.

In 2022, the RDC underwent substantial amendments to comply with the state-mandated House Bill (HB) 2001 (middle housing) legislation. This required an extensive review of the RDC, which, in part, prompted staff to evaluate numerous sections of code not directly tied to HB 2001, but nonetheless were in need of modernization. This year's initiation of code amendments is a continuation of that work, complying with 2023 land use legislation (HB 2984 and HB 3395), and responding to Council-related goals or policies (e.g., water conservation).

The proposed amendments to the RDC and zoning map amendment were initiated legislatively by the City. The findings and supporting materials demonstrate the proposed text and map amendments are consistent with the Statewide Planning Goals, the Comprehensive Plan, and RDC Section 8.0760 (Amendments). The four criteria set forth in Section 8.0760 are addressed herein, as well as applicable state laws and requirements.

Proposal:

The request is for a legislative amendment to update multiple sections of the RDC as well as an amendment to the zoning map. The amendments to the code will incorporate the most recent state legislation, modernize existing regulations, provide clarity, improve administration, add greater flexibility, and reduce barriers. Amendments to correct errors and to clarify language and procedures have also been made throughout the RDC. Altogether, the proposed amendments will help the City better guide and manage growth.

Numerous changes are proposed in this amendment package, the most substantive changes include:

- Amending and reorganizing landscaping standards with a focus on water conservation
- Incorporating housing-related amendments stemming from House Bill 2984 and 3395 (i.e., single room occupancy development, condominium form of ownership changes, contracting of affordable housing, emergency shelter use, residential use of commercial lands, public-owned affordable housing development, and conversion of existing commercial structures for residential use)
- Establishing Mobile Food Units as an explicit use and developing permitting and siting standards specific to this use
- Repealing Article V of the RDC (Sign Standards) in entirety and creating Chapter 11 of the Redmond City Code (Sign Code) with amended provisions
- Amending the Transportation System Analysis provision to ensure it meets clear and objective criteria as required by ORS 197.307; additionally, the amendment requires safety and multimodal evaluations, provides alternative mitigation options, defines significant impacts, and requires proportionate share payments for impacts at unfunded intersections
- Amending grading and stormwater management standards in the City of Redmond Standards and Specifications and simply providing direct reference to said standards in the RDC
- Amending street tree requirements by modifying the calculation for the number of street trees required for a given development and creating flexibility with planting locations
- Amending tree preservation requirements by revising the definition of a significant tree and providing clarity around tree survey and tree protection requirements and planting standards
- Amending numerous sections throughout Article III (Land Division Standards) to improve administration, reduce redundancy, and ensure compliance with clear and objective standards as required by ORS 197.307
- Repealing and replacing the definition of 'livestock' and keeping of livestock provisions in entirety with enhanced provisions designed to improve administration and account for today's zoning lot size and density standards
- Amending airport-related regulations to comply with State law
- Rezoning of two properties and recommendation to remove the Higher Density Overlay from the RDC and all nine affected properties

Exhibits:

The proposed amendments to the RDC and to the zoning map are contained in three exhibits. The exhibits are attached hereto:

Exhibit A – Redmond Development Code Proposed Amendments

Exhibit B – Sign Standards (Sign Code)

Exhibit C – Zoning Map Amendments: Removal of the Higher Density Overlay Zone, and rezone of 170 SW 17th Street and 777 SW Deschutes Avenue properties

Noticing:

Noticing for the first evidentiary hearing scheduled for November 15, 2023¹, was noticed as follows:

- Per ORS 197.610, a notice of proposed change to an implementing regulation and zoning map amendment was submitted to the Department of Land Conservation and Development (DLCD) on October 11, 2023.
- Per ORS 227.186, Measure 56 notices were mailed on October 19, 2023, to landowners whose property is subject to a proposed zoning map amendment.

¹ Staff requested, and Planning Commission approved, a continuance of the public hearing to November 29, 2023.

- Per Section 8.1335 of the RDC, a public hearing notice for the November 15th Planning Commission hearing was mailed on October 19, 2023, to landowners whose property is subject to a proposed zoning map amendment and adjacent landowners.
- Per Section 8.1110 of the RDC, a public hearing notice for the November 15th Planning Commission hearing was published in the *Bend Bulletin* on November 2, 2023.

Noticing for the second evidentiary hearing scheduled for December 12, 2023, was noticed as follows:

- Per Section 8.1335 of the RDC, a public hearing notice for the December 12th City Council hearing was mailed on November 17, 2023, to landowners whose property is subject to a proposed zoning map amendment and adjacent landowners.
- Per Section 8.1110 of the RDC, a public hearing notice for the December 12th City Council hearing was published in the *Bend Bulletin* on November 30, 2023.

Applicable Criteria:

The following are the applicable sections from the Oregon Revised Statutes, Oregon Administrative Rules, and the RDC:

- Oregon Revised Statutes (ORS) – Chapters 92, 197, 227, and 836
- Oregon Administrative Rules (OAR), Chapter 660:
 - Division 08, Interpretation of Goal 10 Housing
 - Division 13, Airport Planning
 - Division 15, Statewide Planning Goals and Guidelines
 - Division 46, Middle Housing in Medium and Large Cities
- Redmond Development Code:
 - Article I – Zoning Standards
 - Section 8.0760: Criteria for Amendments

II. FINDINGS & CONCLUSIONS

Findings:

RDC, Article I – Zoning Standards: Amendments: Sections 8.0750 through 8.0770 set forth the procedure and standards for an amendment to the text of the RDC and for an amendment to the zoning map. Specifically, Section 8.0760 sets forth the four review criteria that must be met when evaluating amendment requests. Findings for each criterion are presented below.

8.0760 Criteria for Amendments. The burden of proof is upon the applicant. The applicant shall show the proposed change is:

1. In conformity with all applicable State statutes;

FINDING: The following State statutes apply directly to this application:

ORS 197.610, *Submission of proposed comprehensive plan or land use regulation changes to Department of Land Conservation and Development*

ORS 197.797, *Local quasi-judicial land use hearings; notice requirements; hearing procedures*

ORS 227.186, *Notice to property owners of hearing on certain zone change; form of notice; exceptions; reimbursement of cost*

ORS 836.600 et seq., *Local Government Airport Regulation*

ORS 197.610 requires local jurisdictions to submit proposed comprehensive plan or land use regulation changes to Department of Land Conservation and Development (DLCD). Notice of the proposed

implementing amendments to the RDC has been provided to DLCD more than 35 days in advance of the first evidentiary hearing concerning the amendments.

