



CITY OF REDMOND

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CITY COUNCIL

October 11, 2022
Council Chambers • 411 SW 9th Street

COUNCIL MEMBERS

George Endicott
Mayor

Jay Patrick
Council President

Krisanna
Clark-Endicott
Councilor

Clifford Evelyn
Councilor

Ed Fitch
Councilor

Shannon Wedding
Councilor

Cat Zwicker
Councilor

OCTOBER 11, 2022

REGULAR MEETING AGENDA

6:00 PM

- I. CALL TO ORDER / ESTABLISH A QUORUM**
- II. BLESSING - Pastor Rick Russell, Mountain View Fellowship**
- III. PLEDGE OF ALLEGIANCE**
- IV. COMMENTS FROM CITIZENS AT THE MEETING**
- V. ACTION ITEMS**
 - A. Resolution #2022-33: A resolution of the Redmond City Council supporting the Capital Bond Measure and Operating Levy from the Redmond Area Park and Recreation District for a new recreation center.
- VI. PRESENTATIONS**
 - A. Depot Update, Tanney Staffenson
 - B. Discussion of proposed Amendments to various sections of the Redmond Development Code (Chapter 8).
- VII. MAYOR'S COMMENTS**
- VIII. COUNCIL COMMENTS**
 - A. Councilor Fitch's Written Comments
- IX. CITY MANAGER COMMENTS**
- X. ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING**
- XI. 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@ci.redmond.or.us. Requests should be made as soon as possible, but at least 3 business days prior to the scheduled meeting.

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**CITY OF REDMOND
RESOLUTION NO. 2022-33**

A RESOLUTION OF THE REDMOND CITY COUNCIL SUPPORTING THE CAPITAL BOND MEASURE AND OPERATING LEVY FROM THE REDMOND AREA PARK AND RECREATION DISTRICT FOR A NEW RECREATION CENTER.

WHEREAS, the Redmond Area Park and Recreation District has given notice of a measure for bonds to construct a new recreational facility and expand programs (Bond Measure #9-150), as well as a request for a five-year operating levy for park and recreation services (Levy Measure #9-151); and

WHEREAS, the City Council has found that the City recreational facility is necessary for the recreational needs of the greater Redmond community.

NOW THEREFORE, in consideration of the foregoing, the Redmond City Council hereby adopts this resolution supporting Bond Measure #9-150 and Levy Measure #9-151 to build and operate a new community recreational facility as well as expand recreational programs for the community.

ADOPTED by the City Council and **SIGNED** by the Mayor this 11th day of October 2022.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder



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STAFF REPORT

DATE: October 11, 2022
TO: City Council
THROUGH: Keith Witcosky, City Manager
John Roberts, Deputy City Manager
FROM: Kyle Roberts, Planning Director
SUBJECT: Discussion of proposed Amendments to various sections of the Redmond Development Code (Chapter 8).

Addresses Council Goal:

7. COMPREHENSIVE PLANNING: Enhance the quality of life through adoption of programs, policies, and standards that manage growth while maintaining Redmond's small-town feel.
- A. Promote quality development and great neighborhoods.
 - D. Identify housing objectives, policies, and implementation strategies to diversify the range of housing choices.
 - E. Address the effect of HB 2020/HB 2001 on Redmond neighborhoods.

Report in Brief:

This is an informational item intended to serve as an opportunity for feedback and discussion regarding updates to the Redmond Development Code (RDC). This is the first of three worksessions scheduled to occur before the end of calendar year 2023.

Background:

The Redmond Development Code (RDC) (Chapter 8) is the primary mechanism to implement the City's Comprehensive Plan, regulate zoning, growth and development, land use activity, and other City policies related to Great Neighborhood Principles and livability. On June 28, 2022, the Council adopted amendments to the RDC focused on Oregon House Bill 2001 (HB 2001), which was passed during the 2019 Oregon Legislative Session. HB 2001 required many Oregon communities to accommodate middle housing within single-family neighborhoods and more housing diversity. The effects of HB 2001 are significant and the recently adopted amendments will have implications regarding how Redmond develops.

Cities were mandated to comply with HB 2001 requirements by June 30, 2022, and Redmond met this deadline. However, the HB 2001 amendments were complex and required changes to many sections of the RDC (e.g., the City's density standards and tables were revised substantially). In light of the mandated timeframe requirements, there were additional details identified that needed more time to be thoroughly vetted and discussed (e.g., reduced lot sizes, design elements, deed restrictions, applicability of certain zone districts). As such, Council requested the Planning Division immediately initiate another round of amendments to the RDC to finalize tangential requirements of HB 2001 or other refinements to improve clarity and administration of the code. Moreover, the charge was to adopt these amendments by the end of December 2022.

The entire Planning Commission has been invited to attend these Council worksessions and they are available for comment if requested by the Council.

Planning Commission Involvement and Public Process:

The Planning Commission serves in an advisory role to the Redmond City Council on the development and implementation of both the City's Comprehensive Plan and RDC. To meet the December 2022 adoption date, there are five Planning Commission and three Council work sessions scheduled. Subsequent Public Hearings are scheduled for November 21 and December 13, 2022. Additionally, there are opportunities to meet individually with staff anytime to discuss the proposed amendments and the entire Planning Commission is invited to participate in all Council work sessions.

Throughout the amendment process, key stakeholders will be notified and engaged in the Planning Commission meetings. For example, input will be sought from the Central Oregon Builders Association and other members of the development community to review and revise the proposed amendments. Feedback and suggestions proffered from these stakeholders will be embedded into the amendments as considered appropriate. The two public comments received to date are attached: Letter from Pahlisch Homes dated September 12th and a Letter from the Central Oregon Builders Association (COBA) dated October 4th.

Attachments:

- Redmond Development Code Amendments - Anticipated Timeline & Adoption Schedule (working draft)
- Redmond Development Code - Proposed Amendments: Topics, Timelines & Leads (working draft)

Discussion:

Anticipated Outcomes of Work Session

1. Familiarize the Council with the timeline, content and analysis on some of the proposed amendments to the RDC.
2. Provide the Council with the opportunity to interact with the Planning Commission and ask them directly about the proposed amendments.
3. Receive feedback and direction on the amendments.
4. Discuss the next steps and envisioned public hearing schedule to adopt the amendments.

Exhibits

The attached exhibits are the memos and materials presented to the Planning Commission on each topic and proposed amendment. The exhibits display the proposed text amendments through ~~strike-through~~ and **in Red or Red Underline**. Additionally, a staff analysis and accompanying background information is included for each issue.

There are twelve exhibits attached (some exhibits have additional information included). All the exhibits have been reviewed by the Planning Commission and address the following topics:

- Exhibit A: Amends an error regarding the applicability of Townhouse design standards.
- Exhibit B: Corrects an error pertaining to site and design review standards.
- Exhibit C: Clarifies the applicability of Master Plan and PUD requirements as part of annexation requirements to reduce redundancy.
- Exhibit D: Modifies provisions for RV Parks permitted on commercial or industrial lands.
- Exhibit E: Remedies a process to improve review of through/double frontage lots.
- Exhibit F: Clarifies allowed uses in the General Industrial M-1.5 zone district.
- Exhibit G: Requires pre-development application prior to submitting a Site and Design Review application.
- Exhibit H: Further defines affordable and workforce housing.
- Exhibit I: Suggested modifications to the parking in-lieu provisions and accompanying fee.
- Exhibit J: Proposes an expansion to the Downtown Overlay District.
- Exhibit K: Clarified setbacks for garages.
- Exhibit L: Modified setbacks for ADUs.

More Relevant & Substantive Changes

Of the twelve exhibits and topics identified above, the following four below are considered to warrant more detailed explanation and discussion: M-1.5, definitions of affordable and workforce housing, Downtown Overlay District, and rear setbacks.

Exhibit F - M-1.5: Chapter 9 of the Redmond Comprehensive Plan identifies goals and policies that address economic development in Redmond. Policy 9-1-2 calls for the need to provide adequate short-term supply of suitable commercial and industrial land to respond to economic development opportunities as they arise. In working closely with the City's economic development partnering agency, REDI (Redmond Economic Development Inc.), a need was identified to create a new industrial zoning district to respond to the City's challenge of having a constrained inventory of smaller lots zoned M-2 (Heavy Industrial).

To help remedy the issue, a new zone, M-1.5 (General Industrial) was recently introduced and adopted. It currently is not applied to any real property within the City limits. The purpose and intent of M-1.5 is to provide for general industrial uses that require less than 35% of property for outdoor storage of raw or assembled materials. It has similar standards to M-1 (Light Industrial) but allows for a limited amount of outdoor storage of products as allowed for on M-2.

The proposed changes to the M-1.5 Intent and Use Table modernize the purpose of the zone district and create more consistency and transitional uses between M-1 and M-2 zones.

Ehixibt H - Affordable Housing Definition: The existing definition of affordable and workforce housing are proposed to be modified. 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 and the Planning Commission on October 3rd. 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.

Downtown Overlay District (DOD): The amendment to the DOD proposes to increase the size of the DOD through amending the Comprehensive Plan and Zone Map. The existing DOD encompasses the downtown core. The 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 areas to the east and west. Aligning the DOD with the growth that is occurring encourages 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.

Garage & Accessory Dwelling Units (ADU) Setbacks: There are proposed changes to both rear setbacks for garages and ADUs.

Garages: 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's current minimum 5-foot attached garage setback from an alleyway does not allow for the development of a driveway that meets standards. Changing the current attached garage from a 5 foot setback to 20 feet brings detached and attached garages and carports into alignment.

ADU: 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 standards 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. Moreover, a deviation from rear setback may be granted administratively if acceptable off-street parking is provided for one vehicle and consent is received from the affected landowner(s). The consent must come from the property owner in the form of a notarized letter; identifying the pertinent adjacent landowner(s) impacted and their acceptance to allow for a deviation from the rear setback standard for the subject structure. This letter should be submitted at the time of the building permit application.

Fiscal Impact:

HB 2001 created an unfunded mandate related to costs to update the RDC.

There are no anticipated direct fiscal impacts. However, the HB 2001 and additional changes will lead to increased density which will have future cost impacts on scaling infrastructure to meet the needs of more residents.

Alternative Courses of Action:

No action is being requested at this meeting.

Recommendation / Suggested Motion:

N/A

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 *		11-Oct		
Planning Commission Work Session		17-Oct		
City Council Work Session *		1-Nov		
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 or 20-Dec (Decision Point)

Opportunity for Individual Meetings

5 Planning Commission Work Sessions; 3 Council Work Sessions

* 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
<u>Density Table</u>			
Rear Setback / Rear Alley Setbacks	Sarah / Megan	3-Oct	PC Reviewed
Setbacks for ADUs; Underlying zone district or 10' (8.0325)	Sarah / Megan	3-Oct	PC Reviewed
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	HCDC Discussed
Deed Restriction Duration	Linda / John	3-Oct	PC Reviewed
Parking In Lieu - Fee	Chuck / John	3-Oct	PC Reviewed
Downtown Overlay District Boundary	Chuck / John	3-Oct	PC Reviewed
Neighborhood Meeting Master Plan Requirement (expectations)	Kyle / John	7-Nov	
Open Space/Pocket Park Requirements - Master Plans	Kyle	7-Nov	
PUD Bonus Density; community benefit	John	7-Nov	
Driveways; Multiple Driveways Middle Housing (8.2820.5)	Kyle / Sarah	7-Nov	
Off Street Parking; 2 for SFDD, only 1 four-plexes (?)	Sarah / 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	
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 (not a prioritized order)	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		
Food Trucks & Mobile Retail Vendors	Long Range Planner, UR, Megan		
Other (?)			



EXHIBIT A

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

DATE: Prepared for September 12, 2022, Worksession
HEARINGS BODY: Redmond Urban Area Planning Commission
REVIEWING STAFF: Kyle Roberts, Planning Director
TOPIC: Administrative Updates / Scrivener's Errors

I. Purpose

Over the course of the next few months, the Planning Commission will hold a series of worksessions at which staff will present proposed amendments to the RDC. The Planning Commission will deliberate on each topic and provide a recommendation to staff.

A Planning Commission public hearing of all the proposed amendments is tentatively scheduled for November 21, 2022. City Council will review the proposed amendments and Planning Commission recommendations at a public hearing tentatively scheduled for December 13, 2022.

Presented in this memo are three separate proposed revisions that are considered minor modifications to the RDC. The purpose of the modifications is to improve administration of the RDC and adjust for scrivener's errors.

II. Proposed Amendments to RDC

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

Amendment #1:

MIXED-USE ZONES

(***)

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>Townhouse (3 or 4 units)</u>	O*	O		See RDC Section 8.3035, Design Review Criteria: 8.0142, Townhouse Development and Design Standards

(***)

//Analysis: Section 8.0260 contains the permitted uses for the mixed-use zones. Townhouses are permitted in two mixed-use zones but must meet Townhouse design standards. As part of the recent HB 2001 code amendments, Townhouse design standards were modified to comply with HB 2001 and were moved from Section 8.3035 to a new section in the RDC: Section 8.0142.//

Amendment #2:

BOUNDARY LINE ADJUSTMENTS

(***)

8.2625 Final Plat Approval. After the final plat has been reviewed and approved by the City, and when all signatures as required by the Deschutes County Surveyor other than the Development Services Director, County Clerk, and County Commissioner appear on the mylar, the City Engineer and Planning Director shall sign the final plat mylar and return it to the applicant to file with Deschutes County.

(***)

//Analysis: Section 8.2625 was created under the Boundary Line Adjustment section of the Land Division Standards article as part of the recent HB 2001 amendments. The intent was to provide instruction for the filing procedure for boundary line adjustments, following the same filing procedure for partition and subdivision final plats. Upon further examination, the final step in the process of finalizing a boundary line adjustment only requires recording the approved survey with the County Clerk (i.e., a final plat is not created). Therefore, Section 8.2625 will need to be deleted from the RDC.//

Amendment #3:

SUPPLEMENTARY PROVISIONS

(***)

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

(***)

- E. **Multi-Family Complexes.** This section establishes a process for the review of 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, raise the level of community expectations for the quality of its environment.

1. **Table A. Minimum Standards.** The following minimum standards apply in each of the Residential zones:

Multi-Family Complex Standards:	R-4	R-5
Minimum Setback Distance		
Front	15	15
Side	15	15
Rear	20	15
Garage	20	20
Maximum Building Height	45	45
Maximum Density (Units/Net Acre)	<u>14.5</u>	<u>17.4</u>

(***)

//Analysis: Section 8.0140 contains the residential specification standards table, which includes density standards for all residential uses. In the recent HB 2001 amendments, density standards were also placed in separate residential specification standards tables (e.g., Section 8.0142, Townhouse Development and Design Standards, and Section 8.0143, Cottage Cluster Development and Design Standards), but were removed from the Multi-family Complex standards found in Section 8.3035(4)(E). To maintain consistency and provide clarity, density standards are added to the Multi-Family Complex Standards table.//

III. Attachments

None



EXHIBIT B

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

DATE: Prepared for September 12, 2022, Work Session
HEARINGS BODY: Redmond Urban Area Planning Commission
REVIEWING STAFF: Kyle Roberts, Planning Director
TOPIC: Site and Design Review Standards

I. Purpose

The purpose of the subject proposed amendments is to correct an error through adding language back into the site and design review standards that was removed in the most recent HB 2001 code amendment, and to remove inconsistent language.

II. Proposed Amendment to RDC

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

Amendment:

ARTICLE IV – SITE AND DESIGN REVIEW STANDARDS

(***)

8.3005 Applicability of Site and Design and Review.

Site and Design Review shall be required for any new development or use containing structure(s) equal to or over 3,500 square feet in size (includes multiple structures): a structure, or multiple structures, unless exempted in Section 8.3010.

//Analysis: Unless exempted under Section 8.3010, all developments or uses are subject to the site and design review standards of Article IV of the RDC. Prior to the latest code amendment, Section 8.3005 (site and design review applicability statement) defined major and minor site and design reviews. A major site and design review was defined as any new development or use containing a structure equal to or greater than 3,500 square feet, including multiple structures in aggregate. A minor site and design review was similarly defined but with a less than 3,500 square feet threshold (and a reduced application fee). Typically, not all review criteria are

applicable to a project that qualifies for a minor site and design review; however, it's essential to evaluate criteria that is applicable to ensure a site is developed in an appropriate, functional, safe, and innovative manner.

In the latest code amendment, the minor site and design review language was mistakenly removed, thus currently, site and design review is only required for projects equal to or greater than 3,500 square feet. This does not align with the purpose and intent of Article IV.

