



CITY OF REDMOND
Community Development Department

716 SW Evergreen Ave.
Redmond, OR 97756

(P) 541-923-7721
(F) 541-548-0706

www.ci.redmond.or.us

REDMOND URBAN AREA PLANNING COMMISSION

Conference Room A

716 SW Evergreen Avenue

Tuesday, October 16, 2012

6:30 PM

Agenda

UAPC Members	
Eric Porter, Chair	I. CALL TO ORDER
Anne Graham, Vice-Chair	II. CITIZEN COMMENTS
Bob Bleile	III. WORKSESSION 1. Street Design Standards – Parking Restrictions (EXHIBIT 1) 2. Residential Design Standards – Architectural Design Standards for Single Family Residence (EXHIBIT 2)
Bea Leach	IV. COUNCIL LIASON COMMENTS (if present)
Katie McDonald	V. APPROVAL OF MINUTES (EXHIBIT 3) a. August 21, 2012 b. September 20, 2012
Vacant Position	VI. STAFF COMMENTS
Vacant Position	VII. COMMISSIONER COMMENTS
	VIII. ADJOURN

*Please note that these documents are also available on the City's website www.ci.redmond.or.us; click on City Government, hover on Commissions and Committees, click on Urban Area Planning Commission. You may also request a copy from City Records Office 923-7751 or email KellyM@ci.redmond.or.us

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EXHIBIT 1

DATE: October 16, 2012
TO: Redmond Urban Area Planning Commission
FROM: James J. Lewis, Senior Planner, Long Range/Economic Planning
SUBJECT: Land Division (Subdivision/Partition) Code Text – Work Session – Street Design Standards/Parking Requirements

Report in Brief:

On October 9th, the draft Land Division Code as recommended by the Planning Commission was presented to the City Council at a work session. As part of the discussion, the City Council had questions regarding the 24 foot wide street standard and the ability to provide adequate visitor parking if this standard were employed throughout a new subdivision. The City Council requested that the Planning Commission consider their concerns and work with staff on some limitations regarding how and when the 24 foot wide standard could be developed, and provide an additional recommendation to them in that regard.

Background:

Over the last several months, the Planning Commission reviewed various versions of revisions to the City of Redmond Land Division Code. Some of the primary discussion points were amendments to the street design standards, specifically to add additional designs which would allow narrower street pavements standards under certain circumstances – those circumstances being limitations on parking to maintain adequate access for emergency vehicles. The Planning Commission recommendation was ultimately approved with two new street design elements that included a 28 foot wide section with parking on one side and a 24 foot wide section with no parking.

Discussion:

At the City Council work session, the concern raised over lack of visitor parking on the 24 foot wide streets with the no parking restriction was directed back to staff and the Planning Commission to resolve. The City Council direction did not specify that this provision be omitted, but rather acknowledged the benefits of the reduced street width sections overall, as long as the concern raised could be addressed in a manner where it did not cause unintended consequences.

Per this direction, staff researched and reviewed street design standards from various municipalities from around Oregon, specifically those communities that were of a similar size to Redmond, in order to find ways in which this was typically addressed. The most common limitation on narrower street sections where a “no parking” restriction was associated with the width standard was relative to the street length where it was employed. Length restrictions on such streets ranged from specific dimensions, such as a maximum of 330 feet, to a more generalized standard, such as “no more than one-half the allowable block length” – which would be 330 feet in Redmond based on the 660 foot maximum block length. When put into practical design, such parking and length restricted streets are typically used to connect longer residential streets (along which most lots front – front yards) in order to

Attachment: Attachment A – Table 1, Section 8.2710 of the Draft Land Division Code

meet maximum block length restrictions – these streets typically comprise the side lot frontages for two back to back corner lots.

Additionally, staff believes that an alternative design could allow 24 foot wide street sections to be used for the vehicular travel lanes up to the maximum block length, but only in combination with parking bays designed to wider widths that would continue to allow emergency vehicle access. The combined narrow street/parking bay design would continue to provide emergency vehicle access, while at the same time achieving the benefits of narrower streets (slower traffic, reduced surface water runoff, pedestrian friendly, etc.). This alternative could be designed so that at least one parking bay be provided for each lot within the subdivision, and interspersed so as to be convenient and usable by all residents of the neighborhood.

