



CITY OF REDMOND

CITY HALL
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REDMOND, OR 97756
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CITY COUNCIL

October 27, 2020
Council Chambers • 411 SW 9th Street

COUNCIL MEMBERS

George Endicott
Mayor

Jay Patrick
Council President

Jon Bullock
Councilor

Albert Calderon
Councilor

Krisanna
Clark-Endicott
Councilor

Camden King
Councilor

Ginny McPherson
Councilor

OCTOBER 27, 2020

REGULAR MEETING AGENDA

6:00 PM

I. CALL TO ORDER / ESTABLISH A QUORUM

II. BLESSING - Pastor Mike Darby, Redmond Community Church

III. PLEDGE OF ALLEGIANCE

IV. COMMENTS FROM CITIZENS AT THE MEETING

A. Communications to Council

V. CONSENT AGENDA

A. Minutes of March 17, 2020

B. Minutes of April 14, 2020

C. Res. #2020-19 - A resolution of the City of Redmond declaring certain City property to be surplus.

D. ODOT Agreement #33640; All Roads Transportation Safety Program for Improvements to US Highway 97.

VI. PRESENTATIONS

A. Current Events

B. Construction Update

C. 1st Quarter Financial Report

VII. PUBLIC HEARINGS

A. Ord. #2020-15 – An ordinance amending various sections of the Redmond City Code Chapter 8 (Development Code) and making technical changes for the purpose of clarity, improved process and administration.

VIII. ORDINANCES

In accordance with the City of Redmond Charter, an ordinance takes effect 30 days after its enactment except when a later effective date is specified in the ordinance; when the ordinance contains an emergency clause, it takes effective immediately.

- A. Ord. #2020-16 - An ordinance to amend Chapter 4 of the Redmond City Code, Section 4.332 related to Local Limits, Oil & Grease Limit.
- B. Ord. #2020-17 - An ordinance permitting temporary administrative approval for recreational vehicles, self-contained travel trailers or similar vehicles (temporary emergency accommodations) on private property within the City of Redmond to protect the health and safety and welfare due to extreme wildfires and displacement of persons from their homes and declaring an emergency.

IX. ACTION ITEMS

- A. Res. #2020-20 - A resolution adopting the City of Redmond Snow and Ice Control Plans for Public Works and Roberts Field - Redmond Municipal Airport.
- B. Purchase Authorization for 2020 Caterpillar 259D3 Compact Track Loader; \$65,513.76

X. MAYOR'S COMMENTS

- A. Resignation of Councilor Calderon

XI. COUNCIL COMMENTS

XII. CITY MANAGER COMMENTS

XIII. ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

XIV. 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.

The City of Redmond encourages all citizens to participate in its programs and activities. This meeting location is accessible to people with disabilities. Requests for accommodation may include sign language interpreter service, assistive listening devices, materials in an alternate format or any other accommodation. If any accommodations are needed, please contact the ADA Coordinator at 541-504-3036 or access@redmondoregon.gov. Requests should be made as soon as possible, but at least 3 business days prior to the scheduled meeting.

The City of Redmond does not discriminate on the basis of disability status in the admission or access to, or treatment, or employment in, its programs or activities



Edward P. Fitch
ed@fitchandneary.com

Linda J. Nichols
Paralegal
linda@fitchandneary.com

October 16, 2020

VIA FIRST-CLASS MAIL

Redmond City Council
411 SW 9th St.
Redmond OR 97756

Re: Current Election

Council Members,

I have been asked by Dick Robertson and Susan Robertson to write the council regarding General Duffy's. There was an allegation made by one of the candidates who is endorsed by the Mayor and Councilor Endicott that Tanner Robertson is not an owner of General Duffy's. That allegation is false. Tanner Robertson, along with his parents, is an owner of General Duffy's. That was agreed to in the summer of 2019 and became effective in January this year. From my perspective the person or those associated with this allegation owe Mr. Robertson an apology.

Very truly yours,

A handwritten signature in blue ink, appearing to be "Edward P. Fitch", written over a horizontal line.

EDWARD P. FITCH
EPF:ljn

Cc: Susan Robertson
Dick Robertson

G:\Clients\EPF\Robertson & Price\Robertson, Dick GB\2020-10-16 Ltr to Redmond City Council.docx

SPECIAL CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD MARCH 17, 2020, IN THE CITY COUNCIL CHAMBERS.

COUNCIL MEMBERS PRESENT: Jon Bullock (via phone) – Joe Centanni (via phone) – Krisanna Clark-Endicott (via phone) – George Endicott – Camden King (via phone) – Ginny McPherson (via phone) – Jay Patrick (via phone)

MEDIA PRESENT: None

Mayor Endicott called the workshop to order at 6:16 p.m.

ACTION ITEMS

A. Ord. #2020-08 – An ordinance declaring a State of Emergency due to Coronavirus (COVID-19).

City Manager Keith Witcosky explained the purpose of the emergency declaration is to be nimble in making necessary decision in the interest of the public health, safety, and welfare of our employees and citizens in the wake of the coronavirus (COVID-19) outbreak. The declaration would be effective for 60 days. Mr. Witcosky shared details of discussions taking place with the City and first responders in the event they are exposed to the virus.

Councilor Patrick stated he is in favor of the declaration so long as the Council has the ability to meet and revoke the ordinance should a need arise. City Attorney Keith Leitz explained the process for extending the declaration. Mayor Endicott read the ordinance in its entirety.

Councilor King moved, seconded by Councilor McPherson, to have a first and second reading of Ord. #2020-08, by title only, motion passed. (Bullock-yes, Centanni-yes, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

City Attorney Keith Leitz provided the first and second reading of Ord. #2020-08 by title only.

Councilor King moved, seconded by Councilor McPherson, to approve Ord. #2020-08, motion passed. (ROLL CALL VOTE: Bullock-yes, Centanni-yes, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

Mr. Leitz clarified the procurement authority under the declaration applies to items related specifically to COVID-19 and would not apply to general contracts that come to Council. Mr. Witcosky provided an update on the current situation at City Hall noting that City Hall is closed to the public, staff is staggering schedules, and a team is doing outreach to small businesses on a weekly basis.

B. Amendment to August 2019 Cost Sharing Agreement with Palmer Homes for the SW 43rd Street Water Transmission Main in the amount of \$216,645.

City Engineer Mike Caccavano requested Council approval of an amendment to the cost sharing agreement with Palmer Homes for the SW 43rd Street Water Transmission Main. The amendment amount of \$216,645 will allow for the placement of a 24-inch transmission main in SW 43rd Street to convey water from the future South Redmond Water Facility. Because Palmer Homes is currently installing infrastructure for their Redtail Ridge subdivision, the cost sharing agreement allows for placement of the transmission main now rather than disrupting the new asphalt in the future.

Councilor McPherson moved, seconded by Councilor King, to authorize the City Manager to sign Amendment#1 to the Cost Sharing Agreement with Palmer Homes for extension of the SW 43rd Street Water Transmission Main in the amount of \$216,645, motion passed. (Bullock-yes, Centanni-yes, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

DRAFT

C. Res. #2020-02 supporting the passage of Redmond Fire & Rescue's Five-Year Local Option Levy.

Mayor Endicott requested Council's approval of Res. #2020-02 which supports Redmond Fire & Rescue's (RF&R) 5-year local option levy. RF&R Chief Ken Kehmna stated the purpose of his presentation is to educate members of the community about the local option levy, why it is so important to RF&R, and the ramifications if it does not pass. Chief Kehmna answered questions from the Council and shared various details from his presentation.

Councilor Patrick moved, seconded by Councilor Clark-Endicott, to approve Res. #2020-02 in support of Redmond Fire & Rescue's Five-Year Local Option Levy, motion passed. (Bullock-yes, Centanni-yes, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

PRESENTATIONS

A. Employee Spotlight

This item was postponed to a future meeting.

B. BUDGET BASELINES

This item was postponed to a future meeting.

C. CAPITAL IMPROVEMENT PLAN

This item was postponed to a future meeting.

EXECUTIVE SESSION

This item was postponed to a future meeting.

OTHER BUSINESS

There being no further business, the meeting was adjourned at 6:57 p.m.

Prepared by Kelly Morse, City Recorder

APPROVED by the City Council and SIGNED by the Mayor this 27th day of October 2020.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

REGULAR CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD APRIL 14, 2020, VIA GOTOMEETING.

COUNCIL MEMBERS PRESENT: Jon Bullock – Joe Centanni – Krisanna Clark-Endicott – George Endicott – Camden King – Ginny McPherson – Jay Patrick

MEDIA PRESENT: None

Mayor Endicott called the meeting to order at 6:00 p.m. A quorum was established.

COMMENTS FROM CITIZENS AT THE MEETING

There were no comments from citizens at the meeting.

PRESENTATIONS

A. COVID-19 Update

Mayor Endicott reported on Governor Kate Brown's press conference on how the state will recover noting there are five priorities that need to be achieved before reopening can occur.

Redmond Fire & Rescue (RF&R) Chief Ken Kehmna, Police Chief Dave Tarbet and Police Captain Devin Lewis highlighted protective directives taken by RF&R and the Police Department as well as call volume since COVID-19.

Airport Director Zachary Bass provided an update on Airport operations noting that they have experienced a 96 percent decrease in passengers. Currently an estimated 100 people are traveling in and out of the Airport. The number of flights for April and May will decrease by 60 percent. Currently 70 percent of non-city terminal employees have been furloughed. Through the CARES Act, the Airport will receive \$8.9 million.

City Manager Keith Witcosky provided an organizational update adding that staff has been adapting well to staggering schedules.

Chief Financial Officer Jason Neff provided an update on the financial and budget schedule impacts from COVID-19.

PROCLAMATIONS

A. Older Americans Month

Councilor Patrick moved, seconded by Councilor Clark-Endicott, to approve the proclamation designating May 2020, as Older Americans Month, motion passed. (Bullock-yes, Centanni-yes, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

BID AWARDS/BID REJECTIONS

A. 2020 Overlay Project (#339,184.30)

Mr. Witcosky reviewed a PowerPoint presentation on the 2020 Overlay Project. The contract will overlay approximately 1.66 miles of City streets. After review of the four proposals received, two were deemed non-responsive leaving Tri-County Paving, LLC as the lowest responsible bidder at \$339,184.30.

Councilor Clark-Endicott moved, seconded by Councilor Patrick, to approve the 2020 Overlay Project to Tri-County Paving, LLC in the amount of \$339,184.30 and authorize the City Manager to execute the contract, motion passed. (Bullock-yes, Centanni-yes, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

B. Hay Harvesting/Brokerage Services (\$200,000)

Mr. Witcosky reviewed a PowerPoint presentation on the hay harvesting and brokerage services Request for Proposal. The City received three proposals and deemed Steve Fox Construction after review and evaluation by a committee. The five-year contract has a not to exceed amount of \$40,000 per year.

Councilor Bullock moved, seconded by Councilor Centanni, to authorize the City Manager to enter into a five-year service contract with Steve Fox Construction for Hay Harvesting and Brokerage Services in the amount not to exceed \$200,000 and no more than \$40,000 per year, motion passed. (Bullock-yes, Centanni-yes, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

ACTION ITEMS

A. ODOT Immediate Opportunity Fund Grant Agreement No. 33363 for extension of SW 6th Street to support industrial development (\$162,500)

City Engineer Mike Caccavano provided a presentation on the Oregon Department of Transportation's (ODOT) Immediate Opportunity Fund Grant Agreement #33363. In 2015, the City constructed 550 feet of SW 6th Street to provide industrial parcel opportunities to McKenzie Cascade and future expansion for Nosler. The total project cost is \$460,600. ODOT will contribute \$162,500 which will leave McKenzie Cascade and Nosler contributing \$149,050 each.

Councilor Bullock moved, seconded by Councilor McPherson, to approve the Oregon Department of Transportation Immediate Opportunity Fund Agreement No. 33363, motion passed. (Bullock-yes, Centanni-yes, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

B. Amendment #2 to City Contract #2019-13 with Murraysmith, Inc. to expand scope to update to the Water System Master Plan (\$92,263) (Project WA1902)

Mr. Caccavano explained that the City has a current contract with Murraysmith for the South Redmond Water Facility. Amendment #2 will allow for the additional scope of work to update the City's overall water system master plan. The total cost of Amendment #2 is \$92,263.

Councilor Clark-Endicott moved, seconded by Councilor Centanni, to approve Amendment 2 to City Contract #2019-13 with Murraysmith, Inc. in the amount of \$92,263 for an update to the Water System Master Plan, and authorize the City Manager to sign the Amendment, motion passed. (Bullock-yes, Centanni-yes, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

MAYOR'S COMMENTS

A. Commission/Committee Appointments

- i. Appointment of Aubrey Oslund to the Budget Committee, term expiring December 31, 2022.
- ii. Appointment of Aubrey Oslund to the Historic Landmarks Commission, term expiring December 31, 2023.

Mayor Endicott recommended the appointment of Aubrey Oslund to the Budget Committee, term expiring December 31, 2022, and to the Historic Landmarks Commission, term expiring December 31, 2023, motion passed. (Bullock-yes, Centanni-yes, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

Mr. Caccavano provided a brief update on construction schedule impacts due to COVID-19.

Mayor Endicott will be on the radio in the morning to discuss the effects of COVID-19 on the Airport.

COUNCIL COMMENTS

Councilor Bullock thanked Mr. Witcosky for his leadership during this difficult time. He thanked the community for aggressive social distancing which has resulted in a lower amount of cases in Central Oregon. Two programs helping the community are Redmond Rallies and Redmond Cares.

Councilor Clark-Endicott also thanked Mr. Witcosky and the entire City staff who have worked tirelessly during this event. She thanked the Police department and RF&R for continuing to assist the community despite potential health risks. Councilor Clark-Endicott thanked McDonald's owner Paul Rodby for partnering with the Senior Center to provide meals. Councilor Clark-Endicott stated the National League of Cities' Transportation Infrastructure committee is advocating on a national level to include smaller cities in the CARES funding which eliminates every city in Oregon except Portland.

Councilor King concurred with Councilor Bullock and Clark-Endicott on Mr. Witcosky's leadership and staff's dedication.

Councilor McPherson concurred with previous comments and thanked the health care professionals for their sacrifices on the front lines.

Councilor Patrick concurred with Councilor McPherson and shared that Neighbor Impact has a great deal of food to hand out. Councilor Patrick's wife is part of a large group of individuals sewing masks. He thanked Mr. Witcosky and staff for the amount of information they are sharing. Many people are not working or receiving a paycheck and hopes that things can begin to return to normal sooner rather than later.

CITY MANAGER COMMENTS

City Manager Keith Witcosky shared a COVID-19 public service announcement from the Police Department.

ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

There were no additional comments from citizens at the meeting.

There being no further business, the meeting was adjourned at 8:06 p.m.

Prepared by Kelly Morse, City Recorder

APPROVED by the City Council and SIGNED by the Mayor this 27th day of October 2020.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder



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STAFF REPORT

DATE: October 27, 2020
TO: Redmond City Council
Keith Witcosky, City Manager
THROUGH: John Roberts, Deputy City Manager
Bill Duerden, Public Works Director
FROM: Brad Haynes, Street Operations Manager
SUBJECT: Res. #2020-19 - A resolution of the City of Redmond declaring certain City property to be surplus.

Addresses Council Goal:

1. Sustain Operations: Provide or enhance current levels of operations in all facets of municipal service delivery.

Report in Brief:

The Public Works Transportation Division requests the following vehicle be declared surplus:

Item	Vehicle Identification #	City Asset #	Estimated Value
1989 Caterpillar Vibratory Roller	6LF00212	1625	\$5,000

Background:

The City has purchased a newer roller to replace the 1989 Caterpillar roller. The age and condition of the 1989 Caterpillar roller has reached a point that it is no longer cost effective to maintain nor are reliable replacement parts available.

Discussion:

The 1989 Caterpillar vibratory roller will be disposed of in accordance with City Code Section 2.420 – Surplus Property.

Fiscal Impact:

There will be no additional costs associated with declaring this vehicle surplus. Proceeds from the sale of the vehicle, estimated at \$5,000, will be recorded as revenue within the Transportation Fund.

Alternative Courses of Action:

1. Adopt resolution 2020-19.
2. Do not adopt resolution 2020-19.
3. Take no Action and Request additional information.

Recommendation / Suggested Motion:

"I move to adopt Resolution #2020-19."

**CITY OF REDMOND
RESOLUTION NO. 2020-19**

**A RESOLUTION OF THE CITY OF REDMOND DECLARING CERTAIN CITY
PROPERTY TO BE SURPLUS.**

WHEREAS, certain property of the City of Redmond is beyond its service life, and

WHEREAS, certain City of Redmond property needs to be disposed of accordingly.

THEREFORE, be it resolved that such City of Redmond Property listed below shall be declared surplus and disposed of in the most judicious manner.

- One (1) 1989 Caterpillar Vibratory Roller, VIN #6LF00212, asset number 1625

SECTION ONE. The City Council finds that it is in the best interest of the City to enact this resolution immediately upon passage of this resolution; and therefore, this resolution shall be effective upon the date of passage.

ADOPTED by the City Council and **SIGNED** by the Mayor this 27th day of October 2020.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder



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STAFF REPORT

DATE: October 27, 2020
TO: Redmond City Council
Keith Witcosky, City Manager
THROUGH: John Roberts, Deputy City Manager
Bill Duerden, Public Works Director
FROM: Brad Haynes, Street Operations Manager
SUBJECT: ODOT Agreement #33640; All Roads Transportation Safety Program for Improvements to US Highway 97.

Addresses Council Goal:

- 1.B.i. Explore opportunities to increase efficiencies and economies of scale through sharing of services and resources with other public agencies.
3. Preserve and enhance the City's infrastructure to position the City to accommodate growth.
- 8.B. Maintain Redmond's positive working relationship with regional, national and statewide entities and governments.

Report in Brief:

The item requests City Council approve a new agreement with the Oregon Department of Transportation (ODOT) for upgrades to the intersection of US Highway 97 and SW Veterans Way as part of statewide improvement project along the entire US 97 Corridor.

Background:

Agreement #33640 is a \$2.5 million, multi-jurisdictional agreement to perform intersection improvements at various locations along the US 97 including within the cities of Redmond, Bend, The Dalles; and the counties of Crook, Deschutes, Jefferson, and Klamath. The improvements are funded by ODOT's All Roads Transportation Safety (ARTS) program and are focused on low cost safety measures such as illumination, signs and pavement markings.

Discussion:

The improvements identified within Redmond are located at the intersection of US Highway 97 and SW Veterans Way. The safety measures include the installation of additional street lighting and improved pavement markings in the bike lane.

The City's primary obligation under this agreement is to grant ODOT access to City right-of-way as needed to complete the project. No funding from the City is required for this project.

Construction is planned to occur in 2022.

Fiscal Impact:

There will be no fiscal impact to the City's budget as a result of the Agreement.

Alternative Courses of Action:

1. Enter into the Agreement with ODOT.
2. Do not enter into an agreement with ODOT.
3. Request Additional Information.

Recommendation / Suggested Motion:

"I move to authorize the City to enter into Agreement #33640 with the Oregon Department of Transportation."

**ODOT Delivered Federal Project
Region 4 ARTS
On Behalf of City of Bend, City of Redmond, City of The Dalles, Crook County,
Deschutes County, Jefferson County and, Klamath County
Key Number: 20074**

THIS AGREEMENT is made and entered into by and between THE STATE OF OREGON, acting by and through its Department of Transportation, hereinafter referred to as "State" or "ODOT"; the CITY OF BEND, acting by and through its elected officials, hereinafter referred to as "City of Bend"; the CITY OF REDMOND, acting by and through its elected officials, hereinafter referred to as "City of Redmond"; the CITY OF THE DALLES, acting by and through its elected officials, hereinafter referred to as "City of The Dalles"; CROOK COUNTY, acting by and through its elected officials, hereinafter referred to as "Crook County"; DESCHUTES COUNTY, acting by and through its elected officials, hereinafter referred to as "Deschutes County"; JEFFERSON COUNTY, acting by and through its elected officials, hereinafter referred to as "Jefferson County"; and KLAMATH COUNTY, acting by and through its elected officials, hereinafter referred to as "Klamath County"; all herein referred to individually as "Party" and collectively as "Parties." The City of Bend, the City of Redmond, the City of The Dalles, Crook County, Deschutes County, Klamath County, Jefferson County and Lake County are also each hereinafter referred to individually as "Agency" and collectively as "Agencies".

RECITALS

1. By the authority granted in Oregon Revised Statute (ORS) 190.110, 366.572 and 366.576, state agencies may enter into cooperative agreements with counties, cities and units of local governments for the performance of any or all functions and activities that a party to the Agreement, its officers, or agents have the authority to perform
2. The Dalles-California Highway, US Route 97, State Highway No. 4; the Dalles-California Highway, US Route 197, State Highway No. 4; the Mosier-The Dalles Highway, US Route 30, State Highway 292; the Columbia River Highway, Interstate Route 84, State Highway No. 002; the Ochoco Highway, State Route No. 126, State Highway NO. 041; the Culver Highway, State Route No. OR361, State Highway No. 361; the O'Neil Highway, State Route No. OR370, State Highway No. 370; the Fremont Highway, State Route No. 31, Highway No. 019 and the Warner Highway, State Route No. 140, State Highway No. 431 are a part of the state highway system under the jurisdiction and control of the Oregon State Highway Commission (OTC).
3. 27th Street, Arnett Way, and Powers Road are part of the City of Bend street system under jurisdiction and control of City of Bend.
4. Veterans Way is part of the City of Redmond street system under the jurisdiction and control of City of Redmond.

5. Bret Clodfelter Way, Fremont Street, Columbia View Drive, and State Road are part of the City of The Dalles street system and under jurisdiction and control of City of The Dalles.
6. Cloverdale Road, Goodrich Road, Cline Falls Road, SW 67th Street, SW 43rd Street, North Canal Boulevard and NE 5th Street are a part of the Deschutes County road system under the jurisdiction and control of Deschutes County.
7. Reif Road and Copely Road are a part of the Crook County road system under the jurisdiction and control of Crook County.
8. SW Bear Drive, SW Jefferson Avenue, and Jericho Lane are a part of the Jefferson County road system under the jurisdiction and control of Jefferson County.
9. Sawmill Road, Miller Island Road, and S. Chiloquin Road are part of the Klamath County road system and under the jurisdiction and control of Klamath County.
10. Parties have agreed that State will deliver this project on behalf of the Agencies.
11. The Project was selected as a part of the All Roads Transportation Safety (ARTS) Program and may include a combination of federal and state funds. "Project" is defined under Terms of Agreement, paragraph 1 of this Agreement.
12. The Stewardship and Oversight Agreement On Project Assumption and Program Oversight By and Between Federal Highway Administration, Oregon Division and the State of Oregon Department of Transportation ("Stewardship Agreement") documents the roles and responsibilities of the State with respect to project approvals and responsibilities regarding delivery of the Federal Aid Highway Program. This includes the State's oversight and reporting requirements related to locally administered projects. The provisions of that agreement are hereby incorporated and included by reference.
13. The Project will be performed on State, Cities' and Counties' property and jurisdiction.

NOW THEREFORE the premises being in general as stated in the foregoing Recitals, it is agreed by and between the Parties hereto as follows:

TERMS OF AGREEMENT

1. Under such authority, Parties agree to State designing and constructing safety improvements consisting of intersection signs, intersection improvements, pavement markings, illumination, median barriers, ADA ramps and sidewalks at various locations along the state highway system, including within the City of Bend, the City of Redmond, the City of The Dalles, Crook County, Deschutes County, Jefferson County and Klamath County, hereinafter referred to as "Project". The locations and improvements are described in Exhibit A, attached hereto and by this reference made a part hereof.

2. Parties agree that State will serve as the lead contracting agency and contract administrator for the consultant contract related to the work under this Agreement.
3. The Project will be conducted as a part of the All Roads Transportation Safety (ARTS) program under Title 23, United States Code. The total Project cost is estimated at \$2,472,947.47. Federal funds for this Project are limited to \$2,403,000.00 The Project will be financed with ARTS funds at the maximum allowable federal participating amount. State shall be responsible for the required match amount, for any nonparticipating costs and Project costs beyond the estimate.
4. The Catalog of Federal Domestic Assistance (CFDA) number and title for this Project is 20.205, Highway Planning and Construction.
5. The term of this Agreement shall begin on the date all required signatures are obtained and shall terminate upon completion of the Project and final payment or ten (10) calendar years following the date all required signatures are obtained, whichever is sooner.
6. This Agreement may be terminated by mutual written consent of all Parties.
7. State may terminate this Agreement effective upon delivery of written notice to Agencies, or at such later date as may be established by State, under any of the following conditions:
 - a. If any Agency fails to perform any of the other provisions of this Agreement, or so fails to pursue the work as to endanger performance of this Agreement in accordance with its terms, and after receipt of written notice from State fails to correct such failures within ten (10) days or such longer period as State may authorize.
 - b. If State fails to receive funding, appropriations, limitations or other expenditure authority sufficient to allow State, in the exercise of its reasonable administrative discretion, to continue to make payments for performance of this Agreement.
 - c. If federal or state laws, regulations or guidelines are modified or interpreted in such a way that either the work under this Agreement is prohibited or if State is prohibited from paying for such work from the planned funding source.
8. Any termination of this Agreement shall not prejudice any rights or obligations accrued to the Parties prior to termination.
9. Information required by 2 Code of Federal Regulation (CFR) 200.331(a)(1) shall be contained in the USDOT FHWA Federal Aid Project Agreement for this Project, a copy of which shall be provided by ODOT to the Agencies with the Notice to Proceed.

10. Indirect Cost Rate.

- a. As required by 2 CFR 200.331(a)(4), the indirect cost rate(s) for this project at the time the agreement is written is zero percent (0%). This rate may change during the term of this Agreement upon notice to ODOT and ODOT's subsequent written approval.
- b. If the approved rate(s) change(s) during the term of this Agreement, the affected Agencies shall invoice ODOT using the current indirect cost rate(s) for the project on file with ODOT at the time the work is performed. If a given Agency does not have approved indirect cost rate(s) on file with ODOT at the time the work is performed, that Agency shall invoice ODOT using a zero percent (0%) rate.

11. When the Project scope includes work on sidewalks, curb ramps, or pedestrian-activated signals or triggers an obligation to address curb ramps or pedestrian signals, the Parties shall:

- a. Utilize ODOT standards to assess and ensure Project compliance with the Americans with Disabilities Act of 1990 (ADA), including ensuring that all sidewalks, curb ramps, and pedestrian-activated signals meet current ODOT Highway Design Manual standards;
- b. Follow ODOT's processes for design, modification, upgrade, or construction of sidewalks, curb ramps, and pedestrian-activated signals, including using the ODOT Highway Design Manual, ODOT Design Exception process, ODOT Standard Drawings, ODOT Construction Specifications, providing a temporary pedestrian accessible route plan and current ODOT Curb Ramp Inspection form;
- c. At Project completion, send an ODOT Curb Ramp Inspection Form 734-5020 to the address on the form as well as to State's Project Manager for each curb ramp constructed, modified, upgraded, or improved as part of the Project. The completed form is the documentation required to show that each curb ramp meets ODOT standards and is ADA compliant. ODOT's fillable Curb Ramp Inspection Form and instructions are available at the following address:

<http://www.oregon.gov/ODOT/HWY/CONSTRUCTION/Pages/HwyConstForms1.aspx>

- d. Each agency shall ensure that any portions of the Project under that Agency's respective maintenance jurisdiction are maintained in compliance with the ADA throughout the useful life of the Project. This includes, but is not limited to, each Agency ensuring that:
 - i. Pedestrian access is maintained as required by the ADA,

- ii. Any complaints received by the Agency identifying sidewalk, curb ramp, or pedestrian-activated signal safety or access issues are promptly evaluated and addressed,
 - iii. Agency, or abutting property owner, pursuant to local code provisions, performs any repair or removal of obstructions needed to maintain the facility in compliance with the ADA requirements that were in effect at the time the facility was constructed or altered,
 - iv. Any future alteration work on Project or Project features during the useful life of the Project complies with the ADA requirements in effect at the time the future alteration work is performed, and
 - v. Applicable permitting and regulatory actions are consistent with ADA requirements.
- e. Maintenance obligations in this section shall survive termination of this Agreement.
12. State shall ensure compliance with the Cargo Preference Act and implementing regulations (46 CFR Part 381) for use of United States-flag ocean vessels transporting materials or equipment acquired specifically for the Project. Strict compliance is required, including but not limited to the clauses in 46 CFR 381.7(a) and (b) which are incorporated by reference. State shall also include this requirement in all contracts and ensure that contractors include the requirement in their subcontracts.
13. Each Agency grants State the right to enter onto that Agency's right of way for the performance of duties as set forth in this Agreement.
14. Each Agency agrees State will perform all right of way functions and shall enter into a separate Right of Way Services Agreement between Agency and State Right of Way, referencing this Agreement number.
15. Upon completion of the Project, State shall transfer by deed, and each Agency shall accept, that property acquired by the State within their respective jurisdictions and needed for the construction phases of the Project. The conveyance from State to Agencies shall be free of costs or fees. Any property being conveyed shall be vested in Agencies only so long as used for public transportation purposes.
16. The Special and Standard Provisions attached hereto, marked Attachments 1 and 2, respectively, are by this reference made a part hereof. The Standard Provisions apply to all federal-aid projects and may be modified only by the Special Provisions. The Parties hereto mutually agree to the terms and conditions set forth in Attachments 1 and 2. In the event of a conflict, this Agreement shall control over the attachments, and Attachment 1 shall control over Attachment 2.

17. Each Agency shall, upon completion of the Project and as a condition to this Agreement, complete and file with the appropriate County Clerk, "Memorandum of Agreement and Acknowledgment of Federal and State Assistance, substantially in the form of Exhibit B attached hereto and by this reference made a part hereof. Agencies shall provide confirmation of this filing by forwarding to State's Contact a notarized copy of the recorded Memorandum of Agreement and Acknowledgment of Federal and State Assistance. By means of said acknowledgment of an Agency's financial obligations, the continued use of said property for public purposes, and the maintenance of the facility or service at a level consistent with normal depreciation or demand or both is recognized and attached to the property as conditions. Any interest in said property by State is proportional to the federal and state funding participation in Project. While in default of conditions of this Agreement, the affected Agency may be ineligible to receive federal or state funds from any State-administered program for any project on a street, road or property. The Memorandum of Agreement and Acknowledgment of Federal and State Assistance shall remain in place for the useful life of Project identified in the Special Provisions. State acknowledges that such interest shall not be deemed a lien, mortgage, deed of trust or other security instrument or interest granted by the affected Agency for security purposes.
18. Parties hereto agree that if any term or provision of this Agreement is declared by a court of competent jurisdiction to be invalid, unenforceable, illegal or in conflict with any law, the validity of the remaining terms and provisions shall not be affected, and the rights and obligations of the Parties shall be construed and enforced as if the Agreement did not contain the particular term or provision held to be invalid.
19. Each Agency certifies and represents that the individual(s) signing this Agreement have been authorized to enter into and execute this Agreement on behalf of that Agency, under the direction or approval of its governing body, commission, board, officers, members or representatives, and to legally bind the Agency and;
20. This Agreement may be executed in several counterparts (facsimile or otherwise) all of which when taken together shall constitute one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Agreement so executed shall constitute an original.
21. This Agreement and attached exhibits constitute the entire agreement between the Parties on the subject matter hereof. In the event of conflict, the body of this Agreement and the attached exhibits will control over Project application and documents provided by Agencies to State. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No waiver, consent, modification or change of terms of this Agreement shall bind any party unless in writing and signed by all Parties and all necessary approvals have been obtained. Such waiver, consent, modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of State to enforce any provision of this Agreement shall not constitute a waiver by State of that or any other provision.

Notwithstanding this provision, the Parties may enter into Right Of Way Services Agreements in furtherance of the Project.

22. State Contact for this Agreement is Abbey Driscoll – Local Agency Liaison, 63055 N. Highway 97, Bldg M, Bend, OR 97703, (541) 388-6064, abbey.driscoll@odot.state.or.us, or assigned designee upon individual's absence. State shall notify the other Parties in writing of any contact information changes during the term of this Agreement.
23. The City of Bend's Contact for this Project is Janet Hruby – Project Engineer (Streets), 575 NE 15th Street, Bend OR 97701, (541) 322-6336, jhruby@bendoregon.gov, or assigned designee upon individual's absence. City of Bend shall notify the other parties in writing of any contact information changes during the term of this Agreement.
24. The City of Redmond's Contact for this Project is Brad Hayes – Transportation Op Div Supervisor, 243 E. Antler Ave, Redmond, OR 97756, (541) 504-2033, brad.hayes@ci.redmond.or.us, or assigned designee upon individual's absence. City of Redmond shall notify the other parties in writing of any contact information changes during the term of this Agreement.
25. The City of The Dalles' Contact for this Project is Dave Anderson - Transportation Manager, 1215 West 1st Street, The Dalles, OR 97508, (541) 296-5401, danderson@ci.the-dalles.or.us, or assigned designee upon individual's absence. City of The Dalles shall notify the other parties in writing of any contact information changes during the term of this Agreement.
26. Deschutes County's Contact for this Project is Chris Doty – County Engineer, 61150 SE 27th Street, Bend, OR 97702, (541) 322-7113, chris.doty@deschutes.org, or assigned designee upon individual's absence. City shall notify the other parties in writing of any contact information changes during the term of this Agreement.
27. Crook County's Contact for this Project is Bob O'Neal – Roadmaster, 1306 N. Main Street, Prineville, OR 97754, (541) 447-4644, Bob.oneal@co.crook.or.us, or assigned designee upon individual's absence. Crook County shall notify the other parties in writing of any contact information changes during the term of this Agreement.
28. Jefferson County's Contact for this Project is Matt Powlison – Public Works Director, P.O. Box 709, Madras, OR 97741-0709, (541) 475-4459, matt.powlison@co.jefferson.or.us, or assigned designee upon individual's absence. Jefferson County shall notify the other parties in writing of any contact information changes during the term of this Agreement.
29. Klamath County's Contact for this Project is Jeremy Morris – Public Works Director, 305 Main Street, Room 243, Klamath Falls, OR 97601, (541) 883-4696, jmorris@co.klamath.or.us, or assigned designee upon individual's absence. Klamath

City of Bend/City of Redmond/City of The Dalles/Crook County/Deschutes
County/Klamath County/ Jefferson County/Lake County/ODOT
Agreement No. 33640

County shall notify the other parties in writing of any contact information changes during the term of this Agreement.

THE PARTIES, by execution of this Agreement, hereby acknowledge that their signing representatives have read this Agreement, understand it, and agree to be bound by its terms and conditions.

This Project is in the 2018-2021 Statewide Transportation Improvement Program (STIP), (Key #20074) that was adopted by the Oregon Transportation Commission on July 20, 2017 (or subsequently by amendment to the STIP).

SIGNATURE PAGE FOLLOWS

CITY OF BEND, by and through its
elected officials

By _____
Mayor

Date _____

LEGAL REVIEW APPROVAL

By _____
City Counsel

Date _____

CITY OF REDMOND, by and through its
elected officials

By _____
Mayor

Date _____

LEGAL REVIEW APPROVAL

By _____
City Counsel

Date _____

CITY OF THE DALLES, by and through its
elected officials

By _____
Mayor

Date _____

LEGAL REVIEW APPROVAL

By _____
City Counsel

Date _____

DESCHUTES COUNTY, by and through
its elected officials

By _____
Commission Chair

Date _____

By _____
Commissioner

Date _____

By _____
Commissioner

Date _____

LEGAL REVIEW APPROVAL

By _____
County Counsel

Date _____

CROOK COUNTY, by and through its
elected officials

By _____
Commission Chair

Date _____

By _____
Commissioner

Date _____

By _____
Commissioner

Date _____

LEGAL REVIEW APPROVAL

By _____
County Counsel

Date _____

KLAMATH COUNTY, by and through its
elected officials

By _____
Commission Chair

Date _____

By _____
Commissioner

Date _____

By _____
Commissioner

Date _____

LEGAL REVIEW APPROVAL

By _____
County Counsel

Date _____

JEFFERSON COUNTY, by and through its
elected officials

By _____
Commission Chair

Date _____

By _____
Commissioner

Date _____

By _____
Commissioner

Date _____

LEGAL REVIEW APPROVAL

By _____
County Counsel

Date _____

STATE OF OREGON, by and through its
Department of Transportation

By _____
Highway Division Administrator

APPROVAL RECOMMENDED

By _____
Region 4 Manager

Date _____

By _____
State Traffic/Roadway Engineer

Date _____

LEGAL REVIEW APPROVAL

By _____
Assistant Attorney General

Date _____

City of Bend Contact:

Janet Hruby – Project Engineer (Streets)
575 NE 15th Street
Bend, OR 97701
(541) 322-6336
jhruby@bendoregon.gov

City of Redmond Contact:

Brad Hayes – Transportation Op Div
Supervisor
243 E. Antler Ave
Redmond, OR 97756
(541) 504-2033
brad.hayes@ci.redmond.or.us

City of The Dalles Contact:

Dave Anderson - Public Works Director
1215 West 1st Street
The Dalles, OR 97508
(541) 506-2008
danderson@ci.the-dalles.or.us

City of Bend/City of Redmond/City of The Dalles/Crook County/Deschutes
County/Klamath County/ Jefferson County/Lake County/ODOT
Agreement No. 33640

Crook County Contact:

Bob O'Neal – Roadmaster
1306 N. Main Street
Prineville, OR 97754
(541) 447-4644
Bob.oneal@co.crook.or.us

Deschutes County Contact:

Chris Doty – Road Department Director
61150 SE 27th Street
Bend, OR 97702
(541) 322-7113
Chris.doty@deschutes.org

Jefferson County Contact:

Matt Powlison – Public Works Director
P.O. Box 709
Madras, OR 97741-0709
(541) 475-4459
matt.powlison@co.jefferson.or.us

Klamath County Contact:

Jeremy Morris – Public Works Director
305 Main Street, Room 243
Klamath Falls, OR 97601
(541) 883-4696
jmorris@co.klamath.or.us

State Contact:

Abbey Driscoll – Local Agency Liaison
63055 N. Highway 97, Bldg M
Bend OR, 97703
(541) 388.6064
abbey.driscoll@odot.state.or.us

EXHIBIT A

CITY OF BEND
US 20 @ 27th St - Improve Signal Hardware: Number - Extend traffic separator to Dalton Street and improve pedestrian crossing at US 20 @ Benson Street
US 20 @ Arnett Way Install Lighting at Intersection
US 97 @ Powers Rd - Improve Intersection Warning: Stop Ahead Pavement Markings, Stop Ahead Signs, Larger Signs, Additional Stop Signs and/or Other Intersection Warning or Regulatory Signs - Install Illumination and improve the northbound US 97 on ramp configuration
CITY OF REDMOND
US 97 @ Veteran's Way - Install Lighting at Intersection - Install Urban Green Bike Lanes at Conflict Points
CITY OF THE DALLES
US197 @ Brett Clodfelter Way: Improve intersection warning: stop ahead pavement markings, stop ahead signs, larger signs, additional stop signs and other intersection warning or regulatory signs
US 197/I-84 ramp connection – Un-signalized sign upgrades
US30 @ Fremont Street: Un-signalized sign upgrades
CROOK COUNTY
OR 126 Ochoco Hwy Systemic sign Upgrades - Reif Road & Copely Street
DESCHUTES COUNTY
O'Neil Highway No. 370 Systemic sign upgrades – NW Canal Boulevard and NE 5th Street
OR 126 McKenzie Hwy Systemic sign Upgrades - Cloverdale Road, Goodrich Road, Cline Falls Road, SW 67th Street, & SW 43rd Street
JEFFERSON COUNTY
Or 361 Culver Highway Systemic Sign upgrades – SW Bear Drive, SW Highland Avenue, Jericho Lane

•
KLAMATH COUNTY
US 97 The Dalles-California Hwy • Un-signalized intersection Sign Upgrades - US 97 @ Sawmill Rd, Miller Island Rd OR 62 Crater Lake Hwy • Un-signalized intersection Sign Upgrades - OR 62 @ S. Chiloquin Rd

33540_K20074_R4ARTS_10.31.19

After recording, return to:

EXHIBIT B
MEMORANDUM OF AGREEMENT AND ACKNOWLEDGEMENT OF FEDERAL AND STATE ASSISTANCE

[State Recording Authority: ORS 93.710 and ORS 205.130(2)]

Agreement Number: 33640

Project Name: All Roads Transportation Safety (City of Bend)

Key Number: 20074

Local Agency Agreement No. 33640 between the City of Bend, and the State of Oregon, Department of Transportation was executed on _____. Pursuant to paragraph 18, Terms of Agreement, page 6 of the Local Agency Agreement, upon the recording of this document, the City of Bend received federal and state funds for the Project described in the Local Agency Agreement. The property and assets under the jurisdiction of the City of Bend were improved with the assistance from the United States Government and the State of Oregon. Such assistance was provided to the City of Bend, in reimbursement of costs associated with the All Roads Transportation Safety (Region 4). The use and disposition of said property is subject to the terms of the above noted Local Agency Agreement, copies of which may be obtained from the Director of ODOT and is also subject to 2 CFR 1201. A description of the improved property is attached.

City of Bend

By: _____
(Name of person)

(Notary Stamp)

Title: _____

State of Oregon: County of _____

Signed or attested before me on _____ by _____
(Date) (name(s) of person(s))

_____ My commission expires on _____.

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION

By: _____
Title: Active Transportation Section Manager

(Notary Stamp)

State of Oregon: County of Marion

Signed or attested before me on _____ by _____
(Date) (name(s) of person(s))

_____ My commission expires on _____.

Oregon Department of Transportation; 555 13th Street NE; Salem, OR 97301-4178

After recording, return to:

EXHIBIT B
MEMORANDUM OF AGREEMENT AND ACKNOWLEDGEMENT OF FEDERAL AND STATE ASSISTANCE

[State Recording Authority: ORS 93.710 and ORS 205.130(2)]

Agreement Number: 33640

Project Name: All Roads Transportation Safety (City of Redmond)

Key Number: 20074

Local Agency Agreement No. 33640 between the City of Redmond, and the State of Oregon, Department of Transportation was executed on _____. Pursuant to paragraph 18, Terms of Agreement, page 6 of the Local Agency Agreement, upon the recording of this document, the City of Redmond received federal and state funds for the Project described in the Local Agency Agreement. The property and assets under the jurisdiction of City of Redmond were improved with the assistance from the United States Government and the State of Oregon. Such assistance was provided to City of Redmond, in reimbursement of costs associated with the All Roads Transportation Safety (Region 4). The use and disposition of said property is subject to the terms of the above noted Local Agency Agreement, copies of which may be obtained from the Director of ODOT and is also subject to 2 CFR 1201. A description of the improved property is attached.

City of Redmond

By: _____
(Name of person)

(Notary Stamp)

Title: _____

State of Oregon: County of _____

Signed or attested before me on _____ by _____
(Date) (name(s) of person(s))

_____ My commission expires on _____.

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION

By: _____
Title: Active Transportation Section Manager

(Notary Stamp)

State of Oregon: County of Marion

Signed or attested before me on _____ by _____
(Date) (name(s) of person(s))

_____ My commission expires on _____.

Oregon Department of Transportation; 555 13th Street NE; Salem, OR 97301-4178

After recording, return to:

EXHIBIT B
MEMORANDUM OF AGREEMENT AND ACKNOWLEDGEMENT OF FEDERAL AND STATE ASSISTANCE

[State Recording Authority: ORS 93.710 and ORS 205.130(2)]

Agreement Number: 33640

Project Name: All Roads Transportation Safety (City of The Dalles)

Key Number: 20074

Local Agency Agreement No. 33640 between the City of Redmond, and the State of Oregon, Department of Transportation was executed on _____. Pursuant to paragraph 18, Terms of Agreement, page 6 of the Local Agency Agreement, upon the recording of this document, the City of The Dalles received federal and state funds for the Project described in the Local Agency Agreement. The property and assets under the jurisdiction of the City of The Dalles were improved with the assistance from the United States Government and the State of Oregon. Such assistance was provided to the City of The Dalles, in reimbursement of costs associated with the All Roads Transportation Safety (Region 4). The use and disposition of said property is subject to the terms of the above noted Local Agency Agreement, copies of which may be obtained from the Director of ODOT and is also subject to 2 CFR 1201. A description of the improved property is attached.

City of The Dalles

By: _____
(Name of person)

(Notary Stamp)

Title: _____

State of Oregon: County of _____

Signed or attested before me on _____ by _____
(Date) (name(s) of person(s))

_____ My commission expires on _____.

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION

By: _____
Title: Active Transportation Section Manager

(Notary Stamp)

State of Oregon: County of Marion

Signed or attested before me on _____ by _____
(Date) (name(s) of person(s))

_____ My commission expires on _____.

Oregon Department of Transportation; 555 13th Street NE; Salem, OR 97301-4178

After recording, return to:

EXHIBIT B
MEMORANDUM OF AGREEMENT AND ACKNOWLEDGEMENT OF FEDERAL AND STATE ASSISTANCE

[State Recording Authority: ORS 93.710 and ORS 205.130(2)]

Agreement Number: 33640

Project Name: All Roads Transportation Safety (Deschutes County)

Key Number: 20074

Local Agency Agreement No. 33640 between Deschutes County, and the State of Oregon, Department of Transportation was executed on _____. Pursuant to paragraph 18, Terms of Agreement, page 6 of the Local Agency Agreement, upon the recording of this document, Deschutes County received federal and state funds for the Project described in the Local Agency Agreement. The property and assets under the jurisdiction of Deschutes County were improved with the assistance from the United States Government and the State of Oregon. Such assistance was provided to Deschutes County, in reimbursement of costs associated with the All Roads Transportation Safety (Region 4). The use and disposition of said property is subject to the terms of the above noted Local Agency Agreement, copies of which may be obtained from the Director of ODOT and is also subject to 2 CFR 1201. A description of the improved property is attached.

Deschutes County

By: _____
(Name of person)

(Notary Stamp)

Title: _____

State of Oregon: County of _____

Signed or attested before me on _____ by _____
(Date) (name(s) of person(s))

_____ My commission expires on _____.

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION

By: _____
Title: Active Transportation Section Manager

(Notary Stamp)

State of Oregon: County of Marion

Signed or attested before me on _____ by _____
(Date) (name(s) of person(s))

_____ My commission expires on _____.

Oregon Department of Transportation; 555 13th Street NE; Salem, OR 97301-4178

After recording, return to:

EXHIBIT B
MEMORANDUM OF AGREEMENT AND ACKNOWLEDGEMENT OF FEDERAL AND STATE ASSISTANCE

[State Recording Authority: ORS 93.710 and ORS 205.130(2)]

Agreement Number: 33640

Project Name: All Roads Transportation Safety (Klamath County)

Key Number: 20074

Local Agency Agreement No. 33640 between Klamath County, and the State of Oregon, Department of Transportation was executed on _____. Pursuant to paragraph 18, Terms of Agreement, page 6 of the Local Agency Agreement, upon the recording of this document, Klamath County received federal and state funds for the Project described in the Local Agency Agreement. The property and assets under the jurisdiction of Klamath County were improved with the assistance from the United States Government and the State of Oregon. Such assistance was provided to Klamath County, in reimbursement of costs associated with the All Roads Transportation Safety (Region 4). The use and disposition of said property is subject to the terms of the above noted Local Agency Agreement, copies of which may be obtained from the Director of ODOT and is also subject to 2 CFR 1201. A description of the improved property is attached.

Klamath County

By: _____
(Name of person)

(Notary Stamp)

Title: _____

State of Oregon: County of _____

Signed or attested before me on _____ by _____
(Date) (name(s) of person(s))

_____ My commission expires on _____.

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION

By: _____
Title: Active Transportation Section Manager

(Notary Stamp)

State of Oregon: County of Marion

Signed or attested before me on _____ by _____
(Date) (name(s) of person(s))

_____ My commission expires on _____.

Oregon Department of Transportation; 555 13th Street NE; Salem, OR 97301-4178

After recording, return to:

EXHIBIT B
MEMORANDUM OF AGREEMENT AND ACKNOWLEDGEMENT OF FEDERAL AND STATE ASSISTANCE

[State Recording Authority: ORS 93.710 and ORS 205.130(2)]

Agreement Number: 33640

Project Name: All Roads Transportation Safety (Jefferson County)

Key Number: 20074

Local Agency Agreement No. 33640 between Jefferson County, and the State of Oregon, Department of Transportation was executed on _____. Pursuant to paragraph 18, Terms of Agreement, page 6 of the Local Agency Agreement, upon the recording of this document, Jefferson County received federal and state funds for the Project described in the Local Agency Agreement. The property and assets under the jurisdiction of Jefferson County were improved with the assistance from the United States Government and the State of Oregon. Such assistance was provided to Jefferson County, in reimbursement of costs associated with the All Roads Transportation Safety (Region 4). The use and disposition of said property is subject to the terms of the above noted Local Agency Agreement, copies of which may be obtained from the Director of ODOT and is also subject to 2 CFR 1201. A description of the improved property is attached.

Jefferson County

By: _____
(Name of person)

(Notary Stamp)

Title: _____

State of Oregon: County of _____

Signed or attested before me on _____ by _____
(Date) (name(s) of person(s))

_____ My commission expires on _____.

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION

By: _____
Title: Active Transportation Section Manager

(Notary Stamp)

State of Oregon: County of Marion

Signed or attested before me on _____ by _____
(Date) (name(s) of person(s))

_____ My commission expires on _____.

Oregon Department of Transportation; 555 13th Street NE; Salem, OR 97301-4178

ATTACHMENT NO. 1 to AGREEMENT NO. 33640
SPECIAL PROVISIONS

1. State or its consultant shall conduct all work components necessary to complete the Project, except for those responsibilities specifically assigned to Agency in this Agreement.
 - a. State or its consultant shall conduct preliminary engineering and design work required to produce final plans, specifications, and cost estimates in accordance with current state and federal laws and regulations; obtain all required permits; acquire necessary right of way and easements; and arrange for all utility relocations and adjustments.
 - b. State will advertise, bid, and award the construction contract. Upon State's award of the construction contract, a consultant hired and overseen by the State shall be responsible for contract administration and construction engineering & inspection, including all required materials testing and quality documentation. State shall make all contractor payments.
 - c. State will perform project management and oversight activities throughout the duration of the Project. The cost of such activities will be billed to the Project.
2. State and Agency agree that the useful life of this Project is defined as 20 years.
3. If Agency fails to meet the requirements of this Agreement or the underlying federal regulations, State may withhold the Agency's proportional share of Highway Fund distribution necessary to reimburse State for costs incurred by such Agency breach.
4. As used in Attachment 2 – Federal Standard Provisions, the term “Agency” refers to each Agency that is a Party to this Agreement. Attachment 2 applies to each Agency for the portion(s) of the Project occurring within that Agency's jurisdiction, as identified in Exhibit A.
5. Contribution:
 - a. If any third party makes any claim or brings any action, suit or proceeding alleging a tort as now or hereafter defined in ORS 30.260 ("Third Party Claim") against any Party with respect to which any other Party may have liability, the notified Party must promptly notify the other Parties in writing of the Third Party Claim and deliver to the other Parties a copy of the claim, process, and all legal pleadings with respect to the Third Party Claim. Each Party is entitled to participate in the defense of a Third Party Claim, and to defend a Third Party Claim with counsel of its own choosing. Receipt by a Party of the notice and copies required in this paragraph and meaningful opportunity for the Party to participate in the investigation, defense and settlement of

the Third Party Claim with counsel of its own choosing are conditions precedent to that Party's liability with respect to the Third Party Claim.