The proposed amendment has simply removed the size threshold from the applicability of site and design review. It should be noted that a reduced site and design review application fee for any project under 3,500 square feet will remain.//

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

1. Normal maintenance and repair.
2. Hangar development entirely on and interior to airport property.
3. Single family detached dwellings and middle housing, unless located on a lot within 100 feet of the canyon 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 1,000 square feet.
6. Any development that does not include the construction or alteration of a building which will have a negligible impact on the land as determined by the Community Development Director, or designee.
7. Overhead electrical power transmission lines and poles greater than 12.5 kv.
8. Child care facility in residential neighborhoods that utilize existing structures.

(***)

//Analysis: As stated in Section 8.3010(3), unless located on a lot within 100 feet of the canyon, middle housing (i.e., plexes, townhouses, and cottage clusters) are exempt from site and design review. However, currently said section states that a lot within a zero lot line subdivision is not exempt from site and design review. A zero lot line development is a townhouse (a form of middle housing) and therefore needs to be exempt from site and design review. Design standards for townhouses are located in Section 8.0142.//



EXHIBIT C

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

DATE: Prepared for September 12, 2022, Work Session
HEARINGS BODY: Redmond Urban Area Planning Commission
REVIEWING STAFF: John Roberts, Deputy City Manager
Kyle Roberts, Planning Director
TOPIC: Annexation – Applicability of Master Plan and PUD Requirements

I. Purpose

- Provide specific regulatory criteria within the RDC for greater public understanding and buy-in.
- Remove unnecessary regulations that increase costs.
- Offer provisions that provide incentives to achieve public goals and allow for flexibility.

II. Proposed Amendment to RDC

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

MASTER DEVELOPMENT PLANS & PLANNED UNIT DEVELOPMENTS

(***)

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

1. **Applicability.** This section applies to properties proposed for annexation or rezoning from Urban Holding-10, except that it shall not apply if an Applicant has applied for a Planned Unit Development application prior to or concurrent with rezoning from Urban Holding-10. In that event, an applicant shall be required to comply with 8.0270.C.2, "Neighborhood Meeting", prior to submittal of the Planned Unit Development application.

(***)

//Analysis: The purpose of the modification is to reduce redundancy. It seems reiterative to require a Master Plan when an applicant is also proposing a Planned Unit Development application. The two sections contain almost identical requirements; the main differences

between the two are that the Master Plan section requires a neighborhood meeting and that section also contains some requirements contrary to the streamlined approach taken with the recently enacted PUD section.//



EXHIBIT D

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

DATE: Prepared for September 12, 2022, Work Session
HEARING'S BODY: Redmond Urban Area Planning Commission
REVIEWING STAFF: John Roberts, Deputy City Manager
TOPIC: Allowing for RV Parks

I. Purpose

- Correct an oversight.
- Modernize uses allowed in the RDC.
- Allow flexibility in land use decisions to meet community needs.
- Bring RDC into compliance with current State statutes and regulations.

II. Proposed Amendment to RDC

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

Introductory Provisions

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

(***)

Recreational Vehicle. A vehicle with or without motive power that is designed for use as Temporary living quarters for recreational, camping, or travel use, ~~which either has its own motive power or is mounted on or drawn by another vehicle.~~ Recreational vehicles include travel trailer, truck camper, and motor home.

Recreational Vehicle Park. ~~A parcel of land upon which two or more recreational vehicle sites are located, established, or maintained for occupancy by recreational vehicles, tents or other camping facilities, as temporary living quarters for recreation or vacation purposes.~~ A place where two or more recreational vehicles are located within 500 feet of one another on a lot, tract or parcel of land under common ownership and having as its primary purpose temporary living quarters and the renting of space and related facilities for a charge or fee.

Recreational Vehicle Site. A plot of ground within a recreational vehicle park intended for the accommodation of a recreational vehicle, ~~tent,~~ or other camping unit on a temporary basis. The

site may include individual use areas for picnic tables, fire pits, private parking, and other private uses.

(***)

COMMERCIAL USE AND INDUSTRIAL USE ZONES

(***)

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

Commercial/Industrial:	C-1	C-2	C-3	C-4	C-4A	C-5	M-1	M-1.5	M-2	DOD	Restrictions and Requirements:
(***)											
Public and Semi Public Uses:	C-1	C-2	C-3	C-4	C-4A	C-5	M-1	M-1.5	M-2	DOD	Restrictions and Requirements:
Agricultural Uses	N	N	N	N	N	N	N	N	N	N	
Churches, Religious Institutions	C	C	C	C	C	C	C	C	N	C	
Convention Center	O	O	N	O	N	O	N	N	N	O	
Hospital	N	N	O	N	N	N	N	N	N	N	
Lodge, Club, non-profit / frat. Org.	C	C	C	C	C	C	C	C	N	C	
Park, Public or Private	O	O	O	O	O	O	O	O	O	O	
Parking Garage, Public or Private	O	O	O	O	O	O	O	O	O	O	
Public Transportation Station	O	O	O	O	O	O	O	O	O	O	
RV Park, Public or Private	N <u>C</u>	N	N	N <u>C</u>	N	N <u>C</u>	N <u>C</u>	C	N	N	ORS 197.490 prohibits RV parks in Comm. Or Industrial zones Refer to 8.0615(14)
Police or Fire Station: Public Safety or Emergency Services	O	O	O	O	O	O	O	C	C	C	
(***)											

//Analysis: Statute is clear that mobile home or manufactured dwelling parks should not be established on land within an urban growth boundary, which is planned or zoned for commercial or industrial use (ORS 197.490). However, RV Parks are allowed on commercial or industrial lands and Table 8.0190 reference to ORS 197.490 was inaccurate.

There are opportunities and demand for RV Parks in the community. The RDC has contemplated RV Parks through Conditional Use Permit (CUP) provisions contained in Section 8.0615(14). Moreover, prior to RDC amendments adopted December 2020, RV Parks were allowed in in four zoning districts: C-1 Outright, C-4 Conditional, C-5 Outright, and Fairgrounds Outright. The 2020 amendments removed RV Parks as an allowed use from the noted three commercial zoning districts, without conducting a Measure 56 Notice and discussion. RV Parks are currently allowed in the M-1.5 zoning district through a CUP and remain Outright permitted at the Fairgrounds.

RV Parks are not allowed in Residential or Mixed-Use zones. However, recognizing the use in previous commercial zoning districts through a CUP would allow appropriate standards to be

evaluated and applied in a review to mitigate impacts. The CUP standards are identified below for reference.//

Conditional Uses

(***)

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

(***)

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:

A. **Use Standards**

- ~~1. When in association with a mobile home park, the total number of recreational vehicle spaces with an overnight use shall not exceed 20 percent of the total maximum number of mobile home spaces allowable under these standards.~~
12. No recreational vehicle park or overnight use area shall be permitted with access further than 1,000 feet from a designated arterial or collector street or private street of equal paved width. Further, such access roads shall be designed and constructed at the maximum design standards for right-of-way and/or pavement width (60 feet/36 feet). A lesser standard of not less than 30 feet may be approved by the hearings body if no street parking is allowed, sufficient off-street parking is provided and only if the proposed park plan is accompanied by an approved maintenance and enforcement management agreement.
23. The design of recreational vehicle parks ~~and overnight use areas~~ shall be subject to site plan review and approval and ~~shall recognize, and have minimal adverse impacts on, the neighborhood.~~
34. Management headquarters, recreational facilities, toilets, dumping stations, showers, coin-operated laundry facilities, and other uses and structures customarily incidental to operation of a recreational vehicle park and campground are permitted as accessory uses to the park.

//Analysis: Modifications account for alignment with statute and existing standard modernized.//

B. **Design Standards.**

1. The maximum density of an RV park shall be 20 units per acre.
2. The space provided for each recreational vehicle site shall be not less than 1,200 square feet, exclusive of any space used for common areas, such as roadways, general use structures, walkways, common parking areas, and landscaped areas.
3. Roadways other than those described ~~2-~~ above shall be not less than 30 feet in width if parking is permitted on the margin of the roadway, or less than 24 feet in width if parking is not permitted on the edge of the roadway, shall be paved with asphalt, concrete, or similar impervious surface, and designed to permit easy access to each recreational vehicle space. When a service drive provides only secondary access to all abutting recreational

sites and those sites are all served by a roadway meeting the above standards, the secondary drive may be reduced to 14 feet if one-way and posted for no parking.

4. Entrance driveways shall be located not closer than 150 feet from the intersection of public streets.
5. A space provided for a recreational vehicle shall be covered with a dust-free crushed gravel, or paved with asphalt, concrete, or similar materials, and be designed to provide runoff of surface water. The portion of the space not occupied by a recreational vehicle and not intended as an access way to the recreational vehicle or part of an outdoor patio need not be paved or covered with gravel, provided the area is landscaped or otherwise treated to prevent dust or mud.
6. A recreational vehicle space shall be provided with piped, potable water and sewage disposal service. A recreational vehicle staying in the park shall have available water and sewage service provided by the park if the vehicle has equipment needing such service.
7. A recreational vehicle space shall be provided with electric service.
8. Trash receptacles for the disposal of solid waste material shall be provided in convenient locations for the use of guests of the park and shall be of such capacity and number so that there is no accumulation of uncovered trash at any time. Trash shall be removed from the property on a scheduled basis to prevent health hazard or nuisance.
9. No recreational vehicle or any other camping unit shall be used as a permanent residence ~~place of abode~~, dwelling, or business or for indefinite periods of time. Occupancy and/or placement extending beyond six months in any 12-period shall be presumed to be permanent occupancy. Any action toward removal of wheels of a recreational vehicle except for temporary purposes of repair is ~~hereby~~ prohibited. Camping units other than recreational vehicles shall be limited to 30-days in any 60-day period.
10. The total number of parking spaces in the park, exclusive of parking provided for the exclusive use of the manager or employees of the park shall be equal to one space per recreational vehicle space. Parking spaces shall be covered with crushed gravel, or paved with asphalt, concrete, or similar material, providing a dust-free surface.
11. The recreational vehicle park shall provide toilets, lavatories and showers for each sex as required by the State Building Agency Administrative Rules, Chapter 918. Such facilities shall be lighted at all times of night and day, shall be ventilated, and shall be provided with adequate floor drains to permit easy cleaning.
12. Recreational vehicles or other camping units shall be separated from each other and from other structures by at least 8 ~~10~~ feet. Any ~~a~~ Accessory structures such as attached awnings, ~~carports~~, or individual storage facilities shall, for purposes of this separation requirement, be considered to be part of the recreational vehicle.
13. The recreational vehicle park shall be enclosed by a fence, wall, landscape screening, earth mounds, or by other designs ~~approved by the Community Development Director~~ which will complement the landscape and assure compatibility with surrounding properties ~~with the adjacent environment~~.
14. Each recreational vehicle park shall set aside along the perimeter of the recreational vehicle park a minimum 10' strip which shall be site obscuring landscaped and used for no other purpose. Additional area for landscaping may be required through the design review process.

III. Additional Information (Oregon Revised Statutes)

MOBILE HOME, MANUFACTURED DWELLING AND RECREATIONAL VEHICLE PARKS

197.475 Policy. The Legislative Assembly declares that it is the policy of this state to provide for mobile home or manufactured dwelling parks within all urban growth boundaries to allow persons and families a choice of residential settings. [1987 c.785 §3; 1989 c.648 §53]

197.480 Planning for parks; procedures; inventory. (1) Each city and county governing body shall provide, in accordance with urban growth management agreements, for mobile home or manufactured dwelling parks as an allowed use, by July 1, 1990, or by the next periodic review after January 1, 1988, whichever comes first:

(a) By zoning ordinance and by comprehensive plan designation on buildable lands within urban growth boundaries; and

(b) In areas planned and zoned for a residential density of six to 12 units per acre sufficient to accommodate the need established pursuant to subsections (2) and (3) of this section.

(2) A city or county shall establish a projection of need for mobile home or manufactured dwelling parks based on:

(a) Population projections;

(b) Household income levels;

(c) Housing market trends of the region; and

(d) An inventory of mobile home or manufactured dwelling parks sited in areas planned and zoned or generally used for commercial, industrial or high density residential development.

(3) The inventory required by subsection (2)(d) and subsection (4) of this section shall establish the need for areas to be planned and zoned to accommodate the potential displacement of the inventoried mobile home or manufactured dwelling parks.

(4) Notwithstanding the provisions of subsection (1) of this section, a city or county within a metropolitan service district, established pursuant to ORS chapter 268, shall inventory the mobile home or manufactured dwelling parks sited in areas planned and zoned or generally used for commercial, industrial or high density residential development no later than two years from September 27, 1987.

(5)(a) A city or county may establish clear and objective criteria and standards for the placement and design of mobile home or manufactured dwelling parks.

(b) If a city or county requires a hearing before approval of a mobile home or manufactured dwelling park, application of the criteria and standards adopted pursuant to paragraph (a) of this subsection shall be the sole issue to be determined at the hearing.

(c) No criteria or standards established under paragraph (a) of this subsection shall be adopted which would preclude the development of mobile home or manufactured dwelling parks within the intent of ORS 197.286 and 197.475 to 197.490. [1987 c.785 §4; 1989 c.648 §54]

197.485 Prohibition on restrictions of manufactured dwelling. (1) A jurisdiction may not prohibit placement of a manufactured dwelling, due solely to its age, in a mobile home or manufactured dwelling park in a zone with a residential density of eight to 12 units per acre.

(2) A jurisdiction may not prohibit placement of a manufactured dwelling, due solely to its age, on a buildable lot or parcel located outside urban growth boundaries or on a space in a mobile home or manufactured dwelling park, if the manufactured dwelling is being relocated due to the closure of a mobile home or manufactured dwelling park or a portion of a mobile home or manufactured dwelling park.

(3) A jurisdiction may impose reasonable safety and inspection requirements for homes that were not constructed in conformance with the National Manufactured Housing Construction and Safety Standards Act of 1974 (42 U.S.C. 5403). [1987 c.785 §5; 1989 c.648 §55; 2005 c.22 §143; 2005 c.826 §12; 2007 c.906 §10]

197.488 Replacement of park destroyed by natural disaster. (1) As used in this section, “natural disaster” includes any disaster resulting in the declaration of a state of emergency under ORS 401.165 or 401.309 for wildfires, floods, tsunamis, earthquakes or similar events, including disasters began by negligent or intentional acts.

(2) Notwithstanding ORS 215.130 (5) to (11) or any land use regulation, statewide land use planning goal or Land Conservation and Development Commission rule, a local government:

(a) Shall, if the development complies with the local government’s floodplain and other natural hazard land use regulations, approve an application for the development of a manufactured dwelling park:

- (A) To replace a park destroyed by a natural disaster; or
- (B) That is in an area rezoned under paragraph (b) of this subsection.
- (b) May, by approval of the governing body, approve a zoning change for an area within an urban growth boundary near the destroyed park to permit the development of a manufactured dwelling park where the destruction of manufactured dwellings from the natural disaster has contributed to a shortage in housing.
- (3) A local government may require an applicant to prove that the destroyed park was assessed as a building or structure for purposes of ad valorem taxation for the most recent property tax year ending before the disaster.
- (4) In reviewing an application under this section, a local government may not require that an applicant prove that the destroyed park was lawful under the existing land use regulations at any time, including when the building, structure or use was established, at the time of interruption or destruction or at the time of the application.
- (5) The approval of an application for development of a park under this section does not expire. [2021 c.260 §2]

Note: Section 5, chapter 260, Oregon Laws 2021, provides:

Sec. 5. Sections 2 [197.488] and 4 [446.198] of this 2021 Act apply to manufactured dwelling parks destroyed by natural disasters occurring on or after September 1, 2020. [2021 c.260 §5]

Note: 197.488 was added to and made a part of ORS chapter 197 by legislative action but was not added to any smaller series therein. See Preface to Oregon Revised Statutes for further explanation.

197.490 Restriction on establishment of park. (1) Except as provided by ORS 446.105, a mobile home or manufactured dwelling park shall not be established on land, within an urban growth boundary, which is planned or zoned for commercial or industrial use.

