



**CITY OF REDMOND**  
Community Development Department

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**SOUTH US 97 CORRIDOR PLAN IMPLEMENTATION  
PROJECT ADVISORY COMMITTEE MEETING #1**

Redmond Fire and Rescue Training Room, 341 NW Dogwood Avenue

**Thursday, April 18, 2013**

6:00-8:00 PM

**Agenda**

**PAC  
MEMBERS**

Craig  
Alacano

Jay  
Battelson

Wendy  
Cummings

Lynn Evans

Kenny  
Gilder

Greg  
Hodecker

Eric Jordan

Solomon  
Kaleialhoa

Tommy King

Charley  
Miller

Paul Rodby

Teresa  
Rozic

Keith Sides

Pete Wilson

PROPOSED AGENDA

- I. CALL TO ORDER
- II. WELCOME AND INTRODUCTIONS
- III. PURPOSE OF THIS PROJECT
- IV. BACKGROUND OF SOUTH US 97 CORRIDOR PLAN
- V. PURPOSE AND ROLE OF PROJECT ADVISORY COMMITTEE (PAC)
- VI. PURPOSE AND ROLE OF TECHNICAL ADVISORY COMMITTEE (TAC)
- VII. CITY PROCESS AND THE ROLE OF LIAISONS TO REDMOND DEVELOPMENT COMMISSION AND PLANNING COMMISSION
- VIII. PROCESS FOR IMPLEMENTATION PLAN
- IX. NEXT STEPS/ADJOURN

\*Please note that these documents are also available on the City's website [www.ci.redmond.or.us](http://www.ci.redmond.or.us); click on City Government, hover on Commissions and Committees, click on Redmond Development Commission. You may also request a copy at City Hall from DeAnne Wakefield at 923-7713.

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**DATE:** April 18, 2013  
**TO:** South US 97 Corridor Plan Project Advisory Committee Members  
**THROUGH:** Heather Richards, Community Development Director  
James J. Lewis, Planning Manager  
**FROM:** Scott Woodford, Associate Planner  
**SUBJECT:** Introduction to South US 97 Corridor Plan Implementation

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**Report in Brief:**

This agenda item seeks to open discussion about the South US 97 Corridor Plan Implementation.

**Background:**

The South US Highway 97 Corridor Plan was a master plan developed between 2008 and 2010 as an effort to revitalize the economic viability of the South US 97 Corridor through land use and transportation enhancement strategies, with the following vision for the future of the corridor:

“South US 97 is a vibrant business district that is safe and accessible to shoppers traveling by car, bike, or on foot. The corridor is aesthetically pleasing and provides opportunities for business community interaction. Traffic moves efficiently and at a reasonable speed in both the north-south and east-west directions.”

However, the plan was never adopted by the City of Redmond. In 2012, when the City of Redmond adopted the *Redmond Development Plan: A Long Term Economic Vision for Our Community*, revitalizing the South US 97 corridor was identified as a strategic action in the plan. Subsequently, the Redmond Development Commission (RDC) adopted the evaluation and implementation of the South US 97 Corridor Study (either in full or in parts) as part of their FY 2012/13 work program. It is the hope of the RDC and the City that there are elements in the Plan that, if implemented, would serve to spur development and redevelopment in the South US 97 Corridor.

Chapter 7 of the South US 97 Corridor Plan developed in 2010 is devoted to recommended measures for implementation. The purpose of the South US 97 Corridor Plan Implementation project is to use Chapter 7 as a guide and funnel it through a Project Advisory Committee (PAC) and Technical Advisory Committee (TAC) to help determine which of the concepts have the most merit and take those and create a recommended implementation list to present to RDC, the Planning Commission and City Council. These recommended concepts could include amendments to the Development Code, the Comprehensive Plan and the Transportation System Plan and/or physical improvements (see Exhibit A for a summary of the list from Chapter 7).

**Discussion:**

At the first PAC meeting, City Staff will further outline the purpose of the South US 97 Corridor Plan Implementation, present a detailed background of the South US 97 Corridor Plan, and the desired

*Attachments: Attachment A – List of Implementation Items from the South US 97 Corridor Plan  
Attachment B – PAC Meeting Dates/Timeline*

process for achieving the goals of this project. During the meeting, there will also be an opportunity for PAC members to introduce themselves and state their reasons for participating on PAC.

We will also discuss the role of the PAC and the TAC that consists of City Staff from Public Works and Community Development and a representative from the Department of Land and Conservation Department (DLCD) and the Oregon Department of Transportation (ODOT). We will discuss the project timeline and the dates and purpose of each meeting (see Exhibit B).

**Fiscal Impact:**

To be determined.