Staff Recommendation:

Staff believes that the two options listed below in items A and B have the most practical applicability to providing visitor and resident parking, while avoiding adverse consequences such as, restricted emergency vehicle access resulting from illegal parking and greater pressures on City resources for parking enforcement. Either one of these provisions could be employed separately, as stand-alone requirements, if the Planning Commission believes that only one or the other is appropriate. Alternately, they could be combined to work together as listed in item C.

- A. All streets less than 28 feet wide shall be no longer than 300 feet in length; or
- B. All streets less than 28 feet wide shall include at least one (1) parking bay per lot, located along each lot frontage, for the entire length of such street.
- C. All streets less than 28 feet wide shall be no longer than 300 feet in length, unless such streets include at least one (1) parking bay per lot, located along each lot frontage, for the entire length of such street up to the maximum block length.

These provisions could be added to Section 8.2710 (3) (Table 1), among the list of “Notes” located at the bottom of the table (see Attachment A, Table 1 as previously recommended by the Planning Commission).

Alternative Courses of Action:

- 1. Continue to work with Staff to revise and clarify the draft text as part of Planning Commission deliberation.
- 2. Move to recommend approval of the draft text as proposed/modified by the Planning Commission.

Recommendation/Suggested Motion:

I move to recommend approval of the additional text regarding street design standards for 24 foot wide streets, to further amend Article III, Chapter 8.2000 of the City of Redmond Development Code – Land Division Standards, to the Redmond City Council, as *(proposed or modified by the Planning Commission)*.

James J. Lewis, Senior Planner, Long Range/Economic Planning

Attachment A

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

Functional Class	Width (ft)		Right of Way ^z	Travel Lanes	Sidewalks	Bike Lanes ^{**}	Parking ^{**}
	Pavement standard	Pavement (minimum) [*]					
Residential Alley	16 ft		20 ft	n/a	none	shared	none
Commercial Alley	20 ft		20 ft	n/a	none	shared	none
Local Residential	36 ft	28/32 ft	60 ft	2 ^{***}	5 ft.	shared	both sides (unstriped)
	28 ft*		60 ft	2 ^{***}	5 ft.	shared	one side (unstriped)
	24 ft*		60 ft	2 ^{***}	5 ft.	shared	none
Local Industrial	40 ft	38 ft	60 ft	2 ^{***}	5 ft.	shared	optional (unstriped)
Industrial Collector	40 ft	38 ft	80 ft	2	5 ft.	6 ft.	none
Minor Collector	40 ft	36 ft ^{****}	60 ft	2	5 ft.	shared	both sides (8 ft)
Major Collector	36-50 ft	36 ft ^{****}	80 ft	2	5 ft.	6 ft.	none
Minor Arterial (3-lane)	50 ft	48 ft	100 ft	3	7 ft.	6 ft.	none
Minor Arterial (5-lane)	74 ft	72 ft	100 ft	5	7 ft.	6 ft.	none

Notes:

**The standard paved width for a residential street in the local grid is 36' in 60' ROW. Two reduced cross sections that can be approved through an annexation agreement only. These are:*

Reduced Local 1: 32' in 50' ROW (with 5' utility easements on each side)

Reduced Local 2: 28' in 40' ROW (with 10' utility easements on each side—used in conjunction with alleys adjacent to single family residential only)

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

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

**** Unstriped travel lanes*

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



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EXHIBIT 2

DATE: October 16, 2012
TO: Redmond Urban Area Planning Commission
FROM: James J. Lewis, Senior Planner, Long Range/Economic Planning
SUBJECT: Residential Design Standards – Architectural Design Standards for Single Family Dwellings and Duplexes – Work Session

Report in Brief:

This is a work session to discuss draft text amendments for the regulation of residential design elements for new single family dwellings and duplexes. The residential design elements were first discussed with the Planning Commission during the review of proposed amendments to the Land Division Code over the past few months. Some of the impetus for developing these standards came from past discussions with the Planning Commission, via other projects, in which the Commission raised concerns in this regard. Additionally, community comment and criticism over some existing residential development in the City in the past decade has also prompted this review. The attached document is a first DRAFT of potential Residential Design Standards, specifically Architectural Design Standards for Single Family Residences.