- b. With respect to a Third Party Claim for which State is jointly liable with any other Party or Parties (or would be if joined in the Third Party Claim), State shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable by the other Party or Parties in such proportion as is appropriate to reflect the relative fault of State on the one hand and of the other Party or Parties on the other hand in connection with the events which resulted in such expenses, judgments, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of State on the one hand and of the other Party or Parties on the other hand shall be determined by reference to, among other things, the Parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines or settlement amounts. State's contribution amount in any instance is capped to the same extent it would have been capped under Oregon law, including the Oregon Tort Claims Act, ORS 30.260 to 30.300, if State had sole liability in the proceeding.
- c. With respect to a Third Party Claim for which any other Party or Parties are jointly liable with State (or would be if joined in the Third Party Claim), the other Party or Parties shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable by State in such proportion as is appropriate to reflect the relative fault of the other Party or Parties on the one hand and of State on the other hand in connection with the events which resulted in such expenses, judgments, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of the other Party or Parties on the one hand and of State on the other hand shall be determined by reference to, among other things, the Parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines or settlement amounts. Each other Party's contribution amount in any instance is capped to the same extent it would have been capped under Oregon law, including the Oregon Tort Claims Act, ORS 30.260 to 30.300, if it had sole liability in the proceeding.

ATTACHMENT NO. 2 FEDERAL STANDARD PROVISIONS

PROJECT ADMINISTRATION

1. State (ODOT) is acting to fulfill its responsibility to the Federal Highway Administration (FHWA) by the administration of this Project, and Agency (i.e. county, city, unit of local government, or other state agency) hereby agrees that State shall have full authority to carry out this administration. If requested by Agency or if deemed necessary by State in order to meet its obligations to FHWA, State will act for Agency in other matters pertaining to the Project. Prior to taking such action, State will confer with Agency concerning actions necessary to meet federal obligations. State and Agency shall each assign a person in responsible charge "liaison" to coordinate activities and assure that the interests of both Parties are considered during all phases of the Project.
2. Any project that uses federal funds in project development is subject to plans, specifications and estimates (PS&E) review and approval by FHWA or State acting on behalf of FHWA prior to advertisement for bid proposals, regardless of the source of funding for construction.
3. State will provide or secure services to perform plans, specifications and estimates (PS&E), construction contract advertisement, bid, award, contractor payments and contract administration. A State-approved consultant may be used to perform preliminary engineering, right of way and construction engineering services.
4. Agency may perform only those elements of the Project identified in the special provisions.

PROJECT FUNDING REQUEST

5. State shall submit a separate written Project funding request to FHWA requesting approval of federal-aid participation for each project phase including a) Program Development (Planning), b) Preliminary Engineering (National Environmental Policy Act - NEPA, Permitting and Project Design), c) Right of Way Acquisition, d) Utilities, and e) Construction (Construction Advertising, Bid and Award). Any work performed prior to FHWA's approval of each funding request will be considered nonparticipating and paid for at Agency expense. State, its consultant or Agency shall not proceed on any activity in which federal-aid participation is desired until such written approval for each corresponding phase is obtained by State. State shall notify Agency in writing when authorization to proceed has been received from FHWA. All work and records of such work shall be in conformance with FHWA rules and regulations.

FINANCE

6. Federal funds shall be applied toward Project costs at the current federal-aid matching ratio, unless otherwise agreed and allowable by law. Agency shall be responsible for the entire match amount for the federal funds and any portion of the Project, which is not covered by federal funding, unless otherwise agreed to and specified in the intergovernmental Agreement (Project Agreement). Agency must obtain written approval from State to use in-kind contributions rather than cash to satisfy all or part of the matching funds requirement. If federal funds are used, State will specify the Catalog of Federal Domestic Assistance (CFDA) number in the Project Agreement. State will also determine and clearly state in the Project Agreement if recipient is a subrecipient or contractor, using the criteria in 2 CFR 200.330.

7. If the estimated cost exceeds the total matched federal funds available, Agency shall deposit its share of the required matching funds, plus 100 percent of all costs in excess of the total matched federal funds. Agency shall pay one hundred (100) percent of the cost of any item in which FHWA will not participate. If Agency has not repaid any non-participating cost, future allocations of federal funds or allocations of State Highway Trust Funds to Agency may be withheld to pay the non-participating costs. If State approves processes, procedures, or contract administration that result in items being declared non-participating by FHWA, such items deemed non-participating will be negotiated between Agency and State. Agency agrees that costs incurred by State and Agency for services performed in connection with any phase of the Project shall be charged to the Project, unless otherwise mutually agreed upon by the Parties.
8. Agency's estimated share and advance deposit.
 - a) Agency shall, prior to commencement of the preliminary engineering and/or right of way acquisition phases, deposit with State its estimated share of each phase. Exception may be made in the case of projects where Agency has written approval from State to use in-kind contributions rather than cash to satisfy all or part of the matching funds requirement.
 - b) Agency's construction phase deposit shall be one hundred ten (110) percent of Agency's share of the engineer's estimate and shall be received prior to award of the construction contract. Any additional balance of the deposit, based on the actual bid, must be received within forty-five (45) days of receipt of written notification by State of the final amount due, unless the contract is cancelled. Any balance of a cash deposit in excess of amount needed, based on the actual bid, will be refunded within forty-five (45) days of receipt by State of the Project sponsor's written request.
 - c) Pursuant to Oregon Revised Statutes (ORS) 366.425, the advance deposit may be in the form of 1) money deposited in the State Treasury (an option where a deposit is made in the Local Government Investment Pool), and an Irrevocable Limited Power of Attorney is sent to State's Active Transportation Section, Funding and Program Services Unit, or 2) an Irrevocable Letter of Credit issued by a local bank in the name of State, or 3) cash or check submitted to the Oregon Department of Transportation.
9. If Agency makes a written request for the cancellation of a federal-aid project; Agency shall bear one hundred (100) percent of all costs incurred as of the date of cancellation. If State was the sole cause of the cancellation, State shall bear one hundred (100) percent of all costs incurred. If it is determined that the cancellation was caused by third parties or circumstances beyond the control of State or Agency, Agency shall bear all costs, whether incurred by State or Agency, either directly or through contract services, and State shall bear any State administrative costs incurred. After settlement of payments, State shall deliver surveys, maps, field notes, and all other data to Agency.
10. Agency shall make additional deposits, as needed, upon request from State. Requests for additional deposits shall be accompanied by an itemized statement of expenditures and an estimated cost to complete the Project.
11. Agency shall, upon State's written request for reimbursement in accordance with Title 23, CFR part 630.112(c) 1 and 2, as directed by FHWA, reimburse State for federal-aid funds distributed to Agency if any of the following events occur:

- a) Right of way acquisition is not undertaken or actual construction is not started by the close of the twentieth federal fiscal year following the federal fiscal year in which the federal-aid funds were authorized for right of way acquisition. Agency may submit a written request to State's Liaison for a time extension beyond the twenty (20) year limit with no repayment of federal funds and State will forward the request to FHWA. FHWA may approve this request if it is considered reasonable.
 - b) Right of way acquisition or actual construction of the facility for which preliminary engineering is undertaken is not started by the close of the tenth federal fiscal year following the federal fiscal year in which the federal-aid funds were authorized. Agency may submit a written request to State's Liaison for a time extension beyond the ten (10) year limit with no repayment of federal funds and State will forward the request to FHWA. FHWA may approve this request if it is considered reasonable.
12. State shall, on behalf of Agency, maintain all Project documentation in keeping with State and FHWA standards and specifications. This shall include, but is not limited to, daily work records, quantity documentation, material invoices and quality documentation, certificates of origin, process control records, test results, and inspection records to ensure that the Project is completed in conformance with approved plans and specifications.
 13. State shall submit all claims for federal-aid participation to FHWA in the normal manner and compile accurate cost accounting records. State shall pay all reimbursable costs of the Project. Agency may request a statement of costs-to-date at any time by submitting a written request. When the final total cost of the Project has been computed, State shall furnish Agency with an itemized statement. Agency shall pay an amount which, when added to said advance deposit and federal reimbursement payment, will equal one hundred (100) percent of the final total cost of the Project. Any portion of deposits made in excess of the final total cost of the Project, minus federal reimbursement, shall be released to Agency. The actual cost of services provided by State will be charged to the Project expenditure account(s) and will be included in the final total cost of the Project.

DESIGN STANDARDS

14. Agency and State agree that minimum design standards on all local agency jurisdictional roadway or street projects on the National Highway System (NHS) and projects on the non-NHS shall be the American Association of State Highway and Transportation Officials (AASHTO) standards and be in accordance with State's Oregon Bicycle & Pedestrian Design Guide (current version). State or its consultant shall use either AASHTO's A Policy on Geometric Design of Highways and Streets (current version) or State's Resurfacing, Restoration and Rehabilitation (3R) design standards for 3R projects. State or its consultant may use AASHTO for vertical clearance requirements on Agency's jurisdictional roadways or streets.
15. Agency agrees that if the Project is on the Oregon State Highway System or a State-owned facility, that design standards shall be in compliance with standards specified in the current ODOT Highway Design Manual and related references. Construction plans for such projects shall be in conformance with standard practices of State and all specifications shall be in substantial compliance with the most current Oregon Standard Specifications for Highway Construction and current Contract Plans Development Guide.
16. State and Agency agree that for all projects on the Oregon State Highway System or a State-owned facility, any design element that does not meet ODOT Highway Design Manual design standards must be justified and documented by means of a design exception. State and Agency further agree that for all projects on the NHS, regardless of funding source; any design element that does not

meet AASHTO standards must be justified and documented by means of a design exception. State shall review any design exceptions on the Oregon State Highway System and retain authority for said approval. FHWA shall review any design exceptions for projects subject to Project of Division Interest and retains authority for their approval.

17. ODOT agrees all traffic control devices and traffic management plans shall meet the requirements of the current edition of the Manual on Uniform Traffic Control Devices and Oregon Supplement as adopted in Oregon Administrative Rule (OAR) 734-020-0005. State or its consultant shall, on behalf of Agency, obtain the approval of the State Traffic Engineer prior to the design and construction of any traffic signal, or illumination to be installed on a state highway pursuant to OAR 734-020-0430.

PRELIMINARY & CONSTRUCTION ENGINEERING

18. Preliminary engineering and construction engineering may be performed by either a) State, or b) a State-approved consultant. Engineering work will be monitored by State to ensure conformance with FHWA rules and regulations. Project plans, specifications and cost estimates shall be performed by either a) State, or b) a State-approved consultant. State shall review and approve Project plans, specifications and cost estimates. State shall, at project expense, review, process and approve, or submit for approval to the federal regulators, all environmental statements. State shall offer Agency the opportunity to review the documents prior to advertising for bids.
19. Architectural, engineering, photogrammetry, transportation planning, land surveying and related services (A&E Services) as needed for federal-aid transportation projects must follow the State's processes to ensure federal reimbursement. State will award, execute, and administer the contracts. State's personal services contracting process and resulting contract document will follow Title 23 CFR part 172, 2 CFR part 1201, ORS 279A.055, 279C.110, 279C.125, OAR 731-148-0130, OAR 731-148-0220(3), OAR 731-148-0260 and State Personal Services Contracting Procedures, as applicable and as approved by the FHWA. Such personal services contract(s) shall contain a description of the work to be performed, a project schedule, and the method of payment. No reimbursement shall be made using federal-aid funds for any costs incurred by Agency or the state approved consultant prior to receiving authorization from State to proceed.
20. The State or its consultant responsible for performing preliminary engineering for the Project shall, as part of its preliminary engineering costs, obtain all Project related permits necessary for the construction of said Project. Said permits shall include, but are not limited to, access, utility, environmental, construction, and approach permits. All pre-construction permits will be obtained prior to advertisement for construction.
21. State shall prepare construction contract and bidding documents, advertise for bid proposals, award all construction contracts, and administer the construction contracts.
22. Upon State's award of a construction contract, State shall perform quality assurance and independent assurance testing in accordance with the FHWA-approved Quality Assurance Program found in State's Manual of Field Test Procedures, process and pay all contractor progress estimates, check final quantities and costs, and oversee and provide intermittent inspection services during the construction phase of the Project.
23. State shall, as a Project expense, assign a liaison to provide Project monitoring as needed throughout all phases of Project activities (preliminary engineering, right-of-way acquisition, and construction). State's liaison shall process reimbursement for federal participation costs.

Disadvantaged Business Enterprises (DBE) Obligations

24. State and Agency agree to incorporate by reference the requirements of 49 CFR part 26 and State's DBE Program Plan, as required by 49 CFR part 26 and as approved by USDOT, into all contracts entered into under this Project Agreement. The following required DBE assurance shall be included in all contracts:

"The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of Title 49 CFR part 26 in the award and administration of federal-aid contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as Agency deems appropriate. Each subcontract the contractor signs with a subcontractor must include the assurance in this paragraph (see 49 CFR 26.13(b))."

25. State and Agency agree to comply with all applicable civil rights laws, rules and regulations, including Title V and Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA), and Titles VI and VII of the Civil Rights Act of 1964.
26. The Parties hereto agree and understand that they will comply with all applicable federal, state, and local laws, regulations, executive orders and ordinances applicable to the work including, but not limited to, the provisions of ORS 279C.505, 279C.515, 279C.520, 279C.530 and 279B.270, incorporated herein by reference and made a part hereof; Title 23 CFR parts 1.11, 140, 635, 710, and 771; Title 49 CFR parts 24 and 26; , 2 CFR 1201; Title 23, USC, Federal-Aid Highway Act; Title 41, Chapter 1, USC 51-58, Anti-Kickback Act; Title 42 USC; Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended, the provisions of the FAPG and *FHWA Contract Administration Core Curriculum Participants Manual & Reference Guide*. State and Agency agree that FHWA-1273 Required Contract Provisions shall be included in all contracts and subcontracts verbatim and not by reference.

RIGHT OF WAY

27. Right of Way activities shall be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, ORS Chapter 35, FAPG, CFR, and the *ODOT Right of Way Manual*, Title 23 CFR part 710 and Title 49 CFR part 24.
28. State is responsible for proper acquisition of the necessary right of way and easements for construction and maintenance of projects. State or its consultant may perform acquisition of the necessary right of way and easements for construction and maintenance of the Project in accordance with the *ODOT Right of Way Manual*, and with the prior approval from State's Region Right of Way office.
29. If the Project has the potential of needing right of way, to ensure compliance in the event that right of way is unexpectedly needed, a right of way services agreement will be required. State, at Project expense, shall be responsible for requesting the obligation of project funding from FHWA. State, at Project expense, shall be entirely responsible for project acquisition and coordination of the right of way certification.
30. State or its consultant shall ensure that all project right of way monumentation will be conducted in conformance with ORS 209.155.

31. State and Agency grant each other authority to enter onto the other's right of way for the performance of non-construction activities such as surveying and inspection of the Project.

RAILROADS

32. State shall follow State established policy and procedures when impacts occur on railroad property. The policy and procedures are available through the State's Liaison, who will contact State's Railroad Liaison on behalf of Agency. Only those costs allowable under Title 23 CFR part 140 subpart I, and Title 23 part 646 subpart B shall be included in the total Project costs; all other costs associated with railroad work will be at the sole expense of Agency, or others.

UTILITIES

33. State or its consultant shall follow State established statutes, policies and procedures when impacts occur to privately or publicly-owned utilities. Policy, procedures and forms are available through the State Utility Liaison or State's Liaison. State or its consultant shall provide copies of all signed utility notifications, agreements and Utility Certification to the State Utility & Railroad Liaison. Only those utility relocations, which are eligible for reimbursement under the FAPG, Title 23 CFR part 645 subparts A and B, shall be included in the total Project costs; all other utility relocations shall be at the sole expense of Agency, or others. Agency may send a written request to State, at Project expense, to arrange for utility relocations/adjustments lying within Agency jurisdiction. This request must be submitted no later than twenty-one (21) weeks prior to bid let date. Agency shall not perform any utility work on state highway right of way without first receiving written authorization from State.

GRADE CHANGE LIABILITY

34. Agency, if a County, acknowledges the effect and scope of ORS 105.755 and agrees that all acts necessary to complete construction of the Project which may alter or change the grade of existing county roads are being accomplished at the direct request of the County.
35. Agency, if a City, hereby accepts responsibility for all claims for damages from grade changes. Approval of plans by State shall not subject State to liability under ORS 105.760 for change of grade.
36. Agency, if a City, by execution of the Project Agreement, gives its consent as required by ORS 373.030(2) to any and all changes of grade within the City limits, and gives its consent as required by ORS 373.050(1) to any and all closure of streets intersecting the highway, in connection with or arising out of the Project covered by the Project Agreement.

MAINTENANCE RESPONSIBILITIES

37. Agency shall, at its own expense, maintain operate, and provide power as needed upon Project completion at a minimum level that is consistent with normal depreciation and/or service demand and throughout the useful life of the Project. The useful life of the Project is defined in the Special Provisions. State may conduct periodic inspections during the life of the Project to verify that the Project is properly maintained and continues to serve the purpose for which federal funds were provided. Maintenance and power responsibilities shall survive any termination of the Project Agreement. In the event the Project will include or affect a state highway, this provision does not address maintenance of that state highway.

CONTRIBUTION

38. If any third party makes any claim or brings any action, suit or proceeding alleging a tort as now or hereafter defined in ORS 30.260 ("Third Party Claim") against State or Agency with respect to which the other Party may have liability, the notified Party must promptly notify the other Party in writing of the Third Party Claim and deliver to the other Party a copy of the claim, process, and all legal pleadings with respect to the Third Party Claim. Each Party is entitled to participate in the defense of a Third Party Claim, and to defend a Third Party Claim with counsel of its own choosing. Receipt by a Party of the notice and copies required in this paragraph and meaningful opportunity for the Party to participate in the investigation, defense and settlement of the Third Party Claim with counsel of its own choosing are conditions precedent to that Party's liability with respect to the Third Party Claim.
39. With respect to a Third Party Claim for which State is jointly liable with Agency (or would be if joined in the Third Party Claim), State shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable by Agency in such proportion as is appropriate to reflect the relative fault of State on the one hand and of Agency on the other hand in connection with the events which resulted in such expenses, judgments, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of State on the one hand and of Agency on the other hand shall be determined by reference to, among other things, the Parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines or settlement amounts. State's contribution amount in any instance is capped to the same extent it would have been capped under Oregon law, including the Oregon Tort Claims Act, ORS 30.260 to 30.300, if State had sole liability in the proceeding.
40. With respect to a Third Party Claim for which Agency is jointly liable with State (or would be if joined in the Third Party Claim), Agency shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable by State in such proportion as is appropriate to reflect the relative fault of Agency on the one hand and of State on the other hand in connection with the events which resulted in such expenses, judgments, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of Agency on the one hand and of State on the other hand shall be determined by reference to, among other things, the Parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines or settlement amounts. Agency's contribution amount in any instance is capped to the same extent it would have been capped under Oregon law, including the Oregon Tort Claims Act, ORS 30.260 to 30.300, if it had sole liability in the proceeding.

ALTERNATIVE DISPUTE RESOLUTION

41. The Parties shall attempt in good faith to resolve any dispute arising out of this Project Agreement. In addition, the Parties may agree to utilize a jointly selected mediator or arbitrator (for non-binding arbitration) to resolve the dispute short of litigation.

WORKERS' COMPENSATION COVERAGE

42. All employers, including Agency, that employ subject workers who work under this Project Agreement in the State of Oregon shall comply with ORS 656.017 and provide the required Workers' Compensation coverage unless such employers are exempt under ORS 656.126. Employers Liability Insurance with coverage limits of not less than five hundred thousand (\$500,000) must be

included. State and Agency shall ensure that each of its contractors complies with these requirements.

LOBBYING RESTRICTIONS

43. Agency certifies by signing the Agreement that:

- a) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- b) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- c) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants, and contracts and subcontracts under grants, subgrants, loans, and cooperative agreements) which exceed one hundred thousand dollars (\$100,000), and that all such subrecipients shall certify and disclose accordingly.
- d) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Title 31, USC Section 1352.
- e) Any person who fails to file the required certification shall be subject to a civil penalty of not less than ten thousand dollars (\$10,000) and not more than one hundred thousand dollars (\$100,000) for each such failure.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY, AND VOLUNTARY EXCLUSION – LOWER TIER COVERED TRANSACTIONS

By signing this Agreement, Agency agrees to fulfill the responsibility imposed by 49 CFR 29.510 regarding debarment, suspension, and other responsibility matters. For the purpose of this provision only, Agency is considered a participant in a covered transaction. Furthermore, by signing this Agreement, Agency is providing the certification for its principals required in appendix A to 49 CFR part 29.



City of Redmond - Financial Overview

1Q FY20/21

Key Financial Highlights

- * Generally, COVID financial impacts less than assumed in 1Q, but "v shape recovery" in 20/21 bgt.
- * Year-to-date operating expenses at 24%, year-end projection = 98% (-\$817k City-wide, -\$175k GOF)
- * Property Taxes: Assessed Value: +8.5% (bgt +6.2%) (+\$215k vs. bgt.), Collections: primarily in Nov.
- * Lodging Taxes (net): Trending at 86% of prior year levels (+\$122k vs. bgt.)
- * 3 vacant police officer positions will be hired in 2Q (COVID conservatism / financial savings in 1Q)
- * Development revenues (Permits, SDCs) were strong in 1Q despite COVID; at or above 1Q 19/20
- * Airport: financial position stable with CARES funding (\$5.1m in 20/21), but parking lot use is lagging
- * PERS rate increase in 21/22 = 14% vs. 29% in 5 year forecast (-\$430k/yr. City-Wide, -\$185k/yr. GOF)

Operating Financial Performance by Department (\$ in Millions)

General

Expenditures / Budget:	20%			
Operating Revenues / Budget:	6%	Property Taxes at 0% of budget, Lodging Taxes at 36%		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ (1.719)	\$ 0.869	\$ 0.385	* Property Taxes +\$215k, Lodging Taxes (net) +\$122k
Sub-Fund Balance:	\$ 0.518	\$ 3.107	\$ 2.371	

Police

Expenditures / Budget:	25%			
Operating Revenues / Budget:	24%			
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ (0.177)	\$ (0.357)	\$ (0.457)	* Personnel -\$160k; Officer hires delayed to 2Q
Sub-Fund Balance:	\$ 2.264	\$ 2.084	\$ 1.845	

Public Works

Transportation

Expenditures / Budget:	22%			
Operating Revenues / Budget:	10%	* Gas Tax Sharing at 14%, General Fund Support at 0%		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ (0.666)	\$ (0.593)	\$ (0.687)	
Sub-Fund Balance:	\$ 1.141	\$ 1.214	\$ 0.950	

Parks & Facilities

Expenditures / Budget:	26%			
Operating Revenues / Budget:	25%			
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ (0.032)	\$ (0.078)	\$ (0.052)	
Sub-Fund Balance:	\$ 0.434	\$ 0.387	\$ 0.313	

Water

Expenditures / Budget:	19%			
Operating Revenues / Budget:	40%	* Seasonal irrigation, higher than 1Q 19/20		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 1.152	\$ (0.801)	\$ (0.915)	* Final Meter Replacements (3,000) = \$565k
Sub-Fund Balance:	\$ 5.040	\$ 3.087	\$ 3.064	

Wastewater

Expenditures / Budget:	24%			
Operating Revenues / Budget:	26%			
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.093	\$ 0.088	\$ 0.011	* Personnel: Recruitment Timing
Sub-Fund Balance:	\$ 3.292	\$ 3.287	\$ 2.932	

Stormwater

Expenditures / Budget:	23%			
Operating Revenues / Budget:	26%			
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.041	\$ 0.155	\$ 0.029	* Personnel: Recruitment Timing
Sub-Fund Balance:	\$ 0.427	\$ 0.541	\$ 0.384	

Engineering

Expenditures / Budget:	23%			
Operating Revenues / Budget:	29%	* Development Revenues at 47%		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.022	\$ 0.046	\$ (0.245)	
Sub-Fund Balance:	\$ 0.544	\$ 0.569	\$ 0.280	

Key Statistics (\$ in Millions)

Property Tax (PT) Collections

FY20/21 (Current)	\$ -
FY20/21 (Projection)	\$ 10.220
FY20/21 (Budget)	\$ 10.005
FY19/20	\$ 9.837
FY18/19	\$ 9.093
FY17/18	\$ 8.557

Franchise Fees

FY20/21 (Current)	\$ 0.818
FY20/21 (Projection)	\$ 3.730
FY20/21 (Budget)	\$ 3.587
FY19/20	\$ 3.548
FY18/19	\$ 3.505
FY17/18	\$ 3.419

State Shared Revenues

FY20/21 (Current)	\$ 0.410
FY20/21 (Projection)	\$ 3.086
FY20/21 (Budget)	\$ 3.084
FY19/20	\$ 3.129
FY18/19	\$ 2.956
FY17/18	\$ 2.567

General Operating Fund Balance

FY20/21 (Current)	\$ 4.671
FY20/21 (Projection)	\$ 7.148
FY20/21 (Budget)	\$ 5.710
FY19/20	\$ 7.429
FY18/19	\$ 6.634
FY17/18	\$ 6.663

Gen. Oper. Fund Balance Change

FY20/21 (Current)	\$ (2.758)
FY20/21 (Projection)	\$ (0.281)
FY20/21 (Budget)	\$ (1.000)
FY19/20	\$ 0.795
FY18/19	\$ (0.029)
FY17/18	\$ 0.314

Water Sales

FY20/21 (Current)	\$ 2.474
FY20/21 (Projection)	\$ 6.402
FY20/21 (Budget)	\$ 6.221
FY19/20	\$ 6.052
FY18/19	\$ 6.164
FY17/18	\$ 5.851

Sewer Sales

FY20/21 (Current)	\$ 1.430
FY20/21 (Projection)	\$ 5.757
FY20/21 (Budget)	\$ 5.748
FY19/20	\$ 5.611
FY18/19	\$ 5.369
FY17/18	\$ 5.108

Finance/Budget Contact:

Jason Neff
541.923.7729
jason.neff@ci.redmond.or.us

Operating Financial Performance by Department Cont. (\$ in Millions)

Airport

Expenditures / Budget:	14%	* Debt Service at 0%, Operating Expenses at 20%		
Operating Revenues / Budget:	18%	* Parking at 9%, PFCs at 7%		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.895	\$ 2.995	\$ 3.686	Parking -\$1.1m vs. bgt.
Sub-Fund Balance:	\$ 14.195	\$ 16.295	\$ 15.485	CARES funding = \$5.1m

CDD

Operations

Expenditures / Budget:	28%			
Operating Revenues / Budget:	19%	* Business Licenses at 2%, Code Enf. Surcharge at 42%		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ (0.109)	\$ (0.023)	\$ (0.055)	* \$50k for Skyline Village
Sub-Fund Balance:	\$ 0.186	\$ 0.271	\$ 0.173	land use entitlements

Building

Expenditures / Budget:	21%			
Operating Revenues / Budget:	37%			
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.313	\$ 1.055	\$ 0.065	
Sub-Fund Balance:	\$ 3.177	\$ 3.919	\$ 2.997	* 27 months of operating exp.

Current Planning

Expenditures / Budget:	24%			
Operating Revenues / Budget:	40%			
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.022	\$ 0.072	\$ (0.154)	
Sub-Fund Balance:	\$ 0.686	\$ 0.736	\$ 0.485	* 17 months of operating exp.

Long Range Planning

Expenditures / Budget:	23%			
Operating Revenues / Budget:	11%	* LR Planning Surcharge at 46%, General Fund Support at 0%		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ (0.056)	\$ (0.099)	\$ (0.134)	
Sub-Fund Balance:	\$ 0.129	\$ 0.085	\$ 0.058	

Golf

Expenditures / Budget:	23%			
Operating Revenues / Budget:	28%	* Golf rounds at 35% of bgt., Golf revenue +5.3% vs. 1Q 19/20		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.128	\$ (0.002)	\$ 0.010	
Sub-Fund Balance:	\$ 0.169	\$ 0.039	\$ 0.010	

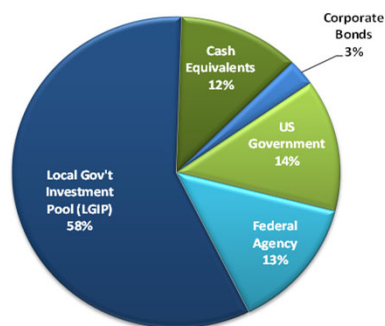
Infrastructure Maintenance Expenditures (\$ in Millions)

	YTD	YTD/Budget	YE Proj.	Proj/Budget	YE Budget
Transportation	\$ 0.420	26%	\$ 1.617	100%	\$ 1.617
Water	\$ 0.108	19%	\$ 0.458	82%	\$ 0.558
Wastewater	\$ -	0%	\$ 0.030	100%	\$ 0.030
Stormwater	\$ 0.191	25%	\$ 0.758	100%	\$ 0.758

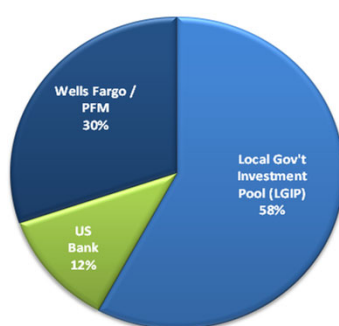
Cash & Investments Summary (excludes \$18.2m in bond proceeds)

Total Cash & Investments	\$76.0M	Rate of Return (trailing 12 months)	
Weighted Maturity	6 months	Wells Fargo / PFM Asset Mgmt.	
Weighted Credit Quality	AAA	Local Gov't. Investment Pool (LGIP)	

Diversification



Accounts



Key Statistics (Cont.)

Passenger Facility Charges

FY20/21 (Current)	\$ 0.098
FY20/21 (Projection)	\$ 1.293
FY20/21 (Budget)	\$ 1.374
FY19/20	\$ 1.480
FY18/19	\$ 1.797
FY17/18	\$ 1.579

Planning Permit Revenue

FY20/21 (Current)	\$ 0.116
FY20/21 (Projection)	\$ 0.458
FY20/21 (Budget)	\$ 0.244
FY19/20	\$ 0.369
FY18/19	\$ 0.475
FY17/18	\$ 0.424

Expenditures (Excl. URA)

FY20/21 (Current)	\$ 22.5
FY20/21 (Budget)	\$ 129.8
FY19/20	\$ 92.5
FY18/19	\$ 107.3
FY17/18	\$ 79.5

Debt Service Coverage Ratio

General Operating	2.50
Water	1.07
Wastewater	1.63
Airport	0.77

Long-Term Debt

FY20/21	\$ 88.2
FY19/20	\$ 93.1
FY18/19	\$ 78.8
FY17/18	\$ 80.6
FY16/17	\$ 81.5

Moody's Credit Ratings

FFCO (2/19)	Aa3
Water Rev (10/18)	Aa3

Cash/Investment Balances*

US Bank (cash)	\$ 9.1
LGIP (investments)	\$ 44.0
Wells Fargo (investments)	\$ 23.0
TOTAL	\$ 76.0

*excludes \$18.2m of bond proceeds

Assessed Value Growth (General)

FY20/21	8.5%
FY19/20	8.1%
FY18/19	6.1%
FY17/18	7.8%

Property Tax Base

Maximum Assessed	\$ 2,778
Real Mkt Value	\$ 4,795
MAV / RMV	58%

City/Citizen PT Rate / \$1,000

FY20/21	\$4.41 / \$18.20
FY19/20	\$4.41 / \$17.93
FY18/19	\$4.41 / \$18.01
FY17/18	\$4.41 / \$18.10



CITY OF REDMOND

CITY HALL
411 SW 9th STREET
REDMOND, OR 97756
541.923.7710
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info@redmondoregon.gov
redmondoregon.gov

STAFF REPORT

DATE: October 27, 2020
TO: Redmond City Council
THROUGH: Keith Witcosky, City Manager
John Roberts, Deputy City Manager
FROM: Deborah McMahon, Planning Manager
SUBJECT: Ord. #2020-15 – An ordinance amending various sections of the Redmond City Code Chapter 8 (Development Code) and making technical changes for the purpose of clarity, improved process and administration.

Addresses Council Goal:

7A. Promote quality development.

Report in Brief:

This item requests City Council conduct a public hearing and adopt Ordinance 2020-15 approving text amendments to City Code Chapter 8 (Redmond Development Code).

Background:

The Planning Division and Redmond Urban Area Planning Commission periodically update the Redmond Development Code as part of their annual work program. This Code 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 the adopted Great Neighborhood Principles and livability.

Reasons to update the Development Code include:

- Compliance with current State statutes and regulations.
- Update requirements and procedures to align with current practices.
- Establish an improved basis for specific regulatory criteria for greater public understanding and support.
- Evaluate and determine long range fiscal impact on public resources.
- Modify provisions to provide incentives to achieve public goals and increase livability.
- Establish clear, objective application and review criteria.
- Implement local flexibility in land use decisions.
- Language simplification.
- Remove outdated regulations that unnecessarily increase development costs.

The Planning Commission has recommended approval of the proposed text amendments.

The Commission conducted four worksessions and one public hearing to review these updates. As part of the process staff received comments from two entities. Written comments were received from the Fair Housing Authority of Oregon (attached); and Hayden Homes submitted comments to staff during a tour they hosted at one of their new cottage developments.

The amendments to the Development Code are legislative and the Planning Commission serves as a recommending body. After conclusion of the Council's public hearing, the recommendations and proposed amendments will be forwarded to the Department of Land Conservation and Development (DLCD) for review and acknowledgement. Public notice for the public hearings were prepared and published as required.

Discussion:

The proposed text amendments to the Development Code are contained in Exhibit A to Ordinance 2020-15. Proposed

amendments are identified in ~~strike through~~ and **Track Changes**. The updates and text amendments focus on the following areas:

- Technical changes for the purpose of clarity, improved process and better outcomes.
- Consolidating provisions and improving processes to create consistency.
- Responding to Housing Bill 2001 (i.e., 'missing middle' housing).
- Implementing the 2019 Housing Needs Analysis (HNA).
- Modifying solar regulations and requirements.
- Removing redundant regulations to help with housing affordability.

The largest areas of focus in the update were housing and daycare. Staff attended workshops and State sponsored meetings on removing barriers to housing affordability. Staff also participated in Countywide daycare efforts to review and propose removal of various barriers to daycare/childcare. Other proposed text amendments help clarify or manage concepts related to the City's adopted Great Neighborhood Principles, community aesthetics and livability.

The 'record' in this legislative matter is attached to this report and contained in Ordinance 2020-15. The action to approve a legislative action requires a public hearing to provide the opportunity to receive and consider additional public testimony.

As mentioned, staff received public testimony from two entities. The written comments received from the Oregon Fair Housing Authority suggested the need to create better legislative 'findings' for Goal 10 Housing and commentary on housing design standards. Staff modified the findings for Goal 10, and intentionally established more clear and objective housing design criteria and standards as part of the text amendments and in response to HB 2001. Hayden Homes comments spoke to the need for greater flexibility and reduced standards for cottage developments. Staff did not make these suggested changes to the text amendments. Staff intends to wait for clear guidance on cottage developments and "Cottage Clusters" to be published by DLCD. The guidance will be delivered by DLCD by the end of the calendar year and will be mandatory for local jurisdictions to adopt within 18-months of issuance.

Staff concludes all review and approval criteria have been met for this request. Based on the findings of fact and other relevant information contained within this report and contained Exhibits A and B, staff recommends approval of the text amendments to the Development Code.

Fiscal Impact:

There are no anticipated fiscal impacts.

Alternative Courses of Action:

Conduct the public hearing and consider additional public testimony. Courses of action include:

- Approve Ordinance 2020-15.
- Direct staff to make additional changes and approve Ordinance 2020-15.
- Do not approve Ordinance 2020-15.
- Take no action and request more information for review at a continued hearing.

Recommendation / Suggested Motion:

"I move to have a first and second reading of Ordinance #2020-15, by title only." (Voice vote)

(City Attorney will read ordinance by title only, twice.)

"I move to approve Ordinance #2020-15." (Roll call vote)

**Chapter 8 (Development Code) Text Amendments
Staff Report Attachment – Public Comment**

Public Comment: Chapter 8 Development Code Amendments
From: Fair Housing Coalition of Oregon (Jean Dahlquist)
Re: Goal 10 Housing

From: Jean Dahlquist <jdahlqu1@gmail.com>
Sent: Thursday, October 15, 2020 10:18:25 AM
To: Deborah McMahon <Deborah.McMahon@redmondoregon.gov>
Subject: Re: Redmond Development Code Update

[EXTERNAL]: This email originated from outside of the city. Do not click links or open attachments unless you recognize the sender and know the content is safe.

You are welcome! I should have also reported on the Goal 10 findings before sending! As they stand right now, they pretty much say you have an HNA with housing needs, and this helps you meet those housing needs. We don't know what those housing needs are, and which parts of those housing needs this code update helps facilitate. Any way they could be more specific, with a table from the HNA showing what your housing needs are then addressing which shortfalls this code update will help? That would very much help with evaluation, and provide a better factual basis for the decision.

--Jean

(***)

From: Jean Dahlquist <jdahlqu1@gmail.com>
Sent: Thursday, October 15, 2020 10:11:03 AM
To: Deborah McMahon <Deborah.McMahon@redmondoregon.gov>
Subject: Re: Redmond Development Code Update

[EXTERNAL]: This email originated from outside of the city. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Deborah,

.... I glanced over the code, and really only have small pieces of feedback. They are below:

- Addition of minimum densities = good and very important!
- Architectural standards look greatly simplified.
- Never a fan of mandator garages. As someone who could only afford their home because there was no garage, I can speak from first hand experience that they are not necessary and drive home prices up (mandatory housing for cars)
- Same thing with mandatory porches. It always seemed strange to me that multifamily developments must have porches but single family homes do not.

Chapter 8 (Development Code) Text Amendments
Staff Report Attachment – Public Comment

- On the subject of cars, the 2 spaces per d.u. unless supported by a Transportation letter seems unduly restrictive. Many families are now one car families.
- The cluster development floor area requirements are very narrow. I've been in many wonderful 700 square foot ADUs/bungalows, and 1,500 square foot cluster developments.

Thank you for the opportunity to read!

Jean Dahlquist

Fair Housing Council of Oregon

Phone: (414) 477-1567

E-mail: jdahlqu1@gmail.com

[Linkedin](#)

(***)

October 26, 2020

Redmond City Council
411 SW 9th Street
Redmond, Oregon 97756
PublicTestimony@redmondoregon.gov

Dear Honorable Mayor Endicott and Elected Officials,

We thank Mayor Endicott, Councilor Krisanna Clark and City Staff for scheduling time to tour our cottage community on 35th and Obsidian in late September. Since that time, we have been working with Deborah McMahon on the proposed cottage and cluster changes. **Below are four minor changes, vetted and approved as acceptable by staff, that we ask Council to include in the final Chapter 8 -Development Code update.**

PROPOSED COTTAGE CODE AMENDMENTS:

1. FLOOR AREA

Floor area	Average of 1000 s.f. not to exceed 1250 s.f. per unit excluding garage 300 400 s.f. car garages only, no RV garages.
------------	--

Comments:

- A **400 SF** garage is a typical 2 car garage size. If the lot can accommodate a 2 car garage it is prudent to allow the extra 100 SF for storage purposes.

2. PORCHES:

Porches/**Patios**: **Cottages shall have a minimum of 10% of floor area s.f. as a roofed porch or patio combination.** ~~At least 80 s.f. in size must be a roofed porch with a minimum dimension of eight feet on any side.~~ Porches are not included within floor area calculations.

Comments:

- Providing design flexibility to allow the best location for covered porches and patios to take advantage of the unique community amenities (i.e. front, rear or side of the home).
- This change will also provide larger outdoor living areas based on home size.
- See attached photos of built homes with covered porches and patios (with sq ft outlined).

PROPOSED CLUSTER CODE AMENDMENTS:

1. MAXIMUM ACRES

Cluster Developments may only take place on sites of 1 acre minimum to ~~4~~**10** acres maximum.

Comments:

- Eliminates the gap between 4 acres and 10 acres required for the Urban Holding – UH-10 Zone requirement.
- It is our understanding that multiple applications can be filed, however this step can be eliminated by increasing the maximum to 10 acres, reducing duplicity of time and costs for both staff and applicant.

2. SETBACKS

Rear	No minimum; garage setback for alleys, if needed for parking or maneuvering, to be determined by City. If a parking space is designated on the lot then garage setback for alley could be decreased.
------	---

Comments:

- *Some lots may accommodate an extra parking spot adjacent to the garage on an alley. If room allows, the City should have flexibility to reduce the garage approach.*

We appreciate the City staff's time in reviewing and updating the Development Code to ensure that the codes are relevant in today's housing environment allowing for both housing affordability and luxury housing types within the City of Redmond. Thank you for your consideration.

Sincerely,

Deborah Flagan

Deborah Flagan
Hayden Homes
Vice President of Community Engagement
dflagan@hayden-homes.com
541-350-3913

40 SF (10 x 4) Covered Porch
110 SF Patio (uncovered)
18 SF Covered Front Patio(not shown)
Total = 168 SF

Floorplan 1128 SF
10% Porch/Patio = 112 SF
Total Porch/Patio 168 SF



40 SF (10x4ft) Covered Porch
24 SF (6x4ft) Rear Patio
Total Patio/Porch= 64 SF

Floorplan 640 SF
10% Patio/Porch 64 SF



18 SF (6X3ft)
Covered Porch

Floorplan 800 SF
10% Porch/Patio=80 SF
Total Shown 82 SF

64 SF (8x8ft)
Side Yard Patio

From: [Teri Jansen](#)
To: [Kelly Morse](#)
Cc: [Deborah McMahon](#)
Subject: Statement for inclusion to the record of tonight's Council meeting.
Date: Tuesday, October 27, 2020 10:13:15 AM

[EXTERNAL]: This email originated from outside of the city. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To City Council,

I wanted to take a moment, for the record, in support of Ord. #2020-15.

The Redmond Urban Area Planning Commission worked extremely hard to assist Staff in completing the changes to the Development Code. Despite the limitations due to Covid-19, the Commission met every week in June to complete the changes in time for the scheduled hearings.

The Planning Staff did an amazing job putting this all together, under extremely challenging circumstances, that created changes to the code that are much more clear, concise and appropriate for the needs of our community.

Thank you for your time.

Respectfully,

Teri Jansen
Chair
Redmond Urban Area Planning Commission

**CITY OF REDMOND
ORDINANCE NO. 2020-15**

AN ORDINANCE AMENDING VARIOUS SECTIONS OF THE REDMOND CITY CODE CHAPTER 8 (DEVELOPMENT CODE) AND MAKING TECHNICAL CHANGES FOR THE PURPOSE OF CLARITY, IMPROVED PROCESS AND ADMINISTRATION.

WHEREAS, the City of Redmond Urban Area Planning Commission conducts periodic review of the 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 balance growth while maintaining the city’s unique character” and “Promote quality Development”; and

WHEREAS, the Redmond Urban Area Planning Commission held four work sessions, and a public hearing on August 17, 2020 and, after reviewing the record and gathering public testimony, has recommended that the City Council adopt updates to the Development Code; and

WHEREAS, the City Council held a public hearing on October 27, 2020 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 determines that the findings for the adoption of the amendments to the Development Code 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 Code; and,

WHEREAS, the City Council finds that the attached amendments are necessary to further these interests.

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

SECTION ONE: The City of Redmond hereby amends the Development Code. The amendments and adopted text are attached hereto as “Exhibit A.”

SECTION TWO: In support of the amendments in Section One and contained in Exhibit A, the City hereby adopts the findings, attached hereto as “Exhibit B” which were prepared by City staff and demonstrate compliance with the City’s Comprehensive Plan and the applicable Statewide Planning Goals.

SECTION THREE: 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 27th day of October 2020.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

Exhibit A (attached hereto):

Redmond Development Code (Chapter 8)

Exhibit B

**FINDINGS FOR TEXT AMENDMENTS TO THE REDMOND CITY CODE
CHAPTER 8 (DEVELOPMENT CODE)**

FILE NO. 711-000021-TA

REQUEST: A Legislative Amendment to the City Code Chapter 8 (Development Code) to make revisions, update regulations, and clarify requirements.

APPLICANT: City of Redmond, 411 SW 9th Street Redmond, OR 97756

STAFF: Deborah McMahon, Planning Manager

HEARINGS

BODY: City Council & Redmond Urban Area Planning Commission

DATE& TIME: August 17, 2020 at 2:30 pm; Redmond Urban Area Planning Commission
October 27, 2020 at 6:00 pm' Redmond City Council

LOCATION: Virtual Meeting through 'GoTo' as noticed and published - City Council Chambers, 411 SW 9th Street, Redmond, OR 97756

I. APPLICABLE CODE SECTIONS AND CRITERIA:

- Oregon Revised Statutes (ORS) – ORS 197.250, 197.610, 197.763.
- Oregon Administrative Rule (OAR), LCDC, Division 15, Statewide Planning Goals and Guidelines – OAR 660-015-0000 (as applicable).
- Development Code Section 8.0760 (Criteria for Amendments).

II. BACKGROUND SUMMARY: The proposed amendments clarify and update Redmond City Code Chapter 8 (Development Code). The changes are needed to update the code in light of changes in State law and as identified by the Redmond Urban Area Planning Commission.

The proposed amendments to the Development Code were initiated legislatively by the City. The findings and supporting materials, demonstrate the proposed text amendments are consistent with the Statewide Planning Goals, the Comprehensive Plan, Council Goals, and Development Code Section 8.0760.

The four criteria set forth in the Development Code Section 8.0760 are addressed herein, as well as applicable state laws and requirements.

III. PROPOSAL: The request is for a Legislative Amendment to update sections of the Development Code. The updates help the City better guide and manage growth. It is important to update the Development Code when new information is available through new State law, and local needs related to affordable housing, daycare/childcare, and general clarifications to improve ease of use.

IV. EXHIBITS: The following exhibits make up the record in this matter:

1. Proposed Findings and Conclusions included herein.
2. The proposed text of the updated Development Code (Exhibit A).
3. Notices to Department of Land Conservation and Development (DLCD), Notice of Planning Commission Public Hearing in the "Bulletin", Notice of City Council Public Hearing in the "Bulletin".
4. Planning Commission Work Session/Public Hearing Staff Reports and Hearing Minutes.
5. Public testimony received.

V. FINDINGS AND CONCLUSIONS:

A. REDMOND DEVELOPMENT CODE (RDC), Chapter 8, Sections 8.0750 through 8.0775 (Amendments) sets forth the procedure and standards for an amendment to the text of the Code or to the adopted Comprehensive Plan or Zoning map. Specifically, Section 8.0760 - Criteria for Amendments, sets forth the four (4) criteria that must be met:

1. Conformity with all applicable State statutes;

Finding: The State statutes that directly apply to this application include:

1. ORS 197.610, *Local Government Notice of Amendment or New Regulation/*
2. ORS 197.250, *Compliance with Goals Required.*
3. ORS 197.763, *Conduct of Local Quasi-Judicial Land Use Hearings; Notice Requirements.*

The applicable RDC standards (sections 8.0750 to 8.0775, Amendment Procedures and Notice Requirements), and (sections 8.1100 through 8.1125, Legislative Procedures), were developed in compliance with the applicable State Statutes listed above regarding noticing and public hearings. Applicability of the Statewide Planning Goals is addressed below. The relevant findings, incorporated by reference herein, show compliance with the aforementioned Statutes.

Regarding Statutory noticing requirements, notice of the proposed amendment has been provided to DLCD and advertised in the local newspaper (public notice) as required by City Code and State Statute.

Regarding Statutory public hearing requirements, this proposal is legislative and not quasi-judicial. 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.

Notwithstanding the Statutory requirements addressed herein, the Oregon Administrative Rules (OAR) also implement the Statutes. The applicable Rules are addressed in the ensuing review.

Conclusion: Based on the findings addressing amendment criterion 1, the proposed text amendments to the RDC conforms to applicable State statutes.

2. Conformity with the State-wide planning goals whenever they are determined to be applicable;

Goal 1- Oregon's Statewide Planning Goals: Citizen Involvement.
To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Finding: The Redmond Urban Area Planning Commission serves as the City's formal citizen advisory committee to fulfill Goal 1 and is made up of Redmond area residents. The City conducted four public meetings (Planning Commission work sessions) and one public hearing over the past 12-months regarding the 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. Further, public notice advertising the public hearing was published in the Bend Bulletin.

The City continually provided public review and involvement opportunities during public work sessions and public hearings conducted by both the Planning Commission and City Council.

Conclusion: Based on these actions, Oregon Planning Goal 1 for Citizen Involvement has been met.

Goal 2- Oregon's Statewide Planning Goals: Land Use Planning.

To establish 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.

Finding: Through the course of review of the text amendments to the RDC, input was received input from: City staff, the Redmond Urban Area Planning Commission, State legislators, developers, and residents of the community.

The City Council has determined adequate factual and policy basis exists to support the proposed amendments. The amendments will better implement policies of the Comprehensive Plan and provide clearer regulations and policies for the City staff to administer.

Conclusion: Based on these findings, the proposed amendments meet Goal 2.

3. Conformity with the Redmond Comprehensive Plan, land use requirements and policies;

Chapter 1 – Redmond Comprehensive Plan: Citizen Involvement.

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Finding: The Redmond Urban Area Planning Commission serves as the City's formal citizen advisory committee (as required by State Administrative Rule) and is made up of Redmond area residents. The Planning Commission is formally recognized through City Code and is appointed by the Mayor and City Council. As such, the Planning Commission is the appropriate public review and recommendation body to the City Council to meet this goal.

The City, through the Planning Commission, has conducted public meetings, and one public hearing over the past 12 months regarding the proposed text amendments. Public notices and agendas for Planning Commission meetings where the proposed amendments were discussed were provided. All documents were available for the public review. Further, notice of the public hearing was published in the Bend Bulletin.

The City has continually provided public review and involvement opportunities during public work sessions and public hearings both at the Planning Commission and City Council levels as deemed necessary by such bodies.