(2) Notwithstanding the provisions of subsection (1) of this section, if no other access is available, access to a mobile home or manufactured dwelling park may be provided through a commercial or industrial zone. [1987 c.785 §6; 1989 c.648 §56]

197.492 Definitions for ORS 197.492 and 197.493. As used in this section and ORS 197.493:

- (1) “Manufactured dwelling park” has the meaning given that term in ORS 446.003.
- (2) “Mobile home park” and “recreational vehicle” have the meanings given those terms in ORS 446.007.
- (3) “Recreational vehicle park”:

(a) Means a place where two or more recreational vehicles are located within 500 feet of one another on a lot, tract or parcel of land under common ownership and having as its primary purpose:

- (A) The renting of space and related facilities for a charge or fee; or
- (B) The provision of space for free in connection with securing the patronage of a person.
- (b) Does not mean:
 - (A) An area designated only for picnicking or overnight camping; or
 - (B) A manufactured dwelling park or mobile home park. [2005 c.619 §11; 2019 c.422 §30]

Note: 197.492 and 197.493 were enacted into law by the Legislative Assembly but were not added to or made a part of ORS chapter 197 or any series therein by legislative action. See Preface to Oregon Revised Statutes for further explanation.

197.493 Placement and occupancy of recreational vehicle. (1) A state agency or local government may not prohibit the placement or occupancy of a recreational vehicle, or impose any limit on the length of occupancy of a recreational vehicle as a residential dwelling, solely on the grounds that the occupancy is in a recreational vehicle, if the recreational vehicle is:

- (a)(A) Located in a manufactured dwelling park, mobile home park or recreational vehicle park;
- (B) Occupied as a residential dwelling; and
- (C) Lawfully connected to water and electrical supply systems and a sewage disposal system; or
- (b) Is on a lot or parcel with a manufactured dwelling or single-family dwelling that is uninhabitable due to damages from a natural disasters, including wildfires, earthquakes, flooding or storms, until no later than the date:
 - (A) The dwelling has been repaired or replaced and an occupancy permit has been issued;
 - (B) The local government makes a determination that the owner of the dwelling is unreasonably delaying in completing repairs or replacing the dwelling; or
 - (C) Twenty-four months after the date the dwelling first became uninhabitable.
- (2) Subsection (1) of this section does not limit the authority of a state agency or local government to impose other special conditions on the placement or occupancy of a recreational vehicle. [2005 c.619 §12; 2021 c.235 §1]

Note: See note under 197.492.

446.007 Exceptions to ORS 446.003 definitions. Notwithstanding ORS 446.003, as used in ORS chapters 195, 196, 197, 215 and 227, the following definitions apply, unless the context requires otherwise:

(1) “Accessory building or structure” means any portable, demountable or permanent structure established for use of the occupant of a manufactured structure and as further defined by rule by the Director of the Department of Consumer and Business Services as provided under ORS 446.003.

(2) “Lot” means any space, area or tract of land, or portion of a manufactured dwelling park, mobile home park or recreation park that is designated or used for occupancy by one manufactured structure.

(3) “Manufactured structure”:

(a) Means a recreational vehicle, manufactured dwelling or recreational structure.

(b) Does not include any building or structure regulated under the State of Oregon Structural Specialty Code or the Low-Rise Residential Dwelling Code.

(4) “Manufacturer” means any person engaged in manufacturing, building, rebuilding, altering, converting or assembling manufactured structures or equipment.

(5) “Manufacturing” means the building, rebuilding, altering or converting of manufactured structures that bear or are required to bear an Oregon insignia of compliance.

(6) “Mobile home park”:

(a) Means any place where four or more manufactured structures are located within 500 feet of one another on a lot, tract or parcel of land under the same ownership, the primary purpose of which is to rent space or keep space for rent to any person for a charge or fee paid or to be paid for the rental or use of facilities or to offer space free in connection with securing the trade or patronage of such person.

(b) Does not include a lot or lots located within a subdivision being rented or leased for occupancy by no more than one manufactured dwelling per lot if the subdivision was approved by the municipality unit having jurisdiction under an ordinance adopted pursuant to ORS 92.010 to 92.192.

(7) “Recreational structure” means a campground structure with or without plumbing, heating or cooking facilities intended to be used by any particular occupant on a limited-time basis for recreational, seasonal, emergency or transitional housing purposes and may include yurts, cabins, fabric structures or similar structures as further defined, by rule, by the director.

(8) “Recreational vehicle” has the meaning given that term in ORS 174.101. [2019 c.422 §26; 2021 c.260 §8]

Note: 446.007 was enacted into law by the Legislative Assembly but was not added to or made a part of ORS chapter 446 or any series therein by legislative action. See Preface to Oregon Revised Statutes for further explanation.

446.105 Temporary parks. (1) The Director of the Department of Consumer and Business Services may issue a permit for the establishment of a temporary mobile home or manufactured dwelling park to a construction company, timber company, government entity or farm if:

(a) There is no available space in a mobile home or manufactured dwelling park within a reasonable distance; and

(b) A mobile home or manufactured dwelling park is necessary for the proper housing of employees until the project is finished.

(2) Upon approval by the Department of Consumer and Business Services and the county or city planning commission, a permit may be issued to a person to establish a temporary mobile home or manufactured dwelling park on the person’s own premises in areas having a critical housing shortage due to large construction projects. The permit shall expire upon completion of the project. [1959 c.562 §6; 1967 c.247 §6; 1969 c.533 §21; 1973 c.560 §10; 1975 c.793 §13; 1989 c.648 §10; 1991 c.226 §4; 1993 c.744 §50; 1995 c.318 §3]

174.101 “Manufactured structure,” “recreational vehicle” defined. (1) As used in the statutes of this state, “manufactured structure” has the meaning given that term in this section only if the statute using “manufactured structure” makes specific reference to this section and indicates that the term used has the meaning given in this section. As used in the statutes of this state, “recreational vehicle” has the meaning given that term in this section only if the statute using “recreational vehicle” makes specific reference to this section or ORS 446.007 and thereby indicates that the term used has the meaning given in this section.

(2) “Manufactured structure” means a manufactured dwelling, as defined in ORS 446.003, or a recreational vehicle, as defined in this section.

(3) “Recreational vehicle” means a vehicle with or without motive power that is designed for use as temporary living quarters and as further defined by rule by the Director of Transportation. [2019 c.422 §25; 2019 c.585 §6a]



EXHIBIT E

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

DATE: Prepared for September 19, 2022, Worksession
HEARINGS BODY: Redmond Urban Area Planning Commission
REVIEWING STAFF: Kyle Roberts, Planning Director
TOPIC: Through/Double Frontage Lots Standard

I. Purpose

The purpose of the subject proposed amendment is to remove an unnecessary requirement that can increase time and cost to a tentative partition or subdivision review.

II. Proposed Amendment to RDC

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

Amendment:

ARTICLE III – LAND DIVISION STANDARDS DESIGN STANDARDS AND IMPROVEMENTS

(***)

8.2705 Blocks, Lots and Parcels

(***)

5. **Through/Double Frontage Lots and Parcels.** Through lots or parcels, and lots or parcels with double frontage shall be avoided whenever possible, including lots or parcels created adjacent to Collector and Arterial Streets, but not including alley frontage as described in Section 8.2705(6) below, except when they are necessary due to an irregular parent lot or parcel configuration, or are necessitated by topography or other unique circumstance. ~~A Conditional Use Permit is required when a tract is proposed as a remedy for Through/Double Frontage Lots and Parcels.~~

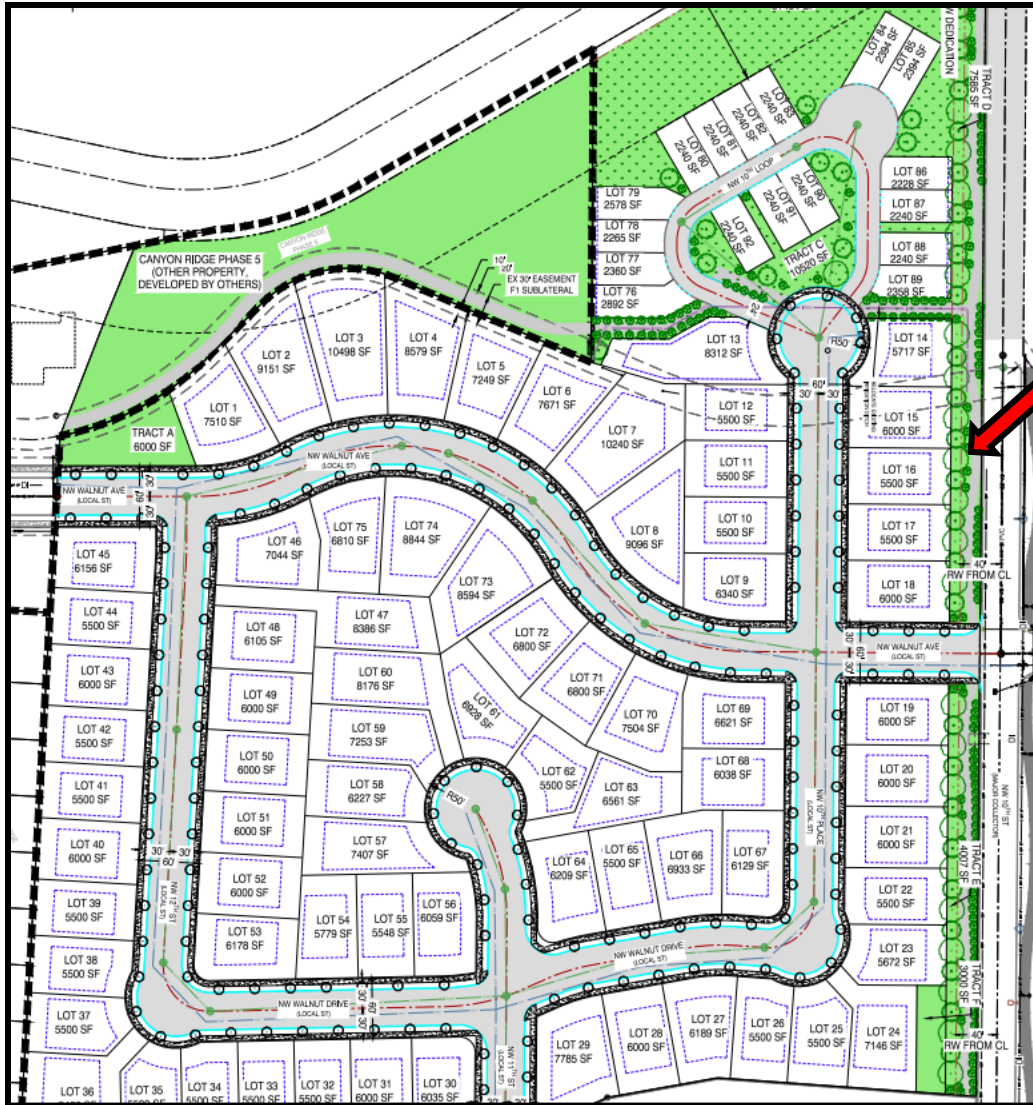
//Analysis: Design standards for the blocks, lots, and parcels of a proposed partition or subdivision are evaluated through the land division standards in Article III of the RDC. Aside from a corner lot, a lot should have street frontage on one side, thus a through/double frontage lot is a lot having frontage on more than one street and for a corner lot, having frontage on more than two streets. As the standard above states, the creation of through/double frontage lots shall be avoided whenever possible.

With the latest code amendment, language was added to this standard essentially requiring that an applicant apply for a Conditional Use Permit to gain approval to propose creating a tract of land to remedy a through/double frontage lot situation. This language is problematic as it burdens the applicant with additional time and cost to a partition or subdivision application review. An applicant should be encouraged to propose remedies that should be evaluated as part of the partition/subdivision review. Staff finds these tracts to be huge community assets for walking and biking and general aesthetics. Creating an extra layer of review and permitting is not appropriate and counterproductive to the goal.//

III. Additional Information

Examples of tracts of lands used to remedy through/double frontage lots:

- A) Canyon Trails Master Plan – tract of land buffering lots 14-23 from NW 10th Street. Access to said lots are provided via NW 10th Place.



B) Maple Meadows, Phase 2 – tract of land with meandering path and landscaping. Access is provided via NW Hemlock Way and NW 24th Way.





EXHIBIT F

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

DATE: Prepared for September 19, 2022, Work Session
HEARINGS BODY: Redmond Urban Area Planning Commission
REVIEWING STAFF: John Roberts, Deputy City Manager
TOPIC: M-1.5 General Industrial Zone

I. Purpose

- Improve flexibility and administration of the RDC.
- Establish clear standards.

II. Proposed Amendment to RDC

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

(***)

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

Article 1 – Zoning Standards Introductory Provisions

(***)

M-1 Light Industrial Zone. To provide for light industrial uses such as light manufacturing, research, transportation facilities and similar uses which have a limited impact on surrounding properties and are compatible with clean non-polluting industries along with limited office and commercial activities which support these light industrial uses.

M-1.5 General Industrial Zone. To provide for general industrial needs uses such as defined offices, industrial park activities, manufacturing, research, and contractor uses using less than 35% of the property for outdoor storage of raw or assembled materials. Development, site design and architecture should promote quality, compatibility, and aesthetics. Such Sstorage must be sufficiently screened by fences or landscaping.

M-2 Heavy Industrial Zone. To promote the economic diversification by allowing a wide range of industrial and heavy commercial uses and providing sufficient land for industries that have a more pronounced impact on the urban environment because of noise, smoke, air, and other

emissions or because of traffic and other operating characteristics associated with these industries. The M-2 zone also allows for heavy commercial uses in areas where previous subdivisions of land and current ownership patterns have resulted in separate ownerships of smaller M-2 zoned parcels lots in the ~~M-2 Zone~~ area and cannot, therefore, challenged to be readily used for industrial purposes.

//Analysis: Chapter 9 of the Redmond Comprehensive Plan identifies goals and policies that address economic development in Redmond. Policy 9-1-2 calls for the need to provide adequate short-term supply of suitable commercial and industrial land to respond to economic development opportunities as they arise. In working closely with the City's economic development partnering agency, REDI (Redmond Economic Development Inc.), a need was identified to create a new industrial zoning district to respond to the City's challenge of having a constrained inventory of smaller lots zoned M-2 (Heavy Industrial).

To help remedy the issue, a new zone, M-1.5 (General Industrial) was recently introduced and adopted. It currently is not applied to any real property within City limits. The purpose and intent of M-1.5 is to provide for general industrial uses that require less than 35% of property for outdoor storage of raw or assembled materials. It has similar standards to M-1 (Light Industrial) but allows for a limited amount of outdoor storage of products as allowed for in M-2.