Background:

As part of the Land Division Code text amendment considerations, the residential designs standards listed in Attachment A were initially discussed by the Planning Commission and staff. The rationale for these draft standards was the same as those that prompted the amendments to the Land Division Code. That rationale being:

Over the past few years, as economic decline has plagued many communities, Redmond was hit especially hard with a large number of foreclosures, empty homes and undeveloped subdivisions. Many of the empty homes and undeveloped subdivisions are now in a state of disrepair and are undesirable for new development or rehabilitation for a variety of reasons – a primary reason being the lack of physical amenities and design elements that make neighborhoods attractive and desirable. A key component to ensuring that new development results in neighborhoods where people want to live, where property values are maintained and that become assets to the community, are the rules governing land divisions (including infrastructure design) and the attractiveness of the ensuing residential homes.

During the discussion with the Planning Commission on the Land Division Code, future administration of the requirements by City staff was a primary consideration. Both the Planning Commission and staff recognized that although the single family residential design elements were important in achieving overall neighborhood sustainability, attractiveness and desirability, the Land Division Code was not the proper place for the inclusion of such regulations for appropriate future applicability related to their intent. Accordingly, single family residential construction occurs sometimes weeks, months or years after the subdivision is developed and platted, and there is no legal means to apply the provisions of

Attachment: Attachment A – Architectural Design Standards for Single Family Residences

the Land Division Code to the home construction at that time. Therefore, the Planning Commission directed staff to pursue the residential design standards through a separate amendment process following on the foot-heels of the Land Division Code. The Planning Commission made a formal recommendation on the revised Land Division Code to the City Council at their September 18th meeting, and the City Council has now had one work session on that recommendation. The Residential Design Standards as proposed in Attachment A are now being brought forward for Planning Commission consideration.

Discussion:

As stated above, at some of the initial work sessions with the Planning Commission on the Land Division Code, various residential design standards were discussed (i.e. landscaping, fences, screening of mechanical equipment, building architectural elements). These standards, which will include requirements for various elements mentioned above, are proposed to be addressed and added as a new section of the Development Code that immediately follows the existing Residential Design Standards - Section 8.0140, Table B, Minimum Design Standards – among others. The new section is proposed to be located and entitled as Section 8.0141, Architectural Design Standards for Single Family Dwellings and Duplexes (see Attachment A).

The primary elements of the proposed standards include:

- Mechanical Equipment Screening
- Residential (single family dwelling and duplex) Building Design (architectural elements)
- Site Landscaping
- Fences

While preparing the draft standards, staff reviewed a variety of existing codes from communities around Oregon as well as other states. The majority of the codes were drafted and titled as “Guidelines”, with varying degrees of specificity. Many required discretionary review which employs the subjectivity of the reviewer – in Oregon this constitutes a land use action (which requires public notice and is appealable). The standards included in the attached draft are intended as non-discretionary standards which are clear and objective – which are considered development actions and not subject to the requirements of land use actions under State land use law. The proposed standards have considered the concerns of the residents of Redmond, while attempting to employ many of the best elements obtained from staff research to address the resident concerns in a clear and objective manner.

Mechanical Equipment and Landscaping - The screening of mechanical equipment (Section 8.0141 (1)) and landscaping requirements (Section 8.0141 (3)), which are addressed in the draft code text, are very straightforward in their intent as written in the draft code.

Residential Building Design - As drafted, the proposed building design standards listed in the draft code (Section 8.0141 (2)) are somewhat more complex in their overall application to new single family dwelling and duplex design review. However, they have been drafted as, and are intended to be, clear and objective standards to achieve a desirable effect (as discussed earlier in this staff report), rather than as discretionary requirements. In this manner, the standards will be clear to the applicant as to what is necessary for approval.

The implementation of these standards will be done at the time building permits are applied for. It will be necessary for the applicant to submit the required information with the building permit application. The building design/architectural review process will be concurrent with the building/structural plan check process. Notwithstanding this review process, all fences, whether built in conjunction with a dwelling or separately, will be subject to the standards adopted for fences.

Fences - Although fencing standards are listed among the provisions integral to the overall design standards for single family dwellings and duplexes and are referenced in Attachment A as Section

8.0141 (4), the actual fence standards will be included in another more appropriate section of the Development Code as referenced therein. Those draft standards will be brought to the Planning Commission at a subsequent meeting/work session as those standards are more complex and worthy of a separate discussion.

Alternative Courses of Action:

Approve the draft standards as proposed by Staff or as modified by the Planning Commission, or continue to work with Staff to revise the draft text through subsequent work sessions while also beginning the public involvement process. Notwithstanding, the standards for fences will be part of this overall amendment process, but will be presented in a subsequent work session.

