CITY OF REDMOND
Community Development Department

411 SW 9th Street
Redmond, OR 97756
541-923-7724
www.redmondoregon.gov

REDMOND URBAN AREA PLANNING COMMISSION
411 SW 9th Street-COUNCIL CHAMBERS Redmond, OR 97756 or
Monday, October 3, 2022 6:30 pm

Oral comments can be provided in-person or virtually. For those who plan to provide oral comments virtually during the hearing, pre-register at planredmond@redmondoregon.gov (must pre-register before 4:00 p.m. on October 3rd)

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

Agenda

UAPC Members

Teri Jansen, Chair

Ron Osmundson, Vice-Chair

Heather DeWolf

Norman Schultz

Richard Bryant

Joseph Zampko

Vacancy

Ex-Officio Vacancy

I. CALL TO ORDER / INTRODUCTIONS

II. CITIZEN COMMENTS FOR ITEMS NOT ON THE AGENDA

III. REDMOND DEVELOPMENT CODE UPDATE (WORK SESSION)

a. Anticipated Timeline & Adoption Schedule
b. Proposed Amendments: Topics, Timelines, and Leads
c. Fee Schedule – Establish In-Lieu of Parking Fee
d. Definitions/Deed Restrictions for Affordable & Workforce Housing
e. Downtown Overlay District Boundary Expansion
f. Attached Garage Setbacks in Residential Zones
g. Accessory Dwelling Unit Setbacks

IV. Next Meeting October 17, 2022

V. COMMISSION MEMBER COMMENTS

VI. ADJOURN

Please note that these documents are also available on the City's website www.redmondoregon.gov; click on City Government, hover on Commissions and Committees, click on Urban Area Planning Commission. You may also request a copy from City Recorders Office 923-7751 or email Kelly.morse@redmondoregon.gov

The City of Redmond encourages all citizens to participate in its programs and activities. This meeting location is accessible to people with disabilities. Requests for accommodation may include sign language interpreter service, assistive listening devices, materials in an alternate format or any other accommodation. If any accommodations are needed, please contact the ADA Coordinator at 541-504-3036 or access@redmondoregon.gov. Requests should be made as soon as possible, but at least 3 business days prior to the scheduled meeting. The City of Redmond does not discriminate on the basis of disability status in the admission or access to, or treatment, or employment in, its programs or activities.

Redmond Development Code (RDC) Amendments: Anticipated Timeline & Adoption Schedule - Working Draft				
Meetings (2022)	**September**	**October**	**November**	**December**
Planning Commission Work Session	12-Sep			
Planning Commission Work Session	19-Sep			
Planning Commission Work Session		3-Oct		
City Council Work Session *		4-Oct		
Planning Commission Work Session		17-Oct		
City Council Work Session *		25-Oct		
Planning Commission Work Session			7-Nov	
City Council Work Session *			15-Nov	
Planning Commission Public Hearing			21-Nov (Decision Point)	
City Council - Public Hearing *				13-Dec (Decision Point)

Opportunity for Individual Meetings

5 Planning Commission Work Sessions; 3 Council Work Sesssions

*** Planning Commission Invited to Attend All Council Meetings**

Redmond Development Code - Proposed Amendments: Topics, Timelines & Leads (working draft)			
Topics; Target Adoption Dec. 13, 2022	Lead(s)	PC Mtg	Status / Comments
Density Table			
Rear Setback / Rear Alley Setbacks	Sarah / Megan	3-Oct	
Setbacks for ADUs; Underlying zone district or 10' (8.0325)	Sarah / Megan	3-Oct	
Reduced Lot Sizes (R-3, R-4 & R-5);	Kyle	17-Oct	
Adjust minimum lot size in R-3; 6,000 SF	Kyle	17-Oct	
Adjust minimum lot size R-4; 5,000 SF	Kyle	17-Oct	
Adjust minimum lot size R-5; 4,000 SF	Kyle	17-Oct	
Purpose R-5 (reduce lot size allow SFDD)	Kyle	17-Oct	
Side Street Setbacks (?)		7-Nov	
Minimum Street Frontage of 20' (?)		7-Nov	
Site & Design Review (8.3005)	Kyle / Sean	12-Sep	PC Reviewed
Annexation: Exceptions to Master Development Plan	Kyle / John	12-Sep	PC Reviewed
Administrative Changes and Scrivner Errors	Kyle	12-Sep	PC Reviewed
RV Parks - Applicable Zone Districts	John	12-Sep	PC Reviewed - additional questions (C-2/C-3)
Pre-Development Meeting Requirement	Kyle / Sean	19-Sep	PC Reviewed
8.2705(5); CUP for tract as remedy to through/double frtg lots	Kyle / Sean	19-Sep	PC Reviewed
Purpose of M 1.5 Zone (office and business)	John / Kyle / REDI	19-Sep	PC Reviewed

Deed Restriction Duration (Housing Committee / HCDC)	Linda / John	21-Sep	
Deed Restriction Duration	Linda / John	3-Oct	
Parking In Lieu - Fee	Chuck / John	3-Oct	
Downtown Overlay District Boundary	Chuck / John	3-Oct	
Neighborhood Meeting Master Plan Requirement (expectations)	Kyle / John	7-Nov	
Open Space/Pocket Park Requirments - Master Plans	Kyle	7-Nov	
PUD Bonus Density; community benefit	John	7-Nov	
Driveways; Multiple Driveways Middle Housing (8.2820.5)	Kyle	7-Nov	
Landscaping: 8.3035.5 A/B	Sarah	7-Nov	
LLI Zone - Purpose and Intent / Traded Sector Jobs	John / Steve Curley	7-Nov	
Off Street Parking; 2 for SFDD, only 1 four-plexes (?)	Sarah		Question
Other Topics (Round III); Target Adoption July 2023	**Lead(s)**	**Target PC Mtg**	**Status / Comments**
Off-Street parking multi-family complexes	John		
Align Cottage Cluster and Cottage Development Stds	Kyle		
8.2715 Design Elements (Scenic Views)			
Landscaping Requirements on Industrial lands	Sean		
CUP: Multi-family Complex R1, R2 and R3 (density)	Kyle		
Define Canyon Rim	Sean / Chambers		
Exceptions to Lot Size Requirements (8.0575)			
Modernize Track 1 and Track 2; Track 2 Subdivision (2.B)	JET Planning		
OAR 660-046-0020(10); define master planned community	JET Planning		
OAR 660-04600205(2)(b)(A); integrated	JET Planning		

Other Substantive Topics	Lead(s)	Target PC Mtg	Status / Comments
Sign Code	Long Range Planner		
Design Standards	Consultant		
Xeriscaping	Long Range Planner		
EV Charging Readiness	Long Range Planner		
Mobile Retail Vendors	Long Range Planner, UR, Megan		
Other (?)			