The proposed changes to the M-1.5 Intent and Use Table modernize the purpose of the zone district and create more consistency and transitional uses between M-1 and M-2 zones.//

Commercial Use and Industrial Use Zones

(***)

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

Commercial/Industrial:	C-1	C-2	C-3	C-4	C-4A	C-5	M-1	M-1.5	M-2	DOD	Restrictions and Requirements:
Apartments	N	N	N	N	N	N	N	N	N	N	See Multi-family complexes
Assisted Living Facility	O	O	O	O	O	O	N	N	N	C	
Bed and Breakfast	C	C	C	C	N	N	N	N	N	C	
Boarding House	O	O	O	O	C	C	N	N	N	O	
Caretaker	C	N	N	C	N	C	C	C	O	N	Must live on site
Condominium	N	N	N	O	N	N	N	N	N	O	State regulated
Dairy	N	N	N	N	N	N	N	N	N	O	
Homeless Shelter	O	C	C	C	N	N	O	C	N	N	
Manufactured Home Park	C	N	N	C	N	N	N	N	N	N	
Multi Family Complex	O	O	O	O	O	O	N	N	N	O	* Residential Use on ground floor restricted to < 25% and shall not be in front of building.
Planned Unit Development	C	C	C	C	C	C	C	C	C	C	
Residential Use above ground floor	O	O	O	O	N	N	N	N	N	O	
Residential. Use on ground floor <25%	N	O	O	O	N	N	N	O <u>N</u>	N	O	Not in front of building.
Residential Use on ground floor > 25%	N	N	N	N	N	N	N	N	N	N	
Residential care facility	O	C	O	C	N	N	N	N	N	C	
Residential care home	O	O	O	O	N	N	N	N	N	O	

Single Family Detached Dwelling (including ADU's) and Duplex on ground floor	C	O*	C	N	N	N	N	N	N	O*	*Only permitted for those uses pre-dating the adoption of the C-2 Zone Amendments and Downtown Overlay District on August 12, 2008
Attached Single Family and triplex and quadplex above ground floor	O	O	O	O	O	O	N	N	N	O	
Resumption of a residential use	O	O	O	O	O	O	N	N	N	C	Only as previously established residential use
Industrially Related Uses:	C-1	C-2	C-3	C-4	C-4A	C-5	M-1	M-1.5	M-2	DOD	Restrictions and Requirements:
Aircraft/Airport Service, Parking Lot, Maintenance	N	N	N	N	N	N	O	N	O	N	
Auto Wrecking, Recycling	N	N	N	N	N	N	C	N C	O	N	
Bakery, Wholesale Distribution	C	N	N	N	N	N	O	N O	O	N	
Batch Plants (Asphalt / Concrete)	N	N	N	N	N	N	N	O C	O	N	
Commercial Manufacturing (Retail Support, Craftsmen)	O	O	O	O	O	O	O	O	O	O	Must be fully enclosed in "C" zones that permit this use
Concrete & Conc. Products, Stone-cutting	N	N	N	N	N	N	C	C	O	N	
Distribution Center	N	N	N	N	O	N	O	O	O	N	
Dump, Landfill	N	N	N	N	N	N	N	N	C	N	
Enclosed Warehousing and Manufacturing	N	N	N	N	N	N	O	O	O	N	Up to 50% retail allowed in Industrial zones
Junkyard	N	N	N	N	N	N	N	N	O	N	'Auto Wrecking Yard' is a separate category
Landscaping Supply (Bulk)	N	N	N	N	N	N	O	O	O	N	Outdoor storage of bulk landscaping material
Lumber Mill	N	N	N	N	N	N	N	N C	O	N	
Manufacturing (Heavy Industrial)	N	N	N	N	N	N	N	N C	O	N	
Manufacturing (Light Industrial)	N	N	N	N	N	N	O	O	O	N	Subject to DEQ requirements and neighborhood compatibility
Medical Research Facility	O	O	O	O	O	O	O	O	O	O	Excludes research using biohazardous materials
Precision Machine Shop	C	N	N	C	N	N	O	O	O	N	Must be fully enclosed in the "C" zones that permit this use
Retail Uses in support of primary Industrial Use	N	N	N	N	N	N	O	O	O	N	Must be less than 50% of the gross floor area
Rock Crushing / Recycling	N	N	N	N	N	N	C	C	O	N	
Slaughterhouse	N	N	N	N	N	N	N	N	O	N	
Tanning, Curing, Storing of Hides	N	N	N	N	N	N	N	N C	O	N	
Wholesale Printing and Distribution	N	N	N	N	N	N	O	O	O	N	
Wood Product Manufacturing and Assembly	N	N	N	N	N	N	O	O	O	N	
Offices and Office Products:	C-1	C-2	C-3	C-4	C-4A	C-5	M-1	M-1.5	M-2	DOD	Restrictions and Requirements:
Office	O	O	O	O	O	O	C	C	N	O	
Office Service and Supplies	O	O	O	O	O*	O	N	N C	N	O	
Offices related to Industrial Use	N	N	N	N	N	N	O	O	O	N	
Printing, Publishing	O	O	O	O	O	O	O	O	N	O	
Telemarketing, Call Center	O	O	O	O	O	O	C	C	N	N	
Public and Semi Public Uses:	C-1	C-2	C-3	C-4	C-4A	C-5	M-1	M-1.5	M-2	DOD	Restrictions and Requirements:
(***)											
Retail Uses:	C-1	C-2	C-3	C-4	C-4A	C-5	M-1	M-1.5	M-2	DOD	Restrictions and Requirements:
Bicycle Sales and Service	O	O	N	O	O*	O	N	O	N	O	

Bulky Retail (including furniture)	O	O	N	O	O	O	N	O	N	O	Excludes Equipment and Heavy Equipment Also called Building Supplies (non-landscaping)
Contractor Supplies (enclosed)	O	O	N	O	O	N	O	O	O	O	
Contractor Supplies (outdoors)	O	C	N	C	O	N	N	O	N	C	
Delicatessen	O	O	O	O	O*	O	C	C	N	O	
Drug Store, Pharmacy	O	O	O	O	O*	O	N	O	N	O	
Equipment Sales, Service & Rental	O	O	N	O	O	N	N	O	N	C	Excludes Heavy Equipment Sales and Service
Florist	O	O	O	O	O*	O	N	O	N	O	
Gallery, Studio	O	O	N	O	O	O	N	O	N	O	
General Retail	O	O	N	O	O*	O	N	N	N	O	
Gift / Card Shop	O	O	O	O	O*	O	N	N	N	O	
Grocery Store, Market	O	O	N	O	O**	O	N	N	N	O	
Hardware Store	O	O	N	O	O*	O	N	Θ C	N	O	
Heavy Equipment Sales	O	N	N	N	N	N	O	C	O	N	Only permitted w/primary service use in M zones
Heavy Equipment Service	O	N	N	N	N	N	O	C	O	N	
Heavy Equipment Storage (outdoor)	N	N	N	N	N	N	N	C	O	N	
Medical Supplies (Retail)	O	O	O	O	O	N	N	Θ C	N	O	
Mobile / Manufactured Home Sales & Service	O	N	N	C	N	N	N	N	N	N	
Novelty, Specialty, Variety Store	O	O	C	O	O*	O	N	N	N	O	Includes. music, art supply, electronic equipment, sporting goods
Outdoor Merchandise Display, Other	O	C	N	O	O	N	N	N C	N	C	Non storage-related; for retail sales
Pet Shop	O	O	N	O	O	O	N	N	N	O	
Plant Nursery	O	N	N	O	O	O	N	C	N	N	
Thrift Store – ¹	O	O	O	O	N	O	N	N	N	O	
Service Commercial Uses:	C-1	C-2	C-3	C-4	C-4A	C-5	M-1	M-1.5	M-2	DOD	
Appliance and Computer Repair	O	O	N	O	O*	N	N	N	N	O	Includes stereos, electronic equipment, residential appliances
Bank, Financial Institution	O	O	N	O	O	C	N	N	N	O	
Beauty & Barber Shops and Salons (includes spas)	O	O	O	O	O*	O	N	N	N	O	
Contractor Service	O	N	N	O	O	N	O	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	O	O	O	N	Includes. outdoor storage of equipment and building supplies
Child Care Facility	O	O	O	O	O	O	C	C	N	O	If a facility is part of an industrial development and within the manufacturing structure, a conditional use permit is not required.
Dry Cleaner (drop off only)	O	O	N	O	O*	O	N	C	N	O	
Dry Cleaner (full service)	O	C	N	C	O*	N	N	C	N	C	
Kennel	C	N	N	C	N	N	O	C	O	N	
Laundromat	O	O	N	O	O	O	N	C	N	O	
Mini Storage	C	N	N	C	N	N	C	C	N	N	See Section: 8.0615(17)
Mortuary, Funeral Home	O	O	O	N	N	O	N	C	N	O	
Motel, Hotel	O	O	C	O	O	O	C	N	N	O	
Printing and Copying Store	O	O	N	O	O*	O	N	C	N	O	
Veterinarian Services	O	O	O	O	O	O	O	C	O	C	Fully enclosed in C zones; no outdoor kennels

O* Maximum size = 10,000 square feet

O** Maximum size = 20,000 square feet



EXHIBIT G

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

DATE: Prepared for September 19, 2022, Worksession
HEARINGS BODY: Redmond Urban Area Planning Commission
REVIEWING STAFF: Kyle Roberts, Planning Director
TOPIC: Site & Design Review Pre-application

I. Purpose

The purpose of the subject proposed amendment is to add a requirement to an existing procedure to ultimately help ensure a quicker application review, and to clean up existing language.

II. Proposed Amendment to RDC

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

Amendment:

ARTICLE IV – SITE AND DESIGN REVIEW STANDARDS INTRODUCTORY PROVISIONS

(***)

8.3015 Procedure. Prior to submitting a Site and Design Review application, the applicant shall be required to submit a Pre-development application and meet with the Community Development Director or designee to review the proposal.

A Site and Design Review application shall be submitted and reviewed by the Community Development Director, or 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 to review Site and Design Review applications for

properties in the C-2 Central Business District Commercial Zone and Downtown Overlay District are established in the Downtown Architectural Design Standards Sections 8.3040 and 8.3045.

//Analysis: A Pre-development application is a free of charge review by City staff of a proposed project by an applicant. This review takes place *prior* to submittal of an actual application. The project is reviewed by City Engineering, City Planning, and Redmond Fire and Rescue. This review is fairly comprehensive and helps the applicant and City work through potential issues at the beginning of the process.

This initial review has helped applicants provide a vetted plan to go with their actual Site and Design application. Ultimately, the action improves the speed of the review process and approval, since major issues (if any) are largely discovered at the beginning as opposed to the end of the process.//



EXHIBIT H

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

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~~ncentives for increased d height, based on Performance Bonuses.

(***)

- C. Buildings within the dDowntown eOverlay dDistrict 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 <u>affordable</u> housing, per City standards, for <u>low- and</u> 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 <u>affordable housing</u> moderate-income households.	3 - 5 pts.
Workforce Housing: <u>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.</u>	<u>1-2 pts.</u>
(***)	

(***)

//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 exemptions 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

Examples: Deed Restriction Research		
	Years	Program
	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
- Affordable Housing Resources in the City of Bend
- Area Median Income Single Family Home Thresholds

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 covenants 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:

30% - 60%
area median income

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

60% - 80%
area median income

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

80% - 120%
area median income

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

You may qualify for:

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

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

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

Redmond Home Affordability: Family-of-Four

Bend-Redmond AMI	60%	80%	100%	120%	150%
Income Level	\$ 53,940	\$ 71,900	\$ 89,900	\$ 107,900	\$ 134,900
Affordable home price considering the following: 10% down, 30 year mortgage, 6.641% interest rate, PMI, no debt	\$ 211,908	\$ 285,265	\$ 358,773	\$ 433,075	\$ 543,734
Redmond - Median Price Single Family Home August 2022; Beacon Report				\$542,000	

Homes for Sale for 80% AMI

[Buy](#)
[Rent](#)
[Sell](#)
[Home Loans](#)
[Agent finder](#)

[Manage Rentals](#)
[Advertise](#)
[Help](#)
[Sign in](#)

97756 Real Estate & Homes For Sale

Sort by:

\$219,000
2 bds | 1 ba | 840 sqft - Home for sale
535 SE Cascade Ave, Redmond, OR 97756
BERKSHIRE HATHAWAY HOMESERVICE. Listing provided by Oregon DataShare

\$240,000
2 bds | 2 ba | 940 sqft - Condo for sale
2610 SW 23rd St UNIT 19, Redmond, OR 97756
KELLER WILLIAMS REALTY C.O.. Listing provided by Oregon DataShare

\$159,800
2 bds | 2 ba | 1,134 sqft - Home for sale
5063 S Highway 97 UNIT 38, Redmond, OR 97756
MARIPOSA REAL ESTATE CORP.. Listing provided by Oregon DataShare

Loading...

End of matching results

Try zooming out to include more results. Or change your search criteria.

Homes for Rent at 60% AMI (2+ bedroom)

BuyRentSellHome LoansAgent finder

Zillow

Manage RentalsAdvertiseHelpSign in

Redmond, OR

For Rent

Up to \$1.4K

2+ bd, 0+ ba

Home type

Move-In Date

More

Save search

Schools

Draw

Map

Rental Listings

2 results

Sort by: Default

2 days ago

\$1,300/mo
2 bds | 1 ba | 855 sqft - Apartment for rent
2 bed, 855 sqft, \$1,300, 265 NW Greenwood Ave...

31 days ago

\$765/mo
2 bds | 1 ba | 272 sqft - Apartment for rent
2050 SW Timber Ave, Redmond, OR 97756

Loading...

End of matching results

Try [zooming out](#) to include more results. Or, change your search criteria.

Similar results nearby

Sources: HUD Exchange 2022 AMI Calculator, Zillow Affordability Calculator, Zillow.com
Sept. 28, 2022



EXHIBIT I

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.

//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.*

Key Inputs:

Development of an Off-Street Parking Stall		
Estimated Cost of Land	\$16.00 / SF	5 th & Fir comparative (sold 2022)
Labor and Materials	\$21.39 / SF	Construction costs 4 th & 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.



EXHIBIT J

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.

Table of Contents

(***)

COMMERCIAL USE AND INDUSTRIAL USE ZONES (Continued)	SECTION
Tourist Commercial C-5 Zone	8.0170
Downtown Design Overlay <u>District</u> Zone	8.0175
Light Industrial M-1, and M-1.5 Zones	8.0180
Heavy Industrial M-2 Zone	8.0185

(***)

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)

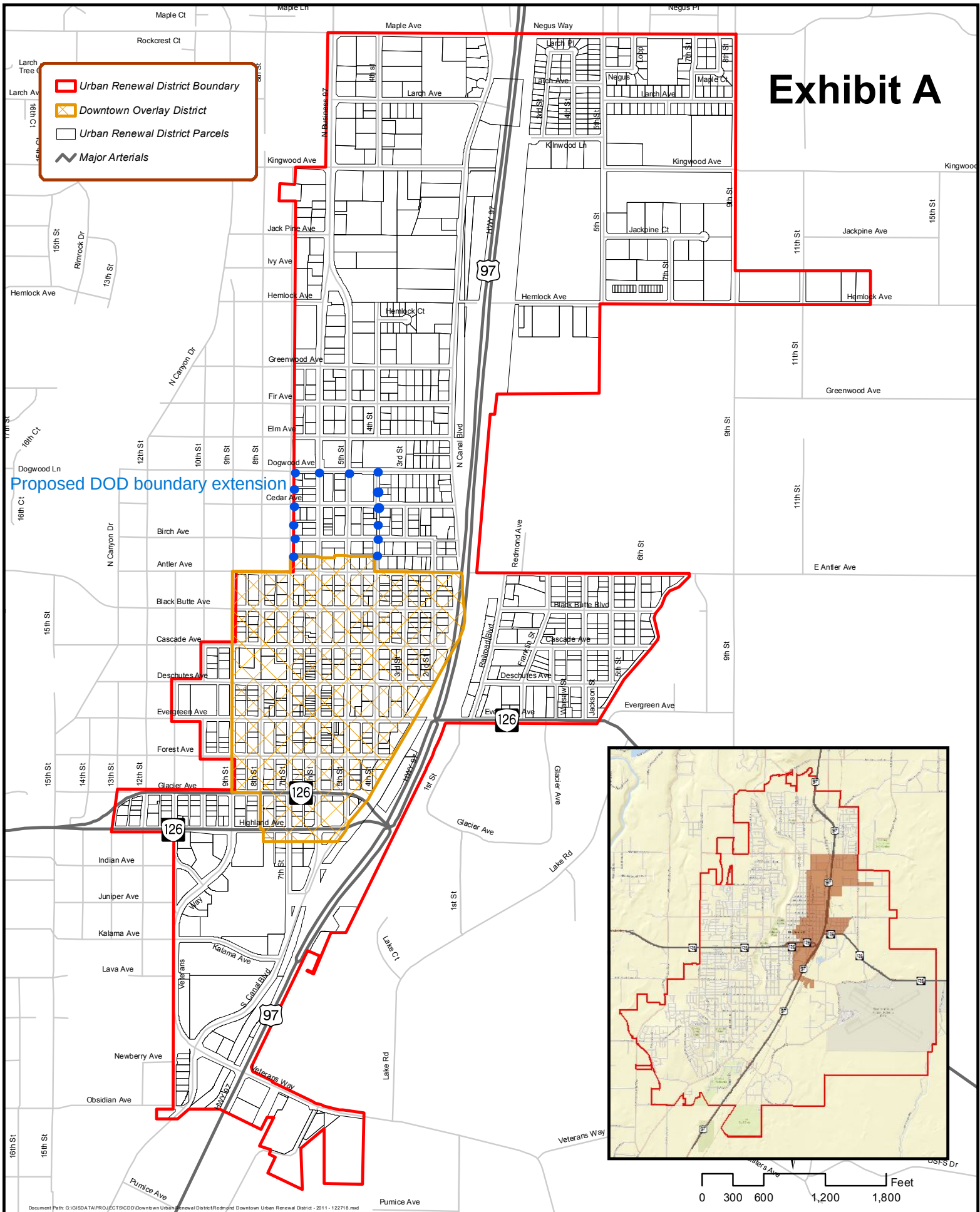
The reason that the amendment to the DOD was proffered is predicated on a long-standing Public Works Policy regarding calculation of SDCs. Policy PW 500 (attached) was developed in 2009. There were existing circumstances that warranted a policy to address how SDCs were calculated in the proposed DOD 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.

Exhibit A



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.



EXHIBIT K

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					

Zone:

Standard:	R-1	R-2	R-3, R-3A	R-4	R-5
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
<u>Attached</u> Garage, access from <u>alley</u> or street	20	20	20	20	20
Garage, access from alley	5	5	5	5	5
Setbacks					
ADUs: Specified in Section 8.0325.					
<u>Detached Accessory Structures: Specified in Section 8.0323</u>					
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.