Recommendation/Suggested Motion:

Not applicable.

James J. Lewis, Senior Planner, Long Range/Economic Planning

I. RESIDENTIAL DESIGN STANDARDS – EXISTING / PROPOSED

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

Standard:	Zone:				
	R-1	R-2	R-3	R-4	R-5
Minimum Lot size - Square Feet					
Single Family	9,000	9,000	7,500	6,000	6,000
Duplex	NA	^D 10,000	^A 10,000	7,500	7,500
Duplex Lot			4,250	3,750	3,750
Townhouse				E	E
Multi-family Dwelling	NA	NA	NA	F	F
Multi-family Complex	NA	NA		F	F
Maximum Density (1 unit per # s.f.)_F				3,000	2,500
Minimum Setback Distance_{C F}					
Front	15	15	15	15	15
Interior Side	^B 5/10	^B 5/10	^B 5/10	^B 5/10	5
Street Side	15	15	15	15	15
Rear	20	20	20	20	5
Garage	20	20	20	20	20
Maximum Building Height_F	30	30	30	40,E	40,E
Minimum Street Frontage					
Standard Street	50	50	50	50	50
Cul-de-sac	30	30	30	30	30
Flag Lot	20	20	20	20	20
Duplex lot (non flag or cul de sac)	N/A	N/A	25	25	25
Townhouse				E	E
A Duplexes permitted only on corner lots					
B Interior side yards must provide a minimum of 5 feet on one side and 10 feet on the other side for single family and duplex residences. Where alley access is provided, both interior side yards may be reduced to 5'. Exceptions to this 10' setback are allowed (1) when the lot was created prior to the adoption of this standard (November 9, 2006); or (2) on cul de sac lots; or (3) on flag lots, or (4) parcels created by partition.					
C Does not include solar setbacks, which are calculated separately					
D Duplexes only allowed on legally created lots of adequate size / created prior to November 9, 2006, otherwise prohibited.					
E Pursuant to the Townhouse Development Standards in Chapter 8, Article IV Site and Design Review Standards, Section 8.3035.4.f.2, Table A.					
F Does not apply to development standards for Multi-family Dwellings and Multi-family Complexes which are located in Chapter 8, Article IV, Site and Design Review Standards, Section 8.3035.4.E.2., Table A					
N/A = "not allowed"					
All distances shown are measured in feet.					

8.0141 ARCHITECTURAL DESIGN STANDARDS FOR SINGLE FAMILY DWELLINGS AND DUPLEXES

1. Screening of Mechanical Equipment and Trash Storage Areas. All exterior mechanical equipment and trash storage areas shall be entirely screened from view by a sight obscuring fence or wall, with such fences or walls being maintained in perpetuity.
2. Building Design. Single family dwelling and duplex design on lots in subdivisions platted after the effective date of this ordinance shall promote design that will protect neighborhood character, protect property values, protect public and private investment and enhance the attractiveness and quality of life in Redmond. The residential design principles included herein are intended to ensure that new residential development contributes to the architectural and visual qualities of the neighborhood. Although specific architectural styles (i.e. craftsman, colonial) are not mandated, the following residential design principles shall be required for all new single family and duplex dwellings:
 - A. Architectural Design. In order to discourage the appearance of tract-type housing, a separation by at least three (3) lots on either side and across the street by 2 lots in each direction is required for single family dwellings and duplexes with the same or very similar design when viewed from the street frontages. The same or very similar designs are those which consist merely of mirror image floor plans, or exterior elevations of the same basic design which utilize different colors, materials or ornamentation.
 - B. Roof Design. A minimum of three (3) of roof design elements shall be used on all four elevations of the structure.
 1. Roof Design Elements include:
 - a. Pitched or sloping roof;
 - b. Variations in roof pitch, height of roof planes or roof orientation;
 - c. Dormer, such as hipped, gabled, shed or eyebrow dormer design
 - d. Eave of at least 12 inches;
 - e. Overhang of at least 6 inches with bargeboard or vergeboard; and
 - f. Gable end elements (window, decorative vent door, decorated verge boards, trusses, false beams, corbels, brackets, or other decorative elements in gable ends)
 - C. Wall Design. A minimum of five (5) of wall design elements shall be used on the side and rear elevations of the structure, and seven (7) elements on the front elevation. Multiple siding treatments are highly encouraged.
 1. Wall Design Elements include:
 - a. Recessed entry;
 - b. Covered porch at least 36 square feet, with a minimum 4 foot depth
 - c. Balconies enclosed by railing or parapet;
 - d. Vertical offsets, at least two, either projecting or recessed at least 6 inches deep and a minimum of 4 feet long;
 - e. Horizontal offsets, at least two, either projecting or recessed at least 5 inches deep;
 - f. Column or pilaster, either complete or engaged;
 - g. Engaged tower, with the design being square, rectangular, circular or polygonal in form;
 - h. Bay window, box window, or box bay that projects at least 6 inches outward from the wall plane;