The proposed text amendments to the RDC serve the following Policies of Chapter 1 of the Redmond Comprehensive Plan to meet citizen involvement requirements:

1. The City shall establish a citizen involvement program to provide for widespread citizen involvement.
2. The citizen involvement program shall involve a cross-section of affected citizens in all phases of the planning process.
3. The City shall assign the Redmond Urban Area Planning Commission as its officially recognized committee for citizen involvement (CCI).
4. The City shall establish mechanisms to assure two-way communications between citizens and elected and appointed officials.
5. The City shall provide the opportunity for citizens to be involved in all phases of the planning process.
6. The City shall assure that technical information is available to citizens in an understandable form.
7. The City shall assure that recommendations resulting from the citizen involvement program shall be retained and made available for public assessment. Citizens who have participated in this program shall receive a response from policy-makers.
8. The City shall allocate adequate human, financial and informational resources for the citizen involvement program.

Chapter 2 – Redmond Comprehensive Plan: Land Use Planning.
Establish 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.

Finding: The Redmond Urban Area Planning Commission, City Council, and staff have provided opportunities for and have received public input throughout the review process. Based on this input, the City Council finds that the proposed text amendments are necessary to implement Chapters 1 and 2 of Redmond's Comprehensive Plan. The Council has determined that enough factual and policy basis exists to support the proposed language amendments. The proposed amendments will better implement policies of the Comprehensive Plan and State law and will provide clearer regulations and policies for the City staff to administer.

The proposed amendments serve the following Policies of Chapter 2 of the Redmond Comprehensive Plan to serve land use planning framework requirements:

(***)

2. The plan shall be the basis for specific implementation measures. These measures shall be consistent with and adequate to carry out the plans. Each plan and related implementation measure shall be coordinated with the plans of affected governments.
3. All land use plans and implementation ordinances shall be adopted by the governing body after public hearing and shall be reviewed and, as needed, revised on a periodic cycle to take into account changing public policies and circumstances, in accord with a schedule set forth in the plan.
4. Opportunities shall be provided for review and comment by citizens and affected governmental units during preparation, review and revisions of plans and implementing ordinances
5. To provide a sound basis for orderly and efficient urbanization by establishing proper relationships between residential, commercial, industrial, public and open land uses, and transportation uses.

(***)

The following Statewide Planning Program Goals are not subject to the text amendments to the Redmond Development Code and deemed to not be applicable:

Goal 3 Agricultural Lands

Goal 4 Forest Lands

Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces

Goal 6 Air, Water and Land Resources Quality

Goal 7 Areas Subject to Natural Hazards

Goal 8 Recreational Needs

Goal 13 Energy

Goals 15 – 19

Chapter 9 – Economic Development

Provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Finding: The Redmond Urban Area Planning Commission, City Council, and staff have provided opportunities for and have received public input throughout the review and update process. Based on this input, the City Council finds that the proposed amendments are necessary to implement

Chapters 1 and 2 of the City of Redmond's Comprehensive Plan and other Chapters related to economic development. The Council has determined that enough factual and policy basis exists to support the proposed language amendments. The text amendments will better implement policies of the Comprehensive Plan and will provide clearer regulations for the City staff to administer.

Many of Redmond's Comprehensive Plan's concepts, goals and policies are consistent with the proposed text amendments. Updating the RDC to provide greater clarity and ease of use reduces cost and effort for citizens as they prepare proposals for review. Likewise, reducing barriers to housing and daycare helps stimulate development and results in more choices for citizens. The proposed text updates to the RDC supports the following Goals and Policy of Chapter 9 of the Redmond Comprehensive Plan to serve housing:

1. Expand, improve, and diversify the economy of the Redmond Urban Growth Boundary area while maintaining Redmond's quality of life.

(***)

4. Improve the appearance of the community's employment districts, particularly along Highways 97 and 126, the Downtown, central east side industrial areas, and the Airport/Fairgrounds area.

(***)

6. Provide for an attractive, interesting, and convenient downtown as a place to do business, work, shop, reside, visit, socialize, and celebrate the community

7. Preserve our historic legacy as reflected in place names, parks, art, buildings, and traditions.

(***)

POLICY

16. The City shall develop standards relating to appearance and neighborhood compatibility.

Chapter 10 – Housing

Provide for the housing needs of citizens of the state.

Finding: The Redmond Urban Area Planning Commission, City Council, and staff have provided opportunities for and have received public input throughout the review and update process. Based on this input, the City

Council finds that the proposed amendments are necessary to implement Chapters 1 and 2 of the City of Redmond's Comprehensive Plan and other Chapters related to housing. The City Council has determined that enough factual and policy basis exists to support the proposed text amendments. The amendments will better implement policies of the Comprehensive Plan and will provide clearer regulations for City staff to administer. Many of the Plan's existing concepts, goals and policies are consistent with the proposed amendments. The proposed text amendments to the Development Code serves the following Goals of Chapter 10 of the Redmond Comprehensive Plan.

(***)

2. Allow for a variety of housing options for all income levels in both existing neighborhoods and new residential areas that match the changing demographics and lifestyles of Redmond residents.

3. Establish residential neighborhoods that are safe, convenient, and attractive places to live, which are located close to schools, services, parks, shopping and employment centers.

(***)

The Statewide Planning Goal 10 specifically states: To provide for the housing needs of citizens of the state.

To address this goal Redmond has prepared, adopted and received LCDC acknowledgement for its 2019 Housing Needs Analysis (HNA) for the lands within the Urban Growth Boundary. Within this analysis the buildable lands for residential use have been inventoried and policies developed to encourage the availability of adequate numbers of needed housing units at price ranges and rent levels, which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density. Exhibit 3 from the HNA is shown below and identifies demand for new units for the 20-year planning horizon.

Exhibit 3. Comparison of capacity of existing residential land with demand for new dwelling units and land deficit, Redmond UGB, 2019-2039

Source: Calculations by ECONorthwest.

Plan Designation	Capacity (Dwelling Units)	Demand (Dwelling Units)	Remaining Capacity (Dwelling Units)	Land Surplus or (Deficit) Gross Acres
Limited Residential	1,464	1,900	(436)	(128)
General Residential	2,363	2,322	41	8
High Density Residential	1,198	2,254	(1,056)	(149)
Group Quarters in High Density	-	-	-	(19)
Multiple Use Live/Work	385	341	44	2

The HNA further states *“The City’s primary roles are to ensure that there is sufficient land zoned for new multifamily housing and to reduce barriers to residential development to allow for development of new, relatively affordable housing. The City may use a range of policies to encourage development of relatively affordable housing, such as allowing a wider range of moderate density housing (e.g., duplexes or cottages) in the R-1, R-2 and R-3 zones, designating more land for multifamily housing, removing barriers to multifamily housing development...”*

Redmond will implement the HNA by adopting the attached text amendments to remove barriers to housing affordability and providing more flexibility in the land use approval or permitting process. Moreover, the HNA included the following policy and objective.

“POLICY 2: Provide opportunities for housing development to meet the City’s identified housing needs. Provide opportunities for development of a range of housing types that are affordable to households at all income levels as described in the Redmond Housing Needs Analysis. These housing types include (but are not limited to): single-family detached housing, accessory dwellings, cottage housing, manufactured housing, townhouses, duplexes, multifamily products (including apartments).

Objective 2.1: Develop clear and objective standards for development of all types of needed housing and identify opportunities to increase residential development in Redmond through removing or lowering barriers to residential development.”

The attached text amendments to the Development Code help implement the above policy and objective by reducing barriers, simplifying complicated code requirements, and responding to citizen needs. The analysis also insures the provision of appropriate types and amounts of land within the Urban Growth Boundary to be necessary and suitable for housing that meets the housing needs of households of all income levels.

The HNA analysis also reviewed appropriate type, location and phasing of public facilities and services sufficient to support housing development in areas presently developed or undergoing development or redevelopment. The HNA analysis is intended to be reviewed and updated every 2-5 years or as needed while taking into account the effects of utilizing financial incentives and resources to (a) stimulate the rehabilitation of substandard housing without regard to the financial capacity of the owner so long as benefits accrue to the occupants; and (b) bring into compliance with codes adopted to assure safe and sanitary housing the dwellings of individuals who cannot on their own afford to meet such codes.

Chapter 11 – Public Facilities and Services

Plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Finding: The Redmond Urban Area Planning Commission, City Council, and staff have provided opportunities for and have received public input throughout the update review and update process. Based on this input, the City Council finds that the proposed text amendments are necessary to implement Chapters 1 and 2 of the City of Redmond's Comprehensive Plan and other Chapters related to public facilities and services. The City Council has determined that enough factual and policy basis exists to support the proposed language amendments. The proposed amendments will better implement policies of the Comprehensive Plan and will provide clearer regulations for the City staff to administer. Many of the Plan's existing concepts, goals and policies are consistent with the proposed amendments. The proposed text amendments serve the following Goal of Chapter 11 of the Redmond Comprehensive Plan as it relates to the development of public facilities and services.

1. To provide for a close correlation between the provisions of urban services and urban development in order to bring about a more orderly and efficient development pattern, and thereby avoid unnecessary tax burdens and excessive utility costs normally associated with scattered, unrelated development.

(***)

Chapter 12 – Transportation

Provide and encourage a safe, convenient and economic transportation system.

Finding: The Redmond Urban Area Planning Commission, City Council, and staff have provided opportunities for and have received public input throughout the review and update process. Based on this input, the City Council finds that the proposed amendments are necessary to implement Chapters 1 and 2 of the City of Redmond's Comprehensive Plan and other Chapters related to transportation. The City Council has determined that enough factual and policy basis exists to support the proposed language amendments. The proposed amendments will better implement policies of the Comprehensive Plan and will provide clearer regulations for the City staff to administer. Many of the Plan's existing concepts, goals and policies are consistent with the proposed amendments. The proposal text amendments to the RDC serves the following Goals of Chapter 12 of the Redmond Comprehensive Plan as it relates to transportation:

1. Within the Redmond Urban Growth Boundary, an urban area transportation system will be developed which enhances the livability of Redmond and accommodates growth and development through careful planning and management of existing and future transportation facilities.

(***)

Chapter 14 – Urbanization

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.

Finding: The Redmond Urban Area Planning Commission, City Council, and staff have provided opportunities for and have received public input throughout the review and update process. Based on this input, the City Council finds that the proposed amendments are necessary to implement Chapters 1 and 2 of the City of Redmond’s Comprehensive Plan and other Chapters related to urbanization. The City Council has determined that enough factual and policy basis exists to support the proposed text amendments. The proposed amendments will better implement goals and policies of the Comprehensive Plan and will provide clearer regulations for the City staff to administer. Many of the Plan’s existing concepts, goals and policies are consistent with the proposed amendments. The proposed text amendments to the RDC serves the following Goal of Chapter 14 of the Redmond Comprehensive Plan:

1. To direct development within the Redmond UGB at urban level densities in a phased and orderly manner, and with the provision of an adequate level of urban services, including but not limited to public water, sewer, and urban streets.

4. That there is a change of circumstances or further studies justifying the amendment or mistake in the original zoning.

Finding: The proposed text amendments responds to a change of circumstances where new data from the State regarding housing, as well as a need to remove barriers to day care/childcare have been brought forth. The update process and changes in the community require evaluation and updates to the RDC. The amended text is necessary to reflect new information and support implementation of the Comprehensive Plan and RDC.

Based on the findings addressing RDC amendment criterion 4, the proposed text amendments support the need to provide more clarity and improve processes for better outcomes.

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New proposed text identified in **red, blue, green or purple**;
deleted text ~~strikethrough~~.

CHAPTER 8 DEVELOPMENT REGULATIONS

(***)

ARTICLE I - ZONING STANDARDS

INTRODUCTORY PROVISIONS

8.0001 Title. The City of Redmond Zoning Standards is contained in Sections 8.0001 through 8.0999 herein inclusive.

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

Abut. Having a common border ~~with, or~~ with or being separated from such a common border by a right-of-way, alley, or easement.

(***)

Accessory Dwelling. See *Dwelling, Accessory Dwelling*.

Accessory Structure. A non-dwelling structure incidental and subordinate to the main ~~structure, and~~ structure and located on the same property as the main structure.

Accessory Use. A use incidental and subordinate to the main use of a property and located on the same property as the main use.

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

Adjacent. See *Abut*.

Adjoining. See *Abut*.

Administrative Decision. A discretionary action or permit decision made without a public ~~hearing, but~~ hearing, but requiring public notification and an opportunity for appeal.

Adverse Impact. Negative effect of some action governed by this Code.

Affected Person. Owners of record of real property located within a minimum distance of 100 feet, exclusive of public street and other rights-of-ways, from the property subject to and affected by a decision.

Agent. Any person who is authorized to represent or act for any other person.

Alley. A public or private way ~~permanently~~ reserved as a secondary means of access to the back or side of a property ~~and not intended for transporting through traffic. Alternate use of an alley is permissible when determined to be in the public interest.~~

(***)

Bee. Any stage of development of the common domestic ~~honey-bee~~ honeybee, *Apis mellifera* species.

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Beekeeper. A person owning, possessing or controlling one or more colonies of bees.

Berm. A continuous small rise or hill in the ground which is intended to buffer or visually screen certain elements of development such as parking areas.

Block. An area of land bounded by streets or by a combination of streets and public parks, cemeteries, railroad rights-of-ways or lines, ~~shore lines~~ shorelines or waterways, natural topographical barriers, or corporate boundary lines of a city.

(***)

Child Care Center (commercial). Any registered ~~child-care~~ childcare facility which is not a ~~child-care~~childcare home.

Child Care Home (residential). Any registered ~~child-care~~ childcare facility or certified group ~~child-care~~ childcare home where child care is offered in the home of the provider to fewer than 13 children, including children of the provider, regardless of full-time or part-time status. (657A.440).

(***)

City. City Staff, Development Director, Planning Commission, Hearings Officer or City Council.

(***)

Colony. A ~~bee-hive~~ beehive and its equipment and appurtenances, including one queen, bees, comb, honey, pollen and brood.

(***)

Construction Plans. The plans, profiles, cross sections and drawings or reproductions thereof, approved by a registered professional engineer, which show the details of the work to be done on public ~~improvements~~ and facilities.

(***)

Convention Center. Public, semi-public or ~~privately-owned~~ privately-owned facility whose primary purpose is to accommodate large gatherings of people for events.

(***)

Dwelling. As follows:

Accessory Dwelling Unit. A secondary living unit or separate cottage on a ~~single-family~~ single-family lot in a residential zone containing cooking facilities, and meets the dimensional and other requirements of the zoning district in which it is located.

Duplex. Two attached dwelling units when neither is an accessory dwelling.

Guest House. A detached building used as sleeping quarters for guests of the occupants of the main dwelling and having no cooking facilities.

Live/work Dwelling. A building type that consists of commercial space on the ground floor

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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 floor and~~ may not exceed 50% of the floor area of the entire townhouse unit, excluding the garage.

(***)

Garage, Public or Private Parking. A publicly or ~~privately-owned~~ privately-owned structure having one or more tiers of heights used for the parking of automobiles. Open garages may include parking spaces for customers, patrons, or clients provided said parking spaces are clearly identified as parking spaces for the building or use which is required to provide said space.

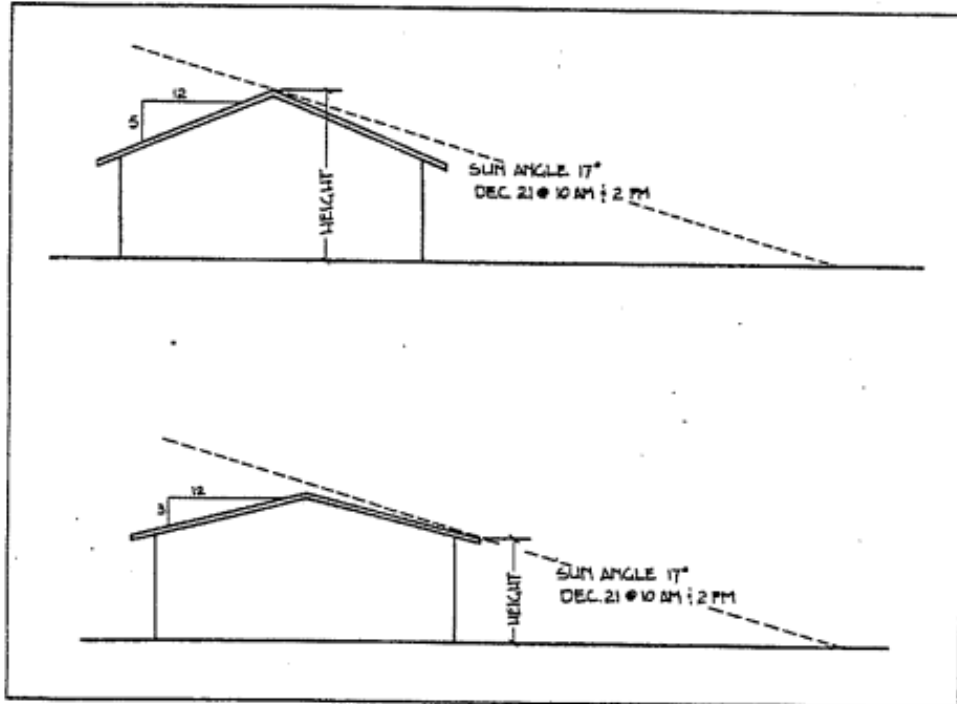
(***)

Hearings Body. The city staff, Community Development Director or designee, Planning Commission, Hearings Officer or City Council.

(***)

Highest Shade Producing Point. The highest shade producing point of the structure two hours before and after the solar zenith on December 21. The highest shade producing point could be the tallest point of the structure. Whenever the roof pitch is at an angle less than 17 degrees, the highest shade producing point will be the bottom eave of the structure (see the figure below).

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Hive. Any Langstroth type structure with ~~movable-frames~~ movable frames intended for the housing of a bee colony. A hive typically consists of a cover, honey supers, brood chambers and a bottom board.

(***)

Master Plan; Master Development Plan. An overall plan indicating the physical and functional interrelationships between uses and facilities for a project, a series of projects or phased developments, ~~occurring over a period of time~~. Components of a master plan are set forth in RDC 8.0300.

(***)

Residential Facility. A residential care, residential training or residential treatment facility, as those terms are defined in ORS 443.400, licensed or registered under ORS 443.400 to 443.460 or licensed under ORS 418.205 to 418.327 by the Department of Human Services that provides residential care alone or in conjunction with treatment or training or a combination thereof for six to fifteen individuals who need not be related. Staff persons required to meet licensing requirements shall not be counted in the number

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of facility ~~residents, and~~ residents and need not be related to each other or to any resident of the residential facility. (ORS 197.660)

Residential Home. A residential treatment or training or an adult foster home licensed by or under the authority of the department, as defined in ORS 443.400, under ORS 443.400 to 443.825, a residential facility registered under ORS 443.480 to 443.500 or an adult foster home licensed under ORS 443.705 to 443.825 that provides residential care alone or in conjunction with treatment or training or a combination thereof for five or fewer individuals who need not be related. Staff persons required to meet licensing requirements shall not be counted in the number of facility ~~residents, and~~ residents and need not be related to each other or to any resident of the residential home. (ORS 197.660)

(***)

Rock Crushing, Permanent. Use of facility or site to crush rock as an ongoing operation. Could involve imported or on-site ~~rock, and~~ rock and may involve transporting crushed rock to other sites.

Rock Crushing, Temporary. Use of a site to crush rock on a temporary basis. Must involve on-site rock ~~only, but~~ only but may involve transporting said crushed rock to an off-premises site. Crushing shall be incidental to primary use on the site.

(***)

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

(***)

Structure. Any combination of materials forming any construction the use of which requires a foundation. The word structure shall be construed as though followed by the words "or part thereof." A railroad car or shipping container is not a structure. A patio that does not extend into the yard setbacks is not a structure. A patio cover that does not extend into the setbacks is not a structure, may be permitted as long as no portion of the cover is closer than 3 feet to any property line, and is no larger than 24 x 24 sq. ft. A patio cover will not be allowed if it directs drainage onto other properties.

(***)

Townhouse. A single-family dwelling unit, with a private entrance, which is part of a structure whose dwelling units are attached horizontally in a linear ~~arrangement, and~~ arrangement and having a totally exposed front and rear wall to be used for access, light, and ventilation.

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8.0025 Compliance with Zoning Provisions.

1. A lot may be used, and a structure or part of a structure may be constructed, reconstructed, altered, occupied, or used only as these standards permit.

(***)

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

R-1 Limited Residential Zone. To provide lower density residential neighborhoods for single family residences ~~and a mix of other housing types on larger lots.~~

R-2 Limited Residential Zone. To provide low density residential neighborhoods for primarily single family residences ~~and a mix of other housing types on larger lots and duplexes on corner lots.~~

R-3 Limited Residential Zone. To provide medium density residential neighborhoods with a mix of ~~single family~~ single-family residences, duplexes and some conditionally permitted multi-family residential development.

R-3A Limited Residential Zone. To allow for some limited commercial use on a conditional use basis. Those limited commercial uses may include a restaurant, theater, art gallery, office space and limited retail.

R-4 General Residential Zone. To provide high density residential neighborhoods with a mix of ~~single family~~ single-family residences, duplexes and some conditionally permitted multi-family residential development. Limited commercial uses such as offices are also conditionally permitted where compatible with surrounding development.

R-5 High Density Residential Zone. To provide high density residential neighborhoods with an emphasis on multi-family development and smaller lot single family and duplex 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.

~~**RMU Residential Neighborhood Mixed Use Zone.** Standards to be created / added later.~~

UH-10 Urban Holding Zone. To retain large undeveloped or underdeveloped land areas for future urban development; to act as a holding category and is considered agricultural in nature as it will allow agricultural uses to continue operation ~~until such time as~~ until urbanization takes place. Land in the UH-10 Holding Zone requires annexation, master plan approval, a zone change and/or a comprehensive plan amendment before urban development can occur. In most instances, Master plans are required before development can occur.

(***)

~~**Airport Zone.** To protect the airport from encroachment of incompatible, non-airport and non-aviation uses.~~

~~**Airport Compatibility AC Airport Control Zone.** In order to provide for the safety and use of land coincident with the airport and prevent man-made or natural objects from~~

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

PF Public Facilities Zone. To provide for public facility ~~and other uses~~ ~~uses~~ such as wastewater treatment facilities, water storage reservoirs, well sites, public schools, ~~public or private daycare/childcare~~, libraries, museums, pavilions, public plazas, emergency services, and Public Works Administration facilities.

(***)

MUN Mixed-Use Neighborhood Zone. This minimum size for this zoning district is 3 acres. The purposes of this zone are to:

1. Establish an area in which a critical mass of retail, service and other commercial uses together with civic uses can be located which can provide everyday goods and services to residents of the surrounding neighborhoods. Residential uses may be combined with commercial uses (as horizontal or vertical mixed-uses or live/work units) or may be allowed as ~~stand-alone~~~~standalone~~ uses when developed as multi-family housing subject to site and design standards.

(***)

MULW Mixed Use Live/Work Zone. The purpose of the MULW zone is to:

1. Provide a ~~mixed-use~~~~mixed-use~~ area that is appropriate for development which may include both living units and work space;
2. Provide flexibility for the development of live/work units; and,
3. Provide locations, where appropriate, for new businesses to start up and existing businesses to continue and potentially expand.

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.**

- 8.0130 Urban Holding UH-10 Zone.** In a UH-10 zone the following regulations shall apply:
1. Uses Permitted Outright. In an UH-10 Zone, the following uses are permitted outright:

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- A. Single family dwelling, ~~including a~~ manufactured home, and Temporary RV Parks.
B. Accessory uses and structures, including up to two accessory dwelling units.

(***)

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

LAND USE:	ZONE:					RESTRICTIONS AND REQUIREMENTS:
<i>Residential Uses:</i>	R-1	R-2	R-3	R-4	R-5	
Accessory Building:						
Sheds, shops, garages excluding railroad cars not in railroad right of way, <u>and</u> movable shipping containers <u>or, and</u> similar storage containers that are not <u>classified as</u> structures.*	O	O	O	O	O	Detached; includes greenhouse, workshops, <u>potting sheds, and the like must be located within the property and not in the yard setback areas.</u>
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	<u>NC</u>	<u>O</u>	<u>OG</u>	
Cluster Development	<u>ON</u>	<u>NO</u>	<u>NO</u>	<u>GO</u>	<u>GO</u>	
Cottage Development	<u>ON</u>	<u>OG</u>	<u>OG</u>	<u>OG</u>	<u>OG</u>	
Condominium	O	O	O	O	O	<u>Condo plats are</u> State regulated
Duplex	<u>ON</u>	O	O	O	O	
Duplex Lot	<u>ON</u>	<u>ON</u>	O	O	O	
Manufactured Home	<u>ON</u>	<u>ON</u>	<u>ON</u>	<u>ON</u>	<u>ON</u>	See Single Family Dwelling
Manufactured Home Park	N	N	C	C	C	
Manufactured Home Subdivision	N	N	O	O	O	Subject to compliance w/ applicable ORS
Multi Family Complex (5 + units)	<u>ON</u>	<u>ON</u>	<u>ON</u>	<u>GO</u>	O	

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Multi Family Dwelling (3 & 4 plex)	<u>ON</u>	<u>ON</u>	O*	O	O	*In the R-3 zone tri-plexes are allowed on corner lots w/min. of 7,400 sq ft size.
Nursing, Convalescent, and Assisted Living Facility	N	N	<u>C</u>	C	C	More than 15 people
Planned Unit Development	N	N	C	C	C	
Residential Care Facility	N	N	<u>C</u>	C	O	Defined in and regulated by ORS
Residential Care Home	O	O	O	O	O	Defined in and regulated by ORS
Single Family Dwelling	O	O	O	O	O	
Townhouse	<u>NO</u>	<u>OG</u>	O	O	O	

Non Residential Uses:

Church, Religious Institution	C	C	C	C	C	
Community Center (private)	C	C	C	C	C	
Community Pool (private)	C	C	C	C	C	
Farm Use, Farming	O	O	O	O	O	
Mini Storage	N	N	N	<u>EO</u>	N	<u>24</u> ac. min., must front major arterial <u>and</u> subject to Site Design <u>and Cond Use</u> review, <u>per 8-0615 (17)</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	<u>Only when previously establish in R-2 as 'office'</u>
Retail	N	N	C	N	N	<u>Only when previously establish in R-3 as 'retail'</u>
School (private)	C	C	C	C	C	
Tennis Court (private)	O	O	O	O	O	<u>Non-commercial use only</u>
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", *Density Transfer*, and 8.0367, "OSPR / 'R' Zone Density Transfer Provisions.

*All or portions of shipping containers, subject to staff's determination of appropriate architectural designs, may be used subject to building permit approval.

[Section 8.0135 amended by Ord. #2009-04 passed April 28, 2009]

[Section 8.0135 amended by Ord. #2015-04 passed May 19, 2015]

[Section 8.0135 amended by Ord. #2016-17 passed January 31, 2016]

[Section 8.0135 amended by Ord. #2018-09 passed September 11, 2018]

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:

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LAND USE:	ZONE:	RESTRICTIONS AND REQUIREMENTS:
Residential Uses:	R-3A	
<i>Accessory Building: Sheds, shops, garages, excluding railroad cars not in railroad right of way, movable shipping containers, and similar storage containers that are not structures.*</i> Guest House Accessory Dwelling Unit	O GO GO	Detached; includes greenhouse, workshops No kitchen; uses main houses' sewer & water Uses main houses' sewer & water; has kitchen
Accessory Use Apartment Bed and Breakfast	O ON C	Includes Home Occupations, <u>potting sheds, and the like must be located within the property and not in the yard setback areas.,</u>
Condominium (Commercial Only)	C	
Duplex	OC	Duplexes in the R-3A zone are permitted on corner lots of 10,000 s.f. or more/with conditional use approval.
Residential Care Home	C	Defined in and regulated by ORS
Single Family Dwelling	O	
Non-Residential Uses:		

(***)

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

Standard:	Zone:				
	R-1	R-2	R-3	R-4	R-5
Minimum Lot size - Square Feet					
Single Family	9,000	9,000	7,500	5,500 6,000	5,500 6,000
Duplex	NA	^D 10,000	^A 8,000	7,500	7,500
Duplex Lot			4,250	3,750	3,750
Townhouse			E	E	E
Multi-family Dwelling	NA	NA	NA	F	F
Multi-family Complex	NA	NA		F	F
Minimum Density/Gross Acre	<u>4</u>	<u>4</u>	<u>10</u>	<u>15</u>	<u>25</u>
Maximum Density (1-unit per # s.f.)_F			4,250	3,000	2,500

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Minimum Setback Distance –					
See C, F, and H below					
Front Façade, excluding garage which must be 20 feet back from property line	15	15	15	10	10
Interior Side	B 5/10	B 5/10	B 5/10	B 5/10	5
Street Side	15	15	15	15	15
Rear	20	20	20	20	5
Garage	20	20	20	20	20
Maximum Building Height _F	32	32	32	40,E	40,E
Minimum Street Frontage					
Standard Street	50	50	50	50	50
Cul-de-sac	30	30	30	30	30
Flag Lot	20	20	20	20	20
Duplex lot (non flag or cul de sac)	N/A	N/A	25	25	25
Townhouse				E	E
A—Duplexes permitted only on corner lots					
A,B Interior side yards must provide a minimum of 5 feet on one side and 10 feet on the other side for single family and duplex residences. Where alley access is provided, both interior side yards may be reduced to 5'. Exceptions to this 10' setback are allowed (1) when the lot was created prior to the adoption of this standard (November 9, 2006); or (2) on cul de sac lots; or (3) on flag lots, or (4) parcels created by partition.					
B,G Does not include solar setbacks, which are calculated separately					
D—Duplexes only allowed on legally created lots of adequate size / created prior to November 9, 2006, otherwise prohibited.					
D,E Pursuant to the Townhouse Development Standards in Chapter 8, Article IV Site and Design Review Standards, Section 8.3035.4.f.2, Table A.					
E,F Does not apply to development standards for Multi-family Dwellings and Multi-family Complexes which are located in Chapter 8, Article IV, Site and Design Review Standards, Section 8.3035.4.E.2., Table A					
F,G. Street trees are required to be provided in accordance with Section 8.3035(5)(K)					
G,H. ADU Rear-Yard and Other Setbacks (Zones R-1 and R-2 – <i>no change to setbacks since the lot sizes are quite large.</i>)					
For all other zones:					
2 story ADUs – 20-foot rear yard setback;					
2 story ADU that abuts an alley – 10-foot rear yard setback (driveway, <u>if proposed</u> , must still be 20 feet deep)					
1 story ADU – 10-foot rear yard setback					
1 story ADU that abuts a 20-foot-wide alley – 5-foot rear yard setback (driveway must still be 20 feet deep)					
ADU abutting a street corner – maintain front yard setback – side may be 5 feet for either 1 or					

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2 stories (driveway must still be 20 feet deep) ADU cannot extend in front of the house or front yard setback.

ADU on lot abutting a commercial/industrial property – ~~5-foot~~ 5-foot rear yard setback regardless of height.

N/A = "not allowed"

~~All distances shown are measured in feet.~~

8.0141 Architectural Design Standards for Single Family Dwellings, Duplexes, Tri-plexes, and Four-plexes

(***)

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

- A. Track 1. Clear and Objective Process. Conformance with Section 8.0141(5), below. An application demonstrating conformance with Section 8.0141(5) shall be submitted to the City. Conformance with the objective standards included in Section 8.0141(5) 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 by the City.

Fast-track process: If an Architectural Master Plan application is submitted and approved, all requirements of this section must be met prior to occupancy.

- B. Track 2. Discretionary Process. As an alternative to the Track 1 procedure ~~for Review as a Development Action as listed in Section 8.0141(3)(A) above (in cases where the proposed design does not, or the applicant chooses not to comply with the requirements of Section 8.0141(5))~~, an application may be submitted to the City which demonstrates conformance with the Purpose and Intent of this Section as listed in Sections 8.0141(1) and (2), above. These applications are reviewed administratively by the City unless it is determined that a public hearing is necessary, in which case the application will be reviewed by ~~to~~ 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.

- C. 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~~ above. In those cases the following features are required as part of a Track 2 process.

1. At least one covered porch;
2. Two exterior types of Changes in wall siding material on 3 sides;
3. Band courses on 3 sides; and

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4. One additional tree.

~~These applications are reviewed administratively by City, unless it is determined a public hearing is necessary, in which case the application will be reviewed by the Hearings Body.~~
~~City.~~

D. ~~Building Design for Multi-family – 5 or more attached units.~~

1. ~~Architectural Design. To discourage the appearance of the same, similar or tract-type housing, the following is required: The same, similar, or tract home designs must be separated by at least two (2) lots on either side of the home and not be directly across the street from one another. This is required for dwellings with the same or very similar design when viewed from the street frontage within 120 feet from the subject property, as measured along the abutting sidewalk. The same or very similar designs are those which consist of mirror image elevations, or exterior elevations of the same basic design which utilize similar colors, materials or ornamentation. This also includes similar elevations not substantially modified by a combination of altered rooflines, projections, garage doors, orientation, paint colors, or glazing materials. The City shall be allowed to interpret what constitutes the same or very similar designs.~~

2. ~~Roof Design. Most architectural styles utilize a related set of roof elements that complement and help establish the overall style and character of a multi-family structure. A minimum of five (5) roof design elements shall be used on all four elevations of the structures. Roof Design Elements include:~~

- ~~a. At least 5 pitched or sloping roof elements;~~
- ~~b. Variations in roof pitch, height of roof planes;~~
- ~~c. Dormers, such as hipped, gabled, shed or eyebrow dormers or similar design;~~
- ~~d. Eave depth of at least 24 inches;~~
- ~~e. Continuous ridgelines less than 40 feet in length;~~
- ~~f. Continuous eave lines no greater than 25 feet in length; and,~~
- ~~g. Combination of overhang materials of at least 12 inches in width using fascia, or bargeboard fixed to the gable end to hide the truss tails, rafter ends or roof timbers.~~
- ~~h. Gale and/or Dormer end brackets, corbels, decorative wood timbers, and similar components~~
- ~~i. Awnings made of fabric, metal, or wood-framed roof elements no less than four feet by four feet in size.~~

3. ~~Wall Design. A mix of wall elements is fundamental to achieving and establishing style and character. In addition to the elements in a-e below: a minimum of ten (10) façade elements shall be used on the front elevation and five (5) wall design elements shall be used on the sides that front onto public spaces and rear elevations of the structure. Multiple siding treatments are highly encouraged; the sole use of T-111 or similar panel elements on all sides is not allowed.~~

- ~~a. 40% fenestration of the first story front façade and 20% fenestration on the public-facing sides and rear facades to include a variety of windows, doors, louvers, vents and curtain walls.~~

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- ~~b. Window trim or surround (casting) at least 3.5 inches wide that surrounds the window;~~
- ~~c. Band course, band molding, bellyband, belt course or similar horizontal element that runs the entire width of the front façade of relatively slight projection; and at the break of the second floor (if one exists) and at the line made by the lower roofline at the gable end except when single wall panel systems are used;~~
- ~~d. Variation in wall siding, wall surface pattern or decorative materials if an area above the highest band course exists, it must contain a different siding material than the area below the band on the walls that front onto public spaces;~~
- ~~e. Recessed or covered front entry at least 350 square feet⁵, with a minimum 14-foot depth measured from the entry door. If columns are ~~used~~used, they must be decorative and no less than 16" x 16". Plain support columns are not allowed.~~
- ~~f. Windows with multi-paned sashes, operable sashes, or windows that are elliptical, round, arched, bay, semi-circular or similar design;~~
- ~~g. Balconies or decks of at least 8-foot depth and 10 feet in width, accessed by a door and enclosed by railing or parapet;~~
- ~~h. Decorative garage doors, with or without windows, including patterning relief over the door surface;~~
- ~~i. Vertical offsets, at least two, either projecting or recessed at least 16 inches deep and a minimum of 4 feet long;~~
- ~~j. Horizontal offsets, at least two, either projecting or recessed at least 6 inches deep;~~
- ~~k. A minimum of two columns or pilasters, complete or engaged; engaged tower, with the design being square, rectangular, circular or polygonal in form;~~
- ~~l. Exterior wall (or portion) and/or chimney of brick, stone, composite, masonry or other similar materials;~~
- ~~m. Enclosed soffits;~~
- ~~n. 1½" caliper tree in front landscape area, in addition to required street trees;~~
- ~~o. 1½" caliper tree in rear or side landscape area;~~
- ~~p. Covered entry feature over secondary doors, separate from eave;~~
- ~~q. Covered rear patio or porches;~~
- ~~r. Where gable ends are proposed, at least three (3) gable end elements such as windows, decorative vent cover, decorated verge boards, trusses, false beams, corbels, brackets, molding, rake, fascia, cornice return treatments, or other decorative elements in gable ends shall be used; and~~
- ~~s. Other elements as approved by the City consistent with the Higher Density Multifamily Design Guidelines.~~
- 4. ~~Front Door. A front door that is visible from the public street frontage (front yard) and an identifiable pedestrian connection between the front door and the public sidewalk is required. Front porches, including covered front porches, are highly encouraged.~~

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- ~~5. Driveways and Garages.~~
 - ~~a. A garage is required for each newly constructed dwelling unit and shall be of adequate size to accommodate a minimum of one vehicle, and vehicle and shall at a minimum meet the design requirements in Section 8.0500 through 8.0515 (Off Street Parking and Loading Requirements) of the City of Redmond Development Code.~~
 - ~~b. Driveway access to any street less than 28 feet wide shall be in conformance with Section 8.2710(3)(Table 1), of Article 3, the City of Redmond Land Division Code.~~
 - ~~c. Driveways, whether accessed from a public or private street or alley, 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 City of Redmond Development Code.~~
 - ~~d. Notwithstanding Section 8.0141(5)(B)(5)(a, b, and c) below, all garages and driveways accessed directly from public or private streets or alleys less than 36 feet in width shall be sized to accommodate a minimum of 2 cars based on the parking space design standards listed in Section 8.0515 (Parking Table and Diagram) of the City of Redmond Development Code.~~
 - ~~e. If a garage as required by subsection 8.0141(5)(B)(5)(a) below is converted to living or other space permissible by this Code, two off street parking spaces shall be provided pursuant to Section 8.0500 through 8.0515 (Off Street Parking and Loading Requirements) of the City of Redmond Development Code.~~
 - ~~f. Notwithstanding the applicable provisions of Sections 8.0500 through 8.0515 (Off Street Parking and Loading Requirements) of the City of Redmond Development Code, all required off street parking areas and driveways may have alternative surfaces to concrete or asphalt, and 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.~~
 - ~~6. Landscaping. New developments shall be landscaped consistent with Sections 8.0500-8.0515 and Section 8.3025 of the City of Redmond Development Code.~~
 - ~~7. Fences. Fences constructed in conjunction with any multifamily development shall be in accordance with the applicable provisions of Section 8.0340 of the City of Redmond Development Code.~~
 - ~~8. Higher Density Multifamily Design Guidelines. See Below.~~
4. Application and Approval Process. The applications for either a Track 1 or Track 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. ~~Building permits will not be issued until the design review action is completed and approved by the City. The application shall be submitted on a form prescribed by the City with an accompanying fee.~~

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5. Architectural Design Standards. Although specific architectural styles (~~i.e. craftsman, colonial, tudor~~Tudor, prairie, etc.) are not mandated, single family dwellings, duplexes, triplexes, and fourplexes and duplex design shall conform with the following objective 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 dish or other equipment necessitating dishes necessitating placement on walls or roofs for normal operation are exempt from this provision. ~~For this section, Alleys are not considered streets for screening purposes.~~
- B. Building Design.
1. Architectural Design. ~~To discourage the appearance of the same, similar or tract type housing, the following is required: Duplicate~~The same, similar, or repetitive tract 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 out of five following differentiating criteria are used as listed in 2 through 7 below. This is required for single family dwellings and duplexes with the same or very similar design when viewed from the street frontages. The same or very similar designs are those which consist of mirror image elevations, or exterior elevations of the same basic design which utilize different colors, materials or ornamentation. This also includes similar elevations not substantially modified by a combination of altered rooflines, projections, garage doors, orientation, or glazing materials. The Community DevelopmentCity Director or designee shall be allowed to interpret what constitutes the same or very similar designs.
- a. Process. Builders of multiple homes on the same street shall submit a plat showing the house plan names and elevation designations (“A”, “1”, etc.) for adjacent homes. No photographs will be required. Homes by other builders may be denoted as “Home by Others”.
- b. Process. Builders constructing individual units shall submit photos showing front elevations for units located on either side of the home directly across the street
2. Roof Design. ~~The City may require a set of roof elements that compliment and help establish the overall style and character of a dwelling. Required~~ Roof Design Elements:
- a. Pitched or sloping roof elements greater than 4/12;
- b. Eave of at least 12 inches;
3. Front Façade Wall Design. 10All façade elements listed below shall be used on the front elevation. Multiple siding treatments are highly encouraged; the sole use of T-111 exceeding 20% of all facades, combined, is not allowed on all sides is not allowed.
- a. 40% fenestration of the first story front façade.

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- b. Window trim or surround (casting) at least 3.5 inches wide that completely surrounds the window;
- c. Band course, band molding, bellyband, belt course ~~or similar horizontal element~~ that runs the entire width of the front façade of relatively slight projection; and at the break of the second floor (if one exists) and at the line made by the lower roofline at the gable end except when single wall panel systems are used;
- d. Variation in wall siding, wall surface pattern or decorative materials if an area above the highest band course exists, it must contain a different siding material than the area below the band on the walls that front onto public spaces;
- e. Recessed or covered front entry at least 20 square feet, with a minimum ~~4-foot~~4-foot depth measured from the front door. If columns are ~~used~~ used, they must ~~not be exposed dimensional lumber decorative and no~~ not be exposed dimensional less than 6" x 6". ~~Plain support columns are not allowed.~~
- ~~f. Box window, shelf and/or under-window planter box unit that is designed to accommodate live plants, watering/drainage and projects at least 6 inches outward from the wall plane;~~
- g. Windows with multi-paned sashes, operable sashes, or windows that are elliptical, round, arched, bay, semi-circular or similar design;
- h. Shutters, as a matched pair for windows, either decorative, fixed or movable;
- i. ~~Balconies with usable area.~~
- j. ~~G~~D~~Decorative~~ garage doors, with or without windows, including patterning relief over the door surface;
- k. Optional enhancements and substitutions:
 - 1. Enclosed soffits;
 - 2. 1 ½" caliper tree in front of landscape area, in addition to required street trees;
 - 3. 1 ½" caliper tree in rear or side landscape area;
 - 4. Covered entry feature over secondary doors, separate from eave;
 - 5. Covered rear patio or porch;
 - 6. Eave greater than 12 inches in depth, including extended soffit details;
 - 7. Where gable ends are proposed, at least three (3) gable end elements such as windows, decorative vent cover, decorated verge boards, trusses, false beams, corbels, brackets, molding, rake, fascia, cornice return treatments, or other decorative elements in gable ends shall be used; and
 - ~~8. Other elements as approved by the Community Development City Director.~~
 - 8 9. Masonry accents
 - 910. ~~Variations in P~~Paint color schemes, with a minimum of 2 colors used (example: Trim & Exterior Wall colors)

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4. Side Elevations facing public streets. Side elevations facing streets must include either window trim at least 3.5” in width, or full-lap siding. Façade facing streets are required to have at least 10 square feet of windows or doors.
5. Front Door. A front door that is visible from the public street frontage (front yard) and ~~an identifiable~~ pedestrian connection between the front door and the public sidewalk is required. Front porches, including covered front porches, are highly encouraged.
6. Driveways and Garages.
 - a. a. A garage is required for each newly constructed dwelling unit and shall be of adequate size to accommodate a minimum of one vehicle and shall at a minimum meet the design requirements in Section 8.0500 through 8.0515 (Off Street Parking and Loading Requirements) of the City of Redmond Development Code. Tri-plexes and four-plexes may meet this standard by substituting garage or covered parking with uncovered, paved parking spot(s) per the design requirements in section 8.0500 through 8.0515.
 - b. Driveway access to any street less than 28 feet wide shall be in conformance with Section 8.2710(3)(Table 1), of Article 3, the City of Redmond Land Division Code.
 - c. Driveways, whether accessed from a public or private street or alley, 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 City of Redmond Development Code.
 - ~~d. Notwithstanding Section 8.0141(5)(B)(6)(a, b and c) above, all garages and driveways accessed directly from public or private streets or alleys less than 36 feet in width shall be sized to accommodate a minimum of 2 cars based on the parking space design standards listed in Section 8.0515 (Parking Table and Diagram) of the City of Redmond Development Code.~~
 - de. If a garage as required by subsection 8.0141(5)(B)(6)(a) above is converted to living or other space permissible by this Code, two off-street parking spaces shall be provided pursuant to Section 8.0500 through 8.0515 (Off Street Parking and Loading Requirements) of the City of Redmond Development Code.
 - ef. Notwithstanding the applicable provisions of Sections 8.0500 through 8.0515 (Off Street Parking and Loading Requirements) of the City of Redmond Development Code, all required off street parking areas and driveways constructed in conjunction with single family dwellings and duplexes 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.

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6. Landscaping. All lots on which new ~~single-family~~ dwellings or duplexes are constructed which abut a public or private street, not including an alley, shall be landscaped between the corresponding façade of the structure and the edge of the street, for the entire length of the street frontage(s). A master template shall be used to denote the required interior or corner lot landscaping.
7. Fences. Fences constructed in conjunction with any ~~single-family~~ dwelling ~~or duplex~~ (including fences constructed by the developer of a subdivision as perimeter fences) shall be in accordance with the applicable provisions of Section 8.0340 of the City of Redmond Development Code.

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8.0142 Architectural Design Standards for Multi-Family Structures with 5 or more attached units.

1. Procedure. New five-plex ~~or greater and larger~~ attached units or Multi-family Complexes shall be reviewed for conformance with the requirements listed in this Section, subject to the procedures outlined below:
 - A. Track 1 – Clear and Objective Process. Conformance with Section 8.0142(2), below. An application demonstrating conformance with Section 8.0142(2) shall be submitted to the City. Conformance with the objective standards included in Section 8.0142(2) 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 by the City.
 - B. Tract 2. – Discretionary Process. As an alternative to the Track 1 Process and/or in cases where the proposed design does not, or the applicant chooses not to comply with the requirements of the Track 1 Process, an application may be submitted to the City which demonstrates conformance with the Higher Density Design Guidelines in Section 4. ~~These applications are reviewed administratively by the City unless it is determined that a public hearing is necessary, in which case the application will be reviewed by the Hearings Body.~~City. 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 and Section 4.
2. Track 1 Process.

Application and Approval Process. The applications for a Track 1 review as specified above, shall be submitted prior to or in conjunction with an application for a building permit. ~~Building permits will not be issued until the design review action is completed and approved by the City. The application shall be submitted on a form prescribed by the City with an accompanying fee.~~

 - A. Architectural Design. To discourage the appearance of ~~the same repetitive housing, similar or tract-type housing~~, the following is required: The same ~~or repetitive, similar, or tract~~ housing structure designs must be separated by at least ~~onetwo (2)~~ (1) lots on either side of the structure and not be directly across the street from one another. ~~Designs will not be considered repetitious if three out of five following differentiating criteria are used as listed in 2 through 7 below. This is~~

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~~required for structures with the same or very similar design when viewed from the street frontage within 120 feet from the subject property, as measured along the abutting sidewalk. The same or very similar designs are those which consist of mirror image elevations, or exterior elevations on the same basic design which utilize similar colors, materials or ornamentation. This also includes similar elevations not substantially modified by a combination of altered rooflines, projections, garage doors, orientation, paint colors, or glazing materials. The City shall be allowed to interpret what constitutes the same or very similar designs. All~~ designs must comply with the objective requirements of the Higher Density Multifamily Design Guidelines in Section 4 below.

- B. Roof Design. Most architectural styles utilize a related set of roof elements that complement and help establish the overall style and character of a multi-family structure. Roof Design Elements must include 7 of the following elements:

1. At least 3 pitched, 4:12 or greater or sloping roof elements;
2. Variations in roof pitch, height of roof planes;
3. Dormers, such as hipped, gabled, shed or eyebrow dormers or similar design.
4. Eave depth of at least 24 inches;
5. Continuous ridgelines less than 40 feet in length;
6. Continuous eave lines no greater than 25 feet in length; and,
7. Combination of overhang materials of at least 12 inches in width using fascia, or bargeboard fixed to the gable end to hide the truss trails, rafter ends or roof timbers.
8. Gale and/or Dormer end brackets, corbels, decorative wood timbers, and similar components.
9. Awnings made of fabric, metal, or wood-framed roof elements no less than four feet by four feet in size.

- C. Wall Design. ~~A mix of wall elements is fundamental to achieving and establishing style and character.~~ In addition to the elements in 1-5 below: a minimum of ten (10) façade elements shall be used on the front elevation and five (5) wall design elements shall be used on the sides that front onto public spaces and rear elevations of the structure. ~~Multiple siding treatments are highly encouraged; The sole use of T-111 exceeding 20% of the wall facades or similar panel elements on all sides~~ is not allowed.

1. 40% fenestration of the first story front façade and 20% fenestration on the public facing sides and rear facades to include a variety of windows, doors, louvers, vents and curtain walls.
2. Window trim or surround (casting) at least 3.5 inches wide that surrounds the window;
3. Band course, band molding, bellyband, belt course or similar horizontal element that runs the entire width of the front façade ~~of relatively slight projection~~; and at the break of the second floor (if one exists) and at the line made by the lower roofline at the gable end except when single wall panel systems are used;
4. Variation in wall siding, wall surface pattern or decorative materials if an area above the highest band course exists, it must contain a different siding

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material than the area below the band on the walls that front onto public spaces;

5. Recessed or covered front entry at least 350 square feet, with a minimum 14-foot depth measured from the entry door. If columns are used, ~~they must be decorative and~~ no less than 16" x 16". ~~Plain support columns are not allowed.~~
6. Windows with multi-paned sashes, operable sashes, or windows that are elliptical, round, arched, bay, semi-circular or similar design;
7. Balconies or decks of at least 8-foot depth and 10 feet in width, accessed by a door and enclosed by railing or parapet;
8. ~~G~~Decorative garage doors, with or without windows, including patterning relief over the door surface;

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18. Where gable ends are proposed, at least three (3) gable end elements such as windows, decorative vent cover, decorated verge boards, trusses, false beams, corbels, brackets, molding, rake, fascia, cornice return treatments, ~~or other decorative elements in gable ends~~ shall be used; and
 19. Other elements as approved by the City consistent with the objective standards in the Higher Density Multifamily Design Guidelines.
- D. Front Door. A front door that is visible from the public street frontage ~~(front yard)~~ and an identifiable pedestrian connection between the front door and the public sidewalk is required. ~~Front porches, including covered front porches, are highly encouraged.~~
- E. Driveways and Garages.
1. A garage is required for each newly constructed dwelling unit and shall be of ~~adequate size to~~ accommodate a minimum of one vehicle and shall at a minimum meet the design requirements in Section 8.0500 through 8.0515 (Off Street Parking and Loading Requirements) of the City of Redmond Development Code.
 2. Driveway access to any street less than 28 feet wide shall be in conformance with section 8.2710(3)(Table 1) of Article 3, the City of Redmond Land Division Code.
 3. Driveways, whether accessed from a public or private street or alley, 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 City of Redmond Development Code.
 - ~~4. All garages and driveways accessed directly from public or private streets or alleys less than 36 feet in width shall be sized to accommodate a minimum of 2 cars based on the parking space design standards listed in Section 8.0515 (Parking Table and Diagram) of the City of Redmond Development Code.~~
 45. If a garage is converted to living or other space permissible by this Code, two off street parking spaces shall be provided pursuant to Section 8.0550 through 8.0515 (Off Street Parking and Loading Requirements) of the City of Redmond Development Code.