ORS 197.797 sets forth noticing requirements. The applicable RDC standards that address amendment and legislative procedures and noticing requirements (i.e., Sections 8.0750-8.0770 and 8.1100-8.1125) were developed in compliance with the applicable State statute regarding noticing and public hearings. The relevant findings, incorporated by reference herein, show compliance with the aforementioned statutes.

Notice of the proposed text and zoning map amendments have been advertised in the local newspaper (public notice) as required by the RDC and State statute. Regarding statutory public hearing requirements, this proposal is legislative and involves quasi-judicial (addressed in ORS 227.186 below). Sections 8.1100 through 8.1125 of the RDC implement the quasi-judicial statutory requirements in similar fashion and have been met. The Redmond Urban Area Planning Commission and City Council's public hearing and review processes meet the statutory requirements for the purpose of the review.

ORS 227.186 requires that notice be provided to anyone whose property is proposed to be rezoned or would be rezoned as a consequence of implementing a new ordinance. The state statute sets forth those noticing requirements and is applicable to the proposed rezones of two individual properties as part of this amendment package.

ORS 836.600 et seq requires that a city with planning authority for one or more airports, or areas within safety zones or compatibility overlay zones, shall adopt comprehensive plan and land use regulations for airports consistent with the requirements of OAR Chapter 660, Division 013. This is accomplished by adopting an Airport Master Plan/Airport Layout Plan and two separate zoning codes: a base zone and overlay zone.

An audit and summary of the RDC, specific to Redmond Airport, identified several issues that needed to be addressed. The "base zone" and "overlay zone" were both deleted and replaced with the Airport Compatibility Zone. The removal/replacement of both the "overlay zone" and "base zone" from the code resulted in the City to be out of compliance with land use laws. As part of this amendment package, needed revisions have been made to bring the RDC into compliance with ORS 836.600 et seq.

Based on the above discussion and finding, staff concludes that the proposed amendments comply with criterion #1.

2. In conformity with the State-wide planning goals whenever they are determined to be applicable;

FINDING: Conformance with each State-wide planning goal is addressed below:

Goal 1 – Citizen Involvement - calls for the opportunity for citizens to be involved in all phases of the planning process. The Redmond Urban Area Planning Commission serves as the City's formal citizen advisory commission to fulfill Goal 1 and is made up of Redmond area residents. The City has conducted numerous work sessions with the Planning Commission over the past six months regarding the proposed amendments.

Public notices and agendas for Planning Commission meetings, where and when the proposed amendments were discussed, were provided in accordance with law. All documents were available for public review. Furthermore, public notice advertising the November 15th public hearing was published in the *Bend Bulletin*. The City continually provided public review and involvement opportunities during numerous work sessions – seven conducted by the Planning Commission and three by City Council.

Goal 2 – Land Use Planning – requires establishing a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions. Through the course of review of the amendments, input was received from various City departments, Planning Commission, City Council, Downtown Urban Renewal Advisory Committee, Oregon Department of Forestry, Redmond Fire and Rescue, Central Oregon Builders Association, developers, local sign companies, transportation engineers, arborists, and residents of the community.

The proposed amendments will provide flexibility and reduce barriers to development, help incentivize affordable and workforce housing, and will provide greater clarity and improve administration of the code. Moreover, the amendments are intended to provide more modernized and functional standards to guide infrastructure development and capital improvements to support the continued growth of Redmond.

Goal 3 – Agricultural Lands – is not applicable because there are no agricultural lands in the city limits.

Goal 4 – Forest Lands – is not applicable because there are no forest lands in the city limits.

Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces – is not applicable because the proposed amendments do not affect any regulation that implements Goal 5 and the City's acknowledged regulations implementing Goal 5 remain in effect with no change in applicability.

Goal 6 – Air, Water, and Land Resources Quality – is not applicable because the City's acknowledged regulations implementing Goal 6 remain in effect with no change in applicability.

Goal 7 – Areas Subject to Natural Hazards – is not applicable because the City's acknowledged regulations implementing Goal 7 remain in effect with no change in applicability.

Goal 8 – Recreational Needs – requires the City to satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts. This goal is not applicable as the amendments have no effect on the availability of or access to recreational opportunities.

Goal 9 – Economic Development – requires the City to plan and zone enough land to meet the community's projected commercial and industrial needs. The City adopted an Economic Opportunities Analysis (EOA) in 2020. This document serves as the City's compliance document under Goal 9, OAR 660-009-0015, and ORS 197.712. Strategies identified in the EOA carried over as economic development goals and policies outlined in Chapter 9 of the City's Comprehensive Plan. The proposed code amendments do not have a direct impact on the EOA or the economic development goals and policies of the City's Comprehensive Plan.

Goal 10 – Housing – provides for the housing needs of citizens of the state. The City adopted a Housing Needs Analysis (HNA) in 2019. This document serves as the City's compliance document under Goal 10, OAR Chapter 660, Division 008, and ORS 197.296(3). This report concludes that Redmond should plan to accommodate development of 6,963 new dwelling units over the next 20 years in order to house the projected population growth. As there is a great need for housing in Redmond, this code amendment package includes revisions to existing provisions and the addition of new housing-related provisions both aimed at reducing barriers to development potential in regulations, procedures, and permissions.

In terms of existing provisions, Article III (Land Division Standards) of the RDC has been amended to ensure that all standards that apply to residential development be 'clear and objective' to meet ORS

197.307(4). The City previously met this requirement with two parallel sets of standards, but saw the opportunity to establish a single, unified set of standards given that all residential development must now apply clear and objective standards. For applicants seeking more flexibility with standards, a discretionary review path will be provided through application of a Planned Unit Development.

This code amendment package incorporates into the RDC new housing-related provisions originating from the passage of House Bill 2984 and 3395. These include single room occupancy development, condominium form of ownership changes, contracting of affordable housing, emergency shelter use, residential use of commercial lands, public-owned affordable housing development, and conversion of existing commercial structures for residential use.