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

DATE:	Prepared for October 3, 2022, Work Session
HEARINGS BODY:	Redmond Urban Area Planning Commission
REVIEWING STAFF:	John Roberts, Deputy City Manager
	Kyle Roberts, Planning Director
	Chuck Arnold, Urban Renewal Program Manager
TOPIC:	Fee Schedule - Establish In-Lieu of Parking Fee

I. Purpose

- Establish a fee for In-Lieu of Parking.
- Improve administration of RDC and create less ambiguity.
- Provide more flexibility.

II. Proposed Amendments to RDC

Commercial Use And Industrial Use Zones

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

(***)

7. **Off-Street Parking.** In addition to the standards of 8.0505 – 8.0515, the following standards shall apply for off-street parking in the Downtown Overlay District:

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

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

B. **Fee-In-Lieu of Parking:** The purpose of these provisions is to allow development in the Downtown Overlay District to reduce the number of off-street ~~on-site~~ parking spaces through payment of a fee in order to meet the parking requirements set forth in this Code. These provisions may be utilized for parking required for new construction or for an increase in required parking resulting from the change of use of an existing building.

Payment made to the City in-lieu of supplying the required off-street parking spaces for a project in the Downtown Overlay District may be provided as follows:

1. By the one-time payment of a non-refundable parking improvement fee to

the City in the amount established in the City's Fee Schedule, paid prior to the issuance of Certificate of Occupancy. Fees collected by the City from such payment shall be deposited in a parking fund and used only by the City to acquire or develop on-street or off-street parking and related facilities, which are determined to alleviate the need for parking spaces in the Downtown Overlay District.

2. From time to time the City shall establish the value of off-street parking facilities on a per parking space basis, used to establish the above parking improvement fee. ~~Fees collected by the City from such payment shall be deposited in a parking fund and used only by the City to acquire or develop on-street or off-street parking and related facilities, which are determined to alleviate the need for parking spaces in the Downtown Overlay District.~~
3. The City Engineering shall evaluate development proposals requesting to pay an in-lieu fee through conducting a Traffic Impact Analysis or parking study.
4. Any such request for parking in-lieu may be denied or reduced by the Community Development Director, or designee. The Director, or designee, shall determine:
   a. Whether there is sufficient alternative parking within a two to four-block radius of the project location.
   b. Whether approval of the request would have an adverse effect on surrounding neighborhoods.
   c. Whether the request meets the Purpose and Intent of the Downtown Overlay District Zone.
   d. ~~Complies~~ Compliance with the Redmond Comprehensive Plan 2040 and support plans, as amended.

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//Analysis: The Fee-In-Lieu of Parking provisions are another tool that can be explored and utilized in the downtown core in conjunction with other Urban Renewal program incentives. As development, and interest to develop, in the downtown continues the ability to offset or reduce parking requirements as part of proposals is an incentive. The reduction to standard off-street parking requirements can possibly enhance design and provide needed flexibility to realize a development.

Modifications were made to Section 8.0175 during the last code amendment adopted on June 28, 2022. As referenced in Section 8.0175 (7.B.2.):

> *"From time to time the City shall establish the value of off-street parking facilities on a per parking space basis. Fees collected by the City from such payment shall be deposited in a parking fund and used only by the City to acquire or develop on-street or off-street parking and related facilities, which are determined to alleviate the need for parking spaces in the Downtown Overlay District."*

A value or fee associated with the Fee-In-Lieu of Parking (off-street parking) does not exist in the City's Fee Schedule and has not been established.

Per Donald Shoups', The High Cost of Free Parking, a fee-in-lieu rate is generally set at 75% of the cost a developer would incur to provide off-street parking. The lower cost is intended to encourage developers to downsize their off-street parking and rely on shared parking within a consolidated public parking supply. The reduced parking area results in more land utilized for building improvements and other amenities. Other funding sources must also be identified to create a package of funds that can fully support new parking development (i.e. Urban Renewal funds).

Examples of other cities with downtown in-lieu of fee (per space NOT constructed with a development project):

- Bend - 2021 at $27,973
- Corvallis - 2020 at $10,560
- Hood River - 2020 at $11,000
- Sandpoint, Idaho - 2022 at $10,000
- Rick Williams Consulting Study of 27 Oregon cities pulled from Hood River Downtown Parking Study in 2019: $11,500 average, with a range of fees between $2,000 and $27,520.
    - *Per the study, regarding the fee establishment, there no clear standard that exists for setting such a fee.*

<u>Key Inputs:</u>

Development of an Off-Street Parking Stall		
Estimated Cost of Land	$16.00 / SF	5th & Fir comparative (sold 2022)
Labor and Materials	$21.39 / SF	Construction costs 4th & Evergreen Parking Lot
Square Footage needed per stall	400 SF	Redmond Downtown Parking Study 2018
Total Cost of New Parking Stall	**$14,959**	

Based upon the Key Inputs and a rate of **75%** of total cost, it would be recommended setting the initial fee at **$11,220** per off-street parking space.

It would also be recommended the Parking Improvement Fee eventually established in the City's Fee Schedule be considered to be adjusted annually. Similar to the methodology used to annually evaluate Engineering and Planning fees, which looks at the U.S. Bureau of Labor Statistics Consumer Price Index West Region (CPI-W) Percent Change for the Year Ending in January of each year.

Anecdotally, the parking in lieu program has not been used. However, the recent amendments and focus on this fee are being driven by discussions with developers over the last couple years. It is anticipated once the fee is established there will be requests to deploy it. Urban Renewal indicated it is a much-needed tool to help encourage density in the downtown core. The City's parking requirements can at times be a challenge for new denser or mixed-use development.//

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

DATE:	Prepared for October 3, 2022, Work Session
HEARINGS BODY:	Redmond Urban Area Planning Commission
REVIEWING STAFF:	John Roberts, Deputy City Manager
	Linda Cline, Housing Program Analyst
TOPIC:	Definitions/Deed Restrictions for Affordable & Workforce Housing

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I. Purpose

- Update definitions of affordable housing for rentals and home ownership.
- Update definition of workforce housing.
- Offer deed restriction provisions to achieve public goal of long-term affordable and workforce housing.

II. Proposed Amendment to RDC

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

8.0020 Definitions

(***)

Affordable Housing. Affordable housing is generally defined as housing within the means of a household that may occupy low- and moderate-income housing, meeting one of the thresholds defined in this section. Affordable Housing requires low- and moderate-income affordability deed restrictions of at least 30 years. Longer periods of affordability may be required based on approval of development incentives, modifications, variances or exceptions. ~~on which the occupant is paying no more than 30 percent of gross income for housing costs, including utilities, for a family at 80 percent of the Area Median Income (AMI). AMI is based on the most recent HUD Income Limits for the Bend-Redmond Metropolitan Statistical Area.~~

In the case of dwelling units for rent, “affordable” means housing for which rent and utilities are no more than 30 percent the gross annual household income for a family earning less than or equal to 60 percent the Area Median Income (AMI), based on the most recent HUD Income Limits for the Bend-Redmond Metropolitan Statistical Area.