- I. Window trim or surround (casing) at least 3.5 inches wide that completely surrounds the window;
 - J. Windows with grids, multi-paned sashes, or that are of elliptical, round, arched, semi-circular or similar design;
 - K. Shutters, as a matched pair for windows, either fixed or movable;
 - L. variation in wall cladding, wall surface pattern or decorative materials;
 - M. Decorative garage doors, with or without windows, including patterning relief at least 5/8" deep over the door surface;
 - N. Band course, band molding, belly band, belt course or similar horizontal element the entire length of the façade of relatively slight projection;
 - O. Exterior chimney of brick, stone, composite, masonry or other similar materials; and,
 - P. Decorative trellis or trelliswork
 - D. Front Door. A front door that is visible from the public street frontage (front yard) and a sidewalk between the front door and the public sidewalk is required. Front porches, including covered front porches, are highly encouraged.
 - E. Driveways and Garages.
 1. A garage is required for each dwelling unit and shall be of adequate size to accommodate a minimum of one vehicle, and shall at a minimum meet the design requirements in Section 8.0515 (Parking Table and Diagram) of the City of Redmond Development Code.
 2. Garage doors shall be setback a minimum of 5 feet from the façade of the dwelling facing the primary access street, and shall be setback a minimum of 20 feet from the lot or parcel line.
 3. Driveways, whether accessed from a public or private street or alley, shall be of adequate size to accommodate a minimum of one vehicle, and shall at a minimum meet the design requirements in Section 8.0515 (Parking Table and Diagram) of the City of Redmond Development Code.
 4. Notwithstanding Section 8.0141 (2) (E) (1, 2 and 3) above, all garages and driveways accessed directly from public or private streets or alleys less than 36 feet in width shall be sized to accommodate a minimum of 2 cars based on the parking space design standards listed in Section 8.0515 (Parking Table and Diagram) of the City of Redmond Development Code.
 5. No garage as required by this subsection shall be converted to living or other space unless a replacement garage complying with the standards of this subsection is provided.
3. Site Landscaping. All single family dwelling and duplex residential lots shall have landscaping on all sides of the structure which consists of lawn, trees, shrubs, native vegetation (a combination thereof). Such landscaping shall be maintained in good condition, with irrigation provided as necessary, with dead and dying vegetation removed. Landscape plans which demonstrate compliance with this requirement shall be submitted with building plans for each individual lot.
4. Fences. Fences constructed in conjunction with any single family dwelling or duplex (including fences constructed by the developer of a subdivision as perimeter fences) shall be in accordance with the applicable provisions of Section 8.340 of the City of Redmond development Code.



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Fax 541-548-0706

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REDMOND URBAN AREA PLANNING COMMISSION

Minutes

Tuesday, August 21, 2012

Conference Room A, 716 SW Evergreen Avenue, Redmond, Oregon

Commissioners Present: Chair Eric Porter, Vice Chair Anne Graham, Bob Bleile, Stan Clark, Bea Leach, Katie McDonald (arrived 7:07 p.m.); 1 position vacant

City Staff: Heather Richards, *Community Development Director*; James Lewis, *Long-Range Planner*; Cameron Prow, *TYPE-Write II*

Visitors: None

(scribe CP's note: The minutes were created from an audio record and notes taken at the meeting.

The three digits after the motion title shows the number of Commissioners voting in favor/against/abstaining.)

I. CALL TO ORDER

Chair Porter opened the meeting at 6:33 p.m. with a quorum present. Commissioner McDonald arrived at 7:07 p.m.