Goal 11 – Public Facilities and Services – requires the City to plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development. As growth occurs, frequent updates are made to public facility master plans, pertinent reports, and documents. As such, last year the City adopted an updated Water Master Plan, which included a water management and conservation plan as an element of the master plan. Included as part of this proposed code amendment package are amendments to landscaping standards that are intended, in part, to reduce outdoor water usage vis-à-vis landscaping.

Goal 12 – Transportation – requires the City to provide and encourage a safe and convenient and economic transportation system. Per OAR 660-012-0060, the proposed amendments will not significantly affect an existing or planned transportation facility. Although a zoning map amendment is proposed, the proposed rezones of the subject two individual properties will not affect the functional classification of any street and will have no measurable impacts on the amount of traffic on the existing transportation system. Additionally, the potential removal of the Higher Density Overlay will not have a significant affect on the existing transportation system as removing the overlay would reduce the intensity of potential development on the subject properties.

Goal 12 is concerned with all relevant modes of transportation, which includes air. Inclusive of the code amendment package are revisions to the RDC's Airport Control Overlay Zone and Airport Zone that are consistent with OAR Chapter 660, Division 013 – the state's airport planning administrative rule that implements Goal 12.

Goal 13 – Energy Conservation – is not applicable because the City's acknowledged regulations implementing Goal 13 remain in effect with no change in applicability.

Goal 14 – Urbanization – requires the City to provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities. The proposed amendments do not encourage uncoordinated development, sprawl, or lower targeted densities. The management of the City's land use inventories is unaffected by these amendments.

Goal 15 – Willamette River Greenway – is not applicable to the city of Redmond.

Goal 16 – Estuarine Resources – is not applicable to the city of Redmond.

Goal 17 – Coastal Shorelands – is not applicable to the city of Redmond.

Goal 18 – Beaches and Dunes – is not applicable to the city of Redmond.

Goal 19 – Ocean Resources – is not applicable to the city of Redmond.

Based on the above discussion and finding, the proposed amendments are consistent with the statewide planning goals and therefore comply with criterion #2.

3. In conformity with the Redmond Comprehensive Plan, land use requirements and policies; and

FINDING: The Redmond Comprehensive Plan is the official land use policy statement of the Redmond City Council. The City frequently reviews and updates the RDC to try and ensure it is aligned with the Comprehensive Plan. Updates to the RDC in this context helps ensure the code remains modern and tailored to meet the changing needs of the community. As such, the proposed amendments touch on and implement policy statements contained in a number of chapters of the Comprehensive Plan.

Chapter 2 of the Comprehensive Plan identifies goals and policies that pertain to land use planning and procedures. Goal 1 of the chapter states: “Ensure that Redmond’s Comprehensive Plan, implementation tools, and administration procedures build on the community’s vision for the future and align with regional, state, and federal plans and regulations.” The RDC serves as the major implementation mechanism of the Comprehensive Plan. These amendments to the RDC create greater alignment with the Comprehensive Plan that contribute to advancing the community’s vision for the future.

As part of this code amendment initiative, the City has been intentional in creating opportunities for citizen engagement through the course of several work sessions conducted within the last six months. This conforms with Policy 2-3-4 – ensuring that the community has opportunities to provide input during the preparation and review of implementing ordinances (i.e., amendments to the RDC).

Chapter 5 of the Comprehensive Plan identifies goals and policies that address the protection of open spaces, scenic and historic areas, and natural resources in Redmond. A few code amendments address Goal 2, which calls for investing, protecting, and enhancing the function, health, and diversity of the City’s natural systems. Specifically, Policy 5-2-1 identifies the need to “[S]upport water conservation efforts within the Deschutes Basin to meet the water needs for rivers and communities today and into the future.” The amendments to landscaping standards throughout the RDC prioritize water conservation. This being done, in part, by limiting irrigated turf grass to designated activity areas, such as public-gathering spots, pet areas, or sporting/recreational areas and amending screening requirements to be more flexible for other (non-landscaping) methods of screening. The primary goal is to reduce outdoor water usage during the summer irrigation season when Redmond experiences its greatest demand on water supply capacity. Ultimately, measurable reduction in water use will help meet Redmond’s water needs today and into the future.

Policy 5-2-2 calls for the preservation of mature trees and natural tree coverage to retain the natural character of Central Oregon within the urban area as the community grows. A major revision to the tree preservation standards of the RDC is included in this code amendment package. While the diameter threshold to be considered a significant tree has increased and is considered to be more representative of a mature tree, the code still calls for preservation of significant trees by either preserving significant trees or replacing them at a one-to-one ratio. The amendment also clarifies the requirements tree surveys to be included with landscape plans for proposed developments. Lastly, proposed standards establish tree protection requirements during construction.

Lastly, Policy 5-2-3 calls for the need to preserve all natural drainageways by implementing the stormwater management principles provided in the Central Oregon Stormwater Manual. As part of this code amendment package are revisions to the City’s stormwater management standards, of which, the amended standards create flexibility for developers designing residential subdivisions and more closely align with the Central Oregon Stormwater Manual.

Chapter 10 of the Comprehensive Plan identifies goals and policies related to housing in Redmond. Policy 10-2-1 speaks to the need to audit the RDC, in part, to ensure that standards for the development of needed housing are clear and objective. As mentioned earlier, Article III (Land Division Standards) of the RDC has been amended to make certain that the standards that apply to residential development are clear and objective. This included the removal of discretionary, vague standards that were not able to be enforced during land division reviews. Policy 10-2-3 is specific to the Higher Density Overlay in that it encourages the development of higher density multi-family housing on the nine overlaid properties. However, staff proposes as part of this code amendment package that this policy is no longer relevant given that substantial amendments to the RDC within the past two years have largely addressed the purpose and intent of the overlay's creation. Rationale for the complete removal of the Higher Density Overlay from the RDC and the nine affected properties is discussed in Amendment criterion #4 finding below.

Chapter 11 of the Comprehensive Plan identifies goals and policies related to public facilities and services. Goal 3 speaks to funding and Policy 11-3-3 encourages the City to explore different funding alternatives to ensure equitable and adequate provisioning of public facilities and services. This policy has relevance to the proposed amendment to the Transportation System Analysis provision of the RDC. A component to this specific amendment is the establishment of a proportionate share methodology. Proportionate share are payments made by proposed development to account for the development's proportionate impacts to unfunded but needed transportation improvements.