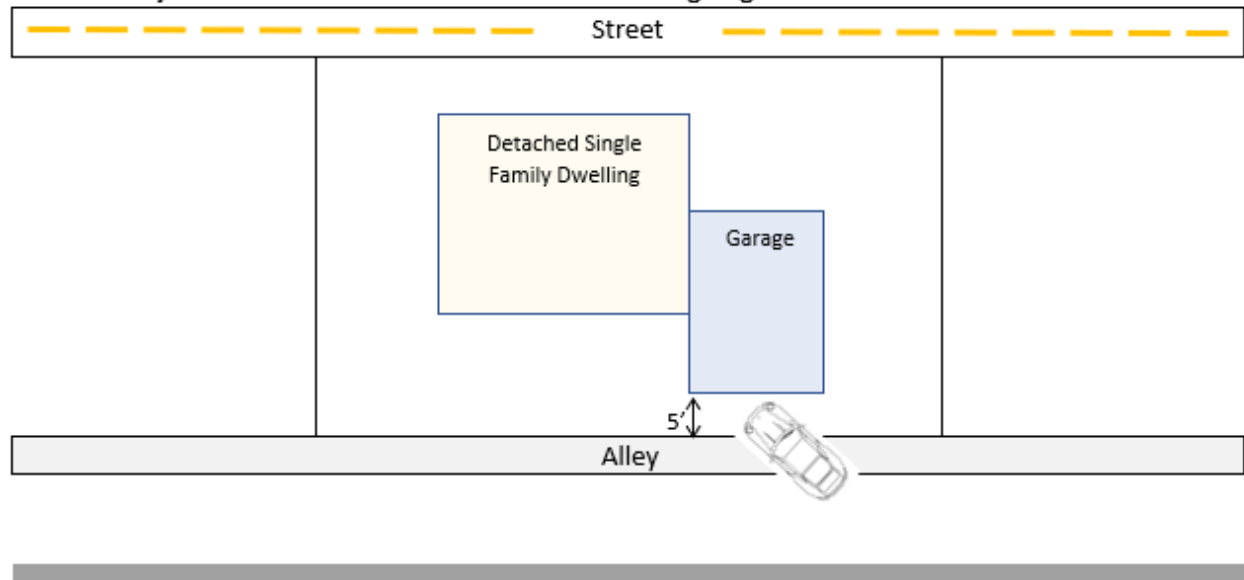
Standards for detached accessory structures, Section 8.0323.5, states:

"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:

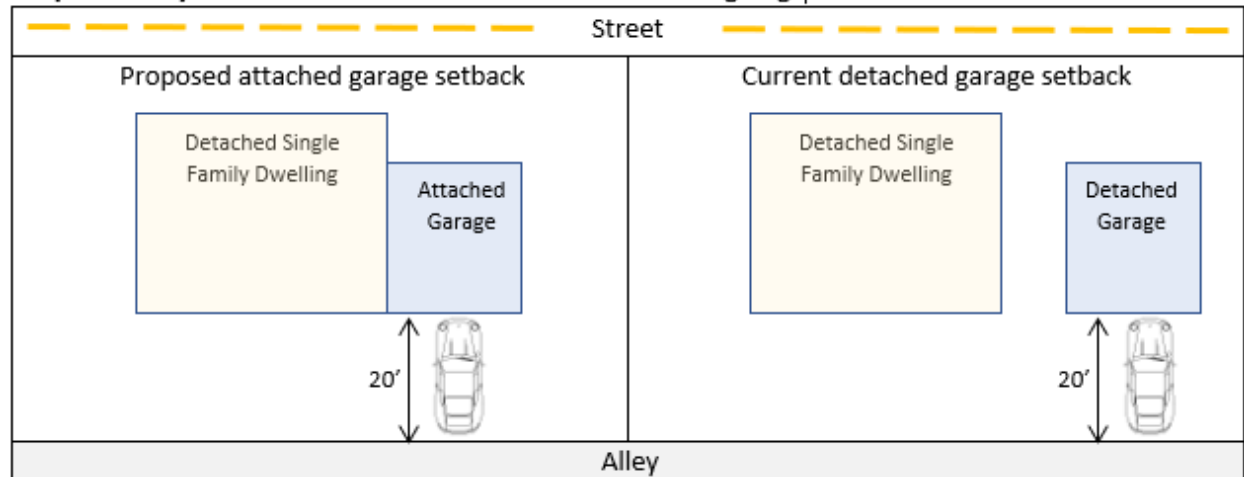




EXHIBIT L

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

- ~~4.~~ **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. **Deviation from rear setback may be granted administratively if acceptable off-street parking is provided for one vehicle and consent is received from affected landowner(s). The consent must come from the property owner in the form of a notarized letter; identifying the pertinent adjacent landowner(s) impacted and their acceptance to allow for a deviation from the rear setback standard for the subject structure. This letter should be submitted at the time of the building permit application.					

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.

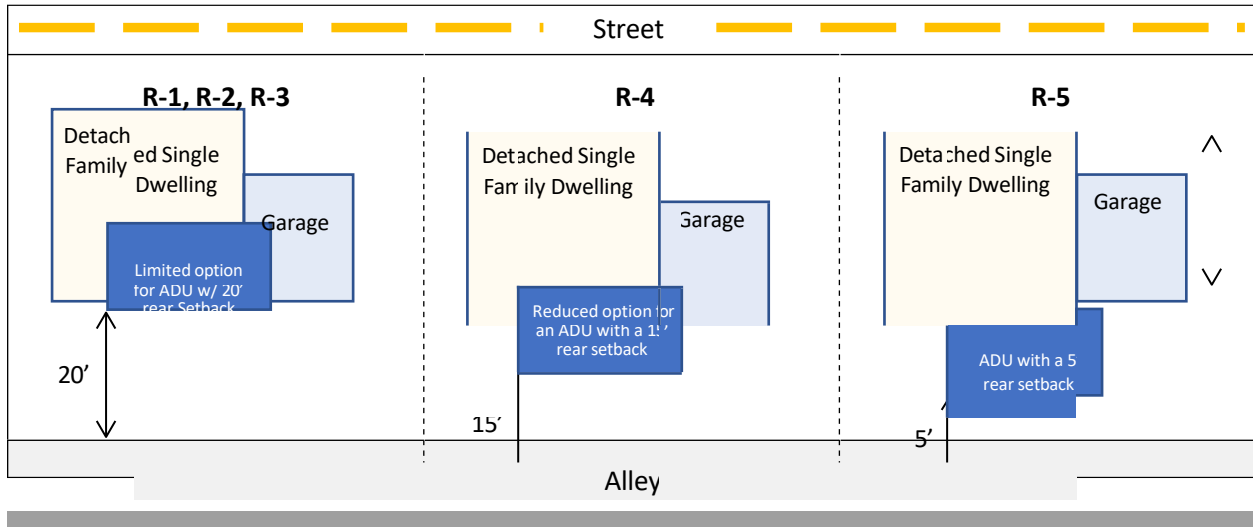
//Analysis: Accessory Dwelling Unit (ADU) setbacks are currently referenced in the residential zone's minimum specification standards of RDC Section 8.0140, which refers the reader to the ADU standards in Section 8.0325 for setback dimensions. Through an administrative error, ADU setbacks were not added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

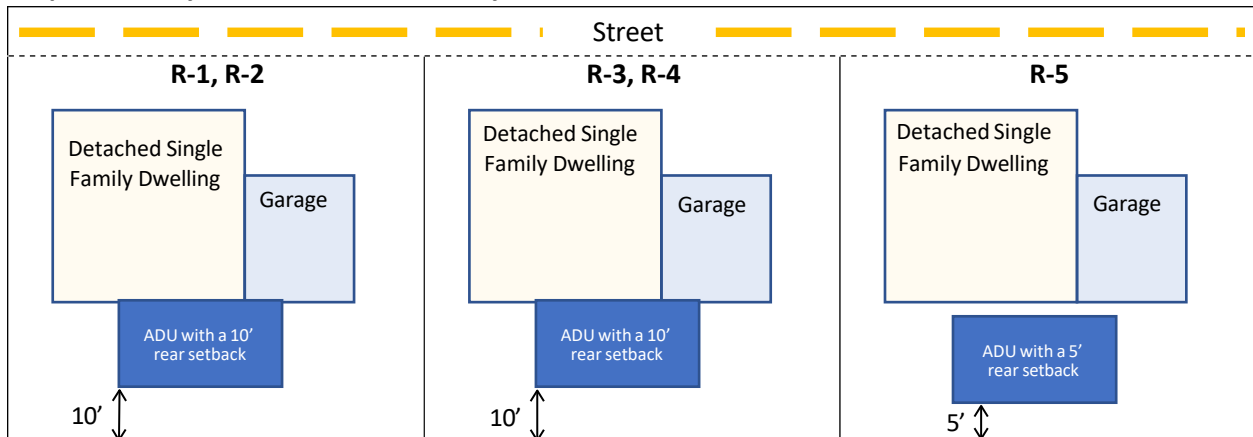
The recommended ADU setbacks, specifically the minimum rear setback of 10 feet in R-1, R-2, R-3, and R-4 will allow for the inclusion of properties that cannot meet the current underlying zone's rear setback standard and will increase the probability that an ADU could be placed on each detached single-family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

III. Additional Information/Visuals

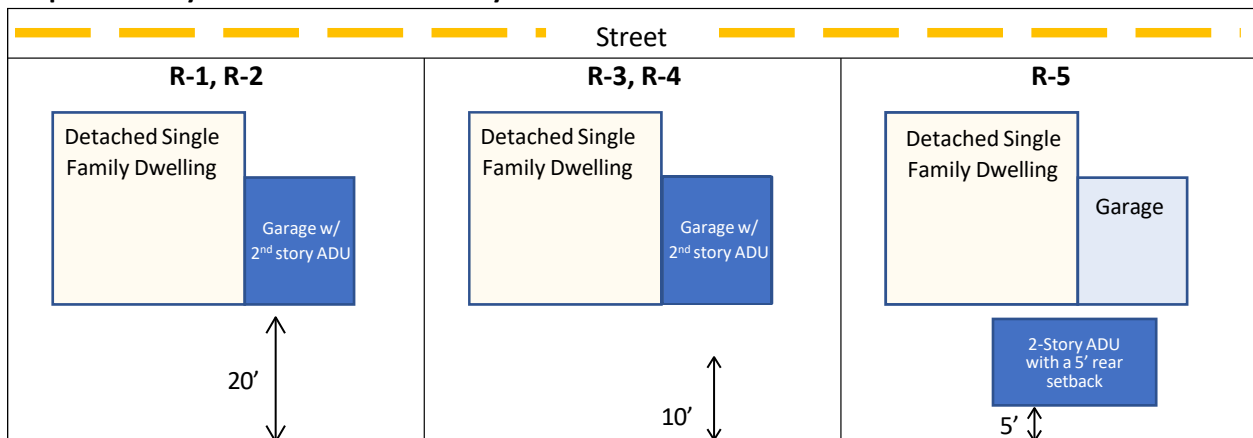
Current rear yard setback for detached single-family dwelling and ADU



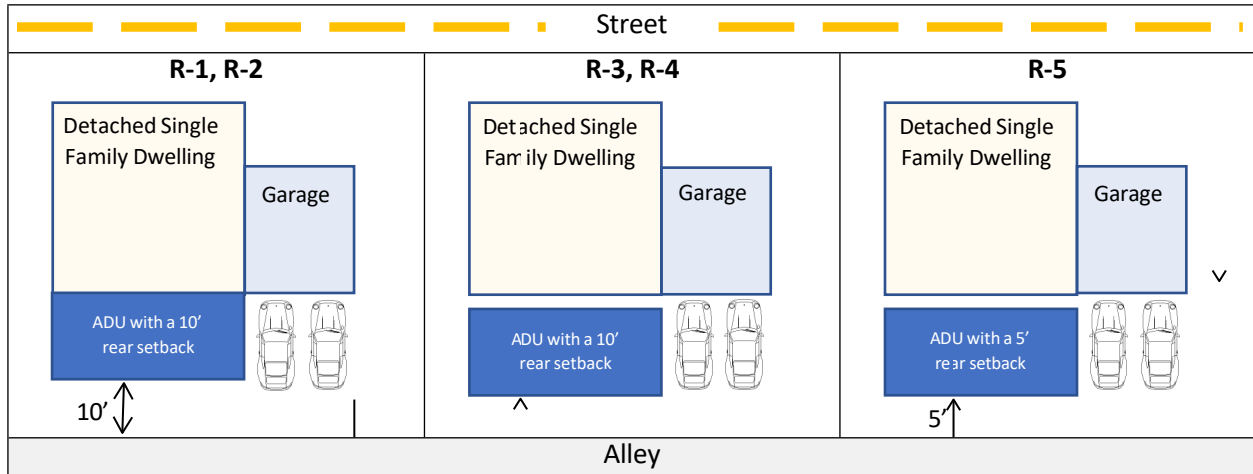
Proposed rear yard setback for one-story ADU



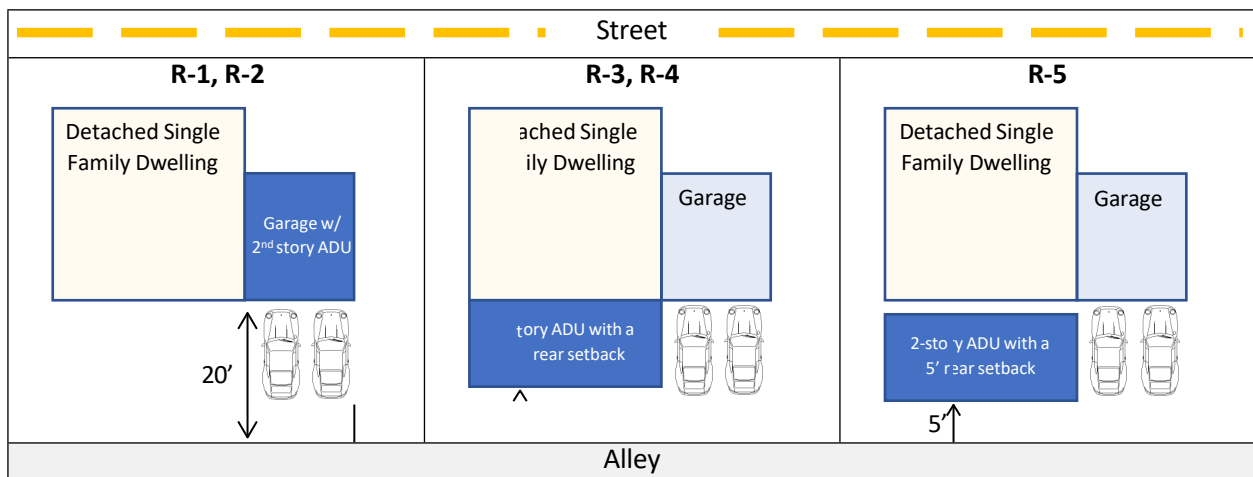
Proposed rear yard setback for two-story ADU