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56. Notwithstanding the applicable provision of Sections 8.0550 through 8.0515 (Off Street Parking and Loading Requirements) of the City of Redmond Development Code, all required off street parking areas and driveways 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.
- F. Landscaping. New developments shall be landscaped consistent with Sections 8.0500-8.0515 and Section 8.3025. In addition, common open space shall be provided with at least 500 square feet per unit. ~~Open space shall be centrally located to the development.~~
- G. Fences. Fences constructed in conjunction with any multifamily development shall be in accordance with the applicable provisions of Section 8.0340.
3. Track 2 Process.
- Application and Approval Process. The applications for a Track 2 review shall be submitted prior to or in conjunction with an application for a building permit. ~~Building permits will not be issued until the design review action is completed and approved by the City. The application shall be submitted on a form prescribed by the City with an accompanying fee.~~
- A. ~~Architectural Design Standards. Although specific architectural styles (i.e. craftsman, colonial, tudorTudor) are not mandated, single family dwelling and duplex design shall conform with the following standards:~~
- B. Screening Trash Storage Areas. All exterior ground mounted mechanical equipment areas shall be entirely screened from view on all sides at the ground/eye level line of sight by either utilizing a sight obscuring fence or wall, with such fences or walls being maintained in perpetuity or sight obscuring landscaping at least three (3) feet in height at installation. Solar power, wind power, and satellite dishes or other equipment necessitating placement on walls or roofs for normal operation are exempt from this provision.
- C. Building Design.
1. Architectural Design. To discourage the appearance of the same, similar or repetitive tract-type housing, the following is required: The same, similar or repetitive tract structure home designs must be separated by at least two (2) lots on either side of the structure home and not be directly across the street from one another. This is required for structures dwellings with the same or very similar design when viewed from the street frontage within 120 feet from the subject property, as measured along the abutting sidewalk. The same or very similar designs are ~~those which~~those that consist of mirror image elevations, or exterior elevations of the same basic design which design that utilize similar colors, materials or ornamentation. This also includes similar elevations not substantially modified by a combination of altered rooflines, projections, garage doors, orientation, paint colors, or glazing materials. The City shall be allowed to interpret what constitutes the same or very similar designs. All designs must comply with the Higher Density Multifamily Design Guidelines ~~in Section 4~~ below.
2. Roof Design. Most architectural styles utilize a related set of roof elements that compliment and help establish the overall style and character of a

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dwelling. A minimum of three (3) roof design elements shall be used on all four elevations of the structures. Roof Design Elements include:

- a. Pitched or sloping roof 4:12 or greater;
- b. Variations in roof orientation;
- c. Variations in roof pitch, height of roof planes;
- d. Dormer, such as hipped, gabled, shed or eyebrow or similar design;
- e. Eave of at least 24 inches; and
- f. Overhang of at least 6 inches using fascia, or bargeboard fixed to the gable end to hide the truss tails, rafter ends or roof timbers.

3. Wall Design. A mix of wall elements is fundamental to achieving and establishing style and character. The applicant shall show how the design of the units contains elements that promote the intent of the Higher Density Design Guidelines in Section 4. Elements that are typically utilized include but are not limited to:

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- u. Other elements as approved by the Community Development Director that comply with the Higher Density Design Guidelines in Section 4.

(***)

5. Driveways and Garages.

(***)

- d. All garages and driveways accessed directly from public or private streets or alleys less than 36 feet in width shall be sized to accommodate a minimum of 2 cars based on the parking space design standards listed in Section 8.0515 (Parking Table and Diagram) of the City of Redmond Development Code.

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COMMERCIAL USE AND INDUSTRIAL USE ZONES

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8.0190 Table C, Uses Permitted. The following uses are allowed outright or conditionally in each of the Commercial and Industrial zones as follows:

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

Residential:	C-1	C-2	C-3	C-4	C-4A	C-5	M-1	M-2	DOD	Restrictions and Requirements
Apartments										See Multi family dwellings and complexes
Assisted Living Facility	O	O	O	O	O	O	N	N	C	
Bed and Breakfast	C	C	C	C	N	N	N	N	C	
Boarding House	OG	OG	OG	OG	C	C	N	N	ON	
Caretaker / Watchman	C	N	N	C	N	C	C	O	N	Must live on site
Condominium	N	N	N	ON	N	N	N	N	NO	State regulated
Dairy	N	N	N	N	N	N	N	N	O	
Homeless Shelter	O	C	C	C	N	N	O	N	N	
Manufactured Home Park	C	N	N	C	N	N	N	N	N	
Multi Family Complex	O	O	OG	O	O	O	N	N	O	
Multi Family Dwelling	C	O	OG	O	N	N	N	N	O	
Planned Unit Development										
Res. Use above ground floor	ON	O	ON	O	N	N	N	N	O	
Res. Use on ground floor <25%	N	O	ON	O	N	N	N	N	O	Not in front of bldg, or as non-watchman
Residential care facility	ON	C	OG	C	N	N	N	N	C	Only permitted where MFR's are allowed
Residential care home	ON	ON	O	ON	N	N	N	N	ON	Only permitted where SFR's are allowed
Single Family (including ADU's) and Duplex on ground floor	C N	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 Multi- family above ground not on first floor	O	O	O	O	O	O			O	
Resumption of a residential use	OG	ON	OG	OG	ON	ON	N	N	C	Only as previously established residential use
Eating and Drinking	C-1	C-2	C-3	C-4	C-4A	C-5	M-1	M-2	DOD	Restrictions and Requirements
Bakery (retail / sit down)	O	O	O	O	O*	OG	O	O	O	
Bar, Lounge, Tavern, Nightclub,	O	O	C	O	O*	OG	O	O	O	
Café, Restaurant (sit-down), Diner, Brew Pub	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	Deli's are listed under "retail uses"
Entertainment	C-1	C-2	C-3	C-4	C-4A	C-5	M-1	M-2	DOD	Restrictions and Requirements
Amusement Park	C	N	N	N	ON	OG	N	N	N	
Arena for Indoor Sport Events	O	C	N	C	ON	OG	N	N	C	Larger than indoor commercial recreational use
Driving Range	O	N	N	N	N	O	N	N	N	

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Golf Course	N	N	N	N	N	O	N	N	N	
Indoor Commercial Recreation	O	O	O	O	O	O	C	C	O	
Miniature Golf, "Pitch & Putt"	O	N	N	N	N	O	N	N	N	
Outdoor Commercial Recreation	C	C	N	C	<u>ON</u>	C	N	N	C	
Walk-in Movie Theater	O	<u>OG</u>	<u>ON</u>	O	<u>ON</u>	<u>OG</u>	N	N	O	
Automobile, Trucks, RV's:	C-1	C-2	C-3	C-4	C-4A	C-5	M-1	M-2	DOD	Restrictions and Requirements
Auto Detailing	O	C	N	O	O*	N	O	N	C**	No auto body work permitted as "detailing". ** Grandfathered 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	N	Defined in part by some on-site auto storage. ** Grandfathered as a Conditional Use for existing businesses prior to August 12, 2008
Auto Repair	O	C	N	C	O*	N	O	O	C**	
Auto Sales (new and used); Auto Rentals	<u>CO</u>	C	N	O	N	N	N	N	C**	** Grandfathered as a Conditional Use for existing businesses prior to August 12, 2008
Auto Service	O	C	N	O	O*	N	N	O	C**	Includes auto lube shops ('same day' service). ** Grandfathered as a Conditional Use for existing businesses prior to August 12, 2008
Boat or RV Sales and Service	<u>CO</u>	N	N	O	<u>ON</u>	N	N	N	N	Includes motorcycles, ATVs, other recreational vehicles
Car Wash	O	<u>OG</u>	<u>ON</u>	O	O	O	O	O	C**	Steam cleaning permitted in the industrial zones. ** Grandfathered as a Conditional Use for existing businesses prior to August 12, 2008
Card Lock Gas Station Gas Stations <u>Incl Card Lock</u>	O O	N <u>OG</u>	N N	N <u>OG</u>	O O	N O	O <u>NO</u>	O <u>NO</u>	N C**	** Grandfathered as a Conditional Use for existing businesses prior to August 12, 2008
Tire Sales and Service	O	<u>OG</u>	N	O	O	N	N	N	N	
Truck Stop	O	N	N	N	<u>ON</u>	N	O	O	N	
Truck Terminal	N	N	N	N	N	N	O	O	N	Includes impound yards, auto fleets
Vehicle Storage / Towing Yard	N	N	N	N	N	N	O	O	N	
Industrially Related Uses	C-1	C-2	C-3	C-4	C-4A	C-5	M-1	M-2	DOD	Restrictions and Requirements
Aircraft/Airport Service, <u>Parking Lot</u> , Maintenance	N	N	N	N	N	N	O	O	N	
Auto Wrecking, Recycling	N	N	N	N	N	N	C	O	N	
Bakery, Wholesale Distribution	C	N	N	N	N	N	O	O	N	
Batch Plants (Asphalt / Concrete)	N	N	N	N	N	N	N	O	N	Must be fully enclosed in "C" zones that permit this use
Commercial Manufacturing (Retail Support, Craftsmen)	O	O	<u>ON</u>	O	O	<u>ON</u>	O	O	O	
Concrete & Conc. Products, Stone-cutting	N	N	N	N	N	N	<u>CN</u>	O	N	

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Distribution Center	N	N	N	N	<u>ON</u>	N	O	O	N	
Dump, Landfill	N	N	N	N	N	N	N	C	N	Up to 50% retail allowed in Industrial zones 'Auto Wrecking Yard' is a separate category
Enclosed Warehousing and Manufacturing	N	N	N	N	N	N	O	O	N	
Junkyard	N	N	N	N	N	N	N	O	N	
Landscaping Supply (Bulk)	N	N	N	N	N	N	O	O	N	Outdoor storage of bulk landscaping material
Lumber Mill	N	N	N	N	N	N	N	O	N	
Manufacturing (Heavy Industrial)	N	N	N	N	N	N	N	O	N	
Manufacturing (Light Industrial)	N	N	N	N	N	N	O	O	N	Subject to DEQ requirements and neighborhood compatibility Excludes research using biohazardous materials Must be fully enclosed in the "C" zones that permit this use
Medical Research Facility	O	O	<u>OG</u>	O	O	O	O	O	O	
Precision Machine Shop	C	N	N	C	N	N	O	O	N	
Retail Uses in support of primary Industrial Use	N	N	N	N	N	N	O	O	N	Must be less than 50% of the gross floor area
Rock Crushing / Recycling	N	N	N	N	N	N	C	O	N	
Slaughterhouse	N	N	N	N	N	N	N	O	N	
Tanning, Curing, Storing of Hides	N	N	N	N	N	N	N	O	N	
Wholesale Printing and Distribution	N	N	N	N	N	N	O	O	N	
Wood Product Mfg and Assembly	N	N	N	N	N	N	O	O	N	
Offices and Office Products	C-1	C-2	C-3	C-4	C-4A	C-5	M-1	M-2	DOD	Restrictions and Requirements
Office	O	O	O	O	<u>OG</u>	O	C	N	O	
Office Service and Supplies	O	O	O	O	O*	O	N	N	O	
Offices related to Industrial Use	N	N	N	N	N	N	O	O	N	
Printing, Publishing	O	O	O	O	<u>ON</u>	O	O	N	O	
Telemarketing, Call Center	O	O	O	O	<u>ON</u>	O	C	N	N	
Public and Semi Public Uses	C-1	C-2	C-3	C-4	C-4A	C-5	M-1	M-2	DOD	Restrictions and Requirements
Agricultural Uses	N	N	N	N	N	N	N	N	N	All ag- uses permitted under other categories
Churches, Religious Institutions	C	C	C	C	<u>CN</u>	C	C	N	C	
Convention Center	O	O	N	O	N	O	N	N	O	
Hospital	N	N	O	N	N	N	N	N	N	
Lodge, Club, non-profit / frat. Org.	C	C	C	C	<u>CN</u>	C	C	N	C	
Park, Public or Private	O	O	O	O	O	O	O	O	O	
Parking Garage, Public or Private	O	O	O	O	O	O	<u>ON</u>	<u>ON</u>	O	
Public Transportation Station	O	O	O	O	O	O	<u>OG</u>	<u>OG</u>	O	
RV Park, Public or Private	<u>ON</u>	N	N	<u>CN</u>	N	<u>ON</u>	N	N	N	ORS 197.490 prohibits RV parks in Comm. or Industrial zones
Schools, Public or Private	C	C	C	C	<u>CN</u>	C	C	N	C	
City Owned Utility Facility	O	O	O	O	O	O	O	O	O	
Retail Uses	C-1	C-2	C-3	C-4	C-4A	C-5	M-1	M-2	DOD	Restrictions and Requirements
Bicycle Sales and Service	O	O	N	O	O*	O	N	N	O	Excludes Equipment and Heavy Equipment Also called Building Supplies (non-landscaping)
Bulky Retail (including furniture)	O	O	N	O	<u>ON</u>	<u>ON</u>	N	N	O	
Contractor Supplies (enclosed)	O	O	N	O	<u>ON</u>	N	<u>ON</u>	<u>ON</u>	O	
Contractor Supplies (outdoors)	O	C	N	C	<u>ON</u>	N	N	N	C	
Delicatessen	O	O	O	O	O*	O	<u>NC</u>	N	O	

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Drug Store, Pharmacy	O	O	O	O	O*	O	N	N	O	
Equipment Sales, Service & Rental	O	<u>OG</u>	N	<u>OG</u>	<u>ON</u>	N	N	N	C	Excludes Heavy Equipment Sales and Service
Florist	O	O	O	O	O*	O	N	N	O	
Gallery, Studio	O	O	N	O	<u>ON</u>	O	N	N	O	
General Retail	O	O	N	O	O*	O	N	N	O	
Gift / Card Shop	O	O	O	O	O*	O	N	N	O	
Grocery Store, Market	O	O	N	O	O**	O	N	N	O	
Hardware Store	O	O	N	O	O*	O	N	N	O	
Heavy Equipment Sales	O	N	N	N	N	N	O	O	N	Only permitted w/primary service use in M zones
Heavy Equipment Service	<u>OG</u>	N	N	N	N	N	<u>OG</u>	O	N	
Heavy Equipment Storage (outdoor)	N	N	N	N	N	N	N	O	N	
Medical Supplies (Retail)	O	O	O	O	<u>ON</u>	N	N	N	O	
Mobile / Mfr'd Home Sales & Service	O	N	N	C	N	N	N	N	N	
Novelty, Specialty, Variety Store	O	O	C	O	O*	O	N	N	O	Incl. music, art supply, electronic equipment, sporting goods
Outdoor Merchandise Display, Other	O	C	N	O	<u>ON</u>	N	N	N	C	Non storage-related; for retail sales
Pet Shop	O	O	N	O	<u>ON</u>	O	N	N	O	
Plant Nursery	O	N	N	O	<u>ON</u>	O	N	N	N	
Thrift Store – 1	O	O	O	O	N	O	N	N	O	
Service Commercial Uses	C-1	C-2	C-3	C-4	C-4A	C-5	M-1	M-2	DOD	
Appliance and Computer Repair	O	O	N	O	O*	N	N	N	O	Includes stereos, electronic equipment, residential appliances
Bank, Financial Institution	O	O	N	O	O	C	N	N	O	
Beauty & Barber Shops and Salons (includes spas)	O	O	O	O	O*	O	N	N	O	
Contractor Service	O	N	N	O	<u>ON</u>	N	O	O	N	Enclosed within a building (except in M2 zone); includes equipment rentals and sale
Contractor's Yard	C	N	N	N	N	N	<u>OG</u>	O	N	Incl. outdoor storage of equipment and building supplies
Child Care Home Center	<u>OG</u>	<u>OG</u>	<u>OG</u>	<u>OG</u>	<u>OG</u>	<u>OG</u>	C	N	C	Formerly "Day Nursery"
Dry Cleaner (drop off only)	O	O	N	O	O*	O	N	N	O	
Dry Cleaner (full service)	O	C	N	C	O*	N	N	N	C	
Kennel	C	N	N	C	N	N	O	O	N	
Laundromat	O	O	N	O	<u>ON</u>	O	N	N	O	
Mini Storage	O	N	N	O	N	N	O	N	N	
Mortuary, Funeral Home	O	O	O	N	N	O	N	N	O	
Motel, Hotel	O	O	<u>CN</u>	O	O	O	C	N	O	
Printing and Copying Store	O	O	N	O	O*	O	N	N	O	
Veterinarian Services	O	O	O	O	O	O	O	O	C	Fully enclosed in C zones; no outdoor kennels

O* Maximum size = 10,000 square feet

O** Maximum size = 20,000 square feet

[Section 8.0190 amended by Ord. #2012-10 passed August 14, 2012]

[Section 8.0190 amended by Ord. #2015-04 passed May 19, 2015]

[Section 8.0190 amended by Ord. #2016-17 passed January 31, 2016]

[Section 8.0190 amended by Ord. #2017-12 passed December 12, 2017]

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[Section 8.0190 amended by Ord. #2018-09 passed September 11, 2018]

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-2	LLI	DOD	MUN	MUE
Minimum Yard Setbacks												
Front												
Local Street	10	^H 5	10	10	10	10	10	10	10	^H 2		
Collector	25		25	25	25	25	25	25	25			
Arterial	50		50	50	50	50	50	50	50			
Interior Side												
Standard						^D 5	^F 10-15	^F 10-15	10-15			
Adjacent to R-Zone	25		25	25	25							
Street Side												
Local Street	10		10	10	10	50	10	10	10			
Collector	25		25	25	25	50	25	25	25			
Arterial	50		25	50	50	50	50	50	50			
Rear												
Interior						^D 5	10	10	10			
Local Street	10		10	10	10	50	10	10	10			
Collector	25		25	25	25	50	25	25	25			
Arterial	50		25	^C 25/50	25	50	50	50	50			
Adjacent to R-Zone	25		25	25	25				50			
Adjacent to alley	^A 10/25		^A 10/25	^A 10/25	^A 10/25							
Maximum Front Yard Setback		^I 15								^I 10		
Maximum Building Height	60	^B 50/60	60	60	60	60	60	60	60	^G 50/60/75		
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%	^J 15%	15%	15%	15%	15%	15%	15%	15%	0%		
Maximum Lot Coverage	-	-	-	-	-	-	-	-	-			
Non-commercial use	50%	50%	-	50%	50%	50%	75%	75%	75%			
Use adjacent to residential	-	-	-	-	-	-	^F 60%	^F 60%	60%			
Minimum Lot Coverage		50%								30%		
Minimum Lot Size *									200 ¹ S LOTT 50 Acres			
			* 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, <u>C-3</u> , 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).									

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| I | <p>^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.</p> <p>^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.</p> <p>^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.</p> <p>^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.</p> <p>^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 5th Street is 60 feet. The maximum building height for structures east of 5th 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 AuthorityHearings BodyCity.</p> <p>^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.</p> <p>^I Full block developments require a minimum of 50 percent of the building façade to be developed to the minimum setback. Asphalt is prohibited in the front yard setback (concrete, pavers, landscaping are allowed).</p> <p>^J May be met through walkways, play areas, plazas, pocket parks, and picnic areas.</p> |
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[Section 8.0195 amended by Ord. #2012-10 passed August 14, 2012]

[Section 8.0195 amended by Ord. #2014-12 passed May 27, 2014]

[Section 8.0195 amended by Ord. #2015-11 passed September 22, 2015]

[Section 8.0195 amended by Ord. #2018-09 passed September 11, 2018]

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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:					COMMENTS:
<i>Residential:</i>	FG	OSPR	PF	Park	Airport	
Homeless Shelter	N	O*	C	N	N	
Single Family Dwelling	O	C	N	N	N	In conjunction with a use permitted by this section or a caretaker residence or in OSPR with approved density transfer.
<i>Farm Uses:</i>						
Grazing of livestock and horses	N	O	N	N	N	
Production of crops	N	O	O	N	N	
Livestock stabling	O	N	N	N	N	
Other Farm Uses	N	C	N	N	N	
<i>Non Residential Uses:</i>						
Public or Private Schools	C	N	C	N	N	
Parks, trails, reserve areas	O	O	O	O/G	N	
Public Facilities incl. 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)
Expo Center Arenas	O	N	N	N	N	
Plaza, Amphitheater for Outdoor Events	O	C	O	O/G	N	
Campground for use during Events	O	N	N	N	N	
Recreational and Sports Facilities	O	C	O	ON	N	In the Public Facility Zone, recreation facilities shall be in public ownership.
Museum, Theater, Community Center	O	C	O/C	NC	ON	In the Public Facility Zone, outright uses for public and

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						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	<u>ON</u>	O	<u>ON</u>	<u>ON</u>	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 special use permit review, requirements and standards.
RV Park	O	N	N	N	N	
Airport:						
Airfields					O	
General Aviation					O	
Passenger Terminal Complexes					O	
Air Cargo & Maintenance Facilities					O	
Support Facilities (Airlife, Fire, etc)					O	
Any use complimentary to Aviation					O	

- Eastside OSPR location only (former Juniper Golf Course)

[Section 8.0220 amended by Ord. #2009-04 passed April 28, 2009]

[Section 8.0220 amended by Ord. #2015-04 passed May 19, 2015]

[Section 8.0220 amended by Ord. #2016-17 passed January 31, 2016]

[Section 8.0220 amended by Ord. #2018-09 passed September 11, 2018]

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
Front	10	<u>10</u> D	10	10	10
Local Street	35	40	25	25	25
Collector	50	40	50	50	50
Arterial					
Interior Side					

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Standard	10	20	F 10-15	F 10-15	F 10-15
Adjacent to R-Zone	25	25	25		
Street Side					
Local Street	10	25	10	10	10
Collector	25	25	25	25	25
Arterial	50	50	50	50	50
Rear					
Interior	10	20	10	10	10
Local Street	10	25	10	10	10
Collector	25	25	25	25	25
Arterial	50	50	50	50	50
Adjacent to R-Zone	25	25	25	25	25
Maximum Building Height - Feet	A 60	25	60	40	A 60/45
Minimum Street Frontage - Feet					
Standard Street	50	50	50	50	50
Cul-de-sac	30	30	30	30	30
Minimum Landscaping	15%	15%	15%	15%	15%
Lot Coverage Maximum					
Non-commercial use					
Use adjacent to residential			E 75%		
Minimum Lot Size/Other	B*	N/AG*	N/A*	N/AG*	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.

^A -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 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 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.

^B 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.

^C ~~Partitions or subdivisions require Master Plan for entire site in accordance with Conditional Use Permit criteria. Density transfer provisions may also apply from Canyon OSPR zone property.~~

^D ~~Setbacks may be reduced to 20 feet or increased to a minimum of 60 feet during the Site & Design Review process.~~

^E No use adjacent to or across the street from a residential zone shall exceed 75% of the lot area including buildings, storage or facilities.

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^F The minimum side yard shall be 10 feet for 1 and 2 story buildings and 15 feet for 3 story buildings.

^G ~~The minimum size for parks shall be 2,500 square feet to 2 acres for a mini-park, 3 to 5 acres for neighborhood parks and 5+ acres for community parks.~~

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

8.0230—Special Use Zone—Airport Control AC Zone.

~~Purpose and Applicability. The purpose and applicability of the AC Zone is:~~

~~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 shall be established as indicated on the Redmond Airport's official zoning map for existing runways and future modifications thereto, Roberts Field, or any other airport that may be constructed necessitating aviation controls which will affect land within the corporate limits of Redmond.~~

~~AC Sub-Zone Classifications and Designation. In an AC Zone, the following zones are hereby created:~~

~~Conical zone AC/C~~

~~Horizontal zone AC/H~~

~~Precision instrument approach zone AC/P-1A~~

~~Non-precision instrument approach zone AC/NO-1A~~

~~Visual approach zone AC/VA~~

~~Transition zone AC/T~~

~~Sub-Zone Coverage. AC Sub-Zone coverage requirements shall be as follows:~~

~~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.~~

~~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:~~

~~5,000 feet for all runways designated as utility or visual~~

~~10,000 feet for all other runways~~

~~Should a 5,000 feet 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.~~

~~Precision Instrument Approach Zones (AC/PIA). 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.~~

~~Non-Precision Instrument Approach Surface. 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~~

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~~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.~~

~~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.~~

~~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.~~

Height Limitations:

~~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.~~

~~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.~~

~~Where an area is covered by more than one height limitation, the more restrictive limitations shall prevail.~~

~~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 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.~~

~~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.~~

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

1. Purpose. The purpose of the Airport Zone is:
 - A. To protect the airport from encroachment of incompatible, non-airport and non-aviation uses.

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- 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 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.
- 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, 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, 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~~ 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 Compatibility Zone, all building shall meet the requirements set forth in the Airport Control (AC) zone map.
- 7. Off-Street Parking and Loading. In an Airport Zone, off-street parking and loading.

MIXED-USE ZONES

(***)

- 8.0256 Mixed Use Live/Work Zone (MULW).** In a MULW Zone, the following restrictions shall apply:

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1. **Purpose.** The purpose of the MULW zone is to:
- A. Provide a ~~mixed-use~~ **mixed-use** area that is appropriate for development which may include both living units and ~~work-space~~ **workspace**;
 - B. Provide flexibility for the development of live/work units; and,
 - C. Provide locations, where appropriate, for new businesses to start up and existing businesses to continue and potentially expand.

(***)

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

LAND USE:	ZONE:			REFERENCE / STANDARDS:
	MUN	MUE	MULW	
<u>Residential Uses.**</u>				All stand-alone residential uses listed in Table G may not occupy more than 20% of the net land area in the MUN zone.
Assisted Living Facility	O	O		
Bed and Breakfast	C	N		
Multi-Family Complex (5+ units)	<u>OC</u> *	<u>ON</u>		See RDC Section 8.3035, Design Review Criteria.
Residential use above ground floor (mixed-use unit)	O	<u>OG</u>		
Live/Work Dwelling	O	<u>OG</u>		See definitions of live/work houses, townhouses and apartments, and standards in RDC Section 8.3035, Design Review Criteria Live/work units must be a minimum of 2 stories
Residential Care Facility	C*	<u>CN</u>		Only permitted where Multi-Family Residential uses are allowed
Townhouse (3 or 4 units)	O*	<u>ON</u>		See RDC Section 8.3035,

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LAND USE:	ZONE:			REFERENCE / STANDARDS:
	MUN	MUE	MULW	
				Design Review Criteria.
<u>Eating and Drinking</u>				
Bakery (retail/sit-down)	O	O		
Bar/ 5 tavern (where food is also served) Brew Pub	<u>OG</u>	<u>OG</u>		
Café, sit-down restaurant, diner, brew pub	O	O		
<u>Entertainment</u>				
Indoor commercial recreation	O	O		See building area restrictions in Table H, Minimum Standards
Walk-in movie theater	C	<u>ON</u>		
<u>Automobiles/Trucks/RV Uses:</u>				
Gas stations	C	C		
Auto services	C	C		Includes auto lube shops (same day service)
Manufacturing (light industrial)	<u>C/N</u>	O		Includes “craftsman” such as glassblowing, etc.
Medical research facility	O	O		
Precision machine shop	N	<u>OG</u>		
Retail uses in support of primary industrial use	<u>NO</u>	O		
<u>Office and Office Products:</u>				
Office	O	O		Includes medical offices and professional services
Corporate Headquarters	<u>NO</u>	O		<u>Less than 50,000 sq ft foot print</u>

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LAND USE:	ZONE:			REFERENCE / STANDARDS:
	MUN	MUE	MULW	
Office service and supplies	O	O		
Printing, publishing	O	O		
Telemarketing, call center	O/C	O		Outright allowed use on upper floors of a multi-story building or allowed as a conditional use on ground floor and limited to 50% of total floor area on ground floor in the MUN zone.
<u>Public and Semi Public Uses:</u>				
Churches, religious institutions	C	C		
Lodge, club, non-profit/fraternal organization	C	C		
Park (public or private)	O	O		
Public transportation station <u>or</u> <u>public utility facility</u>	O	O		See definitions.
Schools (public or private)	C	C		
Recreation Facility (public or private)	O	<u>OG</u>		
<u>Private u</u> Utility facility	C	C		
<u>Commercial Uses:</u>				
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. <u>In addition to the Standards in Section 8.0600 Conditional Uses, the applicant shall bear the burden of proof to show the area and population that is</u>

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LAND USE:	ZONE:			REFERENCE / STANDARDS:
	MUN	MUE	MULW	
				intended to be served by single retail uses between 25,000 and 40,000 square feet.
Service Commercial Uses	O	<u>OG</u>		In the MUE zone, service commercial uses that serve surrounding businesses (such as beauty and barber shops, day care, dry cleaners, fitness centers, and print and copy stores) require a Conditional Use Permit.
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	<u>OG</u>		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.
<u>Residential Uses:</u>				
Existing Single Family Residential Use prior to May 2011			O	
<u>Live/Work Uses:</u>			N	
Live/Work Units			O	The business components are limited to those uses and development standards as listed

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LAND USE:	ZONE:			REFERENCE / STANDARDS:
	MUN	MUE	MULW	
				in the Section.
<u>Eating and Drinking</u>				N
Bakery (retail/sit-down)				O
Bar, tavern				OG
Café, sit-down restaurant, diner, brew pub				O
<u>Entertainment</u>				N
Indoor commercial recreation				OG
<u>Automotive Uses:</u>				N
Auto service and repair				C
Gas Stations				C
<u>Industrial Uses:</u>				
Light Industrial Uses including manufacturing, fabrication, and assembly	C	O	O	
Office				In the MULW zone, office use shall be only allowed as an accessory to and as a part of an outright permitted or conditional use.
Distribution center				O
Wholesaler				O
Precision machine shop				O
Research and development facility				O
Contractor Service and Supply				O Retail associated with this use is limited to 2,500 <u>5,000</u> square

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LAND USE:	ZONE:			REFERENCE / STANDARDS:
	MUN	MUE	MULW	
				feet.
Shop or studio (including woodworking and other artisans)				
Warehousing and Manufacturing				
<u>Office-Type Uses:</u>				
Office service and supplies				
Printing and publishing				
Telemarketing, call center, back office				
<u>Public and Semi Public Uses:</u>				
Churches, religious institutions				
Lodge, club, non-profit/fraternal organization				
Park (public or private)				
Public transportation station				
Recreation Facility (public or private)				<u>OG</u>
Schools (public or private)				<u>OG</u>
<u>Private u</u> Utility facility				C
<u>Public utility facility</u>				<u>O</u>
<u>Commercial Uses:</u>				
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

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LAND USE:	ZONE:			REFERENCE / STANDARDS:
	MUN	MUE	MULW	
				feet per use.
Service Commercial Uses				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.
Convenience Store				Limited to 2,500 square feet in size
New 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 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.

~~* Stand-alone residential uses are prohibited on lots adjacent to the street with the highest functional classification in the district~~

**** 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., ~~such as large merchandise retailers, home improvement centers, and mini-mall developments.~~**

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[Section 8.0260 added by Ord. #2009-03 passed May 26, 2009]
[Section 8.0260 amended by Ord. #2009-14 passed December 8, 2009]
[Section 8.0260 amended by Ord. #2011-09 passed November 8, 2011]
[Section 8.0260 amended by Ord. #2015-04 passed May 19, 2015]

8.0261 MULW Special District Overlay

(***)

8.0265 Table H, Minimum Standards. The following minimum standards are required in each respective zone (all distances are measured in feet):

STANDARDS:	ZONE:			REFERENCE / STANDARDS:
	MUN	MUE	MULW and MULW-SD	
Minimum Yard Setbacks				
Front Local Street	0**	10 ft.	10 ft.	
Collector Arterial		15 ft. 25 ft.	15 ft. 25 ft.	
Interior Side Standard Adjacent to R zone	No minimum 25 ft.	No minimum 25 ft.	No minimum	
Street Side Same as Front Local Street Collector Arterial	0 ft.	10 ft. 15/25 ft.	10 ft. 15 ft. 25 ft.	Shall meet minimum setback to local, collector or arterial street.
Rear Interior	0 ft.	10 ft.	10 ft	
—————Adjacent to alley	0 ft.*	25 ft.*	10 ft.	
Maximum Building Height	45 ft.***	45 ft.****	45 ft.	
Minimum Street Frontage	25 ft.	25 ft.	25 ft.	
Minimum Landscaping	15%	150%	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	80% of		Only permitted

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STANDARDS:	ZONE:			REFERENCE / STANDARDS:
	MUN	MUE	MULW and MULW-SD	
	as a permanent use	primary building		through site design review. Maximum size of storage area shall not exceed 40,000 square feet for any single use.
Parking			See Note	Note: Parking requirements for uses in the MULW and MULW-SD zones shall be pursuant to the provisions in Sections 8.0500-8.0515; and, Sections 8.3170 as applicable. Such parking may include permeable parking surfaces to the extent they are approved through the land use review process.

Note: Residential uses permitted in Mixed-Use zones shall be subject to the density standards for the R-5 zone. ~~[maximum density in the R-5 zone: 1 unit/2,500 sq. ft., or 17 units/acre.]~~

~~* A rear yard abutting an alley shall be a minimum of 20 feet from the property line to foundation when the alley is used to service the commercial establishment.~~

(***)

3. Exception: The provisions of subsections 1-2 do not apply when the approval body finds that the subject ~~single-story~~ 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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PLANNED UNIT DEVELOPMENT

8.0275 Planned Unit Development (PUD)

1. Purpose and Applicability.

The purpose of a planned unit development is to permit greater flexibility in land use regulations, thereby allowing the developer to use a more creative approach in the development of land. Density requirements, setbacks and other land use regulations may be adjusted to allow for a more creative and desirable living environment. Preservation of natural features and enhancement of the area vegetation, variety of land uses, variety of housing types, the economy of shared services and facilities, and a development more compatible with the surrounding area are a few of the common benefits attained from a planned unit development.

In return for greater flexibility in site development, the PUD process introduces some special requirements and standards for design approval. These conditions will be employed to maximize quality of site design.

2. Standards and requirements.

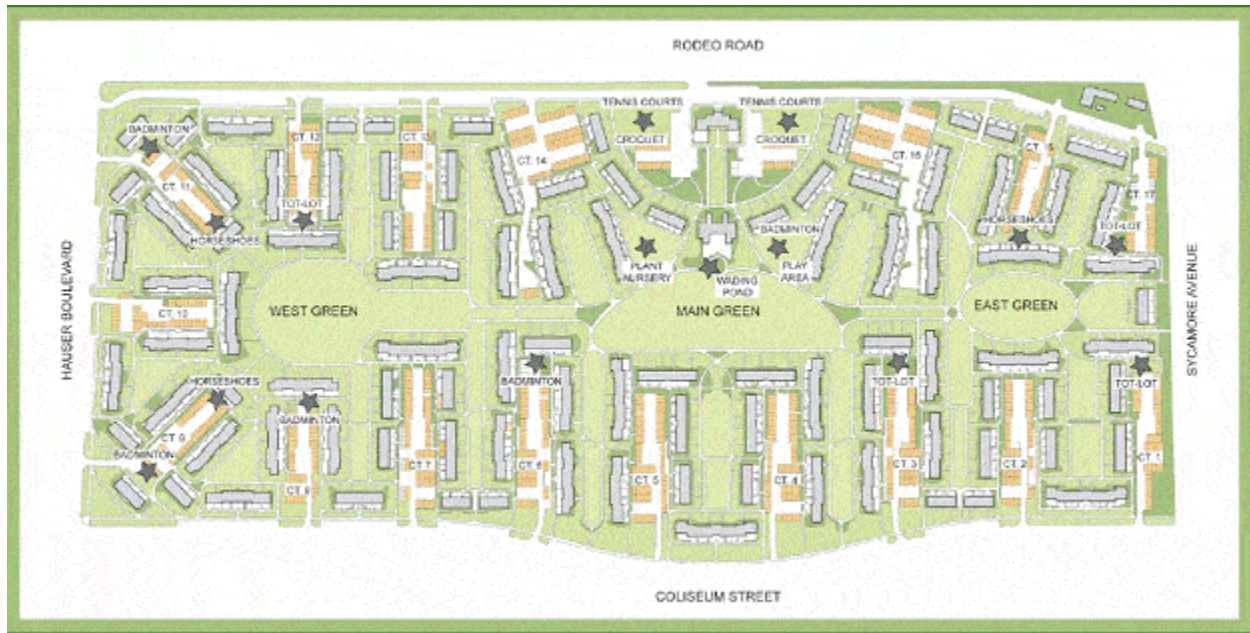
Approval of a request for a PUD is dependent upon the submission of an acceptable plan and satisfactory assurance that it will be carried out. The following standards and requirements shall apply:

1. The applicant shall submit a written narrative that addresses the applicable standards, code, and regulations.
2. A PUD approach may be utilized in the design and development of residential or commercial service areas.
3. A PUD must include a usable village green-style open space or recreational area designed for the use and benefit of all the dwelling units or lots in the development. Lots or units shall be designed to have the front façade of homes directly access the open space or recreational area provided. Size of open area shall be at least 1,000 square feet per unit and no less than 60 feet wide. See example below:

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4. No PUD shall be considered by the City that proposes a use not permitted either outright or as a conditional use within the zone. However, a separate application or rezoning may accompany the application for approval of the PUD in which case the two items shall be considered simultaneously.
5. The PUD shall receive a density bonus of 20% when at least 10% of the total number of units are affordable at 80% Area Median Income level or less for a period of no less than 20 years. These units shall be dispersed throughout the development and built at a rate and design similar to proposed market rate units.
6. The minimum area shall be 3 acres.
7. The City may recommend a performance bond or other surety to assure the proposed development will be completed as approved and within the time limits agreed to in the conditions of approval.

3. Procedure for all types of PUD's.

The following procedure shall be followed in requesting a PUD approval. A mandatory Pre-Application Meeting is required for any PUD proposal.

1. An applicant shall submit to the city an electronic version of the complete application, plus 3 hard copies. The plan shall show, at an engineer's scale of no less than 1"= 10', the following information:
 - 1.1 The relationship of the property to the surrounding area.
 - 1.2 The preliminary plan of subdivision or re-subdivision, if any, which shall include the information required by the Subdivision Ordinance.
 - 1.3 Land uses, building locations, density proposed, architectural style, efficiency measures, housing market served, and number of dwelling units.
 - 1.4 The arrangement of streets and pedestrian ways.

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- 1.5 Proposals that include reduced yards and lot size shall be designed to be served by private alleys or drives.
- 1.6 Garages must be setback from the front façade a minimum of 3 feet.
- 1.7 The location of off-street parking spaces, and a parking management plan if the total number of spaces required exceeds 75.
- 1.8 The location of **service commercial areas**, public or common open space/recreation areas.
- 1.9 Plans for site grading and drainage.
- 1.10 Plans for water supply and sewage disposal.
- 1.11 Plans for transfer of ownership of the property, if any, and arrangements for maintenance of common areas and facilities.
- 1.12 Landscape plan including the list species proposed and size/coverage at time of planting and at five years.
- 1.13 Proposed project timing schedule and surety, if required by City.

2. In considering the plan, the City shall determine that:

- 2.1 There are special development objectives or physical conditions which justify a request for a PUD.
- 2.2 The PUD will contain buffers on sides of the development that abut neighboring properties.
- 2.3 The PUD, through its design and function, will improve livability for planned residents.
- 2.4 The PUD contains a mix of housing choices.
- 2.5 The PUD can be completed within 5 years or phased for later development.
- 2.6 The PUD will not overload adjacent streets, or utilities.
- 2.7 The PUD will be consistent with the objectives of the Comprehensive Plan.

3. The City shall notify the applicant whether in its judgment the foregoing provisions have been satisfied and, if not, whether they can be satisfied with other alternatives or revision of the plan.

4. PLANNED UNIT DEVELOPMENT POST APPROVAL

Where a planned unit development has been authorized pursuant to applicable zoning regulations, the plan of the subdivision shall conform with the plan of the Planned Unit Development as approved. If changes to the approval are proposed, they must first be approved by the City through a land use process prior to construction or use.

- ~~1. The purpose of a Planned Unit Developments (PUD) is as follows:~~
 - ~~A. To provide a greater flexibility in development of land;~~
 - ~~B. To encourage a variety in the development pattern within residential and industrial zones within the community;~~
 - ~~C. To encourage a creative approach in land development and for a consistent and interesting architectural theme within each development;~~
 - ~~D. To identify and encourage mixed uses in a total area which could not otherwise be efficiently and aesthetically developed as an integrated whole;~~
 - ~~E. To encourage developers to use a creative approach in land development;~~
 - ~~F. To conserve natural land features;~~

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- ~~G. To facilitate a desirable aesthetic and efficient use of open space;~~
~~H. To create public and private common open spaces; and,~~
~~I. To provide flexibility in the location of improvements on lots.~~
~~J. To accrue benefits to the community as a result of flexibility and improved design, including but not limited to open spaces, trails, landscaping, activity areas, art, increased density, improved layout of lots and house design.~~
- ~~2. Throughout section 8.0275, the term "Development" shall mean a Planned Unit Development (PUD).~~
- ~~3. The uses shown in 8.0275 (Table 8a) are permitted in a residential Planned Unit Development.~~
- ~~4. Every PUD is subject to land use review and approval as a Conditional Use. Refer to Section 8.0286 for specific application and review procedures. Modification of approved PUD's is subject to the provisions of Section 8.0287.~~
- ~~5. A residential PUD shall consist of at least two of the three following housing types:
Single family dwellings and/or duplexes.
Townhouses with 4 or fewer units per structure and/or Multi family dwellings.
Townhouses with 5 or more units per structure and/or Multi family complexes.~~
- ~~6. In addition to the required two housing types, a residential PUD shall contain at least one of the following uses:
Permitted commercial uses compatible with and related to the PUD, including but not limited to service commercial, retail, and eating and drinking establishments; see 8.0275 (Table 8a).
Public or semi-public uses (refer to definitions) excluding required park and open space areas.
Community recreation facilities, including but not limited to golf course, gymnasium, recreation room / clubhouse; pool and related structures. Excludes "Class C" amenities as described in 8.0275.10.D.2
Offices
Agricultural uses as defined in 8.0275 (8a).~~

Table 8a. Uses Permitted. The following uses are permitted in Planned Unit Developments:

Land Use	Comments & References
Accessory Dwelling	Subject to RDC section 8.0325
Accessory Structure	Includes sheds, storage bldgs, residential garages
Apartments	Called "Multi-Fam. Dwellings / Complexes"
Appliance and Computer Repair	Incl. stereos, electronic equip, residential appliances
Beauty and Barber Shops & Salon	
Bed and Breakfast	
Bicycle Sales and Service	
Café, Restaurant (sit down), Diner	
Caretaker, Watchman living on-site	
Child Care, Day Nursery	
Church, Religious Institution	
Complex, Multi Family (over 4	30% parking reduction ok for senior facilities

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Land Use	Comments & References
dwellings)	
Condominium	State regulated
Driving Range	
Drug Store, Pharmacy	
Dwelling, Duplex	
Dwelling, Multi-Family (incl. 3 & 4 plex)	
Dwelling, Single Family	
Equestrian facilities	Subject to 8.0365, Livestock
Feed Store, Ag Supplies	Only as part of an equestrian facility
Florist	
Gallery, Studio	
General Retail	
Gift / Card Shop	
Golf Course	
Greenhouse	
Grocery Store, Deli, Market	
Gymnasium, Fitness Center, Spa	
Hardware	
Indoor Commercial Recreation	
Lodge, Club, Non-Profit/Frat Org.	
Miniature Golf, "Pitch and Putt"	
Novelty, Specialty, Variety	Incl. music/art supply, electronic equip., sporting goods
Office	
Outdoor Commercial Recreation	
Park (public or private)	E.g., playgrounds, recreation centers, pools, etc.
Parking Garage (public or private)	Private only; common area maintained by HOA
Pet Shop	
Plant Nursery	
Printing and Copying Store	
Public Transportation Station	
Res. Use other than Ground Floor	
Residential Care Facility	Only permitted where MFRs are allowed
Residential Care Home	Only permitted where SFRs are allowed
RV Park (public or private)	
RV Storage	For resident use only; HOA maintenance required
Schools (public or private)	
Single Family / Mfd Home	
Stable, Public or Private	
Townhouse	
Utility Facility	

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7. ~~The following exceptions to City standards may be allowed through the PUD approval process without a variance. However, exceptions must substantially result in improved design of the project. Improved design includes but is not limited to: alleys, parks, trails, open spaces, natural areas, unique housing design, activity areas, density increases, a full mix of housing types, energy efficient design, variety and number of trees, art, etc.~~
- ~~Minimum lot sizes.~~
- ~~Yard setbacks, except perimeter yard requirements.~~
- ~~Permitted land uses.~~
- ~~Grid street spacing standards.~~
- ~~Street frontage requirements on public roads.~~
- ~~Connection to public utilities, subject to review and acceptance by City Engineering.~~
- ~~Landscaping requirements, as stated herein.~~
- ~~Solar setback standards (only on lots that are not along the northern border of the development).~~
- ~~Street and right of way widths on non-grid streets.~~
- ~~Sidewalk placement and size standards.~~
- ~~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.~~
- ~~Development Standards. PUDs 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:~~
- ~~PUD's must be a minimum of four (4) acres in size.~~
- ~~Densities.~~

Zone	Densities (per net acre)
R-1	Not applicable (PUDs not allowed)
R-2	Not applicable (PUDs not allowed)
R-3	Not applicable (PUDs not allowed)
R-4	Minimum of 5 to 12 units / acre
R-5	Minimum of 8 or more units / acre

Design Requirements

Feature	Standard
Building Height	Underlying zone
Lot area	No minimum
Lot width	No minimum
Lot depth	No minimum
Floor area	No maximum

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Open space:	Based on class of amenity
Setbacks: ¹	
Perimeter:	20' (down to 10' at the discretion of the Hearings BodyCity) 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 BodyCity.
Front:	10' to house, 5' when house fronts common open space; 5' to townhouse; 20' to garage.
Side (corner lot)	No minimum; clear vision areas apply
Side (non-corner lot)	No minimum
Rear	No minimum; garage setback for alleys, if needed for parking or maneuvering, to be determined by Hearings BodyCity.
Commercial Use	20 feet²
Solar	Northern perimeter only
Non permeable surface area	Varies according to open space requirements
Bldg coverage	No maximum
Parking:	
Residential	2 spaces / d.u.
Commercial	Per Section 8.0500

Open Space, Park, and Common Area.

“Open space” means land area which can be physically accessed and used by occupants and users of the PUD for scenic, landscaping, or open recreational purposes within the development.

Open Space Land Area Requirements:

For all residential PUDs, the required land area³ used as open space, park, or common area shall be determined by the type of amenities added by the developer. The Hearings BodyCity shall be the final determiner of the interpretation to be given to this section. The Hearings BodyCity may reduce the total open space requirement at their discretion if the quality of the amenities proposed warrants consideration for such a reduction.

The amenity categories and required open space areas are as follows:

Class	Amenity	Total Land Area Req'd:
C	Trails, natural vegetation, small play structures,	15% of gross

¹ 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.

² Not exempt from arterial, collector, or local street setbacks were applicable.