Chapter 12 of the Comprehensive Plan identifies goals and policies related to transportation infrastructure and operations. Amendments to the Transportation System Analysis provision of the RDC among other things, modifies regulatory criteria to add safety, operations, and multi-modal evaluations to the required Transportation Impact Analyses. This modification addresses Goal 3 and Policy 12-1-3, which identify the need to provide for transportation choices, safety of all travelers, and a multi-modal transportation system to help reduce reliance on single-occupancy vehicle travel in Redmond.

Based on the above discussion and finding, staff concludes that the proposed amendments are consistent with the applicable Redmond Comprehensive Plan goals and policies.

4. That there is a change of circumstances, further studies justifying the amendment or mistake in the original zoning.

FINDING: A number of the proposed amendments have relevance to this specific Amendment criterion:

170 SW 17th Street Property Rezone – As shown in Exhibit G, the City has initiated this rezone to correct a mistake. The 1.40-acre property is bisected by the Dry Canyon rim. The upper western half of the property includes a single-family dwelling while the lower eastern half is located in the Dry Canyon. Currently the property is zoned OSPR (Open Space Park Reserve). The entire property was rezoned to OSPR as part of the 2040 Comprehensive Plan update in December 2020. Presumed to be an inadvertent mistake, previously the property was split-zoned R-2 (Limited Residential) on the western half and OSPR on the eastern half with the well-defined canyon rim being the zone boundary.

This zoning map amendment will correct the situation by split zoning the property at the canyon rim, rezoning the upper western half of the property to R-2 as it once was. Split zoning is permissible by the RDC and is substantiated in Section 8.0080 (Zone Boundaries) where it defines that a zone boundary can be, among other things, ridges or rimrocks.

Rezoning the upper western half of the property to R-2 will provide the property owner with greater development flexibility. For example, detached accessory structures are not permitted in OSPR but would be in the R-2 zone. While R-2 would provide more development flexibility, it is important to note

that any proposed development near the canyon rim would be subject to supplemental canyon rim development standards (Section 8.0335 of the RDC).

As shown on the City's zoning map, nearly all of the Dry Canyon (area below the defined canyon rim) is zoned OSPR. Created in 1984 in conjunction with Redmond's original Canyon Plan, the OSPR zone was established with the purpose to preserve and provide for open space areas of natural, scenic, or geological significance. And although the OSPR provides for private development, it must be appropriate with the goals and master plan for the canyon. That said, it is appropriate to retain the OSPR zone below the canyon rim on the subject property and doing so will also comply with the Chapter 5 goals of the City's Comprehensive Plan.

777 SW Deschutes Avenue Property Rezone – As shown in Exhibit G, the City has initiated this rezone due to a soon-to-be change of circumstances for the property. A new Public Safety Facility will begin construction in 2024. The site is at the north end of the city off NW Canal Boulevard. The new facility is expected to become operational by summer 2025. At that point, the existing Police Station at 777 SW Deschutes Avenue will be vacated and the property will be conveyed and made available for another use.

As such, replacing the property's current zoning of the Public Facility (PF) with C-2 (Central Business District) increases the options for re-use. The C-2 zone allows for a variety of uses and is intended to create and preserve areas suitable for commercial uses and services on a broad basis to serve as the central shopping or principal downtown area. Additionally, the C-2 zone complements the Downtown Overlay District (DOD), which is intended to encourage a vibrant mix of pedestrian-oriented uses, including residential, shopping, and entertainment uses.

Removal of the Higher Density Overlay from the RDC and all nine affected properties – Due to a change in circumstances, as part of this code amendment package staff has evaluated the Higher Density Overlay's present use and relevance and has recommended removal of the overlay from the code and all affected properties as shown in Exhibit G.

The Higher Density Overlay Zone is an overlay that was established and applied to nine properties dispersed throughout Redmond in 2017 via Ordinance 2017-12. An overlay zone applies a unique set of standards to a specified area and is placed over an existing base zone. Specifically, the subject nine properties, which are zoned either medium-high (R-4) or high density residential (R-5), are overlaid with the Higher Density Overlay that permits a density greater than what the base zone (i.e., R-4 or R-5) allows.

The allowance of greater density that the overlay affords only applies to multi-family complex development (≥5 dwelling units on one lot). For example, the maximum density in the R-4 and R-5 zones are 14.5 and 17.4 dwelling units/net acre, respectively. With the overlay, the maximum density allowance increases to 30 dwelling units/net acre.

According to the Ordinance 2017-12 staff report findings, the creation and application of the Higher Density Overlay Zone was, generally, intended to gradually increase density throughout the city; increase the development of affordable housing (or housing priced to be affordable), particularly multi-family housing; and provide for a diversity of housing types and densities in a variety of locations. Now, nearly six years after the overlay was created, staff has evaluated its present day use and relevance. Since the overlay was created, the RDC has undergone two major amendments that have directly addressed two major goals cited in the justification for creating the overlay. The major code amendments in 2020 and 2022 have expanded the housing types allowed and increased densities in all residential zones. Specifically, in 2020 (Ordinance 2020-15) outright permitted plexes (duplex, triplex, quadplex), townhomes, and cottage clusters in all residential zones. Also, as a result of House Bill

2001, in 2022 (Ordinance 2022-04) the RDC was amended to no longer limit maximum density for all plex and cottage cluster developments in all residential zones. The result of these amendments is a likely increase in density throughout the city as well as a diversification of housing types and densities throughout the city. Therefore, the primary relevance of the overlay today is simply the allowance of an increased maximum density limit for development of multi-family complexes (five or more units on one lot) on the subject properties with the overlay.

The table below presents the current status of the subject properties with the overlay.