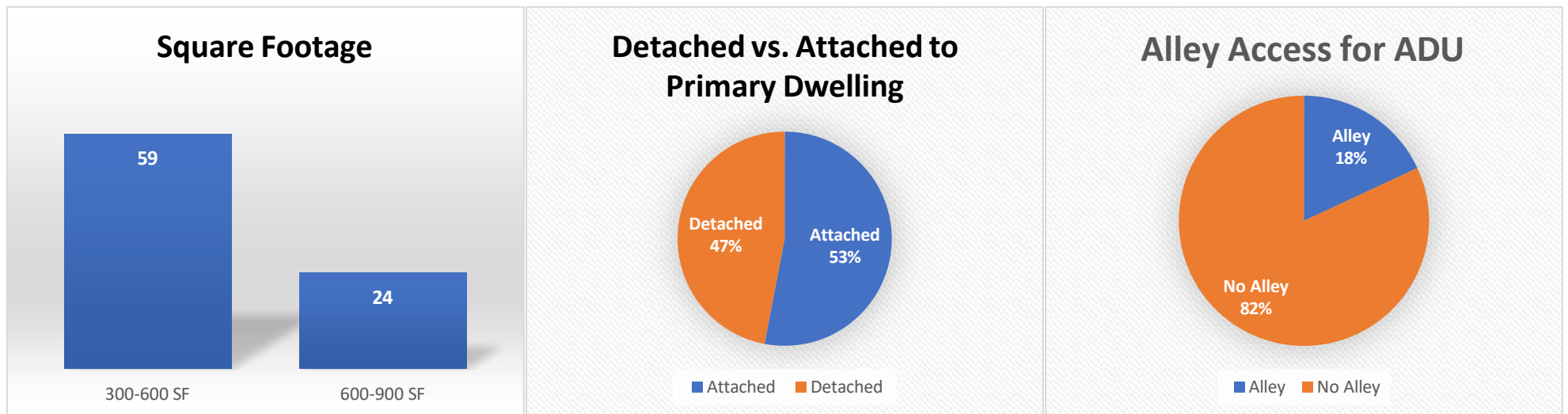
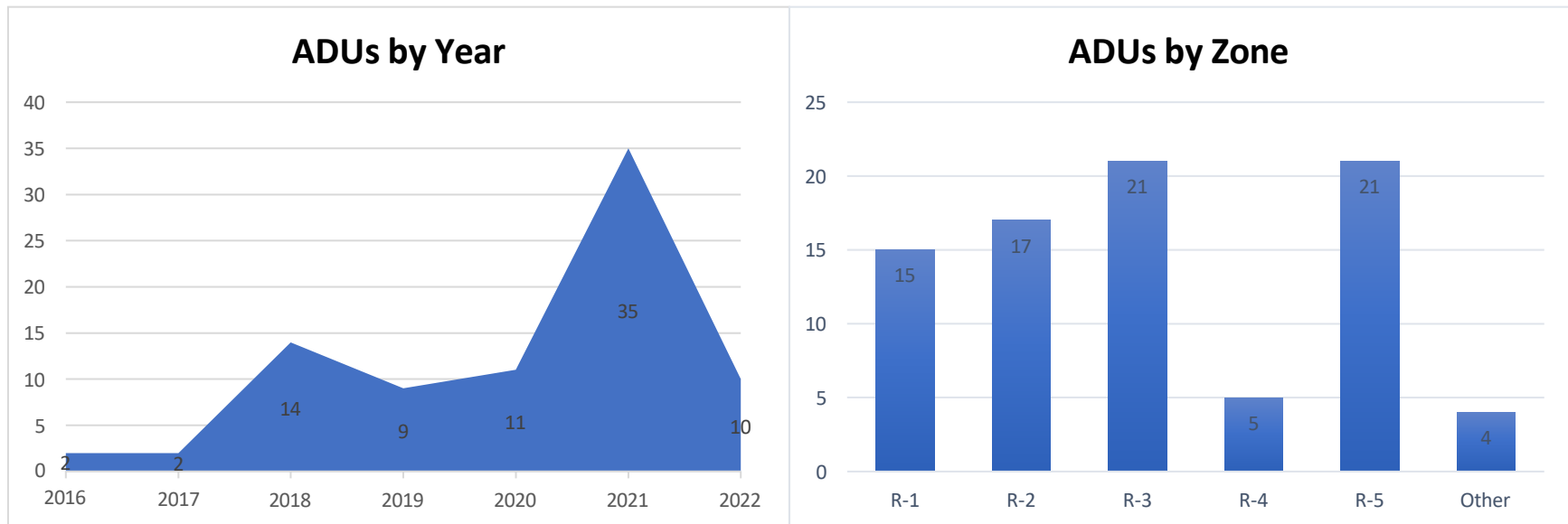


Proposed rear yard setback for one-story ADU abutting an alley



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







September 12, 2022

VIA E-MAIL

Ms. Teri Jansen, Chair
Redmond Urban Area Planning Commission
Redmond City Hall
411 SW 9th Street
Redmond, OR 97756

Re: Proposed Redmond Development Code (“RDC”) Text Amendments

Dear Chair Jansen and Redmond Urban Area Planning Commission (the “Planning Commission”) Members,

I am the Director of Government and Legal Affairs for Pahlisch Homes, Inc (“Pahlisch”) I have practiced land use law in Oregon since 1991. I am writing to comment on the proposed amendments as they relate to amendments to the Master Plan standards in RDC 8.0270 (*September 12, 2022 Staff Memorandum*). Pahlisch has developed several Redmond residential subdivisions and anticipates further development in Redmond.

Pahlisch appreciates the time and work that staff and the Planning Commission have spent and will spend on the proposed amendments. Pahlisch supports the proposed amendments to the Master Plan standards.

The Staff Memorandum explains that the current Master Plan standards overlap those of the Planned Unit Development standards in RDC 8.0275. Where an applicant proposes a Planned Unit Development concurrently with annexation to the City of Redmond, the Staff Memorandum recommends that the Master Plan standards not be applicable. In any event, the neighborhood meeting will still be required.

Pahlisch appreciates this opportunity to testify in support of the proposed amendments to the Master Plan standards. Pahlisch respectfully requests that the Planning Commission hold a public hearing on the proposed amendments to the Master Plan standards and consider recommending approval of the proposed amendments to the Redmond City Council.

Very Truly Yours,



Michael C. Robinson
Directors of Government and Legal Affairs

CC: Mr. John Roberts (via email)
Mr. Kyle Roberts (via email)
Mr. Jerry Jones(via email)
Ms. Morgan Greenwood(via email)





October 4, 2022

VIA EMAIL publictestimony@redmondoregon.gov

Redmond Planning Commission
411 SW 9th St
Redmond, OR 97756

RE: Proposed Text Amendments to the Redmond City Code, Chapter 8 – Redmond Development Code

Dear Chair Jansen and Commissioners:

On behalf of our 700 plus members, Central Oregon Builders Association (COBA) would like to respectfully request that, rather than amending the development code to require a 10-foot rear setback for an alley-loaded garage, **language is included in the code to simply ensure that there are two dedicated off-street parking spaces for each lot.** This provides developers with the flexibility necessary to provide quality infill development. Given that the development conditions of each infill lot will differ significantly depending upon the size, configuration, access to infrastructure, and surrounding existing development, this flexibility on rear setbacks for alley-loaded lots is necessary to utilize land efficiently while ensuring that the development is compatible with the existing neighborhood.

Thank you sincerely for your time, and for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Morgan Greenwood", is written over a light blue horizontal line.

Morgan Greenwood
VP, Government Affairs
Central Oregon Builders Association
Office 541-389-1058

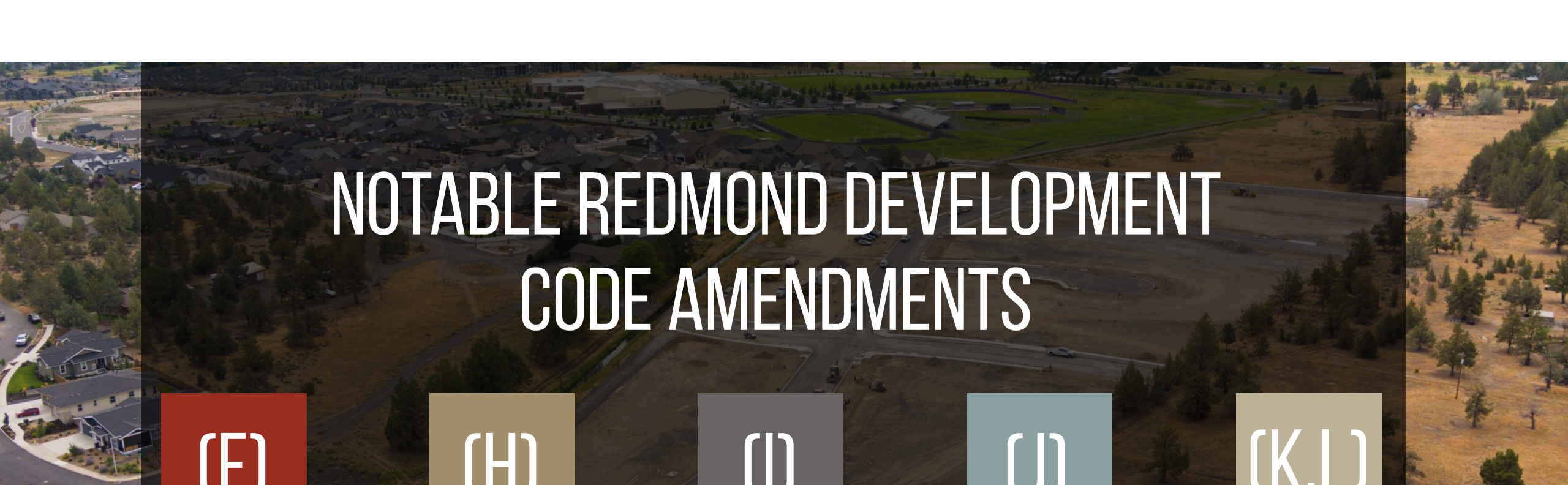


REDMOND DEVELOPMENT CODE AMENDMENTS

CITY COUNCIL WORK SESSION #1: OCTOBER 11, 2022

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 *		11-Oct		
Planning Commission Work Session		17-Oct		
City Council Work Session *		1-Nov		
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 or 20-Dec (Decision Point)
Opportunity for Individual Meetings				
5 Planning Commission Work Sessions; 3 Council Work Sessions				
* Planning Commission Invited to Attend All Council Meetings				



NOTABLE REDMOND DEVELOPMENT CODE AMENDMENTS

(F)

**M-1.5
GENERAL
INDUSTRIAL
ZONE**

(H)

**AFFORDABLE &
WORKFORCE
HOUSING**

(I)

**OFF-STREET
PARKING
IN-LIEU FEE**

(J)

**DOWNTOWN
OVERLAY
DISTRICT
EXPANSION**

(K,L)

**RESIDENTIAL
ZONE
SETBACKS**



M-1.5 GENERAL INDUSTRIAL ZONE

SLIDE / 4



CREATE MORE
CONSISTENCY AND
TRANSITIONAL USES
BETWEEN M-1
(LIGHT INDUSTRIAL)
& M-2 (HEAVY
INDUSTRIAL)



CONCEPTS & TERMS

SLIDE / 5



AREA MEDIAN INCOME (AMI)

“Middle” number of all incomes for a given area and adjusted for family size.



MEASURE OF AFFORDABILITY

Occupant(s) is/are paying no more than 30% of gross income for total housing costs.



WORKFORCE HOUSING*

Occupant(s) is/are paying no more than 30% of income for gross housing costs at 81-120% AMI.

4-person family income = \$107,900

Workforce home price = \$433,075



**August 2022
Median Home Price:**

\$542,000



CONCEPTS & TERMS

SLIDE / 6



AFFORDABLE HOUSING * RENTAL THRESHOLD 60% AMI

Four-person family income
= \$53,940
Affordable monthly costs
= \$1,349



AFFORDABLE HOUSING* OWNERSHIP THRESHOLD 80% AMI

Four-person family income
= \$71,900
Affordable home price
= \$285,265

**Proposed 30-year affordability deed
restriction, pending Council approval*



AFFORDABLE HOUSING RENTAL



Threshold 60% AMI

Four-person family income = \$53,940

Affordable monthly costs = \$1,349

Agent finder



Manage Rentals Advertise Help Sign in

For Rent

Up to \$1.4K

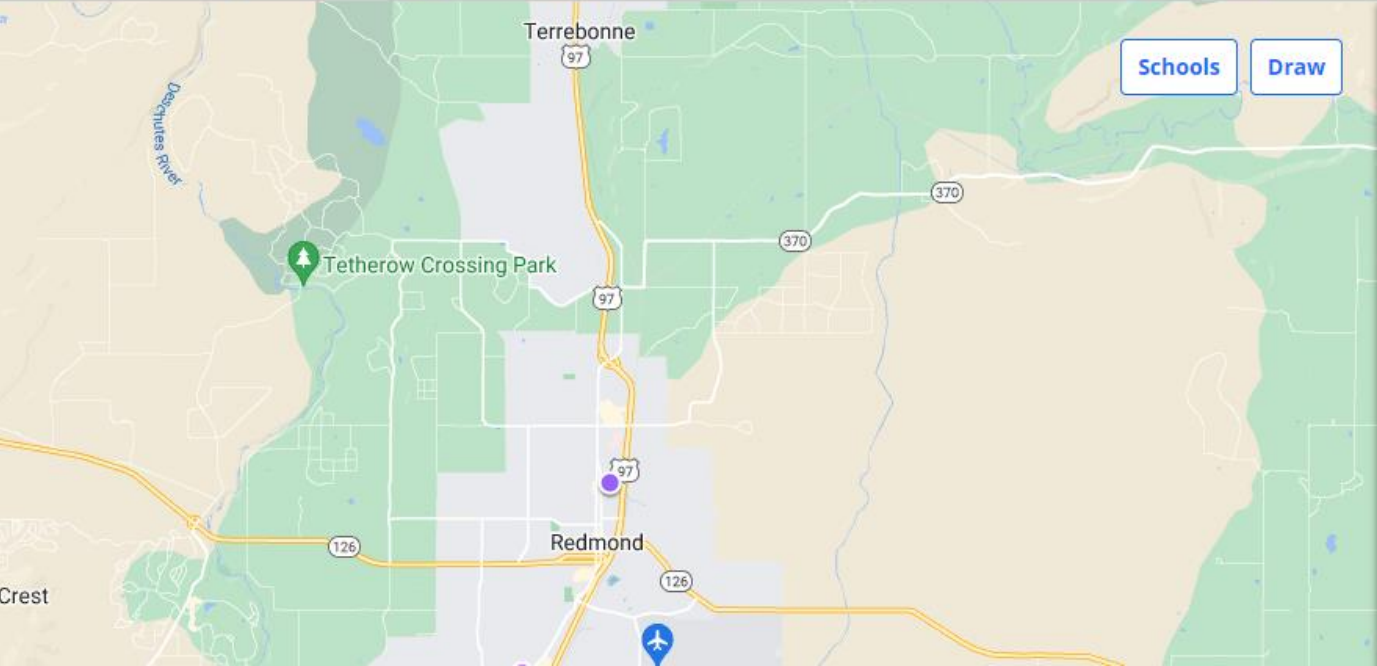
2+ bd, 0+ ba

Home type

Move-In Date

More

Save search



Rental Listings

2 results

Sort by: **Default**



2 days ago
\$1,300/mo
2 bds | 1 ba | 855 sqft - Apartment for rent
2 bed, 855 sqft, \$1,300, 265 NW Greenwood Ave...



31 days ago
\$765/mo
2 bds | 1 ba | 272 sqft - Apartment for rent
2050 SW Timber Ave, Redmond, OR 97756



AFFORDABLE HOUSING OWNERSHIP



Threshold 80% AMI

Four-person family income = \$71,900

Affordable home price = \$285,265

Sell Home Loans Agent finder



Manage Rentals Advertise Help Sign in



For Sale

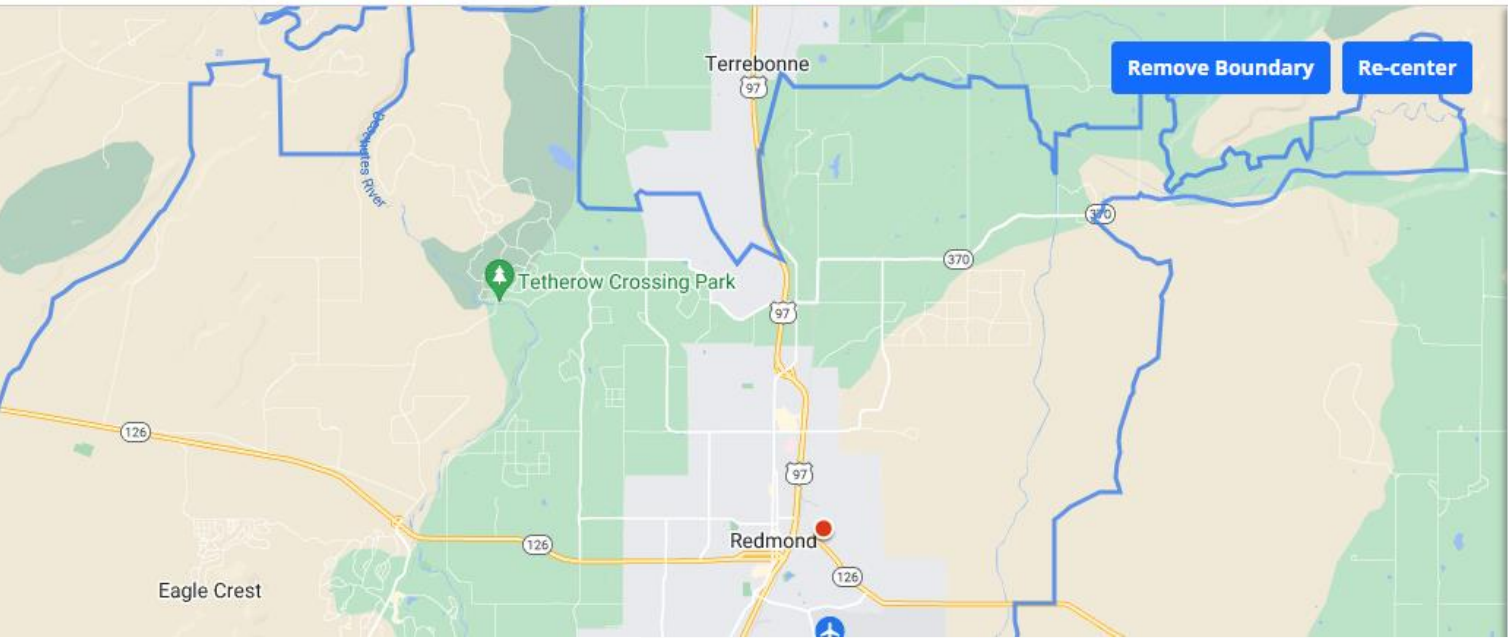
Up to \$285.3K

Beds & Baths

Houses, Town...