In the case of dwelling units for sale, “affordable” means housing in which the mortgage, amortized interest, taxes, insurance, HOA and associated fees, if any, constitutes no more than 30 percent of such gross annual household income for a family earning less than or equal to 80 percent the Area Median Income (AMI), based on the most recent HUD Income Limits for the Bend-Redmond Metropolitan Statistical Area.

(***)

Workforce Housing. Housing that constitutes no more than 30 percent of such gross annual household income for a family ~~is affordable to households~~ earning ~~60~~ 80 to 120 percent of the Area Median Income (AMI). AMI is based on the most recent HUD Income Limits for the Bend-Redmond Metropolitan Statistical Area. Workforce Housing requires income-based deed restrictions of at least 30 years. Longer periods of Workforce Housing affordability may be required based on approval of development incentives, modifications, variances or exceptions.

(***)

//Analysis: The purpose of the modifications are to more clearly define what income levels qualify as "affordable" for low- and moderate-income households or Workforce Housing. Deed restriction language is added to ensure affordable housing over the long-term and an inventory that remains more stable.

The above concepts were presented and discussed with the Housing and Community Development Committee (HCDC) on September 21st. The feedback indicated that longer than 30 years of affordability would be preferred. However, until the City has more affordable or workforce housing incentives to offer builders, 30 years aligns with federal programs. When additional tools and programs are deployed by the City to assist developers, longer deed restriction durations should be explored.//

(***)

8.0175 Downtown Design Overlay Zone

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

(***)

5. **Building Height.** The intent of the building height standards is to set guidelines to assist the development ~~of buildings~~ in the downtown core that increase economic activity~~, and~~ capital value and encourage investment in the downtown core. ~~revitalization in keeping with overall intentions for Redmond Downtown Redevelopment~~. ~~Building height and density contribute to these results.~~ The following guidelines provide performance standards that encourage innovative design and development techniques within specific parameters. They are generally prioritized to include the following: Compatibility with existing downtown buildings and surrounding residential neighborhoods; Human scale related to building design, including height and massing, and its impact on solar access and views; Multi-story and mixed-use buildings for increased density and diversified use on premium land in the urban core; Development ~~I~~incentives for increased height, based on Performance Bonuses.

(***)

C. Buildings within the ~~d~~Downtown ~~o~~Overlay ~~d~~District shall only be permitted to exceed 75 feet if they comply with the standards set forth below.

1. **Performance Bonus:** Additional building height above 75 feet may be approved if the project achieves a minimum of twelve (12) points from the following:

~~Workforce~~ Affordable Housing: The project provides ~~workforce~~ affordable housing, per City standards, for low- and moderate-income households ~~(no more than 80 percent of the HUD area median income)~~, as a percentage of the total number of residential units built. ~~These units shall remain dedicated to moderate-income households for a period of at least twenty years~~. 3 points for 10%, 4 points for 15%, and 5 points for 20% of total number of residential units built for affordable housing ~~moderate-income households~~.	3 - 5 pts.
Workforce Housing: The project provides workforce housing, per City standards. 1 point for 10%, and 2 points for 20% of total number of residential units built for workforce housing.	1-2 pts.
(***)	

(***)

//Analysis: The purpose of the modification is to correctly name the housing type ("affordable" or "workforce") as defined in section 8.0020. A Workforce Housing performance bonus is added to encourage more housing opportunities for households earning 80-120% AMI, a sector that is seldom incentivized and therefore often passed over by builders in preference for market rate projects.//

III. Additional Information/Examples

Examples: Affordable / Workforce Housing Definitions		
Affordable Housing	**Source**	**Notes**
In general, housing for which the occupant(s) is/are paying no more than 30 percent of his or her income for gross housing costs, including utilities.	HUD	
In the case of dwelling units for sale, affordable means housing in which the mortgage, amortized interest, taxes, insurance, and condominium or association fees, if any, constitute no more than 30 percent of such gross annual household income for a for a family at 80% of the area median income, based upon most recent HUD Income Limits for the Bend Metropolitan Statistical Area (Bend MSA).	City of Bend Comprehensive Plan Section 5-20	For Sale
In the case of dwelling units for rent, affordable means housing for which the rent and utilities constitute no more than 30 percent of such gross annual household income for a family at 60% of the area median income, based upon most recent HUD Income Limits for the Bend MSA.	City of Bend Comprehensive Plan Section 5-20	For Rent
Workforce Housing or Middle Income Housing	**Source**	**Notes**
Housing that is affordable to households with incomes equal to the area median income as defined in ORS 456.270.	HB 3261 & ORS 456.270	
Housing affordable to households earning between 60% and 120% of the area median income (AMI).	Urban Land Institute	
Most commonly intended for households with incomes between 80% and 120% of the area median income (AMI).	Brookings.edu	
Rental housing affordable to households earning between 61% and 120% of the area median income (AMI).	City of Bend	For Rent

In the case of dwelling units for sale - housing affordable to households earning between 81% and 120% of the area median income (AMI).	City of Bend	For Sale
Thresholds for Market Rate Housing	**Source**	**Notes**
Housing affordable to households earning above 121% of the area median income.	City of Bend	

Examples: Deed Restriction Research		
	Years	**Program**
Bend	30 yr	Park SDC waiver: Deed restricted affordable housing projects which are approved by the City of Bend Affordable Housing Advisory Committee that meet or exceed the 30-year deed restriction requirement will be waived by the District. (Not to exceed 475 units prior to January 1, 2023, and not to exceed 75 units January 1, 2023 to December 31, 2023.)
Portland	60 yr	Subsidized rental housing creation and preservation is subject to a minimum 60 year affordability contract.
Low Income Housing Tax Credits (LIHTC)	30 yr min	Fed requirement, gives State and local LIHTC-allocating agencies the equivalent of approximately $8 billion in annual budget authority to issue tax credits for the acquisition, rehabilitation, or new construction of rental housing targeted to lower-income households.
Bend-Redmond Habitat for Humanity	99 yr	Deed restriction chosen by Habitat on the land under their Quince Townhomes.
Redmond Skyline Village	50 yr	Minimum 50 yr affordable housing required by DLCD. Use rent controls, deed restriction, and HOA/CCR's.
City of Eugene	5 yr	Exemption of SDCs during building permitting process for affordable housing development. Limitation on the total value of exempptions available annually.
	20 yr	CET funded projects up to 100% AMI. Likely to be a loan forgiveness program, with the loan forgiven and deed removed at the end of the affordability requirement.
City of Medford	60 yr	CET exemption for residential construction equal or less than at 80% AMI
	30 yr	CET exemption for residential construction up to 120% AMI
Hood River	40 yr	On SDC exemptions for low income housing (defined by accepting other federal assistance such as LIHTC)

IV. Attachments

- Example – Affordable Deed Restriction or Covenant
- Area Median Income Single Family Home Thresholds
- Affordable Housing Resources in the City of Bend

When Recorded Return To:

____
____
____

AFFORDABLE HOUSING COVENANT

THIS AFFORDABLE HOUSING COVENANT ("***Covenant***") is made as of the ____ day of _________, 20__ by **[ ]** ("***Grantor***"), for the benefit of the **Deschutes County**, a political subdivision of the State of Oregon (the "***County***"). This Covenant encumbers that certain real property (the "***Property***") legally described on the attached Exhibit A.