Property	Area	Development	Density: Units/Acre	Zone	Used overlay?
2052 SW Helmholtz Way	7.52 acres	Vacant (proposed development)*	5.8	R-4	No
1511 SW 15 th St.	0.92 acre	Existing boarded up SFD (built in 1934)	-	R-5	-
3030 & 3055 NW 7 th St.	3.40 acres	84-unit multi-family complex (built in 2022)	24.7	C-1**	Yes
2975 & 2980 NW 7 th St.	5.35 acres	108-room assisted living facility (built in 2020)***	N/A	C-1**	N/A
2445 SW Canal Blvd.	3.43 acres	60-unit multi-family complex (land use approval in 2023)	17.4	R-5	No
1610 SW Reindeer Ave.	1.38 acre	38-unit multi-family complex (built in 2020)	27.5	R-5	Yes
1601 SW Reindeer Ave.	2.57 acres	50-unit senior housing complex (built in 1994)***	N/A	R-5	N/A
1575 SW Reindeer Ave.	1.53 acre	29-unit multi-family complex (built in 2019)	19.0	R-5	Yes
1624 SW Quartz Ave.	0.82 acre	13-unit multi-family complex (5 units built in 2015, 8 units built in 2019)	15.9	R-5	No

*In October, the City received application for a proposed 33-lot single-family subdivision.

**Residential uses permitted in C-1 are subject to density standards for the R-5 zone.

***Exempt from residential density standards.

Seven of the nine properties are developed. Two of the seven developed properties include projects not subject to residential density standards, and of the remaining five properties, three utilized the overlay's increased density allowance. The two undeveloped properties include a 7 ½ acre property in southwest Redmond, adjacent to SW Helmholtz Way, and an acre property in central Redmond at the corner of SW 15th Street and SW Obsidian Avenue. Although, in October, the City received an application for a proposed 33-lot single-family subdivision on the 7 ½ acre property adjacent to SW Helmholtz Way. The proposal is not utilizing the overlay's increased density allowance.

In spite of the proposed development, the potential incompatibility of the overlay on the 7 ½ acre Helmholtz property became apparent as a result of a previous development proposed in 2021 (applicant withdrew proposal in early 2023). Although the current Redmond Comprehensive Plan Policy 10-2-3 states "Allow and encourage development of higher density multifamily housing in High Density overlay zone," it is questionable why the overlay was applied to the Helmholtz property after researching the records.

According to the Ordinance 2017-12 staff report findings, the property owner had indicated an interest in higher density along SW Helmholtz Way, the westside's primary transportation arterial and that the area would benefit from a wider choice of housing types. Furthermore, the findings state that the

proposed properties for the overlay are located along busy streets suitable for future fixed-route transit, and are close to existing or planned community services, which are needed to support higher density development. Lastly, cited are policies from the then current Comprehensive Plan including “Affordable housing should be permitted closer to schools, services, parks, shopping, employment centers or transit facilities” and “Housing of medium to high density should be encouraged and promoted close to and within the Central Business District and Neighborhood Commercial Centers.”

It appears that the Helmholtz property is an outlier of the nine properties assigned the overlay. The property is the only one that does not have a base zone of R-5 (high density residential) and located directly south of the property is R-2 (limited, low density residential) zoned properties. Additionally, the property is located on the western edge of the city and is not located near existing or planned community services or transit facilities. Although adjacent to SW Helmholtz Way, no Cascade East Transit stops or facilities are planned for the area.

Essentially, only one of the nine properties could potentially utilize the overlay's higher density allowance at the time of writing this report. The acre property at 1511 SW Obsidian Avenue is a suitable location for high density as it is zoned R-5 and is located near other high-density residential developments, a school, and other services and amenities. However, given the relatively small size of the lot, it's unlikely a large number of units could be placed on the site when factoring in open space and parking requirements. The City has received only one land use application for this property since the creation of the overlay. The application was for a pre-development meeting to discuss potential development of a fourplex on the property.

Lastly, as the City has initiated this zoning map amendment to remove the overlay from the RDC and all nine affected properties, the City was required to provide individual notice to each affected property per ORS 227.186. At time of writing this report, no comments have been received from subject property owners.

Repeal of Article V of the RDC (Sign Standards) in entirety and creating Chapter 11 of the Redmond City Code (Sign Code) with amended provisions – The City's sign standards have not undergone a thorough review in several years. As such, the proposed amendments to the sign standards aim to reduce conflict, improve usability and understanding, and ensure better legal compliance based on recent case law (e.g., *Reed v. Town of Gilbert, AZ*).

Additionally, given that sign permits are the second most common application received by the Planning Division, the associated standards and guidelines are frequently referenced by staff, the development community, and the public. Therefore, it is important for the sign standards to be accessible and easy to interpret. As part of this amendment package, the current sign standards (Article V of the RDC) will be repealed in entirety and Chapter 11 of the Redmond City Code will be created with amended sign provisions. Establishing the sign code as a standalone chapter will make standards quickly accessible, as opposed to having to navigate the RDC.

Establishing Mobile Food Units (MFU) as an explicit use and developing permitting and siting standards specific to this use – MFUs are a relatively recent phenomenon and have increased in popularity in Redmond. In fact, it is estimated that 73 percent of Redmond's MFUs have been permitted within the past three years. Because MFUs are a relatively new and unique use, the RDC needs to be amended to identify these as explicit uses and to create more appropriate permitting, siting and design standards to address the impact MFUs have.

Creating siting and design standards specific to MFUs are needed as the current RDC's siting and design standards that are applicable to MFUs are relatively lax. With these relatively new uses, staff have learned that better accounting for site impacts and elements such as parking, open space,

storage, water and sewer connections, site access, to name a few, is crucial. Establishing regulations that explicitly address these will allow for the creation of more functional and safe mobile food sites that will benefit MFUs, onsite brick-and-mortar businesses, and neighboring businesses.

Staff recognized that there are four distinct situations in which MFUs can operate, and as such, there's a need to establish discrete review processes for each of four situations. Furthermore, staff is also aware that a single MFU on a lot does not have the same impacts as a Mobile Food Pod (MFP) development, defined as more than one MFU on a lot. The impacts that MFPs have on adjacent and nearby businesses, City infrastructure, traffic, and parking are considerably greater than that of a single MFU on a site as an accessory use to a brick-and-mortar business, or on a site alone. For these reasons, staff have proposed four types of mobile food situations and respective processes to review and permit them as part of this code amendment package.

Based on the above discussion and finding, staff concludes that the proposed amendments comply with criterion #4.

III. RECOMMENDATION

As required through the legislative amendment process, the Urban Area Planning Commission held the first evidentiary public hearing on November 15th and was continued to November 29th.