³ 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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	landscaping	land area
B	Rec. center*, developed park**, pool, tennis courts, rec rooms, clubhouse, and similar amenities	12.5% of gross land area
A	Golf course, equestrian facility***, larger recreational facilities	10% of gross land area

~~*Recreation center size shall be 1,500 square feet minimum. Additional recreation center(s) may be sized based on individual phases. If multiple buildings are needed, then site locations in later phases may be required. Gymnasiums or other fitness-related uses qualify. Other similar uses may be substituted at the discretion of the Hearings BodyCity.~~

~~**Developed park shall contain irrigated landscaping, play equipment or meeting room facility (fully enclosed) large enough for most of the residents of the Development to use for events when the Development is fully built out, or by phase when the project is phased. Other similar facilities may be substituted at the discretion of the Hearings BodyCity.~~

~~***Equestrian facility means a facility used to board / stable and exercise horses. The Hearings BodyCity shall determine whether proposed facility meets the intent of a Class A amenity.~~

Open Space—General Requirements:

~~Public and private roads, and the landscaped portions of such roads and rights-of-ways, shall not be considered as open space.~~

~~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 BodyCity that preservation of significant natural feature(s) is not feasible. Waterways located on the property may be considered as open space for the development.~~

~~The Hearings BodyCity may require at its discretion the dedication of park land or open space to the City.~~

~~All common areas, open space areas, and landscaped rights of way shall undergo Site Design Review concurrently with the Development review, and are subject to Site Design Review standards for landscaping, with the exceptions noted herein.~~

~~Canyon rim / face, and other non-accessible open space may be considered as “open space”. However, if these areas are not physically accessible by the users of the Development for recreational purposes, up to half of such non-accessible land area, measured on the horizontal, may be counted towards the required area for open space. Full area credit may only be allowed wherever such features are completely accessible to occupants of the development.~~

~~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 BodyCity; however this shall not apply to any required~~

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~~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 BodyCity may allow additional natural feature open space credit.~~

~~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.~~

~~Parking areas and their required landscape screening shall not be considered as open space.~~

~~E. Construction Standards. In each Development, all provisions of the International and Uniform Building Code, and International Fire Code incorporating Oregon Fire Code amendments shall apply and control design and construction of improvements, except as specifically varied as provided within these standards. City Standards and Specifications shall apply unless a deviation is granted by the Hearings BodyCity as part of the PUD approval process.~~

~~Non-Residential Off-Street Parking and Loading. In residential PUDs, off-street parking and loading space for all non-residential uses shall be limited to 80% of the minimum standards of section 8.0500 of the Redmond Development Code. All non-residential parking and loading areas shall be screened from view from roads and residences, and shall be located behind structures where feasible. All parking lots shall be accessed from interior roads or alleys within the PUD unless the Hearings BodyCity determines that this is not feasible.~~

~~Signage:~~

~~Monument or entrance signage shall be reviewed with initial Site Design Review and integrated into the overall building and site design or separately at the discretion of the developer. If other similar signage is proposed separately from the overall development, then it shall require sign permit review at the time of submittal.~~

~~All entrance or monument signage within or adjacent to a PUD related to the Development shall integrate the Development theme into the design of the signage.~~

~~All entrance or monument signage shall conform to the requirements within each respective zone, and with RDC Article V, "Signs".~~

~~In a Residential PUD, other than the entrance signs, no signs shall be visible from adjacent residential properties.~~

~~Monument signs may be incorporated into the fence or wall design subject to Site Design Review approval.~~

~~Commercial Use Limitations within Residential Developments:~~

~~No commercial buildings shall exceed 5,000 square feet of commercial floor area. An exception to this area standard may be granted by the Hearings BodyCity.~~

~~Commercial structures visible from properties beyond the Residential Planned Development shall be designed so as to imitate residential building design, mass and scale.~~

~~Commercial land area excluding recreational facilities shall be limited to 5%~~

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~~of the gross area of the development.~~

~~Streets and Utilities.~~

~~All construction of streets and utilities within developments shall be required to comply with City Standards and Specifications at the discretion of the Hearings BodyCity if recommended by the City Engineer, except that the Hearings BodyCity can grant exceptions to specific Standards and Specifications as follows:~~

~~Street width~~

~~Right of way width~~

~~Sidewalk width / placement~~

~~The City may require those streets needed for traffic circulation to be public streets under the provisions of the Redmond Transportation Plan and the City grid street standards of RDC Sections 8.2400 and 8.3035.2.~~

~~The applicant shall provide to the City easements for all public utilities (sewer and water) on the subject property subject to acceptance by the Engineering Division. If required, all public easements may need to be dedicated without reservation, also at the discretion of the Redmond Engineering Division.~~

~~Landscaping.~~

~~A portion of the required landscaping shall be provided on the property to visually screen any commercial and multi family complex residential uses from adjoining single family and duplex property.~~

~~Street Trees. Street trees shall be placed adjacent to all public and private roads within all types of Developments, as specified within Article IV of the Redmond Development Code. However, street trees along alleys and private internal driveways are not required.~~

~~Fences and Walls. Perimeter walls or fencing, if required or proposed, shall integrate the architectural character plan and site plan elements into the design. Walls or fences may be required if the Hearings BodyCity determines it is necessary to meet one or more approval criterion.~~

~~Approval of any perimeter fencing or wall is discretionary to the Hearings BodyCity, and may be required to be modified based on approval criteria and the specific design submitted for review.~~

~~If a perimeter fence is required, the Hearings BodyCity can consider a vegetative screen in lieu of a fence.~~

~~All such fencing, if approved, shall comply with RDC 8.0340, "Fences".~~

~~General Development Design Requirements.~~

~~The total minimum number of dwelling units of all combined zones within a Residential PUD may be located anywhere within the Development subject to Hearings BodyCity approval, and subject to all applicable setbacks and regulations established herein.~~

~~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'.~~

~~Parking lot screening shall be achieved by either landscaping or fencing, or a combination of each.~~

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~~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.~~

~~If detached parking structures are proposed, they shall integrate the architectural character plan and site plan into the design. The Hearings Body/City may require a compatible design with adjacent development if necessary to meet one or more approval criterion.~~

~~Accessory dwelling units, when allowed in the underlying zone, are permitted subject to Supplementary Provisions section 8.0325.~~

~~Community or Recreation Buildings. A Development may contain community building(s) or recreation center(s) that are clearly incidental in use or size and related to the dwelling units. Such buildings shall be located on the same parent parcel of the development, and shall be commonly owned by the residents.~~

~~Existing Non-Conforming Structures. An existing attached or detached single family dwelling that is incorporated in to a Development may be permitted to remain, and at the discretion of the Hearings Body/City may be considered as an existing non-conforming residence subject to all non-conforming structure requirements within the RDC.~~

~~Architectural Theme. An architectural theme is required for all structures within any Development. The theme shall be continued on all elevations for each building, and onto the entire site (including but not limited to lighting, fencing, accessory structures and signage) as is applicable based on the specific theme chosen by the developer. For assurance of ongoing compliance, an Architectural Review Committee (ARC) shall be created for each Development through the CC&R's for each Development. The ARC shall be formed for the purpose of reviewing future changes and additions to structures including fencing and trim within the development, which shall be self-regulating following the City approval of each structure within the development, as stated within the CC&R's.~~

~~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 areas that are fenced or otherwise not visual or usable open space amenities.~~

~~Trash Enclosures. All developments within PUD's that contain Multi-family dwellings or Multi-family complexes shall provide centrally located trash collection enclosures for the Multi-family dwellings or Multi-family complexes. Trash enclosures shall be architecturally compatible in terms of color and materials with adjacent residential units. Trash collection bins or carts within the enclosures shall be as approved by the collection company.~~

[Section 8.0275 amended by Ord. #2016-17 passed January 31, 2016]

[Section 8.0275 amended by Ord. #2018-09 passed September 11, 2018]

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8.0280 Cluster Developments.

1. The purpose of a Cluster Development (CLD) is as follows:
 - A. To provide a greater flexibility in development of land on sites that may be too small (infill sites) or not ~~suitable for 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 8.0280, the term "Development" shall mean a Cluster Development (CLD).
3. The uses shown in 8.0280 (Table 8b) are permitted in a residential Cluster Development.
4. ~~Every CLD is subject to land use review and approval as a Conditional Use. Refer to Section 8.0286 for specific application and review procedures.~~ Modification of approved CLD's is subject to the provisions of Section 8.0287.

Table 8b. Uses Permitted. The following uses are permitted in Cluster Developments:

Land Use	Comments & References
Accessory Dwelling	Subject to RDC section 8.0325
Accessory Structure	Includes sheds, storage bldgs bldgs. , res. garages
Apartments	Called "Multi Fam. Dwellings / Complexes"
Child Care, Day Nursery	
Church, Religious Institution	
(***)	

(***)

6. Development Standards. CLDs 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. Cluster Developments may only take place on sites of 1 acre minimum to 4 acres maximum.
 - B. Densities.

Zone	Densities (per net acre)
R-1	Minimum of 43 units per acre maximum of 8 units/ acre Not applicable (CLDs not allowed)

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R-2	Minimum of 4 units per acre maximum of 10 units/ acre Not applicable (CLDs not allowed)
R-3	Minimum of 105 units per acre maximum of 120 units/ acre Not applicable (CLDs not allowed)
R-4	Minimum of 15 to 2042 units / acre
R-5	Minimum of 208 or more units / acre maximum of 30
Higher Density Overlay Zone	Up to 30 units / net acre

C. Design Requirements

Feature	Standard
Building Height	Underlying zone
Lot area	No minimum
Lot width	No minimum
Lot depth	No minimum
Floor area	No maximum
Open space:	Based on size of parent site; <u>minimum of 800 sq ft per unit or more.</u>
Setbacks: ⁴	
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:	10' to house, 5' when house fronts common open space; 5' to townhouse 20' to garage
Side (corner lot)	No minimum; clear vision areas apply
Side (non corner lot)	No minimum
Rear	No minimum; garage setback for alleys, if needed for parking or maneuvering, to be determined by Hearings Body.
Solar	Northern perimeter only
Non permeable surface area	Varies according to open space requirements
Bldg coverage	No maximum
Parking:	
Residential	2 spaces / d.u. <u>unless supported by Transportation letter approved by City Engineer</u>

⁴ 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.

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Other	Per Section 8.0500
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- 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 CLD for scenic, landscaping, or open recreational purposes within the development.
 2. Open Space Land Area Requirements:
For all CLDs, the required land area⁵ used as open space, park or common areas shall be 15% of the net land area (minus roads). Providing a recreation center, developed park, pool, tennis courts, recreation rooms, clubhouse, or other similar facilities (as determined by the Hearings Body) will reduce the required land area by up to 5% at the discretion of the Hearings Body .
 3. Open Space – General Requirements.
 - a. Public and private roads and the landscaped portions of such roads and rights-of-ways 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. Waterways located on the property may be considered as open space for the development.
 - c. The Hearings Body may require at its discretion the dedication of park land or open space to the City.
 - d. All common areas, open space areas, and landscaped rights of way shall undergo Site Design Review concurrently with the development ~~review, and review and~~ are subject to Site Design Review standards for landscaping, with the exceptions noted herein.

(***)

- E. Construction Standards. ~~In each Development, all provisions of the International and Uniform Building Code, and International Fire Code incorporating Oregon Fire Code amendments shall apply and control design and construction of improvements, except as specifically varied as provided within these standards. City Standards and Specifications shall apply unless a deviation is granted by the Hearings Body City as part of the CLD approval process.~~
1. ~~Non-Residential~~ **Non-Residential** Off-Street Parking and Loading. ~~In residential CLDs, off-street parking and loading space for all non-residential uses shall be limited to 80% of the minimum standards of section 8.0500 of the Redmond Development Code. All non-residential parking and loading areas shall be screened from view from roads and residences, and residences and~~ shall be located behind structures where feasible. All parking lots shall be accessed from interior roads or alleys within the CLD

⁵ 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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- unless the Hearings Body determines that this is not feasible.
2. Signage.
 - a. Monument or entrance signage shall be reviewed with initial Site Design Review and integrated into the overall building and site design or separately at the discretion of the developer. If other similar signage is proposed separately from the overall development, then it shall require sign permit review at the time of submittal.
 - b. All entrance or monument signage within or adjacent to a CLD related to the Development shall integrate the Development theme into the design of the signage.
 - c. All entrance or monument signage shall conform to the requirements within each respective zone, and with RDC Article V, "Signs".
 - d. In a Residential CLD, other than the entrance signs, no signs shall be visible from adjacent residential properties.
 - e. Monument signs may be incorporated into the fence or wall design subject to Site Design Review approval.
 3. Streets and Utilities.
 - a. All construction of streets and utilities within developments shall be required to comply with City Standards and Specifications ~~unless modified by at the discretion of the Hearings Body~~ ~~City if recommended by the City Engineer, except that the Hearings Body can grant exceptions to specific Standards and Specifications~~ as follows:
 1. Street width
 2. Right of way width
 3. Sidewalk width / placement
 - b. The City may require those streets needed for traffic circulation to be public streets under the provisions of the Redmond Transportation Plan and the City grid street standards of RDC Sections 8.2400 and 8.3035.2.
 - c. The applicant shall provide to the City easements for all public utilities (sewer and water) on the subject property subject to acceptance by the Engineering Division. If required, all public easements may need to be dedicated without reservation, also at the discretion of the Redmond Engineering Division.
 4. Landscaping.
 - a. A portion of the required landscaping shall be provided on the property to visually screen any multifamily complex residential uses from adjoining single family and duplex property.
 - b. Street Trees. Street trees shall be placed adjacent to all public and private roads within all types of Developments, as specified within Article IV of the Redmond Development Code. However, street trees along alleys and private internal driveways are not required.
 5. Fences and Walls. Perimeter walls or fencing, if required or proposed, shall integrate the architectural character plan and site plan elements into the design. Walls or fences may be required if the Hearings Body determines it is necessary to meet one or more approval criterion.

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- a. Approval of any perimeter ~~fencing~~ fencing, or wall is discretionary to the Hearings Body , and may be required to be modified based on approval criterion and the specific design submitted for review.
- b. If a perimeter fence is required, the Hearings Body can consider a vegetative screen in lieu of a fence.
- c. All such fencing, if approved, shall comply with RDC 8.0340, "Fences".
- 6. General Development Design Requirements.
 - a. The total minimum number of dwelling units of all combined zones within a Residential CLD may be located anywhere within the Development subject to Hearings Body approval, and subject to all applicable setbacks and regulations established herein.
 - b. 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'.
 - c. Parking lot screening shall be achieved by either landscaping or fencing, or a combination of each.
 - d. All parking spaces shall be ~~paved, and paved and~~ shall meet the parking space standards within sections 8.0500 -.0515 of the RDC, and all applicable code standards.
 - e. If detached parking structures are proposed, they shall integrate the architectural character plan and site plan into the design. The Hearings Body may require a compatible design with adjacent development if ~~necessary~~ necessary, to meet one or more approval criterion.
 - f. Accessory dwelling units, when allowed in the underlying zone, are permitted subject to Supplementary Provisions section 8.0325.
 - g. Community or Recreation Buildings. A Development may contain community building(s) or recreation center(s) that are clearly incidental in use or size and related to the dwelling units. Such buildings shall be located on the same parent parcel of the ~~development, and development and~~ shall be commonly owned by the residents.

(***)

8.0285 Cottage Developments.

(***)

- 4. ~~Every COD is subject to land use review and approval as a Conditional Use.~~ Refer to Section 8.0286 for specific application and review procedures. Modification of approved COD's is subject to the provisions of Section 8.0287.

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

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Land Use	Comments & References
Accessory Structure	Includes <u>ADU's</u> , sheds, storage bldgs <u>bldgs.</u> , residential . Garages
Dwelling, Single Family	
Park (public or private)	e.g., playgrounds, recreation centers, pools, etc.
Parking Garage (public or private)	Private only; common area maintained by HOA

(***)

C. Design Requirements

Feature	Standard
Building Height	25 feet
Lot area	No minimum
Lot width	No minimum
Lot depth	No minimum
Floor area	<u>Average of 1000 s.f. not to exceed 1250 s.f. per unit</u> less excluding garage(300 s.f. exempt for garage) 300 s.f. car garages only, no RV garages.
Open space:	8500 s.f. per each dwelling unit
Setbacks: ⁶	
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 bldgs
Side (non corner lot)	No minimum, but 10' required between bldgs
Rear	No minimum, but 10' required between bldgs
Solar	Northern perimeter only
Non permeable surface area	60% of parent property (maximum)
Bldg coverage	50% of parent property (maximum)
Parking:	
Residential	1.75 spaces / cottage d.u.

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.

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.

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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 ~~85~~500 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~~Abut 100% of the cottages in the development.~~
minimum of 20 feet wide

~~Have cottages abutting on at least 2 sides.~~

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.
- 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

~~Cottages shall:~~

~~Be oriented around and have the main entry taken from the common open space.~~

~~Be within 60 feet walking distance from the common open space.~~

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. ~~The Hearings Body~~City may require at its discretion the dedication of park land or open space to the City.
- 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

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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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.

(***)

7. Trash Enclosures. Centralized Trash Enclosures may be required at the discretion of ~~the city staff~~ Hearings Body. 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.

1. An applicant shall submit to the city an electronic version of the complete application, ~~plus 3 hard copies.~~ The plan shall show, at an engineer's scale of no less than 1"= 10', the following information:
 - 1.1 The relationship of the property to the surrounding area.
 - 1.2 The preliminary plan of subdivision or re-subdivision, if any, which shall include the information required by the Subdivision Ordinance.
 - 1.3 Land uses, building locations, density proposed, architectural style, efficiency measures, housing market served, and number of dwelling units.
 - 1.4 The arrangement of streets and pedestrian ways.
 - 1.5 Proposals that include reduced yards and lot size shall be designed to be served by private alleys or drives.
 - 1.7 The location of off-street parking spaces, and a parking management plan if the total number of spaces required exceeds 75. Parking Management plan requirements are found at Section.
 - 1.8 The location of public or common open space/recreation area.
 - 1.9 Plans for site grading and drainage.
 - 1.10 Plans for water supply and sewage disposal.
 - 1.11 Plans for transfer of ownership of the property, if any, and arrangements for maintenance of common areas and facilities.
 - 1.12 Landscape plan including the list species proposed and size/coverage at time of planting and at five years.
 - 1.13 Proposed project timing schedule and surety, if required by City.

[Section 8.0285 amended by Ord. #2016-17 passed January 31, 2016]

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~~**8.0286 Planned Unit Development (PUD), Cluster Development (CLD), and Cottage Development (COD) Review Procedure, Application Materials, and Approval Criteria.**~~

~~Applicability:~~

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~~PUD's, CLD's, and COD's may be used in any zone allowed by the Redmond Development Code. Minimum size, uses, and standards for these developments are found in section 8.0275 (PUD), section 8.0280 (CLD), and section 8.0285 (COD). The words "Development" or "Planned Development" within refers to PUD's, CLD's, and COD's.~~

Review Procedure:

The following Steps are required in the review process:

~~Step One: Preliminary Meeting. The applicant shall meet with City staff to review and discuss a preliminary concept for the PUD, CLD, or COD.~~

~~Step Two: Neighborhood Meeting. The applicant shall conduct one neighborhood meeting prior to application for a Conceptual Development. The neighborhood meeting shall include property owners and residents within 500 feet of the subject property, and must be held in accordance with the Community Development Department's neighborhood meeting requirements as follows: The neighborhood meeting shall occur either on a weekend between 10 a.m. and 6 p.m., or a weekday between 6 p.m. and 8 p.m. Meetings cannot be conducted on holidays, holiday weekends, or the day before or after a holiday or holiday weekend. The meeting must be held in the City of Redmond at one of the following locations: the Subject Property; the nearest available public meeting place (Examples include fire stations, libraries, community centers, or private building); an office space within a 4-mile radius of the subject property, and the meeting must be accessible per Americans with Disability Access requirements. The meeting cannot take place more than 6 months prior to acceptance of the application and the application will not be accepted before the neighborhood meeting is conducted. The applicant is required to send written notification of the meeting, allowing a reasonable amount of time before your meeting for property owners to plan to attend (postmarked at least 7 days prior to the meeting). Contacting and/or meeting individually with residents will not fulfill Neighborhood Meeting requirements. Once a neighborhood meeting has been conducted, a certification form shall be completed and included with the Development application.)~~

~~Step Three: Conceptual Development Plan review and recommendation (this step may be consolidated with step four).~~

~~Step Four: Final Development Plan including tentative subdivision plat, site & design review, or other land use action review and approval.~~

~~Step Five: Final Subdivision Plat, Site & Design Reviews, Sign permits, and Building permits, as applicable.~~

Review and Approval Process

~~A PUD, CLD, or COD shall be processed as a Land Use Action in accordance with Article II of the Redmond Development Code (RDC), except as modified by this section.~~

~~Developments with less than 10 lots may be decided by the Community DevelopmentCity Director, or may be referred to a Hearings BodyCity at the discretion of the Community DevelopmentCity Director. Developments with 10 or more lots shall be decided by a Hearings BodyCity after a public hearing is held in accordance with Article II of the RDC.~~

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~~All applications shall include the following:~~

~~Identification and description of the subject property. Proposed name of the development; names, addresses, and telephone numbers of applicant(s) and designers of the development; scale of plan; date of plan preparation; and north arrow.~~

~~The street address, legal description, and parcel identification number of the property proposed for development.~~

~~The name and address of the property's owner if different from the applicant. A Title Report or similar legal documentation shall be provided verifying property ownership.~~

~~An 8 1/2" x 11" vicinity map locating the subject parcel within the City of Redmond.~~

~~Additional materials, documentation, or reports as deemed necessary by the Community Development Director.~~

~~A description and map of the property's existing conditions, which shall include the following: topographic lines; water courses; natural features including rock outcroppings, ponds / marshes and wooded areas; existing streets or other public and private right of way locations including distance to centerlines; railroad lines, utility right-of-ways and easements; parks and other public open spaces, all existing structures and their uses, permanent easements; property boundaries and owners within one hundred feet of the development excluding roads; existing sewers, water mains, easements, culverts and other underground facilities within and adjacent to the development indicating pipe sizes, grades, manholes and their locations, and land ownership.~~

~~A description and site plan of the proposed development including a statement of the objectives to be achieved by the planned development, the population segment intended to be served by the planned development, and a description and map of the proposed:~~

~~Land uses~~

~~Housing types and density~~

~~Vehicular, bicycle, and pedestrian access and circulation~~

~~Off-street parking locations and estimated number of parking spaces~~

~~Open space areas with specific amenities, including a general description of how each open space will be used~~

~~Infrastructure improvements required on and off-site~~

~~Site drainage plan~~

~~Physical relationship to the land, surrounding land uses, and neighborhood compatibility.~~

~~Locations of all structures.~~

~~Natural features~~

~~Vehicular and bicycle/pedestrian circulation and access plan within and surrounding the proposed development.~~

~~Parks, common areas, and open spaces:~~

~~Descriptions of how each park, common area and open space will be used and whether they are public or private;~~

~~The size in square feet of each open space;~~

~~The percentage of open space of the overall development.~~

~~Lot and tract sizes for all lots (including perimeter setback);~~

~~On and off-street parking, including specific number of spaces, sizes, and locations~~

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~~Infrastructure improvements (water, wastewater, fire hydrants, streets, street lights, others).~~

~~Lighting plan (non “porch light: only)— shall comply with RDC 8.0330~~

~~Detailed landscape plan depicting:~~

~~The type, location, and size of all existing plant materials, and other attributes which may significantly represent the proposed development.~~

~~The type and location of all proposed plant materials, other landscape features, proposed treatment of ground surfaces and erosion control, and a plant material schedule with common and botanical names, sizes and quantities.~~

~~Street tree plan and indicator of type and automatic irrigation system to be used for all irrigated landscaping (corner lots shall provide at least one street tree for each street frontage)~~

~~Perimeter fence or retaining wall plan to include the exact location of the fence, fence design and dimensions (e.g. height, width, materials).~~

~~Drainage plan for the overall development; this plan shall also show how individual lots will retain all drainage on-site unless otherwise approved by the City Engineer.~~

~~Architectural character plan shall describe and illustrate the overall project theme, materials, and architecture for all building elevations, signage, fencing and open spaces, and an explanation of the formation of an architectural review committee for all future improvements that occur within the development.~~

~~Phasing schedule of project and general time table by phase.~~

~~Proposed ownership pattern.~~

~~Operation and maintenance responsibilities (neighborhood easements, common areas, condominiums, coops, neighborhood associations, etc.).~~

~~Description of all waste disposal, recycling and garbage collection methods.~~

~~Adequacy of water supply, including a fire flow analysis demonstrating adequate fire flow.~~

~~Draft CC and R’s (Codes, Covenants and Restrictions) explaining the creation of a Homeowner’s Association, and the ongoing maintenance of all common areas, open space, and privately owned infrastructure.~~

~~Tentative Subdivision or Partition plats as required by the applicable sections of Article III of the RDC and Site & Design Review documents as required by the applicable sections of Article IV of the RDC.~~

~~An architectural character plan indicating the use, massing, scale and orientation of the proposed buildings.~~

~~Landscape plan describing the type, location, and size of existing and proposed landscape features.~~

~~A description of the dimensional standards being proposed.~~

~~A burden of proof statement that includes a description of the proposal and a written explanation of how the proposed development complies with all the applicable review standards and criteria.~~

~~PUD, GLD, and COD Approval Criteria. The applicant shall fully address the following and the City shall make findings demonstrating that all of the following approval criteria have been met for approval. The City shall make findings that one or more of the criteria have not been~~

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~~met for denying a Development Plan.~~

~~Conditional Use Criteria of Section 8.0600.~~

~~Zoning Standards of Article I, except as modified by the planned Development.~~

~~Subdivision and Partition Standards of Article III, except as modified by the planned Development.~~

~~Site & Design Review Standards of Article IV, except as modified by the planned Development.~~

~~PUD (section 8.0275), CLD (section 8.0280), or COD (section 8.0285) use, development standards and purpose, as applicable.~~

~~Administrative Procedures.~~

~~Upon approval of a Development Plan of a Planned Development, (PUD/CLD/COD), the applicant shall record the approved planned development plat and declarations, after obtaining the required approval signatures. The recording instrument(s) shall contain, in addition to requirements of state statutes, a note on the face of the plat and CCR's indicating the name and type of planned development and a note indicating the city's land use file number.~~

~~A Development Plan shall be filed within two (2) years of the approval. Failure to begin development of the approved plan within 2 years of approval shall render the development null and void unless an extension is granted by the City.~~

~~Upon approval of a Development Plan, and prior to issuance of any permits on the subject site, the applicant shall prepare three documents which shall be reviewed and approved by the City prior to being stamped "approved":~~

~~A Development Plan final site plan which incorporates any changes in the submitted site plan required by the approval Decision.~~

~~A final landscaping plan which incorporates any changes in the submitted site plan required by the approval Decision.~~

~~A final set of dimensional and design standards that are approved with the Planned Development shall be shown on a matrix or table. The matrix or table shall clearly show the standards that apply to each use and each location within the Planned Development.~~

~~Modifications of planned developments are allowed and must be processed in accordance with section 8.0287 of the Redmond Development Code.~~

~~[Section 8.0286 amended by Ord. #2016-17 passed January 31, 2016]~~

~~**8.0287 Amending a Planned Unit, Cluster or Cottage Development.** Changes to approved Developments may occur subject to the requirements within this section. Such changes shall be reviewed by the Hearings BodyCity that approved the original Development. The Hearings BodyCity may specify other types of changes that they wish to delegate to the Planning Staff.~~

~~1. Types of Changes to Approved Developments.~~

~~A. Any changes to phasing that do not adversely impact the installation or operation of public or private.~~

~~B. Any changes to phasing that affects the timing of required public improvements requires review and approval.~~

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- ~~C. Adding or removing land requires an Amendment review and approval. A replat may be required if the underlying land has already been platted.~~
 - ~~D. Changing the Lot Layout Pattern or changing the type or location of approved uses within the Development. This includes converting lots from one type of dwelling to another, and requires an Amendment review and approval. A replat may be required if the affected property has already been recorded.~~
 - ~~E. Changes to Approved Land Uses or changes to the approved buildings in which the uses are located. Any change(s) to the approved land uses or to the structures which have been approved, other than single family dwellings or duplexes, within a Development requires an Amendment review and approval.~~
 - ~~F. Any substantive changes to CC&R's, or similar documents or agreements that directly affect the governing of the Development require an Amendment.~~
 - ~~G. The Development approval is transferable to new owners and interests; however, the new owners and interests are fully bound by the original approval and any modification or amendment thereto.~~
 - ~~H. Any change not listed herein can be requested through an Amendment application process. At the discretion of the Planning Manager, a specific change may be permitted through an administrative decision process provided that findings can be made that the requested change does not substantively alter the Hearing Body's initial or original approval, that all parties to the original decision or modification thereof receive notice of the change, and that the Hearings BodyCity is notified of the change. Changes to the approved Master Plan that change the character of the development, create the potential of having an adverse impact on property owners within or adjacent to the Development or potentially affect the public or private utilities shall be reviewed by the Hearings BodyCity that originally approved the Master Plan. In all cases, buildings, land or facilities requiring final Site Design Approval shall be reviewed by a Hearings BodyCity; minor changes to the Site Design approval may be administrative.~~
- ~~2. A Development Amendment is a land use action subject to all requirements for a land use action as specified in Article II (Procedures). An Amendment is subject to appeal.~~
 - ~~3. Master Plan Required: The developer / owner shall submit three copies of a new and complete Master Plan that clearly depicts and explains all approved changes to the Development, pursuant to RDC section 8.0300. This includes, but is not limited to lot patterns, additional land, changes in phasing, changes in use, changes in utility or street locations, density, signage, lighting and any other change to the original or modified plan.~~

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SUPPLEMENTARY PROVISIONS

8.0300 Master Development Plans. A Master Development Plan is required to annexation 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 as follows:

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8.0305 Establishment of Clear Vision Areas. 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~~ 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'.

(***)

8.0320 Gas, Card-Lock, or Fuel Container Abandonment. Any change of use proposed for any facility containing underground or above ground fuel containers shall provide verification from DEQ that all tanks have been ~~removed, or~~ removed or have been disabled and decontaminated. Verification of removal and/or decontamination shall occur prior to any building permit being issued for construction or for a change of use.

8.0321 Canopy Standards. For any use or structure proposing an overhead canopy, the following standards shall apply:

1. Definition. 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.
2. Setbacks. Canopy setbacks shall be measured from the edges of the canopy structure closest to the respective property ~~lines, and~~ lines and shall meet the setback requirements of the underlying zone, with the exception of the C-2 zone where there are no required setbacks. The canopy structure shall be set back not less than 10 feet from any property line.

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8.0322 Stacking Room. For any use that has drive-up service, the following shall apply.

1. Car length. For this purpose, a car length is deemed to be 20'.
2. Standards. The following shall apply to all on-site stacking room, which is required for any type of drive-up service:

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- E. Any use that is not identified herein shall incorporate the minimum standard (5 car lengths), or, ~~the city staff Hearings Body~~ may at their discretion allow for reduction in the amount of required stacking room with the finding that the use will not require the minimum stacking distance.

(***)

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 limitations and~~ are listed as separate and distinct uses in Table A; guest houses shall not contain kitchens.

1. 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~~ 800 square feet in gross floor area, but shall not be more than 50 percent of the floor area of the primary dwelling unit. 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.
2. If the accessory dwelling unit is located above a garage, the ADU may not exceed the footprint of the garage.
3. ~~Each accessory dwelling unit shall have 1 parking space in addition to the two parking spaces required for the primary dwelling unit.~~

(***)

8.0340 Fences. All fences constructed after the time of the adoption of this ordinance (Ord #2014-14, 07/22/2014) shall comply with the following standards. For the purpose of these standards fences refers 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 that the scale, location, and appearance of fencing does not adversely affect adjacent or nearby properties or public safety.

1. On all properties one (1) acre or less in size, in all Residential Zones (including residential uses in the C-2 Zone and in the Downtown Overlay District) and the Urban Holding Zone, all fences shall be developed to the following standards:
 - A. Fences abutting a local public street shall comply with the following:

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5. Fences shall be constructed of wood, vinyl, chain link or wrought iron. ~~Chain link fences are not permitted.~~ Other types of fences ~~(allowed to the 8-foot height limit)~~ may be approved by and at the discretion of the Community Development –Director subject to compliance with the intent statement above.
 6. Fences in side or rear yards which abut an alley shall be allowed to be 8 feet in height. (Note: the Oregon State Building Code – as defined in State Statute – indicates that fences in excess of 76 feet in height require a building ~~permit, and permit and~~ may need to be professionally engineered).
 7. Fences which encroach into the public right-of-way shall be treated as a nuisance and shall be subject to enforcement pursuant to Section 8.0805 of the City of Redmond Development Code.
- B. Fences abutting a collector or arterial street shall comply with the following:
1. In addition to the requirements for fences abutting a local street, fences located in side and rear yards that abut a collector or arterial public street shall in addition incorporate a minimum 5" wide square column every eight (8) feet along the fence with a cap added to the top of each column that is a minimum of a ½" larger in each direction and a minimum of 1" in height.
- C. Fences not abutting a public street shall comply with the following:
1. Fences located in the side or rear yards shall not exceed 8 feet in height. (Note: the Oregon State Building Code – as defined in State Statute – indicates that fences in excess of 76 feet in height require a building ~~permit, and permit and~~ may need to be professionally engineered).

(***)

2. In all Commercial Zones (except for the C-2, Central Business District Zone and the ~~Mixed Use~~ Mixed-Use Zones), the PF-Public Facility Zone, the Park Zone, and in any Industrial Zone, all fences shall be developed to the following standards:
 - A. The maximum height of a fence shall not exceed 8 feet. (Note: the International Building Code indicates that fences in excess of 76 feet in height require a building permit, and may need to be professionally engineered).

(***)

8.0345 Home Occupation. When permitted as an accessory use the following limitations shall apply to home occupations:

(***)

3. No materials or mechanical equipment shall be used which will be detrimental to or inconsistent with the residential use of the property or adjoining residences because of vibration, noise, dust, smoke, odor, interference with radio or television reception, or other factors.

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8.0362 Placement of Temporary Residences for Medical Hardship. A temporary residence shall be allowed as an additional dwelling due to a medical hardship under the following restrictions:

(***)

8.0370 Building Setbacks for the Protection of Solar Access.

1. Purpose.

The purpose of this Section is to provide as much solar access as feasible during the winter solar heating hours to existing or potential buildings by requiring all new structures to be constructed as far south on their lots as is necessary and feasible. This standard does not attempt to keep the shadow of a structure from crossing a property line. Instead, it attempts to limit the height of the shadow at the northern property line of the lot on which a structure is located. Required distances determined under this standard may use the northern public Right of Way (ROW), including public alleys, to meet this standard.

2. Standards.

A. All new structure or addition to existing residential structures higher than the existing structure shall meet the following standards except as provided in 8.0370.3 those mentioned in (3) (b) below: (Revised 6/98, 10/20)

1. **South Wall Protection Standard.** The south wall protection standard is established in Appendix A-1 and Appendix A-2 or permitting software solar calculator, and all new structures or additions higher than the existing structure shall meet this standard if feasible. If it is not feasible due to physical constraints of the lot, including but not limited to rock outcroppings, septic systems, existing legal restrictions, or lot dimensions as determined by the City, then the structure or addition higher than the existing structure must be located as far to the south on the lot as feasible and must meet the standards set forth in 8.0370.2.A.2 below. Distances determined by this standard follow these steps: measuring the highest shade producing point, determining the slope of the subject lot, finding the required setback using the solar standard methods designated in this section to the nearest grade percentage divisible by 5, and drawing the solar setback on the site plan.

1. **South Roof Protection Standard.** All new structures or residential addition higher than the existing structure shall meet the standard for south roof protection set forth in Appendix B-1 and Appendix B-2 or permitting software solar calculator. Distances determined by this standard follow these steps: measuring the highest shade producing point, determining the slope of the subject lot, finding the required setback using the solar standard methods designed in this section to the nearest grade percentage divisible by 5, and drawing the solar setback on the site plan.
2. **Exceptions.** The south roof protection standard shall not apply only if the applicant establishes:

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- a. that the structure cannot be located on the lot without violating the requirements set forth in Appendix B-1 and Appendix B-2 or permitting software solar calculator;
 - b. that the structure is built with its highest point as far to the south as feasible;
 - c. that the structure have its highest point less than or equal to 16 feet in heights; and
 - d. that it is a permitted use or conditional use for the lot.
- 3. Exemptions:**
- a. Property which is zoned commercial, mixed-use (MUN, MUE, MULW), public facility, fairgrounds, open space park reserve, or industrial shall be exempt from meeting the solar setback. That portion of residential property abutting commercial or industrial property shall be exempt from meeting the solar setback requirements.
 - b. All new residential lots, when approved through the subdivision, PUD or partition process, shall be exempt except when along the northern property line of the fully phased land division.
 - c. The City any area in which it determines that solar uses are not feasible because the area is already substantially shaded due to heavy vegetation, defined as a cluster of four or more trees, steep north facing slopes, and any area or zone in which taller buildings are planned. It is not required the subject vegetation must be retained, only that it exists at the time of the building permit review with request for solar exemption. An applicant seeking an exemption under this provision shall provide a calculation and/or diagram illustrating that substantial shading as defined in this standard already occurs. The City shall exempt a structure from the provisions of this Section if the structure will shade only a protected area in which solar uses are not feasible because the protected area is already substantially shaded at the time a request for exemption is made and approved by the City. Notice of the proposed exemption shall be sent to the affected property owner(s). Any exemption may be appealed by the affected property owner(s) in accordance with Section 8.1105.
 - d. Multi-family dwellings and multi-family complexes are exempt from the solar setback requirements of this Section except when the abutting property to the north is developed with a single-family dwelling.
 - e. The City may exempt a structure from the provisions of this Section if the provisions set by this Section are not met, given landowners of the affected northern property or properties agree to exempt said structure from this Section. This exemption must come in the form of a notarized letter identifying the pertinent landowners of the beneficiary and aggrieved lots accept to exempt said structure from the provisions of this standard. This letter should be submitted at the time of building permit application)

(***)

Comment [KL1]: I can't tell if the use of "City" in this section should be something else.

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8.0375 Manufactured Home Placement Standards.

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3. The manufactured home shall have a pitched roof, except that no standard shall require a slope of ~~less than greater than a nominal~~ three feet in height for each 12 feet in width.

WIRELESS AND BROADCAST COMMUNICATIONS FACILITIES

(***)

8.0405 Purpose and Applicability.

1. **Purpose.** The purpose of these standards is to provide reasonable and necessary regulations for the erection of wireless and broadcast communication facilities in order to:

(***)

- H. Protect the functions and safety of the Redmond Municipal Airport by adherence to Federal Aviation Regulations (FAR) Part 77, Oregon Aeronautics Division's Administrative Rule 738-70-010 through 738-70-260, "Physical Hazards to Air Navigation", and the Redmond Airport Master Plan.

(***)

8.0430 General Development Standards. All new wireless and broadcast communication facilities shall be found to comply with the following standards.

1. **Visual Impact**
 - A. **Tower Height.** Freestanding wireless and broadcast communication facilities shall be exempted from the height limitations of the zone in which they are located, except that in Residential and Urban Holding zones, no portion of the facility shall exceed fifty (50) feet in height, except where such facility is sited on an alternative tower structure. This exemption notwithstanding, the height and mass of the transmission tower shall be the ~~minimum~~ minimum, which is necessary for its intended use, as demonstrated in a report prepared by a licensed professional engineer. A wireless or broadcast communication facility that is attached to an alternative tower structure shall not exceed the height of the alternative tower structure by more than ten (10) feet, except that for location or collocation on alternative tower structures in Residential or Urban Holding zones, no increase in height shall be allowed.

3. **Separation and setbacks.**

(***)

7. **Landscaping.** Landscaping shall be placed around the outside perimeter of the security fencing and shall consist of ~~fast-growing~~ fast-growing vegetation that can be expected to reach a minimum height of six feet and form a continuous hedge within two years of

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planting. Drought tolerant landscaping materials shall be ~~required~~required.

(***)

OFF-STREET PARKING & LOADING REQUIREMENTS

8.0500 Off-Street Parking. Parking space requirements are based on the following standards according to the use (note: all required handicapped parking is included in the calculation derived parking standards within these charts). 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; Unless Transportation Analysis supports other methods as approved by City Engineer.
<i>Residential</i>	
All residential uses within the Downtown Overlay District	1 space per Dwelling Unit.
Apartments Bed and Breakfast Boarding House Caretaker, Watchman living on-site Cottage Developments Guest Houses / Access. Dwellings Homeless Shelter Multi Family Complex (over 4 D.U.s) Multi Family Dwelling (incl. 3 & 4 plex) Res. Use other than Ground Floor Res. Use, Ground Floor < 25% Res. Care Facility (6 or more residents) Res. Care Home (5 or less residents) Single Family Dwelling Townhouse *Dwelling Unit	2 sp / D.U.*; 1 sp / Mgr, 1 sp / 105 D.U.'s* 1 space per bedroom 1 space per <u>space per</u> bedroom 2 spaces per dwelling unit 2 spaces per cottage 1 space per dwelling unit 1 space per room, or 1 space per employee 2 sp / D.U.*; 1 sp / Mgr, 1 sp / 105 D.U.'s* 2 sp / D.U.* 2 spaces per dwelling unit 2 spaces per dwelling unit 1 space per each 2 rooms 2 spaces 2 spaces per dwelling unit 2 spaces per dwelling unit
<i>Commercial / Industrial</i>	
All Downtown Overlay District Commercial and Public Facility Uses	1 space per 500 net square feet of building area
Amusement Park Arena (Indoor Sports) Auto Sales (New and Used) & Rentals Auto Service Bulky Retail (incl. RVs, Furniture) Child Care, Day Nursery	20 spaces per acre 1 space per 4 seats 1 space per sales office or cubicle 1 space per service bay 1 space per 600 s.f. of retail floor area 1 space per employee; designated pickup area

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Land Use	Standard; Unless Transportation Analysis supports other methods as approved by City Engineer.
Commercial, Service, Repair	req'd 1 space per 600 s.f. of retail floor area
Contractor's Yard	1 sp per employee or 1 space per 200 s.f. of office area
Driving Range	1 space per driving cage + 1 space per employee 1 space per 100 s.f. of net square footage
Eating and Drinking Establishment	The first 1,000 square feet of total floor area is exempt from the parking standards. 4 spaces per 1,000 s.f. total floor area for buildings over 1,000 total square feet in floor area. Common parking may be provided in lieu of on-site parking subject to Section 8.0505 (12) Off-Street Parking and Loading Standards.
Eating and Drinking Establishment (within MUN and MUE zone)	
Equipment Rental	1 space per 600 s.f. of retail floor area
Equipment Sales and Service	1 space per 600 s.f. of retail floor area
Espresso Stand or Booth	1 space per employee
Golf Course	100 space per 18 holes / 50 spaces per 9 holes
Gymnasium, Fitness Center, Spa	1 space per 300 s.f. of net square footage
Industrial, General	1 space per space per 800 s.f.
Industrial, Service related	1 space per 800 s.f.
Kennel	1 space per employee, plus 2 spaces for public
Manufacturing and Assembly	1 space per space per 600 s.f.
Mini Storage	1 space per employee, plus 3 guest spaces- Interior aisles must be paved/used for unloading
Mixed Use (within MUN and MUE zone), structures containing more than one principal land 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.
Mobile / Mfd Home Sales & Service	1 space per 600 s.f. of office area
Mortuary or Funeral Home	1 space per employee, plus 4 spaces for public
Motel, Hotel	1 space per room, plus 1 space for mgr
Office	1 space per 300 s.f. of net office floor area
Office (within MUN and MUE zone)	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. 2 spaces for the first

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Land Use	Standard: <u>Unless Transportation Analysis supports other methods as approved by City Engineer.</u>
Recreation, Indoor Commercial Recreation, Outdoor Commercial Retail, General Retail (within MUN and MUE zone) Shopping Center Telemarketing / Call Center Theater, Walk-in Truck Stop Veterinarian Warehouse	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. 1 space per 4 seats 20 spaces per acre 1 space per 200 s.f. of retail floor area The first 1,000 square feet of total floor area is exempt from the parking standards. 2 spaces per 1,000 s.f. total floor area for buildings over 1,000 total square feet in floor area. Common parking may be provided in lieu of on-site parking subject to Section 8.0505 (12) Off-Street Parking and Loading Standards 1 space per 250 s.f. of floor area For centers w/ 5+ tenant spaces & mixed uses 1 space per employee, plus 5 guest spaces 1 space per 4 seats 1 space per 100 s.f. eating area (or 1 space per employee if no food is served) 2 spaces per DVM 1 space per <u>space per</u> 1000 s.f.
Public and Semi-Public Uses Church, Religious Institution Convention Center Hospital Lodge, Club, Non-Profit/Frat Org. Park (public or private) Public Recreation Facility/Community Center Public Transportation Station RV Park (public or private) Schools (public or private):	1 space per 4 seats 1 space per 4 seats 1.75 space per employee, plus 1.5 spaces per bed (offices / outpatient stalls are calculated separately) 1 space per 4 seats 5 spaces per acre 1 space per 300 s.f. of net square footage 1 space per 1000 s.f. (enclosed) 1 auto + 1 RV space for each design. RV place + 5 guest spaces (each RV space shall be at least 30' long)

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Land Use	Standard; Unless Transportation Analysis supports other methods as approved by City Engineer.
Elementary	3 spaces per classroom
Middle School	4 spaces per classroom
High School	8 spaces per classroom
College	1 sp. per employee + 1 sp. per each <u>per each</u> 2 students
Trade School, Adult Training	1 sp. per employee + 1 sp. per each <u>per each</u> student
Utility Facility	1 space

(***)

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

(***)

6. All required parking spaces shall be located not farther than 300 feet from the building or use they are required to serve, measured in a straight line from the building unless approved by the City Engineer.

(***)

11. On Street Parking Credits ~~within the MUN and MUE zone.~~ The minimum requirement off-street parking spaces may be reduced by the number of on-street parking spaces that are allowed and constructed along the street frontage of the proposed development subject to approval by the City Engineer. On-street parking spaces counted toward meeting the parking requirements of a specific use may not be used exclusively by that ~~use, but use but~~ shall be available for general public use at all times. Signs or other actions that limit general public use of on-street spaces are prohibited.
12. Common Parking Areas shall conform to city standards; and shall be located within 220 feet of the land use.

[Section 8.0505 amended by Ord. #2016-17 passed January 31, 2016]

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 8.0515~~ and shall have a minimum width of 9 feet and a minimum length of 20 feet; must be individually accessible, paved, and shall be continuously maintained by the property owner.

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- 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 20% compact spaces is permitted as required parking.

(***)

6. Except for dwellings not required to undergo land use review, groups of more than two parking spaces shall be so located and served by a driveway that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley unless approved by the City Engineer.

(***)

EXCEPTIONS

8.0550 Exception to Lot Size Requirements. If a lot or the aggregate of contiguous lots or parcels platted prior to the effective date of these standards has an area or dimension which does not meet the requirements of these standards, the lot or aggregate holdings may be put to use permitted subject to the other requirements of the zone in which the property is located. Lots that are pre-existing in residential zones that are below the minimum size for a single-family single-family dwelling shall be limited to one single family dwelling per lot.

8.0555 Exception to Yard Requirements. The Hearings Body may increase the yard requirement when a yard abuts a street which the City has designated for future widening. A The Hearings Body may permit a lesser front yard may be allowed when requirement if structures on abutting lots do not meet the front yardyear requirements of the zone in which it is located.

(***)

8.0565 Exception to Building Height Limitations. Except for the aviation requirements set forth in Section 8.0230, the following types of structures or structural parts are not subject to the building height limitations prescribed in Sections 8.0100-8.0295: architectural elements used for roofs, art, chimneys, church spires, clock towers, belfries, domes, monuments, fire and hose towers, observation towers, flag poles, air traffic navigational equipment, cooling towers, elevator shafts and other similar projections. Prior to construction of these structures or structural parts, a site plan shall be required in accordance with Site & Design Review Standards unless exempted by Code, or at the discretion of the Community Development Director or Hearings Body.

(***)

CONDITIONAL USES

8.0600 Authorization to Grant or Deny Conditional Uses. Uses designated herein as conditional uses may be permitted upon authorization by the Hearings Body in

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accordance with the standards and procedures established in this article. Before approving an application for a conditional ~~use~~ use, the Hearings Body shall find the following criteria are either met, can be met by observance of conditions, or are not applicable:

(***)

8.0605 General Conditions. In addition to the ordinances set forth in a specific zone, this article, and other applicable standards and criteria used in addressing a new conditional use or the alteration of an existing conditional use, the Hearings Body may impose conditions which it finds necessary to avoid an unacceptable impact and to otherwise protect the best interests of the surrounding area or the City. These conditions may include the following:

1. Limiting the ~~manner in which~~ way the use is conducted including restricting the time an activity may take place and establish conditions or restraints that will minimize such environmental effects as noise, vibration, air pollution, glare, and odor. The City may require additional proof from the applicant that quantifies compliance with this requirement at the time of application submittal.

(***)

9. Requiring diking, screening and/or landscaping of a facility to protect adjacent or nearby ~~property, and~~ property and designating standards for its installation and maintenance.

(***)

4. Cemeteries: The Hearings Body shall require evidence and shall find that the terrain and soil types of a proposed location are suitable for interment, and that the nature of the subsoil and drainage will not have a detrimental effect of ground water sources or domestic water supplies in the area of the proposed use.

(***)

9. Dog pounds and kennels: The Hearings Body may authorize a dog pound or kennel as a conditional use ~~provided that~~ if building and site design provisions are adequate to minimize noise and odor. When necessary to protect surrounding properties, the Hearings Body may require a sight obscuring fence or hedge, and may restrict vehicular access and loading facilities, especially those required by trucks transporting large animals.

(***)

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

(***)

12. All manufactured home parks over 10 acres in size shall be locate ~~so as to~~ to have access on a street designated as a collector street unless otherwise approved by a Hearings Body .

(***)

13. Multi-Family Dwelling and Multi-Family Dwelling Complex: A multi-family dwelling and a multi-family complex shall comply with the following provisions:

(***)

- B. All such complexes with more than 20 dwelling units shall be located ~~so as to~~ to have access on a street designated as a collector unless otherwise approved by the Hearings Body .

(***)

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:

(***)

- B. Design Standards.

1. The maximum density of an RV park shall be ~~18~~ 20 units per acre.

(***)

17. Mini-Storage Developments:

- A. The site shall contain a minimum ~~of 3 acres~~ seven (7) acres.

- ~~B. The site shall have frontage on a major arterial.~~

- BC. The site shall have access only on a minor arterial, major collector or minor collector.

- CD. The maximum lot coverage shall not exceed sixty (60%) per cent of the total lot area.

- DE. 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.

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- EF.** 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 will compliment the landscape and assure compatibility with adjacent uses.
- FG.** All mini-storage units shall be screened by a site-obscuring fence or landscape buffer.
- GH.** All roadways within the mini-storage development shall be a minimum of twenty (20') feet in width and shall be paved.

(***)

VARIANCES

8.0700 Authorization to Grant or Deny Variances. Except as provided for in Section 8.0710, the Community Development Director or Hearings Body may authorize variances from these standards where it can be shown that owing to special and unusual circumstances related to a specific piece of property, the literal interpretation of these standards would cause an undue or unnecessary hardship; except that no variance shall be granted to allow the use of the property for purposes not authorized within the zone, or to alter any procedural requirements of these standards. Variances to residential yard/setback requirements may be allowed as described below and may include, in granting a variance, conditions may be attached to protect the best interest of the surrounding property or neighborhood and to otherwise achieve the purposes of these standards.

~~Variations from required minimum lot sizes (unless accepted by RDC section 8.0575(2) and approved Master Plans are not candidates for variance consideration.~~

[Section 8.0700 amended by Ord. #2016-17 passed January 31, 2016]

8.0705 Standards Required to Grant Major Variances. A major variance may be granted pursuant to the provisions of Section 8.0700 if the applicant can establish the following:

1. That special conditions exist which are peculiar to the land, structure or building involved and which are not applicable to other lands, buildings, or structures in the same zonedistrict.
2. That strict interpretation of these standards would deprive the applicant of rights commonly enjoyed by other properties in the same zonedistrict under the terms of these standards.
3. That the special conditions and circumstances do not result from the actions of the applicant and such conditions and circumstances do not merely constitute pecuniary hardship or inconvenience.
4. That granting the variance will be in harmony with the objectives of these standards, and not injurious to the neighborhood or otherwise detrimental to the public welfare.

(***)

8.0720 Application for a Variance. A property owner may initiate a request for a variance by filing an application with the Community Development Department~~Director using forms~~

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~~prescribed in Article II of these standards.~~ The application shall be accompanied by a plan, drawn to a suitable scale, showing the condition to be varied and the dimensions and arrangement of the proposed development. The application shall be reviewed in the manner provided for in Article II, or, if in conjunction with site plan review, in the manner provided for in the Site & Design Review Standards.

AMENDMENTS

8.0750 Authorization to Initiate Amendments. An amendment to the text of these standards, or to ~~the City Comprehensive Plan Map a zoning or plan map~~ may be initiated by either City Council, or the Planning Commission. A property owner may initiate a request for a map or text amendment by filing an application with the Community Development ~~Department~~Director using ~~the form(s) prescribed by Article II of these standards.~~

~~**8.0755 Zone / Plan Map Amendments.** The Hearings Body shall, within 45 days after filing of a petition by a property owner for a zone change/plan amendment with the Community DevelopmentCity Director, hold a public hearing in accordance with the provisions of Article II. Prior to said hearing the Community DevelopmentCity Director shall refer the proposed amendment to the Planning Commission for their review and a recommendation. The recommendation of the Commission shall be made a part of the record at the hearing.~~

(***)

4. That there is a change of circumstances₁ ~~or~~ further studies justifying the amendment₁ or mistake in the original zoning.