II. CITIZEN COMMENTS (None)

III. DISCUSSION

Land Division (Subdivision/Partition) Standards, File TA 12-2 (cont. from August 7, 2012)

Ms. Richards reported that the City has received requests from developers to allow narrower street standards as an option in Redmond. Every other Central Oregon community provides that option as do most of the comparable cities. City department heads (Police, Public Works/Engineering, and Fire Department) are also still exploring the pros and cons of dedicating alleys as public rights-of-way including fiscal impacts of maintenance and parking enforcement. The opinions expressed by the Police Chief, Fire Marshal, and City Engineer at the August 7 hearing were individual and did not constitute a final team recommendation. If the Planning Commission wants to consider skinny (32-foot-wide) streets, the department head team wants the opportunity to continue working toward a unified team recommendation.

Mr. Lewis said that the Oregon Department of Land Conservation and Development has directed cities to look at narrower street widths for livability, reduction in surface water runoff, and other reasons. Redmond Police and Fire Departments want certainty on what is best for the City without compromising public safety. Table 1, already in the Redmond Transportation System Plan, allows 32-foot-wide and 28-foot-wide streets for lands inside the urban growth boundary (UGB) only as part of an annexation agreement or in a planned unit development (PUD). If the Planning Commission were to recommend adoption of Table 1 without the narrow street provision, then lands inside the current UGB or brought in at a future time (except PUDs) would be subject to the 36-foot-wide standard.

Commissioners' extensive discussion covered *public vs. private alleys, vehicular access via public alleys, address requirements, fiscal impacts of public alleys, reactive parking enforcement (by complaint), meaning of Motion 1 made on August 7, 2012, to restore use of Table 1, enforcing private alley maintenance, and rationale for and impact of allowing narrower streets.*

By consensus, Commissioners directed staff to provide a clean copy of the draft code language after making the following changes to Attachment A (Draft 4 – clean/amended with 8-7-12 changes only):

- * 8.2020: Add definition for “Vehicular Access.”
- * 8.2240(2): Restore, changing “Easement” to “Private Alley.”
- * 8.2240(4) to read: “Each lot within the City limits is to be connected to the City water and sewer system when reasonably available.”
- * 8.2415(2): Restore, changing “Easement” to “Private Alley.”
- * 8.2415(4) to read: “Each lot within the City limits is to be connected to the City water and sewer system when reasonably available.”
- * 8.2705(3), (5), and (6): Restore.
- * 8.2710(3): Return to the original Table 1 including standards for “Private Alleys.”
- * 8.2820(5) to read: “Unless adequate demonstration of site necessity, intersection safety and functionality is provided, new lots and/or parcels will be limited to a single vehicular access as determined by Public Works through the land use process.”
- * 8.2820(9): Delete.

Commissioners requested that department heads present a consensus opinion about skinny streets at the next Planning Commission meeting.

Chair Porter directed that Planning Commission discussion on the Land Division Standards, File TA 12-2, be continued to September 4, 2012.

IV. CITY COUNCIL LIAISON COMMENTS (None)

V. STAFF COMMENTS

Mr. Lewis thanked Commissioner Clark for his assistance in clarifying code language.

Ms. Richards passed on City Council thanks for Commissioner Clark’s service and dedication to the City in his role as a Planning Commissioner. A proclamation will be issued in the near future and he will be invited to that ceremony.

VI. COMMISSIONER COMMENTS

Commissioner Leach gave photos of landscaping abuse along the US Highway 97 corridor through Redmond to Ms. Richards.

Commissioner Clark said that it had been a pleasure to work with everyone.

Vice Chair Graham thanked Commissioner Clark for his detailed analysis of code language. She requested that Commissioners be notified of any public event associated with outgoing City Manager David Brandt. Ms. Richards said that she would e-mail notice to Commissioners.

Chair Porter thanked Commissioner Clark for his years of service to the Planning Commission.

VII. ADJOURN

The next meeting is scheduled for Tuesday, September 4, 2012.

With no further business, Chair Porter adjourned the meeting at 7:51 p.m.

APPROVED by the Redmond Urban Area Planning Commission and SIGNED by me this _____ day of _____, 2012.