This Covenant will be filed and recorded in the official public land records of Deschutes County, Oregon and shall constitute a restriction upon the use of the Property subject to, and in accordance with, the terms of this Covenant for sixty (60) years beginning on the date this Covenant is recorded and ending on [ ], 20__ (the "***Affordability Period***").

NOW THEREFORE, it is hereby covenanted for the Affordability Period as follows:

1. Upon completion of the [ ] project on the Property, no less than [**one hundred**] percent ([**100**]%) of the units in the Property shall be rented or sold to households with incomes, at the time of initial occupancy, no higher than **eighty percent (80%) of median family income ("*MFI*")** in the Bend-Redmond area in Deschutes County, Oregon adjusted for family size, as estimated from time to time by the United States Department of Housing and Urban Development ("***HUD***"). If HUD ceases to provide such estimates of MFI, then the MFI shall mean such comparable figure for the City of Bend, Deschutes County, Oregon published or reported by a federal, state, or local agency as the County shall select.

2. Grantor shall construct safe and sanitary housing, and shall comply with all Federal, State, and local housing codes, licensing requirements, and other requirements regarding the construction and leasing of the residential units constructed on the Property.

3. Grantor shall keep any records and make any reports relating to compliance with this Covenant that the County may reasonably require.

The covenants contained herein are to be taken and construed as covenants running with the land and shall pass to and be binding upon Grantor, and its successors and assigns, as of the date of recording. Each and every contract, deed, mortgage, or other instrument covering or conveying the Property, or any portion thereof, shall be conclusively held to have been executed, delivered, and accepted subject to this Covenant, regardless of whether such convents are set forth in such contract, deed, mortgage, or other instruments.

EXPIRATION: Upon the expiration of the Affordability Period, this Covenant shall automatically expire and be of no further force and effect.

DEFAULT: If a violation of any of the foregoing covenants occurs, the County may, after thirty days' written notice to Grantor, and if applicable, its successors and assigns, grantees, or lessees of the Property, institute and prosecute any proceeding at law or in equity to abate, prevent, or enjoin any such violation or to compel specific performance by Grantor of its obligations hereunder; provided that Grantor shall not be required by any provision herein to evict a residential tenant of the Property. No delay in enforcing the provisions hereof as to any breach or violation, shall impair, damage, or waive the right of the County to enforce the provisions hereof or to obtain relief against or recover for the continuation or repetition of such breach or violations or any similar breach or violation hereof at any later time. No third parties have any rights to enforce this Covenant.

[*No further text.*]

IN WITNESS HEREOF, this Affordable Housing Covenant Agreement was executed as of the date first written above.

[INSERT SIGNATURE BLOCKS HERE]

EXHIBIT A
LEGAL DESCRIPTION

Affordable Housing

in the City of Bend

If your household earns:

You may qualify for:

30% - 60%
area median income

Between $26,950 and $53,940 for a family of four

Bend-Redmond Habitat for Humanity (40%+)
Cental Oregon's Veteran Village
Housing Works
NeighborImpact
Pacific Crest

60% - 80%
area median income

Between $53,940 and $71,900 for a family of four

Bend-Redmond Habitat for Humanity
Building Partners for Affordable Housing
Cental Oregon's Veteran Village
First Story
Hive LLC (for-profit)
Housing Works
Kôr Community Land Trust
NeighborImpact
Pacific Crest

80% - 120%
area median income

Between $71,900 and $107,900 for a family of four

Kôr Community Land Trust
NeighborImpact (up to 99% AMI)

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

DATE:	Prepared for October 3, 2022, Work Session
HEARINGS BODY:	Redmond Urban Area Planning Commission
REVIEWING STAFF:	John Roberts, Deputy City Manager
	Kyle Roberts, Planning Director
	Meghan Gassner, Urban Renewal Program Analyst
TOPIC:	Downtown Overlay District Boundary Expansion

I. Purpose

- Provide more consistency in deployment of System Development Charges.
- Encourage additional redevelopment opportunities.

II. Proposed Amendment to RDC

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

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COMMERCIAL USE AND INDUSTRIAL USE ZONES (Continued) SECTION

(***)

COMMERCIAL USE AND INDUSTRIAL USE ZONES

(***)

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

1. **Purpose.** The purpose of the Downtown Overlay District is to promote and sustain:

A. **~~Quality~~ Economic Growth** – Assure opportunities for a stable, vital, diverse, and competitive economy in ~~at~~ the heart of the city.
B. **Vibrant Downtown~~.~~** - Strengthen downtown as a vibrant, mixed-use district that draws a wide spectrum of residents and visitors.
C. **Downtown Appearance~~.~~** - Improve and enhance the appearance of the built environment and natural features throughout downtown, especially along primary commercial corridors, and other major arterials.
D. **Historic Character~~.~~** - Preserve and retain historic structures and cultural resources throughout downtown.
E. **Pedestrian Environment~~.~~** - Improve and enhance the pedestrian environment throughout downtown, as well as the pedestrian connections to surrounding neighborhoods and civic resources.

2. **Intent.** The intent of the Downtown Overlay District is to:
A. Encourage a vibrant mix of pedestrian-oriented uses, including residential, shopping and entertainment uses;
B. Increase the density and intensity of development;
C. Establish height, bulk, and lot coverage regulations that balance existing urban fabric with a desired character for downtown;
D. Promote active ground floors by regulating the quantity and location of doors and windows;
E. Establish standards for setbacks and landscaping that encourage and promote a strong pedestrian environment.
F. Establish parking and access standards that support pedestrian activity.

(***)

2040 Greater Redmond Comprehensive Plan and Zone Map

- Request - Amend boundary of the Downtown Overlay District as identified in Exhibit A.

//Analysis: The amendment seeks to increase the size of the Downtown Overlay District (DOD) through amending the Comprehensive Plan and Zone Map. The existing DOD (as identified in Exhibit A) encompasses the downtown core. The proposed amendment would extend the existing DOD boundary north from Antler Avenue to Dogwood Avenue, bounded east-west by 4th Street and 7th Street; extending approximately 2 ½ blocks north and 3 blocks wide.

The purpose of extending the DOD boundary is to respond to and be aligned with the real-time growth and development of the “downtown core”, which continues to spread further north in the C-2 Central Business District Zone. Recent development in the DOD includes a mix of shopping, dining, and entertainment establishments – all of which are desirable, pedestrian-oriented uses that the DOD is intended to encourage and preserve.