Scott Woodford, Associate Planner

**South US 97 Corridor Plan  
Implementation Plan**

Appendix C in the South US 97 Corridor Plan lists Implementing Elements of the Plan that are recommended to help achieve the goals, objectives, and findings of the Corridor Plan, which are summarized below:

<b>Recommended revisions to the 2020 Comprehensive Plan</b>		
<b>Step:</b>	<b>Corridor Plan Element:</b>	<b>Recommendation:</b>
1.	Plan Goals and Objectives, Vision & Goals/Guiding Principles	Amendment to provide background information on the Corridor Plan project, including the objectives of enhancing economic vitality by reducing traffic speeds, reducing congestion, improving public safety and providing an inviting environment for businesses/employees and customers.
2.	Urban Design Character Areas	Identify the corridor studied as an area of special concern and establish an Overlay District boundary wherein additional guidance for future development patterns and public amenities is provided.
3.	Access Easements/Agreements	Include policies supporting access management based on the access objectives for each segment (expressway, non-expressway) identified in access management plan. Reference the access management phasing identified in the access management plan.
4.	Advisory Committee	Include a policy that recommends the appointment of a US 97 Advisory Group that will meet regularly to consider issues related to economic vitality and development in the corridor and whose role is to advise City Council in related matters.
5.	Southern Gateway	Include a policy that address gateway treatments along US 97 to guide the development of a Southern Gateway Treatment.
6.	Canal Treatment	Amend the 2020 Comprehensive Plan to include policies addressing the preferred COID irrigation canal treatment. As proposed in the 2020 Comprehensive Plan Revisions (attached), draft policies are in Chapter 12, under the Pedestrian and Bicycle Systems heading. In addition, the TSP should be amended to include the COID Canal Multi-Use Trail Typical Cross-section and Concept Alignment (Figure 2 in the draft Redmond South US 97 Corridor Plan Implementation Report – Project Elements), as well as the Largo Concept Sketch, to guide future improvements associated with both public projects and private development.

## Exhibit A

Recommended revisions to the Development Code		
Step:	Corridor Plan Element:	Recommendation:
1.	US 97 Corridor Overlay District	A "US 97 Corridor Overlay District" chapter should be added to the Code that outlines the special requirements for development and streetscape design within the boundaries of the overlay district.
2.	Cross Access Easements	Amend the Code to require applicants to demonstrate whether cross-access easements can be accomplished consistent with the circulation and planned local street network shown in the Access Framework illustrations. If access across an adjacent parcel or parcels is necessary for the development of the subject site, a signed cross-access agreement should be required. Access widths and construction standards may need to be established for the Overlay District.
3.	Parking Behind/Side of Building	Amend code to require that parking be located behind or to the side of buildings to be consistent with the Recommended Design Patterns Options in the Corridor Plan.
4.	Shared Parking	City should determine if parking standards result in excessive parking in the US 97 Corridor and if shared parking agreements should be required for adjacent businesses, or if shared parking should remain an option, contingent on hours of operation, within the corridor.
5.	Minimum/Maximum Building Setbacks	Amend the Code to allow a smaller minimum lot line setback for development in the corridor and possibly a maximum building setback for commercial re/development in the Village Commercial sub-area. Note that orientation to lower order public streets (i.e., not the highway) may be desirable in some areas or in some situations, such as a larger, multi-building development.
6.	Additional Landscaping	Consider increasing the required landscaping in the corridor Streetscape elements, as trees and landscaping aid in creating attractive environments, which in turn will encourage slower speeds in the corridor. Native or drought tolerant plantings could be a requirement due to difficulty in maintaining landscaping in the local climate.
7.	Pedestrian Connections Between Buildings	The Code could be amended to include provisions for pedestrian connections between buildings. Model code language exists that can be modified to apply generally to all commercial development or specifically to properties fronting US 97.
8.	Signage (Village Commercial and Urban Commercial	Acknowledging a slower speed limit, and with the possible future transition of this part of US 97 to a local roadway in mind, the City should reconsider the types of signs currently permitted in the corridor. The recommendation is to limit the type and/or size of signs permitted.

## Exhibit A

9.	Ground floor windows (Village Commercial and Urban Commercial)	The City should consider adopting a transparency requirement for commercial development in the US 97 Corridor. The requirements may differ, depending on the location of the development. For example, the requirement for the Village Commercial area could mirror Downtown Design Overlay standards and a less rigorous standard could be applied to the rest of the corridor.
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<b>Recommended revisions to the TSP (Transportation Systems Plan)</b>		
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<b>Step:</b>	<b>Corridor Plan Element:</b>	<b>Recommendation:</b>
1.	Wider Sidewalks	Recommend the City adopt the Corridor Plan as a refinement to the TSP. While US 97 is not within the City’s jurisdiction, it is recommended that the street design cross-sections for the highway are included in the TSP so that future development does not preclude desired improvements. Code language can then reference the desired street cross-sections for each sub-area and include approval criteria that state development proposals in these areas may not preclude the implementation of desired improvements, such as wider sidewalks in the Village Commercial and Urban Commercial sub-areas.
2.	Street trees (Village Commercial and Urban Commercial)	As noted under the “wider sidewalks” discussion above, the recommendation is to adopt the Corridor Plan as a refinement to the TSP so that desired improvements in the highway right-of-way are not precluded by future development. While street trees are shown in the preferred US 97 Streetscape design option for the Village Commercial sub-area, tree spacing and preferred species are not identified in the Corridor Plan. The City should consider the desired type and spacing standard for trees in the Village Commercial and Urban Commercial sub-areas and consider codifying this in the Development Code.
3.	US 97 Streetscape Design Standards	Implementing these standards could be accomplished as an amendment to the TSP (Roadway Cross-Section Standards in Chapter 9), or the Corridor Plan could be adopted as a refinement plan and the TSP amended by reference in the adopting ordinance. As discussed earlier, the City does not have jurisdiction over improvements to US 97, but local adoption of the Streetscape Design Standards could help ensure that future re/development along this area of the corridor does not preclude implementation. In addition, site plan and landscaping plan requirements in the Development Code should be modified to reference the requirements of the US 97 Streetscape Design Standards.
4.	Access Recommendations (see	Adopt the Access Recommendations in the Corridor Plan (see Draft Access Management Element) as part of the city’s TSP. As an