After review, public testimony, and deliberation, the Commission voted 6-0 to recommend increasing the proposed significant tree threshold from a ten-inch trunk diameter to a sixteen-inch trunk diameter for all trees as part of the tree preservation standard. Additionally, a 5-0 vote (one abstained) was made to recommend staff not move forward with the proposed change to the pocket park/tot lot standard and instead continue to research alternate revisions to the standard.

Based upon the Commission's recommendation, staff chose to remove the proposed revision to the pocket park/tot lot standard from this code amendment package.



December 11, 2023

Redmond City Council
411 SW 9th St
Redmond, OR 97756

RE: Proposed Development Code Text Amendments to Redmond City Code, Chapter 8 – Redmond Development Code (RDC)

Dear Mayor Fitch and Councilors:

Central Oregon Builders Association (COBA) is appreciative of the time and dedication that both staff and this body has spent on these proposed development code amendments, and we are grateful for the opportunity to provide comments from the development community.

Section 8.0530(H) – Trees

Section 8.2715(3) – Preservation and Replacement of Trees

- We support Planning Commission’s recommendation that the size of trees considered “significant” be increased from 10” diameter at breast height (DBH) to 16” DBH.
- We request that Western Junipers be exempt from preservation requirements – due to modern fire suppression standards, they are considered invasive.
 - Western Junipers negatively impact the water table as they consume up to 40 gallons of water per day.
 - Mata-González, R., Abdallah, M. a. B., & Ochoa, C. G. (2021). Water use by mature and sapling western juniper (*Juniperus occidentalis*) Trees. *Rangeland Ecology & Management*, 74, 110–113. <https://doi.org/10.1016/j.rama.2020.08.008>

Section 8.1015 – Completeness Determination

- We strongly recommend that land use applications be deemed complete prior to the approval of a Transportation System Analysis Application - application review times will increase substantially, costing needed housing projects valuable time and expense.
 - The city can use the completeness process without a TIA/TSA pre-submittal requirement. The city can adopt clear and objective TIA requirements as approval standards. If an application does not include all requirements, the city can deem the application incomplete on the 30th day after the application submittal and the applicant then has 180 days to make the application complete in order to start the 120-day period. If the applicant chooses not to address the approval standards, the decision maker can deny the application (a check list is sufficient to determine completeness, which is not the same as approvability). The city can also adopt clear and objective thresholds for a TIA requirement rather than the subjective threshold now proposed.

- Subsections 1.A-C are contrary to the applicant's statutory authority to deem an application complete without providing any missing information.
- Subsection 1.C. is not clear and objective because it uses the phrase "when required" and is based on a subjective process.
- Subsection C.2 includes the phrase "unless exempt" without any description of how an exemption is determined.
- Subsection C.3 includes the phrase "any other criteria" without any clear and objective means of identifying the criteria.
- The City Engineer's determination in writing could be construed as a final decision *if it is not part of the completeness review process* because it applies land use standards and is in writing. If so, it could be appealable.

Section 8.2235 – Approval Criteria for Tentative Subdivision Plans

- Language used in subsections D, G, K, and L are not clear and objective (phrases like "in substantial conformance"; "provide adequate transportation systems"; "maximum degree practicable" are discretionary).
- In order to remove uncertainty for the developer and delay during the land entitlement process, we recommend revising these criteria to eliminate discretionary language and replace with clear and objective standards.

Section 8.2325(1)(E) – Building Permits will not be issued for any structure on any lot included within the subdivision plat until such time as all improvements are completed as specified in the agreement.

- We recommend clarifying that "Building permits may be submitted, however will not be issued for any structure on any lot included within the subdivision plat until such time as all improvements are completed as specified in the agreement." This way, review of the building permits may begin; once plat recording has occurred these permits may be ready for pick up, thereby eliminating any unnecessary delays.
- Often, as noted in the section, a developer may offer a performance/warranty bond in lieu of completing required improvements or repairs within a subdivision. This ensures that these items will be completed by the developer within a year.

Section 8.2715(9) – Pocket Parks

- We support the Planning Commission's recommendation to eliminate this requirement and maintain the existing standards applicable to subdivisions of 25 or more lots.
- Privately maintained pocket parks add considerable cost per home to association fees –it would not serve Redmond's workforce to add additional costs to their housing budget.

Section 8.2815 – Introductory Paragraph

- The introductory paragraph entitled "Transportation System Analysis", which describes applicability of the section, is not clear and objective. This section uses undefined words and phrases which require the exercise of discretion to understand their meaning and calls for decision making without clear and objective standards, such as "impacts", "deems necessary" and "may require".
- This section should simply refer to "partitions" since a partition creating more than 3 units of land is a subdivision.



- It is not clear if this section applies to both Comprehensive Plan map and text amendments. We recommend adding clarifying language.
- Language in this section is similar to the language used in Section 8.1015 which requires TIA/TSA approval as a pre-submittal requirement. We recommend eliminating this requirement because the standards by which to receive TIA/TSA approval are not clear and objective.

Section 8.2815(1)(B)(1) and (2) – Trip Generation Report

- We recommend revising the language to make the standards clear and objective. Words and phrases like “sufficient”, “to the extent known”, “interaction”, “quantifiable and quantitative” and “such as” are not clear and objective.
- The use of the Transportation System Plan as a standard without fully describing which sections of the TSP are the approval standards is contrary to the incorporation requirement in ORS 197.195(1) for limited land use decisions. If the city chooses to apply all TSP standards, many of those standards would fail the clear and objective test.

Section 8.2815(2)(B)(12) – Proportionate Share Contribution

- It is not clear to which projects this fee would be applied – the proposed language indicates that “each proposed development that submits a TIA will be required to contribute a proportionate share.” However, not all proposed developments are required to submit a TIA. We request clarification around the standards by which a proportionate share fee would be applied.
- We request that projects eligible for a proportional share fee be added to the upcoming transportation SDC project list rather than implementing this requirement. As the extent of the new transportation SDC project list is currently unknown, it is difficult to fully understand the implications of a proportional share fee at this point.

Thank you for your consideration of these requests.

Sincerely,

A handwritten signature in blue ink, appearing to read "Morgan Greenwood".