The extension of the DOD is an anticipated natural next step, as all other directions for growth are constrained by US Highway 97 to the east, Highway 126 to the south, and established residential to the east and west. Aligning the DOD with the growth that is occurring encourage that development can be reflective of the desired downtown core character – a vibrant and pedestrian-friendly area where people can shop, work, and play in a traditional downtown setting.

Development occurring in the DOD will be subject to the additional review criteria in Section 8.0175. The additional review criteria allow for more flexibility, heightened standards and creativity.//

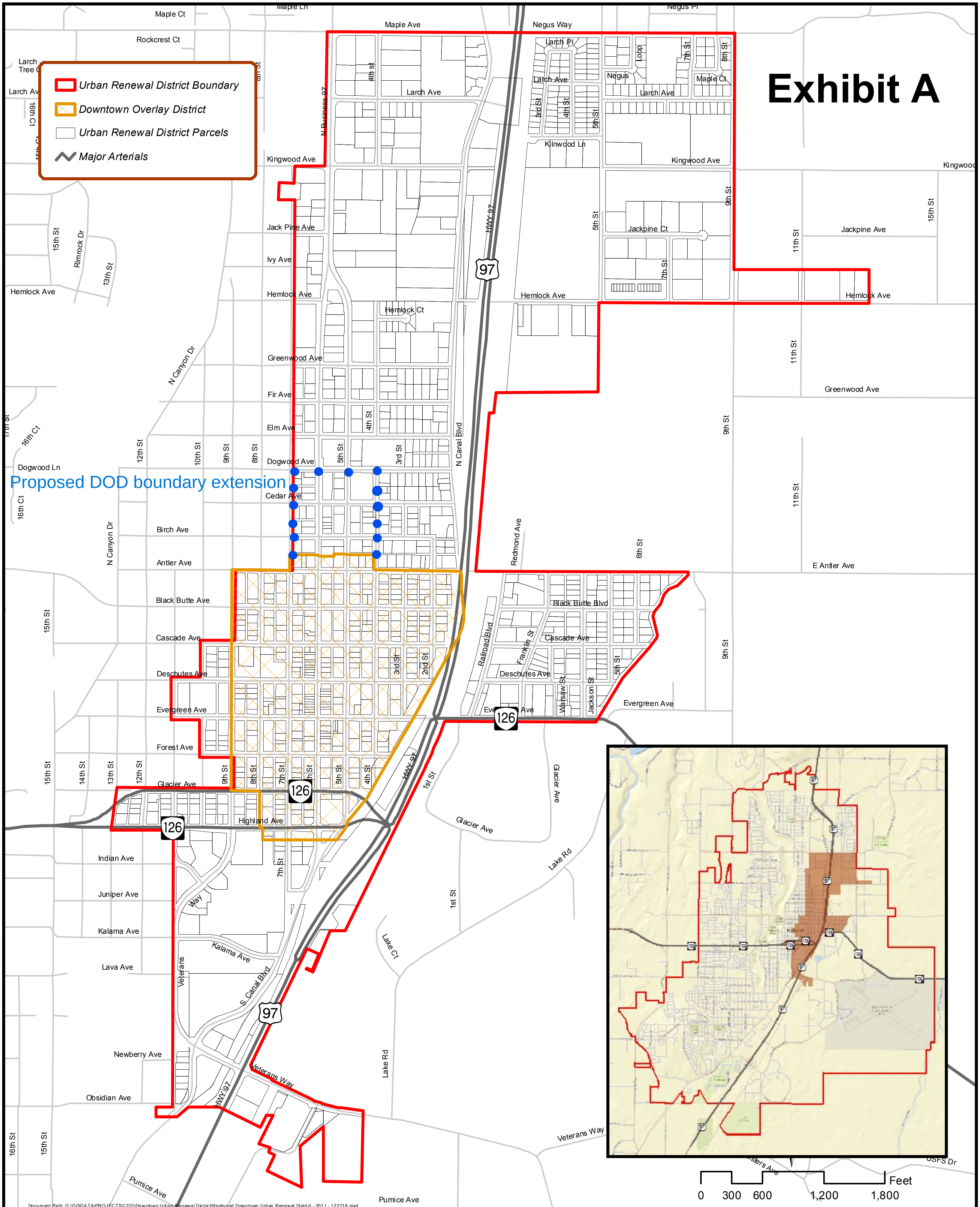
Additional Context - System Development Charges (SDCs)

The reason that the amendment to the DOD was proffered is predicated on a long-standing Public Works Policy regarding calculation of SDCs. Policy PW 500 (attached) was developed in 2009. There were existing circumstances that warranted a policy to address how SDCs were calculated in the proposed DOD expansion area. The policy clarified land use in the downtown core of Redmond to be equivalent to that of a Shopping Center. Simply, the proposed DOD expansion area functioned like the existing downtown core.

When Transportation SDCs are calculated per Policy PW 500, SDC rates are equitably applied to all land uses the same. This methodology indirectly serves as an additional incentive when working with development proposals in the downtown core.//

III. Attachments

- Exhibit A - Map of Proposed Downtown Overlay District Expansion.
- Public Works (PW) Policy 500 – Transportation SDC Calculation in the Downtown Core.



Redmond Downtown Urban Renewal District Boundary

CITY OF REDMOND	
TRANSPORTATION SDC CALCULATION IN THE DOWNTOWN CORE	NUMBER: PW 500
EFFECTIVE DATE: JANUARY 1, 2009 REVISED: SEPTEMBER 7, 2022	APPROVAL: PW DIRECTOR

I. POLICY:

In calculation of the Transportation System Development Charge (SDC), the City of Redmond will consider all land use in the downtown core of Redmond to be equivalent to that of a Shopping Center.

II. PERIMETERS:

1. Within the Transportation Section (Section 5), of the City of Redmond Public Facilities Plan (Buildout 2030), it is recommended that development in the downtown core (including new, redevelopment, expansion, change-of-use, etc) be considered a Shopping Center land use (Land Use #820) per the Institute of Transportation Engineers (ITE) manual, Trip Generation (7th edition or subsequent update).

2. For the purposes of this policy only, the downtown core shall be defined as shown on attached *Exhibit A – Downtown Overlay District Transportation SDC Boundary* dated September 7, 2022 and as described below:
   - The Downtown Overlay District per the August 14, 2008 adopted boundary; and
   - The area bounded by the northern line of the adopted Downtown Overlay District, NW Dogwood Avenue, NW 4th Street and NW 7th Street.

3. The City of Redmond Transportation SDC methodology is based upon the number of PM peak hour trips estimated to be added to the transportation system per the Institute of Transportation Engineers, Trip Generation Manual (11th edition or subsequent update). The PM peak hour trip generation for the purpose of calculating the Transportation SDC shall be the lower of the following:

   a. ITE Land Use #820 (Shopping Center)
   b. A land use which more closely matches the ITE definition for the proposed use.