8.0765 Tentative Approval. Based on the facts presented at the hearing and the recommendation of the Planning Commission, if the Hearings Body determines that the applicant has met all applicable criteria for the proposed change, the Hearings Body shall give tentative approval of the proposed change. Such approval shall include any conditions, stipulations or limitations which the Hearings Body determines to be necessary to meet the criteria. An appeal of the Hearings Body 's decision shall be processed and decided in the manner provided for in Article II of these standards. Upon completion of hearings process, the council shall, by order, effect the zone reclassification of the property. Provided, however, if the applicant fails to abide by the conditions attached to the rezoning the Council may, ~~at a later date~~ later, rezone the affected property to its original zoning by order.

(***)

~~**8.0775 Limitations on Re-Applications.** No application of a property owner for an amendment to the text of these standards or to the zoning map shall be considered by the Hearings BodyCity within the six month period immediately following a previous denial application; if in the opinion of the Hearings BodyCity, new evidence or a change of circumstances warrant it, however, the Hearings BodyCity may permit a new application.~~

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GENERAL PROVISIONS

(***)

8.0805 Enforcement.

(***)

5. Revocation for False Statement. The City Manager or designee may revoke any permit granted pursuant to the provisions of these standards, if it is determined ~~that~~ the permit was issued on account of material false statements contained in the application form or material false representations made at a public hearing. A decision to revoke a permit shall be subject to the procedures established for a Development Action, with the corresponding right of appeal.

(***)

- 8.0810 Corrections.** The provisions of this Code may be corrected by the City Manager or designee to cure formatting, numbering, editorial and clerical errors.

(***)

PRESERVATION OF HISTORIC RESOURCES

(***)

8.0865

(***)

4. Certificate of Appropriateness – Major Alteration. A public hearing before the Commission and a signed Certificate of Appropriateness shall be required for Major Alteration activities not exempted in A.1 through A.3. and C.1 through C.3 of this Section.

(***)

- C. In order to approve an application for the alteration of a Landmark, the Commission must find that the proposal meets the following guidelines as applicable:

(***)

4. Changes to a property that have acquired historic significance ~~in their own right shall~~ shall be retained and preserved; and/or

(***)

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ARTICLE II - LAND USE PROCEDURES

INTRODUCTION AND GENERAL PROVISIONS

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6. **Quasi-judicial** zone change or plan amendment generally refers to a plan amendment or zone change directly affecting individual property owners and ~~that~~ involves the application of existing policy to a specific factual setting. There are three factors that must be analyzed to distinguish the difference between a legislative change and a quasi-judicial change. These three factors are: ~~-(1)~~ (1) whether the request is bound to result in a decision, (2) whether the request requires the application of specific criteria, and (3) the size of the area and the number of people affected by the decision. In most cases the conclusion is based on the answer to the third question.

8.1010 Application Requirements.

1. Applications for development actions 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 narrative statement or Burden of Proof, ~~that~~ explains how the application satisfies each and all of the relevant criteria and standards in sufficient detail for review and decision-making; and
 - D. Be accompanied by the appropriate filing fee.
2. Failure to include any of the required information may lead to a determination ~~that~~ the application is incomplete and may be rejected.

(***)

8.1015 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.
- ~~2. The applicant should within 14 days of the date of the letter indicate whether the applicant will continue to pursue a decision or withdraw the application.~~
- ~~3. If the applicant fails to respond within 14 days, at the discretion of the Community Development City Director, the city may return the application or continue through to a final decision.~~
- ~~4. Upon return of the application, the applicant may request a refund of any remaining fees or 50% of the total amount of the fee whichever is greater.~~

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8.1020 False Statements on Application and Supporting Documents. If the applicant or the applicant's representative or apparent representative makes a misstatement of fact on the application regarding property ownership, authority to submit the application, acreage, or any other fact material to the acceptance of the application, and such misstatement is relied upon by the Community Development Director or designee or Hearings Body in making a decision whether to accept the application, the Community Development Director or designee may upon notice to the applicant and subject to an applicant's right to a hearing declare the application void.

(***)

8.1120 Hearings Body.

1. The following shall serve as hearings or review body for legislative changes in this order:
 - A. The Planning Commission or Hearings Officer.
 - B. The City Council.
2. Any legislative change initiated by the City Council shall be reviewed by the Planning Commission [or Hearings Officer](#) prior to action being taken by the Council.

(***)

8.1210 Decision.

1. Development action applications acted upon without notice or hearing should be approved or denied by the Community Development Director or designee within 30 days of acceptance of the application by the Community Development Director or designee.
2. Notice of a decision shall be provided to the applicant or the applicant's representative and to the Planning Commission and the City Council.
3. The decision may be appealed in accordance with Sections 8.1500 through 8.1530 herein.
4. A development action decision becomes final when no further [local](#) appeal under this title is possible.

(***)

LAND USE ACTION

(***)

8.1305 Action on Land Use Action Applications.

1. The Community Development Director or designee may decide upon a land use action application for other than a Comprehensive Plan amendment and zone change administratively either with prior notice, as prescribed under Section 8.1310, or without prior notice, as prescribed under Section 8.1315, or he may refer the application to the Hearings Body for hearing. ~~The Community Development City Director or designee should take such action within thirty (30) days of the date the application is accepted as complete. This time limit may be waived at the option of the applicant.~~

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2. The Community Development Director or Community Development Director's designee's choice between or among administrative or hearing procedures to apply to a particular application or determination shall not be an appeal-able decision.
3. Zone change and plan amendment applications shall be referred to a hearing before the Hearings Body.

8.1310 Administrative Land Use Decisions with Prior Notice.

(***)

- ~~3. The Community Development City Director or designee=s decision to approve or deny shall be made within thirty (30) days after an application is accepted as complete. The time limit may be waived by the written consent of the applicant.~~
34. Notice of the City's Community Development Director or designee=s decision and the appeal period shall be sent to all parties and to all members of the Planning Commission and the City Council.
45. The applicant and all persons commenting as provided in this section constitute parties to the administrative decision. Any party can appeal the decision in accordance with Sections 8.1500 through 8.1560 herein.

(***)

8.1325 Filing of Staff Report for Hearing.

1. At the time an application, that in the judgment of the Community Development Director or Community Development Director's designee requires a hearing, is complete, a hearing date shall be set.
2. Whenever possible, a draft staff report should be made available sevenfifteen (~~715~~) days prior to hearing.

(***)

8.1330 Hearings Body.

1. At the discretion of the Community Development Director or designee, ~~t~~The following shall serve as the Hearings Body in this order:

(***)

8.1350 The Hearings Record shall include.

1. A digital magnetic tape record of the hearing shall be made.

(***)

8.1400 Modifications of Approval

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1. Modifications

- A. A Modification shall be processed as an Administrative Land Use Action as provided for in Section 8.1300 - 1315. Modifications are requests for revision or deletion of a condition of approval or a change to a site development plan that is the result of changed circumstances, an error in the original decision or inconsistency with the current code. ~~Modifications may only be accepted after 90 days has elapsed from the effective date of the initial land use approval.~~
- B. The applicant for a modification shall include reasons for the modification and demonstrate that the request is consistent with the provisions of the code and is necessary due to a change of circumstances, an error in the original decision or inconsistency with the current code.
- C. ~~At the discretion of the Community Development Director or designee, modifications to a decision rendered by a Hearings Body shall be processed by the same Hearings Body.~~

(***)

2. Alteration to an Approved Plan:

(***)

- B. Proposed changes to an approved Land Use Action shall be submitted in writing to the Community Development Department for approval. The department director shall grant approval to the proposed changes if it is determined that the change does not substantially alter the previous approval previously given, or the final conditions of approval. If the director determines ~~that~~ the proposed change does constitute a substantial alteration or a violation of the conditions the proposal shall be processed as a modification or in the same manner as a new application.

(***)

APPEALS

8.1500 DEFINITIONS: the following definitions shall apply:

- 1. **City Council** shall mean the Redmond City Council
- 2. **Planning Division** shall mean the Planning Division of the Community Development Department of the City of Redmond.
- 3. **De Novo Review** shall mean that both old and new testimony or information may be presented at the hearing.
- 4. **On ~~The~~ Record Appeal** shall mean that the review is based only on testimony or information presented at the lower body's proceedings.

8.1505 Who May Appeal.

- 1. The following persons may file an appeal:

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A. A party on record;

(***)

8.1510 Filing Appeals.

1. To file an appeal, an appellant must file a completed notice of appeal on a form prescribed by the Planning Division, accompanied by the required appeal fee, and a transcript preparation fee for ~~of~~ any hearing appealed from.
2. The notice of appeal and appeal fee must be received at the offices of the City of Redmond Community Development Department no later than 5 p.m. on the twelfth day following mailing of the decision. Notices of Appeals may not be filed by facsimile machine.
3. If the City Council is the review authority ~~hearings body~~ and the City Council declines review, a portion of the appeal fee may be refunded. The amount of any refund will depend upon the actual costs incurred by the City in reviewing the appeal.

8.1515 Notice of Appeal. Every notice of appeal shall include:

1. A statement raising any issue relied upon for appeal with sufficient specificity to afford the ~~hearings body~~ an adequate opportunity to respond to and resolve each issue in dispute.
2. If the City Council is the review authority ~~hearings body~~, a request for review by the City Council stating the reasons why the City Council should review the lower review authority's ~~hearings body~~ decision.
3. If the City Council is the review authority ~~hearings body~~ and de novo review is desired, a request by the applicant for de novo review shall state the reasons why the City Council should provide such review.

8.1520 Determination of Jurisdictional Defects

1. Any failure to conform to the requirements of Sections 8.1510 and 8.1515 shall constitute a jurisdictional defect and isrender the appeal void.

~~Determination of jurisdictional defects in an appeal shall be made by the hearings body to which an appeal has been made.~~

8.1525 Transcript Requirement.

Except as otherwise provided in this section, the appellants shall pay for a ~~provide~~ a complete transcript of any appealed hearing. ~~appealed from, from recorded magnetic tapes provided by the Planning Division.~~

~~Appellants shall submit to the Planning Division the transcript no later than ten days after the date notice of appeal is filed or within ten days after the hearing tape is mailed or given to the appellant, whichever is later. Unless excused under this section, an appellant's failure to provide a transcript shall cause the City Council to decline to consider the appellant's appeal further and shall, upon notice mailed to the parties, cause the lower hearings bodyCity's decision to become final.~~

~~An appellant shall be excused from providing a complete transcript if appellant was prevented from complying by: (1) the inability of the Planning Division to supply appellant with a magnetic~~

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~~tape or tapes of the prior proceeding; or (2) defects on the magnetic tape or tapes of the prior proceeding that make it not reasonably possible for Appellant to supply a transcript.~~

(***)

8.1540 Hearing on Appeal.

1. The appellant and all other parties to the decision below shall be mailed notice of the hearing on appeal at least twenty (20) days prior to any de novo hearing or deadline for submission of written arguments as provided in Section 8.1335.
2. Except as otherwise provided in this chapter, the appeal shall be heard as provided in Section 8.1335 of the Redmond Code.
3. The order of hearings body shall be as provided in Section 8.1330 of the Redmond Code.
4. The record of the proceeding from which appeal is taken shall be a part of the record on appeal.
5. The record for a review on the record shall consist of the following:
 - A. A written transcript of any prior hearing or meeting;
 - B. All written and graphic materials that were part of the record below;
 - C. The hearings body decision appealed from;

(***)

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

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~~ ~~hearings body~~ 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~~ ~~hearings body~~ 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.

(***)

LIMITATIONS ON APPROVALS

(***)

8.1610 Approval Extension. Extensions beyond two (2) years may be approved by the Community Development Director or designee, or Hearings Body for periods of one (1) year, up to an aggregate of two (2) additional years provided that; no code changes which may be contrary to the original decision have occurred relative to that proposal, and there has been no new development since the original approval on any adjacent

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property. Such extensions shall be administrative, in writing, and not subject to appeal.
(3/99)

~~8.1620 Additional Approval Time Extension. Notwithstanding Sections 8.1605 and 8.1610, all City approved land use permits as listed in Section 8.1620(1) below, that were due to expire after July 1, 2013, per Ordinance No. 2011-04, are hereby extended to June 30, 2015. Permits which have been automatically extended by this regulation may not apply for an additional extension of time.~~

~~1. RMP-07-02, RMP-07-09, PUD-05-01, PUD-06-03, PUD-06-05, PUD-07-02, PUD-08-01, SUB-02-07, SUB-04-12, SUB-05-12, SUB-05-14, SUB-06-02, SUB-06-17, SUB-06-19, SUB-06-22, SUB-06-27, SUB-06-32, SUB-07-02, SUB-07-04, SUB-07-07, SP-05-58, SP-06-46, SP-06-49, SP-06-55, SP-07-13, SP-07-14, SP-07-19, SP-07-47, SP-08-23, CU-06-16, CU-07-09, CU-07-11, V-04-23, V-06-07, V-07-06, V-07-07, V-07-09, V-07-28, V-08-06, MC-07-18, MC-08-03.~~

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DECLARATORY RULING

8.1700 Availability of Declaratory Ruling.

1. Subject to the other provisions of this section, there shall be available for the City's comprehensive plan, zoning standards, subdivision and partition standards, site and design standards, sign standards and this Article a process for:

(***)

- E. Determination of other similar status situations under a comprehensive plan, zoning ordinance or land division ordinance that do not constitute the approval or denial of an application for a permit. Such a determination or interpretation shall be known as a "declaratory ruling" and shall be processed in accordance with this section. In all cases, as part of making a determination or interpretation the Community Development Director or designee (where appropriate), or Hearings Body (where appropriate) shall have the authority to declare the rights and obligations of persons affected by the ruling.
2. A declaratory ruling shall be available only in instances involving a fact-specific controversy and to resolve and determine the particular rights and obligations of particular parties to the controversy. Declaratory proceedings shall not be used to grant an advisory opinion. Declaratory proceedings shall not be used as a substitute for seeking an amendment of general applicability to a legislative enactment.

Declaratory rulings shall not be used as a substitute for an appeal of a decision in a land use action or for a modification of an approval. ~~In the case of a ruling on a land use action a declaratory ruling shall not be available until ninety (90) days after a decision in the land use action is final.~~

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8.1710 Procedures. Except as set forth in this section or in applicable provisions of the zoning standards, the procedures for making declaratory rulings shall be the same as set forth in this title for land use actions. Where the ~~City Planning Division~~ is the applicant, the ~~City Planning Division~~ shall bear the same burden that applicants generally bear in pursuing a land use action.

(***)

ARTICLE III. LAND DIVISION STANDARDS

8.2000 Title. These standards shall be known as the City of Redmond Land Division Standards and may be so cited and plead.

[Section 8.2000 amended by Ord. #2012-11 passed October 23, 2012]

8.2005 Purpose. In accordance with ~~the provisions of the applicable provisions in the~~ Oregon Revised Statutes ~~(ORS) (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:

1. Encourage well planned subdivision and partition development to the end that good livable neighborhoods with all needed amenities and community facilities may be created.
2. Encourage development in harmony with the natural environment and within resource carrying capacities.
3. Safeguard the interest of the public, the developer and the future lot owner – the Community.
4. Improve land records and boundary monumentation.
5. ~~Insure~~Ensure equitable processing of subdivision and partition ~~plats, and plats and~~ accomplish to the greatest extent possible the goals and objectives of the Comprehensive Plan for the Redmond Urban Area.

(***)

8.2010 Interpretation. No person may subdivide or partition land within the City of Redmond except in accordance with the applicable provisions in the Oregon Revised Statutes ~~(ORS) (including but not limited to Chapters 92 and 227)~~ ~~with ORS Chapter 92~~ and the provisions of these standards. The provisions of these standards shall be construed to ~~effect~~ affect the purposes set forth in Section 8.2005 of these standards. These ~~provisions~~ are declared to be the minimum requirements fulfilling such objectives, and, as deemed necessary through the land use review and decision process, ~~T~~, the City may impose additional requirements to promote the health, safety and general welfare, and to carry out the Comprehensive Plan of the City. Where conditions set forth herein are less restrictive than comparative conditions imposed by any other provision of these

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standards, by provision of other applicable local ordinance, resolution or regulation, or by provision of state statute or administrative regulation, the more restrictive shall govern.

[Section 8.2010 amended by Ord. #2012-11 passed October 23, 2012]

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.

Terminology. The word "City" shall mean the City of Redmond, Oregon. The words "City Council" shall mean the City Council of Redmond. ~~The words "Community Development Department Director" and "Hearings Body" shall mean the Community Development Department Director and Hearings Body respectively of the City of Redmond.~~

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

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

Abut. Having a common border ~~with, or with or~~ being separated from such a common border by a right-of-way, including those properties which only connect or touch by a common point.

(***)

Adjacent. ~~(See Abut) Not abutting but in near proximity~~

(***)

~~**Advertising.** Publication of, or causing to be published, any material relating to disposition of interest in a land development, which has been prepared for public distribution by any means of communication.~~

(***)

Alley. A public or private way ~~permanently~~ reserved and generally used as a means of public access to ~~the back or side of a abutting properties property and not intended for transporting through traffic.~~ Alternate use of an alley is permissible when determined to be in the public interest.

(***)

City. City Staff, Development Director, Planning Commission, Hearings Officer or City Council.

(***)

~~**Hearings Body.** The Planning Commission, Hearings Officer or City Council.~~

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Improvements. Include, but are not limited to, streets, alleys, curbs, roadbed, road surface, storm drains and appurtenances, sidewalks, ~~street lights~~streetlights, street signs, fire hydrants, sanitary sewers and appurtenances, public or private water supply and water distribution systems and other utilities.

(***)

Lot Measurements:

(***)

2. Width of a lot shall be considered to be the distance between straight lines connecting front and rear lot lines at each side of the lot, measured across the rear of the required front yard; provided, however, that width between side lot lines at their foremost points (where they intersect with the street line) shall not be less than 80 percent of the required lot width, except in the case of lots on the turning circle of a cul-de-sac, where the 80 percent requirement shall not apply. Flag lot area measurements are exclusive of the area within the ~~flag pole~~flagpole.

(***)

Street, Frontage Road. A street parallel and adjacent to a collector or arterial providing access to abutting properties ~~and, but~~ protected from and protecting through traffic.

(***)

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

(***)

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

(***)

8.2120 Delegation. The City Council, pursuant to state statute, hereby delegates to the appropriate hearings or review authority ~~Community Development Director or designee, Planning Commission, and Hearings Officer~~ 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.

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APPLICATION PROCEDURE

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8.2235 Required Findings for Tentative Subdivision Approval.

1. The Hearings Body shall approve no application for a subdivision unless the following requirements are met:
 - A. Proposal is in compliance with ORS Chapter 92, the Comprehensive Plan, the Transportation System Plan (TSP), and applicable zoning and the applicable Track in Section 8.2236.

(***)

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

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:

(1) The proposed subdivision will:

- (a) Not create risk of fire, flood, geological hazards, or other public health and safety concerns;
- (b) Provide adequate transportation systems, water supply, sewage disposal, drainage, and other public utilities consistent with City Standards and Specifications;
- (c) The proposed subdivision provides direct bicycle and pedestrian access to any adjacent residential areas, transit stops, neighborhood activity centers, commercial areas, and employment areas.

- (2) 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.

- (3) Any existing improvements on the proposed lots are consistent with the provisions of this land use code.

- (4) The proposed subdivision will be consistent with the property's designation in the comprehensive plan map.

- (5) Show compliance with the Great Neighborhood Principles.

- (6) 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

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consistency with constitutional requirements. “Nearby” means uses within 1/4 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.

- (8) 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:
- (a) Protection of Natural Features.
1. For areas not included on the city’s acknowledged Goal 5 inventory, the preservation of significant natural features to the greatest degree attainable or feasible, including:
 - a. 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.
 - b. Prominent topographic features, such as ridgelines and rock outcrops.
 - c. Natural resource areas designated in the comprehensive plan diagram as “Natural Resource” and areas identified in any city-adopted natural resource inventory.
 2. 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.
- (b) 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:
1. Healthy trees that have a reasonable chance of survival considering the base zone or special area zone designation and other applicable approval criteria;
 2. Trees located within vegetated corridors and stands rather than individual isolated trees subject to windthrow;
 3. Trees that fulfill a screening function, provide relief from glare, or shade expansive areas of pavement;
 4. Trees that provide a buffer between potentially incompatible land uses;
 5. Trees located along the perimeter of the lot(s) and within building setback areas;

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- 6. Trees and stands of trees located along ridgelines and within view corridors;
- 7. Trees with significant habitat value;
- 8. Trees adjacent to public parks, open space and streets.
- 9. Trees along water features.
- 10. Heritage trees.
- (c) Restoration or Replacement.
 - 1. 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 (a) and (b) above, through the restoration or replacement of natural features such as:
 - a. Planting of replacement trees within common areas; or
 - b. Re-vegetation of slopes, ridgelines, and street corridors; or
 - c. Restoration of native plant habitat.
 - 2. 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.
- (d) 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 City.
- (8) 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.
- (9) 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.
- (10) The proposed subdivision supplies all of the following:
 - (a) Geological and Geotechnical Analysis.
 - (b) Pedestrian Circulation On-Site.

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- (c) Public Access Required.
- (d) Special Setback Standards.
- (e) Underground Utilities.
- (f) Vision Clearance Areas.
- (g) Stormwater flood control, quality, oil and pollution control, source control, easements, and operation and maintenance.
- (h) The proposed subdivision complies with other applicable development standards for features explicitly included in the application.

(11) The proposal complies with the Traffic Impact Analysis Review provisions.

(12) Urban – rural interface. 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.

(13) 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 turf areas for at least 50% of the lot, benches, trees, shrubs, and other landscape features.

(14) No site grading of the site shall occur until the City has approved the subdivision application.

Track 2 - Subdivision, Tentative Plan Approval Criteria (Needed Housing).

General. 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:

- (1) The applicant has demonstrated that the proposed housing is needed housing as defined by State statutes.
- (2) The proposed land uses and densities are consistent with the land use designation(s) shown on the comprehensive plan, in this code, and as refined in any applicable area plan, master plan, or framework plan.
- (3) 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:
 - (a) Not create risk of fire, flood, geological hazards, or other public health and safety concerns;

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- (b) Provide adequate transportation systems, water supply, sewage disposal, drainage, and other public utilities consistent with City Standards and Specifications;
- (4) The proposed subdivision provides direct bicycle and pedestrian access to any adjacent residential areas, transit stops, neighborhood activity centers, commercial areas, and employment areas.
- (5) 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:
 - (a) Tree Preservation. The proposed project shall be designed and sited to preserve trees having the following characteristics:
 - 1. Healthy trees that have a reasonable chance of survival considering the base zone or special area zone designation and other applicable approval criteria;
 - 2. Trees located within vegetated corridors and stands rather than individual isolated trees subject to windthrow;
 - 3. Trees that fulfill a screening function, provide relief from glare, or shade expansive areas of pavement;
 - 4. Trees that provide a buffer between potentially incompatible land uses;
 - 5. Trees located along the perimeter of the lot(s) and within building setback areas;
 - 6. Trees and stands of trees located along ridgelines and within view corridors;
 - 7. Trees with significant habitat value;
 - 8. Trees adjacent to public parks, open space and streets.
 - 9. Trees along water features.
 - 10. Heritage trees.
 - (b) Restoration or Replacement.
 - 1. 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 (a) above, through the restoration or replacement of natural features such as:
 - a. Planting of replacement trees within common areas; or
 - b. Re-vegetation of slopes, ridgelines, and pedestrian corridors; or
 - c. Restoration of native plant habitat.

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2. 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.

- (6) 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 development code and without interfering with the orderly extension of adjacent streets, bicycle paths, and accessways.
- (7) 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.
- (8) There shall be no proposed grading on portions of the development site that meet or exceed 15% slope.
- (9) The proposal complies with the Traffic Impact Analysis Review provisions.
- (10) The street layout of the proposed subdivision shall disperse motor vehicle traffic onto more than one public local street unless approved by the City Engineer.
- (11) 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.
- (12) 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 turf areas for at least 50% of the lot, benches, trees, shrubs, and other landscape features.
- (13) No site grading of the site shall occur until the City has approved the subdivision application.

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

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 planned unit developments (PUD's), shall be dedicated to the public without reservation or restriction.

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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 ~~that were~~ 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 as approved, including all conditions of the land use decision. Within two (2) years of the approval date for the tentative plat 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, 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 ~~ate~~ requesting an extension of the filing time requirement. The application shall be filed no ~~earlier than sixty (60) days and no later than 60ten (60+10) 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~~ ~~ate~~ 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 has made significant progress on the majority of conditions of the tentative plat.
 - C. Any extension granted by the Community Development Director or designee ~~ate~~ 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 ~~ate~~ 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.

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8.2305 Submission of Final Plats for Phased Development.

1. If a tentative plat is approved for phased development, the final plat for the first phase shall be filed within two (2) years of the approval date for the tentative plat. 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 phases~~ subsequent phase shall be filed in sequential order within three (3) years of the date the final plat for the first phase is filed. If the phased development is a Planned Unit Development, Cluster Development, or Cottage Development as described in RDC 8.0286, 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.

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8.2315 Technical Review of Subdivision Plat.

1. Standards Check. Upon receipt by the Community Development Department, the plat and other data shall be reviewed to determine that the subdivision as shown is substantially the same as it appeared on the approved tentative plat, and for compliance with provisions of these standards and other applicable laws.
2. Field Check. The City Engineer ~~and Community Development Director~~ or their designated representatives may make such checks in the field as are desirable to verify that the plat is sufficiently correct. The City Engineer, ~~Community Development Director~~ or representative may enter the property for this purpose.

[Section 8.2315 amended by Ord. #2012-11 passed October 23, 2012]

8.2320 Conditions of Final Subdivision Plat Approval.

1. The Community Development Director or designate shall determine whether the final plat conforms with the approved tentative plat and with these regulations. If the Community Development Director or designate 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 designate determines ~~that~~ 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.

(***)

3. No plat of a subdivision shall be approved unless the subdivider has either constructed and had accepted by the City the required improvements or the subdivider has executed an improvement agreement pursuant to the provisions of Section 8.2325. If the subdivider chooses to construct the improvements, he shall also file with the City a warranty bond executed by a surety company to cover the one (1) year warranty period following acceptance by the City. Said bond shall be in the amount of ten (10) percent of the value of the improvements as determined by the City Engineer.

[Section 8.2320 amended by Ord. #2012-11 passed October 23, 2012]

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 designate to approve an agreement ~~between himself and the City~~ specifying the schedule by which the

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required improvements and repairs shall be completed. Provided, however, any schedule of improvements agreed to shall not exceed one (1) year from the date the final plat is recorded. The agreement shall also provide the following information:

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LAND PARTITIONING

8.2400 Applicability of Regulations. All proposed land partitions within the City shall be approved by the City. Approval shall only be granted in accordance with the provisions of these standards. Provided, however, the Community Development Director or designate may refer any partition to the Hearings Body for a hearing and decision.

[Section 8.2400 amended by Ord. #2012-11 passed October 23, 2012]

8.2405 Filing Procedures and Requirements.

1. Any person or an authorized agent or representative, proposing a land partitioning, shall prepare and submit ~~threeteen-(10)~~ (3) copies of the documents hereinafter described, in accordance with the prescribed procedures, and the appropriate filing fee, to the Community Development Department.

(***)

8.2415 Improvement Requirements.

1. In the approval of a land partition, the Community Development Director or Hearings Body shall consider the need for street and other improvements, and 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 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.
 - A. Such access easements shall include provisions for permanent, long-term maintenance, ~~including;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.

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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~~ submitted and shall either approve or deny the application.

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FINAL PARTITION PLAT

8.2500 Final Partition Plat Filing. Following approval of tentative plat 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.

(***)

8.2515 Special Partitioning Regulations. The partitioning of a tract of land in which not more than one (1) parcel is created and transferred to a public or semi-public agency for the purpose of a road, railroad, electric substation or canal right-of-way, and thereby not meeting the lot size and configuration requirements of the underlying zone and/or this Chapter, may be approved by the Community Development Director or designee.

[Section 8.2515 amended by Ord. #2012-11 passed October 23, 2012]

BOUNDARY LINE ADJUSTMENTS

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8.2615 Approval Criteria. The Community Development Director or designee shall approve or deny a request for a boundary line adjustment in writing based on findings that all of the following criteria are satisfied:

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8.2620 Extensions. The Community Development Director or designee, or Hearings Body may, upon written request by the applicant and payment of the required fee, grant an extension of the approval period for one year, up to an aggregate of two additional years provided that; no code changes which may be contrary to the original decision have occurred relative to that proposal, and there has been no new development since the original approval on any adjacent property. Such extensions shall be administrative, in writing, and not subject to appeal. (3/99)

[Section 8.2620 amended by Ord. #2012-11 passed October 23, 2012]

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DESIGN STANDARDS AND IMPROVEMENTS

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8.2705 Blocks, Lots and Parcels.

1. Blocks. The resulting or proposed length, width and shape of blocks shall take into account the requirements for adequate building lot sizes, street widths, access needs and topographical limitations.

- A. No block shall be more than 660 feet in length between street center lines unless it is adjacent to an arterial street, or unless topography or the location of adjoining streets justifies an ~~exception, and~~ exception and is so approved by the reviewing authority. In MUN, MUE and MULW zones, block lengths shall be an average of 330 feet, except where required to meet grid street or access management requirements.

(***)

- 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~~ 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 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:

(***)

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~~ 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 the Department of Environmental Quality ~~and County sanitarian, and~~ sanitarian 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.

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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.
 - B. Flag lot development, if allowed by the zone, is limited to one duplex or ~~single family~~single-family dwelling per lot. 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’ wide paved driveway.
 - D. A flag lot is exempt from the ~~50-foot~~50-foot street frontage requirement; ~~however~~however, a minimum of 20 feet of street frontage is required.
 - E. Front and/or rear yard setbacks may be reduced to no less than 10’ subject to review and approval by the Community Development Director. The orientation of any structure (determination of front) may be suggested by the property ~~owner~~and owner and is subject to the review and approval of the Community Development Director or ~~designee~~eeate. The location(s) of all structures immediately adjacent to any flag lot shall be shown on a site plan (1) during planning review and during the act of creating any new flag lot, and (2) during a building permit review for any structure built on a flag lot.

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8.2715 Fundamental Design Elements.

1. Lighting. The subdivider or partitioner shall provide underground wiring to the City standards and a base for any proposed ornamental ~~street lights~~streetlights at locations approved by the affected utility company.

(***)

2. Underground Utilities. All permanent utility 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 approved by the CDD Director or Hearings Body. The subdivider or partitioner or developer shall be responsible for complying with requirements of this section and shall:
- A. Obtain a permit from ~~the~~ Public Works ~~Director or designee~~ for placement for all underground utilities within the public right-of-way.

(***)

3. 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.

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SUPPLEMENTARY PROVISIONS

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8.2825 Street Dedications. Any person desiring to create a street not part of a subdivision or partition shall make written application to the Community Development Department.

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3. Procedure.

- A. Upon receipt of written application and appropriate filing fee for street dedication, the Community Development Director shall refer the proposal to the City Engineer or designee for review and recommendation.
- B. The City Engineer shall report his findings and recommendations regarding the proposed dedication to the Community Development Director
- C. Upon receipt by the Community Development Director of written findings and recommendations from the City Engineer, the proposal shall be submitted to the City Council for a public hearing. unless part of a proposed project undergoing Planning Commission review.-

(***)

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 dwelling, duplexes, tri-plexes, and four-plexes unless located on a lot within 100 feet of the canyon and/or located within a zero lot-line subdivision.
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 1000 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.
7. Overhead electrical power transmission lines and poles greater than 12.5 kv.
8. Daycare centers in residential neighborhoods that utilize existing structures.

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

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

8.3015 Procedure. A Site and Design Review application shall be submitted and reviewed by the Community Development Director, or his/her designee, as an administrative land use decision with prior notice consistent with Section 8.1310. The comment period under Section 8.1310(2) shall be at least fourteen (14) days. A minor alteration, minor modification or major modification may be submitted for an approved Site and Design Review consistent with Section 8.1400. In addition to the procedures above, procedures

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to review Site and Design Review applications for properties in the Downtown Overlay District are established in the Downtown Architectural Design Standards.

8.3020 Site Improvement Agreement. Where public improvements are required as a condition of approval, the applicant may be required to execute and record an Improvement Agreement subject to the following.

1. The developer may, in lieu of completion of the required improvements, request the Community Development Director or designee to approve an agreement between himself and the City specifying the schedule by which the required improvements and repairs shall be completed. Provided, however, any schedule of improvements agreed to other than sidewalks shall not exceed two (2) years from the date of land use approval.

(***)

8.3030 Special Studies, Investigations and Reports. Special studies, investigations and reports may be required to ~~insure~~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 studies 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.

(***)

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

(***)

- A. Multi-Family Dwellings and Complexes. This section establishes a process for the review of multi-family dwelling and multi-family complexes development proposals in order to promote functional, safe, innovative and attractive development that is compatible with the natural and man-made environment. The intent is to promote compatible development, foster the attractiveness and functional utility of multi-family development, protect public and private investments in the area, and, raise the level of community expectations for the quality of its environment.
 1. Density Standards. The following residential densities shall apply to multi-family dwellings and complexes:
 - a. General Residential (R4) Zone – A minimum of 4.0 units per acre and a maximum of 14.5 units per acre.
 - b. High density residential (R5%) Zone – A minimum of 8.0 units per acre and a maximum of 17.4 units per acre.
 2. Table A. Minimum Standards. The following minimum standards apply in each of the Residential zones as follows.

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Standard:	R-4	R-5
Minimum Lot Area – Square Feet		
Multi-family Dwelling	7,500/2 units	7,500/2 units
— Add per unit	1,500	1,250
Multi-family Complex	15,000	12,500
Minimum Setback Distance (A)		
Front	15	15
Side	15	15
Rear	20	15
Garage	20	20
Maximum Building Height	4 5 0	4 5 0
Off Street Parking		
Multi-Family Dwelling (3 & 4 D.U.'s)	2 sp. / D.U.	2 sp. / D.U.
Multi-Family Complex (over 4 D.U.'s)	2 sp. / D.U. + 1 sp. / 10 D.U.'s	2 sp. / D.U. + 1 sp. / 10 D.U.'s
Alternatives to the number of parking spaces required will be considered on a case by case basis and only with a Transportation Engineers analysis <u>as approved by the City Engineer</u> .		
(A) Multi-family dwellings and multi-family complexes are exempt from the solar setback requirements of Section 8.0370, except when the abutting property to the north is developed with a single-family dwelling.		

3. **Building Orientation.** All buildings facing a public street right of way shall have a functional primary entrance oriented to each public street frontage, except for buildings fronting along and facing a Major Arterial street as designated on the City of Redmond Transportation System Plan. Additional primary entrances, if provided, or, in cases where buildings are internal to the development and do not front on the public street right of way, shall be oriented to a private common area (common areas ~~include:~~include private streets, courtyards, or open spaces). A ~~hard-surfaced~~hard-surfaced pedestrian sidewalk or pathway connecting the building entrances to the public streets right of way shall be provided.
4. **Building Form.** The continuous horizontal distance (i.e., as measured from end-wall to end-wall) of individual buildings (including buildings with multiple dwelling units) shall not exceed 90 lineal feet, unless part of a Master Plan development which may permit a maximum length of 120 feet. In order to preclude large expanses of uninterrupted building surfaces, each floor of the building shall include at least three of the following features within every 30 lineal feet or portion thereof along all elevations of the structure:
 - a. Recess (e.g., deck, patio, courtyard, entrance or similar feature) that has a minimum depth of 4 feet;

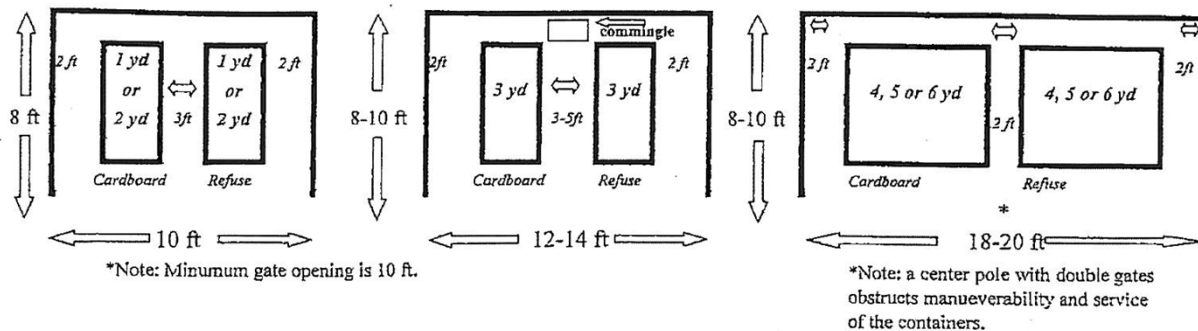
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- b. Extension (e.g. floor area, deck, patio, entrance or similar feature) that projects a minimum of 2 feet and runs horizontally for a minimum length of 4 feet; and/or
 - c. Offsets or breaks in roof elevations of two feet or greater in height.
 - d. Offset or breaks in building façade elevations of 2 feet or greater in relief.
- 5. Detailed Architectural Features. All buildings shall provide detailed design along all elevations (e.g., front, rear and sides). Detailed design requires use of at least five of the following architectural features on all front and exterior side (corner lot) elevations and at least three of the following architectural features on all interior and rear yard elevations, at a minimum of every 30 lineal feet of horizontal wall. Architectural features shall be varied on the different building elevations. The standard applies to each full and partial building story.
 - a. Dormers
 - b. Gables
 - c. Recessed entries
 - d. Covered porch entries
 - e. Cupolas or towers
 - f. Pillars or posts
 - g. Eaves (minimum 6-inch projection)
 - h. Off-sets in building face or roof (minimum 16 inches)
 - i. Window trim on all windows on the façade
 - j. Bay or oriel windows
 - k. Balconies
 - l. Decorative patterns on exterior finishes (e.g., dramatic paint scheme, scales/shingles, wainscoting, ornamentation, and similar features)
 - m. Decorative cornices and roof lines (e.g., for flat roofs)
 - n. An alternative feature providing visual relief and detail, similar to option a-m above, may be approved through the development review process.
- 6. Exterior Finish. The exterior finish on all vertical surfaces shall be comprised primarily of materials such as masonry/wood lap siding, shingles, brick or stucco. The use of sheet metal, plywood, T1-11 siding, smooth face cinder block and other similar materials is not permitted except as minor accents. Textured cinder blocks are permitted on side and rear ~~façades,~~ but façades but shall not exceed 40% of the total exterior wall area of the ground/bottom floor.
- 7. Building Alignment. There shall be no window to adjoining window alignment when adjacent buildings are less than 30 feet apart.
- 8. Trash Receptacles. A common trash enclosure shall be required and is subject to the following standards.
 - a. Trash enclosures shall be oriented away from adjacent residences and shall be screened by use of brick or stone walls.
 - b. Trash enclosures shall be accessible to trash pick-up vehicles and shall provide an unobstructed, straight on approach a minimum of 40 feet in length.

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- c. Trash enclosures, a minimum of six-feet in height, shall be constructed of solid, durable and attractive walls, with solid screen doors and shall be visually consistent with project architecture. Gate opening shall be a minimum of 10 feet wide and shall not include a center pole or other obstruction preventing access to the enclosure. Gates must swing open 180 degrees and shall include a gate stop to hold it open.
- d. Enclosure areas shall contain sufficient space to accommodate both refuse disposal and recycling containers adequate to accommodate the degree of development. Disposal needs shall be calculated at 0.3 yards per dwelling unit for refuse and 0.2 yards per dwelling unit for recycling. The following construction specifications shall be used as a guide for enclosure design based on the calculation requirements listed herein:

Construction Specifications for Enclosures



- e. The area standards for trash enclosures listed in subsection (d.) above shall be met unless documentation is submitted from the applicable trash collection company indicating that an alternative design will be adequate to accommodate the amount of refuse and recycling that is anticipated to be generated on a ordinary basis.
9. **Mechanical Equipment.** External mechanical equipment, such as heating or cooling equipment, pumps or generators, that is located on the ground or on the roof of buildings, must be entirely screened from view at ground level by sight obscuring walls, fences, parapet or other similar means consistent with the overall architecture of the development. Landscaping is not an acceptable alternative for such screening as specified herein. Screening shall be compliant with all applicable codes.
 10. **Common Open Space.** Common open space(s) shall be incorporated into the site plan for multi-family complexes as a primary design feature. A minimum of 15 percent of site area (inclusive of required setbacks but 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

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space be provided. Such area shall be improved with grass, plantings, surfacing, equipment or buildings suitable for recreational use. The Hearings Body 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. *(Note: Relocated and rewritten from Section 8.3035(4)(E)(13))*

In conjunction with the open space requirements, all multi-family complexes with 20 or more units shall provide ~~two~~ one or more amenities for the residents as listed below. Such amenities shall be centrally located for a majority of the residents.

(***)

5. Landscaping.

- A. Plant sizes. All required shrubs shall be at least ~~1-gallon~~ 1-gallon size and all required trees ~~15-gallon~~ 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~~ 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~~ 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~~ 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, street trees or other landscaping located within the public right-of-way may be provided and considered as landscaping on site. Required landscape strips may be reduced to 3 feet in the C-2, C-4, MUN, MUE, and Airport zone if the strip is densely planted with trees, shrubs and living ground cover to a minimum of 90% vegetative cover at time of planting. The ~~Community Development City Director~~ may make an exception of the five (5) foot landscaping strip requirements if the following criteria apply:

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1. The properties are adjacent to one another; and,
 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.
- 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 total required landscaping for the site shall be planted within or immediately adjacent to the parking lot(s), plus a ratio of one tree per ten parking spaces shall be planted. This parking lot landscaping may be considered as meeting a portion of the underlying zone's minimum landscape percentage requirements. Parking lots exceeding 20 spaces shall incorporate a portion of this required landscaping in interior islands not less than three feet in width.
- 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~~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~~2-inch trunk diameter measured at 3' above grade. This criteria 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.

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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
<u>Corner Lot</u>	<u>Tree requirements will be based on each street frontage length</u>
50 feet and less	1
51-100 feet	2
101-150 feet	3
151 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 feet 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 feet 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 ~~include:~~ when include 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 feet (small and medium stature tree) and 3 feet (large stature tree); in no cases, shall the tree be more than 10 feet from the curb

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Curb line of an intersection, stop/yield signs, and street lights <u>streetlights</u>	25 feet
Adjacent Tree	20 feet
Fire Hydrants, underground utilities, utility poles and directional traffic signs	10 feet
Edge of a driveway	5 feet
Property lines	2 feet

6. Caliper Size. The minimum caliper size at planting shall be 1½ inches for single family residential and 1½ inches for commercial and industrial. If the required caliper is not available, the Community Development Director or designee may accept an alternative proposal that is comparable.
7. Approved Tree List. Types of street trees shall be selected from the City Arborist's approved list of trees.
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 ~~for maintenance~~. 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.

(***)

7. General Site Criteria.
 - A. Grading and Drainage.
 1. Grading on the site shall take place so there is no adverse affect on neighboring properties or public right-of-way. A grading plan may be required to assure that all drainage is retained on site.
 2. All drainage shall be retained on site at all times. A drainage plan may be required that shows slope, method of drainage retention and disbursement of water on site at the discretion of the City Engineer.
 - 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".
 - 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

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of the building. Location(s) of all trash collection area(s) shall be reviewed and approved by the Community Development Department Directority ~~Fire Marshal~~ or designee.

- D. Water and Sewer Service. Connection to the City's public water and sewer systems shall be required and shall comply with the current Public Works Standards & Specifications.
- E. Accessibility. At least one pedestrian pathway, which meets UBC accessibility requirements, shall be provided within the boundary of the site from public transportation stops, accessible parking spaces, passenger loading and drop off zones, and public streets or sidewalks to an accessible entry. When more than one building or facility is located on a site, at least one accessible route shall be provided between accessible buildings and accessible site facilities. The accessible route shall be the most practical and direct route among accessible building entries, accessible site facilities and the accessible entry to the site. Walks paralleling vehicular ways shall be separated from vehicular ways by curbs, planted areas, railings, or other means between the pedestrian way and vehicular routes.
- F. Streetscape standards in the **MUN** zone. New retail, office, commercial and ~~mixed use~~mixed-use development and major modifications (per RDC 8.3005-8.3010) within the MUN zone shall provide one or more of the Category A pedestrian amenities listed below and all of the Category B amenities, as generally illustrated in the figure below. Pedestrian amenities may be provided within a planting strip or street furnishing zone, building frontage zone or plaza, as shown in the figure below. Use of the public right-of-way requires approval by the roadway authority.

(***)

- 2. Exempt Development. These Design Standards shall apply to any development in the Downtown Overlay District except for the following exempt uses:
 - A. Minor Modifications.
 - B. Landscaping or landscape alterations.
 - C. Repair or maintenance of public or private buildings, structures and landscaping that present a risk to public safety.
 - D. Maintenance of the exterior of an existing structure such as re-roofing, or re-siding where similar materials and colors are used.
 - E. Interior remodeling.
 - F. Temporary structures and uses which are for relief of victims of disaster or an emergency.
 - G. Single family dwelling units and duplex dwelling units.
 - H. Daycare centers that operate in existing residential structures.
- 3. Non-exempt Development. Any development in the Downtown Overlay District that does not qualify as Exempt Development, including major modifications, shall meet the applicable design standards in Section 8.3040. If a conflict exists among Section 8.3040, Section 8.3035 and Section 8.3045, then Section 8.3040 shall apply.
- 4. Procedure. The Community Development Director or designate, or Hearings Body, shall approve, approve with conditions, or deny an application based upon compliance with the design standards. Approval shall be obtained from the review authority prior to the

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issuance of a building permit for all non-exempt development. Per the Downtown Architectural Design Standards, applicants can choose two tracks of review:

- A. Track 1 – ~~Clear and Objective~~: Administrative Review of Compliance with Design Standards. Track 1 requires applicants to meet the downtown design standards, including the intent and approach of each standard as noted below. The design standards are quantifiable and can be administered as part of the plan-review process. These applications are reviewed administratively by City of Redmond Planning staff.
- B. Track 2 - ~~Discretionary: Hearings Body~~City Review of Compliance with Design Standards. Track 2 allows applicants to satisfy the intent of the design standards as determined by the Hearings Body. In Track 2, the intent statements serve as the criteria for determining if the “intent” of the downtown design standard is being met. In Track 2, applicants are required to identify how their proposed site and/or building meet the intent statements of the design standards, and why specific objective standards cannot be met.

(***)

- 7. Downtown Design Standards. The downtown design standards establish a palette of objective, ~~design-oriented~~design-oriented elements that help ensure that proposed development, redevelopment, and modifications conserves and enhances desired scale and character of the downtown. They are intended to implement City’s goals and objectives in the Redmond Comprehensive Plan and Downtown Action Plan.

(***)

~~8.30410 Master Plans.~~

~~[Section 8.30410 deleted by Ord. #2009-04 passed April 28, 2009]~~

- 8.3050 Partial Master Development Plans.** When the development proposed is for less than the entire site a partial master development plan may be required. In addition to providing all plans associated with Site and Design review, a partial master plan shall also clearly show the project ~~area, and~~area and shall clearly identify the timing of each specific phase within the master plan, if phases are proposed.

(***)

- 8.3120 Applicability of Site and Design Review and Modified Site and Design Review.** Site and Design Review shall be required to establish any New Live/Work Unit.

(***)

[Section 8.3130 added by Ord. #2011-09 passed November 8, 2011]

- 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. This application shall be processed

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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. ~~The application may be called up for review by the Planning Commission at their discretion as described in Section 8.1375. The decision to approve a Live/Work Unit is a land use decision that is subject to appeal.~~

(***)

SPECIAL PROVISIONS

8.4700 Fees. Fees for permits and applications shall be set by resolution of the council. The ~~d~~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.

(***)



REDMOND DEVELOPMENT CODE CHAPTER 8

PROPOSED TEXT AMENDMENTS

PREPARED FOR CITY COUNCIL
OCTOBER 27, 2020

SLIDE / 1



CODE CHANGES

SLIDE / 2

01

**REDMOND URBAN AREA PLANNING COMMISSION
ANNUAL WORK PROGRAM**

02

**PRIMARY MECHANISM TO IMPLEMENT COMP
PLAN, REGULATE ZONING AND GROWTH**

03

**COMPLIANCE WITH STATEWIDE PLANNING
PROGRAM, STATUTE, OARS AND REGULATIONS**

04

**BE CONSISTENT WITH CURRENT PRACTICES AND
REDUCE REDUNDANCY**



FOCUS AREAS

SLIDE / 3

Technical changes for the purpose of clarity, improved process and better outcomes

Responding to HB 2001 (“Missing Middle” Housing)

Implementing 2019 Housing Needs Analysis (HNA)

Creating clear and objective standards

Reducing barriers to childcare/daycare

Improving ‘Cottage Code’

Modifying solar regulating and requirements

Creating more flexibility

Removing redundant regulations

Housing affordability

Consolidating provisions and creating consistency



CHAPTER 8 AMENDMENTS – TIMELINE & PROCESS

3-YEARS

**PLANNING
COMMISSION**
4 WORK SESSIONS

**PLANNING
COMMISSION**
1 PUBLIC HEARING

**CITY COUNCIL
PUBLIC HEARING**
FORWARD TO DLCD FOR
ACKNOWLEDGEMENT



FAIR HOUSING AUTHORITY

GOAL 10 (HOUSING) FINDINGS



HAYDEN HOMES

COTTAGE DEVELOPMENT
STANDARDS



PUBLIC COMMENTS

SLIDE / 5

Q & A





CITY OF REDMOND

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STAFF REPORT

DATE: October 27, 2020
TO: Redmond City Council
Keith Witcosky, City Manager
THROUGH: John Roberts, Deputy City Manager
Bill Duerden, Public Works Director
FROM: Ryan Kirchner, Wastewater Division Manager
SUBJECT: Ord. #2020-16 - An ordinance to amend Chapter 4 of the Redmond City Code, Section 4.332 related to Local Limits, Oil & Grease Limit.

Addresses Council Goal:

1.A.iv: Provide City water and wastewater operations to meet or exceed public health standards.

Report in Brief:

This is a public hearing to consider Ordinance No. 2020-16 amending the Redmond City Code Section 4.332, Exhibit A: Local Limits, Oil & Grease Limit. This section applies to the City wastewater program.

Background:

On August 29, 2018, the Oregon Department of Environmental Quality (DEQ) delegated authority to the City to implement an industrial wastewater pretreatment program conforming to the federal requirements outlined in 40 CFR 403 and Oregon requirements in OAR 340-045-0015(b) and 0063. The requirements include permitting and setting local wastewater discharge limits for significant industrial dischargers.

Environmental Division staff met with local industry representatives over the last two years to better understand their needs and concerns in respect to meeting local limits. Information obtained from these meetings and through the permitting process has identified a need for code clarification pertaining to existing local discharge limits.