More

Save search



97756 Real Estate & Homes For Sale

3 Agent listings

0 Other listings

Sort by: Newest



\$219,000

2 bds | 1 ba | 840 sqft - Home for sale

535 SE Cascade Ave, Redmond, OR 97756

BERKSHIRE HATHAWAY HOMESERVICE. Listing provided by Oregon DataShare



\$240,000

2 bds | 2 ba | 940 sqft - Condo for sale

2610 SW 23rd St UNIT 19, Redmond, OR 97756

KELLER WILLIAMS REALTY C.O.. Listing provided by Oregon DataShare



OFF-STREET PARKING IN-LIEU FEE

SLIDE / 9

EXAMPLES OF OTHER CITIES WITH DOWNTOWN IN-LIEU FEES:

- Bend – 2021 at \$27,973
- Corvallis – 2020 at \$10,560
- Hood River – 2020 at \$11,000
- Sandpoint, ID – 2022 at \$11,000

(per space NOT constructed with a development project)

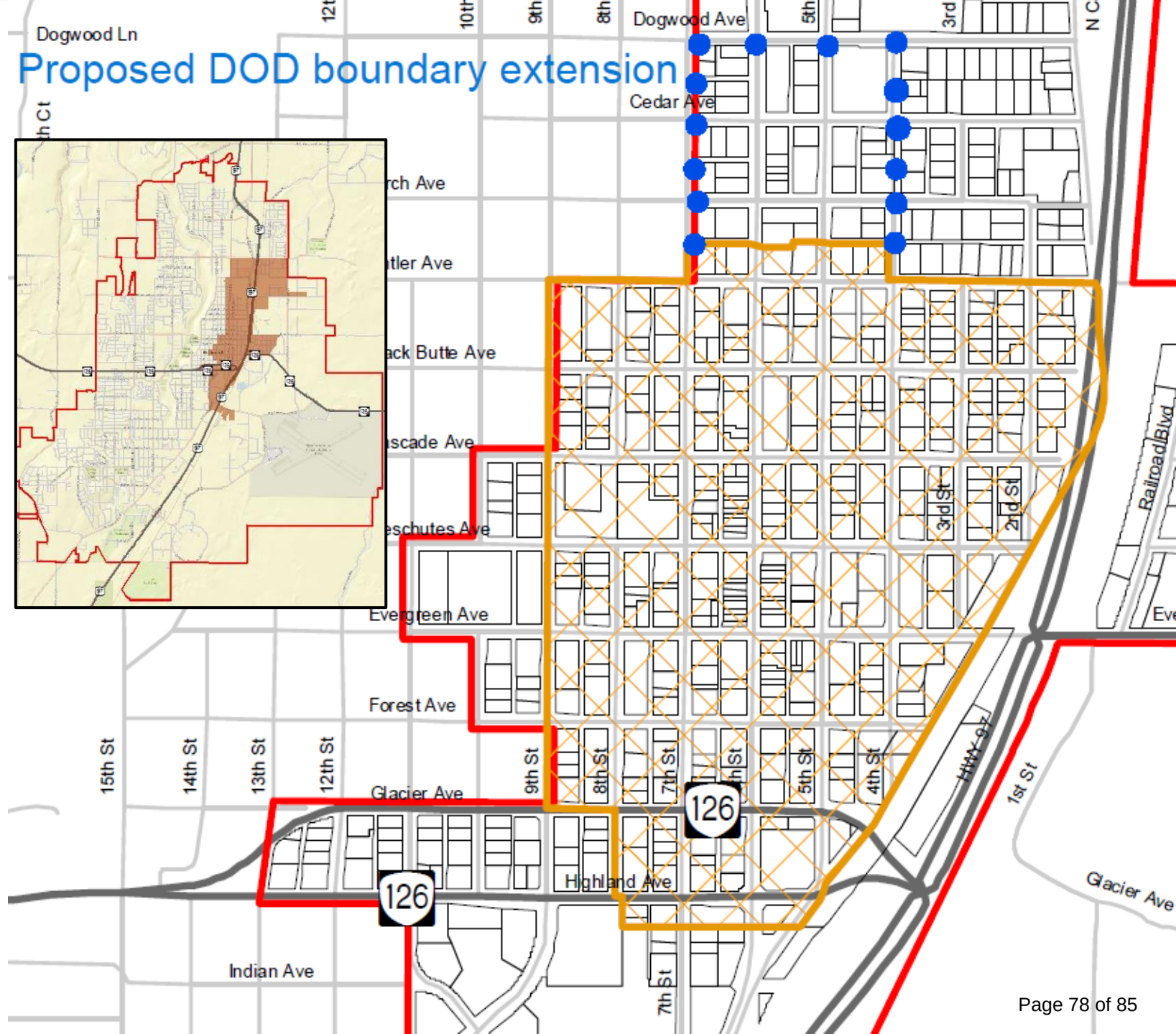
(1)

ESTABLISH \$11,220
FEE PER PARKING
SPACE FOR PARKING
FUND

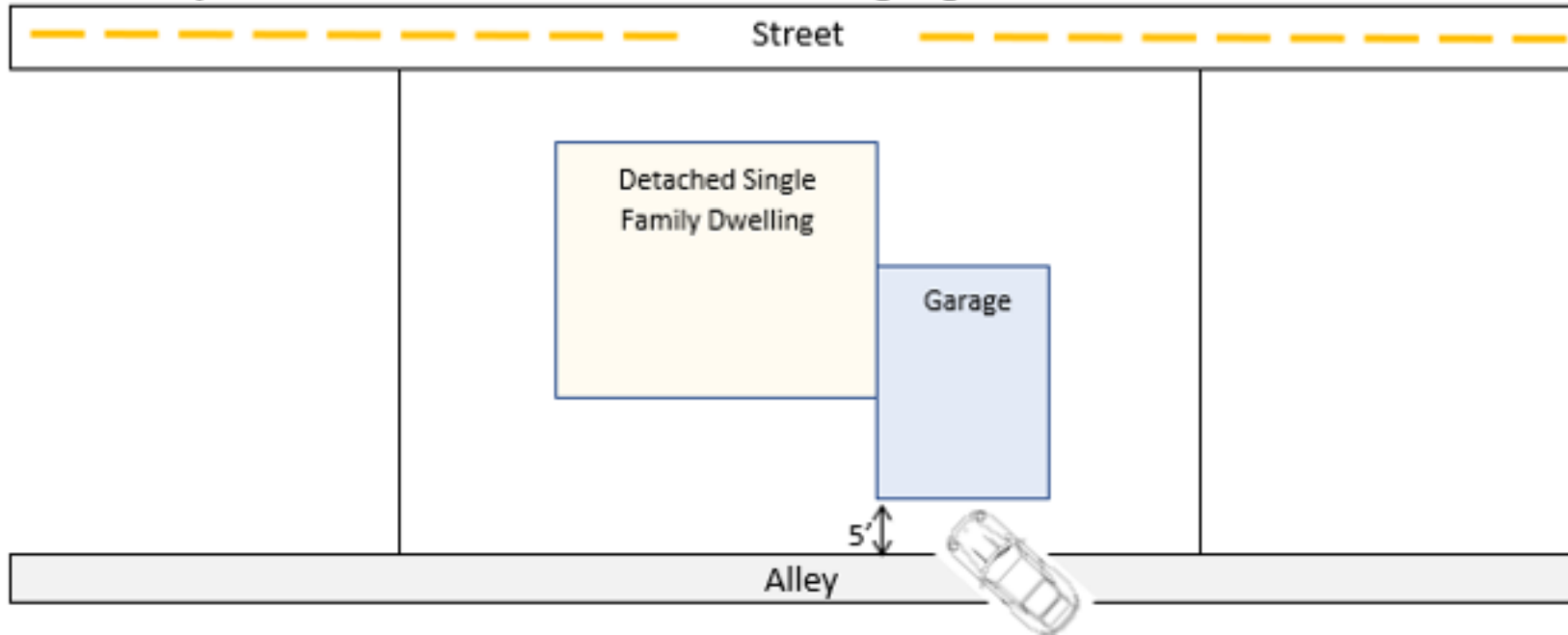


DOWNTOWN OVERLAY DISTRICT EXPANSION

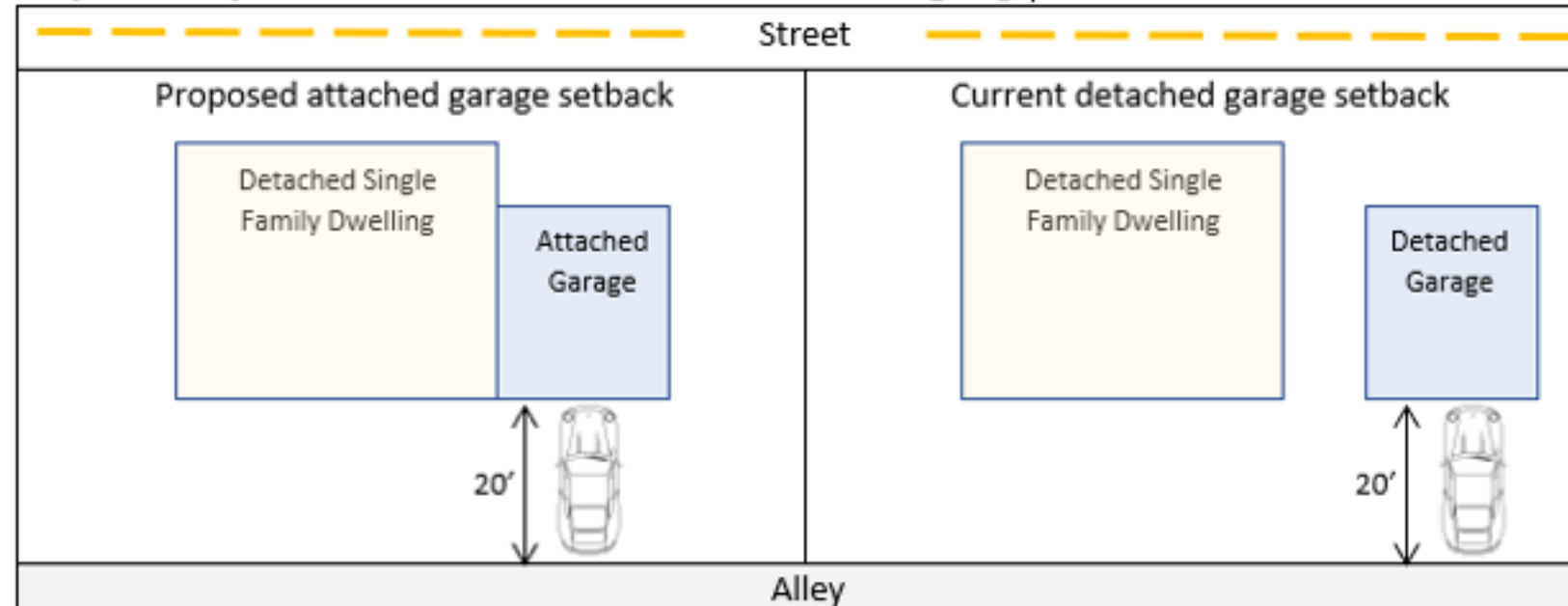
6 ½ BLOCK EXPANSION



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



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

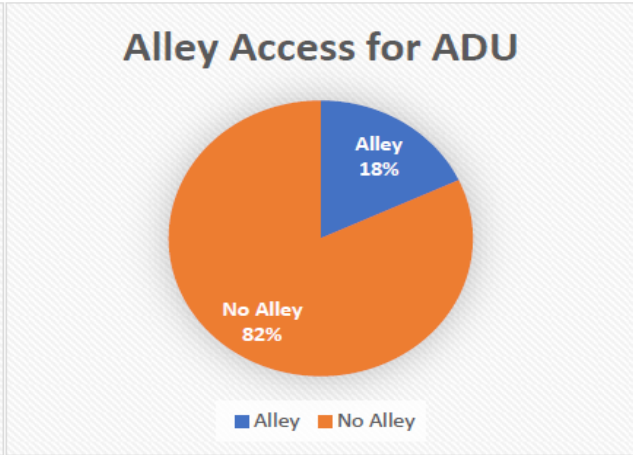
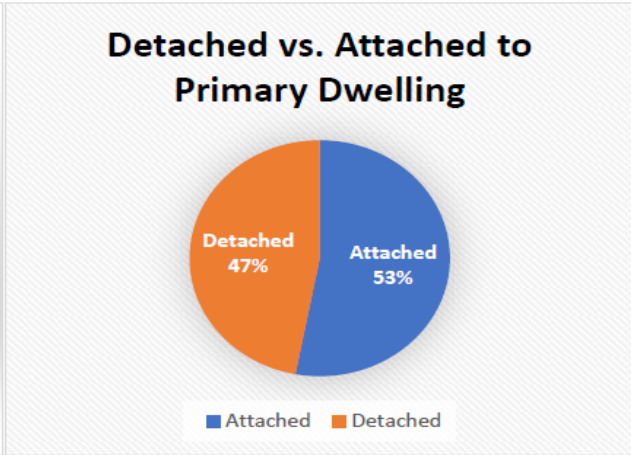
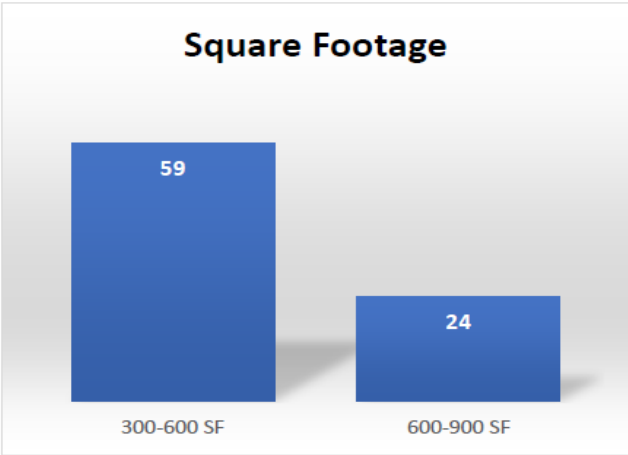
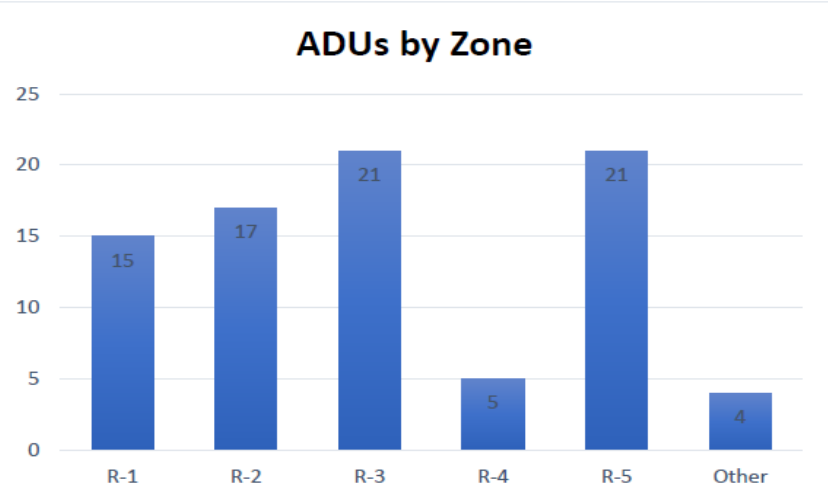
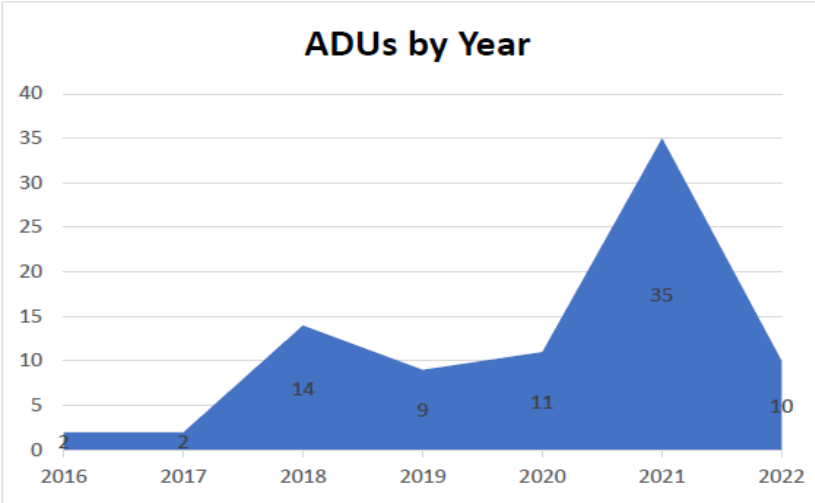