4. Examples:

   a. A new 3,000 s.f. quality (lower turnover) restaurant (or addition) is proposed in the downtown core area. If calculated separately, the trip generation of the restaurant (ITE Land Use #931, Quality Restaurant) would be 22.47 PM peak hour trips. If calculated as a Shopping Center use (ITE #820), the trip generation would be 11.13 PM peak hour trips. For the purposes of calculating the Transportation SDC, 11.13 PM peak hour trips would be used (less any pass-by reductions).

b. A new 5,000 s.f. general office (or addition) is proposed in the downtown core area. If calculated separately, the trip generation of the office (ITE Land Use #710, General Office) would be 7.45 PM peak hour trips. If calculated as a Shopping Center use (ITE #820), the trip generation would be 18.55 PM peak hour trips. For the purposes of calculating the Transportation SDC, 7.45 PM peak hour trips would be used.

c. An existing 5,000 s.f. office building (low trip generator) is proposed to be converted to a restaurant (high trip generator). Under this scenario, no additional Transportation SDC will be collected.

d. An existing 5,000 s.f. restaurant (high trip generator) is proposed to be converted to an office building (low trip generator). Under this scenario, no additional Transportation SDC will be collected and the development will not be eligible for any SDC credit.

CITY OF REDMOND
Community Development Department

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

DATE:	Prepared for October 3, 2022, Work Session
HEARINGS BODY:	Redmond Urban Area Planning Commission
REVIEWING STAFF:	Kyle Roberts, Planning Director
	Megan Jacob, Associate Planner
	Sarah Vowell, Assistant Planner
TOPIC:	Garage Setbacks in Residential Zones

I. Purpose

- Making the RDC more uniform and easier to administer.
- Correct an inconsistency as it relates to attached garage setbacks when accessed from an alleyway.
- Bring the setback requirement into alignment with the minimum driveway length and detached garage setback standards.

II. Proposed Amendment to RDC

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

ARTICLE I - ZONING STANDARDS
SINGLE FAMILY DWELLING SETBACK STANDARDS

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

Zone:

Standard:	**R-1**	**R-2**	**R-3, R-3A**	**R-4**	**R-5**
Setback Distance - Feet					
Front Façade, excluding garage	10	10	10	10	10
Interior Side	5/10	5/10	5	5	5
Interior side yards must be a minimum of 5 feet on one side and 10 feet on the other side for single family, duplex, triplex, and quadplex residences. Where alley access is provided, both interior side yards may be reduced to 5 feet. Exceptions to the 10-foot setback are allowed (1) when the residential lot was created prior to the adoption of this standard (November 9, 2006); (2) on cul-de-sac lots; or (3) on flag lots.					
Street Side	10	10	10	10	10
Rear	20	20	20	15	5

			Zone:		
Standard:	**R-1**	**R-2**	**R-3, R-3A**	**R-4**	**R-5**
Attached Garage, access from alley or street	20	20	20	20	20
~~Garage, access from alley~~	~~5~~	~~5~~	~~5~~	~~5~~	~~5~~
Setbacks					
ADUs: Specified in Section 8.0325.					
Detached Accessory Structures: Specified in Section 8.0323					
Cottage Clusters: Specified in Section 8.0143.					
Cottage Developments: Specified in Section 8.0285 et seq.					
Multi-family Complexes: Specified in Section 8.3035.4.E. Table A.					
Townhouses: Specified in Section 8.0142.					

//Analysis: The setbacks referred to in RDC section 8.0140, Table B Minimum Standards, refers to garages that are attached to the dwelling it serves. Currently the rear setback is 5 feet, and it is in conflict with the minimum driveway length standard and detached garage setback standard, which are both 20 feet.

Driveway and garage standards for single-family detached dwellings and plexes (Section 8.0141.5(B)(6)(b)) states that: “Driveways shall be of adequate size to accommodate a minimum of one vehicle, and shall at a minimum meet the design requirements of Section 8.0515 (Parking Table and Diagram of the Redmond Development Code.)”

Per Section 8.0515 the standard length of a parking stall is 20 feet. Therefore, the RDC current minimum 5-foot attached garage setback from an alleyway does not allow for the development of a driveway that meets standards.

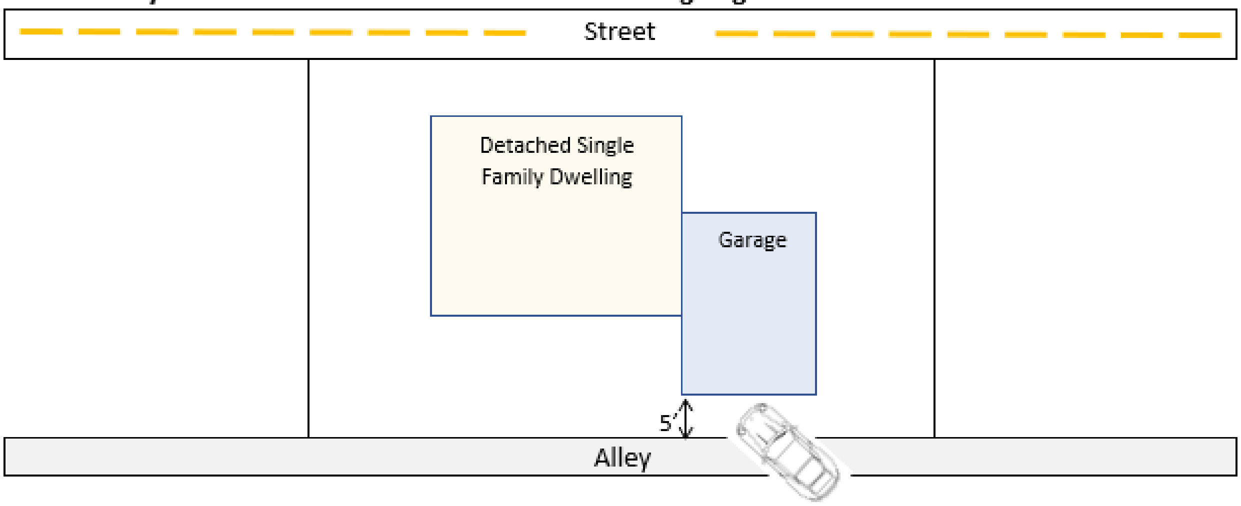
Standards for detached accessory structures, Section 8.0323.5, states:

> “Vehicle entrances into detached garages or carports shall be set back no less than 20’ from an alley”.