Morgan Greenwood
VP, Government Affairs
Central Oregon Builders Association

From: Morgan Greenwood <morgang@coba.org>
Sent: Monday, December 11, 2023 16:18
Subject: FW: Robinson Review of Proposed Redmond Land Use Regulations

Hello Kyle,

Please find below the comments provided by Mike Robinson, Government & Legal Affairs Director at Pahlisch Homes. Unfortunately, he will be unable to provide testimony at tomorrow's city council hearing, but because he has been coordinating with COBA and the city on specific transportation-related concerns, I wanted to ensure that his comments were in the record. Can you please provide the comments below to city council?

Thank you,

Morgan Greenwood | Central Oregon Builders Association
VP, Government Affairs
541.389.1058
www.coba.org



I have reviewed the three proposed land use sections in 8.2815 at PDF page 158, 8.2815.1.B. 1 and 2 at PDF page 158 and 8.1015(C) at PDF page 186 from the November 29, 2023 Redmond Urban Area Planning Commission agenda at the request of the Central Oregon Builders Association ("COBA"). I participated in a video call with Karna Gustafson of COBA, Redmond City Manager Keith Witcosky and Redmond City Engineer Jessica MacClanahan on December 4. I have not reviewed other proposed land use regulations sections.

1. The comments in this email are made for the use and benefit of COBA and the City and do not represent comments by any other person.
2. With the exception of the comments on the "incorporation" requirement in ORS 197.195(1) applying to limited land use decisions(which applies to all types of land uses), these comments concern the "clear and objective" standards, conditions and procedures requirement in ORS 197.307(4), which applies only to "needed housing", defined in ORS 197.303(1) as including residential and mixed use residential and commercial development.
3. 8.2815 uses the term "TIA" but 8.2815.1.A uses the term "TSA". Are these terms intended to be the same thing, or are they different? I recommend that these terms be defined if the City intends them to be different or use a single term.
4. We appreciate what the city is trying to do and, in some ways, the new land use regulations can be construed as a benefit to an applicant because a complete and approved TIA should speed up the approval process and should assure a finding of compliance with relevant approval

standards. On the other hand, delaying an application submittal means an application may become subject to new land use standards and the City Engineer's TIA approval doesn't preclude the decision maker from making a different finding. Also, these sections could be clearer that the TIA must be approved before the application it supports is submitted.

5. 8.2815 uses the term "TIA" but 8.2815.1.A uses the term "TSA". Are these terms intended to be the same thing, or are they different? We recommend that these terms be defined if you intend them to be different.

The substantive comments are as follows:

1. **8.2815(PDF page 158).** **A.** The introductory paragraph entitled "Transportation System Analysis", which describes applicability of the section, is not clear and objective. This section uses undefined words and phrases which require the exercise of discretion to understand their meaning and calls for decision making without clear and objective standards, such as "impacts", "deems necessary" and "may require". **B.** This section should simply refer to "partitions" since a partition creating more than 3 units of land is a subdivision. **C.** Does this section apply to both Comprehensive Plan map and text amendments? This should be clear. **NOTE:** Variances, adjustments, zoning and Plan map and text amendments are not subject to ORS 197.307(4). **D.** This section's language appears to require the TIA to be approved before submittal of the land use application based on the next to the last sentence but based on what Jessica said in our December 4 call, I am less concerned about this issue. Nevertheless, the proposed land use regulations should be clear that this is the case.
2. **8.2815.1.B.1 and 2.(PDF page 158).** **A.** Words and phrases like "sufficient", "to the extent known", "interaction", "quantifiable and quantitative" and "such as" are not clear and objective. **B.** The use of the Transportation System Plan as a standard without fully describing which sections of the TSP are the approval standards is contrary to the incorporation requirement in ORS 197.195(1) for limited land use decisions, as defined in ORS 197.015(12). *See Oster v City of Silverton* (LUBA, 2019; reversal of city denial of subdivision application because city applied improperly incorporated TSP provisions); *Paterson v City of Bend* (Court of Appeals, 2005; remand of city decision based on city issue). If the city chooses to apply all TSP standards, many of those standards would fail the clear and objective test.
3. **8.1015(C)(PDF page 186).** **A.** Subsections 1.A-C are contrary to the applicant's statutory authority to deem an application complete without providing any missing information. It is unclear how subsection 1 relates to subsection 2. **B.** Subsection 1.C. is not clear and objective because it uses the phrase "when required" and is based on a subjective process. **C.** Subsection C.2 includes the phrase "unless exempt" without any description of how an exemption is determined. **D.** Subsection C.3 includes the phrase "any other criteria" without any clear and objective means of identifying the criteria.
4. **Use of the Completeness Review Process.** The City can adopt clear and objective TIA requirements as approval standards for needed housing applications. If an application does not include all of these requirements, the City can deem the application incomplete on the 30th day after the application submittal and the applicant then has 180 days to make the application complete in order to start the 120-day period. If the applicant chooses not to address the approval standards, the decision maker can deny the application. A check list is sufficient to determine completeness, which is not the same as approvability. The City can also adopt clear and objective thresholds for a TIA requirement rather than the subjective threshold now proposed.

5. **Final Decision.** The City Engineer's determination in writing could be construed as a final decision *if it is not part of the completeness review process* because it applies land use standards and is in writing. If so, it could be appealable.

I hope this review is helpful to COBA and the City.



Mike Robinson

Government & Legal Affairs Director

Pahlisch Homes will be closed for regular business December 25 through January 1 to allow our team members to enjoy the holiday season.



December 11th, 2023

Redmond City Council
411 SW 9th Street
Redmond, OR 97756

RE: Proposed Development Code Text Amendments to Redmond City Code, Chapter 8 – Redmond Development Code (RDC)

Dear Mayor Fitch and Council members:

We are writing regarding the recent code updates that are under consideration Tuesday evening at Redmond's City Council. We appreciate staff time and effort that has gone into developing these updates.

Hayden Homes provided comments to the Planning Commission on these items and has updated comments based on changes/staff comments made at the Planning Commission.

Section 8.0142 Townhouse Development

- Please clarify/offer additional information per Planning Commission staff comments made that explain alley load townhouses rear setback is 5' to the garage from alley.

Section 8.0270(C)14(k) - Green Design

- Please define "sustainable design befitting the natural ecosystem of Central Oregon"
- It appears that energy efficient siting and building construction is preferred. Will there be additional analysis done to determine this?