Discussion:

Oil and grease limits are established to protect the collection and treatment system from accumulations that can block pipes and interfere with the treatment process. Total oil and grease is comprised of a polar (animal and vegetable based) and non-polar (petroleum based) components. Non-polar oil and grease is more problematic than polar oil and grease due to its greater tendency to coat surfaces and interfere with the treatment process.

The City's current limit for total oil and grease is 100 milligrams per liter (mg/l) with no distinction between polar and non-polar components. The proposed code change differentiates between the polar and non-polar components to provide more specific and consistent control of these discharges. The proposed limit for polar oil and grease is 300 mg/l and the proposed limit for non-polar oil and grease is 100 mg/l. This change will allow permitted users more flexibility in meeting established limits while continuing to protect the wastewater collection and treatment systems.

The proposed revisions to code have received a legal review, have been preliminarily approved by DEQ and are attached for Council consideration. A notice for public comment and for public hearing has been provided and completed per DEQ and Environmental Protection Agency (EPA) requirements. No public comments were received. If approved, this revision will be submitted to DEQ and EPA for final approval.

Fiscal Impact:

None anticipated. The proposed code changes would enable better management of existing infrastructure, decrease maintenance and extend the life of the City's wastewater collection assets.

Alternative Courses of Action:

1. Approve Ordinance No. 2020-16.
2. Request additional information.

3. Do not approve Ordinance No. 2020-16.

Recommendation / Suggested Motion:

"I move to have a first and second reading of Ordinance #2020-16, by title only." (Voice vote)

(City Attorney will read ordinance by title only, twice.)

"I move to approve Ordinance #2020-16." (Roll call vote)

**CITY OF REDMOND
ORDINANCE NO. 2020-16**

**AN ORDINANCE TO AMEND CHAPTER 4 OF THE REDMOND CITY CODE,
SECTION 4.332.**

WHEREAS, the City of Redmond operates stormwater, wastewater and water utilities, which include a significant amount of public infrastructure; and

WHEREAS, the Redmond City Code Section 4.332 establishes local wastewater discharge limits to prevent Publicly Owned Treatment Works (POTW) interference and pass through of pollutants and improves opportunities to recycle and reclaim wastewater and biosolids; and

WHEREAS, the City of Redmond is required by the Oregon Department of Environmental Quality to implement an industrial user pretreatment program in compliance with federal regulations promulgated at 40 CFR 403, including local wastewater discharge limits; and

WHEREAS, local prohibited discharge standards must authorize compliance with State of Oregon and federal discharge standards; and

WHEREAS, the Redmond City Council would like to revise the local wastewater discharge limits listed in Redmond City Code Section 4.332 to allow greater user flexibility while ensuring proper POTW operations.

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

SECTION ONE: The City of Redmond hereby amends the Redmond City Code Section 4.332 per Exhibit A.

SECTION TWO: 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 27 day of October 2020.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

Exhibit A:

Redmond City Code Amendments, Chapter 4 Section 4.332

Redmond City Code Amendments (new text is **red**; deleted text is **strikethrough**, unless otherwise stated):

4.332 Local Limits

1. The Director is authorized to establish and revise Local Limits pursuant to 40 CFR 403.5(c). The following pollutant limits are established to protect against Pass Through and Interference. No Significant Industrial User or other permitted user shall discharge wastewater containing in excess of the following pollutant limits:

A.

Concentration	Pollutant	Limiting Parameter	Limit Duration
1.05 mg/l	Arsenic	Pass through	Daily maximum
0.34 mg/l	Cadmium	Sludge quality	Daily maximum
2.03 mg/l	Chromium	Pass through	Daily maximum
1.23 mg/l	Copper	Inhibition	Daily maximum
1.72 mg/l	Cyanide	Inhibition	Instantaneous maximum
2.14 mg/l	Lead	Sludge Quality	Daily maximum
0.15 mg/l	Mercury	Sludge Quality	Daily maximum
1.81 mg/l	Molybdenum	Sludge Quality	Daily maximum
4.32 mg/l	Nickel	Inhibition	Daily maximum
100 mg/l	Non-Polar Oil & Grease	Inhibition	Instantaneous maximum
300 mg/l	Polar Oil & Grease	Inhibition	Instantaneous maximum
6.0 to 10.5 SU	pH	Inhibition	Instantaneous minimum/maximum
0.42 mg/l	Selenium	Pass through	Daily maximum
4.72 mg/l	Silver	Pass through	Daily maximum
2.98 mg/l	Zinc	Inhibition	Daily maximum

1. In the case of continuous recording of pH in a continuously flowing (non-batch) discharge, a violation of these limits shall have occurred if the continuous recording pH instrument indicates that the pH of the discharge:
 - (a) Is lower than 6.0 SU or greater than 10.5 SU, for more than 60 minutes in any individual excursion, or for more than 7 hours and 26 minutes in any calendar month; or
 - (b) Is lower than 5.0 SU or greater than 12.5 SU at any time during a calendar day;
 2. The limits apply at the point where the wastewater is discharged to the POTW. All concentrations for metallic substances are for total metal unless indicated otherwise. The Director may impose mass limitations in addition to the concentration based limitations above.
2. The Director may develop Best Management Practices (BMPs), by ordinance, in written requirements, or in wastewater discharge permits, to implement Categorical Standards, Local Limits and/or the requirements of Section 4.326.

[Section 4.332 added by Ord. #2009-15 passed December 8, 2009]

[Section 4.332 amended by Ord. #2013-08 passed July 16, 2013]

[Section 4.332 amended by Ord. #2017-05 passed May 23, 2017]

[Section 4.332 amended by Ord. #2018-05 passed May 22, 2018]



CITY OF REDMOND

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STAFF REPORT

DATE: October 27, 2020
TO: Redmond City Council
THROUGH:
FROM: Keith Witcosky, City Manager
Ord. #2020-17 - An ordinance permitting temporary administrative approval for recreational vehicles, self-contained travel trailers or similar vehicles (temporary emergency accommodations) on private property within the City of Redmond to protect the health and safety and welfare due to extreme wildfires and displacement of persons from their homes and declaring an emergency.
SUBJECT:

Addresses Council Goal:

1A. Sustain Operations: Provide critical and necessary services for the entire City.

Report in Brief:

The purpose of this agenda item is to declare a state of emergency due to the widespread destruction caused by wildfires throughout Oregon and to provide for temporary administrative procedures for "Temporary Emergency Accommodations" on private property, in the interest of the public health, safety, or welfare.

Background:

During this 2020 fire season, Oregon experienced life-threatening fires and smoke at an unprecedented level. These fires destroyed communities and displaced individuals across the state. Many of these individuals are unable to return to their home communities and need to find temporary shelter in Redmond.

Discussion:

Redmond City Code prohibits the use of a recreational vehicle as a place of habitation. This ordinance will create an exception to allow for temporary emergency occupancy of recreational vehicles on private property for up to one year, from the passage of the Ordinance, for individuals who have been displaced due to wildfires, and creates guidelines for administrative approval.

Fiscal Impact:

There is no direct financial impact.

Alternative Courses of Action:

1. Approve the ordinance.
2. Do not approve the ordinance.
3. Request more information.

Recommendation / Suggested Motion:

"I move to have a first and second reading of Ordinance # 2020-17, by title only"
(Voice vote)

(City Attorney will read ordinance by title only.)

"I move to approve Ordinance # 2020-17."
(Roll call vote)

**CITY OF REDMOND
ORDINANCE NO. 2020-17**

AN ORDINANCE PERMITTING TEMPORARY ADMINISTRATIVE APPROVAL FOR RECREATIONAL VEHICLES, SELF-CONTAINED TRAVEL TRAILERS OR SIMILAR VEHICLES (TEMPORARY EMERGENCY ACCOMODATIONS) ON PRIVATE PROPERTY WITHIN THE CITY OF REDMOND TO PROTECT THE HEALTH AND SAFETY AND WELFARE DUE TO EXTREME WILDFIRES AND DISPLACEMENT OF PERSONS FROM THEIR HOMES AND DECLARING AN EMERGENCY.

WHEREAS, during this 2020 fire season, Oregon experienced life-threatening fires and smoke at an unprecedented level, threatening communities and creating a crisis all over the state; and

WHEREAS, on August 20, 2020, Governor Brown issued Executive Order No. 20-35, declaring a state of emergency due to the imminent threat of wildfires. This declaration recognized the extreme fire danger presented by hot, dry, windy conditions, as well as the significant risk that wildfires would result in evacuations, threats to critical infrastructure, and the destruction of homes and other structures; and

WHEREAS, in the weeks that followed, the extreme danger materialized, as multiple fires burned across Oregon, destroying homes, displacing individuals, and causing injury and loss of life; and

WHEREAS, at various dates in September, the Governor approved executive orders under the Emergency Conflagration Act (ORS 476.510-475.610) for multiple fires. This allowed mobilization of statewide resources and coordination to assist in battling the fire, where a threat to life, safety and property exceeded the firefighting capabilities of local firefighting personnel and equipment; and

WHEREAS, thousands of individuals have been displaced by the fires. While some have been or will be able to return to their homes as evacuation orders are lifted, a substantial number of homes have either been destroyed or rendered uninhabitable; and

WHEREAS, many of the cities affected, including Medford, Ashland, Talent, Detroit and others, already had a very low rental inventory before the fires; now, with the substantial number of displaced individuals, they do not have the housing available to meet anticipated demand until new housing units are built; and

WHEREAS, additionally, the wildfire emergency has occurred during the ongoing COVID-19 public health emergency, making staying in shelters and other crowded areas more complicated; and

WHEREAS, pursuant to Redmond City Code Section 5.335(21), the City prohibits the use of a motor home, recreational vehicle, travel trailer, or similar device as a place of

habitation; and

WHEREAS, the City acknowledges some areas of the City may have recorded documents, including Conditions, Covenants and Restrictions or other governing documents, which may restrict the ability of a property owner to allow a recreational vehicle or other emergency accommodation to be parked and/or occupied on private property. The City does not monitor, interpret nor enforce such private restrictions. However, the City does encourage Homeowner Association Board of Directors and other entities, in interpreting or applying such documents and in working with their property owners, to consider suspending enforcement, as legally allowed, during this time of unprecedented crisis and need; and

WHEREAS, in order to prevent negative impacts, and to protect the health, safety and welfare of the persons occupying these Recreational Vehicles and the surrounding neighborhoods and areas, the use must be temporary and comply with the provisions of this Ordinance.

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

SECTION ONE: Pursuant to ORS 401.309 and Redmond City Code Section 5.525, the City Council formally declares a state of emergency for the City of Redmond related to the wildfires and their aftermath, which is a natural disaster and an ongoing event resulting in an immediate and substantial threat to life, health or property, effective on this 27th day of October 2020, and continuing for one year from the date of this Ordinance, unless extended or terminated earlier by the City Council.

SECTION TWO: It is the intent of this Ordinance to suspend enforcement of all applicable City Code provisions prohibiting the use of a motor home, recreational vehicle, travel trailer, tent, or similar device as a dwelling unit on private property, except for those enforcement issues related to public health and public safety.

SECTION THREE: Within the resources available to the City through city, county, state, federal and community volunteer resources, the City will allow and support applications for Temporary Emergency Accommodations for persons who have lost or had damage to their homes due to wildfires in the state of Oregon. It is intended for temporary accommodations for persons who are rebuilding or repairing their home and are displaced due to fire damage and who so certifies to the City.

SECTION FOUR: The City will develop an expedited approval process to allow Temporary Emergency Accommodations within the City on private property that takes into account COVID-19 limitations, property owner permission, lot size, habitability, maximum occupancy of temporary accommodations, and access to utilities and sanitation facilities.

SECTION FIVE: The administrative approval will expire immediately if no longer occupied by the person(s) displaced by the wildfire, or when this Ordinance expires or is terminated, whichever occurs first, and the unit must be removed from the parcel.

SECTION SIX: Failure to comply with any of the provisions in this Ordinance, or any additional administrative regulations adopted under its authority, will result in immediate revocation of the administrative approval and immediate removal of the unit.

SECTION SEVEN: 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.

SECTION EIGHT: The City Council finds that this ordinance is necessary for the immediate preservation of the peace, health, and safety of the City of Redmond. The City Council also finds that it is in the best interest of the City of Redmond to have this ordinance take effect immediately upon adoption and signature. Therefore, the City Council hereby declares an emergency. This ordinance, therefore, shall become effective on the date of passage.

PASSED by the City Council and **APPROVED** by the Mayor this 27th day of October 2020.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder



CITY OF REDMOND

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STAFF REPORT

DATE: October 27, 2020
TO: Redmond City Council
Keith Witcosky, City Manager
THROUGH: John Roberts, Deputy City Manager
Bill Duerden, Public Works Director
Zachary Bass, Airport Director
FROM: Brad Haynes, Street Operations Manager
Mike Wilcox, Airport Operations Supervisor
SUBJECT: Res. #2020-20 - A resolution adopting the City of Redmond Snow and Ice Control Plans for Public Works and Roberts Field - Redmond Municipal Airport.

Addresses Council Goal:

1E. Prioritize municipal services to match community needs and desires with available funding.

Report in Brief:

The City of Redmond's Snow and Ice Control Plans (Plans) for Fiscal Year (FY) 2020/2021 identify how and where the Public Works Department (PW) and the Redmond Municipal Airport (RDM) will respond to winter weather events that result in an accumulation of snow and ice in the city limits. These Plans are presented annually to City Council for approval.

Background:

The purpose of the Plans is two-fold:

1. Provide PW and RDM with clear goals, objectives, priorities and operating procedures for our streets and the Airport in response to snow/ice events; and
2. Provide clear communication and set the response expectations to residents during weather events.

Discussion:

The Plans goals include:

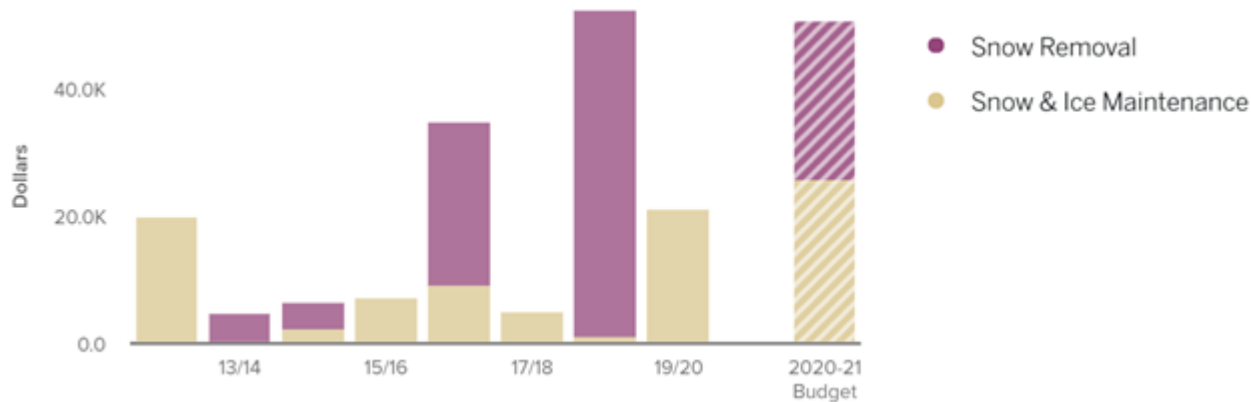
1. Within available budget, staffing and equipment resources, respond in a cost-effective manner appropriate to the anticipated accumulation levels of snow and ice on City property and right-of-way necessary to facilitate safe travel.
2. Prioritize and define the level of service provided by PW and RDM.
3. Allocate available resources (staffing, supplies and equipment).
4. Arrange for supplemental resources during times of severe conditions through intergovernmental agreements and private service contracts.
5. Provide Discretionary Immunity – ORS 30.265 Scope of liability of public body, officers, employees and agents: (6) Every public body and its officers, employees and agents acting within the scope of their employment or duties, or while operating a motor vehicle in a ridesharing arrangement authorized under ORS 276.598, are immune from liability for: (c) Any claim based upon the performance of or the failure to exercise or perform a discretionary function or duty, whether or not the discretion is abused.

Fiscal Impact:

The Plans have no fiscal impact on the funding already included in the FY 2020/21 budget for material, personnel and equipment for snow and ice control operations.

The chart below shows Transportation Fund expenditures for snow and ice maintenance (sanding material) and contracted snow removal over the past eight years. The City experienced extreme weather conditions in FY 2016/17 and

FY 2018/19. The FY 2020/21 budget includes \$51,000 for winter maintenance operations and is derived by taking an average for the prior three-years. The Transportation Fund has a budgeted contingency to address extreme weather years.



Relative to RDM, one of the most significant costs related to snow and ice events is for deicing material and equipment, which has averaged \$115,000 a year over the past five-years (FY 2020/21 budget includes \$115,000).

Alternative Courses of Action:

1. Approve the Plans.
2. Reject the Plans.
3. Request additional information.

Recommendation / Suggested Motion:

"I move to adopt Resolution #2020-20 approving the City's Snow and Ice Control Plans for Fiscal Year 2020/2021."

**CITY OF REDMOND
RESOLUTION NO. 2020-20**

A RESOLUTION ADOPTING THE CITY OF REDMOND SNOW AND ICE CONTROL PLANS FOR PUBLIC WORKS AND ROBERTS FIELD – REDMOND MUNICIPAL AIRPORT.

WHEREAS, the City of Redmond performs a discretionary function of snow and ice removal, and;

WHEREAS, City Departments have developed snow and ice mitigation plans based on historical use; and

WHEREAS, the Snow and Ice Control Plan for Roberts Field must be approved by the Federal Aviation Administration; and

WHEREAS, the City of Redmond has budgetary limitations for personnel, equipment and supplies; and

WHEREAS, Oregon Revised Statute 30.265 limits the scope of liability for public entities performing discretionary functions such as snow and ice removal.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF REDMOND, OREGON, AS FOLLOWS:

Section 1. That the Snow and Ice Control Plans, are adopted pursuant to Resolution No. 2020-20, as set forth in Exhibits A and B, attached hereto and by this reference incorporated herein.

ADOPTED by the City Council and **SIGNED** by the Mayor this 27th day of October 2020.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder



CITY OF REDMOND

2020-2021 SNOW & ICE CONTROL PLAN

City of Redmond Public Works Department
Transportation Operations Division
243 E. Antler Ave
Redmond, Oregon 97756
Phone: 541.504.2000
streets@redmondoregon.gov



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CITY OF REDMOND SNOW AND ICE CONTROL PLAN 2020-2021

OVERVIEW

The purpose of the Snow and Ice Control Plan (Plan) is to establish and communicate general policies and procedures that help make travel within the city limits as safe as possible and to minimize economic hardship during winter storm events.

In this Plan, city streets are classified into four categories:

- 1) Arterials
- 2) Collectors
- 3) Streets serving schools or emergency services, and
- 4) Streets serving residential neighborhoods

The arterials, collectors, school and emergency services streets receive sanding and plowing priority. This assures each residential area is near a plowed street and that emergency services can be provided. Snow and ice control operations are intended to provide prudent motorists with a reasonably safe travel surface. However, caution should be exercised when travelling plowed and sanded streets or deciding to travel on non-plowed or non-sanded residential streets.

During inclement weather, the Public Works Transportation Division strives to maintain the traffic flow in the city limits to as near normal driving conditions as possible in an expeditious and cost-effective manner.

The City's goals include:

1. Within available budget, staffing and equipment resources, respond in a cost-effective manner appropriate to the anticipated accumulation levels of snow and ice on city roads necessary to facilitate safe travel;
2. Assist Police, Fire and Emergency Medical Services in fulfilling their duties;
3. Provide safe and passable school bus routes to minimize school closures, and;
4. Reduce economic losses that may result from workers being unable to travel to their jobs.

STREET PRIORITY LEVELS

The City prioritizes streets for plowing and sanding operations based on traffic volume, public safety, and access to emergency facilities and schools.

General priorities during a storm event (which is defined as two inches and accumulating) are arterials and collectors with special attention to emergency service routes, school bus routes and public transit routes (see Attachment 1, Snow & Ice Priority Routes). Certain residential streets are included as a priority based on chronic icing problems such as at hills, curves or intersections that are likely to cause traffic accidents. These priority streets total approximately 100 lane miles depending on school schedule.

Non-priority residential streets will be addressed after the priority streets have been plowed and sanded. Initial plowing operations on residential streets will be limited to opening two lanes of

travel until all streets have been addressed. Once initial coverage across the city has been completed, plowing operations will continue with an intent of achieving curb to curb coverage. These residential streets total approximately 225 lane miles.

PROCEDURES

Transportation Operations staff will closely monitor upcoming weather forecasts to prepare equipment and personnel. Early morning and weekend road checks performed by staff will determine the need for sanding/plowing operations and the level of response.

Initial response to a snow event consists of tandem plowing operations on the wider priority routes, then assignment of the equipment to individual zones (see Attachment 2, Snow & Ice Maintenance Zones). Snow accumulation of six inches or greater may trigger activation of contracted snow plowing in residential streets allowing City crews to concentrate on the priority routes.

If parked vehicles, garbage containers, or other obstructions interfere with the safe and continuous operation of snow plowing equipment, the street will not receive plowing until the conditions are improved. Mailboxes damaged from lack of owner maintenance, snow load, or vandalism is not the responsibility of the City. Postal regulations ([Postal Operations Manual 632.14](#)) place responsibility on the resident to maintain the clear approach to the mailbox for delivery.

LEVELS OF RESPONSE

Factors considered when establishing response efforts include snowfall rate and accumulation, moisture content, temperature, wind velocity, time of day, workweek or weekend, and storm duration. Resources will be allocated to provide a cost-effective response appropriate to the weather conditions. The majority of operations typically consists of sanding with plowing occurring when snow levels reach two inches and accumulating.

Five levels of response are planned for as outlined below:

Level	Operation	Equipment
Level 1	Limited sanding	Two Trucks/sanders
Level 2	Full sanding	Seven Trucks/sanders
Level 3	Limited Plowing (less than full City/ higher elevations)	Six Trucks plows/sanders
Level 4	Full City plowing	Ten pieces of primary equipment, sustained operations
Level 5	Snow removal/clean-up (Downtown)	Snow Blower and dump trucks

OFF-STREET AREAS

Parking Lots

City-owned and managed parking lots will be plowed by Public Works. Parking lots will typically be plowed at four inches or more of accumulation. When required, the removal of snow piles will be accomplished by the Transportation Division or contracted services.

Sidewalks/Driveways

Snow and ice control on sidewalks adjacent to commercial properties are the responsibility of the adjoining property owner, occupant or person in charge of property per City Code [5.335, §6]. All driveways and sidewalks adjacent to privately owned properties are the responsibility of the owners. Snow removed from sidewalks and driveways should be retained on the properties to avoid blockage of the street drainage systems. Sidewalks under City responsibility (buildings, parking lots, parks) will be maintained by Public Works with high pedestrian use areas receiving priority.

STAFF SCHEDULING

The Transportation Division Manager (or designee) will allocate available personnel within Public Works to ensure sufficient operators for all primary snow plowing equipment during winter storm events. This includes splitting the Transportation Operations crew into two winter shifts providing weekday coverage from 5:00 a.m. to 10:30 p.m. This enables personnel to monitor roadway conditions ahead of active travel times.

For sustained operations a total of nine sander/plow operators, two mechanics, one lead operator, and one supervisor are needed per shift. Additionally, four people are needed to plow and sand the City parking lots and sidewalks. To achieve sustained 24-hour operations, two 12-hour shifts may be created by deploying staff from other Public Works Divisions. The Transportation Division Manager (or designee) will determine the need for activating contracted services to supplement snow plowing operations.

For Level 3 or Level 4 operations, two of the four mechanics may report after hours to the vehicle maintenance facility to repair equipment as needed. For sustained 24-hour operations, mechanics may split into two shifts to provide continuous coverage.

EQUIPMENT

Advance Inspection and Maintenance

The Transportation and Fleet Services Division (FSD) staff prepares vehicles and equipment in advance of the winter snow season. FSD inspects, tests and operates all equipment that will be utilized and performs any needed repairs. Transportation staff runs drills on setting up, mounting and loading equipment on the vehicles.

Training

Public Works personnel will receive training on equipment prior to the winter season to ensure replacement operators are available to staff all primary snow plowing equipment should vacancies occur during a storm event.

GPS Tracking Equipment

Transportation Operations has implemented tracking equipment on all primary snow plowing equipment as well as remote transmitters for contracted services to ensure coverage throughout the city during major events.

Available Equipment

Quantity	Equipment
3	* 10 Wheel, 10-12 Yard Dump Trucks w/Sander & Snowplow
3	* 6 Wheel, 5-7 Yard Dump Trucks w/Sander & Snowplow
3	* Utility Pick-up Trucks with V-Plow
1	* JD Motor Grader w/10 Foot Mboard
1	6 Wheel Truck w/Sander
2	Wheeled Loaders w/3 Yard Bucket
4	Backhoe Loaders w/1 ½ Yard Bucket
1	Trackless Wheeled Tractor w/60 Inch Snowblower, Plow & Broom Attachment
1	JD Lawn Tractor w/Plow & Snowblower
1	ATV 4 x 4 w/Plow
1	Polaris Ranger w/Plow
1	Skid Steer Loader

**Primary snow control equipment*

PUBLIC INFORMATION AND COMMUNICATION

Public Engagement

The website "RedmondStreets.com" serves as the main source of information regarding street conditions within the city. A media release ahead of the season's first storm will direct users to the site for general information about the City's snow and ice operations as well as for status updates during storm events. The City's main website and Facebook or Twitter pages will be additional sources of information.

Contacting the City

During any snow/ice event an increase in call volume from residents and property owners is expected. The most common calls are from residents reporting problems, inquiring on conditions or requesting timelines for when their street will be plowed. Residents can contact Public Works by phone at 541-504-2000 or by e-mail at streets@redmondoregon.gov. Equipment may be diverted from their scheduled route only when requested by an emergency service agency such as the Redmond Police Department or Redmond Fire & Rescue.

ADDITIONAL CONSIDERATIONS

Pre-Season Street Check

In advance of the winter season, Transportation staff will pre-drive plow routes to ensure plows and other heavy equipment have a clear path of travel. This may include trimming trees and marking/flagging curbs or obstructions that operators need to be aware of when there is snow cover.

Vehicle Parking

Residents can help with plowing operations by parking their vehicles in their driveway or other suitable location ahead of a predicted weather event. This will allow for quicker and more effective plowing operations curb to curb. Residential streets may not be plowed if parked vehicles, garbage containers, or other obstructions interfere with safe and continuous plowing operations. Equipment will return to plow after vehicles or obstructions are removed.

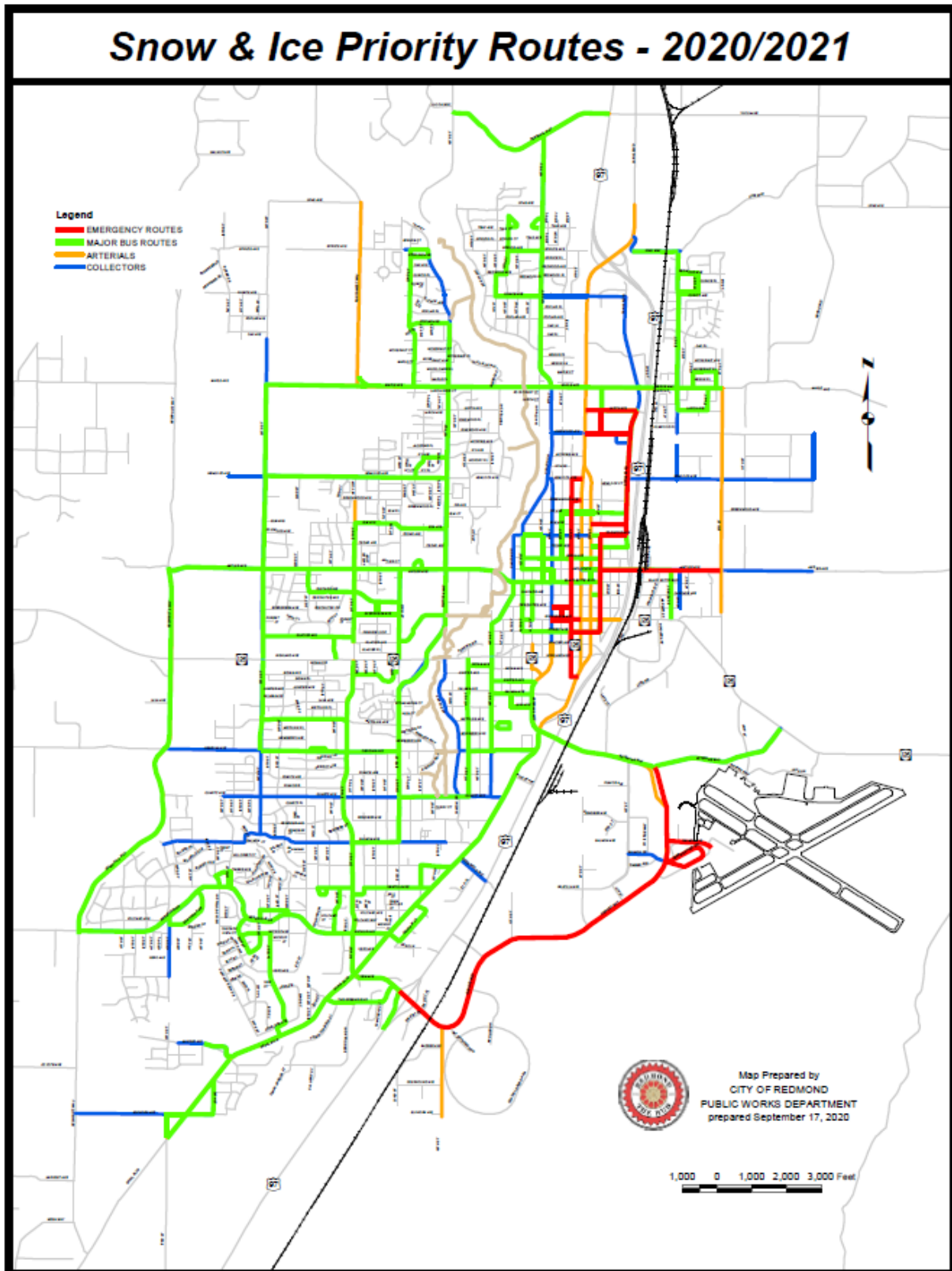
How You Can Help

- Prepare your vehicle for Central Oregon's winter climate (traction tires or chains).
- In residential areas, leave room for plows to get through safely by parking off the streets.
- Be patient, every reasonable effort is being made to keep roadways open.

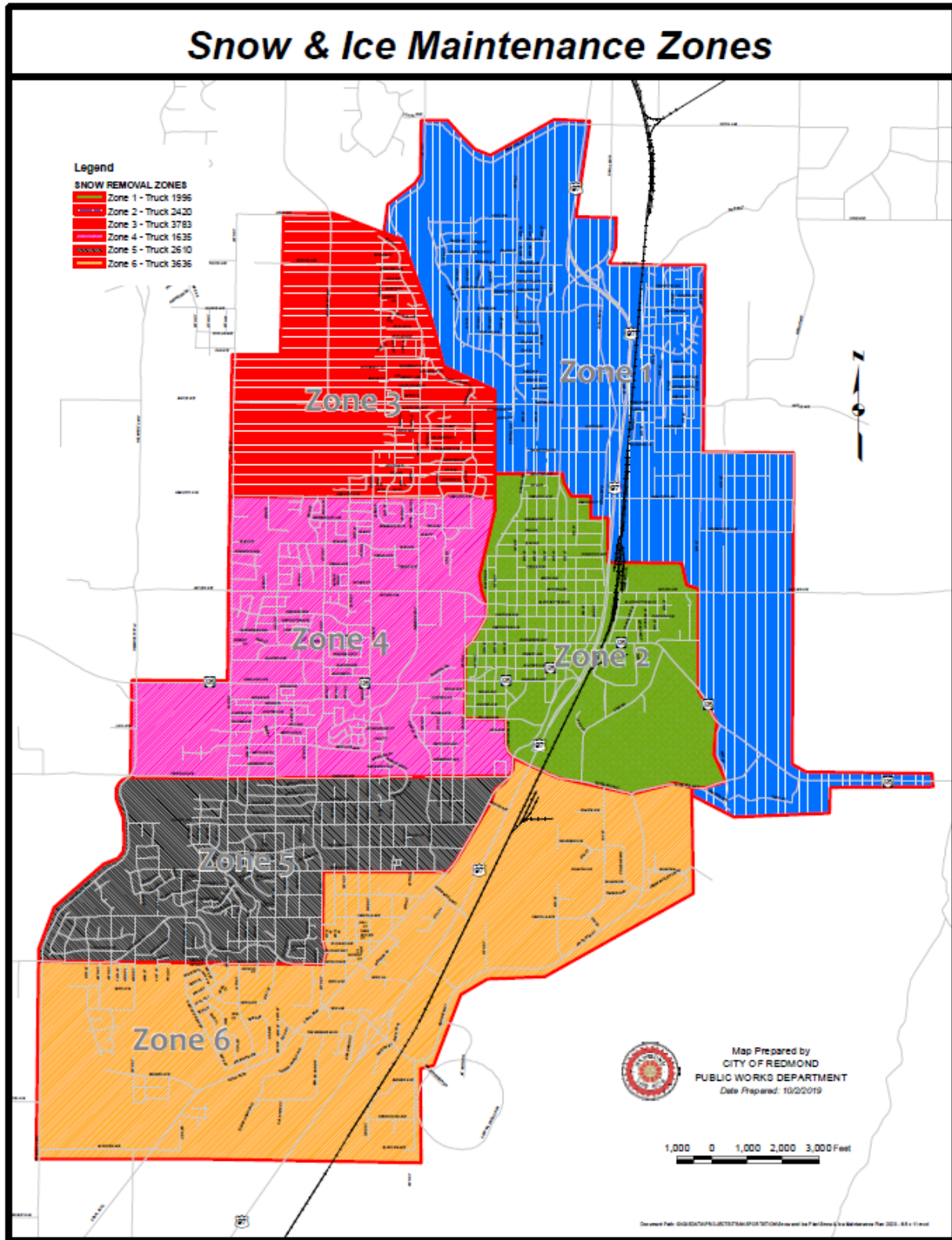
SUMMARY

The Snow and Ice Control Plan establishes general policies and procedures for the city's response to winter weather events within available resources. The overall goal is to make travel within the city as safe as possible and to minimize economic hardship during severe weather events. Specific streets and locations are prioritized according to traffic volume, public safety, and access to emergency facilities and schools. Keeping our city's streets clean and safe during the winter is a big job and it can't happen without the cooperation of all our residents and businesses.

ATTACHMENT 1: Snow & Ice Priority Routes Map



ATTACHMENT 2: Snow & Ice Maintenance Zone Map



Snow and Ice Control Plan

Redmond-Roberts Field

Original Date Sept 1, 2016
Revision Date _____

FAA Approval _____

Exhibit #1

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Original Date Sept 1, 2016

FAA Approval _____

Revision Date _____

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Original Date Sept 1, 2016
Revision Date _____

FAA Approval _____

Exhibit #3

Original Date Sept 1, 2016
Revision Date _____

FAA Approval _____

Exhibit #4

Phase #1

Pre- and Post-Winter Season Topics

Original Date Sept 1, 2016
Revision Date _____

FAA Approval _____

Exhibit #5

Chapter 1. Pre-Season Actions

1.1 Airport Preparation

a) Airport Management Meetings

The Operations Supervisor will typically initiate a meeting the month of Sept/Oct timeframe to discuss equipment and material inventory, repair needs, staffing, budget, training, previous years issue's, and any other topics associate with snow and ice control and its plan.

b) Personnel Training

All personnel with responsibilities within this plan receive annual, recurrent snow removal training. All training for airport personnel is conducted by Operations Supervisor and Airfield and Facilities Maintenance Lead. Training records are maintained by Operations Supervisor. Training will include but not be limited to surface condition assessment, friction testing equipment, Notam Manager, snow removal and deicing equipment operations and use.

c) Equipment Preparation

The airport's (2) Bowmonk AFM2 will be calibrated, updated and certified annually before the end of October of each year.

Thirty to sixty days prior to snow season Airfield and Facilities Maintenance Department in partnership with City of Redmond Vehicle Maintenance Department will inspect and prepare each piece of snow removal equipment. Required fluids, replacement parts, and snow removal equipment components will be inventoried and stockpiled.

1.2 Snow and Ice Control Committee (SICC) Meetings.

The Airport has developed a Snow and Ice Control Committee (SICC) to provide feedback and make recommendations to snow and ice removal operations and Snow and Ice Control Plan (SICP) updates at Redmond – Roberts Field. The SICC includes Operations and Maintenance Manager, Operations Supervisor, Airfield and Facilities Maintenance Lead, Air Traffic Manager and Air Carrier Managers.

If applicable:

Tenants and airport users not able to participate in the SICC are provided minutes and kept apprised of all changes and provided the opportunity to comment.

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During the month of September/October the Airport will begin notifying tenants and airport users to review and provide comments to be discussed at the season kick-off meeting typically in the month of October.

The following topics should be discussed in the SICC:

- Airport Clearing Operations Discussion Topics
 - Areas Designated as Priority I area, any new airfield infrastructure
 - Clearing operations and follow-up airfield assessments
 - Potentials for pilot or vehicular runway incursions or incidents
 - Staff requirements and qualifications (training)
 - Update training program
 - Streamline decision making process
 - Response time to keep runways, taxiways and ramp areas operational
 - Communication, terminology, frequencies, and procedures
 - Monitoring and updating of runway surface conditions
 - Issuance of NOTAMS and dissemination to ensure timely notification
 - Equipment inventory
 - Status of procurement contracts, including storage of materials
 - Validation of deicer certification letters from vendors (if applicable)
 - Procedures for storm water runoff mitigation
 - Snow hauling/disposing, snow dumps
 - New runoff requirements for containment or collection
 - Changes to contract service for clearing ramps
- Air Carrier Ground Deicing/anti-icing programs
 - Assessing all air carriers deicing programs by reviewing airport surface flow strategies; reviewing ground time and takeoff clearances after deicing; analyzing and adjusting airplane deicing plans
 - Maximizing efficiency of operations during icing conditions by identifying locations for airplane deicing; planning taxi routes to minimize ground times; developing rates for deiced departures; allocating departure slots; determination airport deicing crew needs; verifying communications.
- Any requirements for containment/collection of deicing/anti-icing.

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Chapter 2. Post-Event/Season Actions

2.1 Post Event.

After each snow event, airport management will/may host a meeting and invite (Air Traffic if applicable) to discuss any issues that have arisen from the event.

All members of the SICC will be encouraged to provide feedback to airport management before, during or following each snow event. After a significant event or a challenging operation, a separate SICC meeting will be held.

If applicable:

During the snow season, winter operations is an agenda item at tenant meetings, which are generally held monthly.

2.2 Post Season.

After each snow season a SICC meeting will be held, typically in March/April to review the snow season issues and recommendations for changes. The same topics as pre-season should be reviewed.

Airfield and Facilities Maintenance Department in partnership with City of Redmond Vehicle Maintenance Department will inspect and repair equipment as needed. Operations Supervisor will ensure SICP is updated as needed.

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Phase #2

Winter Storm Actions and Procedures

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Chapter 3. Snow Removal Action Criteria

3.1 Activating Snow Removal Personnel.

The following employees are trained as noted in **1.1 b**

Name	Position	Phone #
Ben Wolfe	Operations Manager	541-410-9381
Mike Wilcox	Operations Supervisor	541-948-7216
Cody Sheets	Operations Specialist	541-699-2065
Justin Turpin	Airfield/Facility Maintenance Lead	541-749-0088
Eric Apling	Airfield/Facility Maintenance Worker	541-604-5812
Jon Hershey	Airfield/Facility Maintenance Worker	541-410-8034
Cameron Byrd	Airfield/Facility Maintenance Worker	541-419-3434
Wyatt Willis	Airfield/Facility Maintenance Worker	541-604-1966
Devin Gredvig	Airfield/Facility Maintenance Worker	541-604-0588
Justin Davis	Airfield/Facility Maintenance Worker	541-604-0721
Duty Phone	Airfield/Facilities Maintenance Worker	541-504-3080

a) Weather Forecasting

- Duty Airfield and Facilities Maintenance Worker is responsible for monitor the current and/or forecast weather conditions.
- Local Meteorological and Internet based sites are sources used for weather forecasting.
- Redmond – Roberts Field does not have surface sensors.

b) Chain of Command

- Duty Airfield and Facilities Maintenance Worker is responsible for the following;
- Monitoring airfield conditions
- Physically inspecting airfield
- Initiating a Snow Alert Callout by notifying shift Supervisor
- Specify Procedures for Callout and Notification of Personnel

When heavy snow fall is forecast. Employees will be assigned to A-team or B-Team and will work 12hr shifts. Employees will remain of assigned 12hr shift until storm subsides and priority areas are cleared and functional.

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c) Triggers for Initiating Snow Removal Operations

Snow removal operations will begin based on the following table. Table 5-2 for AC 150/5200-30D was used to determine Depths to initiate snow removal operations.

<u>Precipitation</u>	<u>Depth in Inches</u>
Slush	1/8
Wet Snow	1/8
Dry Snow	1/4 to 1/2
Ice or Freezing Rain	< 1/8

3.2 Personnel Responsible.**Airfield and Facility Maintenance**

- Determine when snow removal or deicing operations shall begin, based on evaluation of existing field conditions along with present and forecasted weather.
- Monitor runway conditions. Determine the presence of snow, ice, or slush along with depths. (Reference Assessment Criteria Column of Runway Condition Assessment Matrix (RCAM) on Table 5-2 of AC 150/5200-30D page 5-7.)
- Determine the coefficient of friction (Mu) by use of a qualified friction tester. Vehicle Deceleration and Directional Control Observation along with Pilot Breaking Action Reports should be used to support generated Runway Condition Code (RCC).
- Disseminate airport information via Notam Manager when any hazard to aircraft operation exists or when conditions change. If Notam Manager is inoperable, airport information will be disseminated by calling 1-877-487-6867.
- Notify Redmond Tower of existing runway, taxiway and apron conditions along with any hazard to aircraft operations that exists. Notify via land line at 541-548-2574 or on appropriate frequency.
- Maintain the effective operation of snow removal and ice control equipment. This includes the inspection, fueling, greasing, and cleaning of equipment to ensure equipment is ready for use.

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- Airport Management will be responsible for overseeing all of the responsibilities of Airfield and Facilities Maintenance and ensuring that a sufficient supply of fuel and deicing chemical will be kept on hand in the event that a prolonged storm occurs.

3.3 Snow Control Center (SCC).

The SCC is generally located in an Operations vehicle during a moderate to heavy snow event. The role of "Snow Boss" will be one of the following; Airfield and Facilities Maintenance Lead, Airfield and Facilities Maintenance Worker, Operations Supervisor or Facilities and Operations Manager.

At a minimum, the SCC will perform the following functions:

- Managing snow clearing operations.
- Serving as the prime source for initiating FICONS, Closures, Openings, etc.
- Informing ATCT, Air Carriers, Air Taxis, and other users of airport conditions.
- Issuing NOTAMs.

The SCC provides critical information to the drivers operating snow removal equipment. SCC duty is critical to ensuring that prompt removal of snow/ice is conducted, and that surface conditions are disseminated timely and accurately. Preplanning strategies, coordination of snow removal efforts and overall operational support is the primary function of the SCC.

3.4 Airfield Clearing Priorities.

Describe how the priorities are determined. A color coded map may be included but should not substitute text.

a) Priority 1

- Runway 5-23
- Taxiway R1
- Taxiway "E"
- Taxiway "H"
- Terminal Apron
- Taxiway "F"
- Taxiway "K"
- ARFF Access to Taxiway "B"
- Gate B-3 Operability (SRE) – Primary Mutual Aid Access Point

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- NAVAIDS

b) Priority 2

- Taxiway "C" West of 5-23
- North Cargo Ramp
- General Aviation Ramp
- Taxiway "B" West of Runway 5-23
- Runway 11-29
- Taxiway "B" East of Runway 5-23
- Taxiway "C" East of Runway 5-23
- Taxiway "B1" and "C1"
- Taxiway "B2" and "C2"
- Taxiway "B4" and "C4"
- Fuel Truck Access Road (Perimeter Road)

c) Priority 3

- North City Hangars and Tie Downs
- Taxiway "D"
- Taxiway "B3" and "C3"
- Taxiway "N"
- South City Hangars
- Taxi lane "Z1" "Z2" "Z3"

3.5 Airfield Clearance Times.

RDM has more than 10,000 but less than 40,000 annual operations for a targeted clearance time of 1hr (Table 1-1).

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Table 1-1. Clearance Times for Commercial Service Airports

<i>Annual Airplane Operations (includes cargo operations)</i>	<i>Clearance Time¹ (hour)</i>
<i>40,000 or more</i>	<i>½</i>
<i>10,000 – but less than 40,000</i>	<i>1</i>
<i>6,000 – but less than 10,000</i>	<i>1½</i>
<i>Less than 6,000</i>	<i>2</i>
<i>General: Commercial Service Airport means a public-use airport that the U.S. Secretary of Transportation determines has at least 2,500 passenger boardings each year and that receives scheduled passenger airplane service [reference Title 49 United States Code, Section 47102(7)].</i>	
<i>Footnote 1: These airports should have sufficient equipment to clear 1 inch (2.54 cm) of falling snow weighing up to 25 lb/ft³ (400 kg/m³) from Priority 1 areas within the recommended clearance times.</i>	

3.6 Snow Equipment List.

- Primary (1) 2018 BATTs 750-gallon Liquid Deicer mounted on 2007 Ford F-550
- Primary (1) 2017 MB3 Sweeper with 20ft Broom
- Primary (1) 2014 Wausau SnoDozer 3131 with a JV 5000 high capacity snow blower capable of moving 5000 tons per hour
- Primary (1) 2009 Tyler Ice. This Trailer carries 1500 gallons of liquid E-36 and sprays up to 75' wide. This is pulled by a 1974 Ford 8000 10 yard dump truck.
- Primary (1) 2006 Cat Front End Loader with 20' Pro-Tec snow pusher.
- Primary (1) 2000 Oshkosh model "P" series six wheel, all steer, all-wheel drive truck with a 12 yard dump body, equipped with a 5½ yard Epoke slide-in liquid and solid material sander box. The truck carries a 22' power reversible polyethylene airport plow.
- Primary (1) 1995 Oshkosh model "HB" all-wheel drive, two diesel engine design chassis and a two-stage rotary snow blower with a quick hitch for a Frink model 5019 19' power reversible polyethylene airport plow and a Sweepster model S3100B 18' rotary broom. Primary function is rotary broom.

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- Secondary (1) 1985 Case Front End Loader with 20' Pro-Tec snow pusher.
- Secondary (1) 1957 Oshkosh model WT-2206 with a 2009 slide in power plant and 20" rotary broom. She's a thing of beauty!
- One (1) 1976 Huber Grader, with a 12' reversible blade.
- One (1) 12' Pro-Tec snow pusher to attach to a front-end loader.
- One (1) 22' reversible ramp plow to attach to front end loader.
- Two (2) Bowmonk AFM2 Airfield Friction Meter Mark 3

3.7 Storage of Snow and Ice Control Equipment.

2018 BATTs – stored inside
2017 MB3 – stored inside
2014 Wausau SnoDozer – stored inside/heated
2009 Tyler Ice/1974 Ford 8000 10 yard – stored inside/heated
2007 Ford F-550 deicing truck – stored inside/outside
2006 Cat Front End Loader – stored outside
2000 Oshkosh Plow – stored inside/outside
1995 Oshkosh Broom – stored inside/heated
1985 Case Front End Loader – stored outside
1984 Oshkosh Broom – stored outside
1976 Huber Grader – stored outside

3.8 Definitions.

Airside Urea.

(Otherwise known as "Carbamide") The approved specifications are SAE AMS 1431, Compound, Solid Runway and Taxiway Deicing/Anti-Icing, and MIL SPEC DOD-U-10866, Technical Urea. Agricultural grade urea that meets any of these specifications, called airside urea, is acceptable.

Approved Chemical.

A chemical, either solid or liquid, that meets a generic SAE or MIL specification.

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Ash.

A grayish-white to black solid residue of combustion normally originating from pulverized particulate matter ejected by volcanic eruption.

Compacted Snow.

Snow that has been compressed and consolidated into a solid form that resists further compression such that an airplane will remain on its surface without displacing any of it. If a chunk of compressed snow can be picked up by hand, it will hold together or can be broken into smaller chunks rather than falling away as individual snow particles.

Note: A layer of compacted snow over ice must be reported as compacted snow only.

Example: When operating on the surface, significant rutting or compaction will not occur. Compacted snow may include a mixture of snow and embedded ice; if it is more ice than compacted snow, then it should be reported as either ice or wet ice, as applicable.

Contaminant.

A deposit such as frost, any snow, slush, ice, or water on an aerodrome pavement where the effects could be detrimental to the friction characteristics of the pavement surface.

Contaminated Runway.

For purposes of generating a runway condition code and airplane performance, a runway is considered contaminated when more than 25 percent of the runway surface area (within the reported length and the width being used) is covered by frost, ice, and any depth of snow, slush, or water.

When runway contaminants exist, but overall coverage is 25 percent or less, the contaminants will still be reported. However, a runway condition code will not be generated.

While mud, ash, sand, oil, and rubber are reportable contaminants, there is no associated airplane performance data available and no depth or Runway Condition Code will be reported.

Exception: Rubber is not subject to the 25 percent rule, and will be reported as Slippery When Wet when the pavement evaluation/friction deterioration indicates the averaged Mu value on the wet pavement surface is below the Minimum Friction Level classification specified in Table 3-2 of FAA Advisory Circular 150/5320-12.

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Dry (Pavement).

Describes a surface that is neither wet nor contaminated.

Dry Runway.

A runway is dry when it is neither wet, nor contaminated. For purposes of condition reporting and airplane performance, a runway can be considered dry when no more than 25 percent of the runway surface area within the reported length and the width being used is covered by:

Visible moisture or dampness, or

Frost, slush, snow (any type), or ice.

A FICON NOTAM must not be originated for the sole purpose of reporting a dry runway. A dry surface must be reported only when there is need to report conditions on the remainder of the surface.

Dry Snow.

Snow that has insufficient free water to cause it to stick together. This generally occurs at temperatures well below 32° F (0° C). If when making a snowball, it falls apart, the snow is considered dry.

Eutectic Temperature/Composition.

A deicing chemical melts ice by lowering the freezing point. The extent of this freezing point depression depends on the chemical and water in the system. The limit of freezing point depression, equivalent to the lowest temperature that the chemical will melt ice, occurs with a specific amount of chemical. This temperature is called the eutectic temperature, and the amount of chemical is the eutectic composition. Collectively, they are referred to as the eutectic point.

FICON (Field Condition Report).