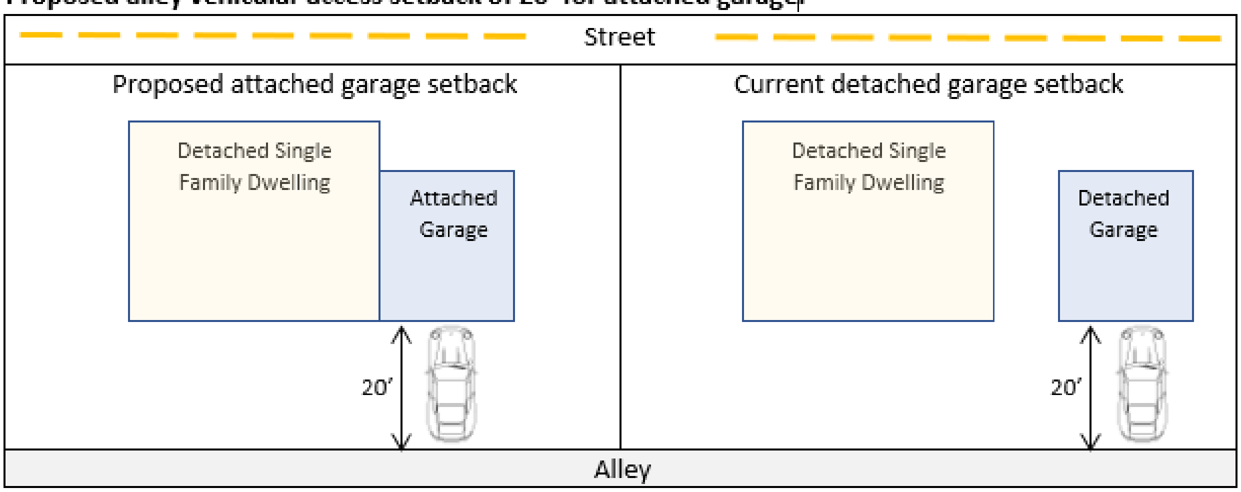
Changing the current attached garage 5 foot setback to 20 feet brings detached and attached garages and carports into alignment.//

III. Additional Information/Visuals

Current alley vehicular access setback of 5' for attached garages:



Proposed alley vehicular access setback of 20' for attached garage:



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

DATE:	Prepared for October 3, 2022, Work Session
HEARINGS BODY:	Redmond Urban Area Planning Commission
REVIEWING STAFF:	Kyle Roberts, Planning Director Megan Jacob, Associate Planner Sarah Vowell, Assistant Planner
TOPIC:	Accessory Dwelling Unit Setbacks

I. Purpose

- Correct Section 8.0325 to include Accessory Dwelling Unit setbacks and improve administration of the RDC.

II. Proposed Amendment to RDC

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

ARTICLE I - ZONING STANDARDS
ACCESSORY DWELLING UNIT STANDARDS

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

1. **Development Standards**

~~1.~~ A. The size of a stand-alone accessory dwelling unit shall be no less than 300 square feet in gross floor area and no more than 900 square feet in gross floor area. Guest houses shall be no less than 300 square feet in gross floor area and no more than 1200 square feet in gross floor area.

B. ADU Setbacks:

Standard:	R-1	R-2	R-3 - R-3A	R-4	R-5
Front*	10	10	10	10	10
Interior Side	5/10	5/10	5	5	5
Street Side	10	10	10	10	10
Rear**					
One-Story	10	10	10	10	5
One-Story, Abutting Alley	10	10	5	5	5
Two-Story	20	20	10	10	5
Two-Story, Abutting Alley	20	20	10	10	5
*The accessory dwelling unit cannot be located in front of the forward-most façade of the primary dwelling. **Deviations from rear setbacks may be granted if adequate off-street parking is provided.					

~~2.~~ C. If the accessory dwelling unit is located above a garage, the ADU shall not exceed the footprint of the garage.

~~3.~~2. An accessory dwelling unit must be able to function as a separate dwelling unit. This includes the following:

A. The accessory dwelling unit must be separately accessible from the exterior. An interior entrance to the primary residence may be approved, pursuant to review and acceptance by the Community Development Director, or designee.

B. The accessory dwelling unit must have separately accessible utilities, unless served by the primary residence.

C. The accessory dwelling unit shall contain a kitchen.

D. The accessory dwelling unit shall contain a bathroom.

E. The accessory dwelling unit shall not be a Recreational Vehicle (RV) or portion thereof.

~~4.~~3. The finished floor height of an accessory dwelling unit shall be entirely above the natural or finished grade, whichever is higher, on all sides of the structure.

~~5.~~4. An accessory dwelling unit shall be located within the dimensional requirements of the zone district in which the property is located and cannot be located in front of the forward-most façade of the primary dwelling.

~~6.~~5. If the entrance is accessed via stairs, a covered porch, or other sufficient means of preventing snow and ice from accumulating on the stairs shall be provided.

~~7.~~6. Accessory dwelling units shall be developed in accordance with the requirements of this title which apply to residential development in general. These include, but are not limited to, all applicable International Building and Fire Code requirements related to adequate natural light, ventilation, fire egress, fire suppression, and sound attenuation between living units. This standard may not be varied.

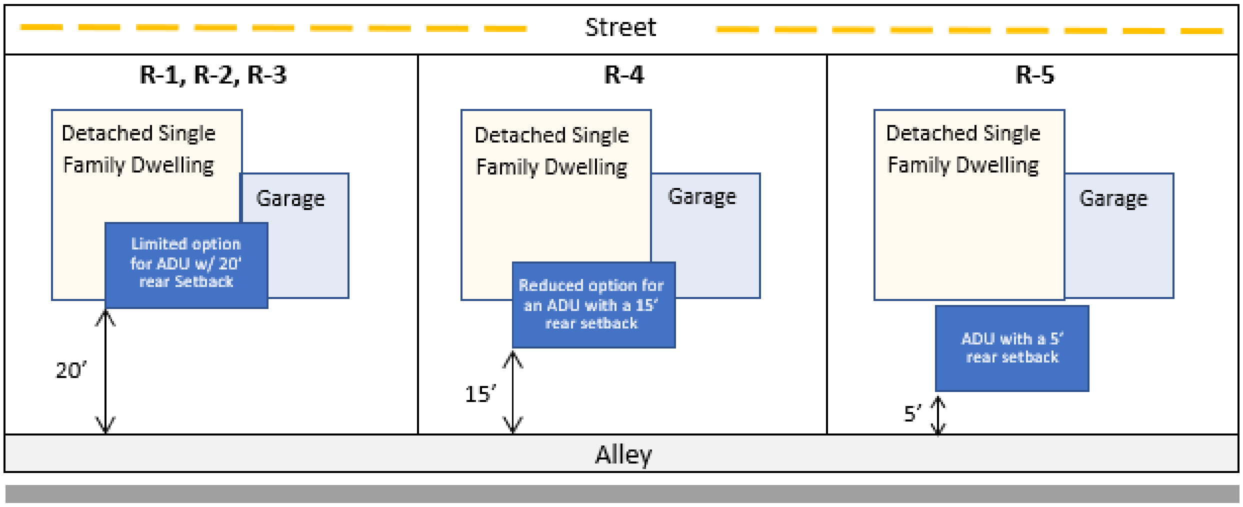
//Analysis: Accessory Dwelling Unit (ADU) setbacks are currently referenced in the residential zone's minimum specification standards of RDC Section 8.0140, which refers the reader to the ADU standards in Section 8.0325 for setback dimensions. Through an administrative error, ADU setbacks were not added to Section 8.0325 in the last code amendment.