Section 8.0515 Parking Dimensions

- Bike parking – other jurisdictions allow for vertical parking of bicycles which can provide for more livable space, for example on an outdoor porch.

2464 SW Glacier Place, Suite 110 | Redmond, Oregon 97756
800-923-6607
CCB# OR-172526 | WA-HAYDEHL937BH | ID RCE 29-144 | MT CR 161954



Section 8.0520 Landscape Plans, Subsection B

- Generally concerned on the amount of items being asked for such as drip systems for trees, soil must be amended prior to planning only organic or mineral mulch, anything else must be approved by a landscape architect or soils scientist.

Section 8.2715 (9) – Pocket parks

- We appreciate staff taking another look at the pocket park requirements. We are concerned that the private maintenance of pocket parks would pass an unanticipated burden on to homeowners. In light of efforts to create more affordable housing, private maintenance requires a homeowner's association which results in costs that get passed down to renters/homeowners.

Transportation

- We are concerned about the requirement that a TSA must be approved prior to a land use application review. This can often cause delay in review/approvals when both can be reviewed concurrently and significantly benefit project schedules.
- Pro-rata fee –Fees like these should be based on an approved SDC list that adds/subtracts fees as projects are added/completed. We appreciate staff addressing that this is being implemented.
- Concerns about pro-rata fee calculations being required for existing deficiencies, putting the burden on new projects that are already constrained.
- Clarify that small developments will not be required to pay pro-rata fees.
- The SDC list is from 2008 and will be updated at the end of this year, it is difficult to know how this new code will impact projects that have not yet been determined.

We appreciate your consideration of these comments.

Respectfully,



Jacob Clark
Land Development Manager



City of Redmond PROCLAMATION

A proclamation designating December 21, 2023, as

HOMELESS PERSONS' MEMORIAL DAY

WHEREAS, the winter poses extreme hardship for unsheltered and inadequately housed low-income individuals, adults and children in the state of Oregon; and

WHEREAS, the spirit of the holiday season of giving provides an opportunity for affirmation and renewal regarding our commitment to end homelessness; and

WHEREAS, December 21st has been designated National Homeless Persons' Memorial Day by the National Coalition for the Homeless and the National Health Care for The Homeless Council and is so recognized by cities nationwide; and

WHEREAS, Central Oregon helps homeless people survive, find housing and rebuild their lives, organizes the Central Oregon Homeless Memorial each year to honor and remember those who have died homeless in Central Oregon; and helps prevent future homeless deaths by raising awareness about fundamental solutions to homelessness; and

WHEREAS, in this season of generosity and sharing, citizens of Central Oregon are encouraged to commit themselves to promoting compassion and concern for all brothers and sisters...especially those who are poor and homeless; and

WHEREAS, in remembering those who have died on the streets, the cause of ending homelessness is kept urgent as is the city's collective commitment in preventing such deaths in the future.

NOW, THEREFORE BE IT RESOLVED THAT the City Council hereby proclaims December 21, 2023, to be **HOMELESS PERSONS' MEMORIAL DAY** in the City of Redmond, asks all citizens to take a moment of silence in remembering those who have died homeless, and encourages our citizens to support local efforts to eliminate homelessness in our community.

APPROVED by the City Council and **SIGNED** by the Mayor this 19th day of December 2023.

The City of Redmond, Oregon

Ed Fitch, Mayor

ATTEST:

Kelly Morse, City Recorder



CITY OF REDMOND
Redmond City Council

411 SW 9th St
Redmond OR 97756

December 20, 2023

The Redmond City Council extends its support for the “Comprehensive Approach to Addressing Oregon’s Addiction and Community Livability Crisis” being led by the Oregon Association of Chiefs of Police; the Oregon State Sheriff’s Association; the Oregon District Attorneys Association; and the League of Oregon Cities.

We concur with the 11 policy recommendations being put forth by this coalition.

- Proposal #1: Reclassify Possession of a Controlled Substance (PCS) from an E-Violation to an A-Misdemeanor.
- Proposal #2: “Boyd/Hubbell Fix” - Modify the statutory definition of controlled substance “delivery” to include the “transfer” of drugs and the “possession with intent to transfer” drugs.
- Proposal #3: Modify the statutory pretrial hold language from SB 48 (2021 Legislative Session) to ensure that jails and judges have the flexibility to hold drug dealers charged with Distributing a Controlled Substance (DCS) and repeat offenders.
- Proposal #4: Fund county probation departments to supervise misdemeanor theft and property crime cases where defendants are dealing with an addiction/substance abuse disorder.
- Proposal #5: Create a new A-Misdemeanor for “Public Use of a Controlled Substance” to align with current law prohibiting public use of alcohol and marijuana.
- Proposal #6: Create a new Class A Misdemeanor for “Use of a Controlled Substance in an Enclosed Public Space that Endangers another Person.” (Escalates to Class C Felony for Repeat Offenses).
- Proposal #7: Prioritize adequate and sustainable funding for Oregon’s Court-Connected and/or Specialty Courts Programs that meet local needs and offer pathways out of supervision or prison.
- Proposal #8: Establish authority to utilize welfare holds of up to 72 hours for intoxicated persons who pose a danger to self or others.
- Proposal #9: Create adequate stabilization, detoxification and treatment capacity in jurisdictions throughout Oregon by making sustainable investments in sobering center/stabilization and treatment bed capacity for adults and juveniles.
- Proposal #10: Support the establishment of Opioid Overdose Quick Response Teams.
- Proposal #11: Support aligning the siting of residential and secure residential facilities with the requirements in the Fair Housing Act.

The recommendations are sensible and clearly have the ability to address Oregon's severe addiction crisis; the alarming rise in fentanyl overdose-related deaths; and the detrimental effects the crisis is having on safety, quality of life, and economic development investments in communities such as Redmond.

We stand with the coalition in the belief that Ballot Measure 110 failed to recognize that drug addiction is both a public health and public safety crisis and requires solutions on both sides of the ledger. Success will require new tools and a significant allocation of resources along with an adaptable approach that recognizes the diverse needs and challenges of each Oregon community.

INSERT INDIVIDUAL COUNCIL SIGNATURES HERE