ATTEST:

Eric Porter, Chair



DRAFT

716 SW Evergreen Avenue
Redmond, OR 97756-2242

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Phone **541-923-7721**
Fax 541-548-0706

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REDMOND URBAN AREA PLANNING COMMISSION
Minutes

Tuesday, September 18, 2012
Conference Room A, 716 SW Evergreen Avenue, Redmond, Oregon

Commissioners Present: Chair Eric Porter, Vice Chair Anne Graham, Bob Bleile, Bea Leach (phone)
(absent: *Katie McDonald*; 2 positions vacant)

City Staff: Heather Richards, *Community Development Director*; James Lewis, *Long-Range Planner*;
Cameron Prow, *TYPE-Write II*

Visitors: None

*(scribe CP's note: The minutes were created from an audio record and notes taken at the meeting.
The three digits after the motion title shows the number of Commissioners voting in favor/against/abstaining.)*

I. CALL TO ORDER/SWEAR IN NEW COMMISSIONER

Chair Porter opened the meeting at 6:32 p.m. with a quorum present.

II. CITIZEN COMMENTS (None)

III. DISCUSSION

Land Division (Subdivision/Partition) Standards, File TA 12-2 (cont. from August 21, 2012)

Mr. Lewis reported that Police, Fire, and Public Works staff have accepted the new text added to Table 1 (Draft 5 dated September 18, 2012), City of Redmond Right-Of-Way and Roadway Design and Cross-Section Standards.

Chair Porter led discussion of the issues not resolved at the last meeting: narrow streets, public vs. private alleys in subdivisions, and City enforcement of right-of-way maintenance and parking.

Motion 1 (4/0/0): Commissioner Graham moved that Planning Commission recommend approval of TA 12-2, Redmond Development Code Amendments, to amend Article III, Chapter 8.2000 of the City of Redmond Development Code – Land Division Standards, to the Redmond City Council as modified by Planning Commission to include Attachment B (Table 1) and Attachment C (to be vetted by the City Attorney). Commissioner Leach seconded the motion which passed unanimously.

By consensus, Commissioners authorized Vice Chair Graham to meet with staff following this meeting to make grammatical corrections to File TA 12-2.

Commissioner Leach left the meeting at 7 p.m.

Mr. Lewis said that he would schedule a City Council work session on the Land Division standards for October 9, 2012, 6:45 a.m. Depending on how discussion goes, City Council's public hearing on this issue could be held on October 23, 2012.

IV. CITY COUNCIL LIAISON COMMENTS (None)

V. APPROVAL OF MINUTES

Chair Porter turned control of the meeting over to Vice Chair Graham.

Motion 2 (2/0/1): Commissioner Bleile moved to approve the August 7, 2012, minutes as written. Commissioner Graham seconded the motion which passed with Commissioners Bleile and Graham voting in favor and Commissioner Porter abstaining as he was absent from that meeting.

Vice Chair Graham returned control of the meeting to Chair Porter.

VI. STAFF COMMENTS

Ms. Richards reported that the City is reviewing applications for a new full-time associate planner in Long-Range Planning. The successful applicant will (hopefully) start in mid-November 2012. The new Parks planner started on September 17, 2012. City Council held an open meeting on September 16, 2012, and directed Human Resources to move forward with negotiations to hire the candidate interviewed as the new City Manager. Commissioner Graham participated in the interview process. Ms. Richards asked if any Commissioner was interested in attending the upcoming Commissioner training in Salem, Oregon. One application for the Planning Commission has been received, but cannot be acted on until Commissioner Bleile “retires” from the Commission, since only one realtor is allowed to serve at a time. She requested assistance in recruiting new Commissioners.

Mr. Lewis said that City Council will hold a work session on the Land Division Ordinance on October 9, 2012, and may schedule a public hearing for their last meeting in October 2012. Planning Commissioners are welcome to attend to answer questions. Planning Commission’s next major issue will be Residential Design Standards, which were removed from and are intended to complement the Land Division Ordinance.

VII. COMMISSIONER COMMENTS

Chair Porter noted that Commissioner McDonald’s second child is due soon. Commissioner Bleile agreed to continue serving until the Planning Commission finishes reviewing the Residential Design Standards. He said he was glad to be back on solid ground after his vacation cruise. Smoke from the Pole Creek fire is horrible in Sisters, causing headaches and breathing difficulties for many people.

Vice Chair Graham reported that two of the people she talked with at the last Coffee Clatter indicated they might be interested in serving on the Planning Commission.

VIII. ADJOURN

The next meeting is scheduled for Tuesday, October 2, 2012.

With no further business, Chair Porter adjourned the meeting at 7:10 p.m.

APPROVED by the Redmond Urban Area Planning Commission and SIGNED by me this _____ day of _____, 2012.

ATTEST:

Eric Porter, Chair