The unintentional omission means that currently ADU setbacks default to the underlying zone's setback standards. This can be problematic when applying the R-1-2-3 and R-4 minimum rear setback standard of 20 and 15 feet respectively. ADUs having to comply with a minimum rear setback of at least 15 feet does not afford the opportunity to construct ADUs in the rear yard of many lots with existing single-family detached dwellings.

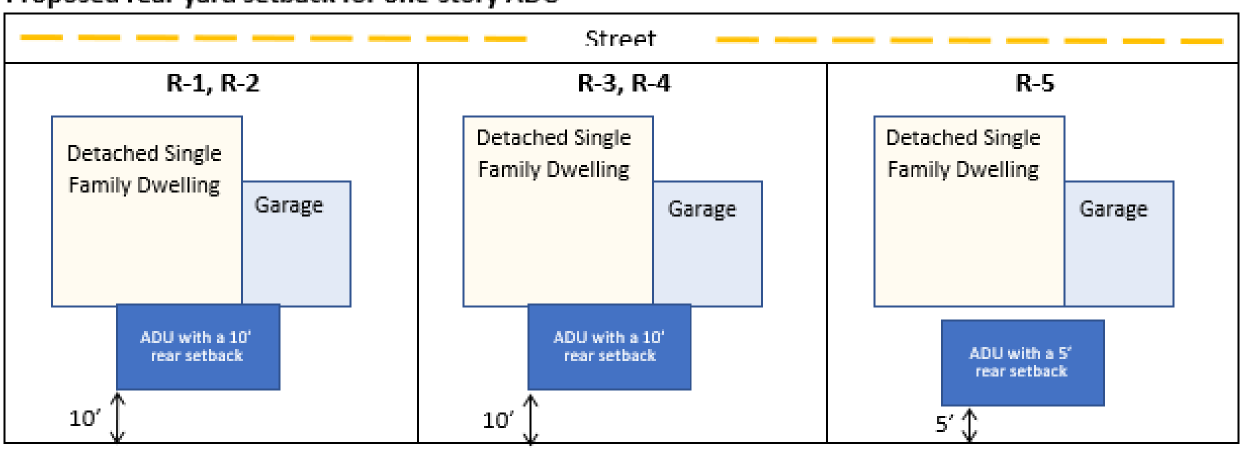
The recommended ADU setbacks, specifically the minimum rear setback of 10 feet in R-1, R-2, R-3, and R-4 will allow for the inclusion of properties that cannot meet the current underlying zone's rear setback standard and will increase the probability that an ADU could be placed on each detached single-family dwelling lot per House Bill 2001.//

III. Additional Information/Visuals

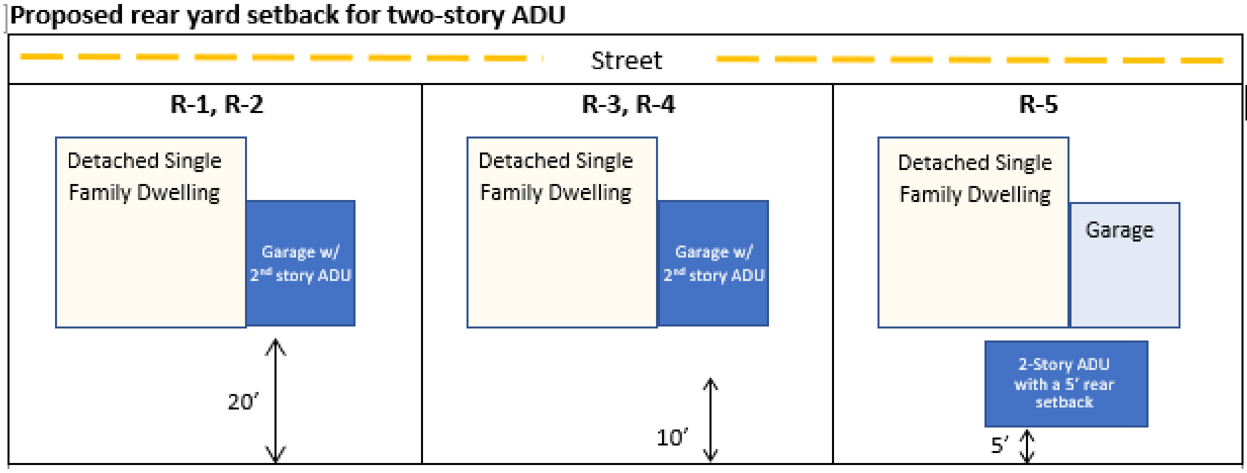
Current rear yard setback for detached single-family dwelling and ADU



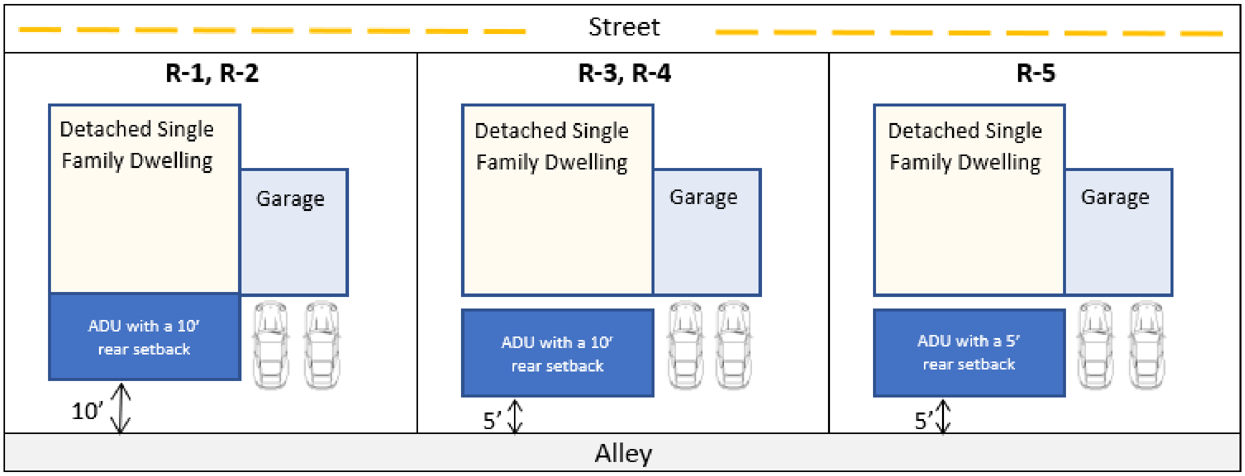
Proposed rear yard setback for one-story ADU



Proposed rear yard setback for two-story ADU



Proposed rear yard setback for one-story ADU abutting an alley



Proposed rear yard setback for two-story ADU abutting an alley