A Notice to Airmen (NOTAM) generated to reflect Runway Condition Codes, vehicle braking action, and pavement surface conditions on runways, taxiways, and aprons.

Fluid Deicer/Anti-Icers. The approved specification is SAE AMS 1435, Fluid, Generic Deicing/Anti-icing, Runways and Taxiways.

Frost.

Frost consists of ice crystals formed from airborne moisture that condenses on a surface whose temperature is below freezing. Frost differs from ice in that the frost crystals grow independently and therefore have a more granular texture.

Note: Heavy frost that has noticeable depth may have friction qualities similar to ice and downgrading the runway condition code accordingly should be considered. If driving a vehicle over the frost does not result in tire tracks down to

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bare pavement, the frost should be considered to have sufficient depth to consider a downgrade of the runway condition code.

Generic Solids. The approved specification is SAE AMS 1431, Compound, Solid Runway and Taxiway Deicing/Anti-Icing.

Ice.

The solid form of frozen water to include ice that is textured (i.e., rough or scarified ice).

A layer of ice over compacted snow must be reported as ice only.

Layered Contaminant.

A contaminant consisting of two overlapping contaminants. The list of layered contaminants has been identified in the RCAM and include:

- Dry Snow over Compacted Snow
- Wet Snow over Compacted Snow
- Slush over Ice
- Water over Compacted Snow
- Dry Snow over Ice
- Wet Snow over Ice

Mud.

Wet, sticky, soft earth material.

Multiple Contaminants.

A combination of contaminants (as identified in the RCAM) observed on paved surfaces. When reporting multiple contaminants, only the two most prevalent / hazardous contaminants are reported. When reporting on runways, up to two contaminant types may be reported for each runway third. The reported contaminants may consist of a single and layered contaminant, two single contaminants, or two layered contaminants. The reporting of “multiple contaminants” represent contaminants which are located adjacent to each other, not to be confused with a “layered contaminant” which is overlapping. For example:

- Single contaminant and Layered contaminant.
‘Wet’ and ‘Wet Snow over Compacted Snow’
- Single contaminant and Single contaminant.
‘Wet Snow’ and ‘Slush’

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- Layered contaminant and Layered contaminant.
'Dry Snow over Compacted Snow' and 'Dry Snow over Ice'

Oil.

A viscous liquid, derived from petroleum or synthetic material, especially for use as a fuel or lubricant.

Runway (Primary and Secondary).

Primary.

Runway(s) being actively used or expected to be used under the existing or anticipated adverse meteorological conditions, where the majority of the takeoff and landing operations will take place.

Secondary.

Runway(s) that supports a primary runway and is less operationally critical. Takeoff and landing operations on such a runway are generally less frequent than on a primary runway. Snow removal operations on these secondary runways should not occur until Priority 1 surfaces are satisfactorily cleared and serviceable.

Runway Condition Assessment Matrix (RCAM).

The tool by which an airport operator will assess a runway surface when contaminants are present.

Runway Condition Code (RwyCC).

Runway Condition Codes describe runway conditions based on defined contaminants for each runway third. Use of RwyCCs harmonizes with ICAO Annex 14, providing a standardized "shorthand" format (Eg: 4/3/2) for reporting. RwyCC (which replaced Mu values) are used by pilots to determine landing performance calculations.

Sand.

A sedimentary material, finer than a granule and coarser than silt.

Slush.

Snow that has water content exceeding a freely drained condition such that it takes on fluid properties (e.g., flowing and splashing). Water will drain from slush when a handful is picked up. This type of water-saturated snow will be displaced with a splatter by a heel and toe slap-down motion against the ground.

Slush over Ice.

See individual definitions for each contaminant.

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Slippery When Wet Runway.

A wet runway where the surface friction characteristics would indicate diminished braking action as compared to a normal wet runway.

Slippery When Wet is only reported when a pavement maintenance evaluation indicates the averaged Mu value on the wet pavement surface is below the Minimum Friction Level classification specified in Table 3-2 of FAA Advisory Circular 150/5320-12. Some contributing factors that can create this condition include: Rubber buildup, groove failures/wear, pavement macro/micro textures.

Water.

The liquid state of water. For purposes of condition reporting and airplane performance, water is greater than 1/8-inch (3mm) in depth.

Wet Runway.

A runway is wet when it is neither dry nor contaminated. For purposes of condition reporting and airplane performance, a runway can be considered wet when more than 25 percent of the runway surface area within the reported length and the width being used is covered by any visible dampness or water that is 1/8-inch or less in depth.

Wet Ice.

Ice that is melting, or ice with a layer of water (any depth) on top.

Wet Snow.

Snow that has grains coated with liquid water, which bonds the mass together, but that has no excess water in the pore spaces. A well-compacted, solid snowball can be made, but water will not squeeze out.

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Chapter 4. Snow Clearing Operations and Ice Prevention

4.1 Snow Clearing Principals.

a) Ramp and Terminal

The snow clearing objective for the Terminal Apron is to maintain as best as possible, a snow and ice free surface. Airline personnel are responsible for maintaining passenger walkways between terminal building and each aircraft parking location.

- Snow will be removed from surface in a manner that does not cover signs or create snow banks along the edges of apron nor creating wing tip clearance concerns.
- Heavy snow will be removed with Rotary Plow and or stockpiled off pavement surface at the far south west end of the apron and off pavement surface.

b) Runway and Taxiways

Displacement plows, rotary plows (blowers), and brooms are used to remove snow from runway and taxiway surfaces. Snow depth, accumulation rate and moisture content are contributing factors when determining equipment used.

Snow removal and ice control efforts will be focused first on Priority 1 Areas noted in **3.4**. Runways will be cleared and treated to full width. Taxiways will be cleared to full width and treated as needed.

Brooms are used to remove light to moderate snow. Displacement plows are used for moderate to heavy snow. Brooms will follow behind plows to remove any contaminates left behind.

Rotary plows (blowers) will be used to blow snow beyond runway and taxiway edge lighting.

Close wing formations may be used when there are multiple pieces of snow equipment on runway.

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c) **Snowbanks**

Snow Bank Height Profiles – See Figure 4-1. Design Group III and IV apply to our airport.

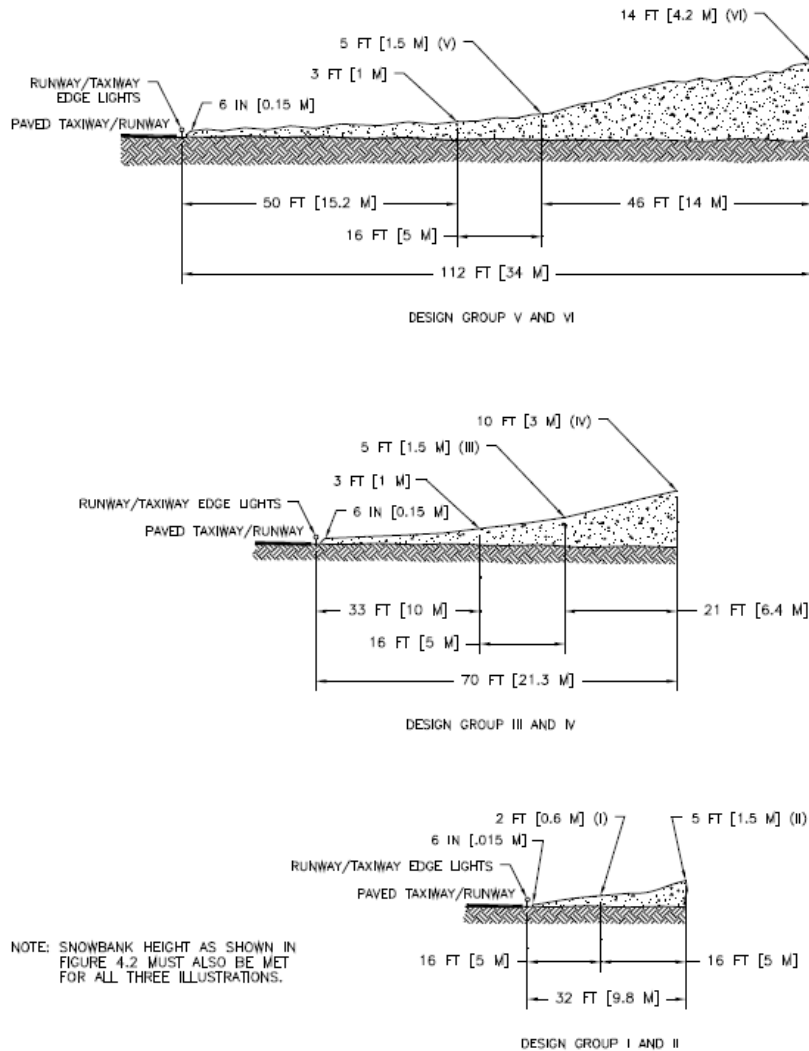


Figure 4-1. Snow Bank Profile Limits Along Edges of Runways and Taxiways with the Airplane Wheels on Full Strength Pavement (see Figure 4-2 guidance)

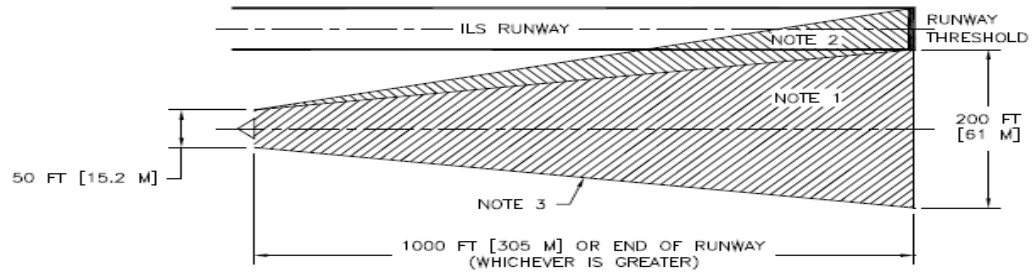
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d) NAVAIDs

FAA Maintenance Personnel will notify Airport and solicit assistance when glide slope critical areas or PAPI/VASI needs to be cleared of snow.



NOTES:

1. CATEGORY I GLIDE SLOPE SNOW CLEARANCE AREA.
2. CATEGORY II AND III GLIDE SLOPE SNOW CLEARANCE AREA. THE AREA DEPICTED UNDER NOTE 1 SHALL ALSO BE CLEARED.
3. THE DEPTH OF SNOWBANKS ALONG THE EDGES OF THE CLEARED AREA SHALL BE LESS THEN 2 FEET.

ACTION TAKEN	SNOW DEPTH		
	SBR <6 IN [15 cm] NR. CEGS <18 IN [45 cm]	SBR 6 TO 8 IN [15 TO 20 cm] NR. CEGS 18 TO 24 IN [45 TO 60 cm]	SBR >8 IN [20 cm] NR. CEGS >24 IN [60 cm]
SNOW REMOVAL (SEE ABOVE FIGURE)	REMOVAL NOT REQUIRED RESTORE FULL SERVICE AND CATEGORY.	ILS CATEGORY I REMOVE SNOW 50 FT [15M] WIDE AT MAST WIDENING TO 200 FT [60M] WIDE AT 1000 FT [300M] OR END OF RUNWAY TOWARD MIDDLE MARKER. ILS CATEGORIES II AND III AS ABOVE PLUS WIDEN THE AREA TO INCLUDE A LINE FROM THE MAST TO THE FAR EDGE OF RUNWAY THRESHOLD.	
NO SNOW REMOVAL	RESTORE FULL SERVICE AND CATEGORY.	ALL CATEGORIES RESTORE TO CATEGORY I SERVICE, CATEGORY D AIRCRAFT MINIMA RAISED TO LOCALIZER ONLY. TYPICAL NOTAM TEXT: "DUE TO SNOW ON THE IXXX (APPROPRIATE IDENTIFIER) GLIDE SLOPE, MINIMA TEMPORARILY RAISED TO LOCALIZER ONLY FOR CATEGORY D AIRCRAFT" IF APPLICABLE. "CATEGORY II NA"* OR "CATEGORY II/III NA".	ALL CATEGORIES APPROACH RESTRICTED TO LOCALIZER ONLY MINIMA. TYPICAL NOTAM TEXT: "DUE TO SNOW ON THE IXXX (APPROPRIATE IDENTIFIER) GLIDE SLOPE, MINIMA TEMPORARILY RAISED TO LOCALIZER ONLY.

* NA (NOT AUTHORIZED)

Figure 4-2. ILS CAT I and CAT II/III Snow Clearance Area Depth Limitations

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4.2 Controlling Snow Drifts.

The airport has no method in place, past or present, for controlling snow drifts.

4.3 Snow Disposal.

In the event that large quantities of snow need to be removed, front end loaders and dump trucks will be used. There are multiple locations on the airport where snow could be disposed. A specific location will be determined at the appointed time when the circumstances warrant.

4.4 Methods for Ice Control and Removal—Chemicals.

E-36, Potassium Acetate and NAAC Potassium Format are product used to anti-ice and de-ice surfaces. E-36 is applied through metered computer controlled spray system at a rate of ½ to 1 ½ gallons per 1000 square feet. NACC Potassium Format is applied with Epoke truck mounted spreader at a rate of 4lbs to 8lbs per 1000 square feet.

4.5 Sand (for the purposes of treating a winter surface).

Sand could be used as a backup in the event the airport is unable to apply E-36 or NAAC. Sand could be applied by Epoke truck mounted spreader. This unit has the capability of wetting sand with E-36 during application.

Table 4-2. Standard Gradation for Sand

Sieve Designation	Percent by Weight Passing
8	100
80	0-2

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Table 4-3. Expanded Sand Gradation Standard

Sieve Designation	Percent by Weight Passing
8	100
30	20-50
80	0-2

4.6 Surface Incident/Runway Incursion Mitigation Procedures.

RDM will review surface incidents that occur during snow removal operations and will discuss how additional vehicles and time on the airfield might lead to a surface incident. Also discussed will be the direct correlation between equipment age, condition and performance related to decreasing vehicle time on runway and that solicitation of FAA support for SRE Equipment procurement is ongoing.

Preventive measures put into place to help prevent surface incidents include maintaining visual and radio contact from vehicle to vehicle and between vehicle and Air Traffic Control in addition to airfield familiarization and annual equipment training.

Vehicles will be marked and lighted in accordance with AC 150/2510-5, Painting, Marking and Lighting of Vehicles Used on an Airport.

a) Radio Communication

All snow removal and ice control vehicles operating on aircraft movement area will be equipped with a two-way radio or be under the direct control of a vehicle so equipped. Radios must be capable of monitoring frequency 121.80 MHz (Redmond Ground) while operating on ramps and taxiways or 124.50 MHz (Redmond Tower) while operating on runways or during Non-Towered operations.

When snow removal operations are underway, each vehicle operator will communicate directly with ATC. When snow removal operations are in effect on runway 5-23 and "snow boss" has been designated. Authorization for access onto runway 5-23 and continuous communication will be through "snow boss" via Operations Radio. See *Appendix 15 LOA Snow Removal Operations*. During Non-Towered hours one vehicle operator or designated "snow boss", will transmit

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advisories on frequency CTAF (Common Traffic Advisory Frequency) 124.50 MHz (Redmond area traffic) and communicate with area traffic as needed.

The snow team will communicate amongst each other using two-way vehicle mounted or hand held Operation Radios. In order to minimize ambient noise disruption from vehicular noise, headsets are provided if needed.

b) Failed Radio Communication

If radio communications fail between the snow team or a single driver loses a radio signal on Operations Radios, cell phones may be used. During non-towered operations CTAF 124.50 MHz may be used for temporary communications between vehicle operators. If radio communication fails between Air Traffic Control and ground vehicle, cell phones may be use for temporary communication or Air Traffic Control may use Light Gun Signals to aid vehicles as they safely clear the movement area. Vehicles will not return to the field unless they possess a working radio.

c) Low Visibility and Whiteout Conditions

During low visibility, when continual visual contact cannot be made with Air Traffic Control or between snow removal equipment. Frequent "location updates" will be given. During whiteout conditions snow removal equipment will stop immediately until visibility is restored.

d) Driver Fatigue

Airfield and Facilities Maintenance employee will receive rest and meal periods during snow events. During prolonged snow events, employees will be divided into two teams. Each team will work 12 hours during a 24hr period.

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Chapter 5.Surface Assessment and Reporting

Conducting Surface Assessments:

Airfield and Facilities Maintenance/Operations Department will remain aware and monitor all paved surface conditions in order to plan and carry out appropriate maintenance actions in accordance with the Snow and Ice Control plan. The airport strives to maintain a 'no worse than wet' surface condition.

The airport operator in complying with Part 139.339, at a minimum, will utilize the NOTAM system for collection, dissemination and logs of airport information to air carriers, and other airport users.

The NOTAM System used to report conditions is NOTAM Manager.

Assessments of runways, taxiways, and aprons, are conducted by means of visual and physical observation.

- Assessments are performed by Duty Airfield and Facilities Maintenance personnel when inclement weather is anticipated, weather event is underway, or there has been a change to surface conditions resulting from brooming, plowing or chemical treatment.
- Vehicles, Pilot Reports, and Decelerometers are used to assist in conducting assessments.

5.2 Applying the Runway Condition Assessment Matrix (RCAM).

a) Determining Runway Conditions

The type of contaminant present on surfaces will be determined by training and experience. A list of contaminant can be referenced from the Definitions section of current edition of AC 150/5200-30.

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Exhibit #27

Snow and Ice Control Plan - Redmond-Roberts Field

Assessment Criteria		Downgrade Assessment Criteria		
Runway Condition Description	Code	Mu (μ) ¹	Vehicle Deceleration or Directional Control Observation	Pilot Reported Braking Action
Dry	6	40 or Higher	---	---
- Frost - Wet (Includes Damp and 1/8 inch depth or less of water) 1/8 inch (3mm) depth or less of: - Slush - Dry Snow - Wet Snow	5		Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	Good
5° F (-15°C) and Colder outside air temperature: Compacted Snow	4	39 to 30	Braking deceleration OR directional control is between Good and Medium.	Good to Medium
- Slippery When Wet (wet runway) - Dry Snow or Wet Snow (Any depth) over Compacted Snow Greater than 1/8 inch (3mm) depth of: - Dry Snow - Wet Snow Warmer than 5° F (-15°C) outside air temperature: - Compacted Snow	3	29 to 21	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	Medium
Greater than 1/8 (3mm) inch depth of: - Water - Slush	2	20 or Lower	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
Ice²	1		Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	Poor
- Wet Ice² - Slush over Ice - Water over Compacted Snow² - Dry Snow or Wet Snow over Ice²	0		Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	Nil

¹ The correlation of the Mu (μ) values with runway conditions and condition codes in the Matrix are only approximate ranges for a generic friction measuring device **and are intended to be used only to downgrade a runway condition code; with the exception of circumstances identified in Note 2.** Airport operators should use their best judgment when using friction measuring devices for downgrade assessments, including their experience with the specific measuring devices used.

² In some circumstances, these runway surface conditions may not be as slippery as the runway condition code assigned by the Matrix. The airport operator may issue a higher runway condition code (but no higher than code 3) for each third of the runway if the Mu value for that third of the runway is 40 or greater obtained by a properly operated and calibrated friction measuring device, **and all other observations, judgment, and vehicle braking action support the higher runway condition code. The decision to issue a higher runway condition code than would be called for by the Matrix cannot be based on Mu values alone; all available means of assessing runway slipperiness must be used and must support the higher runway condition code.** This ability to raise the reported runway condition code to a code 1, 2, or 3 can only be applied to those runway conditions listed under codes 0 and 1 in the Matrix.

The airport operator must also continually monitor the runway surface as long as the higher code is in effect to ensure that the runway surface condition does not deteriorate below the assigned code. The extent of monitoring must consider all variables that may affect the runway surface condition, including any precipitation conditions, changing temperatures, effects of wind, frequency of runway use, and type of aircraft using the runway. If sand or other approved runway treatments are used to satisfy the requirements for issuing this higher runway condition code, the continued monitoring program must confirm continued effectiveness of the treatment.

Caution: Temperatures near and above freezing (e.g., at 26.6° F (-3°C) and warmer) may cause contaminants to behave more slippery than indicated by the runway condition code given in the Matrix. At these temperatures, airport operators should exercise a heightened level of runway assessment, and should downgrade the runway condition code if appropriate.

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Exhibit #28

Step 1: Runway Condition Code (RwyCC) Applicability:

If 25 percent or less of the overall runway length and width or cleared width is covered with contaminants, RwyCCs must not be applied, or reported. The airport operator in this case, will simply report the contaminant percentage, type and depth for each third of the runway, to include any associated treatments or improvements.

Or

If the overall runway length and width coverage or cleared width is greater than 25 percent, RwyCCs must be assigned, and reported, informing airplane operators of the contaminant present, and associated codes for each third of the runway. (The reported codes, will serve as a trigger for all airplane operators to conduct a takeoff and/or landing performance assessment).

Step 2: Apply Assessment Criteria

Based on the contaminants observed, the associated RwyCC from the RCAM for each third of the runway will be assigned.

Step 3: Validating Runway Condition Codes

If the observations by the airport operator determine that RwyCCs assigned accurately reflect the runway conditions and performance, no further action is necessary, and the RwyCCs generated may be disseminated.

b) Downgrade Assessment Criteria

When observations indicate a more slippery condition than generated by the RCAM, the airport operator may downgrade the RwyCC(s). When applicable, the downgrade of RwyCCs may be based on friction (μ) readings, vehicle control or pilot reported braking action or temperature.

NOTE: Temperatures near and above freezing (e.g., at negative 26.6° F (-3° C) and warmer) may cause contaminants to behave more slippery than indicated by the runway condition code given in the RCAM. At these temperatures, airport operators should exercise a heightened awareness of airfield conditions, and should downgrade the RwyCC if appropriate.

c) Upgrade Assessment Criteria Based on Friction Assessments.

RwyCCs of 0 or 1 may only be upgraded when the following requirements are met.

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1. All observations, judgment, and vehicle braking action support the higher RwyCC, and
2. Mu values of 40 or greater are obtained for the affected third(s) of the runway by a calibrated friction measuring device that is operated within allowable parameters.
3. This ability to raise the reported RwyCC to no higher than a code 3 can only be applied to those runway conditions listed under code 0 and 1 in the RCAM. (See footnote 2 on the RCAM.)
4. The airport operator must also continually monitor the runway surface as long as the higher code is in effect to ensure that the runway surface condition does not deteriorate below the assigned code.
 - a. The extent of monitoring must consider all variables that may affect the runway surface condition, including any precipitation conditions, changing temperatures, effects of wind, frequency of runway use, and type of aircraft using the runway.
 - b. If sand or other approved runway treatments are used to satisfy the requirements for issuing the higher runway condition code, the monitoring program must confirm continued effectiveness of the treatment.

5.3 Runway Friction Surveys, Equipment, and Procedures.

What type of equipment (decelerometer or continuous friction measuring equipment) does the airport utilizes. If no friction equipment exists at your airport, please state.

a) Conditions Acceptable to Use Decelerometers or Continuous Friction Measuring Equipment to Conduct Runway Friction Surveys on Frozen Contaminated Surfaces.

The data obtained from such runway friction surveys are only considered to be reliable when the surface is contaminated under any of the following conditions.

- Ice or wet ice.
- Compacted snow at any depth.
- Dry snow 1 inch or less.
- Wet snow or slush 1/8 inch or less.

b) When to Conduct

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Exhibit #30

Friction assessments should be conducted if any of the following occurs:

- When the central portion of the runway, centered longitudinally along the runway centerline, is contaminated 500 feet or more.
- After any type of snow removal operations or chemical application (including sanding)
- Immediately following any aircraft incident or accident on the runway.
- When two or more consecutive POOR Braking Action Pilot Reports are received.

c) How to Conduct

Describe procedures in how you conduct a friction test and address:

- When conducting a friction test on runway 5-23, surveys should be conducted approximately 10 feet from the runway centerline due to narrow-body aircraft being the primary users of this runway.
- When conducting friction tests on runway 11-29, surveys should be conducted approximately 5 feet from the runway centerline due to less that narrow-body aircraft being the primary users of this runway.
- Conduct in the direction of arrival aircraft.
- Friction tests is completed in one continuous pass
- Conduct 4 tests in each runway zones. Touchdown, Midpoint and Rollout zones.

d) Calibration

Operations Supervisor will ensure friction testing equipment is sent to Effective Solutions for annual recalibration prior to snow season.

Steve Landry
Effective Solutions, INC.
1 Overlook Drive, Unit 4,
Amherst, NH 03031
Telephone: 1-603-673-6369

5.4 Taxiway, Apron, and Holding Bay Assessments.

Assessments to these surfaces will occur when contaminants are present, and whenever a contaminant is present on the surface. Assessments will occur

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Exhibit #31

anytime the pavement is worse than wet. Surfaces will be monitored on a regular, continual basis.

5.5 Surface Condition Reporting.

Personnel responsible for implementing the SICP will carefully monitor changing airfield conditions and disseminate information about those conditions via the NOTAM System in a timely manner to airport users.

Runway: Runway condition reports will occur when contaminants are present on a runway surface via the Federal NOTAM System. Condition Reports and RwyCCs will be updated as necessary whenever conditions change, such as a contaminant type, depth, percentage or treatment/width change.

Taxiway, Apron or Holding Bay: Taxiway, Apron or Holding bay condition reports will occur when contaminants are present on these surfaces via the Federal NOTAM System. NOTAMS will be updated as necessary whenever conditions change, such as a contaminant type, depth, percentage or treatment/width change.

Describe additional 'specific' procedures for reporting:

- Triggers for a runway condition report to be updated will be as conditions change.
- Triggers for a taxiway, apron or holding bay condition report to be updated will be as conditions change.
- When the cleared runway width is less than full width, and there are uncleared runway edges with a different condition from cleared width on runway. A runway condition report will need to be updated.

Any time a change to the surface conditions occurs which could be any of the following:

- active snow event
- plowing/brooming/deicing/sanding
- rapidly rising or falling temperatures
- rapidly changing conditions

A dedicated airport staff member is assigned the primary role of assess runway, taxiway and apron surfaces and report such findings. Doing so ensures that reporting is accurate and timely.

- Reporting will be as surface conditions change.

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- Information is reported to Air Traffic Control and communicated to users.
- NOTAM Manager is used to convey this information electronically to users.

The term 'DRY' is used to describe a surface that is neither wet nor contaminated. While a FICON NOTAM is not generated for the sole purpose of reporting a dry runway, a dry surface will be reported when there is need to report conditions on the remainder of the surface. (For example: snow is present on the first two thirds of the runway.)

5.6 Reportable Contaminants without Performance Data.

If present, unable to be removed, and posing no hazard, mud will be reported with a measured depth. Ash, oil, sand, and rubber contaminants will be reported without a measured depth. These contaminants will not generate a RwyCC.

5.7 Slippery When Wet Runway.

For runways where a friction survey (for the purposes of pavement maintenance) indicates the averaged Mu value at 40 mph on the wet pavement surface failed to meet the minimum friction level classification specified in AC 150/5320-12, the airport will report via the NOTAM system a RwyCC of '3' for the entire runway (by thirds: 3/3/3) when the runway is wet.

A runway condition description of 'Slippery When Wet' will be used for this condition.

If it is determined by the airport that a downgrade is necessary, the downgrade will be made to all three runway thirds match (i.e. 3/3/3, 2/2/2, 1/1/1).

The NOTAM will be cancelled when the minimum runway friction level classification has been met or exceeded.

5.8 Requirements for Closures.

Runways receiving a NIL braking (either pilot reported or by assessment by the airport) are unsafe for aircraft operations and will be closed immediately when this unsafe condition exists. *Reporting Airport Conditions LOA* located in appendix 14 of the Airport Certification Manual describes these procedures.

When previous PIREPs have indicated GOOD or MEDIUM braking action, two consecutive POOR PIREPS should be taken as evidence that surface conditions may be deteriorating. If the airport operator has not already instituted its continuous monitoring procedures, an assessment should occur before the next

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operation. If the airport operator is already continuously monitoring runway conditions, this assessment should occur as soon as air traffic volume allows.

The airport will maintain available airport surfaces in a safe operating condition at all times and provide prompt notifications when areas normally available are less than satisfactorily cleared for safe operations. If a surface (runway, taxiway, apron, lane or holding bay) becomes unsafe due to a NIL (by braking action or assessment) or otherwise unsafe hazard or condition, the surface will be closed until the condition no longer exists and is safe.

It is recommended that airports develop additional triggers for runway, taxiway, apron, and holding bay closures (i.e., Maximum slush, wet, dry snow depths, ice, freezing rain, and a minimum RwyCC level). These tables may be derived from auditing a variety of the most common airplane operations at your airport.

5.9 Continuous Monitoring and Deteriorating Conditions.

Under deteriorating conditions, the airport will take all reasonable steps using available equipment and materials that are appropriate for the condition to improve the braking action. If braking action cannot be improved, and the surface is not NIL, the airport will continually monitor the runways, taxiways, aprons and holding bays to ensure braking does not become NIL.

Including but not limited to:

- Frozen or freezing precipitation.
- Falling air or pavement temperatures that may cause a wet runway to freeze.
- Rising air or pavement temperatures that may cause frozen contaminants to melt.
- Removal of abrasives previously applied to the runway due to wind or airplane effects.
- Frozen contaminants blown onto the runway by wind.
- Pilot Braking Action Reports of Medium or worse.
- Friction values below 40 MU
- Visual observation of ice crystals beginning to form on pavement surfaces.

5.10 Surface Conditions Not Being Monitored/Reported

Conditions are not normally monitored/reported between the hours of 0900 and 1200 Zulu PST.

(See FAA Advisory Circular 150/5200-28, current version, for NOTAM format guidance.)

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2020/2021 SNOW & ICE CONTROL PLAN

CITY COUNCIL PRESENTATION

OCTOBER 27, 2020



WINTER 2020/21

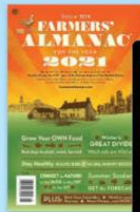
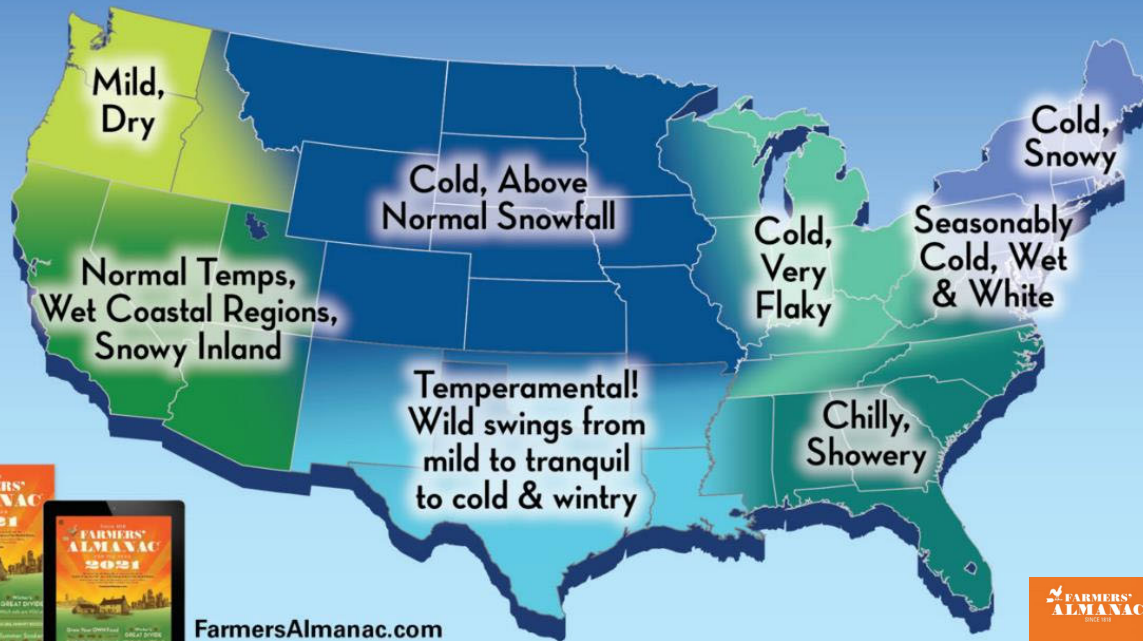
MILD, DRY

SLIDE / 2



2020-21 WINTER OUTLOOK

Winter of the Great Divide

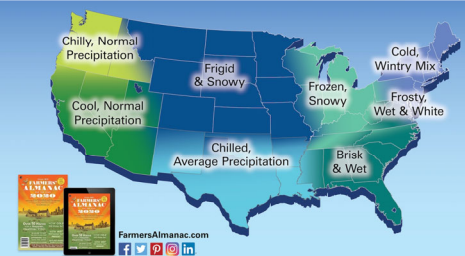


FarmersAlmanac.com



2019-20 WINTER OUTLOOK

Polar Coaster Winter Ahead



FarmersAlmanac.com





EQUIPMENT



SLIDE / 3



EQUIPMENT



SLIDE / 4





PREPARING FOR WINTER

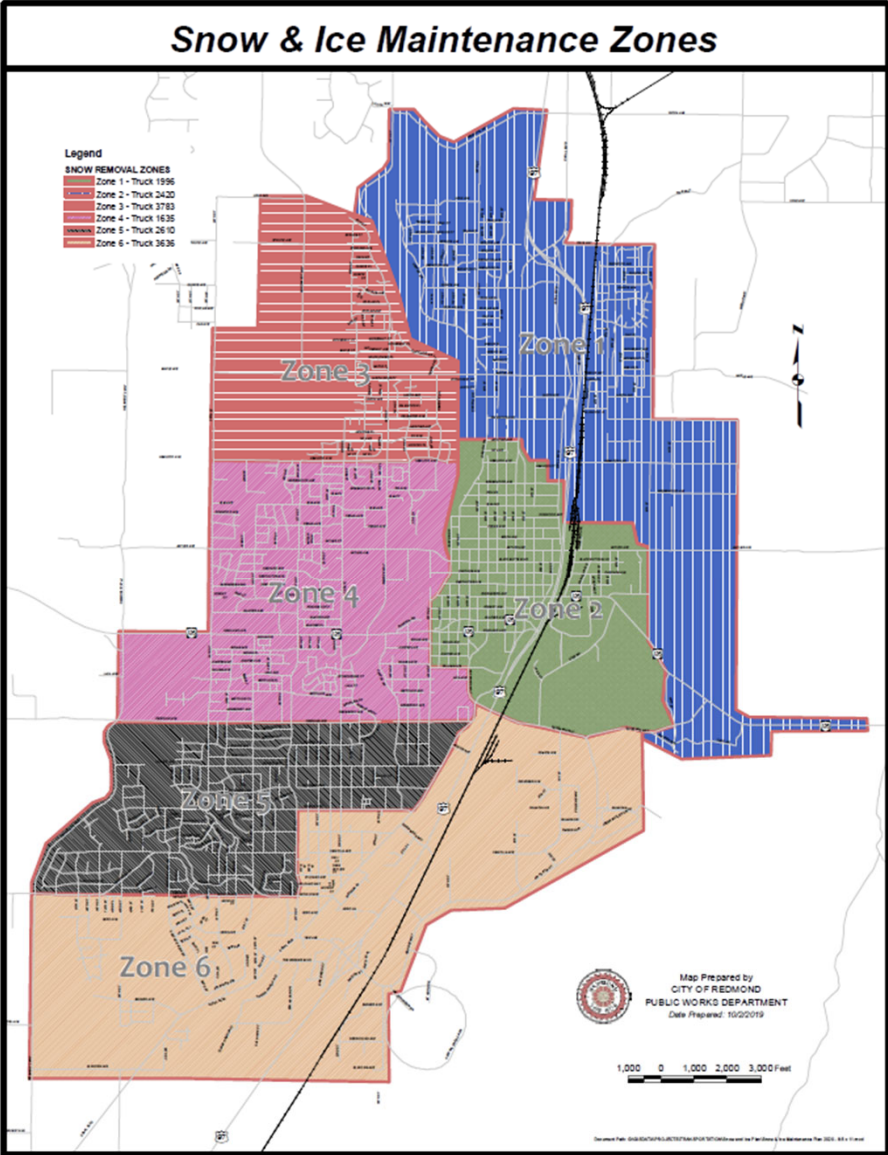
SLIDE / 5





STREET ROUTE & PRIORITY LEVEL

SLIDE / 6



PRIORITY ROUTES

- Arterials/Collectors
- Emergency
- Bus Routes



LOCAL ROUTES

- Residential
- Cul-de-sacs
- Light industrial



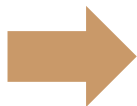
MAINTENANCE ZONES

- Six zones
- Assigned Equipment/Operator

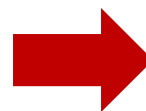
RESPONSE SCENARIOS



FREEZING CONDITIONS



MODERATE SNOW EVENT



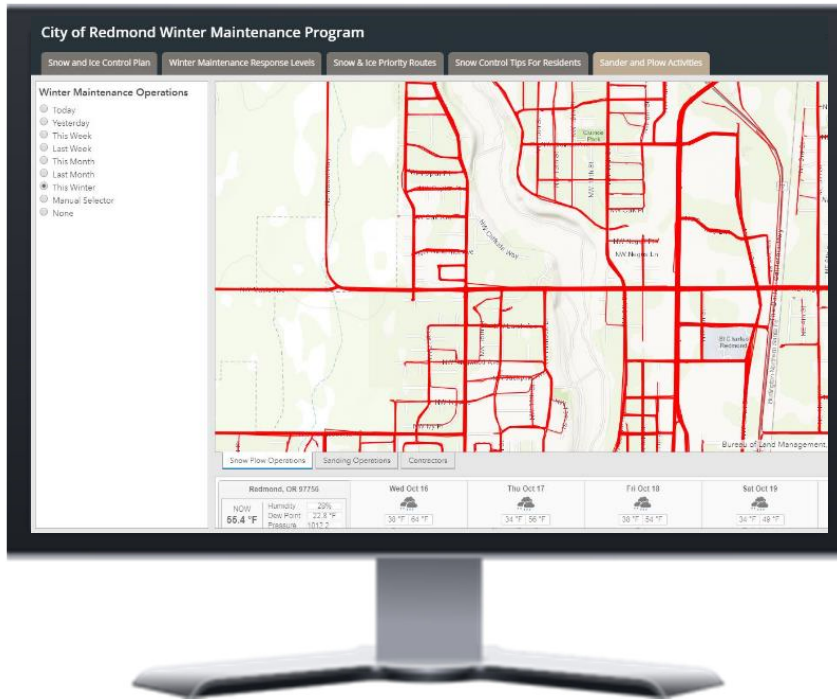
HEAVY SNOW, LONG DURATION





**ENGAGING
THE
PUBLIC**

SLIDE / 8



TOOLS USED TO KEEP PUBLIC INFORMED

CITY WEBSITE HOMEPAGE

REDMONDSTREETS.COM

GPS TRACKING

FACEBOOK POSTS

NEWSLETTER ARTICLES

PRESS RELEASES

STREETS@REDMONDOREGON.GOV



BEST WAY FOR CITIZENS TO HELP BE PREPARED

SLIDE / 9

BECOME WINTER READY

Prepare your vehicle for Central Oregon's adverse climate with traction tires or carrying chains.



PARK OFF STREETS

In residential areas, leave room for plows to get through safely, and avoid parking on the street.



PLEASE BE PATIENT

The City will make every effort to keep roadways open and safe during winter weather events.







City of Redmond Municipal Airport PRESENTATION



REDMOND AIRPORT (KRDM)



AIRPORT SNOW AND ICE CONTROL PLAN

REDMOND CITY COUNCIL MEETING

OCTOBER 27, 2020

AIRPORT SNOW FLEETS



10 IN AIRSIDE FLEET



6 IN LANDSIDE FLEET



2020 NEW EQUIPMENT

- **DECREASED RUNWAY CLEARANCE TIMES**
- **1 OPERATOR CAN DO WHAT IT CURRENTLY TAKES 2 OPERATORS TO DO**
- **LOWER MAINTENANCE NEEDS AND COSTS**
- **REDUCES THE AMOUNT OF EQUIPMENT NEEDED TO MAINTAIN OPERATIONAL RUNWAYS DURING SNOW EVENTS**
- **IMPROVES OPERATOR SAFETY THROUGH MODERN ERGONOMICS AND FUNCTIONALITY**

OUR MINIMUM STANDARDS

MINIMUM STANDARDS REQUIRING SNOW AND ICE CONTROL

(these are conditions that effect the take off and landing performance of aircraft)

1. ANY AMOUNT OF ICE

2. 1/8 INCH OF WET SNOW

3. 1/4 INCH OF DRY SNOW

REQUIRED CLEARANCE TIME FOR PRIORITY 1 AREAS IS 1 HOUR

(Determined by annual total aircraft operations)



SLIDE / 5



NEW OPERATIONS BUILDING: MOVE-IN DATE DECEMBER 2020



FUELING:



On site fueling.:

3,000 gallons diesel (currently
2,000 gallons)

2,000 gallons unleaded (none
currently).

DE-ICING:

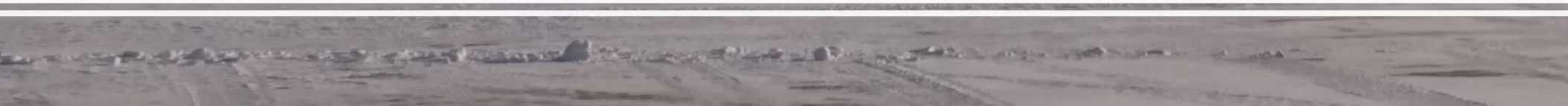
Five, 5,000-gallon tanks, increasing overall capacity by 10,000 gallons, or more than six de-icing trailer loads.

Indoor loading vs. current situation of outdoor loading.





QUESTIONS?





CITY OF REDMOND

CITY HALL
411 SW 9th STREET
REDMOND, OR 97756
541.923.7710
FAX: 541.548.0706
info@redmondoregon.gov
redmondoregon.gov

STAFF REPORT

DATE: October 27, 2020
TO: Redmond City Council
Keith Witcosky, City Manager
THROUGH: John Roberts, Deputy City Manager
Bill Duerden, Public Works Director
FROM: Brad Haynes, Street Operations Manager
SUBJECT: Purchase Authorization for 2020 Caterpillar 259D3 Compact Track Loader; \$65,513.76

Addresses Council Goal:

1. Sustain Operations - Provide or enhance current levels of operations in all facets of municipal service delivery.

Report in Brief:

This item requests authorization to purchase a new compact track loader for \$65,513.76 from Peterson Cat through the Sourcewell cooperative purchase agreement.

Background:

Public Works Transportation crews perform various functions in and around streets and pathways to include asphalt repairs, snow control and removal, and moving heavy materials. The Caterpillar 259D3 Compact Track Loader has a smaller footprint and better turning radius than our existing equipment allowing for improved maneuverability in confined spaces. A wide variety of attachments are available to improve crew effectiveness in street and winter maintenance operations.

Discussion:

City staff researched several models of skid steers and compact track loaders, which included demonstrations set up through local suppliers. The 2020 Caterpillar 259D3 met the desired criteria for performance and fleet compatibility.

The compact track loader will be procured through Sourcewell cooperative purchase agreement #032119-CAT, which allows the City to purchase the equipment at 21% below list price.

Fiscal Impact:

The \$60,000 funding for the compact track loader is included in the FY 2020/21 budget within the Transportation - Capital Vehicle & Equipment Sub-fund, 22163-01-000-07-00-04. The difference between the budget and actual (\$5,513.76) will be covered by savings in other equipment purchases (\$225,000 total equipment budget).

Alternative Courses of Action:

1. Approve the purchase.
2. Reject the purchase.
3. Take no action and request additional information.

Recommendation / Suggested Motion:

"I move to authorize the City Manager to purchase the 2020 Caterpillar 259D3 Compact Track Loader from Peterson Cat in the amount of \$65,513.76."

BUDGET DETAIL

Transportation Fund		FY 2017/18 Actual	FY 2018/19 Actual	FY 2019/20 Budget	FY 2020/21 Proposed Budget	FY 2020/21 Approved Budget	FY 2020/21 Adopted Budget
22118-01-000-06-00-97	Chgs Svc From Other Fund	25,268	41,068	39,168	39,959	39,959	39,959
22118-01-000-06-00-98	Contractual Services	3,882	1,315	1,400	4,080	4,080	4,080
22118-01-000-06-85-05	ISF Central Services	79,455	82,990	86,723	94,003	94,003	94,003
22118-01-000-06-85-10	ISF IT	16,877	25,065	22,401	31,739	31,739	31,739
22118-01-000-06-85-15	ISF Risk Management	9,966	9,693	9,033	10,306	10,306	10,306
TOTAL MATERIALS & SERVICES		622,138	620,120	632,270	788,777	788,777	788,777
Capital Outlay							
22118-01-000-07-00-03	Machinery & Equipment	7,500	-	-	-	-	-
TOTAL CAPITAL OUTLAY		7,500	-	-	-	-	-
TOTAL SUB-FUND EXPENDITURE		1,213,162	1,257,142	1,344,945	1,522,363	1,522,363	1,522,363
NET SUB-FUND		(51,184)	21,657	-	-	-	-

Sub-fund: Transportation - Infrastructure Maintenance

Resources							
22161-01-000-04-30-50	STP Funds	-	-	309,000	339,400	339,400	339,400
22161-01-000-04-80-10	Interest - Investment	8,060	21,464	10,000	6,600	6,600	6,600
22161-01-000-04-86-10	Intrafund Tfrs-from Operations	1,000,000	1,150,000	1,160,000	1,000,000	1,000,000	1,000,000
22161-01-000-04-99-00	Beginning Fund Balance	422,127	459,758	363,495	801,620	801,620	801,620
TOTAL RESOURCES		1,430,187	1,631,222	1,842,495	2,147,620	2,147,620	2,147,620
Materials & Services							
22161-01-000-06-02-05	Asphalt Maintenance	407,216	485,988	320,000	600,000	600,000	600,000
22161-01-000-06-02-10	Bridge Maintenance	-	-	90,000	94,000	94,000	94,000
22161-01-000-06-02-15	Signage	68,930	55,838	55,000	55,000	55,000	55,000
22161-01-000-06-02-20	Surface Seals	339,954	304,090	657,500	600,000	600,000	600,000
22161-01-000-06-02-25	Sidewalk Maint	27,950	14,179	30,000	35,000	35,000	35,000
22161-01-000-06-02-30	Striping	17,340	22,877	45,000	45,000	45,000	45,000
22161-01-000-06-02-35	Legend Painting	30,095	13,981	25,000	35,000	35,000	35,000
22161-01-000-06-02-40	Vegetation Maintenance	3,843	20,183	15,000	40,000	40,000	40,000
22161-01-000-06-02-45	Street Sweeping	6,451	10,828	10,000	12,000	12,000	12,000
22161-01-000-06-02-50	Shoulder Maintenance	8,813	11,277	15,000	15,000	15,000	15,000
22161-01-000-06-02-55	Concrete Repair	54,625	51,570	55,000	60,000	60,000	60,000
22161-01-000-06-02-60	Snow & Ice Maintenance	5,214	1,137	6,000	26,000	26,000	26,000
TOTAL MATERIALS & SERVICES		970,429	991,948	1,323,500	1,617,000	1,617,000	1,617,000
Reserve							
22161-01-000-12-00-20	Reserve for Future Expend	-	-	518,995	530,620	530,620	530,620
TOTAL RESERVE		-	-	518,995	530,620	530,620	530,620
TOTAL SUB-FUND EXPENDITURE		970,429	991,948	1,842,495	2,147,620	2,147,620	2,147,620
NET SUB-FUND		459,758	639,275	-	-	-	-

Sub-fund: Transportation - Capital Vehicle & Equipment

Resources							
22163-01-000-04-80-10	Interest - Investment	64	1,830	-	-	-	-
22163-01-000-04-86-10	Intrafund Tfr - from Operations	165,000	170,000	225,000	225,000	225,000	225,000
22163-01-000-04-99-00	Beginning Fund Balance	46,313	35,647	155,000	140,900	140,900	140,900
TOTAL RESOURCES		211,377	207,477	380,000	365,900	365,900	365,900
Capital Outlay							
22163-01-000-07-00-03	Machinery & Equipment	50,930	-	-	-	-	-
22163-01-000-07-00-04	Heavy Equipment	83,366	50,869	215,000	225,000	225,000	225,000
22163-01-000-07-00-06	Vehicles	41,434	-	55,000	-	-	-
TOTAL CAPITAL OUTLAY		175,730	50,869	270,000	225,000	225,000	225,000
Reserve							
22163-01-000-12-00-20	Reserve for Future Expend	-	-	110,000	140,900	140,900	140,900
TOTAL RESERVE		-	-	110,000	140,900	140,900	140,900
TOTAL SUB-FUND EXPENDITURE		175,730	50,869	380,000	365,900	365,900	365,900
NET SUB-FUND		35,647	156,608	-	-	-	-

Sub-fund: Transportation - SDC Improvement

Resources							
22179-01-000-04-80-10	Interest - Investment	86,360	178,647	138,000	82,500	82,500	82,500
22179-01-000-04-75-45	Installment Pymt-Int	272	547	-	-	-	-
22179-01-000-04-75-10	SDC's Improvement	402,823	648,225	584,541	486,620	486,620	486,620
22179-01-000-04-75-40	Installment Improve-Princ	653	3,493	-	-	-	-
22179-01-000-04-75-15	Disc. SDC's Improvement	1,084,256	1,119,073	894,309	1,297,564	1,297,564	1,297,564
22179-01-000-04-99-00	Beginning Fund Balance	6,379,169	6,665,568	6,008,493	8,560,967	8,560,967	8,560,967
TOTAL RESOURCES		7,953,532	8,615,553	7,625,343	10,427,651	10,427,651	10,427,651

Materials & Services



2020 Caterpillar 259D3 Compact Track Loader

City Council Presentation - October 27, 2020



THE CATERPILLAR 259D3 COMPACT TRACK LOADER

SLIDE / 2



KEY BENEFITS

MANEUVERABILITY

- Improved turn radius allows for work in confined spaces

MULTI-FUNCTION CAPABILITIES

- Snow & Ice Control
- Asphalt Repairs
- Moving Heavy Materials

PURCHASE INFORMATION

SOURCEWELL PURCHASE AGREEMENT

- 21% below list price
- Peterson Cat

PRICE: \$65,513.76



Q & A

October 21, 2020

Mayor George Endicott
411 SW 9th
Redmond, Oregon 97756

Dear Mayor Endicott:

With this letter I formally submit my resignation from Redmond City Council, effective, Monday, October 26, 2020.

With the passing months, I have recognized this position requires many more hours than I am able to commit.

As the Election nears I have come to the realization that I need to focus my time and effort on supporting my family and my business. I am resigning now, prior to the election, in hopes a candidate who has the time and is prepared to serve the community of Redmond can be elected to take my place.

I appreciate the opportunity to serve the city of Redmond and wish you and the City well.

Best wishes;

Albert Calderon

A handwritten signature in black ink, appearing to read 'Albert Calderon', written in a cursive style.