## Exhibit A

	<p>block-level recommendations and phasing in the Draft Access Management Element)</p>	<p>adopted part of the TSP, this site-specific, parcel-level access evaluation and the resulting block-level recommendations for alternate access and circulation can be used by the city to guide future improvements. The City will need to decide where the Access Recommendations “live”; either in (an amended) Chapter 9 of the TSP or in the Corridor Plan (amending the TSP by reference upon adoption of the refinement plan). To ensure that the Access Recommendations are considered as part of development review and approval, Development Code amendments should require that alternate access be considered and/or provided for in development and redevelopment plans, based on the constraints and future recommendations in the TSP/Corridor Plan. See “Development Code” subsection in this memorandum.</p>
<p>5.</p>	<p>Access Framework (see proposed public local circulation system in the Draft Access Management Element)</p>	<p>Adopt the Access Framework in the Corridor Plan as a refinement to the Local Street Connectivity plan in the TSP. As an adopted part of the TSP, the Access Framework graphics will provide City staff and decision-makers with the policy framework that illustrates future local circulation and ensures that alternate access can be provided as redevelopment occurs in the corridor. Adopting regulatory language to require the dedication of right-of-way and/or street improvements based on the Access Framework will realize, over time, a connected local street system. Associated code language should also address interim arrangements, such as cross-access easements/ agreements, use of right-of-way prior to street improvements being built, interim private roadways, etc.</p>

# South US Highway 97 Corridor Plan Implementation Timeline

- 1. Technical Advisory Committee Meeting #1 – April 1**
  - a. Prep for Stakeholder Committee Meeting
  - b. Discuss goals for Plan Implementation, what has changed since plan was done
- 2. Project Advisory Committee Meeting #1 – Thursday, April 18 at 6PM**
  - a. Introductions & Goals of Committee Members
  - b. Review Background of Plan, Implementation Recommendations, and Project Timeline
- 3. Technical Advisory Committee Meeting #2 – Tuesday, April 30 - 10AM-Noon**
  - a. Review Discussion from PAC Meeting #1 and determine direction for PAC Meeting #2
  - b. Discuss Funding Options
- 4. Project Advisory Committee Meeting #2 – Thursday, May 16 at 6PM**
  - a. Review Chapter 7 – Implementation Plan in Detail
  - b. Discuss each Recommendation and begin to prioritize (or propose elimination)
- 5. Technical Advisory Committee Meeting #3 – Tuesday, June 4 - 10AM-Noon**
  - a. Review PAC Meeting #2
  - b. Prep for PAC Meeting #3
- 6. Project Advisory Committee Meeting #3 – Thursday, June 20 at 6PM**
  - a. Continue Discussion on Implementation Recommendations and Prioritizations
- 7. Technical Advisory Committee Meeting #4 – Tuesday, July 2 - 10AM-Noon**
  - a. Review PAC Meeting #3
  - b. Set Direction for PAC Meeting #4, Prepare Draft Implementation Plan
- 8. Project Advisory Committee Meeting #4 – Thursday, July 18 at 6PM**
  - a. Present and review Draft Implementation Plan
- 9. Technical Advisory Committee Meeting #5 – Tuesday, July 30 - 10AM-Noon**
  - a. Review PAC Meeting #4
  - b. Prepare Final Implementation Plan
- 10. Project Advisory Committee Meeting #5 – Thursday, August 15 at 6PM**
  - a. Review and Recommend Approval of Final Implementation Plan
- 11. Redmond Development Commission – Thursday, August 22**
  - a. Review and recommendation of US 97 Implementation Plan
- 12. City Council – Tuesday, September 24**
  - a. Review and acknowledgment of US 97 Implementation Plan
- 13. Commence Code, Comp Plan and TSP Amendments**
  - a. After Council Acknowledges, Based on Final Implementation Plan
  - b. Review and Approval by Planning Commission and City Council