ATTACHED GARAGE SETBACK FROM ALLEY

INCREASE FROM
5' TO 20'



ACCESSORY DWELLING UNITS | 2016-CURRENT STATS

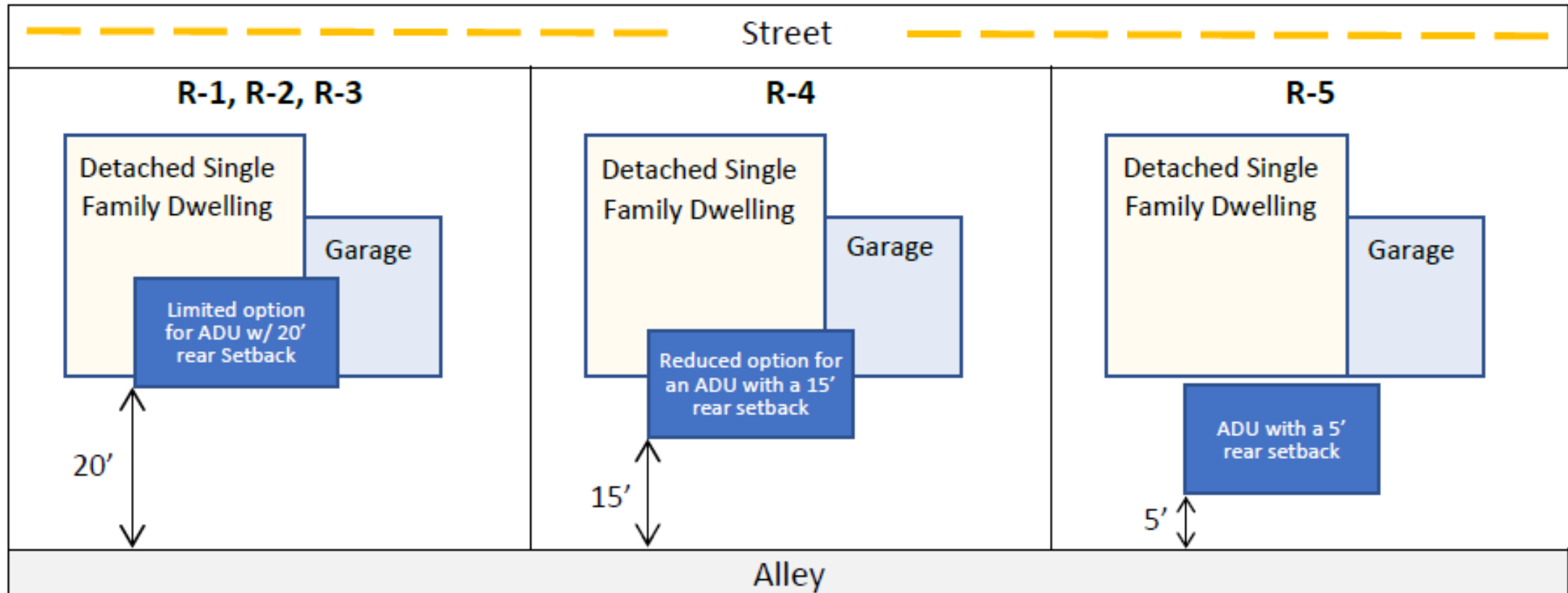




CURRENT ADU REAR SETBACKS

(L)

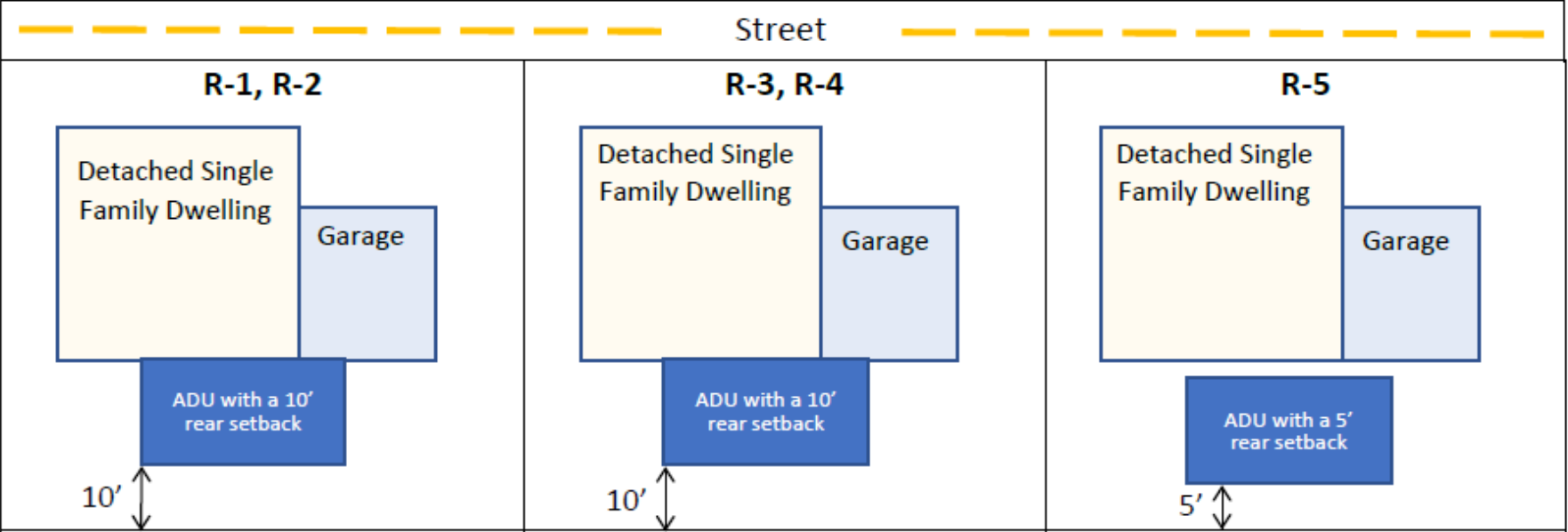
Front & side setbacks same as primary dwelling



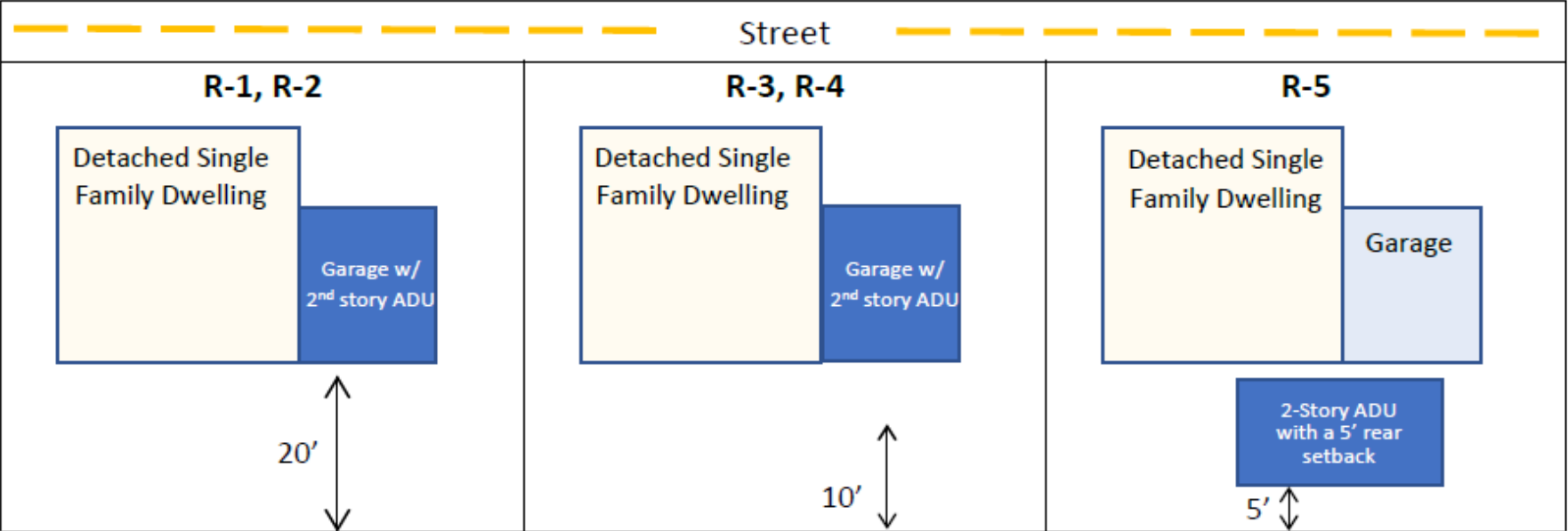


PROPOSED ADU REAR SETBACKS

Proposed rear yard setback for one-story ADU



Proposed rear yard setback for two-story ADU

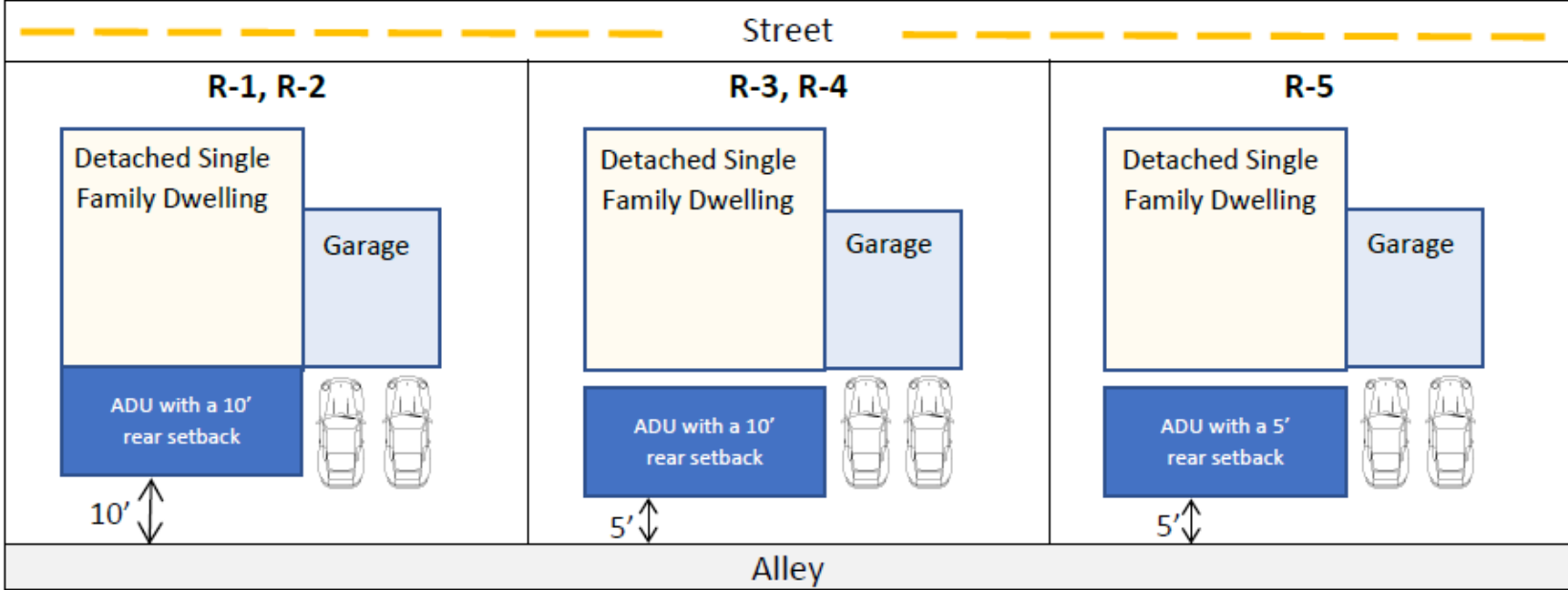




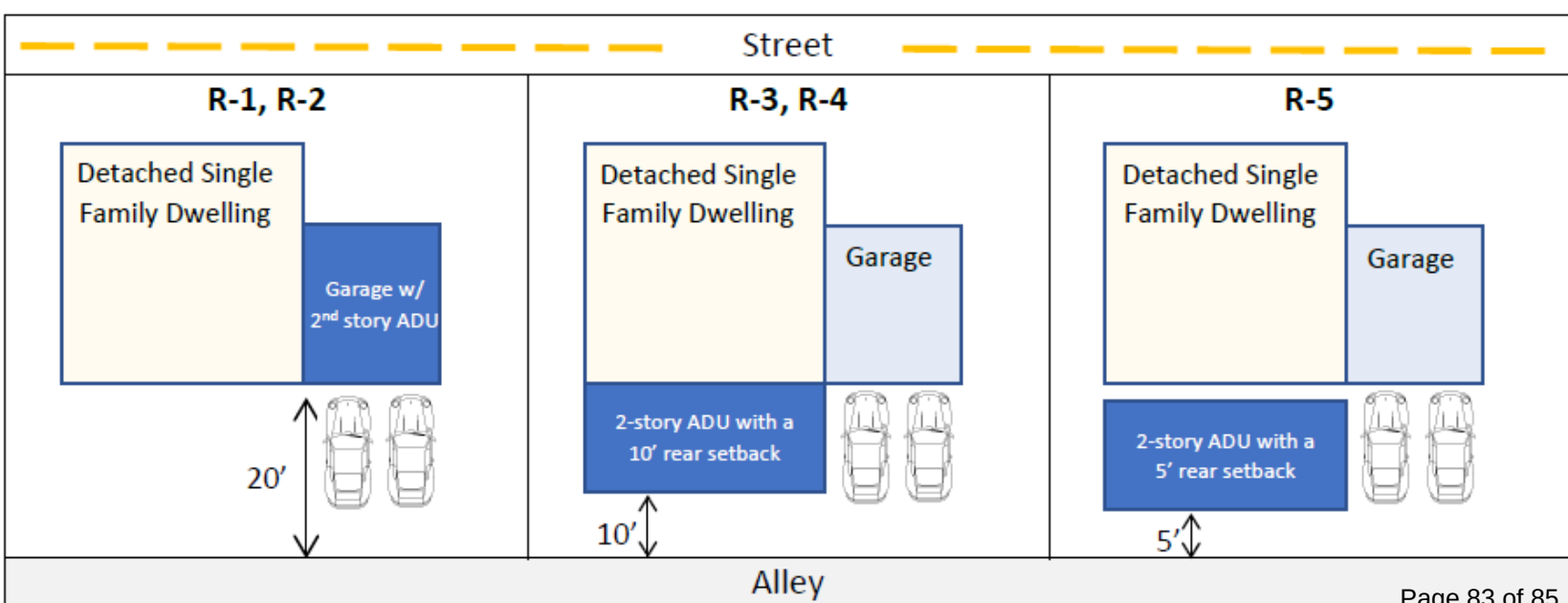
PROPOSED ADU REAR SETBACKS ABUTTING AN ALLEY

DEVIATION ALLOWANCE

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



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





QUESTIONS?

About a month ago I wrote a City Council comment asking if the Council would have a discussion with the public as to whether or not we should consider a ban on open carry of loaded weapons in certain areas of the city. This process is authorized by state law - ORS 166.173. This law exempts any such ban on individuals who have a concealed gun permit. Since then, I have heard from a number of citizens - many are for it; some are opposed. Many of these comments have helped change and crystalize the question from one about assault weapons to a focus on the open carry of loaded weapons. The question for a discussion would be:

Should Redmond have a ban on the open carry of loaded weapons on our school grounds, in our parks and in our public buildings?

That is the question with which we can frame a community discussion. What the proposed/question is not about is limiting the right of law-abiding citizens to own or purchase a gun. It is, instead, a public safety and community livability issue.